

TRANSPORTATION IMPACT STUDY FOR

DRI #4422 HICKMAN PROPERTY

DATE:

June 27, 2025

LOCATION:

Douglas County, Georgia

PREPARED FOR:

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EXECUTIVE SUMMARY

Hickman Property (DRI #4422) is proposed for construction along Liberty Road and Tyson Road in Douglas County, Georgia. The proposed development will consist of 6,220,000 total square feet of data center space and 66,000 total square feet of light industrial space. Access to the site will be provided via three (3) full access driveways along with the extension of Tyson Road into the development. The three driveways will consist of two aligned full-access driveways on Tyson Road just south of Timmons Road (Building 9 Access and Buildings 10-11 Access) and one full-access driveway on Liberty Road between Edge Road and Poole Road which is proposed to align with an existing private driveway serving a truck storage yard and wedding venue. It should also be noted that a fourth restricted emergency access point is located along Poole Road but was not included in this analysis.

Traffic operations at the study intersections are satisfactory at six of the nine study intersections in the Existing conditions. However, inadequate LOS are present at the remaining three study intersections, and the conditions are expected to worsen as evidenced in the 2033 No-Build scenario due to the anticipated growth in the study area. The addition of project traffic is expected to have an impact on the traffic operations at the study intersections. For 2033 Build conditions, study intersections are expected to continue to operate at the same overall LOS when compared to 2033 No-Build conditions, with some individual movements becoming inadequate during additional peak hours.

A right-turn deceleration lane is warranted at Buildings 1-8 Access on Liberty Road, but a right-turn deceleration lane is not warranted at Building 9 Access/Buildings 10-11 Access along Tyson Road. A left-turn lane is warranted at Buildings 1-8 Access on Liberty Road, but a left-turn lane is not warranted at Building 9 Access/Buildings 10-11 Access along Tyson Road.

Each site access point is expected to operate adequately. A right-turn lane with a full-width storage length of 125 feet and a taper length of 50 feet is expected to be needed on Buildings 1-8 Access on Liberty Road to accommodate the right-turn queue during 2033 Build conditions. Single-lane approach and departure lanes are expected to be sufficient at the other site accesses.

Table A summarizes the changes observed at the study intersections that operate with undesirable LOS approaches. The table also compares the relationship between the percentage of site traffic associated with future movements and approaches with LOS E or F in Build Conditions, and the capacity analysis results of Build Mitigation Conditions. Parameters evaluated for Build Mitigation Conditions are identified on the following pages of the Executive Summary, labelled as Recommended Roadway Improvement Advisory Conditions. These parameters are also identified in the Traffic Impact Analysis section and Recommendations section, for reference. Table B summarizes where the turn storage lengths and taper lengths are exceeded by either existing or future through-movement traffic volumes where there is a LOS E or F present. The Recommended Roadway Improvement Conditions of Approval for DRI #4422 are on the pages following Table B results.

Table A: Capacity Analysis Results Summary with Applied Mitigation

ID	Intersection	Control	Movement	2025 Existing				2033 No-Build				Mitigation Measure	2033 No-Build Mitigated				2033 Build				2033 Build Mitigated							
				AM		PM		AM		PM			Movement	AM		PM		AM		PM		Mitigation Measure	Movement	AM		PM		
				LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay			LOS	Delay	LOS	Delay	LOS
1	SR 8/US 78/Veterans Memorial Hwy & SR 8 Conn	Side Street Stop Control	Overall	A	4.4	A	6.4	A	5.0	B	11.3	High-T	Overall	A	5.8	A	7.2	A	5.9	D	28.5	High-T	Overall	A	6.3	A	8.6	
			WB L	A	8.4	A	8.0	A	8.6	A	8.1		WB L	A	8.6	A	8.1	A	8.7	A	8.2		WB L	A	8.7	A	8.2	
			NB	B	14.2	D	25.2	C	16.4	E	46.1		NB	B	14.8	B	14.5	C	19.9	F	109.9		NB	C	16.5	C	20.2	
2	Liberty Rd & SR 8 Conn	Side Street Stop Control	Overall	A	3.4	A	4.6	A	8.2	B	11.8	Multi-Lane Roundabout	Overall	A	6.7	A	7.3	E	39.9	D	28.0	Multi-Lane Roundabout	Overall	A	7.5	A	7.9	
			WB	F	64.2	F	86.0	F	162.0	F	225.9		WB	A	6.1	A	8.5	F	601.5	F	492.7		WB	A	6.9	A	9.5	
													NB	A	6.1	A	7.7				NB		A	6.5	A	8.4		
			SB L	A	9.1	B	10.5	A	9.5	B	11.3		SB	A	7.3	A	6.6	A	9.7	B	11.7		SB	A	8.3	A	6.9	
3	Liberty Rd & I-20 Westbound ramps	Traffic Signal	Overall	D	39.6	E	60.2	D	54.7	F	88.1	2 WBR lanes, Signal Timing	Overall	C	25.8	C	34.5	E	56.2	F	88.9	2 WBR lanes, Signal Timing	Overall	C	34.7	D	36.9	
			WB	F	129.5	F	12.8	F	186.0	F	185.2		WB	D	46.3	D	47.6	F	158.5	F	174.7		WB	D	48.1	D	46.5	
			NB	A	5.3	A	5.3	A	7.2	A	7.1		NB	A	6.5	A	8.5	B	11.9	C	21.8		NB	A	9.8	B	12.7	
			SB	B	16.7	C	31.0	B	19.9	D	40.5		SB	C	26.3	D	36.7	C	25.8	D	52.2		SB	D	41.6	D	44.9	
4	Liberty Rd & I-20 Eastbound ramps	Traffic Signal	Overall	D	37.8	C	27.3	D	37.4	C	27.7	Channelized EBR lane w/ ROTR, Signal Timing	Overall	C	29.2	C	21.7	D	42.4	C	30.3	Channelized EBR lane w/ ROTR, Signal Timing	Overall	C	29.0	C	23.7	
			EB	E	65.8	E	59.4	E	69.4	E	62.7		EB	D	50.2	D	43.4	E	76.8	E	65.6		EB	D	52.2	D	43.0	
			NB	E	67.4	E	56.0	E	65.3	D	53.5		NB	D	54.4	D	44.3	E	65.7	D	46.5		NB	D	53.0	D	39.2	
			SB	A	9.0	A	1.1	A	8.7	A	2.5		SB	A	5.6	A	2.3	B	15.5	A	6.4		SB	A	4.7	A	5.0	
5	Liberty Rd & Edge Rd	Side Street Stop Control	Overall	A	4.0	A	4.2	A	5.5	A	5.8	Single-Lane Roundabout	Overall	A	7.5	A	7.8	E	42.7	D	31.4	Single-Lane Roundabout	Overall	B	12.9	B	13.1	
			EB	D	26.4	D	29.5	E	38.5	E	43.6		EB	A	5.9	A	6.2	F	512.9	F	408.6		EB	A	9.5	A	7.6	
			WB	B	10.6	B	12.4	B	11.2	B	14.8		WB	A	6.8	A	6.2	C	15.7	E	36.8		WB	A	9.3	A	9.7	
			NB L	A	8.1	A	8.5	A	8.2	A	8.8		NB	A	8.9	A	7.8	A	9.5	A	9.4		NB	C	15.4	C	16.3	
			SB L	A	8.4	A	8.2	A	8.7	A	8.4		SB	A	6.4	A	8.2	A	9.7	A	9.8		SB	B	11.2	B	10.8	
6	Liberty Rd & Poole Rd	Side Street Stop Control	Overall	A	3.9	A	2.8	A	4.1	A	2.8							A	4.0	A	2.8							
			EB	B	14.7	A	9.6	C	16.6	A	9.8							C	18.0	A	10.0							
			WB	B	10.3	B	10.2	B	10.8	B	10.7							B	11.2	B	10.8							
			NB L	A	7.6	A	0.0	A	7.6	A	0.0							A	7.7	A	0.0							
			SB L	A	7.8	A	8.2	A	7.9	A	8.4							A	8.0	A	8.4							
7	SR 8/US 78/Veterans Memorial Hwy & Tyson Rd	Side Street Stop Control	Overall	A	4.0	A	2.9	A	4.9	A	3.6							C	12.1	A	7.1	All-Way Stop Control, WB L+T, R lanes	Overall	C	17.0	C	24.9	
			EB L	A	7.7	A	8.6	A	7.8	A	8.9							A	7.8	A	8.9		EB	C	22.2	C	21.6	
			WB L	A	0.0	A	7.8	A	0.0	A	7.9							A	8.4	A	8.0		WB	B	13.4	D	32.7	
			NB	B	10.9	B	12.9	B	11.4	B	14.2							B	13.1	C	15.2		NB	B	10.8	B	12.4	
			SB	C	17.5	C	20.7	C	22.3	D	28.2							F	54.9	E	49.2		SB	B	12.9	B	12.3	
8	Tyson Rd & Timmons Rd	Side Street Stop Control	Overall	A	3.4	A	0.0	A	3.4	A	0.0							A	0.1	A	0.3							
			WB	A	8.4	A	0.0	A	8.4	A	0.0							A	9.2	A	9.5							
			SB L	A	0.0	A	0.0	A	0.0	A	0.0							A	0.0	A	7.7							
9	Liberty Rd & Private Drive	Side Street Stop Control	Overall	A	0.2	A	0.2	A	0.2	A	0.2							A	8.4	A	7.4	No Left Turn EB	Overall	A	7.1	A	7.0	
			EB	C	15.3	B	14.9	C	17.1	C	16.8							F	204.0	F	84.9		EB	B	11.0	B	11.3	
			WB															C	21.2	C	21.2		WB	C	21.3	C	21.3	
			NB L	A	0.0	A	8.1	A	0.0	A	8.2							A	0.0	A	8.2		NB L	A	0.0	A	8.2	
			SB L															A	9.9	A	8.7		SB L	A	9.9	A	8.7	
																		A	0.6	A	0.7							
																	A	9.8	A	9.6								
																	A	8.7	A	8.9								
																	A	0.0	A	0.0								
																	A	7.4	A	7.4								

Table B: Queuing Analysis Summary

ID	Intersection	Control	Movement	Storage Length	2025 Existing				2033 No-Build				2033 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
1	SR 8/US 78/ Veterans Memorial Hwy & SR 8 Conn	Side Street Stop Control	NBL	140	35	49	63	86	56	109	133	215	148	152	231	232
2	Liberty Rd & SR 8 Conn	Side Street Stop Control	WBL	310	49	60	110	138	158	266	344	417	299	301	345	378
3	Liberty Rd & I-20 Westbound ramps	Traffic Signal	WBL	675	74	130	151	401	82	509	157	1123	81	285	271	913
4	Liberty Rd & I-20 Eastbound ramps	Traffic Signal	EB	1000	153	117	253	215	209	281	441	777	654	612	1259	1254
5	Liberty Rd & Edge Rd	Side Street Stop Control	EB	1000	52	43	112	82	73	143	159	535	651	577	1145	1093

To receive the Notice of Decision Request for Expedited DRI #4422 – Hickman Property, the following Roadway Improvement Conditions of Approval and Advisory Conditions are recommended:

Recommended Roadway Improvement Conditions of Approval:

Tyson Road and Building 9 Access/Buildings 10-11 Access

- Side street stop control on Building 9 Access/Buildings 10-11 Access
- Single-lane approach and departure lanes on Building 9 Access/Buildings 10-11 Access

Liberty Road and private driveway/Buildings 1-8 Access

- Side street stop control on Buildings 1-8 Access
- Single-lane departure on Buildings 1-8 Access
- Separate left-through and right-turn approach lanes on Buildings 1-8 Access with 125' of full-width storage and 50' of taper on the right-turn approach lane
- Right-turn deceleration lane along Liberty Road at Buildings 1-8 Access
- Left-turn Lane along Liberty Road at Buildings 1-8 Access

Recommended Roadway Improvements Advisory Conditions:

SR 8/US 78/Veterans Memorial Highway and SR 8 Connector

- Install a High-T intersection configuration

Liberty Road and SR 8 Connector

- Install a multi-lane roundabout

Liberty Road and I-20 westbound ramps

- Install 2 westbound right-turn lanes and adjust signal timing accordingly

Liberty Road and I-20 eastbound ramps

- Install a channelized eastbound right-turn lane with sufficient sight distance and adjust signal timing accordingly

Liberty Road and Edge Road

- Install a single-lane roundabout

SR 8/US 78/Veterans Memorial Highway and Tyson Road

- Install an all-way stop, install a westbound right-turn lane

Liberty Road and private drive/Buildings 1-8 Access

- Do not allow eastbound left turns onto Liberty Road from the private drive

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Introduction

Hickman Property (DRI #4422) is proposed for construction along Liberty Road and Tyson Road in Douglas County, Georgia. The proposed development will consist of 6,220,000 total square feet of data center space and 66,000 total square feet of light industrial space. Access to the site will be provided via three (3) full access driveways along with the extension of Tyson Road into the development. The three driveways will consist of two aligned full-access driveways on Tyson Road just south of Timmons Road (Building 9 Access and Buildings 10-11 Access) and one full-access driveway on Liberty Road between Edge Road and Poole Road which is proposed to align with an existing private driveway serving a truck storage yard and wedding venue. It should also be noted that a fourth restricted emergency access point is located along Poole Road but was not included in this analysis.

This traffic study analyzes the impact of new traffic added to the local roadways upon the occupancy of the data center. This study includes analysis of the following scenarios:

- 2025 Existing Conditions
- 2033 (Opening Year) No-Build Conditions (including background growth and expected traffic from adjacent/nearby developments)
- 2033 (Opening Year) Build Conditions

The following are the intersections proposed for study:

1. SR 8/US 78/Veterans Memorial Highway and SR 8 Connector
2. SR 8 Connector and Liberty Road
3. Liberty Road and I-20 Westbound ramps
4. Liberty Road and I-20 Eastbound ramps
5. Liberty Road and Edge Road
6. Liberty Road and Poole Road
7. SR 8/US 78/Veterans Memorial Highway and Tyson Road
8. Tyson Road and Timmons Road
9. Liberty Road and private drive/Buildings 1-8 Access
10. Tyson Road and Building 9 Access/Buildings 10-11 Access

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.

Figure 1 depicts the site location aerial and the study intersections in Douglas County. A copy of the development concept plan is included in Appendix A.

Figure 1. Site Location Aerial



Existing Conditions

A.1. Pedestrian and Multi-Use Facilities

Existing pedestrian sidewalk infrastructure and multi-use path infrastructure presence surrounding the planned development is extremely limited; however, one of the features of the site is an 8' wide paved trail that will run along the site frontage on Liberty Road and Poole Road and into the site toward the existing Tyson Road alignment. Refer to Figure 2 for existing pedestrian path infrastructure.

A.2. Transit and Bicycle Facilities

There is no public transit in Villa Rica or in this area of Douglas County.

A.3. Transportation Facilities

SR 78/US 78/Veterans Memorial Highway is a two-lane undivided Urban Minor Arterial that runs east-west with dedicated left turn lanes and right turn lanes to side streets. SR 8/US 78 provides access to I-20 via the SR 8 Connector and Liberty Road. SR 8/US 78 has a posted speed limit of 45 MPH and provides access to adjacent residential neighborhoods, commercial land uses, industrial land uses, and institutional land uses.

Liberty Road is a two-lane undivided Urban Major Collector that runs north-south in the study area with dedicated left turn lanes and right turn lanes to side streets. Liberty Road has a posted speed limit of 45 MPH between SR 8/US 78 and Poole Road and has a posted speed limit of 40 MPH south of Poole Road. Liberty Road provides access to adjacent residential neighborhoods, and commercial/retail land uses. Liberty Road will provide access to the proposed development via a full-access driveway south of Edge Road aligned with a private driveway.

Poole Road is a two-lane undivided no-outlet local roadway that runs east-west providing access to residential land uses only. Poole Road has a posted speed limit of 25 MPH and originates as the east leg of its intersection with Liberty Road and a private driveway and traverses a total of 1.3 miles before its termination as a cul-de-sac in a residential subdivision.

Tyson Road is a two-lane undivided local roadway that runs north-south in the study area from Conners Road in the north to its dead-end in the south. Tyson Road intersects with SR 8/S 78 and crosses over but does not interchange with I-20. Tyson Road has a posted speed limit of 40 MPH north of SR 8/US 78 and 35 MPH south of SR 8/US 78 and provides access to residential and institutional land uses. Tyson Road will provide access to and from the proposed site via two aligned site accesses just south of Timmons Road.

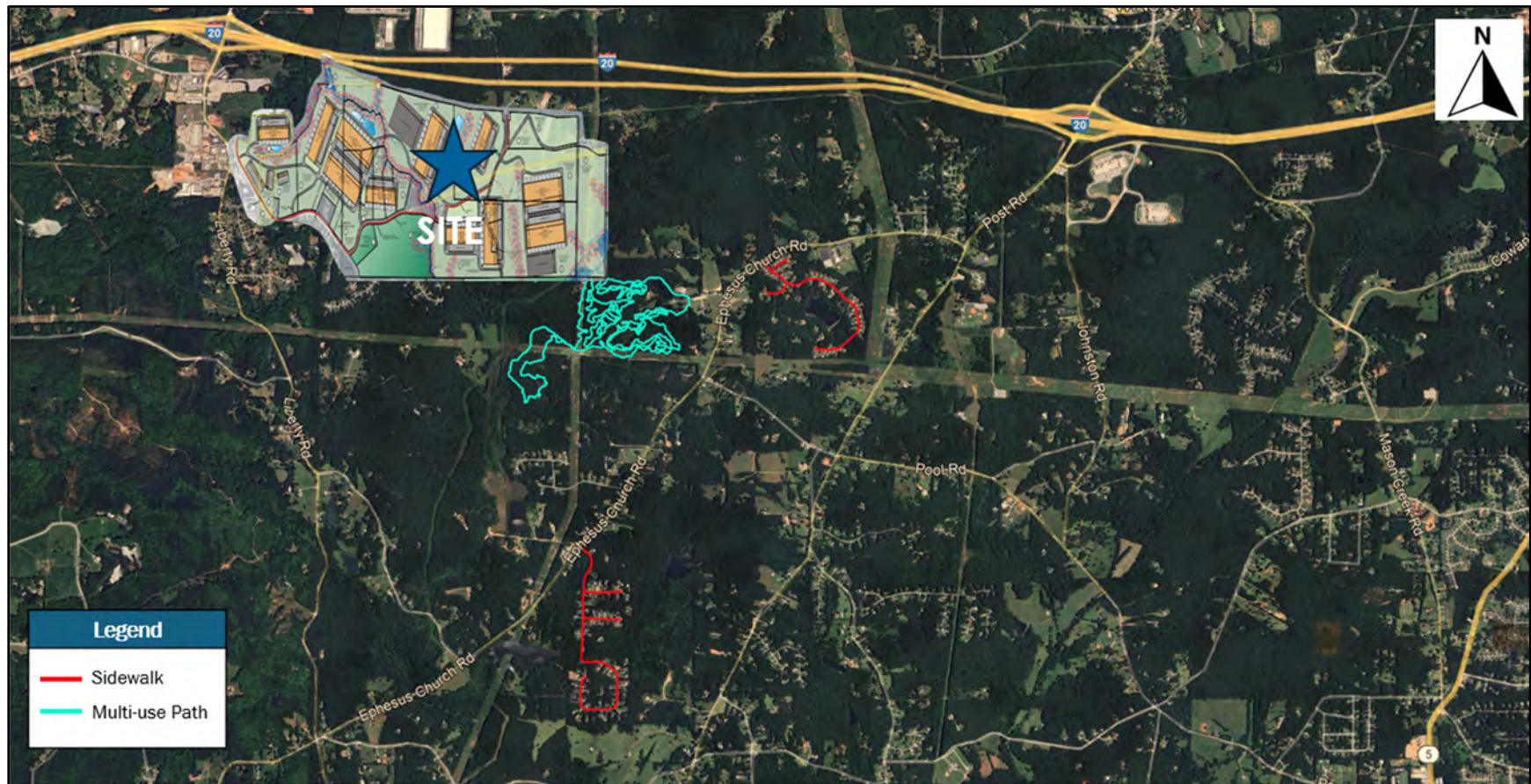
Edge Road is a two-lane undivided local roadway that runs east-west between Daniel Road and Liberty Road that serves residential, institutional, commercial, and office/light industrial space. Edge Road traverses 1.2 miles and has no posted speed limit; for the purpose of this study, the speed limit was taken as 45 MPH.

Timmons Road is a two-lane undivided local road that runs east-west in the study area from Tyson Road in the west to its dead-end in the east. Timmons Road only serves six single-family detached residential units and an agricultural facility. There is no posted speed limit on Timmons Road.

A.4. Traffic Counts

Intersection turning movement counts (TMCs) at the nine (9) existing study intersections were collected on Tuesday, May 13, 2025, while schools were in session. In addition to the turning movement counts, two (2) 24-hour traffic classification counts were taken on Tuesday, May 13, 2025; one along Tyson Road north of Timmons Road, and one along Liberty Road north of Poole Road. The AM peak hour was determined to be 7:00-8:00AM, and the PM peak hour was determined to be 4:45-5:45PM. The resultant Existing Traffic Volumes are shown in Figure 3.

Figure 2: Existing Pedestrian and Multi-Use Path Infrastructure



Future Conditions

B.1. Background Data Collection

The study uses a growth rate of 1.8% per year from 2025 to 2033. The growth rate was derived from the counts collected from 2009 to 2024 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 4 depicts the 2033 No-Build volumes from the anticipated growth rate to the existing volumes seen in Figure 3.

B.2. Programmed Improvements

There are two major programmed improvements in the area scheduled by or before the project's anticipated opening year of 2033; however, neither are within the study network or will directly impact the proposed project's site area. The City of Villa Rica is sponsoring the following two improvements: the Villa Rica Bypass on new alignment between the SR 61 Bypass and SR 101, and the Villa Rica northside downtown bicycle and pedestrian improvements at Main Street between Cheeves Street East to North Carroll Road. Neither improvement is expected to result in traffic reassignment.

There is an under-construction right-turn deceleration lane on Liberty Road at Edge Road as part of the Peach State Truck Centers development on the northeast quadrant of the intersection that was considered in the 2033 No-Build and Build scenarios.

Table 1 shows the programmed improvements within the vicinity of the proposed project site.

B.3. Adjacent Development

There are no known major developments currently under construction that would be expected to contribute significant traffic within the study area.

B.4. Planned Improvements

There are four (4) planned improvements that would take place well after the proposed project site is built out. Table 2 shows the planned improvements within the vicinity of the proposed project site.

Table 1: Programmed Projects

Project Name	From/To	Sponsor	GDOT Project ID	ARC ID (TIP)	Design FY	ROW/Utility FY	Construct FY
Villa Rica Bypass - New Alignment	Proposed SR 61 Byp to SR 101	City of Villa Rica	631490	CA-011	2019	2016	2025
Villa Rica Northside Downtown Bicycle & Pedestrian Improvements at Main Street	Cheeves St E to N Carroll Rd	City of Villa Rica	0019777	CA-014	2023	2028	2028

Table 2: Planned Improvements

Project Name	From/To	Potential Sponsor	GDOT Project ID	ARC ID (TIP)	Design FY	ROW/Utility FY	Construct FY
SR 61 Widening	Punkintown Rd in Carroll Co. to Dallas-Nebo Rd in Paulding Co.	GDOT	0007864	AR-176	2035	2039	2039
SR 61 Connector - New Alignment	SR 61 to South of Shoreline Pkwy	City of Villa Rica	662540	CA-007	2040	2040	2040
I-20 Widening	SR 61 to SR 113	GDOT	0014888	CA-020	2046	2048	2048
South Douglas Loop - Phase 3 (Widening/New Alignment)	Bright Star Rd & I-20 West to Chapel Hill Rd & Central Church Rd	TBD	N/A	DO-003	2040	2040	2040

B.5. Project Trip Generation

The data center consists of 6,220,000 square feet, and the light industrial space consists of 66,000 square feet. The anticipated trips generated by the entire development were estimated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, 2021.

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
Data Center – LUC 160 6,220,000 Square Feet	Daily	6,158	3,079	3,079
	AM Peak Hour	803	442	361
	PM Peak Hour	679	204	475
General Light Industrial – LUC 110 66,000 SF Autos	Daily	282	141	141
	AM Peak Hour	48	42	6
	PM Peak Hour	30	4	26
General Light Industrial – LUC 110 66,000 SF Trucks	Daily	16	8	8
	AM Peak Hour	1	1	0
	PM Peak Hour	0	0	0
TOTAL	Daily	6,456	3,228	3,228
	AM Peak Hour	852	485	367
	PM Peak Hour	709	208	501

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 14% of the traffic is expected to travel to/from the west on SR 8/US 78/Veterans Memorial Highway,
- Approximately 14% of the traffic is expected to travel to/from the east on SR 8/US 78/Veterans Memorial Highway,
- Approximately 14% of the traffic is expected to travel to/from the north on Liberty Road,
- Approximately 5% of the traffic is expected to travel to/from the south on Liberty Road,
- Approximately 34% of the traffic is expected to travel to/from the east on I-20,
- Approximately 12% of the traffic is expected to travel to/from the west on I-20,
- Approximately 1% of the traffic is expected to travel to/from the west on Edge Road,
- Approximately 1% of the traffic is expected to travel to/from the south/east on Poole Road, and
- Approximately 5% of the traffic is expected to travel to/from the north on Tyson Road.

New trip distribution is shown in Figure 5. The new trips expected from the new trip distribution are shown in Figure 6. The 2033 Build Volumes are shown in Figure 7.

Figure 4: 2033 No-Build Volumes

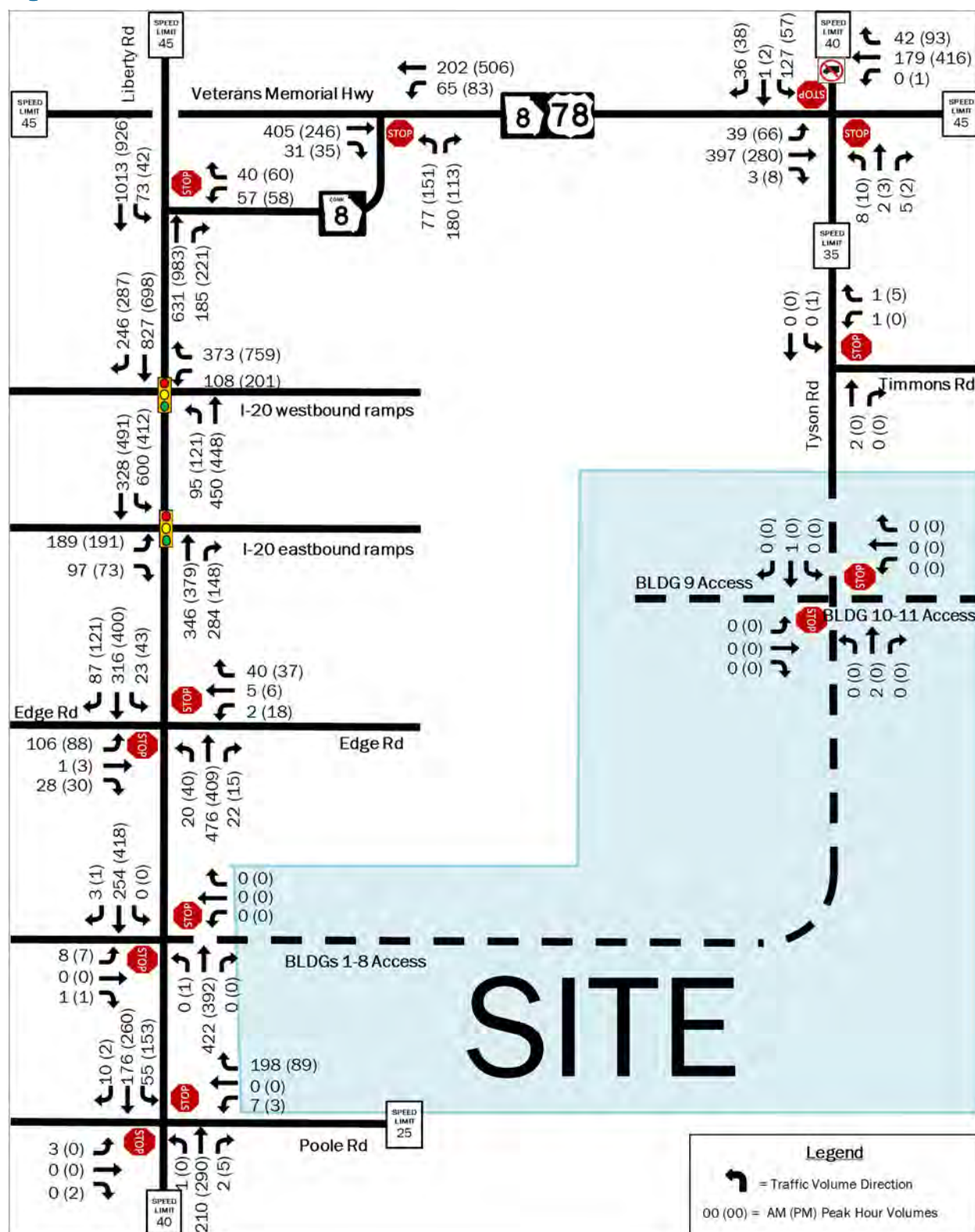


Figure 5: New Trip Distribution

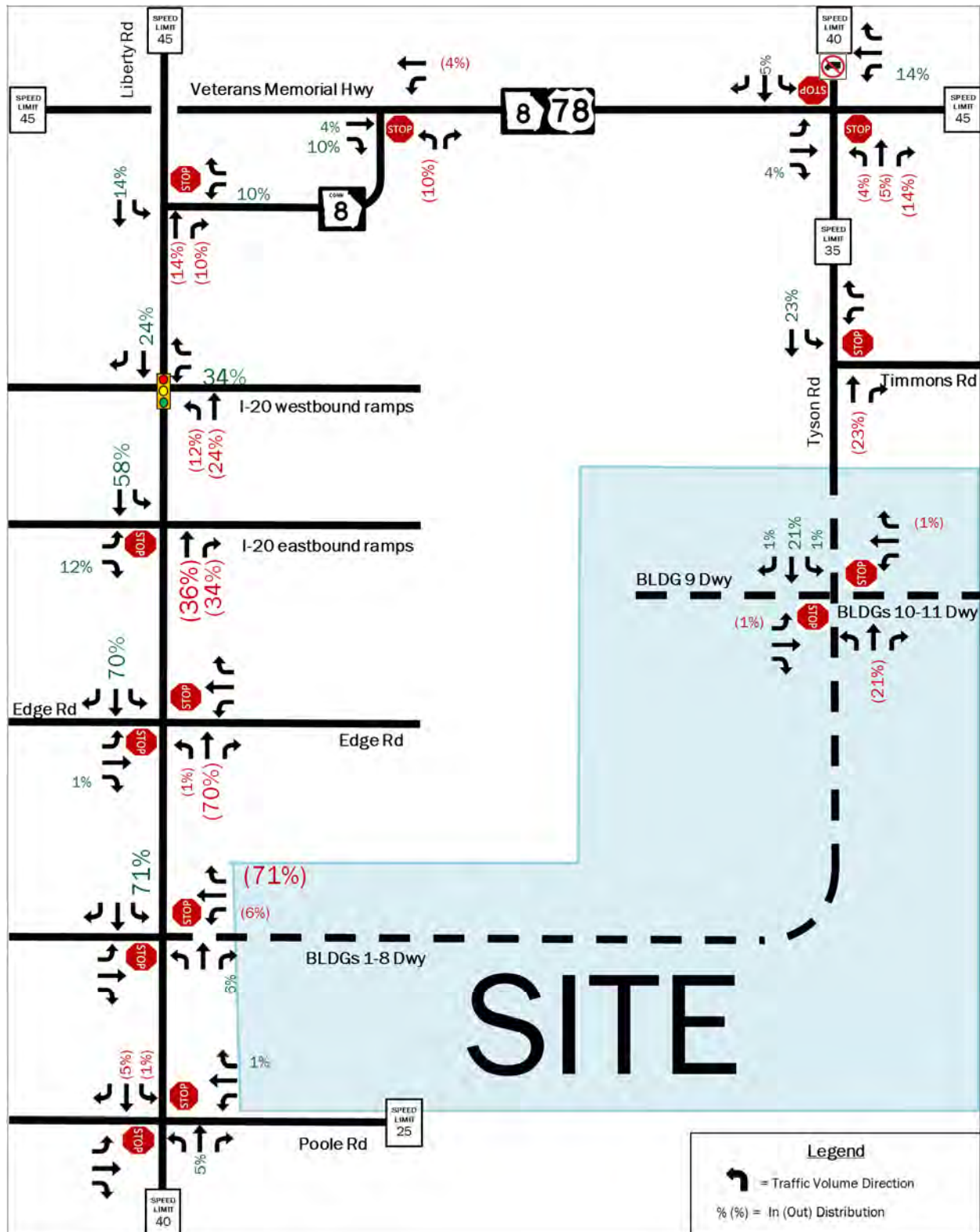


Figure 6: New Trip Assignment

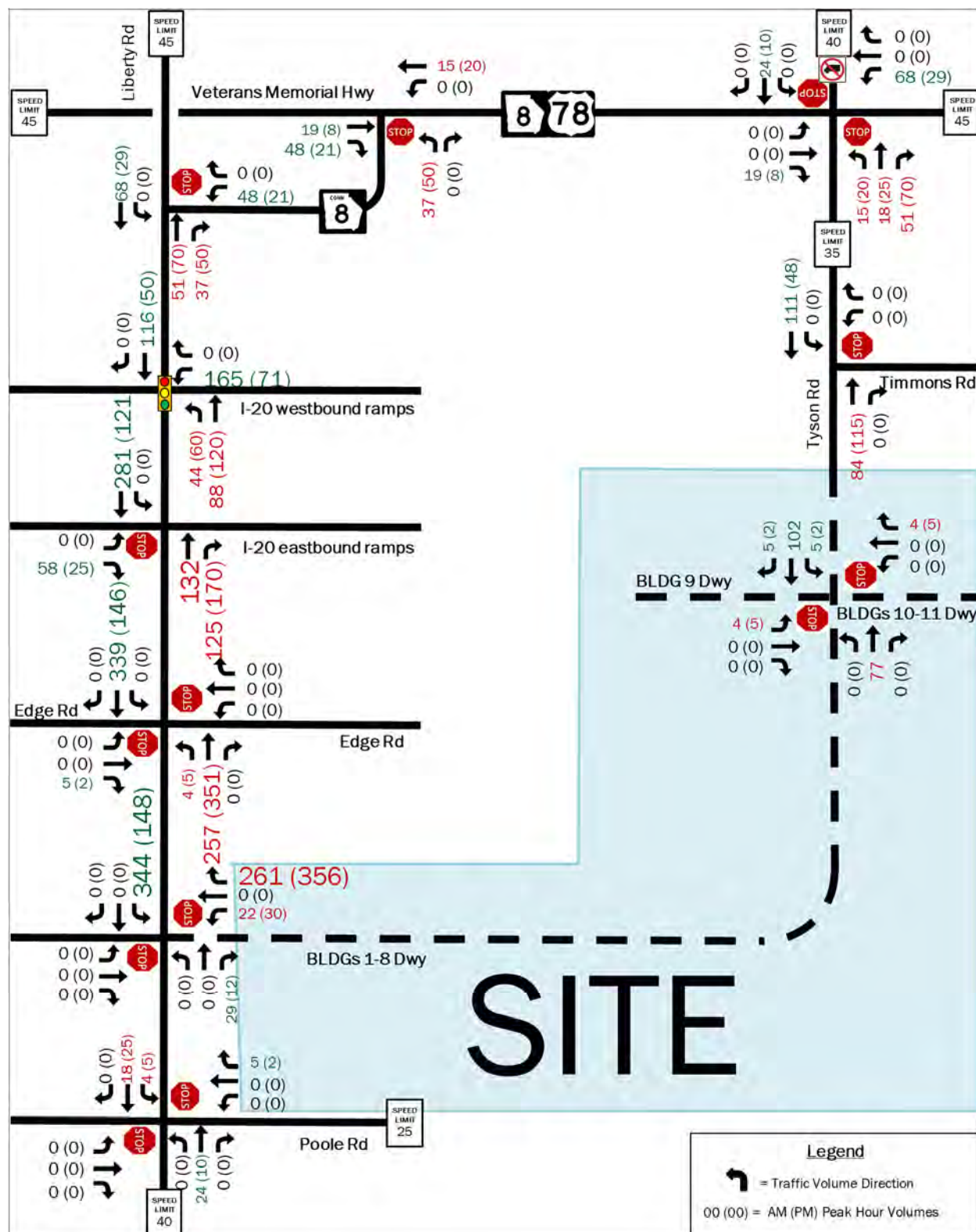
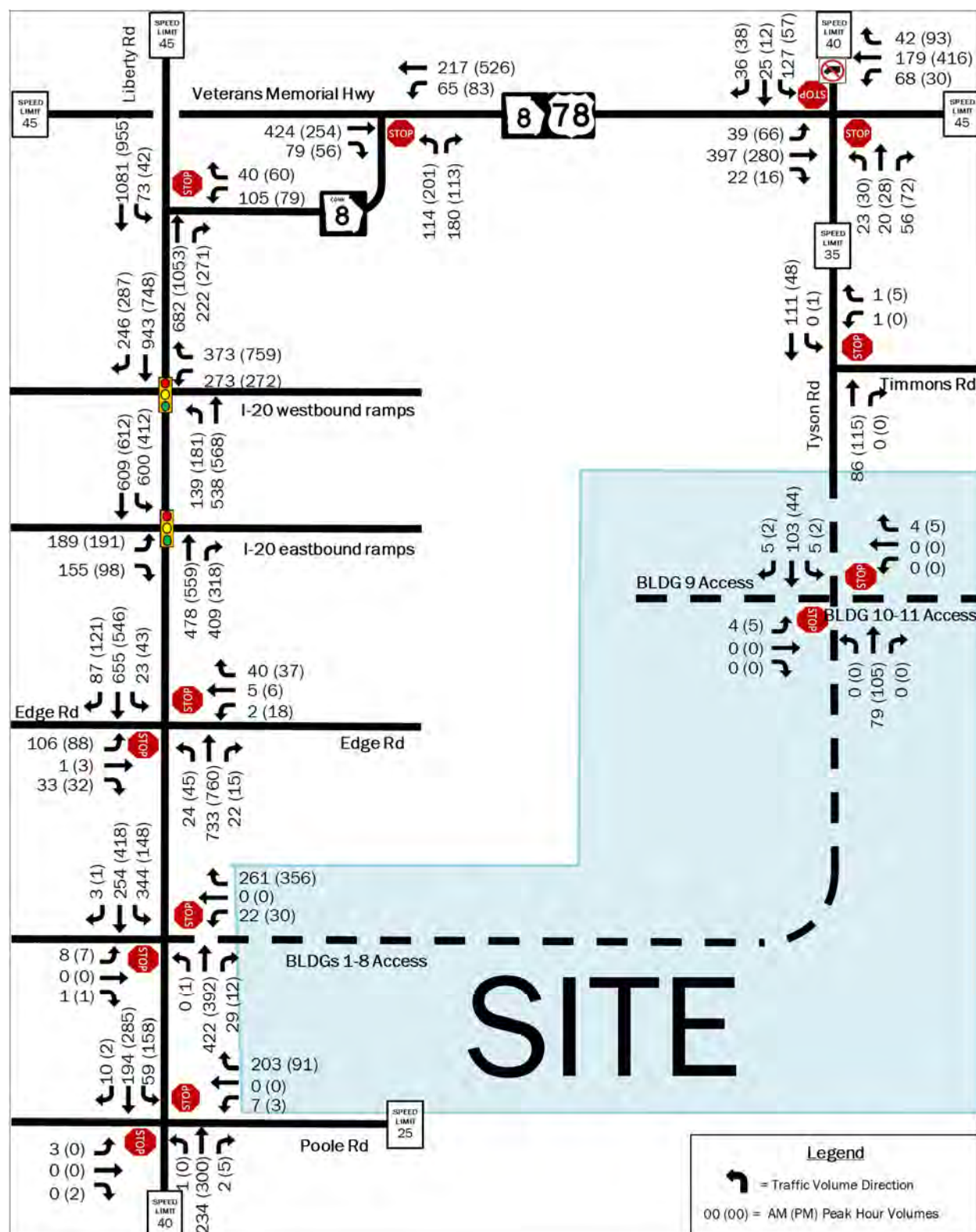


Figure 7: 2033 Build Traffic Volumes



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 or programmed improvements. All capacity analysis worksheets are included in Appendix E.

C.1. 2025 Existing Capacity Analysis

The results of the 2025 Existing capacity analyses are shown in Table 4 and include the analysis of the volumes shown in Figure 3.

Table 4: 2025 Existing Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	SR 8/US 78/Veterans Memorial Hwy & SR 8 Conn	Side Street Stop Control	Overall	A	4.4	A	6.4
			WB L	A	8.4	A	8.0
			NB	B	14.2	D	25.2
2	Liberty Rd & SR 8 Conn	Side Street Stop Control	Overall	A	3.4	A	4.6
			WB	F	64.2	F	86.0
			SB L	A	9.1	B	10.5
3	Liberty Rd & I-20 Westbound ramps	Traffic Signal	Overall	D	39.6	E	60.2
			WB	F	129.5	F	12.8
			NB	A	5.3	A	5.3
			SB	B	16.7	C	31.0
4	Liberty Rd & I-20 Eastbound ramps	Traffic Signal	Overall	D	37.8	C	27.3
			EB	E	65.8	E	59.4
			NB	E	67.4	E	56.0
			SB	A	9.0	A	1.1
5	Liberty Rd & Edge Rd	Side Street Stop Control	Overall	A	4.0	A	4.2
			EB	D	26.4	D	29.5
			WB	B	10.6	B	12.4
			NB L	A	8.1	A	8.5
			SB L	A	8.4	A	8.2
6	Liberty Rd & Poole Rd	Side Street Stop Control	Overall	A	3.9	A	2.8
			EB	B	14.7	A	9.6
			WB	B	10.3	B	10.2
			NB L	A	7.6	A	0.0
			SB L	A	7.8	A	8.2
7	SR 8/US 78/Veterans Memorial Hwy & Tyson Rd	Side Street Stop Control	Overall	A	4.0	A	2.9
			EB L	A	7.7	A	8.6
			WB L	A	0.0	A	7.8
			NB	B	10.9	B	12.9
			SB	C	17.5	C	20.7
8	Tyson Rd & Timmons Rd	Side Street Stop Control	Overall	A	3.4	A	0.0
			WB	A	8.4	A	0.0
			SB L	A	0.0	A	0.0
9	Liberty Rd & Private Drive	Side Street Stop Control	Overall	A	0.2	A	0.2
			EB	C	15.3	B	14.9
			NB L	A	0.0	A	8.1

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

Liberty Road and SR 8 Connector

- The westbound approach during both peak hours (LOS F)

Liberty Road and I-20 westbound ramps

- The overall intersection during the PM peak hour (LOS E)
- The westbound approach during both peak hours (LOS F)

Liberty Road and I-20 eastbound ramps

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

C.2. 2033 No-Build Conditions Capacity Analysis

The results of the 2033 No-Build conditions intersection capacity analysis are shown in Table 5 and include the volumes shown in Figure 4.

Table 5: 2033 No-Build Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	SR 8/US 78/Veterans Memorial Hwy & SR 8 Conn	Side Street Stop Control	Overall	A	5.0	B	11.3
			WB L	A	8.6	A	8.1
			NB	C	16.4	E	46.1
2	Liberty Rd & SR 8 Conn	Side Street Stop Control	Overall	A	8.2	B	11.8
			WB	F	162.0	F	225.9
			SB L	A	9.5	B	11.3
3	Liberty Rd & I-20 Westbound ramps	Traffic Signal	Overall	D	54.7	F	88.1
			WB	F	186.0	F	185.2
			NB	A	7.2	A	7.1
			SB	B	19.9	D	40.5
4	Liberty Rd & I-20 Eastbound ramps	Traffic Signal	Overall	D	37.4	C	27.7
			EB	E	69.4	E	62.7
			NB	E	65.3	D	53.5
			SB	A	8.7	A	2.5
5	Liberty Rd & Edge Rd	Side Street Stop Control	Overall	A	5.5	A	5.8
			EB	E	38.5	E	43.6
			WB	B	11.2	B	14.8
			NB L	A	8.2	A	8.8
			SB L	A	8.7	A	8.4
6	Liberty Rd & Poole Rd	Side Street Stop Control	Overall	A	4.1	A	2.8
			EB	C	16.6	A	9.8
			WB	B	10.8	B	10.7
			NB L	A	7.6	A	0.0
			SB L	A	7.9	A	8.4
7	SR 8/US 78/Veterans Memorial Hwy & Tyson Rd	Side Street Stop Control	Overall	A	4.9	A	3.6
			EB L	A	7.8	A	8.9
			WB L	A	0.0	A	7.9
			NB	B	11.4	B	14.2
			SB	C	22.3	D	28.2
8	Tyson Rd & Timmons Rd	Side Street Stop Control	Overall	A	3.4	A	0.0
			WB	A	8.4	A	0.0
			SB L	A	0.0	A	0.0
9	Liberty Rd & Private Drive	Side Street Stop Control	Overall	A	0.2	A	0.2
			EB	C	17.1	C	16.8
			NB L	A	0.0	A	8.2

As shown in Table 5, delays worsen as expected at the study intersections in 2033 No-Build conditions due to the anticipated ambient growth. There are three additional instances with inadequate LOS or degrading LOS during 2033 No-Build conditions from 2025 Existing conditions at the study intersections, detailed below:

SR 8/US 78/Veterans Memorial Highway and SR 8 Connector

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

Liberty Road and I-20 westbound ramps

- The overall intersection during the PM peak hour (LOS E in Existing conditions to LOS F in No-Build conditions)

Liberty Road and Edge Road

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

C.3. 2033 Build Conditions Capacity Analysis

The results of the 2033 Build conditions intersection capacity analysis are shown in Table 6 and include the volumes shown in Figure 7.

Table 6: 2033 Build Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	SR 8/US 78/Veterans Memorial Hwy & SR 8 Conn	Side Street Stop Control	Overall	A	5.9	D	28.5
			WB L	A	8.7	A	8.2
			NB	C	19.9	F	109.9
2	Liberty Rd & SR 8 Conn	Side Street Stop Control	Overall	E	39.9	D	28.0
			WB	F	601.5	F	492.7
			SB L	A	9.7	B	11.7
3	Liberty Rd & I-20 Westbound ramps	Traffic Signal	Overall	E	56.2	F	88.9
			WB	F	158.5	F	174.7
			NB	B	11.9	C	21.8
			SB	C	25.8	D	52.2
4	Liberty Rd & I-20 Eastbound ramps	Traffic Signal	Overall	D	42.4	C	30.3
			EB	E	76.8	E	65.6
			NB	E	65.7	D	46.5
			SB	B	15.5	A	6.4
5	Liberty Rd & Edge Rd	Side Street Stop Control	Overall	E	42.7	D	31.4
			EB	F	512.9	F	408.6
			WB	C	15.7	E	36.8
			NB L	A	9.5	A	9.4
			SB L	A	9.7	A	9.8
6	Liberty Rd & Poole Rd	Side Street Stop Control	Overall	A	4.0	A	2.8
			EB	C	18.0	A	10.0
			WB	B	11.2	B	10.8
			NB L	A	7.7	A	0.0
			SB L	A	8.0	A	8.4
7	SR 8/US 78/Veterans Memorial Hwy & Tyson Rd	Side Street Stop Control	Overall	C	12.1	A	7.1
			EB L	A	7.8	A	8.9
			WB L	A	8.4	A	8.0
			NB	B	13.1	C	15.2
			SB	F	54.9	E	49.2
8	Tyson Rd & Timmons Rd	Side Street Stop Control	Overall	A	0.1	A	0.3
			WB	A	9.2	A	9.5
			SB L	A	0.0	A	7.7
9	Liberty Rd & Private Drive/BLDGs 1-8 Access	Side Street Stop Control	Overall	A	8.4	A	7.4
			EB	F	204.0	F	84.9
			WB	C	21.2	C	21.2
			NB L	A	0.0	A	8.2
			SB L	A	9.9	A	8.7
10	Tyson Rd & BLDG 9/BLDGs 10-11 Accesses	Side Street Stop Control	Overall	A	0.6	A	0.7
			EB	A	9.8	A	9.6
			WB	A	8.7	A	8.9
			NB L	A	0.0	A	0.0
			SB L	A	7.4	A	7.4

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 2033 Build conditions at the study intersections that are detailed below. The Build analysis considers all appropriate intersection control and lane geometry at the proposed site accesses. Discussion on turn lane analysis for the proposed site accesses is discussed in Section C.7.

SR 8/US 78/Veterans Memorial Highway and SR 8 Connector

- The northbound approach during the PM peak hour (LOS E in No-Build conditions to LOS F in Build conditions)

Liberty Road and SR 8 Connector

- The overall intersection during the AM peak hour (LOS E)

Liberty Road and I-20 westbound ramps

- The overall intersection during the AM peak hour (LOS E)

Liberty Road and Edge Road

- The overall intersection during the AM peak hour (LOS E)
- The eastbound approach during both peak hours (LOS E in No-Build conditions to LOS F in Build conditions)
- The westbound approach during the PM peak hour (LOS E)

SR 8/US 78/Veterans Memorial Highway and Tyson Road

- The southbound approach during both peak hours (LOS F in AM peak hour, LOS E in PM peak hour)

Liberty Road and private drive/Buildings 1-8 Access

- The eastbound approach during both peak hours (LOS F)

C.4. Queue Length Analysis

Queue length analysis was conducted for all intersection approaches with failing LOS E or F in Existing conditions 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. Queue lengths are shown in feet. Queues recorded as less than 25 feet were reported as 25 feet to represent the approximate length and headway of one single whole queued vehicle. 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	2025 Existing				2033 No-Build				2033 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
1	SR 8/US 78/ Veterans Memorial Hwy & SR 8 Conn	Side Street Stop Control	NBL	140	35	49	63	86	56	109	133	215	148	152	231	232
2	Liberty Rd & SR 8 Conn	Side Street Stop Control	WBL	310	49	60	110	138	158	266	344	417	299	301	345	378
3	Liberty Rd & I-20 Westbound ramps	Traffic Signal	WBL	675	74	130	151	401	82	509	157	1123	81	285	271	913
4	Liberty Rd & I-20 Eastbound ramps	Traffic Signal	EB	1000	153	117	253	215	209	281	441	777	654	612	1259	1254
5	Liberty Rd & Edge Rd	Side Street Stop Control	EB	1000	52	43	112	82	73	143	159	535	651	577	1145	1093

Queueing analysis indicates that project-related queues are contained in the available full-width storage capacity in Existing conditions. In 2033 No-Build conditions, the northbound left-turn 95th percentile queue on SR 8 Connector at SR 8/US 78/Veterans Memorial Highway, the westbound left turn 95th percentile queue on SR 8 Connector at Liberty Road, and the westbound left-turn 95th percentile queue on the I-20 westbound ramp at Liberty Road are each expected to breach their respective available full-width storage lengths. In 2033 Build conditions, the additional site traffic generated by the proposed development is expected to lengthen the queues at each intersection; the eastbound 95th percentile queue on the I-20 eastbound ramp at Liberty Road and the eastbound 95th percentile queue on Edge Road at Liberty Road are each expected to breach 1,000 feet in Build conditions.

C.5. 2033 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 satisfactory improvements modeled in 2033 No-Build conditions are also sufficient for 2033 Build conditions.

The minimum required mitigations to achieve acceptable LOS in the 2033 No-Build scenario where project turning movement volume is expected, is identified in Table 8 for each intersection. The minimum required mitigations to achieve acceptable LOS in the 2033 Build scenario where project turning movement volume is expected is portrayed in Table 9 for each intersection.

Table 8: 2033 No-Build Conditions Capacity Analysis – Mitigated

ID	Intersection	Mitigation Measure	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	SR 8/US 78/Veterans Memorial Hwy & SR 8 Conn	High-T	Overall	A	5.8	A	7.2
			WB L	A	8.6	A	8.1
			NB	B	14.8	B	14.5
2	Liberty Rd & SR 8 Conn	Multi-Lane Roundabout	Overall	A	6.7	A	7.3
			WB	A	6.1	A	8.5
			NB	A	6.1	A	7.7
			SB	A	7.3	A	6.6
3	Liberty Rd & I-20 Westbound ramps	2 WBR lanes, Signal Timing	Overall	C	25.8	C	34.5
			WB	D	46.3	D	47.6
			NB	A	6.5	A	8.5
			SB	C	26.3	D	36.7
4	Liberty Rd & I-20 Eastbound ramps	Channelized EBR lane w/ ROTR, Signal Timing	Overall	C	29.2	C	21.7
			EB	D	50.2	D	43.4
			NB	D	54.4	D	44.3
			SB	A	5.6	A	2.3
5	Liberty Rd & Edge Rd	Single-Lane Roundabout	Overall	A	7.5	A	7.8
			EB	A	5.9	A	6.2
			WB	A	6.8	A	6.2
			NB	A	8.9	A	7.8
			SB	A	6.4	A	8.2

Table 9: 2033 Build Conditions Capacity Analysis – Mitigated

ID	Intersection	Mitigation Measure	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	SR 8/US 78/ Veterans Memorial Hwy & SR 8 Conn	High-T	Overall	A	6.3	A	8.6
			WB L	A	8.7	A	8.2
			NB	C	16.5	C	20.2
2	Liberty Rd & SR 8 Conn	Multi-Lane Roundabout	Overall	A	7.5	A	7.9
			WB	A	6.9	A	9.5
			NB	A	6.5	A	8.4
			SB	A	8.3	A	6.9
3	Liberty Rd & I-20 Westbound ramps	2 WBR lanes, Signal Timing	Overall	C	34.7	D	36.9
			WB	D	48.1	D	46.5
			NB	A	9.8	B	12.7
			SB	D	41.6	D	44.9
4	Liberty Rd & I-20 Eastbound ramps	Channelized EBR lane w/ ROTR, Signal Timing	Overall	C	29.0	C	23.7
			EB	D	52.2	D	43.0
			NB	D	53.0	D	39.2
			SB	A	4.7	A	5.0
5	Liberty Rd & Edge Rd	Single-Lane Roundabout	Overall	B	12.9	B	13.1
			EB	A	9.5	A	7.6
			WB	A	9.3	A	9.7
			NB	C	15.4	C	16.3
7	SR 8/US 78/ Veterans Memorial Hwy & Tyson Rd	All-Way Stop Control, WB L+T, R lanes	Overall	C	17.0	C	24.9
			EB	C	22.2	C	21.6
			WB	B	13.4	D	32.7
			NB	B	10.8	B	12.4
9	Liberty Rd & Private Drive/BLDGs 1-8 Access	No Left Turn EB	Overall	A	7.1	A	7.0
			EB	B	11.0	B	11.3
			WB	C	21.3	C	21.3
			NB L	A	0.0	A	8.2
			SB L	A	9.9	A	8.7

As shown in Tables 8 and 9, with the 2033 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 Buildings 1-8 Access along Liberty Road and Building 9 Access/Buildings 10-11 Access along Tyson Road using the GDOT Regulations for Driveway and Encroachment Control Manual (Regulations), dated June 20, 2024.

The ADT data collected on Tuesday, May 13, 2025, shows the average weekday traffic to be 64 vehicles per day along Tyson Road. The speed limit on Tyson Road is 35 miles per hour.

The ADT data collected on Tuesday, May 13, 2025, shows the average weekday traffic to be 7.831 vehicles per day along Liberty Road. The speed limit on Liberty Road is 45 miles per hour.

The southbound left-turn traffic on Tyson Road is not expected to exceed the threshold of 300 left-turn vehicles per day for Building 9 Access/Buildings 10-11 Access. The southbound right-turn traffic on Tyson Road is not expected to exceed the threshold of 200 right-turn vehicles per day for Building 9 Access/Buildings 10-11 Access.

The southbound left-turn traffic on Liberty Road is expected to exceed the threshold of 175 left-turn vehicles per day for Buildings 1-8 Access. The northbound right-turn traffic on Liberty Road is expected to exceed the threshold of 75 right-turn vehicles per day for Buildings 1-8 Access.

The results of the evaluation for Buildings 1-8 Access and Building 9 Access/Buildings 10-11 Access are summarized in Table 10.

Table 10: GDOT Turn Lane Warrants

ID	Intersection	Movement/ Turn Lane	Turn Volume	GDOT Volume Criteria	GDOT Criteria met?
9	Liberty Rd & Private Drive/BLDGs 1-8 Access	NB R	193 RT/Day	75 RT/Day	YES
		SB L	2286 LT/Day	175 LT/Day	YES
10	Tyson Rd & BLDG 9 Access/BLDGs 10-11 Access	SB R	32 RT/Day	200 RT/Day	NO
		SB L	32 LT/Day	300 LT/Day	NO

As shown in Table 10, a right-turn deceleration lane is warranted at Buildings 1-8 Access on Liberty Road, but a right-turn deceleration lane is not warranted at Building 9 Access/Buildings 10-11 Access along Tyson Road. A left-turn lane is warranted at Buildings 1-8 Access on Liberty Road, but a left-turn lane is not warranted at Building 9 Access/Buildings 10-11 Access along Tyson Road.

The turn lane evaluations are included in Appendix F.

Conclusions

Hickman Property (DRI #4422) is proposed for construction along Liberty Road and Tyson Road in Douglas County, Georgia. The proposed development will consist of 6,220,000 total square feet of data center space and 66,000 total square feet of light industrial space. Access to the site will be provided via three (3) full access driveways along with the extension of Tyson Road into the development. The three driveways will consist of two aligned full-access driveways on Tyson Road just south of Timmons Road (Building 9 Access and Buildings 10-11 Access) and one full-access driveway on Liberty Road between Edge Road and Poole Road which is proposed to align with an existing private driveway serving a truck storage yard and wedding venue. It should also be noted that a fourth restricted emergency access point is located along Poole Road but was not included in this analysis.

Traffic operations at the study intersections are satisfactory at six of the nine study intersections in the Existing conditions. However, inadequate LOS are present at the remaining three study intersections, and the conditions are expected to worsen as evidenced in the 2033 No-Build scenario due to the anticipated growth in the study area.

The addition of project traffic is expected to have an impact on the traffic operations at the study intersections. For 2033 Build conditions, study intersections are expected to continue to operate at the same overall LOS when compared to 2033 No-Build conditions, with some individual movements becoming inadequate during additional peak hours.

A right-turn deceleration lane is warranted at Buildings 1-8 Access on Liberty Road, but a right-turn deceleration lane is not warranted at Building 9 Access/Buildings 10-11 Access along Tyson Road. A left-turn lane is warranted at Buildings 1-8 Access on Liberty Road, but a left-turn lane is not warranted at Building 9 Access/Buildings 10-11 Access along Tyson Road.

Each site access point is expected to operate adequately. A right-turn lane with a full-width storage length of 125 feet and a taper length of 50 feet is expected to be needed on Buildings 1-8 Access on Liberty Road to accommodate the right-turn queue during 2033 Build conditions. Single-lane approach and departure lanes are expected to be sufficient at the other site accesses.

Recommendations

To receive the Notice of Decision Request for Expedited DRI #4422 – Hickman Property, the following Roadway Improvement Conditions of Approval and Advisory Conditions are recommended:

Recommended Roadway Improvement Conditions of Approval:

Tyson Road and Building 9 Access/Buildings 10-11 Access

- Side street stop control on Building 9 Access/Buildings 10-11 Access

Liberty Road and private driveway/Buildings 1-8 Access

- Side street stop control on Buildings 1-8 Access
- Single-lane departure on Buildings 1-8 Access
- Separate left-through and right-turn approach lanes on Buildings 1-8 Access with 125' of full-width storage and 50' of taper on the right-turn approach lane
- Right-turn deceleration lane along Liberty Road at Buildings 1-8 Access
- Left-turn Lane along Liberty Road at Buildings 1-8 Access

Recommended Roadway Improvements Advisory Conditions:

SR 8/US 78/Veterans Memorial Highway and SR 8 Connector

- Install a High-T intersection configuration

Liberty Road and SR 8 Connector

- Install a multi-lane roundabout

Liberty Road and I-20 westbound ramps

- Install 2 westbound right-turn lanes and adjust signal timing accordingly

Liberty Road and I-20 eastbound ramps

- Install a channelized eastbound right-turn lane with sufficient sight distance and adjust signal timing accordingly

Liberty Road and Edge Road

- Install a single-lane roundabout

SR 8/US 78/Veterans Memorial Highway and Tyson Road

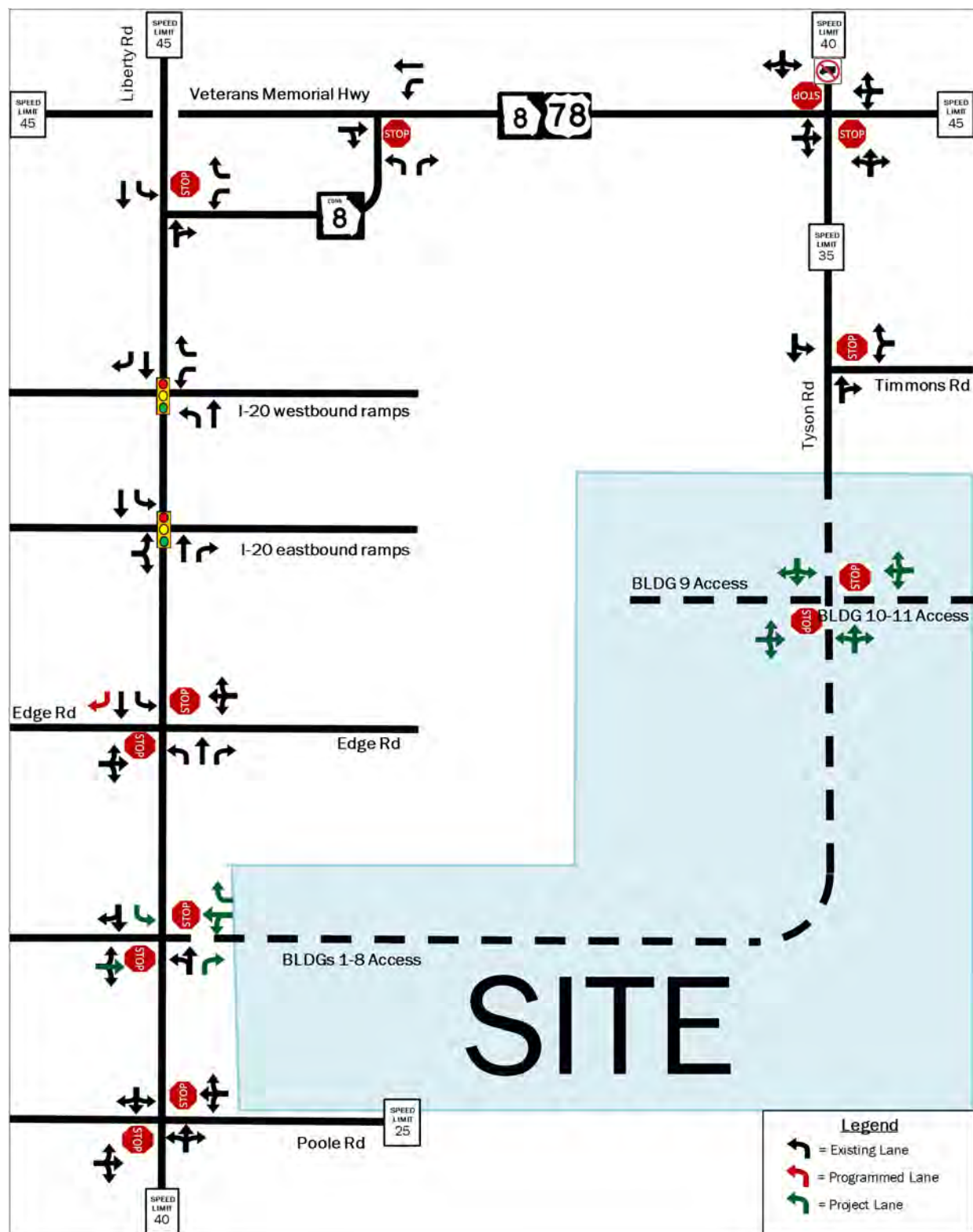
- Install an all-way stop, install a westbound right-turn lane

Liberty Road and private drive/Buildings 1-8 Access

- Do not allow eastbound left turns onto Liberty Road from the private drive

Figure 8 below shows existing lane geometry alongside all the proposed project lane configurations for Build conditions to restore or preserve adequate LOS on approaches and at overall intersections.

Figure 8: Existing and Proposed Project Lane Geometries



APPENDIX A: Site Plan

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

3,220 Daily IN * 6% RTV on Liberty Road = 193 RTV a day
WARRANTED on Buildings 1-8 Access

3,220 Daily IN * 1% RTV on Tyson Road = 32 RTV a day
NOT WARRANTED on Building 9 Access

APPENDIX B: Traffic Count Data

Bi-Directional Class Count || Location Overview

Villa Rica, GA

Site 1

Liberty Rd,
north of Poole Rd

Lat/Long

33.719554°, -84.902383°



[Click here for Map](#)

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

Location Overview

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

Daily & Monthly Factors

	
	Tue
	05/13
DF	1.00
MF	1.00
DF*MF	1.00

Bi-Directional Class Count || NB EB 15min

Villa Rica, GA



Site 1
Liberty Rd,
north of Poole Rd

Date
Tuesday, May 13, 2025

Lat/Long
33.719554°, -84.902383°

Weather
Mostly Cloudy
69°F

[Click here for Detailed Weather](#)

[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (05-13-2025)
NB EB 15min

	Northbound (Movement 1.1)													15min Total	60min Total
Time	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	5	0	0	0	1	0	0	1	0	0	0	0	7	17
0015 - 0030	0	3	0	0	1	1	0	0	0	0	0	0	0	5	
0030 - 0045	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0045 - 0100	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0100 - 0115	0	6	0	0	0	0	0	0	0	0	0	0	0	6	13
0115 - 0130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0145 - 0200	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0200 - 0215	0	0	0	0	0	0	0	0	2	0	0	0	0	2	11
0215 - 0230	0	1	0	0	1	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0245 - 0300	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0300 - 0315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16
0315 - 0330	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0330 - 0345	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0345 - 0400	0	4	0	0	0	0	0	0	2	0	0	0	0	6	
0400 - 0415	0	3	0	0	0	0	0	0	1	0	0	0	0	4	35
0415 - 0430	0	4	1	0	1	1	0	1	0	0	0	0	0	8	
0430 - 0445	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
0445 - 0500	0	11	3	0	1	0	0	0	1	0	0	0	0	16	
0500 - 0515	0	17	5	0	1	0	0	0	1	0	0	0	0	24	105
0515 - 0530	0	11	3	0	1	0	0	0	3	0	0	0	0	18	
0530 - 0545	0	19	7	0	0	2	0	0	2	0	0	0	0	30	
0545 - 0600	0	24	8	0	0	0	0	0	1	0	0	0	0	33	
0600 - 0615	0	20	9	1	0	0	0	0	0	0	0	0	0	30	222
0615 - 0630	0	39	15	0	5	0	0	0	0	0	0	0	0	59	
0630 - 0645	0	41	13	2	0	0	0	0	1	0	0	0	0	57	
0645 - 0700	0	55	19	0	2	0	0	0	0	0	0	0	0	76	
0700 - 0715	0	59	19	0	0	5	0	1	4	0	0	0	0	88	373
0715 - 0730	0	79	23	1	0	2	0	0	0	0	0	0	0	105	
0730 - 0745	0	63	23	1	1	3	0	0	0	0	0	0	0	91	
0745 - 0800	0	65	20	0	2	2	0	0	0	0	0	0	0	89	
0800 - 0815	0	48	17	1	0	0	0	2	0	0	0	0	0	68	254
0815 - 0830	4	50	15	1	1	5	0	0	0	0	0	0	0	76	
0830 - 0845	0	45	15	1	0	0	0	0	0	0	0	0	0	61	
0845 - 0900	0	26	15	0	2	5	0	1	0	0	0	0	0	49	
0900 - 0915	0	39	13	0	2	0	0	0	1	0	0	0	0	55	217
0915 - 0930	1	27	19	0	1	3	0	1	0	0	0	0	0	52	
0930 - 0945	0	36	23	0	1	2	0	1	0	1	0	0	0	64	
0945 - 1000	0	32	13	0	1	0	0	0	0	0	0	0	0	46	
1000 - 1015	0	38	10	0	2	4	0	1	0	0	0	0	0	55	194
1015 - 1030	0	24	21	1	1	2	0	0	1	3	0	0	0	53	
1030 - 1045	0	31	12	0	3	2	0	0	0	1	0	0	0	49	
1045 - 1100	0	21	10	0	3	3	0	0	0	0	0	0	0	37	
1100 - 1115	0	27	8	0	1	2	0	1	0	0	0	0	0	39	212
1115 - 1130	2	32	9	0	5	4	0	1	0	0	0	0	0	53	
1130 - 1145	0	35	20	0	6	2	0	1	0	0	0	0	0	64	
1145 - 1200	0	36	15	0	0	4	0	0	1	0	0	0	0	56	
1200 - 1215	0	36	17	0	3	1	0	0	1	0	0	0	0	58	225
1215 - 1230	0	38	15	0	0	3	0	1	0	1	0	0	0	58	
1230 - 1245	0	38	12	0	5	3	0	0	0	0	0	0	0	58	
1245 - 1300	0	39	9	0	1	2	0	0	0	0	0	0	0	51	
1300 - 1315	0	32	16	0	2	5	0	0	0	0	0	0	0	55	228
1315 - 1330	0	28	16	0	0	1	0	1	0	0	0	0	0	46	
1330 - 1345	0	37	15	0	3	2	0	1	0	0	0	0	0	58	
1345 - 1400	0	45	11	2	5	5	0	1	0	0	0	0	0	69	
1400 - 1415	0	22	22	0	2	1	0	0	0	0	0	0	0	47	208
1415 - 1430	0	38	17	0	0	3	0	0	0	0	0	0	0	58	
1430 - 1445	0	30	13	0	1	2	0	0	0	0	0	0	0	46	
1445 - 1500	0	32	19	1	2	3	0	0	0	0	0	0	0	57	
1500 - 1515	0	35	16	1	1	3	0	0	0	0	0	0	0	56	244
1515 - 1530	0	27	16	1	5	3	0	0	1	0	0	0	0	53	
1530 - 1545	0	40	29	0	5	3	0	0	0	0	0	0	0	77	
1545 - 1600	0	34	18	2	1	3	0	0	0	0	0	0	0	58	
1600 - 1615	0	42	29	0	1	2	0	0	0	0	0	0	0	74	352
1615 - 1630	0	51	24	2	0	2	0	1	0	0	0	0	0	80	
1630 - 1645	0	57	28	0	5	2	0	0	1	0	0	0	0	93	
1645 - 1700	0	68	29	2	1	5	0	0	0	0	0	0	0	105	
1700 - 1715	0	54	18	0	0	0	0	0	0	0	0	0	0	72	321
1715 - 1730	0	65	21	0	4	1	0	0	0	0	0	0	0	91	
1730 - 1745	0	49	28	0	0	1	0	0	0	0	0	0	0	78	
1745 - 1800	0	56	24	0	0	0	0	0	0	0	0	0	0	80	
1800 - 1815	0	57	20	0	0	0	0	0	1	0	0	0	0	78	233
1815 - 1830	0	46	15	0	3	0	0	0	0	0	0	0	0	64	
1830 - 1845	0	41	7	0	1	0	0	0	0	0	0	0	0	49	
1845 - 1900	0	26	12	0	2	1	0	0	1	0	0	0	0	42	
1900 - 1915	0	20	14	0	0	0	0	0	0	0	0	0	0	34	166
1915 - 1930	0	28	13	0	0	0	0	0	0	0	0	0	0	41	
1930 - 1945	0	33	13	0	1	0	0	0	0	0	0	0	0	47	
1945 - 2000	0	31	10	0	0	2	0	0	0	0	1	0	0	44	
2000 - 2015	0	21	9	0	0	0	0	0	0	0	0	0	0	30	118
2015 - 2030	0	20	11	0	0	0	0	0	1	0	0	0	0	32	
2030 - 2045	0	25	4	0	0	0	0	0	0	0	0	0	0	29	
2045 - 2100	0	21	6	0	0	0	0	0	0	0	0	0	0	27	
2100 - 2115	0	23	11	0	0	0	0	0	2	0	0	0	0	36	102
2115 - 2130	0	14	7	0	0	1	0	0	0	0	0	0	0	22	
2130 - 2145	0	18	9	0	1	0	0	0	0	0	0	0	0	28	
2145 - 2200	0	11	5	0	0	0	0	0	0	0	0	0	0	16	
2200 - 2215	0	6	3	0	0	0	0	0	0	0	0	0	0	9	44
2215 - 2230	0	9	6	0	0	0	0	0	0	0	0	0	0	15	
2230 - 2245	0	9	4	0	0	0	0	0	0	0	0	0	0	13	
2245 - 2300	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
2300 - 2315	0	5	2	0	0	0	0	0	0	0	0	0	0	7	28
2315 - 2330	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
2330 - 2345	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2345 - 0000	0	7	1	0	0	0	0	0	0	0	1	0	0	9	

Session Total	7	2586	1056	20	100	115	0	16	30	6	2	0	0	3938
Session Average	0.07	26.94	11.00	0.21	1.04	1.20	0.00	0.17	0.31	0.06	0.02	0.00	0.00	41.02
Session Percentage	0.18	65.67	26.82	0.51	2.54	2.92	0.00	0.41	0.76	0.15	0.05	0.00	0.00	
AM Peak Hour	0730 - 0830	0700 - 0800	0700 - 0800	0545 - 0645	0600 - 0700	0700 - 0800	-	0800 - 0900	0500 - 0600	0930 - 1030	-	-	-	0700 -

Bi-Directional Class Count || SB WB 15min

Villa Rica, GA



Site 1
Liberty Rd,
north of Poole Rd

Date
Tuesday, May 13, 2025

Weather
Mostly Cloudy
69°F

Lat/Long
33.719554°, -84.902383°

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0000 - 2400 (Weekday 24h Session) (05-13-2025)
SB WB 15min

	Southbound (Movement 1.2)													15min Total	60min Total
Time	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	9	0	0	1	0	0	0	0	0	0	0	0	10	22
0015 - 0030	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0030 - 0045	0	3	0	0	1	0	0	0	0	0	0	0	0	4	
0045 - 0100	0	3	0	0	1	0	0	0	0	0	0	0	0	4	
0100 - 0115	0	7	0	0	0	0	0	0	0	0	0	0	0	7	19
0115 - 0130	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0130 - 0145	0	3	0	0	0	0	0	0	1	0	0	0	0	4	
0145 - 0200	0	2	0	0	1	0	0	0	0	0	0	0	0	3	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0300 - 0315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12
0315 - 0330	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0330 - 0345	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0345 - 0400	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0400 - 0415	0	9	2	0	0	0	0	0	0	0	0	0	0	11	42
0415 - 0430	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
0430 - 0445	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0445 - 0500	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
0500 - 0515	0	7	2	0	0	0	0	0	0	0	0	0	0	9	50
0515 - 0530	0	6	0	1	0	0	0	0	2	0	0	0	0	9	
0530 - 0545	0	12	5	0	0	0	0	0	0	0	0	0	0	17	
0545 - 0600	0	11	4	0	0	0	0	0	0	0	0	0	0	15	
0600 - 0615	0	18	5	0	0	0	0	0	0	0	0	0	0	23	132
0615 - 0630	0	17	4	1	1	0	0	0	1	0	0	0	0	24	
0630 - 0645	0	19	5	0	0	0	0	0	0	0	0	0	0	24	
0645 - 0700	0	36	18	0	3	2	0	0	2	0	0	0	0	61	
0700 - 0715	0	21	20	2	0	3	0	0	1	0	0	0	0	47	223
0715 - 0730	0	29	16	1	1	0	0	1	0	0	0	0	0	48	
0730 - 0745	0	38	28	1	0	4	0	0	0	0	0	0	0	71	
0745 - 0800	0	34	18	1	2	0	0	0	2	0	0	0	0	57	
0800 - 0815	0	24	29	0	1	3	0	0	0	0	0	0	0	57	215
0815 - 0830	0	40	14	2	0	2	0	0	0	0	0	0	0	58	
0830 - 0845	0	25	30	0	0	2	0	0	0	0	0	0	0	57	
0845 - 0900	0	23	14	0	2	4	0	0	0	0	0	0	0	43	
0900 - 0915	0	25	9	0	2	0	0	0	0	0	0	0	0	36	173
0915 - 0930	0	24	13	0	2	6	0	1	0	0	0	0	0	46	
0930 - 0945	0	29	8	0	3	0	0	0	0	0	0	0	0	40	
0945 - 1000	0	29	18	1	2	1	0	0	0	0	0	0	0	51	
1000 - 1015	0	20	9	0	2	4	0	0	0	0	0	0	0	35	169
1015 - 1030	0	31	18	1	1	0	0	0	0	0	0	0	0	51	
1030 - 1045	0	30	8	0	0	2	0	0	1	0	0	0	0	41	
1045 - 1100	1	25	10	0	2	3	0	0	1	0	0	0	0	42	
1100 - 1115	0	30	9	0	0	2	0	0	1	0	0	0	0	42	174
1115 - 1130	0	21	11	0	3	2	0	2	0	0	0	0	0	39	
1130 - 1145	0	29	13	0	3	2	0	0	1	0	0	0	0	48	
1145 - 1200	0	25	13	0	4	2	0	1	0	0	0	0	0	45	
1200 - 1215	0	29	7	0	2	1	0	3	1	0	0	0	0	43	218
1215 - 1230	0	38	19	0	5	6	0	0	1	0	0	0	0	69	
1230 - 1245	0	35	12	0	3	2	0	0	1	0	0	0	0	53	
1245 - 1300	0	30	19	0	0	4	0	0	0	0	0	0	0	53	
1300 - 1315	0	42	13	0	1	2	0	1	0	1	0	0	0	60	251
1315 - 1330	0	46	15	0	4	2	0	0	2	0	0	0	0	69	
1330 - 1345	0	38	15	0	0	2	0	1	0	0	0	0	0	56	
1345 - 1400	0	41	21	0	0	3	0	0	1	0	0	0	0	66	
1400 - 1415	0	54	12	0	2	3	1	0	0	0	0	0	0	72	262
1415 - 1430	0	35	26	1	4	2	0	0	1	0	0	0	0	69	
1430 - 1445	0	38	26	0	2	2	0	1	0	0	0	0	0	69	
1445 - 1500	0	30	15	1	1	5	0	0	0	0	0	0	0	52	
1500 - 1515	0	47	11	1	2	3	0	0	0	0	0	0	0	64	301
1515 - 1530	0	36	16	0	4	2	0	0	1	0	0	0	0	59	
1530 - 1545	0	51	24	1	2	3	0	1	0	0	0	0	0	82	
1545 - 1600	0	67	21	0	3	4	0	0	1	0	0	0	0	96	
1600 - 1615	1	55	23	0	1	3	0	1	0	0	0	0	0	84	338
1615 - 1630	0	60	24	1	3	0	0	1	1	0	0	0	0	90	
1630 - 1645	0	51	16	2	0	4	0	0	1	0	0	0	0	74	
1645 - 1700	0	57	26	0	2	3	0	1	1	0	0	0	0	90	
1700 - 1715	0	73	18	0	2	0	0	0	1	0	0	0	0	94	351
1715 - 1730	0	71	25	0	2	2	0	1	0	0	0	0	0	101	
1730 - 1745	0	57	19	0	2	0	0	0	0	0	0	0	0	78	
1745 - 1800	0	61	14	0	2	1	0	0	0	0	0	0	0	78	
1800 - 1815	0	58	11	0	1	1	0	0	2	0	0	0	0	73	271
1815 - 1830	0	48	14	0	2	0	0	0	1	0	0	0	0	65	
1830 - 1845	0	49	12	0	0	0	0	0	0	0	0	0	0	61	
1845 - 1900	0	56	16	0	0	0	0	0	0	0	0	0	0	72	
1900 - 1915	0	40	6	0	0	0	0	0	1	0	0	0	0	47	207
1915 - 1930	0	51	14	0	1	1	0	0	1	0	0	0	0	68	
1930 - 1945	0	20	10	0	0	0	0	0	2	0	0	0	0	32	
1945 - 2000	0	45	12	0	3	0	0	0	0	0	0	0	0	60	
2000 - 2015	0	27	10	0	0	0	0	0	0	0	0	0	0	37	175
2015 - 2030	0	36	9	0	1	0	0	0	0	0	0	0	0	46	
2030 - 2045	0	38	8	0	0	0	0	0	0	0	0	0	0	46	
2045 - 2100	0	31	12	0	0	1	0	0	2	0	0	0	0	46	
2100 - 2115	0	34	11	0	0	1	0	0	0	0	0	0	0	46	162
2115 - 2130	0	37	11	0	0	0	0	0	1	0	0	0	0	49	
2130 - 2145	0	28	10	0	0	0	0	0	0	0	0	0	0	38	
2145 - 2200	0	23	6	0	0	0	0	0	0	0	0	0	0	29	
2200 - 2215	0	20	7	0	0	0	0	0	0	0	0	0	0	27	78
2215 - 2230	0	13	5	0	0	1	0	0	0	0	0	0	0	19	
2230 - 2245	0	11	6	0	1	0	0	0	0	0	0	0	0	18	
2245 - 2300	0	10	4	0	0	0	0	0	0	0	0	0	0	14	
2300 - 2315	0	8	5	0	0	0	0	0	0	0	0	0	0	13	44
2315 - 2330	0	8	3	0	0	0	0	0	0	0	1	0	0	12	
2330 - 2345	0	3	3	0	0	0	0	0	0	0	0	0	0	6	
2345 - 0000	0	6	4	0	1	0	0	1	0	0	1	0	0	13	

Session Total	2	2605	1006	18	97	108	1	17	36	1	2	0	0	3893
Session Average	0.02	27.14	10.48	0.19	1.01	1.13	0.01	0.18	0.38	0.01	0.02	0.00	0.00	40.55
Session Percentage	0.05	66.91	25.84	0.46	2.49	2.77	0.03	0.44	0.92	0.03	0.05	0.00	0.00	

AM Peak Hour	-	0730 - 0830	0715 - 0815	0700 - 0800	0845 - 0945	0830

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

Villa Rica, GA



Site 1
Liberty Rd,
north of Poole Rd

Date
Tuesday, May 13, 2025

Lat/Long
33.719554°, -84.902383°

Weather
Mostly Cloudy
69°F

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0000 - 2400 (Weekday 24h Session) (05-13-2025)
Bi-Directional 15min

	Bi-Directional 15min													15min Total	60min Total
Time	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	14	0	0	1	1	0	0	1	0	0	0	0	17	39
0015 - 0030	0	7	0	0	1	1	0	0	0	0	0	0	0	9	
0030 - 0045	0	6	0	0	1	0	0	0	0	0	0	0	0	7	
0045 - 0100	0	5	0	0	1	0	0	0	0	0	0	0	0	6	
0100 - 0115	0	13	0	0	0	0	0	0	0	0	0	0	0	13	32
0115 - 0130	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0130 - 0145	0	5	0	0	0	0	0	0	1	0	0	0	0	6	
0145 - 0200	0	5	0	0	1	0	0	0	0	0	0	0	0	6	
0200 - 0215	0	0	0	0	0	0	0	0	2	0	0	0	0	2	15
0215 - 0230	0	1	0	0	1	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0245 - 0300	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0300 - 0315	0	4	0	0	0	0	0	0	0	0	0	0	0	4	28
0315 - 0330	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0330 - 0345	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
0345 - 0400	0	8	0	0	0	0	0	0	2	0	0	0	0	10	
0400 - 0415	0	12	2	0	0	0	0	0	1	0	0	0	0	15	77
0415 - 0430	0	12	3	0	1	1	0	1	0	0	0	0	0	18	
0430 - 0445	0	12	3	0	0	0	0	0	0	0	0	0	0	15	
0445 - 0500	0	21	6	0	1	0	0	0	1	0	0	0	0	29	
0500 - 0515	0	24	7	0	1	0	0	0	1	0	0	0	0	33	155
0515 - 0530	0	17	3	1	1	0	0	0	5	0	0	0	0	27	
0530 - 0545	0	31	12	0	0	2	0	0	2	0	0	0	0	47	
0545 - 0600	0	35	12	0	0	0	0	0	1	0	0	0	0	48	
0600 - 0615	0	38	14	1	0	0	0	0	0	0	0	0	0	53	354
0615 - 0630	0	56	19	1	6	0	0	0	1	0	0	0	0	83	
0630 - 0645	0	60	18	2	0	0	0	0	1	0	0	0	0	81	
0645 - 0700	0	91	37	0	5	2	0	0	2	0	0	0	0	137	
0700 - 0715	0	80	39	2	0	8	0	1	5	0	0	0	0	135	596
0715 - 0730	0	108	39	2	1	2	0	1	0	0	0	0	0	153	
0730 - 0745	0	101	51	2	1	7	0	0	0	0	0	0	0	162	
0745 - 0800	0	99	38	1	4	2	0	0	2	0	0	0	0	146	
0800 - 0815	0	72	46	1	1	3	0	2	0	0	0	0	0	125	469
0815 - 0830	4	90	29	3	1	7	0	0	0	0	0	0	0	134	
0830 - 0845	0	70	45	1	0	2	0	0	0	0	0	0	0	118	
0845 - 0900	0	49	29	0	4	9	0	1	0	0	0	0	0	92	
0900 - 0915	0	64	22	0	4	0	0	0	1	0	0	0	0	91	390
0915 - 0930	1	51	32	0	3	9	0	2	0	0	0	0	0	98	
0930 - 0945	0	65	31	0	4	2	0	1	0	1	0	0	0	104	
0945 - 1000	0	61	31	1	3	1	0	0	0	0	0	0	0	97	
1000 - 1015	0	58	19	0	4	8	0	1	0	0	0	0	0	90	363
1015 - 1030	0	55	39	2	2	2	0	0	1	3	0	0	0	104	
1030 - 1045	0	61	20	0	3	4	0	0	1	1	0	0	0	90	
1045 - 1100	1	46	20	0	5	6	0	0	1	0	0	0	0	79	
1100 - 1115	0	57	17	0	1	4	0	1	1	0	0	0	0	81	386
1115 - 1130	2	53	20	0	8	6	0	3	0	0	0	0	0	92	
1130 - 1145	0	64	33	0	9	4	0	1	1	0	0	0	0	112	
1145 - 1200	0	61	28	0	4	6	0	1	1	0	0	0	0	101	
1200 - 1215	0	65	24	0	5	2	0	3	2	0	0	0	0	101	443
1215 - 1230	0	76	34	0	5	9	0	1	1	1	0	0	0	127	
1230 - 1245	0	73	24	0	8	5	0	0	1	0	0	0	0	111	
1245 - 1300	0	69	28	0	1	6	0	0	0	0	0	0	0	104	
1300 - 1315	0	74	29	0	3	7	0	1	0	1	0	0	0	115	479
1315 - 1330	0	74	31	0	4	3	0	1	2	0	0	0	0	115	
1330 - 1345	0	75	30	0	3	4	0	2	0	0	0	0	0	114	
1345 - 1400	0	86	32	2	5	8	0	1	1	0	0	0	0	135	
1400 - 1415	0	76	34	0	4	4	1	0	0	0	0	0	0	119	470
1415 - 1430	0	73	43	1	4	5	0	0	1	0	0	0	0	127	
1430 - 1445	0	68	39	0	3	4	0	1	0	0	0	0	0	115	
1445 - 1500	0	62	34	2	3	8	0	0	0	0	0	0	0	109	
1500 - 1515	0	82	27	2	3	6	0	0	0	0	0	0	0	120	545
1515 - 1530	0	63	32	1	9	5	0	0	2	0	0	0	0	112	
1530 - 1545	0	91	53	1	7	6	0	1	0	0	0	0	0	159	
1545 - 1600	0	101	39	2	4	7	0	0	1	0	0	0	0	154	
1600 - 1615	1	97	52	0	2	5	0	1	0	0	0	0	0	158	690
1615 - 1630	0	111	48	3	3	2	0	2	1	0	0	0	0	170	
1630 - 1645	0	108	44	2	5	6	0	0	2	0	0	0	0	167	
1645 - 1700	0	125	55	2	3	8	0	1	1	0	0	0	0	195	
1700 - 1715	0	127	36	0	2	0	0	0	1	0	0	0	0	166	672
1715 - 1730	0	136	46	0	6	3	0	1	0	0	0	0	0	192	
1730 - 1745	0	106	47	0	2	1	0	0	0	0	0	0	0	156	
1745 - 1800	0	117	38	0	2	1	0	0	0	0	0	0	0	158	
1800 - 1815	0	115	31	0	1	1	0	0	3	0	0	0	0	151	504
1815 - 1830	0	94	29	0	5	0	0	0	1	0	0	0	0	129	
1830 - 1845	0	90	19	0	1	0	0	0	0	0	0	0	0	110	
1845 - 1900	0	82	28	0	2	1	0	0	1	0	0	0	0	114	
1900 - 1915	0	60	20	0	0	0	0	0	1	0	0	0	0	81	373
1915 - 1930	0	79	27	0	1	1	0	0	1	0	0	0	0	109	
1930 - 1945	0	53	23	0	1	0	0	0	2	0	0	0	0	79	
1945 - 2000	0	76	22	0	3	2	0	0	0	0	1	0	0	104	
2000 - 2015	0	48	19	0	0	0	0	0	0	0	0	0	0	67	293
2015 - 2030	0	56	20	0	1	0	0	0	1	0	0	0	0	78	
2030 - 2045	0	63	12	0	0	0	0	0	0	0	0	0	0	75	
2045 - 2100	0	52	18	0	0	1	0	0	2	0	0	0	0	73	
2100 - 2115	0	57	22	0	0	1	0	0	2	0	0	0	0	82	264
2115 - 2130	0	51	18	0	0	1	0	0	1	0	0	0	0	71	
2130 - 2145	0	46	19	0	1	0	0	0	0	0	0	0	0	66	
2145 - 2200	0	34	11	0	0	0	0	0	0	0	0	0	0	45	
2200 - 2215	0	26	10	0	0	0	0	0	0	0	0	0	0	36	122
2215 - 2230	0	22	11	0	0	1	0	0	0	0	0	0	0	34	
2230 - 2245	0	20	10	0	1	0	0	0	0	0	0	0	0	31	
2245 - 2300	0	14	7	0	0	0	0	0	0	0	0	0	0	21	
2300 - 2315	0	13	7	0	0	0	0	0	0	0	0	0	0	20	72
2315 - 2330	0	14	5	0	0	0	0	0	0	0	1	0	0	20	
2330 - 2345	0	6	4	0	0	0	0	0	0	0	0	0	0	10	
2345 - 0000	0	13	5	0	1	0	0	1	0	0	2	0	0	22	

Session Total	9	5191	2062	38	197	223	1	33	66	7	4	0	0	7831
Session Average	0.09	54.07	21.48	0.40	2.05	2.32	0.01	0.34	0.69	0.07	0.04	0.00	0.00	81.57
Session Percentage	0.11	66.29	26.33	0.49	2.52	2.85	0.01	0.42	0.84	0.09	0.05	0.00	0.00	

AM Peak Hour	0730 - 0830	0700 - 0800	0715 - 0815	0700 - 0800	0845 - 0945	0800 - 0

Bi-Directional Class Count || Volume Summary 15min

Villa Rica, GA

Site 1
Liberty Rd,
north of Poole Rd

Date
Tuesday, May 13, 2025

Lat/Long
33.719554°, -84.902383°

Weather
Mostly Cloudy
69°F



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0000 - 2400 (Weekday 24h Session) (05-13-2025)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
0000 - 0015	7	10	17	39
0015 - 0030	5	4	9	
0030 - 0045	3	4	7	
0045 - 0100	2	4	6	
0100 - 0115	6	7	13	32
0115 - 0130	2	5	7	
0130 - 0145	2	4	6	
0145 - 0200	3	3	6	
0200 - 0215	2	0	2	15
0215 - 0230	2	0	2	
0230 - 0245	3	3	6	
0245 - 0300	4	1	5	
0300 - 0315	2	2	4	28
0315 - 0330	4	3	7	
0330 - 0345	4	3	7	
0345 - 0400	6	4	10	
0400 - 0415	4	11	15	77
0415 - 0430	8	10	18	
0430 - 0445	7	8	15	
0445 - 0500	16	13	29	
0500 - 0515	24	9	33	155
0515 - 0530	18	9	27	
0530 - 0545	30	17	47	
0545 - 0600	33	15	48	
0600 - 0615	30	23	53	354
0615 - 0630	59	24	83	
0630 - 0645	57	24	81	
0645 - 0700	76	61	137	
0700 - 0715	88	47	135	596
0715 - 0730	105	48	153	
0730 - 0745	91	71	162	
0745 - 0800	89	57	146	
0800 - 0815	68	57	125	469
0815 - 0830	76	58	134	
0830 - 0845	61	57	118	
0845 - 0900	49	43	92	
0900 - 0915	55	36	91	390
0915 - 0930	52	46	98	
0930 - 0945	64	40	104	
0945 - 1000	46	51	97	
1000 - 1015	55	35	90	363
1015 - 1030	53	51	104	
1030 - 1045	49	41	90	
1045 - 1100	37	42	79	
1100 - 1115	39	42	81	
1115 - 1130	53	39	92	
1130 - 1145	64	48	112	
1145 - 1200	56	45	101	

Time	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
1200 - 1215	58	43	101	443
1215 - 1230	58	69	127	
1230 - 1245	58	53	111	
1245 - 1300	51	53	104	
1300 - 1315	55	60	115	479
1315 - 1330	46	69	115	
1330 - 1345	58	56	114	
1345 - 1400	69	66	135	
1400 - 1415	47	72	119	470
1415 - 1430	58	69	127	
1430 - 1445	46	69	115	
1445 - 1500	57	52	109	
1500 - 1515	56	64	120	545
1515 - 1530	53	59	112	
1530 - 1545	77	82	159	
1545 - 1600	58	96	154	
1600 - 1615	74	84	158	690
1615 - 1630	80	90	170	
1630 - 1645	93	74	167	
1645 - 1700	105	90	195	
1700 - 1715	72	94	166	672
1715 - 1730	91	101	192	
1730 - 1745	78	78	156	
1745 - 1800	80	78	158	
1800 - 1815	78	73	151	504
1815 - 1830	64	65	129	
1830 - 1845	49	61	110	
1845 - 1900	42	72	114	
1900 - 1915	34	47	81	373
1915 - 1930	41	68	109	
1930 - 1945	47	32	79	
1945 - 2000	44	60	104	
2000 - 2015	30	37	67	293
2015 - 2030	32	46	78	
2030 - 2045	29	46	75	
2045 - 2100	27	46	73	
2100 - 2115	36	46	82	264
2115 - 2130	22	49	71	
2130 - 2145	28	38	66	
2145 - 2200	16	29	45	
2200 - 2215	9	27	36	122
2215 - 2230	15	19	34	
2230 - 2245	13	18	31	
2245 - 2300	7	14	21	
2300 - 2315	7	13	20	72
2315 - 2330	8	12	20	
2330 - 2345	4	6	10	
2345 - 0000	9	13	22	

Session Total	3938	3893	7831
Session Average	41.02	40.55	81.57
Session Percentage	50.29	49.71	

Bi-Directional Class Count || NB EB 60min

Villa Rica, GA



Site 1
Liberty Rd,
north of Poole Rd

Date
Tuesday, May 13, 2025

Lat/Long
33.719554°, -84.902383°

Weather
Mostly Cloudy
69°F

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0000 - 2400 (Weekday 24h Session) (05-13-2025)
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	13	0	0	1	2	0	0	1	0	0	0	0	17
0100 - 0200	0	13	0	0	0	0	0	0	0	0	0	0	0	13
0200 - 0300	0	8	0	0	1	0	0	0	2	0	0	0	0	11
0300 - 0400	0	13	1	0	0	0	0	0	2	0	0	0	0	16
0400 - 0500	0	23	6	0	2	1	0	1	2	0	0	0	0	35
0500 - 0600	0	71	23	0	2	2	0	0	7	0	0	0	0	105
0600 - 0700	0	155	56	3	7	0	0	0	1	0	0	0	0	222
0700 - 0800	0	266	85	2	3	12	0	1	4	0	0	0	0	373
0800 - 0900	4	169	62	3	3	10	0	3	0	0	0	0	0	254
0900 - 1000	1	134	68	0	5	5	0	2	1	1	0	0	0	217
1000 - 1100	0	114	53	1	9	11	0	1	1	4	0	0	0	194
1100 - 1200	2	130	52	0	12	12	0	3	1	0	0	0	0	212
1200 - 1300	0	151	53	0	9	9	0	1	1	1	0	0	0	225
1300 - 1400	0	142	58	2	10	13	0	3	0	0	0	0	0	228
1400 - 1500	0	122	71	1	5	9	0	0	0	0	0	0	0	208
1500 - 1600	0	136	79	4	12	12	0	0	1	0	0	0	0	244
1600 - 1700	0	218	110	4	7	11	0	1	1	0	0	0	0	352
1700 - 1800	0	224	91	0	4	2	0	0	0	0	0	0	0	321
1800 - 1900	0	170	54	0	6	1	0	0	2	0	0	0	0	233
1900 - 2000	0	112	50	0	1	2	0	0	0	0	1	0	0	166
2000 - 2100	0	87	30	0	0	0	0	0	1	0	0	0	0	118
2100 - 2200	0	66	32	0	1	1	0	0	2	0	0	0	0	102
2200 - 2300	0	28	16	0	0	0	0	0	0	0	0	0	0	44
2300 - 2400	0	21	6	0	0	0	0	0	0	0	1	0	0	28

Session Total	7	2586	1056	20	100	115	0	16	30	6	2	0	0	3938
Session Average	0.29	107.75	44.00	0.83	4.17	4.79	0.00	0.67	1.25	0.25	0.08	0.00	0.00	164.08
Session Percentage	0.18	65.67	26.82	0.51	2.54	2.92	0.00	0.41	0.76	0.15	0.05	0.00	0.00	

AM Peak Hour	0800 - 0900	0700 - 0800	0700 - 0800	0600 - 0700	0600 - 0700	0700 - 0800	-	0800 - 0900	0500 - 0600	0900 - 1000	-	-	-	0700 - 0800
AM Peak Volume	4	266	85	3	7	12	0	3	7	1	0	0	0	373
AM Peak %age	1.07	71.31	22.79	0.80	1.88	3.22	0.00	0.80	1.88	0.27	0.00	0.00	0.00	

Noon Peak Hour	1100 - 1200	1200 - 1300	1400 - 1500	1300 - 1400	1100 - 1200	1300 - 1400	-	1100 - 1200	1000 - 1100	1000 - 1100	-	-	-	1300 - 1400
Noon Peak Volume	2	151	71	2	12	13	0	3	1	4	0	0	0	228
Noon Peak %age	0.88	66.23	31.14	0.88	5.26	5.70	0.00	1.32	0.44	1.75	0.00	0.00	0.00	

PM Peak Hour	-	1700 - 1800	1600 - 1700	1500 - 1600	1500 - 1600	1500 - 1600	-	1600 - 1700	1800 - 1900	-	1900 - 2000	-	-	1600 - 1700
PM Peak Volume	0	224	110	4	12	12	0	1	2	0	1	0	0	352
PM Peak %age	0.00	63.64	31.25	1.14	3.41	3.41	0.00	0.28	0.57	0.00	0.28	0.00	0.00	

Bi-Directional Class Count | | SB WB 60min

Villa Rica, GA

Site 1
Liberty Rd,
north of Poole Rd

Date
Tuesday, May 13, 2025

Lat/Long
33.719554°, -84.902383°

Weather
Mostly Cloudy
69°F



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0000 - 2400 (Weekday 24h Session) (05-13-2025)
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	19	0	0	3	0	0	0	0	0	0	0	0	22
0100 - 0200	0	17	0	0	1	0	0	0	1	0	0	0	0	19
0200 - 0300	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0300 - 0400	0	11	1	0	0	0	0	0	0	0	0	0	0	12
0400 - 0500	0	34	8	0	0	0	0	0	0	0	0	0	0	42
0500 - 0600	0	36	11	1	0	0	0	0	2	0	0	0	0	50
0600 - 0700	0	90	32	1	4	2	0	0	3	0	0	0	0	132
0700 - 0800	0	122	82	5	3	7	0	1	3	0	0	0	0	223
0800 - 0900	0	112	87	2	3	11	0	0	0	0	0	0	0	215
0900 - 1000	0	107	48	1	9	7	0	1	0	0	0	0	0	173
1000 - 1100	1	106	45	1	5	9	0	0	2	0	0	0	0	169
1100 - 1200	0	105	46	0	10	8	0	3	2	0	0	0	0	174
1200 - 1300	0	132	57	0	10	13	0	3	3	0	0	0	0	218
1300 - 1400	0	167	64	0	5	9	0	2	3	1	0	0	0	251
1400 - 1500	0	157	79	2	9	12	1	1	1	0	0	0	0	262
1500 - 1600	0	201	72	2	11	12	0	1	2	0	0	0	0	301
1600 - 1700	1	223	89	3	6	10	0	3	3	0	0	0	0	338
1700 - 1800	0	262	76	0	8	3	0	1	1	0	0	0	0	351
1800 - 1900	0	211	53	0	3	1	0	0	3	0	0	0	0	271
1900 - 2000	0	156	42	0	4	1	0	0	4	0	0	0	0	207
2000 - 2100	0	132	39	0	1	1	0	0	2	0	0	0	0	175
2100 - 2200	0	122	38	0	0	1	0	0	1	0	0	0	0	162
2200 - 2300	0	54	22	0	1	1	0	0	0	0	0	0	0	78
2300 - 2400	0	25	15	0	1	0	0	1	0	0	2	0	0	44

Session Total	2	2605	1006	18	97	108	1	17	36	1	2	0	0	3893
Session Average	0.08	108.54	41.92	0.75	4.04	4.50	0.04	0.71	1.50	0.04	0.08	0.00	0.00	162.21
Session Percentage	0.05	66.91	25.84	0.46	2.49	2.77	0.03	0.44	0.92	0.03	0.05	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0800 - 0900	0700 - 0800	0900 - 1000	0800 - 0900	-	0700 - 0800	0600 - 0700	-	-	-	-	0700 - 0800
AM Peak Volume	0	122	87	5	9	11	0	1	3	0	0	0	0	223
AM Peak %age	0.00	54.71	39.01	2.24	4.04	4.93	0.00	0.45	1.35	0.00	0.00	0.00	0.00	

Noon Peak Hour	1000 - 1100	1300 - 1400	1400 - 1500	1400 - 1500	1100 - 1200	1200 - 1300	1400 - 1500	1100 - 1200	1200 - 1300	1300 - 1400	-	-	-	1400 - 1500
Noon Peak Volume	1	167	79	2	10	13	1	3	3	1	0	0	0	262
Noon Peak %age	0.38	63.74	30.15	0.76	3.82	4.96	0.38	1.15	1.15	0.38	0.00	0.00	0.00	

PM Peak Hour	1600 - 1700	1700 - 1800	1600 - 1700	1600 - 1700	1500 - 1600	1500 - 1600	-	1600 - 1700	1900 - 2000	-	-	-	-	1700 - 1800
PM Peak Volume	1	262	89	3	11	12	0	3	4	0	0	0	0	351
PM Peak %age	0.28	74.64	25.36	0.85	3.13	3.42	0.00	0.85	1.14	0.00	0.00	0.00	0.00	

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

Villa Rica, GA



Site 1
Liberty Rd,
north of Poole Rd

Date
Tuesday, May 13, 2025

Lat/Long
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Weather
Mostly Cloudy
69°F

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0000 - 2400 (Weekday 24h Session) (05-13-2025)
Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	32	0	0	4	2	0	0	1	0	0	0	0	39
0100 - 0200	0	30	0	0	1	0	0	0	1	0	0	0	0	32
0200 - 0300	0	12	0	0	1	0	0	0	2	0	0	0	0	15
0300 - 0400	0	24	2	0	0	0	0	0	2	0	0	0	0	28
0400 - 0500	0	57	14	0	2	1	0	1	2	0	0	0	0	77
0500 - 0600	0	107	34	1	2	2	0	0	9	0	0	0	0	155
0600 - 0700	0	245	88	4	11	2	0	0	4	0	0	0	0	354
0700 - 0800	0	388	167	7	6	19	0	2	7	0	0	0	0	596
0800 - 0900	4	281	149	5	6	21	0	3	0	0	0	0	0	469
0900 - 1000	1	241	116	1	14	12	0	3	1	1	0	0	0	390
1000 - 1100	1	220	98	2	14	20	0	1	3	4	0	0	0	363
1100 - 1200	2	235	98	0	22	20	0	6	3	0	0	0	0	386
1200 - 1300	0	283	110	0	19	22	0	4	4	1	0	0	0	443
1300 - 1400	0	309	122	2	15	22	0	5	3	1	0	0	0	479
1400 - 1500	0	279	150	3	14	21	1	1	1	0	0	0	0	470
1500 - 1600	0	337	151	6	23	24	0	1	3	0	0	0	0	545
1600 - 1700	1	441	199	7	13	21	0	4	4	0	0	0	0	690
1700 - 1800	0	486	167	0	12	5	0	1	1	0	0	0	0	672
1800 - 1900	0	381	107	0	9	2	0	0	5	0	0	0	0	504
1900 - 2000	0	268	92	0	5	3	0	0	4	0	1	0	0	373
2000 - 2100	0	219	69	0	1	1	0	0	3	0	0	0	0	293
2100 - 2200	0	188	70	0	1	2	0	0	3	0	0	0	0	264
2200 - 2300	0	82	38	0	1	1	0	0	0	0	0	0	0	122
2300 - 2400	0	46	21	0	1	0	0	1	0	0	3	0	0	72

Session Total	9	5191	2062	38	197	223	1	33	66	7	4	0	0	7831
Session Average	0.38	216.29	85.92	1.58	8.21	9.29	0.04	1.38	2.75	0.29	0.17	0.00	0.00	326.29
Session Percentage	0.11	66.29	26.33	0.49	2.52	2.85	0.01	0.42	0.84	0.09	0.05	0.00	0.00	

AM Peak Hour	0800 - 0900	0700 - 0800	0700 - 0800	0700 - 0800	0900 - 1000	0800 - 0900	-	0800 - 0900	0500 - 0600	0900 - 1000	-	-	-	0700 - 0800
AM Peak Volume	4	388	167	7	14	21	0	3	9	1	0	0	0	596
AM Peak %age	0.67	65.10	28.02	1.17	2.35	3.52	0.00	0.50	1.51	0.17	0.00	0.00	0.00	

Noon Peak Hour	1100 - 1200	1300 - 1400	1400 - 1500	1400 - 1500	1100 - 1200	1200 - 1300	1400 - 1500	1100 - 1200	1200 - 1300	1000 - 1100	-	-	-	1300 - 1400
Noon Peak Volume	2	309	150	3	22	22	1	6	4	4	0	0	0	479
Noon Peak %age	0.42	64.51	31.32	0.63	4.59	4.59	0.21	1.25	0.84	0.84	0.00	0.00	0.00	

PM Peak Hour	1600 - 1700	1700 - 1800	1600 - 1700	1600 - 1700	1500 - 1600	1500 - 1600	-	1600 - 1700	1800 - 1900	-	1900 - 2000	-	-	1600 - 1700
PM Peak Volume	1	486	199	7	23	24	0	4	5	0	1	0	0	690
PM Peak %age	0.14	70.43	28.84	1.01	3.33	3.48	0.00	0.58	0.72	0.00	0.14	0.00	0.00	

Bi-Directional Class Count || Volume Summary 60min

Villa Rica, GA



Site 1
Liberty Rd,
north of Poole Rd

Date
Tuesday, May 13, 2025

Lat/Long
33.719554°, -84.902383°

Weather
Mostly Cloudy
69°F

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-13-2025)
Volume Summary 60min

Volume Summary 60min			
TIME	NB	SB	Total
0000 - 0100	17	22	39
0100 - 0200	13	19	32
0200 - 0300	11	4	15
0300 - 0400	16	12	28
0400 - 0500	35	42	77
0500 - 0600	105	50	155
0600 - 0700	222	132	354
0700 - 0800	373	223	596
0800 - 0900	254	215	469
0900 - 1000	217	173	390
1000 - 1100	194	169	363
1100 - 1200	212	174	386
Session Total	3938	3893	7831
Session Average	164.08	162.21	326.29
Session Percentage	50.29	49.71	

Volume Summary 60min			
Time	NB	SB	Total
1200 - 1300	225	218	443
1300 - 1400	228	251	479
1400 - 1500	208	262	470
1500 - 1600	244	301	545
1600 - 1700	352	338	690
1700 - 1800	321	351	672
1800 - 1900	233	271	504
1900 - 2000	166	207	373
2000 - 2100	118	175	293
2100 - 2200	102	162	264
2200 - 2300	44	78	122
2300 - 2400	28	44	72

Bi-Directional Class Count || Graphical Analysis NB EB

Villa Rica, GA

Site 1

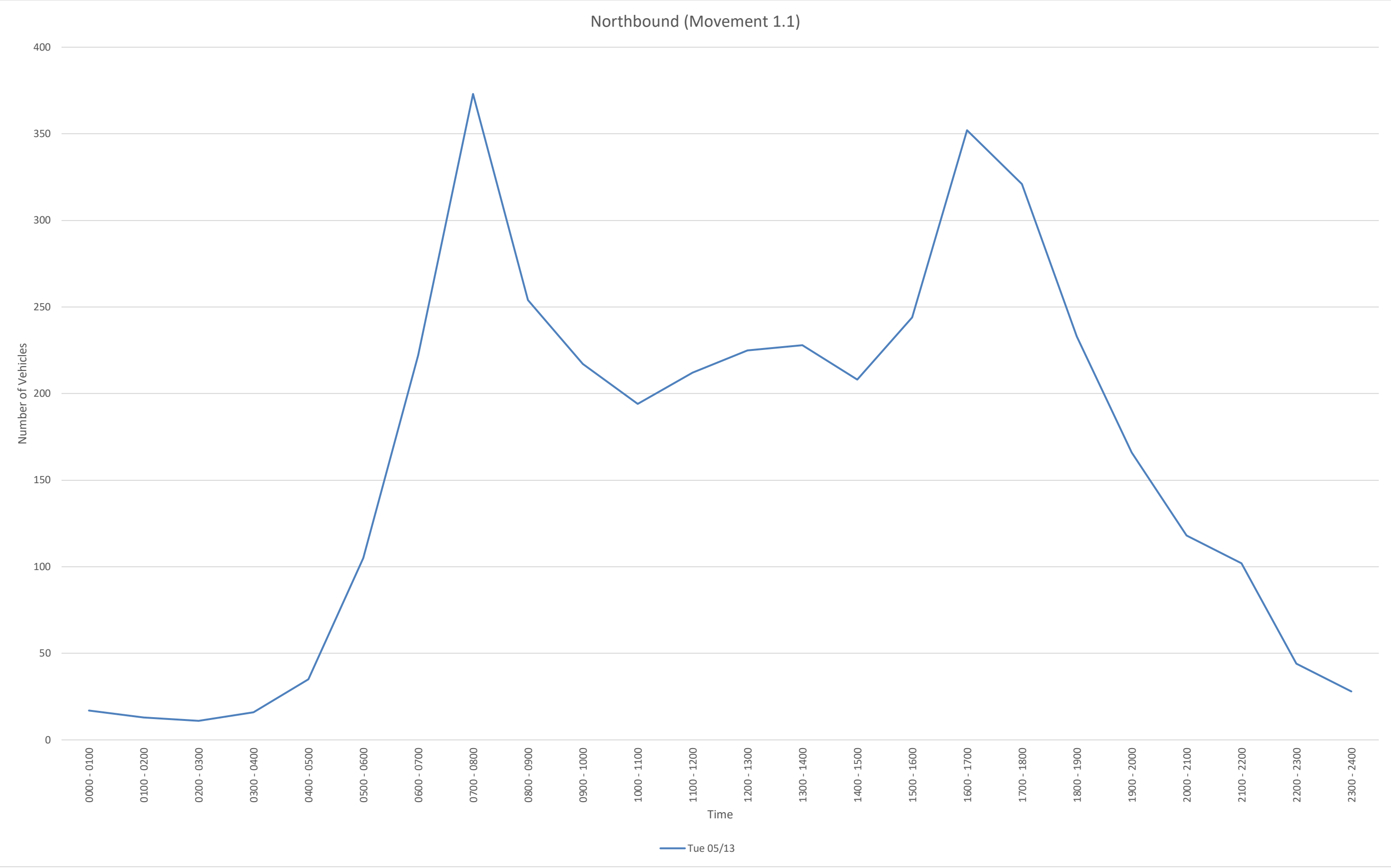
Liberty Rd,
north of Poole Rd

Lat/Long

33.719554°, -84.902383°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Time	Tue 05/13						
0000 - 0100	17						
0100 - 0200	13						
0200 - 0300	11						
0300 - 0400	16						
0400 - 0500	35						
0500 - 0600	105						
0600 - 0700	222						
0700 - 0800	373						
0800 - 0900	254						
0900 - 1000	217						
1000 - 1100	194						
1100 - 1200	212						
1200 - 1300	225						
1300 - 1400	228						
1400 - 1500	208						
1500 - 1600	244						
1600 - 1700	352						
1700 - 1800	321						
1800 - 1900	233						
1900 - 2000	166						
2000 - 2100	118						
2100 - 2200	102						
2200 - 2300	44						
2300 - 2400	28						
Daily Total	3938						

Bi-Directional Class Count | | Graphical Analysis SB WB

Villa Rica, GA

Site 1

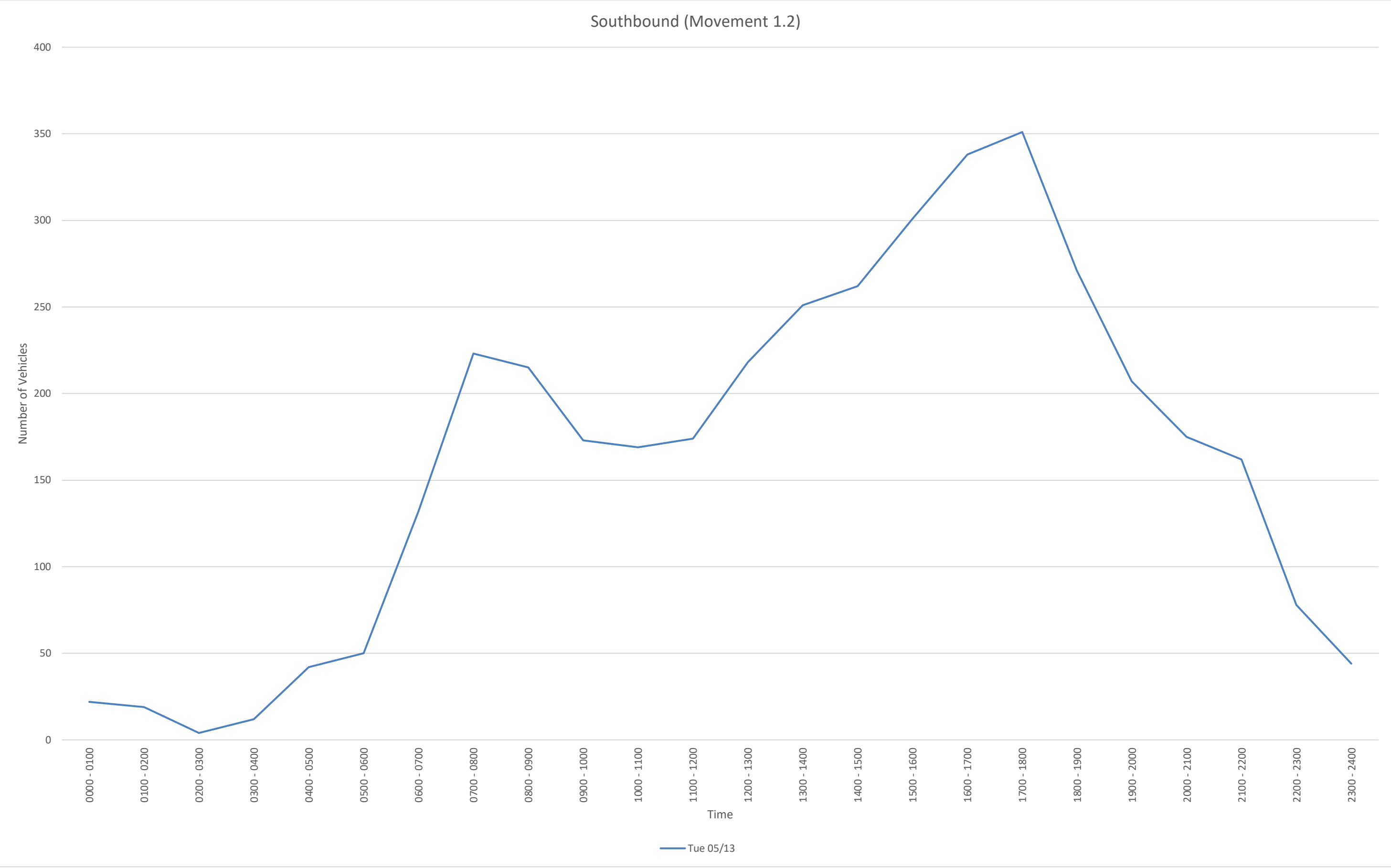
Liberty Rd,
north of Poole Rd

Lat/Long

33.719554°, -84.902383°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



Time	Tue 05/13						
0000 - 0100	22						
0100 - 0200	19						
0200 - 0300	4						
0300 - 0400	12						
0400 - 0500	42						
0500 - 0600	50						
0600 - 0700	132						
0700 - 0800	223						
0800 - 0900	215						
0900 - 1000	173						
1000 - 1100	169						
1100 - 1200	174						
1200 - 1300	218						
1300 - 1400	251						
1400 - 1500	262						
1500 - 1600	301						
1600 - 1700	338						
1700 - 1800	351						
1800 - 1900	271						
1900 - 2000	207						
2000 - 2100	175						
2100 - 2200	162						
2200 - 2300	78						
2300 - 2400	44						

Daily Total	3893						

Bi-Directional Class Count || Graphical Analysis BiDir

Villa Rica, GA

Site 1

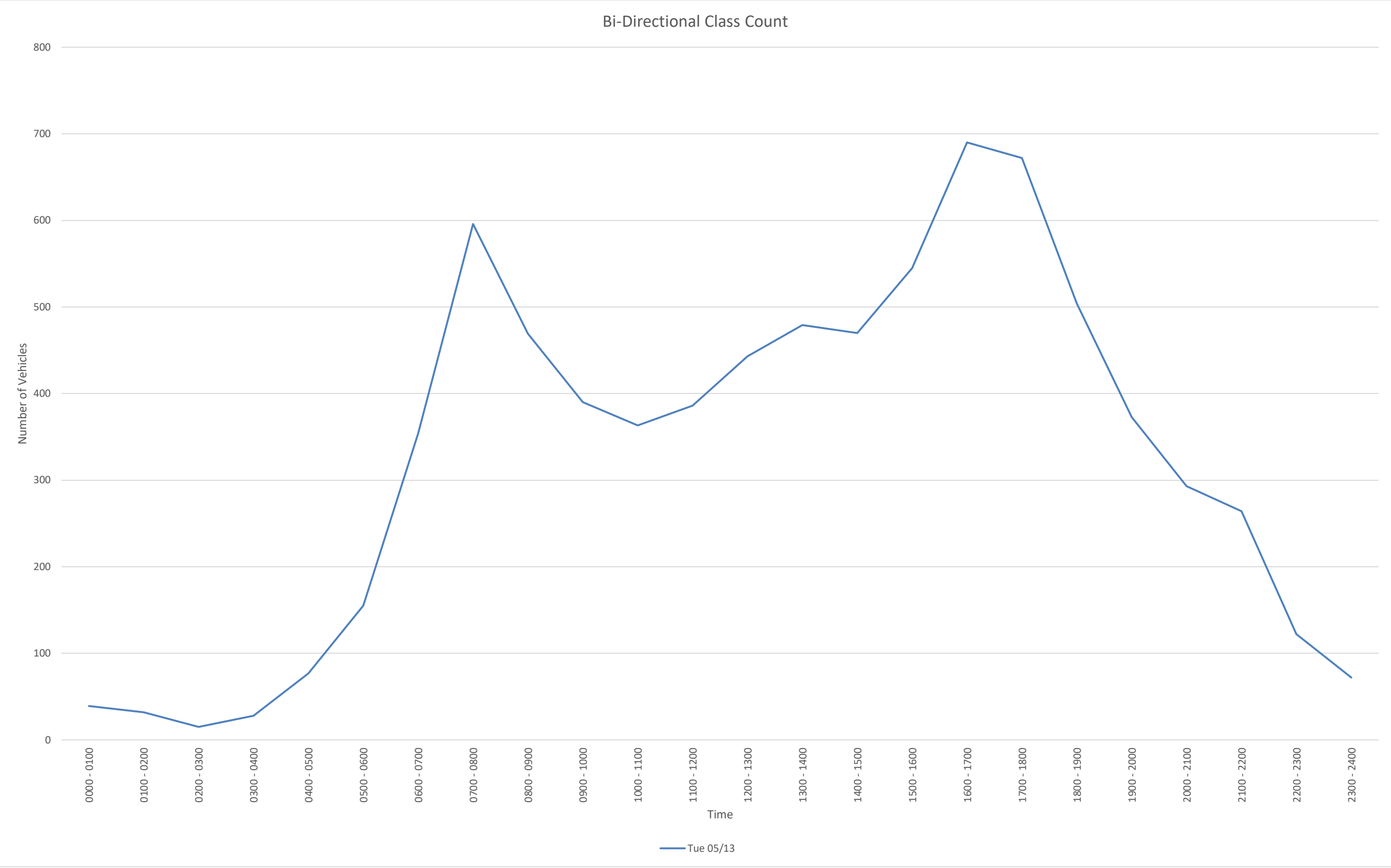
Liberty Rd,
north of Poole Rd

Lat/Long

33.719554°, -84.902383°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis BiDir



Time	Tue 05/13						
0000 - 0100	39						
0100 - 0200	32						
0200 - 0300	15						
0300 - 0400	28						
0400 - 0500	77						
0500 - 0600	155						
0600 - 0700	354						
0700 - 0800	596						
0800 - 0900	469						
0900 - 1000	390						
1000 - 1100	363						
1100 - 1200	386						
1200 - 1300	443						
1300 - 1400	479						
1400 - 1500	470						
1500 - 1600	545						
1600 - 1700	690						
1700 - 1800	672						
1800 - 1900	504						
1900 - 2000	373						
2000 - 2100	293						
2100 - 2200	264						
2200 - 2300	122						
2300 - 2400	72						

Daily Total	7831						

SB
File Name:
Start Date: 5/13/2025
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: Liberty Rd, north of Poole Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/13/2025	12:00 AM	0	9	0	0	1	0	0	0	0	0	0	0	0
5/13/2025	12:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/13/2025	12:30 AM	0	3	0	0	1	0	0	0	0	0	0	0	0
5/13/2025	12:45 AM	0	3	0	0	1	0	0	0	0	0	0	0	0
5/13/2025	1:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
5/13/2025	1:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
5/13/2025	1:30 AM	0	3	0	0	0	0	0	0	1	0	0	0	0
5/13/2025	1:45 AM	0	2	0	0	1	0	0	0	0	0	0	0	0
5/13/2025	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/13/2025	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/13/2025	2:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/13/2025	2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/13/2025	3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/13/2025	3:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/13/2025	3:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
5/13/2025	3:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/13/2025	4:00 AM	0	9	2	0	0	0	0	0	0	0	0	0	0
5/13/2025	4:15 AM	0	8	2	0	0	0	0	0	0	0	0	0	0
5/13/2025	4:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0
5/13/2025	4:45 AM	0	10	3	0	0	0	0	0	0	0	0	0	0
5/13/2025	5:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0
5/13/2025	5:15 AM	0	6	0	1	0	0	0	0	2	0	0	0	0
5/13/2025	5:30 AM	0	12	5	0	0	0	0	0	0	0	0	0	0
5/13/2025	5:45 AM	0	11	4	0	0	0	0	0	0	0	0	0	0
5/13/2025	6:00 AM	0	18	5	0	0	0	0	0	0	0	0	0	0
5/13/2025	6:15 AM	0	17	4	1	1	0	0	0	1	0	0	0	0
5/13/2025	6:30 AM	0	19	5	0	0	0	0	0	0	0	0	0	0
5/13/2025	6:45 AM	0	36	18	0	3	2	0	0	2	0	0	0	0
5/13/2025	7:00 AM	0	21	20	2	0	3	0	0	1	0	0	0	0
5/13/2025	7:15 AM	0	29	16	1	1	0	0	1	0	0	0	0	0
5/13/2025	7:30 AM	0	38	28	1	0	4	0	0	0	0	0	0	0
5/13/2025	7:45 AM	0	34	18	1	2	0	0	0	2	0	0	0	0
5/13/2025	8:00 AM	0	24	29	0	1	3	0	0	0	0	0	0	0
5/13/2025	8:15 AM	0	40	14	2	0	2	0	0	0	0	0	0	0
5/13/2025	8:30 AM	0	25	30	0	0	2	0	0	0	0	0	0	0
5/13/2025	8:45 AM	0	23	14	0	2	4	0	0	0	0	0	0	0
5/13/2025	9:00 AM	0	25	9	0	2	0	0	0	0	0	0	0	0
5/13/2025	9:15 AM	0	24	13	0	2	6	0	1	0	0	0	0	0
5/13/2025	9:30 AM	0	29	8	0	3	0	0	0	0	0	0	0	0
5/13/2025	9:45 AM	0	29	18	1	2	1	0	0	0	0	0	0	0
5/13/2025	10:00 AM	0	20	9	0	2	4	0	0	0	0	0	0	0
5/13/2025	10:15 AM	0	31	18	1	1	0	0	0	0	0	0	0	0
5/13/2025	10:30 AM	0	30	8	0	0	2	0	0	1	0	0	0	0
5/13/2025	10:45 AM	1	25	10	0	2	3	0	0	1	0	0	0	0
5/13/2025	11:00 AM	0	30	9	0	0	2	0	0	1	0	0	0	0
5/13/2025	11:15 AM	0	21	11	0	3	2	0	2	0	0	0	0	0
5/13/2025	11:30 AM	0	29	13	0	3	2	0	0	1	0	0	0	0
5/13/2025	11:45 AM	0	25	13	0	4	2	0	1	0	0	0	0	0
5/13/2025	12:00 PM	0	29	7	0	2	1	0	3	1	0	0	0	0
5/13/2025	12:15 PM	0	38	19	0	5	6	0	0	1	0	0	0	0
5/13/2025	12:30 PM	0	35	12	0	3	2	0	0	1	0	0	0	0
5/13/2025	12:45 PM	0	30	19	0	0	4	0	0	0	0	0	0	0
5/13/2025	1:00 PM	0	42	13	0	1	2	0	1	0	1	0	0	0
5/13/2025	1:15 PM	0	46	15	0	4	2	0	0	2	0	0	0	0
5/13/2025	1:30 PM	0	38	15	0	0	2	0	1	0	0	0	0	0
5/13/2025	1:45 PM	0	41	21	0	0	3	0	0	1	0	0	0	0
5/13/2025	2:00 PM	0	54	12	0	2	3	1	0	0	0	0	0	0
5/13/2025	2:15 PM	0	35	26	1	4	2	0	0	1	0	0	0	0
5/13/2025	2:30 PM	0	38	26	0	2	2	0	1	0	0	0	0	0
5/13/2025	2:45 PM	0	30	15	1	1	5	0	0	0	0	0	0	0
5/13/2025	3:00 PM	0	47	11	1	2	3	0	0	0	0	0	0	0
5/13/2025	3:15 PM	0	36	16	0	4	2	0	0	1	0	0	0	0
5/13/2025	3:30 PM	0	51	24	1	2	3	0	1	0	0	0	0	0
5/13/2025	3:45 PM	0	67	21	0	3	4	0	0	1	0	0	0	0
5/13/2025	4:00 PM	1	55	23	0	1	3	0	1	0	0	0	0	0
5/13/2025	4:15 PM	0	60	24	1	3	0	0	1	1	0	0	0	0
5/13/2025	4:30 PM	0	51	16	2	0	4	0	0	1	0	0	0	0
5/13/2025	4:45 PM	0	57	26	0	2	3	0	1	1	0	0	0	0
5/13/2025	5:00 PM	0	73	18	0	2	0	0	0	1	0	0	0	0
5/13/2025	5:15 PM	0	71	25	0	2	2	0	1	0	0	0	0	0
5/13/2025	5:30 PM	0	57	19	0	2	0	0	0	0	0	0	0	0
5/13/2025	5:45 PM	0	61	14	0	2	1	0	0	0	0	0	0	0
5/13/2025	6:00 PM	0	58	11	0	1	1	0	0	2	0	0	0	0
5/13/2025	6:15 PM	0	48	14	0	2	0	0	0	1	0	0	0	0
5/13/2025	6:30 PM	0	49	12	0	0	0	0	0	0	0	0	0	0
5/13/2025	6:45 PM	0	56	16	0	0	0	0	0	0	0	0	0	0
5/13/2025	7:00 PM	0	40	6	0	0	0	0	0	1	0	0	0	0
5/13/2025	7:15 PM	0	51	14	0	1	1	0	0	1	0	0	0	0
5/13/2025	7:30 PM	0	20	10	0	0	0	0	0	2	0	0	0	0
5/13/2025	7:45 PM	0	45	12	0	3	0	0	0	0	0	0	0	0
5/13/2025	8:00 PM	0	27	10	0	0	0	0	0	0	0	0	0	0
5/13/2025	8:15 PM	0	36	9	0	1	0	0	0	0	0	0	0	0
5/13/2025	8:30 PM	0	38	8	0	0	0	0	0	0	0	0	0	0
5/13/2025	8:45 PM	0	31	12	0	0	1	0	0	2	0	0	0	0
5/13/2025	9:00 PM	0	34	11	0	0	1	0	0	0	0	0	0	0
5/13/2025	9:15 PM	0	37	11	0	0	0	0	0	1	0	0	0	0
5/13/2025	9:30 PM	0	28	10	0	0	0	0	0	0	0	0	0	0
5/13/2025	9:45 PM	0	23	6	0	0	0	0	0	0	0	0	0	0
5/13/2025	10:00 PM	0	20	7	0	0	0	0	0	0	0	0	0	0
5/13/2025	10:15 PM	0	13	5	0	0	1	0	0	0	0	0	0	0
5/13/2025	10:30 PM	0	11	6	0	1	0	0	0	0	0	0	0	0
5/13/2025	10:45 PM	0	10	4	0	0	0	0	0	0	0	0	0	0
5/13/2025	11:00 PM	0	8	5	0	0	0	0	0	0	0	0	0	0
5/13/2025	11:15 PM	0	8	3	0	0	0	0	0	0	0	1	0	0
5/13/2025	11:30 PM	0	3	3	0	0	0	0	0	0	0	0	0	0
5/13/2025	11:45 PM	0	6	4	0	1	0	0	1	0	0	1	0	0

File Name:

Start Time: 0

Station ID:

Location 2:

Date _____

5/13/2025	12:00 AM	0	13	0	0	1	2	0	0	1	0	0	0	0
5/13/2025	12:15 AM	0	14	0	0	1	1	0	0	0	0	0	0	0
5/13/2025	12:30 AM	0	13	0	0	0	0	0	0	0	0	0	0	0
5/13/2025	12:45 AM	0	12	0	0	0	0	0	0	0	0	0	0	0
5/13/2025	1:00 AM	0	13	0	0	0	0	0	0	0	0	0	0	0
5/13/2025	1:15 AM	0	7	0	0	0	0	0	0	2	0	0	0	0
5/13/2025	1:30 AM	0	6	0	0	1	0	0	0	2	0	0	0	0
5/13/2025	1:45 AM	0	7	0	0	1	0	0	0	2	0	0	0	0
5/13/2025	2:00 AM	0	8	0	0	1	0	0	0	2	0	0	0	0
5/13/2025	2:15 AM	0	10	0	0	1	0	0	0	0	0	0	0	0
5/13/2025	2:30 AM	0	13	0	0	0	0	0	0	0	0	0	0	0
5/13/2025	2:45 AM	0	13	1	0	0	0	0	0	0	0	0	0	0
5/13/2025	3:00 AM	0	13	1	0	0	0	0	0	2	0	0	0	0
5/13/2025	3:15 AM	0	14	1	0	0	0	0	0	3	0	0	0	0
5/13/2025	3:30 AM	0	14	2	0	1	1	0	1	3	0	0	0	0
5/13/2025	3:45 AM	0	16	3	0	1	1	0	1	3	0	0	0	0
5/13/2025	4:00 AM	0	23	6	0	2	1	0	1	2	0	0	0	0
5/13/2025	4:15 AM	0	37	11	0	3	1	0	1	2	0	0	0	0
5/13/2025	4:30 AM	0	44	13	0	3	0	0	0	5	0	0	0	0
5/13/2025	4:45 AM	0	58	18	0	3	2	0	0	7	0	0	0	0
5/13/2025	5:00 AM	0	71	23	0	2	2	0	0	7	0	0	0	0
5/13/2025	5:15 AM	0	74	27	1	1	2	0	0	6	0	0	0	0
5/13/2025	5:30 AM	0	102	39	1	5	2	0	0	3	0	0	0	0
5/13/2025	5:45 AM	0	124	45	3	5	0	0	0	2	0	0	0	0
5/13/2025	6:00 AM	0	155	56	3	7	0	0	0	1	0	0	0	0
5/13/2025	6:15 AM	0	194	66	2	7	5	0	1	5	0	0	0	0
5/13/2025	6:30 AM	0	234	74	3	2	7	0	1	5	0	0	0	0
5/13/2025	6:45 AM	0	256	84	2	3	10	0	1	4	0	0	0	0
5/13/2025	7:00 AM	0	266	85	2	3	12	0	1	4	0	0	0	0
5/13/2025	7:15 AM	0	255	83	3	3	7	0	2	0	0	0	0	0
5/13/2025	7:30 AM	4	226	75	3	4	10	0	2	0	0	0	0	0
5/13/2025	7:45 AM	4	208	67	3	3	7	0	2	0	0	0	0	0
5/13/2025	8:00 AM	4	169	62	3	3	10	0	3	0	0	0	0	0
5/13/2025	8:15 AM	4	160	58	2	5	10	0	1	1	0	0	0	0
5/13/2025	8:30 AM	1	137	62	1	5	8	0	2	1	0	0	0	0
5/13/2025	8:45 AM	1	128	70	0	6	10	0	3	1	1	0	0	0
5/13/2025	9:00 AM	1	134	68	0	5	5	0	2	1	1	0	0	0
5/13/2025	9:15 AM	1	133	65	0	5	9	0	3	0	1	0	0	0
5/13/2025	9:30 AM	0	130	67	1	5	8	0	2	1	4	0	0	0
5/13/2025	9:45 AM	0	125	56	1	7	8	0	1	1	4	0	0	0
5/13/2025	10:00 AM	0	114	53	1	9	11	0	1	1	4	0	0	0
5/13/2025	10:15 AM	0	103	51	1	8	9	0	1	1	4	0	0	0
5/13/2025	10:30 AM	2	111	39	0	12	11	0	2	0	1	0	0	0
5/13/2025	10:45 AM	2	115	47	0	15	11	0	3	0	0	0	0	0
5/13/2025	11:00 AM	2	130	52	0	12	12	0	3	1	0	0	0	0
5/13/2025	11:15 AM	2	139	61	0	14	11	0	2	2	0	0	0	0
5/13/2025	11:30 AM	0	145	67	0	9	10	0	2	2	1	0	0	0
5/13/2025	11:45 AM	0	148	59	0	8	11	0	1	2	1	0	0	0
5/13/2025	12:00 PM	0	151	53	0	9	9	0	1	1	1	0	0	0
5/13/2025	12:15 PM	0	147	52	0	8	13	0	1	0	1	0	0	0
5/13/2025	12:30 PM	0	137	53	0	8	11	0	1	0	0	0	0	0
5/13/2025	12:45 PM	0	136	56	0	6	10	0	2	0	0	0	0	0
5/13/2025	1:00 PM	0	142	58	2	10	13	0	3	0	0	0	0	0
5/13/2025	1:15 PM	0	132	64	2	10	9	0	3	0	0	0	0	0
5/13/2025	1:30 PM	0	142	65	2	10	11	0	2	0	0	0	0	0
5/13/2025	1:45 PM	0	135	63	2	8	11	0	1	0	0	0	0	0
5/13/2025	2:00 PM	0	122	71	1	5	9	0	0	0	0	0	0	0
5/13/2025	2:15 PM	0	135	65	2	4	11	0	0	0	0	0	0	0
5/13/2025	2:30 PM	0	124	64	3	9	11	0	0	1	0	0	0	0
5/13/2025	2:45 PM	0	134	80	3	13	12	0	0	1	0	0	0	0
5/13/2025	3:00 PM	0	136	79	4	12	12	0	0	1	0	0	0	0
5/13/2025	3:15 PM	0	143	92	3	12	11	0	0	1	0	0	0	0
5/13/2025	3:30 PM	0	167	100	4	7	10	0	1	0	0	0	0	0
5/13/2025	3:45 PM	0	184	99	4	7	9	0	1	1	0	0	0	0
5/13/2025	4:00 PM	0	218	110	4	7	11	0	1	1	0	0	0	0
5/13/2025	4:15 PM	0	230	99	4	6	9	0	1	1	0	0	0	0
5/13/2025	4:30 PM	0	244	96	2	10	8	0	0	1	0	0	0	0
5/13/2025	4:45 PM	0	236	96	2	5	7	0	0	0	0	0	0	0
5/13/2025	5:00 PM	0	224	91	0	4	2	0	0	0	0	0	0	0
5/13/2025	5:15 PM	0	227	93	0	4	2	0	0	1	0	0	0	0
5/13/2025	5:30 PM	0	208	87	0	3	1	0	0	1	0	0	0	0
5/13/2025	5:45 PM	0	200	66	0	4	0	0	0	1	0	0	0	0
5/13/2025	6:00 PM	0	170	54	0	6	1	0	0	2	0	0	0	0
5/13/2025	6:15 PM	0	133	48	0	6	1	0	0	1	0	0	0	0
5/13/2025	6:30 PM	0	115	46	0	3	1	0	0	1	0	0	0	0
5/13/2025	6:45 PM	0	107	52	0	3	1	0	0	1	0	0	0	0
5/13/2025	7:00 PM	0	112	50	0	1	2	0	0	0	0	1	0	0
5/13/2025	7:15 PM	0	113	45	0	1	2	0	0	0	0	1	0	0
5/13/2025	7:30 PM	0	105	43	0	1	2	0	0	1	0	1	0	0
5/13/2025	7:45 PM	0	97	34	0	0	2	0	0	1	0	1	0	0
5/13/2025	8:00 PM	0	87	30	0	0	0	0	0	1	0	0	0	0
5/13/2025	8:15 PM	0	89	32	0	0	0	0	0	3	0	0	0	0
5/13/2025	8:30 PM	0	83	28	0	0	1	0	0	2	0	0	0	0
5/13/2025	8:45 PM	0	76	33	0	1	1	0	0	2	0	0	0	0
5/13/2025	9:00 PM	0	66	32	0	1	1	0	0	2	0	0	0	0
5/13/2025	9:15 PM	0	49	24	0	1	1	0	0	0	0	0	0	0
5/13/2025	9:30 PM	0	44	23	0	1	0	0	0	0	0	0	0	0
5/13/2025	9:45 PM	0	35	18	0	0	0	0	0	0	0	0	0	0
5/13/2025	10:00 PM	0	28	16	0	0	0	0	0	0	0	0	0	0
5/13/2025	10:15 PM	0	27	15	0	0	0	0	0	0	0	0	0	0
5/13/2025	10:30 PM	0	24	11	0	0	0	0	0	0	0	0	0	0
5/13/2025	10:45 PM	0	18	8	0	0	0	0	0	0	0	0	0	0
5/13/2025	11:00 PM	0	21	6	0	0	0	0	0	0	0	1	0	0
5/13/2025	11:15 PM	0	16	4	0	0	0	0	0	0	0	1	0	0
5/13/2025	11:30 PM	0	10	2	0	0	0	0	0	0	0	1	0	0
5/13/2025	11:45 PM	0	7	1	0	0	0	0	0	0	0	1	0	0

SB
File Name:
Start Date: 5/13/2025
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: Liberty Rd, north of Poole Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/13/2025	12:00 AM	0	19	0	0	3	0	0	0	0	0	0	0	0
5/13/2025	12:15 AM	0	17	0	0	2	0	0	0	0	0	0	0	0
5/13/2025	12:30 AM	0	18	0	0	2	0	0	0	0	0	0	0	0
5/13/2025	12:45 AM	0	18	0	0	1	0	0	0	1	0	0	0	0
5/13/2025	1:00 AM	0	17	0	0	1	0	0	0	1	0	0	0	0
5/13/2025	1:15 AM	0	10	0	0	1	0	0	0	1	0	0	0	0
5/13/2025	1:30 AM	0	5	0	0	1	0	0	0	1	0	0	0	0
5/13/2025	1:45 AM	0	5	0	0	1	0	0	0	0	0	0	0	0
5/13/2025	2:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/13/2025	2:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
5/13/2025	2:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0
5/13/2025	2:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0
5/13/2025	3:00 AM	0	11	1	0	0	0	0	0	0	0	0	0	0
5/13/2025	3:15 AM	0	18	3	0	0	0	0	0	0	0	0	0	0
5/13/2025	3:30 AM	0	23	5	0	0	0	0	0	0	0	0	0	0
5/13/2025	3:45 AM	0	28	5	0	0	0	0	0	0	0	0	0	0
5/13/2025	4:00 AM	0	34	8	0	0	0	0	0	0	0	0	0	0
5/13/2025	4:15 AM	0	32	8	0	0	0	0	0	0	0	0	0	0
5/13/2025	4:30 AM	0	30	6	1	0	0	0	0	2	0	0	0	0
5/13/2025	4:45 AM	0	35	10	1	0	0	0	0	2	0	0	0	0
5/13/2025	5:00 AM	0	36	11	1	0	0	0	0	2	0	0	0	0
5/13/2025	5:15 AM	0	47	14	1	0	0	0	0	2	0	0	0	0
5/13/2025	5:30 AM	0	58	18	1	1	0	0	0	1	0	0	0	0
5/13/2025	5:45 AM	0	65	18	1	1	0	0	0	1	0	0	0	0
5/13/2025	6:00 AM	0	90	32	1	4	2	0	0	3	0	0	0	0
5/13/2025	6:15 AM	0	93	47	3	4	5	0	0	4	0	0	0	0
5/13/2025	6:30 AM	0	105	59	3	4	5	0	1	3	0	0	0	0
5/13/2025	6:45 AM	0	124	82	4	4	9	0	1	3	0	0	0	0
5/13/2025	7:00 AM	0	122	82	5	3	7	0	1	3	0	0	0	0
5/13/2025	7:15 AM	0	125	91	3	4	7	0	1	2	0	0	0	0
5/13/2025	7:30 AM	0	136	89	4	3	9	0	0	2	0	0	0	0
5/13/2025	7:45 AM	0	123	91	3	3	7	0	0	2	0	0	0	0
5/13/2025	8:00 AM	0	112	87	2	3	11	0	0	0	0	0	0	0
5/13/2025	8:15 AM	0	113	67	2	4	8	0	0	0	0	0	0	0
5/13/2025	8:30 AM	0	97	66	0	6	12	0	1	0	0	0	0	0
5/13/2025	8:45 AM	0	101	44	0	9	10	0	1	0	0	0	0	0
5/13/2025	9:00 AM	0	107	48	1	9	7	0	1	0	0	0	0	0
5/13/2025	9:15 AM	0	102	48	1	9	11	0	1	0	0	0	0	0
5/13/2025	9:30 AM	0	109	53	2	8	5	0	0	0	0	0	0	0
5/13/2025	9:45 AM	0	110	53	2	5	7	0	0	1	0	0	0	0
5/13/2025	10:00 AM	1	106	45	1	5	9	0	0	2	0	0	0	0
5/13/2025	10:15 AM	1	116	45	1	3	7	0	0	3	0	0	0	0
5/13/2025	10:30 AM	1	106	38	0	5	9	0	2	3	0	0	0	0
5/13/2025	10:45 AM	1	105	43	0	8	9	0	2	3	0	0	0	0
5/13/2025	11:00 AM	0	105	46	0	10	8	0	3	2	0	0	0	0
5/13/2025	11:15 AM	0	104	44	0	12	7	0	6	2	0	0	0	0
5/13/2025	11:30 AM	0	121	52	0	14	11	0	4	3	0	0	0	0
5/13/2025	11:45 AM	0	127	51	0	14	11	0	4	3	0	0	0	0
5/13/2025	12:00 PM	0	132	57	0	10	13	0	3	3	0	0	0	0
5/13/2025	12:15 PM	0	145	63	0	9	14	0	1	2	1	0	0	0
5/13/2025	12:30 PM	0	153	59	0	8	10	0	1	3	1	0	0	0
5/13/2025	12:45 PM	0	156	62	0	5	10	0	2	2	1	0	0	0
5/13/2025	1:00 PM	0	167	64	0	5	9	0	2	3	1	0	0	0
5/13/2025	1:15 PM	0	179	63	0	6	10	1	1	3	0	0	0	0
5/13/2025	1:30 PM	0	168	74	1	6	10	1	1	2	0	0	0	0
5/13/2025	1:45 PM	0	168	85	1	8	10	1	1	2	0	0	0	0
5/13/2025	2:00 PM	0	157	79	2	9	12	1	1	1	0	0	0	0
5/13/2025	2:15 PM	0	150	78	3	9	12	0	1	1	0	0	0	0
5/13/2025	2:30 PM	0	151	68	2	9	12	0	1	1	0	0	0	0
5/13/2025	2:45 PM	0	164	66	3	9	13	0	1	1	0	0	0	0
5/13/2025	3:00 PM	0	201	72	2	11	12	0	1	2	0	0	0	0
5/13/2025	3:15 PM	1	209	84	1	10	12	0	2	2	0	0	0	0
5/13/2025	3:30 PM	1	233	92	2	9	10	0	3	2	0	0	0	0
5/13/2025	3:45 PM	1	233	84	3	7	11	0	2	3	0	0	0	0
5/13/2025	4:00 PM	1	223	89	3	6	10	0	3	3	0	0	0	0
5/13/2025	4:15 PM	0	241	84	3	7	7	0	2	4	0	0	0	0
5/13/2025	4:30 PM	0	252	85	2	6	9	0	2	3	0	0	0	0
5/13/2025	4:45 PM	0	258	88	0	8	5	0	2	2	0	0	0	0
5/13/2025	5:00 PM	0	262	76	0	8	3	0	1	1	0	0	0	0
5/13/2025	5:15 PM	0	247	69	0	7	4	0	1	2	0	0	0	0
5/13/2025	5:30 PM	0	224	58	0	7	2	0	0	3	0	0	0	0
5/13/2025	5:45 PM	0	216	51	0	5	2	0	0	3	0	0	0	0
5/13/2025	6:00 PM	0	211	53	0	3	1	0	0	3	0	0	0	0
5/13/2025	6:15 PM	0	193	48	0	2	0	0	0	2	0	0	0	0
5/13/2025	6:30 PM	0	196	48	0	1	1	0	0	2	0	0	0	0
5/13/2025	6:45 PM	0	167	46	0	1	1	0	0	4	0	0	0	0
5/13/2025	7:00 PM	0	156	42	0	4	1	0	0	4	0	0	0	0
5/13/2025	7:15 PM	0	143	46	0	4	1	0	0	3	0	0	0	0
5/13/2025	7:30 PM	0	128	41	0	4	0	0	0	2	0	0	0	0
5/13/2025	7:45 PM	0	146	39	0	4	0	0	0	0	0	0	0	0
5/13/2025	8:00 PM	0	132	39	0	1	1	0	0	2	0	0	0	0
5/13/2025	8:15 PM	0	139	40	0	1	2	0	0	2	0	0	0	0
5/13/2025	8:30 PM	0	140	42	0	0	2	0	0	3	0	0	0	0
5/13/2025	8:45 PM	0	130	44	0	0	2	0	0	3	0	0	0	0
5/13/2025	9:00 PM	0	122	38	0	0	1	0	0	1	0	0	0	0
5/13/2025	9:15 PM	0	108	34	0	0	0	0	0	1	0	0	0	0
5/13/2025	9:30 PM	0	84	28	0	0	1	0	0	0	0	0	0	0
5/13/2025	9:45 PM	0	67	24	0	1	1	0	0	0	0	0	0	0
5/13/2025	10:00 PM	0	54	22	0	1	1	0	0	0	0	0	0	0
5/13/2025	10:15 PM	0	42	20	0	1	1	0	0	0	0	0	0	0
5/13/2025	10:30 PM	0	37	18	0	1	0	0	0	0	0	1	0	0
5/13/2025	10:45 PM	0	29	15	0	0	0	0	0	0	0	1	0	0
5/13/2025	11:00 PM	0	25	15	0	1	0	0	1	0	0	2	0	0
5/13/2025	11:15 PM	0	17	10	0	1	0	0	1	0	0	2	0	0
5/13/2025	11:30 PM	0	9	7	0	1	0	0	1	0	0	1	0	0
5/13/2025	11:45 PM	0	6	4	0	1	0	0	1	0	0	1	0	0

Bi-Directional Class Count || Location Overview

Villa Rica, GA

Site 2

Tyson Rd,
north of Timmons Rd

Lat/Long

33.720751°, -84.878930°



[Click here for Map](#)

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

Location Overview

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

Daily & Monthly Factors

	
	Tue
	05/13
DF	1.00
MF	1.00
DF*MF	1.00

Bi-Directional Class Count || NB EB 15min

Villa Rica, GA



Site 2
Tyson Rd,
north of Timmons Rd

Date
Tuesday, May 13, 2025

Lat/Long
33.720751°, -84.878930°

Weather
Mostly Cloudy
69°F



[Click here for Detailed Weather](#)



[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (05-13-2025)
NB EB 15min

	Northbound (Movement 2.1)													15min Total	60min Total
Time	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545 - 0600	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0615 - 0630	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0630 - 0645	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0645 - 0700	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0700 - 0715	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
0715 - 0730	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830 - 0845	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000 - 1015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1030 - 1045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1145 - 1200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1200 - 1215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
1215 - 1230	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300 - 1315	0	1	2	0	0	0	0	0	0	0	0	0	0	3	5
1315 - 1330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1345 - 1400	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1400 - 1415	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	
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	
1500 - 1515	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	
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	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1615 - 1630	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700 - 1715	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6
1715 - 1730	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
1730 - 1745	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1745 - 1800	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1815 - 1830	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1830 - 1845	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900 - 1915	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1930 - 1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1945 - 2000	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2045 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100 - 2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115 - 2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2130 - 2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Session Total	0	23	8	0	1	0	0	0	0	0	0	0	0	32
Session Average	0.00	0.24	0.08	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33
Session Percentage	0.00	71.88	25.00	0.00	3.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0600 - 0700	0500 - 0600	-	-	-	-	-	-	-	-	-	-	0615 - 0715 5
AM Peak Volume	0	4	1	0	0	0	0	0	0	0	0	0	0	
AM Peak %age	0.00	80.00	20.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Villa Rica, GA



Site 2
Tyson Rd,
north of Timmons Rd

Date
Tuesday, May 13, 2025

Lat/Long
33.720751°, -84.878930°

Weather
Mostly Cloudy
69°F

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0000 - 2400 (Weekday 24h Session) (05-13-2025)
Bi-Directional 15min

	Bi-Directional 15min													15min Total	60min Total
Time	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545 - 0600	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0615 - 0630	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0630 - 0645	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0645 - 0700	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0700 - 0715	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
0715 - 0730	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0800 - 0815	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4
0815 - 0830	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0830 - 0845	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900 - 0915	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000 - 1015	0	2	0	0	0	0	0	0	0	0	0	0	0	2	3
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1030 - 1045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100 - 1115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1145 - 1200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1200 - 1215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	7
1215 - 1230	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
1230 - 1245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300 - 1315	0	1	2	0	0	0	0	0	0	0	0	0	0	3	7
1315 - 1330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1330 - 1345	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
1345 - 1400	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1400 - 1415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
1415 - 1430	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	
1445 - 1500	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1500 - 1515	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
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	
1600 - 1615	0	1	0	0	1	0	0	0	0	0	0	0	0	2	3
1615 - 1630	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700 - 1715	0	2	0	0	0	0	0	0	0	0	0	0	0	2	9
1715 - 1730	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
1730 - 1745	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1745 - 1800	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1800 - 1815	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4
1815 - 1830	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1830 - 1845	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900 - 1915	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
1915 - 1930	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1930 - 1945	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1945 - 2000	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2015 - 2030	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2045 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100 - 2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2115 - 2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2130 - 2145	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2145 - 2200	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Session Total	0	44	18	0	2	0	0	0	0	0	0	0	0	64
Session Average	0.00	0.46	0.19	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.67
Session Percentage	0.00	68.75	28.13	0.00	3.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0600 - 0700	0815 - 0915	-	-	-	-	-	-	-	-	-	-	0615 - 0715
AM Peak Volume	0	4	2	0	0	0	0	0	0	0	0	0	0	5
AM Peak %age	0.00	80.00	40.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1145 - 1245	1300 - 1400	-	-	-	-

Bi-Directional Class Count || Volume Summary 15min

Villa Rica, GA

Site 2
Tyson Rd,
north of Timmons Rd

Date
Tuesday, May 13, 2025

Weather
Mostly Cloudy
69°F

Lat/Long
33.720751° , -84.878930°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-13-2025)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
0000 - 0015	0	0	0	0
0015 - 0030	0	0	0	
0030 - 0045	0	0	0	
0045 - 0100	0	0	0	
0100 - 0115	0	0	0	0
0115 - 0130	0	0	0	
0130 - 0145	0	0	0	
0145 - 0200	0	0	0	
0200 - 0215	0	0	0	0
0215 - 0230	0	0	0	
0230 - 0245	0	0	0	
0245 - 0300	0	0	0	
0300 - 0315	0	0	0	1
0315 - 0330	0	0	0	
0330 - 0345	0	0	0	
0345 - 0400	1	0	1	
0400 - 0415	0	0	0	0
0415 - 0430	0	0	0	
0430 - 0445	0	0	0	
0445 - 0500	0	0	0	
0500 - 0515	0	0	0	1
0515 - 0530	0	0	0	
0530 - 0545	0	0	0	
0545 - 0600	1	0	1	
0600 - 0615	0	0	0	4
0615 - 0630	1	0	1	
0630 - 0645	1	0	1	
0645 - 0700	2	0	2	
0700 - 0715	1	0	1	3
0715 - 0730	1	0	1	
0730 - 0745	0	0	0	
0745 - 0800	1	0	1	
0800 - 0815	0	1	1	4
0815 - 0830	0	1	1	
0830 - 0845	1	1	2	
0845 - 0900	0	0	0	
0900 - 0915	0	2	2	2
0915 - 0930	0	0	0	
0930 - 0945	0	0	0	
0945 - 1000	0	0	0	
1000 - 1015	1	1	2	3
1015 - 1030	0	0	0	
1030 - 1045	1	0	1	
1045 - 1100	0	0	0	
1100 - 1115	0	1	1	
1115 - 1130	0	0	0	
1130 - 1145	0	0	0	
1145 - 1200	1	1	2	

Time	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
1200 - 1215	1	1	2	7
1215 - 1230	2	2	4	
1230 - 1245	0	1	1	
1245 - 1300	0	0	0	
1300 - 1315	3	0	3	7
1315 - 1330	1	0	1	
1330 - 1345	0	2	2	
1345 - 1400	1	0	1	
1400 - 1415	0	1	1	2
1415 - 1430	0	0	0	
1430 - 1445	0	0	0	
1445 - 1500	0	1	1	
1500 - 1515	0	2	2	2
1515 - 1530	0	0	0	
1530 - 1545	0	0	0	
1545 - 1600	0	0	0	
1600 - 1615	0	2	2	3
1615 - 1630	1	0	1	
1630 - 1645	0	0	0	
1645 - 1700	0	0	0	
1700 - 1715	1	1	2	9
1715 - 1730	3	1	4	
1730 - 1745	1	0	1	
1745 - 1800	1	1	2	
1800 - 1815	0	1	1	4
1815 - 1830	1	0	1	
1830 - 1845	1	1	2	
1845 - 1900	0	0	0	
1900 - 1915	1	0	1	5
1915 - 1930	0	1	1	
1930 - 1945	0	2	2	
1945 - 2000	1	0	1	
2000 - 2015	0	0	0	1
2015 - 2030	0	1	1	
2030 - 2045	0	0	0	
2045 - 2100	0	0	0	
2100 - 2115	0	0	0	2
2115 - 2130	0	0	0	
2130 - 2145	0	1	1	
2145 - 2200	0	1	1	
2200 - 2215	0	0	0	1
2215 - 2230	0	0	0	
2230 - 2245	0	1	1	
2245 - 2300	0	0	0	
2300 - 2315	0	0	0	0
2315 - 2330	0	0	0	
2330 - 2345	0	0	0	
2345 - 0000	0	0	0	

Session Total	32	32	64
Session Average	0.33	0.33	0.67
Session Percentage	50.00	50.00	

Villa Rica, GA



Tyson Rd,
north of Timmons Rd

Tuesday, May 13, 2025

33.720751°, -84.878930°

Mostly Cloudy
69°F



NB EB 60min

[illegible]

Villa Rica, GA



Tyson Rd,
north of Timmons Rd

Tuesday, May 13, 2025

33.720751°, -84.878930°

Mostly Cloudy
69°F



SB WB 60min

[illegible]

Villa Rica, GA



Tyson Rd,
north of Timmons Rd

Tuesday, May 13, 2025

33.720751°, -84.878930°

Mostly Cloudy
69°F



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Bi-Directional 60min

[illegible]

Bi-Directional Class Count || Volume Summary 60min

Villa Rica, GA

Site 2
Tyson Rd,
north of Timmons Rd

Date
Tuesday, May 13, 2025

Lat/Long
33.720751° , -84.878930°

Weather
Mostly Cloudy
69°F

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0000 - 2400 (Weekday 24h Session) (05-13-2025)
Volume Summary 60min

Volume Summary 60min			
TIME	NB	SB	Total
0000 - 0100	0	0	0
0100 - 0200	0	0	0
0200 - 0300	0	0	0
0300 - 0400	1	0	1
0400 - 0500	0	0	0
0500 - 0600	1	0	1
0600 - 0700	4	0	4
0700 - 0800	3	0	3
0800 - 0900	1	3	4
0900 - 1000	0	2	2
1000 - 1100	2	1	3
1100 - 1200	1	2	3
Session Total	32	32	64
Session Average	1.33	1.33	2.67
Session Percentage	50.00	50.00	

Volume Summary 60min			
Time	NB	SB	Total
1200 - 1300	3	4	7
1300 - 1400	5	2	7
1400 - 1500	0	2	2
1500 - 1600	0	2	2
1600 - 1700	1	2	3
1700 - 1800	6	3	9
1800 - 1900	2	2	4
1900 - 2000	2	3	5
2000 - 2100	0	1	1
2100 - 2200	0	2	2
2200 - 2300	0	1	1
2300 - 2400	0	0	0

Bi-Directional Class Count || Graphical Analysis NB EB

Villa Rica, GA

Site 2

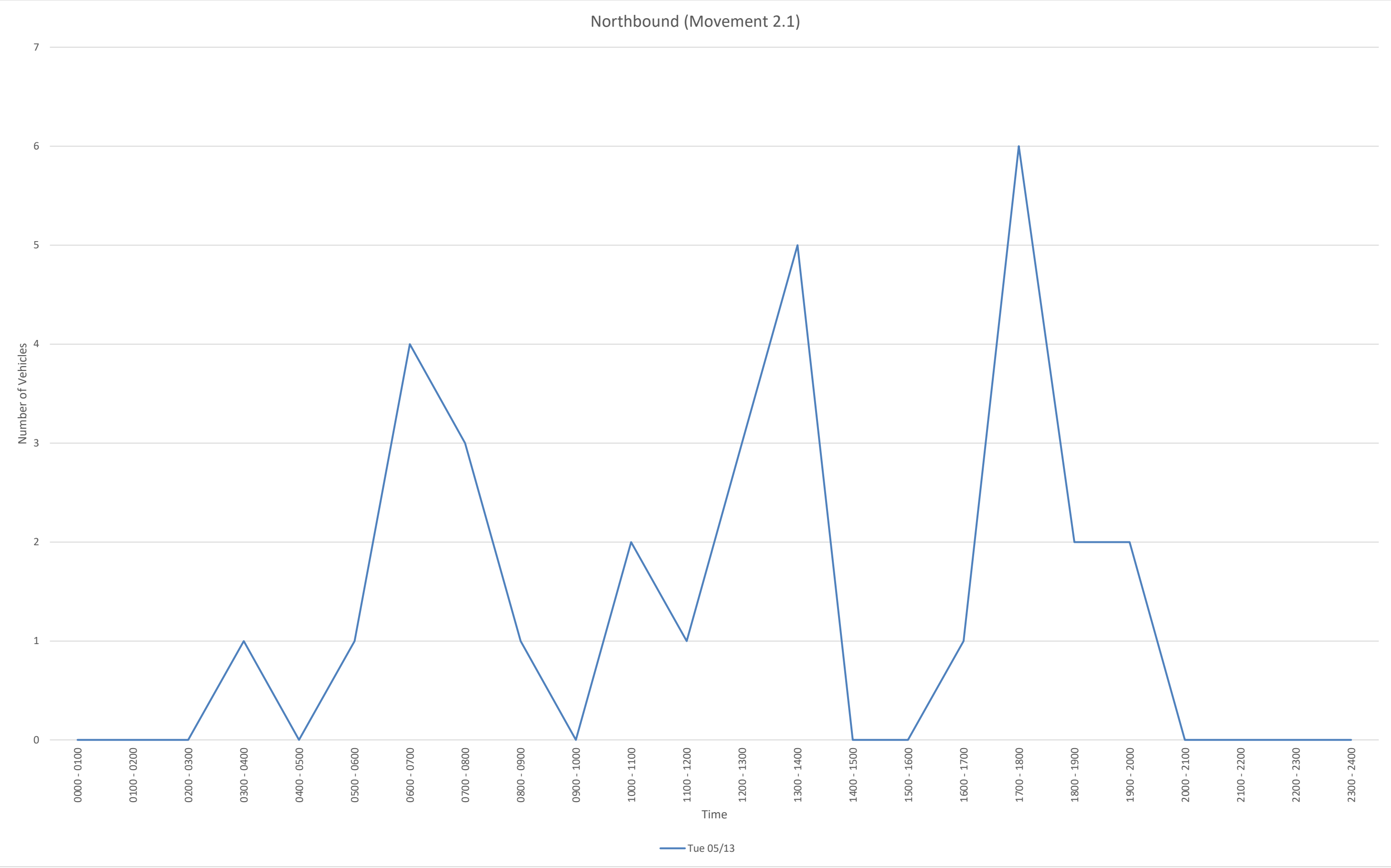
Tyson Rd,
north of Timmons Rd

Lat/Long

33.720751°, -84.878930°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Time	Tue 05/13						
0000 - 0100	0						
0100 - 0200	0						
0200 - 0300	0						
0300 - 0400	1						
0400 - 0500	0						
0500 - 0600	1						
0600 - 0700	4						
0700 - 0800	3						
0800 - 0900	1						
0900 - 1000	0						
1000 - 1100	2						
1100 - 1200	1						
1200 - 1300	3						
1300 - 1400	5						
1400 - 1500	0						
1500 - 1600	0						
1600 - 1700	1						
1700 - 1800	6						
1800 - 1900	2						
1900 - 2000	2						
2000 - 2100	0						
2100 - 2200	0						
2200 - 2300	0						
2300 - 2400	0						

Daily Total	32						

Bi-Directional Class Count || Graphical Analysis SB WB

Villa Rica, GA

Site 2

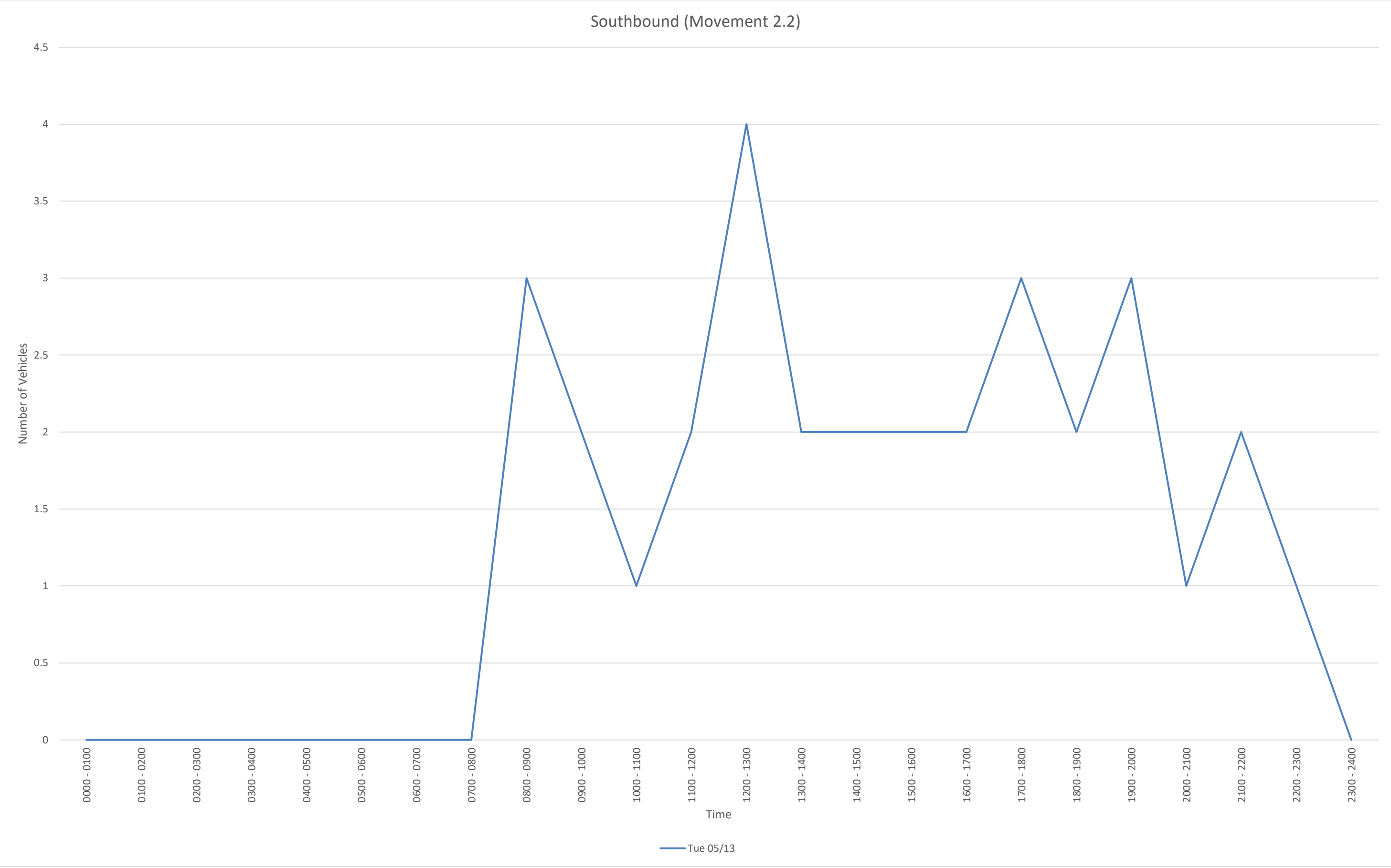
Tyson Rd,
north of Timmons Rd

Lat/Long

33.720751°, -84.878930°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



Time	Tue 05/13						
0000 - 0100	0						
0100 - 0200	0						
0200 - 0300	0						
0300 - 0400	0						
0400 - 0500	0						
0500 - 0600	0						
0600 - 0700	0						
0700 - 0800	0						
0800 - 0900	3						
0900 - 1000	2						
1000 - 1100	1						
1100 - 1200	2						
1200 - 1300	4						
1300 - 1400	2						
1400 - 1500	2						
1500 - 1600	2						
1600 - 1700	2						
1700 - 1800	3						
1800 - 1900	2						
1900 - 2000	3						
2000 - 2100	1						
2100 - 2200	2						
2200 - 2300	1						
2300 - 2400	0						

Daily Total	32						

Bi-Directional Class Count || Graphical Analysis BiDir

Villa Rica, GA

Site 2

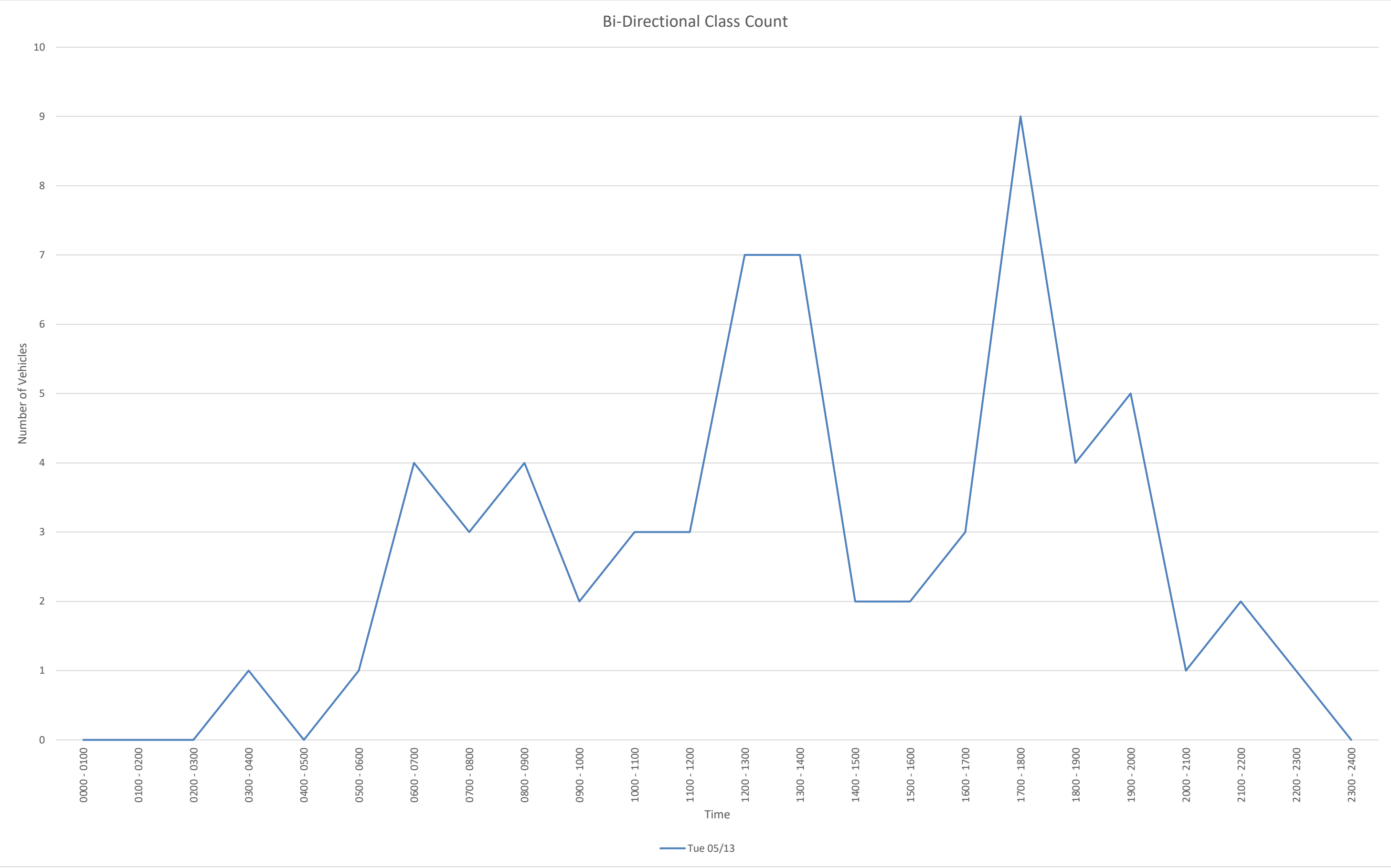
Tyson Rd,
north of Timmons Rd

Lat/Long

33.720751°, -84.878930°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis BiDir



Time	Tue 05/13						
0000 - 0100	0						
0100 - 0200	0						
0200 - 0300	0						
0300 - 0400	1						
0400 - 0500	0						
0500 - 0600	1						
0600 - 0700	4						
0700 - 0800	3						
0800 - 0900	4						
0900 - 1000	2						
1000 - 1100	3						
1100 - 1200	3						
1200 - 1300	7						
1300 - 1400	7						
1400 - 1500	2						
1500 - 1600	2						
1600 - 1700	3						
1700 - 1800	9						
1800 - 1900	4						
1900 - 2000	5						
2000 - 2100	1						
2100 - 2200	2						
2200 - 2300	1						
2300 - 2400	0						
Daily Total	64						

File Name:

Start Time: 0

Station ID: 1

Location 2:

[illegible]

File Name:

Start Time: 0

Station ID: 1

Location 2:

Date _____

[illegible]

File Name:

Start Time: 0

Station ID: 1

Location 2:

[illegible]

Villa Rica, GA



Villa Rica, GA



Tuesday, May 13, 2025		
	Mostly Cloudy	69°F
Period	0700 - 0900	APPLY
Peak Hour	0700 - 0800	APPLY
Global PH	0700 - 0800	APPLY

* the Peak Hour Diagram does not include bicycles

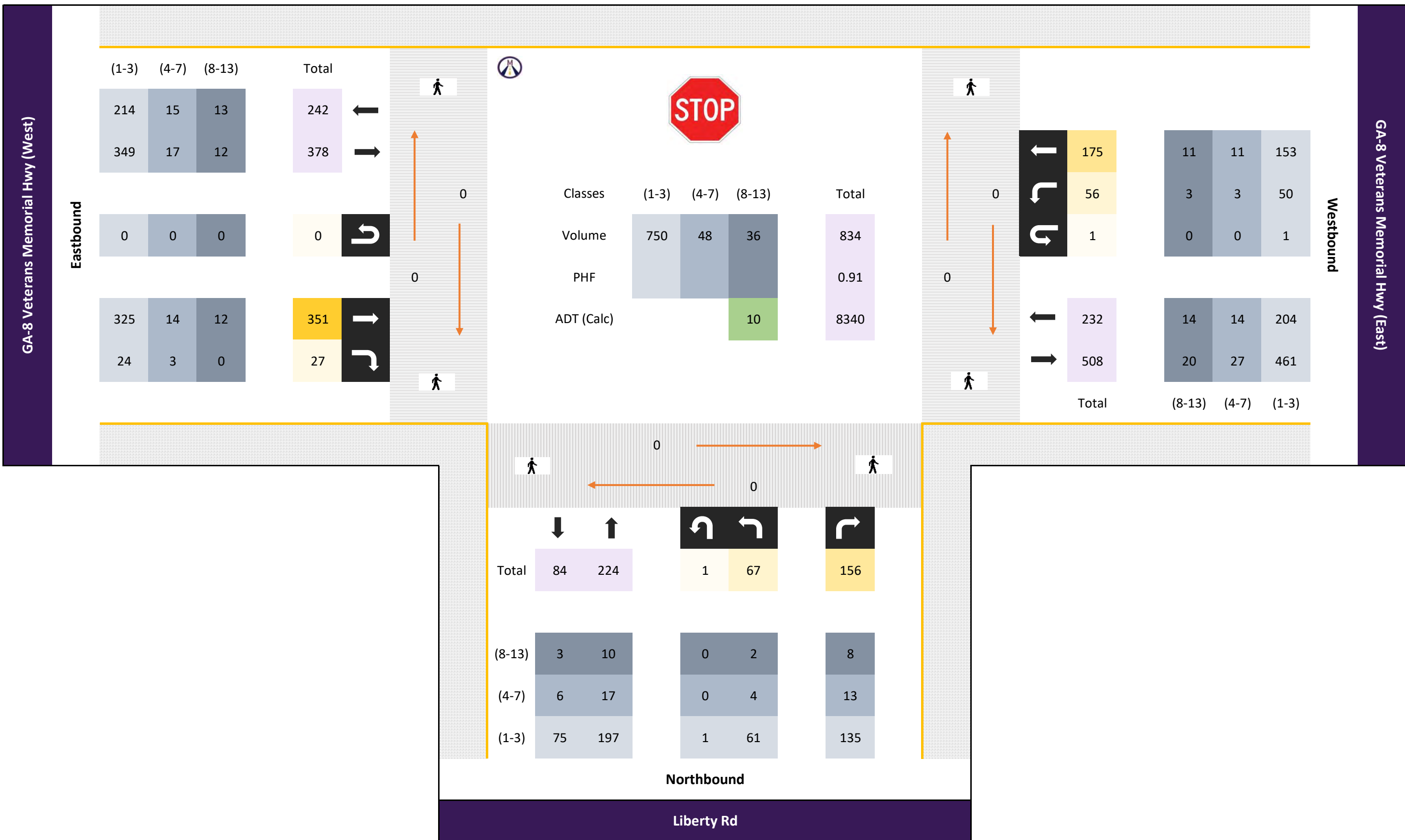


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

All Vehicles		Northbound												Eastbound						Westbound						Int Total
		Liberty Rd												GA-8 Veterans Memorial Hwy (West)						GA-8 Veterans Memorial Hwy (East)						
		Left 1.1		Right 1.2		U-Turn 1.3	App Total						App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8			U-Turn 1.9	App Total	
Time		13	-	41	-	0	54	-	-	-	-	-	0	-	70	5	-	0	75	17	49	-	-	0	66	195
0700 - 0715		21	-	29	-	0	50	-	-	-	-	-	0	-	82	8	-	0	90	9	44	-	-	0	53	193
0715 - 0730		21	-	40	-	0	61	-	-	-	-	-	0	-	99	7	-	0	106	11	38	-	-	0	49	216
0730 - 0745		12	-	46	-	1	59	-	-	-	-	-	0	-	100	7	-	0	107	19	44	-	-	1	64	230
0745 - 0800																										
Total		67	0	156	0	1	224	0	0	0	0	0	0	0	351	27	0	0	378	56	175	0	0	1	232	834
Approach %		29.91	0.00	69.64	0.00	0.45	-	0.00	0.00	0.00	0.00	0.00	-	0.00	92.86	7.14	0.00	0.00	-	24.14	75.43	0.00	0.00	0.43	-	
PHF		0.80	0.00	0.85	0.00	0.25	0.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.84	0.00	0.00	0.88	0.74	0.89	0.00	0.00	0.25	0.88	0.91

Passenger Vehicles (1-3)

Passenger Vehicles (2-5)		Northbound												Eastbound						Westbound						Int Total
		Liberty Rd												GA-8 Veterans Memorial Hwy (West)						GA-8 Veterans Memorial Hwy (East)						
		Left 1.1		Right 1.2		U-Turn 1.3	App Total						App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8			U-Turn 1.9	App Total	
0700 - 0715		12	-	32	-	0	44	-	-	-	-	-	0	-	62	4	-	0	66	16	42	-	-	0	58	168
0715 - 0730		19	-	27	-	0	46	-	-	-	-	-	0	-	80	8	-	0	88	8	39	-	-	0	47	181
0730 - 0745		19	-	34	-	0	53	-	-	-	-	-	0	-	91	7	-	0	98	10	32	-	-	0	42	193
0745 - 0800		11	-	42	-	1	54	-	-	-	-	-	0	-	92	5	-	0	97	16	40	-	-	1	57	208
Total		61	0	135	0	1	197	0	0	0	0	0	0	0	325	24	0	0	349	50	153	0	0	1	204	750
Approach %		30.96	0.00	68.53	0.00	0.51	-	0.00	0.00	0.00	0.00	0.00	-	0.00	93.12	6.88	0.00	0.00	-	24.51	75.00	0.00	0.00	0.49	-	
PHF		0.80	0.00	0.80	0.00	0.25	0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.75	0.00	0.00	0.89	0.78	0.91	0.00	0.00	0.25	0.88	0.90

Single Unit Trucks (4-7)

Time	Northbound						Eastbound						Westbound						Int Total						
	Liberty Rd						GA-8 Veterans Memorial Hwy (West)						GA-8 Veterans Memorial Hwy (East)												
	Left 1.1		Right 1.2		U-Turn 1.3	App Total						App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total		Left 1.7	Thru 1.8			U-Turn 1.9	App Total
0700 - 0715	1	-	5	-	0	6	-	-	-	-	-	0	-	4	1	-	0	5	0	4	-	-	0	4	15
0715 - 0730	2	-	1	-	0	3	-	-	-	-	-	0	-	1	0	-	0	1	1	2	-	-	0	3	7
0730 - 0745	1	-	5	-	0	6	-	-	-	-	-	0	-	5	0	-	0	5	1	3	-	-	0	4	15
0745 - 0800	0	-	2	-	0	2	-	-	-	-	-	0	-	4	2	-	0	6	1	2	-	-	0	3	11
Total	4	0	13	0	0	17	0	0	0	0	0	0	0	14	3	0	0	17	3	11	0	0	0	14	48
Approach %	23.53	0.00	76.47	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	82.35	17.65	0.00	0.00	-	21.43	78.57	0.00	0.00	0.00	-	
PHF	0.50	0.00	0.65	0.00	0.00	0.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.70	0.38	0.00	0.00	0.71	0.75	0.69	0.00	0.00	0.00	0.88	0.80

Combination Trucks (8-13)

Time	Northbound												Eastbound						Westbound						Int Total
	Liberty Rd												GA-8 Veterans Memorial Hwy (West)						GA-8 Veterans Memorial Hwy (East)						
	Left 1.1		Right 1.2		U-Turn 1.3	App Total						App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8			U-Turn 1.9	App Total	
0700 - 0715	0	-	4	-	0	4	-	-	-	-	-	0	-	4	0	-	0	4	1	3	-	-	0	4	12
0715 - 0730	0	-	1	-	0	1	-	-	-	-	-	0	-	1	0	-	0	1	0	3	-	-	0	3	5
0730 - 0745	1	-	1	-	0	2	-	-	-	-	-	0	-	3	0	-	0	3	0	3	-	-	0	3	8
0745 - 0800	1	-	2	-	0	3	-	-	-	-	-	0	-	4	0	-	0	4	2	2	-	-	0	4	11
Total	2	0	8	0	0	10	0	0	0	0	0	0	0	12	0	0	0	12	3	11	0	0	0	14	36
Approach %	20.00	0.00	80.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	21.43	78.57	0.00	0.00	0.00	-	
PHF	0.50	0.00	0.50	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.00	0.00	0.75	0.38	0.92	0.00	0.00	0.00	0.88	0.75

Bicycles

[illegible]



[Click here for Map](#)

Peak Hour Turning Movement Count

Villa Rica, GA



www.marrtraffic.com



Tuesday, May 13, 2025		
	Mostly Cloudy	69°F
Period	1600 - 1800	APPLY
Peak Hour	1645 - 1745	APPLY
Global PH	1645 - 1745	APPLY

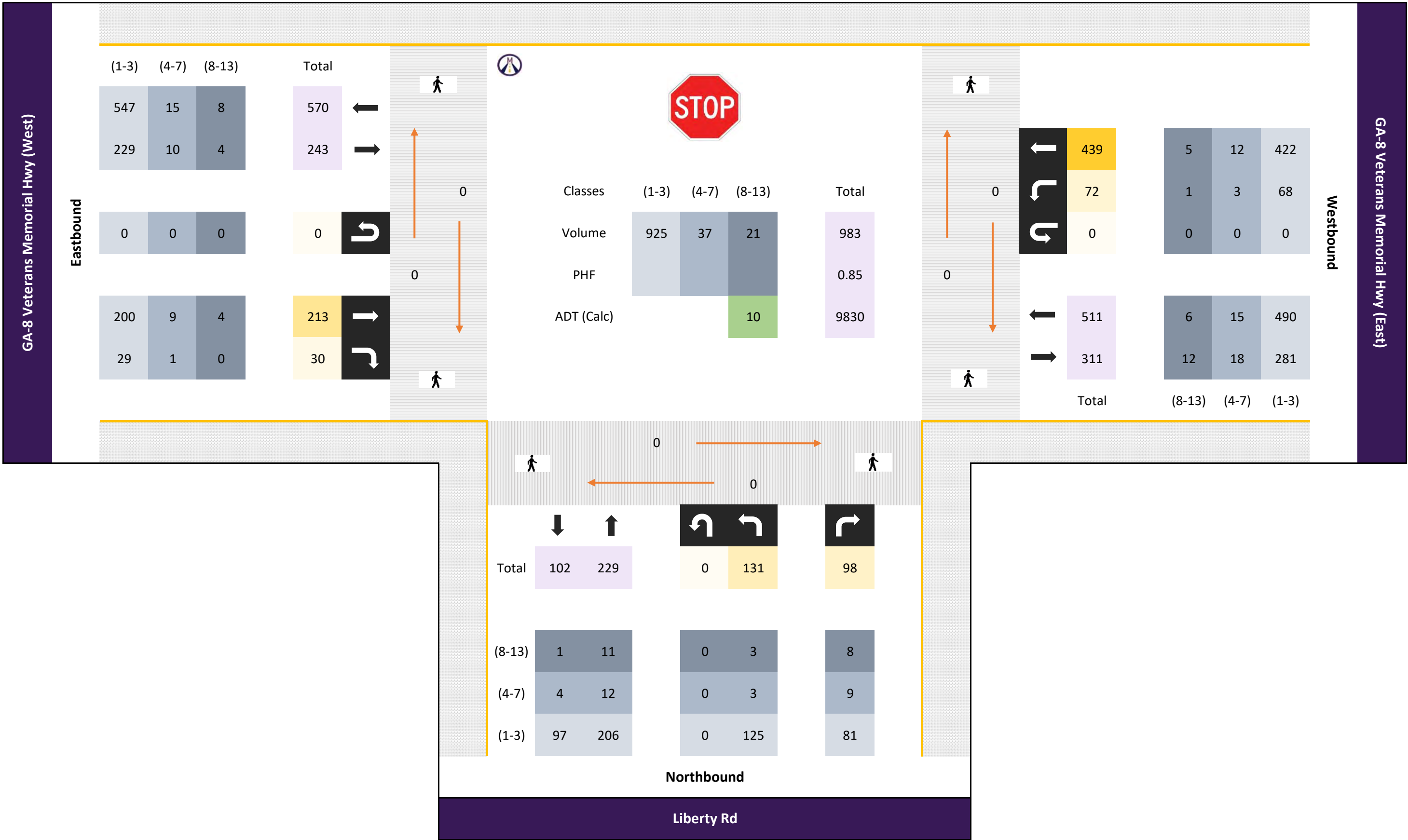
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Classified Turn Movement Count || All vehicles

Villa Rica, GA

Site 1

Liberty Rd



GA-8 Veterans Memorial Hwy (West)

GA-8 Veterans Memorial Hwy (East)

Date

Tuesday, May 13, 2025

Lat/Long

33.728679°, -84.899069°

[Click here for Map](#)

Weather

Mostly Cloudy

69°F



[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 2h Session) (05-13-2025)

All vehicles

	Northbound			
	Liberty Rd			
TIME	Left 1.1	Right 1.2	U-Turn 1.3	App Total
0700 - 0715	13	41	0	54
0715 - 0730	21	29	0	50
0730 - 0745	21	40	0	61
0745 - 0800	12	46	1	59
Hourly Total	67	156	1	224
0800 - 0815	16	34	0	50
0815 - 0830	12	25	0	37
0830 - 0845	20	12	0	32
0845 - 0900	17	24	0	41
Hourly Total	65	95	0	160
Grand Total	132	251	1	384
Approach %	34.38	65.36	0.26	-
Intersection %	9.27	17.63	0.07	26.97
Heavy Vehicle %	8	16	0	13
PHF	0.80	0.85	0.25	0.92
Peak Hour Total	67	156	1	224
Peak Hour HV %	9	13	0	12

Eastbound				Westbound							
GA-8 Veterans Memorial Hwy (West)				GA-8 Veterans Memorial Hwy (East)							
	Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
	70	5		0	75	17	49		0	66	195
	82	8		0	90	9	44		0	53	193
	99	7		0	106	11	38		0	49	216
	100	7		0	107	19	44		1	64	230
	351	27		0	378	56	175		1	232	834
	51	7		0	58	17	37		0	54	162
	39	6		0	45	10	43		0	53	135
	51	5		0	56	19	47		0	66	154
	36	4		0	40	12	46		0	58	139
	177	22		0	199	58	173		0	231	590
	528	49		0	577	114	348		1	463	1424
	91.51	8.49		0.00	-	24.62	75.16		0.17	-	
	37.08	3.44		0.00	40.52	8.01	24.44		0.07	32.51	
	8	16		-	9	14	15		0	15	12
	0.88	0.84		0.00	0.88	0.74	0.89		0.25	0.88	0.91
	351	27		0	378	56	175		1	232	834
	7	11		0	8	11	13		0	12	10

1600 - 1800 (Weekday 2h Session) (05-13-2025)

All vehicles

	Northbound			
	Liberty Rd			
TIME	Left 1.1	Right 1.2	U-Turn 1.3	App Total
1600 - 1615	27	19	0	46
1615 - 1630	29	33	0	62
1630 - 1645	27	25	0	52
1645 - 1700	41	32	0	73
Hourly Total	124	109	0	233
1700 - 1715	31	27	0	58
1715 - 1730	26	20	0	46
1730 - 1745	33	19	0	52
1745 - 1800	37	15	0	52
Hourly Total	127	81	0	208
Grand Total	251	190	0	441
Approach %	56.92	43.08	0.00	-
Intersection %	13.59	10.29	0.00	23.88
Heavy Vehicle %	2	19	-	10
PHF	0.80	0.77	0.00	0.78
Peak Hour Total	131	98	0	229
Peak Hour HV %	5	17	0	10

Eastbound				Westbound				
GA-8 Veterans Memorial Hwy (West)				GA-8 Veterans Memorial Hwy (East)				
Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total
50	8	0	58	17	100	0	117	221
42	10	0	52	12	98	0	110	224
43	10	0	53	12	96	0	108	213
54	12	0	66	11	89	0	100	239
189	40	0	229	52	383	0	435	897
54	3	0	57	31	143	0	174	289
53	8	0	61	21	110	0	131	238
52	7	0	59	9	97	0	106	217
45	23	0	68	6	80	0	86	206
204	41	0	245	67	430	0	497	950
393	81	0	474	119	813	0	932	1847
82.91	17.09	0.00	-	12.77	87.23	0.00	-	
21.28	4.39	0.00	25.66	6.44	44.02	0.00	50.46	
9	2	-	8	6	5	-	5	7
0.99	0.63	0.00	0.92	0.58	0.77	0.00	0.73	0.85
213	30	0	243	72	439	0	511	983
6	3	0	6	6	4	0	4	6

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

Villa Rica, GA

www.marrtraffic.com

Site 1

Liberty Rd

GA-8 Veterans Memorial Hwy (West)

GA-8 Veterans Memorial Hwy (East)

Date

Tuesday, May 13, 2025

Lat/Long

33.728679°, -84.899069°

[Click here for Map](#)

Weather

Mostly Cloudy

69°F

[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 2h Session) (05-13-2025)

Passenger Vehicles (1-3)

Northbound				
Liberty Rd				
TIME	Left 1.1	Right 1.2	U-Turn 1.3	App Total
0700 - 0715	12	32	0	44
0715 - 0730	19	27	0	46
0730 - 0745	19	34	0	53
0745 - 0800	11	42	1	54
Hourly Total	61	135	1	197
0800 - 0815	15	30	0	45
0815 - 0830	12	16	0	28
0830 - 0845	20	10	0	30
0845 - 0900	14	19	0	33
Hourly Total	61	75	0	136
Grand Total	122	210	1	333
Approach %	36.64	63.06	0.30	-
Intersection %	9.74	16.77	0.08	26.60

Eastbound					Westbound						
GA-8 Veterans Memorial Hwy (West)					GA-8 Veterans Memorial Hwy (East)						
	Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
	62	4		0	66	16	42		0	58	168
	80	8		0	88	8	39		0	47	181
	91	7		0	98	10	32		0	42	193
	92	5		0	97	16	40		1	57	208
	325	24		0	349	50	153		1	204	750
	47	4		0	51	15	34		0	49	145
	36	6		0	42	6	38		0	44	114
	48	4		0	52	16	33		0	49	131
	28	3		0	31	11	37		0	48	112
	159	17		0	176	48	142		0	190	502

1600 - 1800 (Weekday 2h Session) (05-13-2025)

Passenger Vehicles (1-3)

Northbound				
Liberty Rd				
TIME	Left 1.1	Right 1.2	U-Turn 1.3	App Total
1600 - 1615	27	15	0	42
1615 - 1630	29	24	0	53
1630 - 1645	27	21	0	48
1645 - 1700	39	26	0	65
Hourly Total	122	86	0	208
1700 - 1715	30	22	0	52
1715 - 1730	25	17	0	42
1730 - 1745	31	16	0	47
1745 - 1800	37	12	0	49
Hourly Total	123	67	0	190
Grand Total	245	153	0	398
Approach %	61.56	38.44	0.00	-
Intersection %	14.23	8.89	0.00	23.11

Eastbound					Westbound						
GA-8 Veterans Memorial Hwy (West)					GA-8 Veterans Memorial Hwy (East)						
	Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
	41	8		0	49	16	92		0	108	199
	38	10		0	48	12	93		0	105	206
	36	10		0	46	11	92		0	103	197
	50	12		0	62	9	82		0	91	218
	165	40		0	205	48	359		0	407	820
	53	2		0	55	30	141		0	171	278
	51	8		0	59	20	105		0	125	226
	46	7		0	53	9	94		0	103	203
	43	22		0	65	5	76		0	81	195
	193	39		0	232	64	416		0	480	902
	</										

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

Villa Rica, GA

www.marrtraffic.com

Site 1

Liberty Rd

GA-8 Veterans Memorial Hwy (West)

GA-8 Veterans Memorial Hwy (East)

Date

Tuesday, May 13, 2025

Lat/Long

33.728679°, -84.899069°

[Click here for Map](#)

Weather

Mostly Cloudy

69°F

[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 2h Session) (05-13-2025)

Single Unit Trucks (4-7)

	Northbound			
	Liberty Rd			
TIME	Left 1.1	Right 1.2	U-Turn 1.3	App Total
0700 - 0715	1	5	0	6
0715 - 0730	2	1	0	3
0730 - 0745	1	5	0	6
0745 - 0800	0	2	0	2
Hourly Total	4	13	0	17
0800 - 0815	0	2	0	2
0815 - 0830	0	6	0	6
0830 - 0845	0	2	0	2
0845 - 0900	2	3	0	5
Hourly Total	2	13	0	15
Grand Total	6	26	0	32
Approach %	18.75	81.25	0.00	-
Intersection %	6.12	26.53	0.00	32.65

Eastbound					Westbound						
GA-8 Veterans Memorial Hwy (West)					GA-8 Veterans Memorial Hwy (East)						
	Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
	4	1		0	5	0	4		0	4	15
	1	0		0	1	1	2		0	3	7
	5	0		0	5	1	3		0	4	15
	4	2		0	6	1	2		0	3	11
	14	3		0	17	3	11		0	14	48
	3	3		0	6	1	0		0	1	9
	1	0		0	1	2	3		0	5	12
	1	1		0	2	1	8		0	9	13
	4	1		0	5	1	5		0	6	16
	9	5		0	14	5	16		0	21	50
23	8		0	31	8	27		0	35	98	
74.19	25.81		0.00	-	22.86	77.14		0.00	-		
23.47	8.16		0.00	31.63	8.16	27.55		0.00	35.71		

1600 - 1800 (Weekday 2h Session) (05-13-2025)

Single Unit Trucks (4-7)

	Northbound			
	Liberty Rd			
TIME	Left 1.1	Right 1.2	U-Turn 1.3	App Total
1600 - 1615	0	3	0	3
1615 - 1630	0	6	0	6
1630 - 1645	0	4	0	4
1645 - 1700	1	6	0	7
Hourly Total	1	19	0	20
1700 - 1715	1	2	0	3
1715 - 1730	0	1	0	1
1730 - 1745	1	0	0	1
1745 - 1800	0	1	0	1
Hourly Total	2	4	0	6
Grand Total	3	23	0	26
Approach %	11.54	88.46	0.00	-
Intersection %	4.05	31.08	0.00	35.14

Eastbound					Westbound						
GA-8 Veterans Memorial Hwy (West)					GA-8 Veterans Memorial Hwy (East)						
	Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
	4	0		0	4	1	4		0	5	12
	2	0		0	2	0	1		0	1	9
	4	0		0	4	1	3		0	4	12
	1	0		0	1	1	5		0	6	14
	11	0		0	11	3	13		0	16	47
	1	1		0	2	1	2		0	3	8
	2	0		0	2	1	3		0	4	7
	5	0		0	5	0	2		0	2	8
	0	1		0	1	1	1		0	2	4
	8	2		0	10	3	8		0	11	27
	19	2		0	21	6	21		0	27	74
	90.48	9.52		0.00	-	22.22	77.78		0.00	-	
	25.68	2.70		0.00	28.38	8.11	28.38		0.00	36.49	

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

Villa Rica, GA



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Site 1
Liberty Rd



GA-8 Veterans Memorial Hwy (West)
GA-8 Veterans Memorial Hwy (East)

Date
Tuesday, May 13, 2025

Lat/Long
33.728679°, -84.899069°
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Weather
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0700 - 0900 (Weekday 2h Session) (05-13-2025)
Combination Trucks (8-13)

Northbound				
Liberty Rd				
TIME	Left 1.1	Right 1.2	U-Turn 1.3	App Total
0700 - 0715	0	4	0	4
0715 - 0730	0	1	0	1
0730 - 0745	1	1	0	2
0745 - 0800	1	2	0	3
Hourly Total	2	8	0	10
0800 - 0815	1	2	0	3
0815 - 0830	0	3	0	3
0830 - 0845	0	0	0	0
0845 - 0900	1	2	0	3
Hourly Total	2	7	0	9
Grand Total	4	15	0	19
Approach %	21.05	78.95	0.00	-
Intersection %	5.41	20.27	0.00	25.68

Eastbound					Westbound						
GA-8 Veterans Memorial Hwy (West)					GA-8 Veterans Memorial Hwy (East)						
	Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
	4	0		0	4	1	3		0	4	12
	1	0		0	1	0	3		0	3	5
	3	0		0	3	0	3		0	3	8
	4	0		0	4	2	2		0	4	11
	12	0		0	12	3	11		0	14	36
	1	0		0	1	1	3		0	4	8
	2	0		0	2	2	2		0	4	9
	2	0		0	2	2	6		0	8	10
	4	0		0	4	0	4		0	4	11
	9	0		0	9	5	15		0	20	38
21	0		0	21	8	26		0	34	74	
100.00	0.00		0.00	-	23.53	76.47		0.00	-		
28.38	0.00		0.00	28.38	10.81	35.14		0.00	45.95		

1600 - 1800 (Weekday 2h Session) (05-13-2025)
Combination Trucks (8-13)

Northbound				
Liberty Rd				
TIME	Left 1.1	Right 1.2	U-Turn 1.3	App Total
1600 - 1615	0	1	0	1
1615 - 1630	0	3	0	3
1630 - 1645	0	0	0	0
1645 - 1700	1	0	0	1
Hourly Total	1	4	0	5
1700 - 1715	0	3	0	3
1715 - 1730	1	2	0	3
1730 - 1745	1	3	0	4
1745 - 1800	0	2	0	2
Hourly Total	2	10	0	12
Grand Total	3	14	0	17
Approach %	17.65	82.35	0.00	-
Intersection %	5.88	27.45	0.00	33.33

Eastbound					Westbound						
GA-8 Veterans Memorial Hwy (West)					GA-8 Veterans Memorial Hwy (East)						
	Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
	5	0		0	5	0	4		0	4	10
	2	0		0	2	0	4		0	4	9
	3	0		0	3	0	1		0	1	4
	3	0		0	3	1	2		0	3	7
	13	0		0	13	1	11		0	12	30
	0	0		0	0	0	0		0	0	3
	0	0		0	0	0	2		0	2	5
	1	0		0	1	0	1		0	1	6
	2	0		0	2	0	3		0	3	7
	3	0		0	3	0	6		0	6	21
16	0		0	16	1	17		0	18	51	
100.00	0.00		0.00	-	5.56	94.44		0.00	-		
31.37	0.00		0.00	31.37	1.96	33.33		0.00	35.29		

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Site 1
Liberty Rd
GA-8 Veterans Memorial Hwy (West)
GA-8 Veterans Memorial Hwy (East)

Weather
Mostly Cloudy
69°F
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Bicycles

		Northbound				
		Liberty Rd				
	Left 1.1		Right 1.2		U-Turn 1.3	App Total
TIME	0		0		0	0
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]

Bicycles

Northbound				
Liberty Rd				
TIME	Left 1.1	Right 1.2	U-Turn 1.3	App Total
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)

Villa Rica, GA

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Site 1

Liberty Rd

GA-8 Veterans Memorial Hwy (West)

GA-8 Veterans Memorial Hwy (East)

Date

Tuesday, May 13, 2025

Lat/Long

33.728679°, -84.899069°

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Weather

Mostly Cloudy

69°F

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0700 - 0900 (Weekday 2h Session) (05-13-2025)

All Trucks (4-13)

	Northbound			
	Liberty Rd			
TIME	Left 1.1	Right 1.2	U-Turn 1.3	App Total
0700 - 0715	1	9	0	10
0715 - 0730	2	2	0	4
0730 - 0745	2	6	0	8
0745 - 0800	1	4	0	5
Hourly Total	6	21	0	27
0800 - 0815	1	4	0	5
0815 - 0830	0	9	0	9
0830 - 0845	0	2	0	2
0845 - 0900	3	5	0	8
Hourly Total	4	20	0	24
Grand Total	10	41	0	51
Approach %	19.61	80.39	0.00	-
Intersection %	5.81	23.84	0.00	29.65

Eastbound				Westbound							
GA-8 Veterans Memorial Hwy (West)				GA-8 Veterans Memorial Hwy (East)							
	Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
	8	1		0	9	1	7		0	8	27
	2	0		0	2	1	5		0	6	12
	8	0		0	8	1	6		0	7	23
	8	2		0	10	3	4		0	7	22
	26	3		0	29	6	22		0	28	84
	4	3		0	7	2	3		0	5	17
	3	0		0	3	4	5		0	9	21
	3	1		0	4	3	14		0	17	23
	8	1		0	9	1	9		0	10	27
	18	5		0	23	10	31		0	41	88
44	8		0	52	16	53		0	69	172	
84.62	15.38		0.00	-	23.19	76.81		0.00	-		
25.58	4.65		0.00	30.23	9.30	30.81		0.00	40.12		

1600 - 1800 (Weekday 2h Session) (05-13-2025)

All Trucks (4-13)

	Northbound			
	Liberty Rd			
TIME	Left 1.1	Right 1.2	U-Turn 1.3	App Total
1600 - 1615	0	4	0	4
1615 - 1630	0	9	0	9
1630 - 1645	0	4	0	4
1645 - 1700	2	6	0	8
Hourly Total	2	23	0	25
1700 - 1715	1	5	0	6
1715 - 1730	1	3	0	4
1730 - 1745	2	3	0	5
1745 - 1800	0	3	0	3
Hourly Total	4	14	0	18
Grand Total	6	37	0	43
Approach %	13.95	86.05	0.00	-
Intersection %	4.80	29.60	0.00	34.40

Eastbound				Westbound							
GA-8 Veterans Memorial Hwy (West)				GA-8 Veterans Memorial Hwy (East)							
	Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
	9	0		0	9	1	8		0	9	22
	4	0		0	4	0	5		0	5	18
	7	0		0	7	1	4		0	5	16
	4	0		0	4	2	7		0	9	21
	24	0		0	24	4	24		0	28	77
	1	1		0	2	1	2		0	3	11
	2	0		0	2	1	5		0	6	12
	6	0		0	6	0	3		0	3	14
	2	1		0	3	1	4		0	5	11
	11	2		0	13	3	14		0	17	48
35	2		0	37	7	38		0	45	125	
94.59	5.41		0.00	-	15.56	84.44		0.00	-		
28.00	1.60		0.00	29.60	5.60	30.40		0.00	36.00		

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Date _____

Tuesday, May 13, 2025

Weather

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GA-8 Veterans Memorial Hwy (West)

GA-8 Veterans Memorial Hwy (East)

Lat/Long

33.728679°, -84.899069°

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Pedestrians

		Northbound		App Total
		Liberty Rd		
TIME	EB 1a	WB 1b		
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

Eastbound				Westbound				
GA-8 Veterans Memorial Hwy (West)				GA-8 Veterans Memorial Hwy (East)				
NB 1e	SB 1f		App Total	NB 1g	SB 1h		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	0		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	0.00	0.00		0.00	

Pedestrians

		Northbound		
		Liberty Rd		
		EB	WB	
		1a	1b	App Total
TIME				
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

Eastbound			Westbound					
GA-8 Veterans Memorial Hwy (West)			GA-8 Veterans Memorial Hwy (East)					
NB 1e	SB 1f		App Total	NB 1g	SB 1h		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	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	0.00	0.00		0.00	

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Site 1

Liberty Rd

GA-8 Veterans Memorial Hwy (West)

GA-8 Veterans Memorial Hwy (East)

Weather
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Bicycles

		Northbound		
		Liberty Rd		
		EB	WB	
	TIME	1a	1b	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

Eastbound			Westbound				
GA-8 Veterans Memorial Hwy (West)			GA-8 Veterans Memorial Hwy (East)				
NB 1e	SB 1f		App Total	NB 1g	SB 1h	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	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0	0	0
0	0		0	0	0		

Bicycles

		Northbound		
		Liberty Rd		
		EB 1a	WB 1b	App Total
TIME				
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

Eastbound			Westbound					
GA-8 Veterans Memorial Hwy (West)			GA-8 Veterans Memorial Hwy (East)					
NB 1e	SB 1f		App Total	NB 1g	SB 1h		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	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0				

Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Date

Tuesday, May 13, 2025

Mostly Cloudy

69°F

Lat/Long

GA-8 Veterans Memorial Hwy (East)

33.728679°, -84.899069°

[Click here for Map](#)



Motorized Vehicles

		Northbound		App Total
		Liberty Rd		
TIME	EB 1a	WB 1b		
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

Eastbound			Westbound					
GA-8 Veterans Memorial Hwy (West)			GA-8 Veterans Memorial Hwy (East)					
NB 1e	SB 1f		App Total	NB 1g	SB 1h		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	0		0	0
0	0		0	0	0		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	0.00	0.00		0.00	

Motorized Vehicles

		Northbound		
		Liberty Rd		
		EB	WB	
		1a	1b	App Total
TIME				
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

Eastbound			Westbound			Int
GA-8 Veterans Memorial Hwy (West)			GA-8 Veterans Memorial Hwy (East)			
NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	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	0	0	0
0	0	0	0	0	0	0
0.00	0.00	-	0.00	0.00	-	
0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 5/13/2025		SA-8 Veterans Memorial Hwy (Westbound)			GA-8 Veterans Memorial Hwy (Eastbound)			Liberty Rd Northbound			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
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	70	5	17	49	0	13	0	41	0	0	0	195
07:15 AM - 07:30 AM		0	82	8	9	44	0	21	0	29	0	0	0	193
07:30 AM - 07:45 AM		0	99	7	11	38	0	21	0	40	0	0	0	216
07:45 AM - 08:00 AM		0	100	7	19	44	0	12	0	46	0	0	0	228
08:00 AM - 08:15 AM		0	51	7	17	37	0	16	0	34	0	0	0	162
08:15 AM - 08:30 AM		0	39	6	10	43	0	12	0	25	0	0	0	135
08:30 AM - 08:45 AM		0	51	5	19	47	0	20	0	12	0	0	0	154
08:45 AM - 09:00 AM		0	36	4	12	46	0	17	0	24	0	0	0	139
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	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM		0	50	8	17	100	0	27	0	19	0	0	0	221
04:15 PM - 04:30 PM		0	42	10	12	98	0	29	0	33	0	0	0	224
04:30 PM - 04:45 PM		0	43	10	12	96	0	27	0	25	0	0	0	213
04:45 PM - 05:00 PM		0	54	12	11	89	0	41	0	32	0	0	0	239
05:00 PM - 05:15 PM		0	54	3	31	143	0	31	0	27	0	0	0	289
05:15 PM - 05:30 PM		0	53	8	21	110	0	26	0	20	0	0	0	238
05:30 PM - 05:45 PM		0	52	7	9	97	0	33	0	19	0	0	0	217
05:45 PM - 06:00 PM		0	45	23	6	80	0	37	0	15	0	0	0	206
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

Villa Rica, GA



www.marrtraffic.com



Tuesday, May 13, 2025		
	Mostly Cloudy	69°F
Period	0700 - 0900	APPLY
Peak Hour	0715 - 0815	APPLY
Global PH	0700 - 0800	APPLY

* the Peak Hour Diagram does not include bicycles

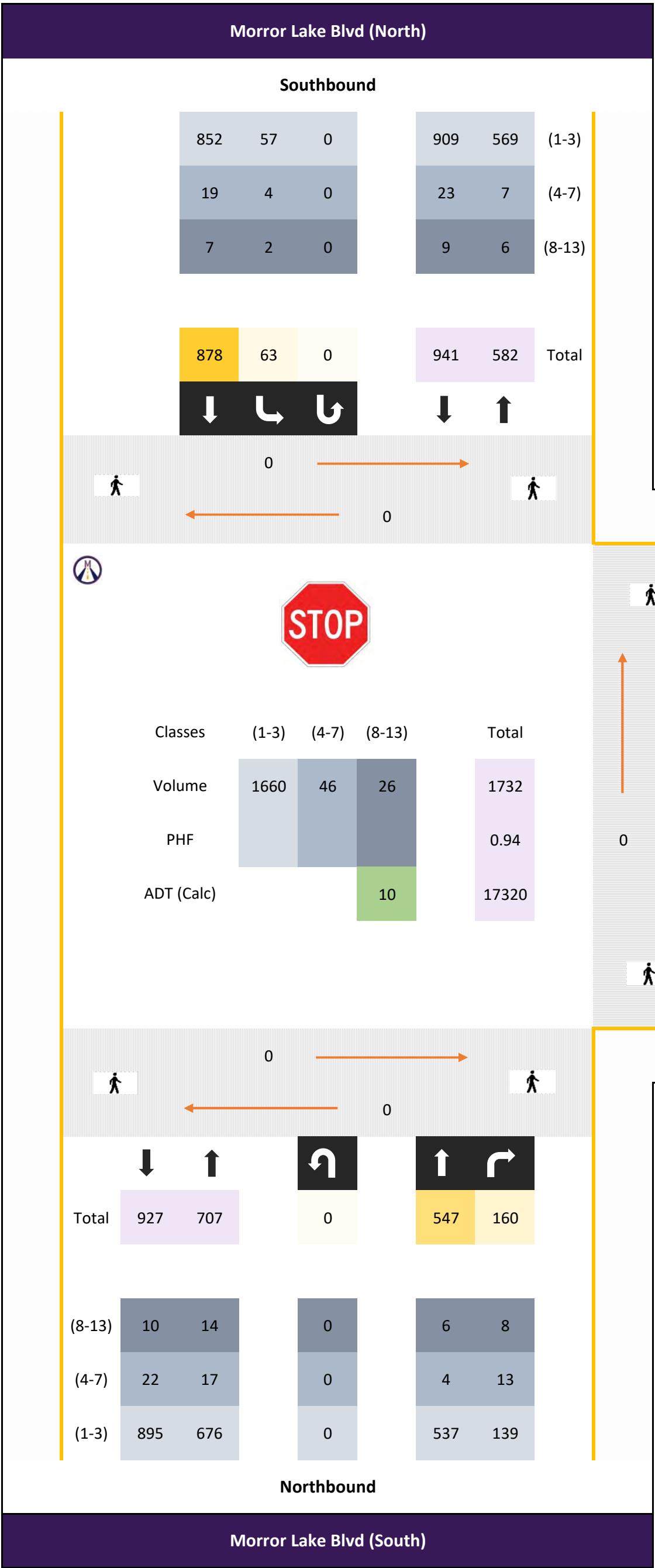


Session Parameters

(Drop Down Menu)

Global Peak Hour

Volume





[Click here for Map](#)

Peak Hour Turning Movement Count

Villa Rica, GA



www.marrtraffic.com



Tuesday, May 13, 2025		
	Mostly Cloudy	69°F
Period	1600 - 1800	APPLY
Peak Hour	1645 - 1745	APPLY
Global PH	1645 - 1745	APPLY

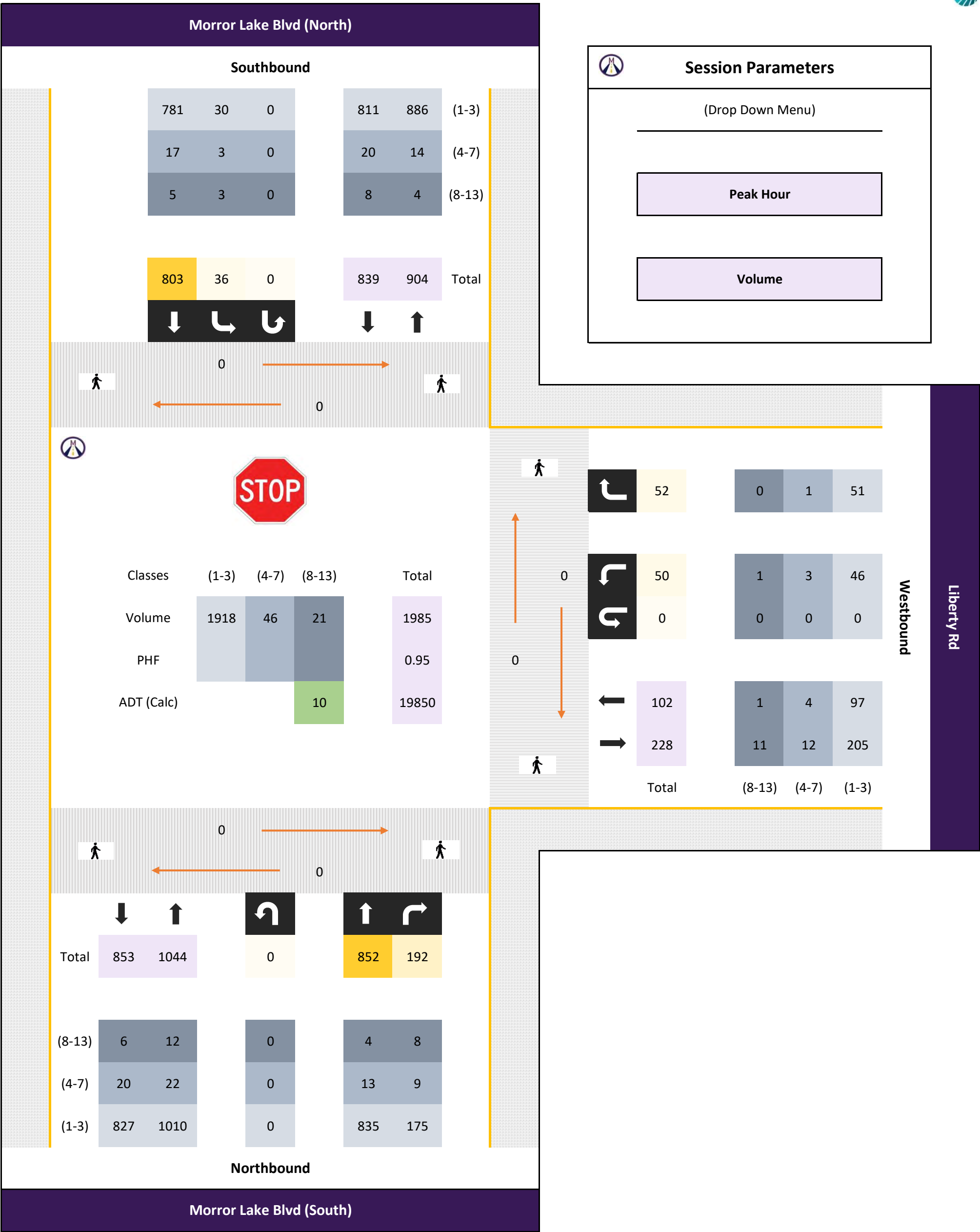
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



0

0

↓↑↶↷

↶↷

↑↶↷

8531044

0

852192

(8-13)

612

0

48

(4-7)

2022

0

139

(1-3)

8271010

0

835175

Northbound

Morr Lake Blvd (South)

Westbound

Liberty Rd

All vehicles

All Vehicles	Northbound						Southbound						Westbound											
	Morrison Lake Blvd (South)						Morrison Lake Blvd (North)						Liberty Rd											
Time		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total					App Total	Left 2.7		Right 2.8		U-Turn 2.9	App Total	Int Total
1645 - 1700	-	223	61	-	0	284	10	190	-	-	0	200	-	-	-	-	0	11	-	8	-	0	19	503
1700 - 1715	-	211	49	-	0	260	9	217	-	-	0	226	-	-	-	-	0	13	-	21	-	0	34	520
1715 - 1730	-	196	37	-	0	233	8	188	-	-	0	196	-	-	-	-	0	13	-	14	-	0	27	456
1730 - 1745	-	222	45	-	0	267	9	208	-	-	0	217	-	-	-	-	0	13	-	9	-	0	22	506
Total	0	852	192	0	0	1044	36	803	0	0	0	839	0	0	0	0	0	50	0	52	0	0	102	1985
Approach %	0.00	81.61	18.39	0.00	0.00	-	4.29	95.71	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	49.02	0.00	50.98	0.00	0.00	-	
PHF	0.00	0.96	0.79	0.00	0.00	0.92	0.90	0.93	0.00	0.00	0.00	0.93	0.00	0.00	0.00	0.00	0.00	0.96	0.00	0.62	0.00	0.00	0.75	0.95

Passenger Vehicles (1-3)

Passenger Vehicles (1-5)	Northbound						Southbound												Westbound						Int Total
	Morrisey Lake Blvd (South)						Morrisey Lake Blvd (North)						Liberty Rd												
		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total						App Total	Left 2.7		Right 2.8		U-Turn 2.9	App Total	
Time	-	214	55	-	0	269	8	185	-	-	0	193	-	-	-	-	-	0	9	-	8	-	0	17	479
1645 - 1700	-	211	44	-	0	255	8	208	-	-	0	216	-	-	-	-	-	0	12	-	20	-	0	32	503
1700 - 1715	-	191	34	-	0	225	7	184	-	-	0	191	-	-	-	-	-	0	12	-	14	-	0	26	442
1715 - 1730	-	219	42	-	0	261	7	204	-	-	0	211	-	-	-	-	-	0	13	-	9	-	0	22	494
1730 - 1745																									
Total	0	835	175	0	0	1010	30	781	0	0	0	811	0	0	0	0	0	0	46	0	51	0	0	97	1918
Approach %	0.00	82.67	17.33	0.00	0.00	-	3.70	96.30	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	47.42	0.00	52.58	0.00	0.00	-	
PHF	0.00	0.95	0.80	0.00	0.00	0.94	0.94	0.94	0.00	0.00	0.00	0.94	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.64	0.00	0.00	0.76	0.95

Single Unit Trucks (4-7)

Time		Northbound						Southbound						Westbound								Int Total			
		Morrisey Lake Blvd (South)						Morrisey Lake Blvd (North)						Liberty Rd											
		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total					App Total	Left 2.7		Right 2.8			U-Turn 2.9	App Total	
1645 - 1700	-	6	6	-	0	12	1	4	-	-	0	5	-	-	-	-	-	0	1	-	0	-	0	1	18
1700 - 1715	-	0	2	-	0	2	1	5	-	-	0	6	-	-	-	-	-	0	1	-	1	-	0	2	10
1715 - 1730	-	5	1	-	0	6	0	4	-	-	0	4	-	-	-	-	-	0	1	-	0	-	0	1	11
1730 - 1745	-	2	0	-	0	2	1	4	-	-	0	5	-	-	-	-	-	0	0	-	0	-	0	0	7
Total		0	13	9	0	0	22	3	17	0	0	0	20	0	0	0	0	0	3	0	1	0	0	4	46
Approach %		0.00	59.09	40.91	0.00	0.00	-	15.00	85.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	75.00	0.00	25.00	0.00	0.00	-	
PHF		0.00	0.54	0.38	0.00	0.00	0.46	0.75	0.85	0.00	0.00	0.00	0.83	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.50	0.64

Combination Trucks (8-13)

		Northbound						Southbound						Westbound								Int Total		
		Morrisey Lake Blvd (South)						Morrisey Lake Blvd (North)						Liberty Rd										
Time		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total					App Total	Left 2.7		Right 2.8		U-Turn 2.9	App Total	
1645 - 1700	-	3	0	-	0	3	1	1	-	-	0	2	-	-	-	-	0	1	-	0	-	0	1	6
1700 - 1715	-	0	3	-	0	3	0	4	-	-	0	4	-	-	-	-	0	0	-	0	-	0	0	7
1715 - 1730	-	0	2	-	0	2	1	0	-	-	0	1	-	-	-	-	0	0	-	0	-	0	0	3
1730 - 1745	-	1	3	-	0	4	1	0	-	-	0	1	-	-	-	-	0	0	-	0	-	0	0	5
Total	0	4	8	0	0	12	3	5	0	0	0	8	0	0	0	0	0	1	0	0	0	0	1	21
Approach %	0.00	33.33	66.67	0.00	0.00	-	37.50	62.50	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	0.33	0.67	0.00	0.00	0.75	0.75	0.31	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	0.25	0.75

Bicycles

[illegible]

Classified Turn Movement Count || All vehicles

Villa Rica, GA



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Site 2

Morrer Lake Blvd (South)
Morrer Lake Blvd (North)



Liberty Rd

Date

Tuesday, May 13, 2025

Lat/Long

33.727606°, -84.900138°
[Click here for Map](#)

Weather

Mostly Cloudy
69°F



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0700 - 0900 (Weekday 2h Session) (05-13-2025)

All vehicles

TIME	Northbound				Southbound			
	Morrer Lake Blvd (South)				Morrer Lake Blvd (North)			
	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total
0700 - 0715	106	41	0	147	13	212	0	225
0715 - 0730	136	38	0	174	12	230	0	242
0730 - 0745	150	42	0	192	18	233	0	251
0745 - 0800	155	39	0	194	20	203	0	223
Hourly Total	547	160	0	707	63	878	0	941
0800 - 0815	146	36	0	182	13	180	0	193
0815 - 0830	155	33	0	188	4	169	0	173
0830 - 0845	149	22	0	171	12	172	0	184
0845 - 0900	148	27	0	175	14	155	0	169
Hourly Total	598	118	0	716	43	676	0	719
Grand Total	1145	278	0	1423	106	1554	0	1660
Approach %	80.46	19.54	0.00	-	6.39	93.61	0.00	-
Intersection %	35.26	8.56	0.00	43.83	3.26	47.86	0.00	51.12
Heavy Vehicle %	2	15	-	5	9	3	-	4
PHF	0.95	0.92	0.00	0.96	0.79	0.91	0.00	0.91
Peak Hour Total	587	155	0	742	63	846	0	909
Peak Hour HV %	2	10	0	4	10	4	0	4

Westbound				
Liberty Rd				
Left 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
12	10	0	22	394
11	6	0	17	433
15	4	0	19	462
11	15	0	26	443
49	35	0	84	1732
15	8	0	23	398
10	6	0	16	377
14	10	0	24	379
12	5	0	17	361
51	29	0	80	1515
100	64	0	164	3247
60.98	39.02	0.00	-	
3.08	1.97	0.00	5.05	
16	13	-	15	5
0.87	0.55	0.00	0.82	0.94
52	33	0	85	1736
13	15	0	14	4

1600 - 1800 (Weekday 2h Session) (05-13-2025)

All vehicles

TIME	Northbound				Southbound			
	Morrer Lake Blvd (South)				Morrer Lake Blvd (North)			
	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total
1600 - 1615	189	40	0	229	7	174	0	181
1615 - 1630	226	51	0	277	10	178	0	188
1630 - 1645	222	43	0	265	10	173	0	183
1645 - 1700	223	61	0	284	10	190	0	200
Hourly Total	860	195	0	1055	37	715	0	752
1700 - 1715	211	49	0	260	9	217	0	226
1715 - 1730	196	37	0	233	8	188	0	196
1730 - 1745	222	45	0	267	9	208	0	217
1745 - 1800	225	43	0	268	9	162	0	171
Hourly Total	854	174	0	1028	35	775	0	810
Grand Total	1714	369	0	2083	72	1490	0	1562
Approach %	82.29	17.71	0.00	-	4.61	95.39	0.00	-
Intersection %	44.58	9.60	0.00	54.17	1.87	38.75	0.00	40.62
Heavy Vehicle %	1	10	-	3	8	3	-	3
PHF	0.96	0.79	0.00	0.92	0.90	0.93	0.00	0.93
Peak Hour Total	852	192	0	1044	36	803	0	839
Peak Hour HV %	2	9	0	3	17	3	0	3

Westbound				
Liberty Rd				
Left 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
15	11	0	26	436
18	4	0	22	487
15	8	0	23	471
11	8	0	19	503
59	31	0	90	1897
13	21	0	34	520
13	14	0	27	456
13	9	0	22	506
9	18	0	27	466
48	62	0	110	1948
107	93	0	200	3845
53.50	46.50	0.00	-	
2.78	2.42	0.00	5.20	
7	2	-	5	3
0.96	0.62	0.00	0.75	0.95
50	52	0	102	1985
8	2	0	5	3

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

Villa Rica, GA



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Site 2

Morror Lake Blvd (South)
Morror Lake Blvd (North)



Date

Tuesday, May 13, 2025

Weather

Mostly Cloudy
69°F



Lat/Long

33.727606°, -84.900138°

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Liberty Rd



0700 - 0900 (Weekday 2h Session) (05-13-2025)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound			
	Morror Lake Blvd (South)				Morror Lake Blvd (North)			
	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total
	105	32	0	137	12	210	0	222
	131	36	0	167	10	224	0	234
0700 - 0715	149	36	0	185	16	224	0	240
0715 - 0730	152	35	0	187	19	194	0	213
0730 - 0745	537	139	0	676	57	852	0	909
0745 - 0800	143	32	0	175	12	172	0	184
Hourly Total	151	24	0	175	4	162	0	166
0800 - 0815	145	20	0	165	12	171	0	183
0815 - 0830	143	22	0	165	11	147	0	158
0830 - 0845	582	98	0	680	39	652	0	691
0845 - 0900								
Hourly Total								
Grand Total	1119	237	0	1356	96	1504	0	1600
Approach %	82.52	17.48	0.00	-	6.00	94.00	0.00	-
Intersection %	36.14	7.66	0.00	43.80	3.10	48.58	0.00	51.68

Westbound					
Liberty Rd					
Left 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total	
11	9	0	20	379	
10	6	0	16	417	
14	4	0	18	443	
8	13	0	21	421	
43	32	0	75	1660	
13	5	0	18	377	
6	6	0	12	353	
11	9	0	20	368	
11	4	0	15	338	
41	24	0	65	1436	
84	56	0	140	3096	
60.00	40.00	0.00	-		
2.71	1.81	0.00	4.52		

1600 - 1800 (Weekday 2h Session) (05-13-2025)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound			
	Morror Lake Blvd (South)				Morror Lake Blvd (North)			
	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total
	188	36	0	224	7	168	0	175
	223	42	0	265	10	175	0	185
1600 - 1615	220	39	0	259	10	168	0	178
1615 - 1630	214	55	0	269	8	185	0	193
1630 - 1645	845	172	0	1017	35	696	0	731
1645 - 1700	211	44	0	255	8	208	0	216
1700 - 1715	191	34	0	225	7	184	0	191
1715 - 1730	219	42	0	261	7	204	0	211
1730 - 1745	223	40	0	263	9	157	0	166
1745 - 1800	844	160	0	1004	31	753	0	784
Hourly Total								
Grand Total	1689	332	0	2021	66	1449	0	1515
Approach %	83.57	16.43	0.00	-	4.36	95.64	0.00	-
Intersection %	45.32	8.91	0.00	54.23	1.77	38.88	0.00	40.65

Westbound					
Liberty Rd					
Left 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total	
14	11	0	25	424	
18	4	0	22	472	
14	8	0	22	459	
9	8	0	17	479	
55	31	0	86	1834	
12	20	0	32	503	
12	14	0	26	442	
13	9	0	22	494	
8	17	0	25	454	
45	60	0	105	1893	
100	91	0	191	3727	
52.36	47.64	0.00	-		
2.68	2.44	0.00	5.12		

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

Villa Rica, GA



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Site 2

Morrer Lake Blvd (South)
Morrer Lake Blvd (North)



Date

Tuesday, May 13, 2025

Weather

Mostly Cloudy
69°F



Liberty Rd

Lat/Long

33.727606°, -84.900138°

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0700 - 0900 (Weekday 2h Session) (05-13-2025)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound			
	Morrer Lake Blvd (South)				Morrer Lake Blvd (North)			
	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total
0700 - 0715	0	5	0	5	1	1	0	2
0715 - 0730	2	1	0	3	2	6	0	8
0730 - 0745	0	5	0	5	1	8	0	9
0745 - 0800	2	2	0	4	0	4	0	4
Hourly Total	4	13	0	17	4	19	0	23
0800 - 0815	2	2	0	4	0	7	0	7
0815 - 0830	3	6	0	9	0	6	0	6
0830 - 0845	2	2	0	4	0	1	0	1
0845 - 0900	5	3	0	8	2	6	0	8
Hourly Total	12	13	0	25	2	20	0	22
Grand Total	16	26	0	42	6	39	0	45
Approach %	38.10	61.90	0.00	-	13.33	86.67	0.00	-
Intersection %	15.53	25.24	0.00	40.78	5.83	37.86	0.00	43.69

Westbound				
Liberty Rd				
Left 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
0	1	0	1	8
1	0	0	1	12
1	0	0	1	15
1	2	0	3	11
3	3	0	6	46
1	3	0	4	15
2	0	0	2	17
1	1	0	2	7
1	1	0	2	18
5	5	0	10	57
8	8	0	16	103
50.00	50.00	0.00	-	
7.77	7.77	0.00	15.53	

1600 - 1800 (Weekday 2h Session) (05-13-2025)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound			
	Morrer Lake Blvd (South)				Morrer Lake Blvd (North)			
	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total
1600 - 1615	0	3	0	3	0	5	0	5
1615 - 1630	3	6	0	9	0	1	0	1
1630 - 1645	2	4	0	6	0	4	0	4
1645 - 1700	6	6	0	12	1	4	0	5
Hourly Total	11	19	0	30	1	14	0	15
1700 - 1715	0	2	0	2	1	5	0	6
1715 - 1730	5	1	0	6	0	4	0	4
1730 - 1745	2	0	0	2	1	4	0	5
1745 - 1800	2	1	0	3	0	4	0	4
Hourly Total	9	4	0	13	2	17	0	19
Grand Total	20	23	0	43	3	31	0	34
Approach %	46.51	53.49	0.00	-	8.82	91.18	0.00	-
Intersection %	23.53	27.06	0.00	50.59	3.53	36.47	0.00	40.00

Westbound				
Liberty Rd				
Left 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
1	0	0	1	9
0	0	0	0	10
1	0	0	1	11
1	0	0	1	18
3	0	0	3	48
1	1	0	2	10
1	0	0	1	11
0	0	0	0	7
1	1	0	2	9
3	2	0	5	37
6	2	0	8	85
75.00	25.00	0.00	-	
7.06	2.35	0.00	9.41	

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

Villa Rica, GA



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Site 2

Morrer Lake Blvd (South)
Morrer Lake Blvd (North)



Date

Tuesday, May 13, 2025

Weather

Mostly Cloudy
69°F



Lat/Long

33.727606°, -84.900138°

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Liberty Rd



0700 - 0900 (Weekday 2h Session) (05-13-2025)

Combination Trucks (8-13)

TIME	Northbound					Southbound				
	Morrer Lake Blvd (South)					Morrer Lake Blvd (North)				
	Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5		U-Turn 2.6	App Total
0700 - 0715	1	4		0	5	0	1		0	1
0715 - 0730	3	1		0	4	0	0		0	0
0730 - 0745	1	1		0	2	1	1		0	2
0745 - 0800	1	2		0	3	1	5		0	6
Hourly Total	6	8		0	14	2	7		0	9
0800 - 0815	1	2		0	3	1	1		0	2
0815 - 0830	1	3		0	4	0	1		0	1
0830 - 0845	2	0		0	2	0	0		0	0
0845 - 0900	0	2		0	2	1	2		0	3
Hourly Total	4	7		0	11	2	4		0	6
Grand Total	10	15		0	25	4	11		0	15
Approach %	40.00	60.00		0.00	-	26.67	73.33		0.00	-
Intersection %	20.83	31.25		0.00	52.08	8.33	22.92		0.00	31.25

Westbound						
Liberty Rd						
Left 2.7		Right 2.8		U-Turn 2.9	App Total	Int Total
1		0		0	1	7
0		0		0	0	4
0		0		0	0	4
2		0		0	2	11
3		0		0	3	26
1		0		0	1	6
2		0		0	2	7
2		0		0	2	4
0		0		0	0	5
5		0		0	5	22
8		0		0	8	48
100.00		0.00		0.00	-	
16.67		0.00		0.00	16.67	

1600 - 1800 (Weekday 2h Session) (05-13-2025)

Combination Trucks (8-13)

TIME	Northbound					Southbound				
	Morrer Lake Blvd (South)					Morrer Lake Blvd (North)				
	Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5		U-Turn 2.6	App Total
1600 - 1615	1	1		0	2	0	1		0	1
1615 - 1630	0	3		0	3	0	2		0	2
1630 - 1645	0	0		0	0	0	1		0	1
1645 - 1700	3	0		0	3	1	1		0	2
Hourly Total	4	4		0	8	1	5		0	6
1700 - 1715	0	3		0	3	0	4		0	4
1715 - 1730	0	2		0	2	1	0		0	1
1730 - 1745	1	3		0	4	1	0		0	1
1745 - 1800	0	2		0	2	0	1		0	1
Hourly Total	1	10		0	11	2	5		0	7
Grand Total	5	14		0	19	3	10		0	13
Approach %	26.32	73.68		0.00	-	23.08	76.92		0.00	-
Intersection %	15.15	42.42		0.00	57.58	9.09	30.30		0.00	39.39

Westbound						
Liberty Rd						
Left 2.7		Right 2.8		U-Turn 2.9	App Total	Int Total
0		0		0	0	3
0		0		0	0	5
0		0		0	0	1
1		0		0	1	6
1		0		0	1	15
0		0		0	0	7
0		0		0	0	3
0		0		0	0	5
0		0		0	0	3
0		0		0	0	18
1		0		0	1	33
100.00		0.00		0.00	-	
3.03		0.00		0.00	3.03	

Marr Traffic
DATA COLLECTION

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Site 2

Morrer Lake Blvd (South)
Morrer Lake Blvd (North)

Liberty Rd

Weather
Mostly Cloudy
69°F
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Bicycles

TIME	Northbound				Southbound				
	Morrer Lake Blvd (South)				Morrer Lake Blvd (North)				
	Thru 2.1	Right 2.2		U-Turn 2.3 App Total	Left 2.4	Thru 2.5		U-Turn 2.6 App Total	
0700 - 0715	0	0		0	0	0		0	0
0715 - 0730	0	0		0	0	0		0	0
0730 - 0745	0	0		0	0	0		0	0
0745 - 0800	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0
0800 - 0815	0	0		0	0	0		0	0
0815 - 0830	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0
Grand Total	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

Westbound						
Liberty Rd						
Left 2.7		Right 2.8		U-Turn 2.9	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		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0</						

Bicycles

TIME	Northbound					Southbound				
	Morrer Lake Blvd (South)					Morrer Lake Blvd (North)				
	Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5		U-Turn 2.6	App Total
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)

Villa Rica, GA

Site 2

Morrer Lake Blvd (South)
Morrer Lake Blvd (North)

Liberty Rd



Date

Tuesday, May 13, 2025

Lat/Long

33.727606°, -84.900138°

[Click here for Map](#)

Weather

Mostly Cloudy
69°F

[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 2h Session) (05-13-2025)

All Trucks (4-13)

TIME	Northbound					Southbound				
	Morrer Lake Blvd (South)					Morrer Lake Blvd (North)				
	Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5		U-Turn 2.6	App Total
0700 - 0715	1	9		0	10	1	2		0	3
0715 - 0730	5	2		0	7	2	6		0	8
0730 - 0745	1	6		0	7	2	9		0	11
0745 - 0800	3	4		0	7	1	9		0	10
Hourly Total	10	21		0	31	6	26		0	32
0800 - 0815	3	4		0	7	1	8		0	9
0815 - 0830	4	9		0	13	0	7		0	7
0830 - 0845	4	2		0	6	0	1		0	1
0845 - 0900	5	5		0	10	3	8		0	11
Hourly Total	16	20		0	36	4	24		0	28
Grand Total	26	41		0	67	10	50		0	60
Approach %	38.81	61.19		0.00	-	16.67	83.33		0.00	-
Intersection %	17.22	27.15		0.00	44.37	6.62	33.11		0.00	39.74

Westbound						
Liberty Rd						
Left 2.7		Right 2.8		U-Turn 2.9	App Total	Int Total
1		1		0	2	15
1		0		0	1	16
1		0		0	1	19
3		2		0	5	22
6		3		0	9	72
2		3		0	5	21
4		0		0	4	24
3		1		0	4	11
1		1		0	2	23
10		5		0	15	79
16		8		0	24	151
66.67		33.33		0.00	-	
10.60		5.30		0.00	15.89	

1600 - 1800 (Weekday 2h Session) (05-13-2025)

All Trucks (4-13)

TIME	Northbound					Southbound				
	Morrer Lake Blvd (South)					Morrer Lake Blvd (North)				
	Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5		U-Turn 2.6	App Total
1600 - 1615	1	4		0	5	0	6		0	6
1615 - 1630	3	9		0	12	0	3		0	3
1630 - 1645	2	4		0	6	0	5		0	5
1645 - 1700	9	6		0	15	2	5		0	7
Hourly Total	15	23		0	38	2	19		0	21
1700 - 1715	0	5		0	5	1	9		0	10
1715 - 1730	5	3		0	8	1	4		0	5
1730 - 1745	3	3		0	6	2	4		0	6
1745 - 1800	2	3		0	5	0	5		0	5
Hourly Total	10	14		0	24	4	22		0	26
Grand Total	25	37		0	62	6	41		0	47
Approach %	40.32	59.68		0.00	-	12.77	87.23		0.00	-
Intersection %	21.19	31.36		0.00	52.54	5.08	34.75		0.00	39.83

Westbound						
Liberty Rd						
Left 2.7		Right 2.8		U-Turn 2.9	App Total	Int Total
1		0		0	1	12
0		0		0	0	15
1		0		0	1	12
2		0		0	2	24
4		0		0	4	63
1		1		0	2	17
1		0		0	1	14
0		0		0	0	12
1		1		0	2	12
3		2		0	5	55
7		2		0	9	118
77.78		22.22		0.00	-	
5.93		1.69		0.00	7.63	

Crosswalk Counts || Pedestrians

Villa Rica, GA



www.marrtraffic.com

Site 2
Morrer Lake Blvd (South)
Morrer Lake Blvd (North)

Date
Tuesday, May 13, 2025

Weather
Mostly Cloudy
69°F
[Click here for Detailed Weather](#)

Lat/Long
33.727606°, -84.900138°
[Click here for Map](#)

Liberty Rd



0700 - 0900 (Weekday 2h Session) (05-13-2025)
Pedestrians

TIME	Northbound				Southbound			
	Morrer Lake Blvd (South)			App Total	Morrer Lake Blvd (North)			App Total
	EB 2a	WB 2b			EB 2c	WB 2d		
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				
Liberty Rd				
NB 2g	SB 2h		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
0.00	0.00		-	
0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (05-13-2025)
Pedestrians

TIME	Northbound				Southbound			
	Morrer Lake Blvd (South)			App Total	Morrer Lake Blvd (North)			App Total
	EB 2a	WB 2b			EB 2c	WB 2d		
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

Westbound				
Liberty Rd				
NB 2g	SB 2h		App Total	Int Total
0	0		0	0
0	1		1	1
0	0		0	0
0	0		0	0
0	1		1	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	1		1	1
0.00	100.00		-	
0.00	100.00		100.00	

Crosswalk Counts || Bicycles

Villa Rica, GA



www.marrtraffic.com



Site 2
Morrer Lake Blvd (South)
Morrer Lake Blvd (North)

Date
Tuesday, May 13, 2025

Weather
Mostly Cloudy
69°F
[Click here for Detailed Weather](#)



Lat/Long
33.727606°, -84.900138°
[Click here for Map](#)



0700 - 0900 (Weekday 2h Session) (05-13-2025)
Bicycles

TIME	Northbound				Southbound			
	Morrer Lake Blvd (South)			App Total	Morrer Lake Blvd (North)			App Total
	EB 2a	WB 2b			EB 2c	WB 2d		
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				
Liberty Rd				
NB 2g	SB 2h		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
0.00	0.00		-	
0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (05-13-2025)
Bicycles

TIME	Northbound				Southbound			
	Morrer Lake Blvd (South)			App Total	Morrer Lake Blvd (North)			App Total
	EB 2a	WB 2b			EB 2c	WB 2d		
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

Westbound				
Liberty Rd				
NB 2g	SB 2h		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
0.00	0.00		-	
0.00	0.00		0.00	

Crosswalk Counts | | Motorized Vehicles

Villa Rica, GA



www.marrtraffic.com



Site 2
Morrer Lake Blvd (South)
Morrer Lake Blvd (North)

Date
Tuesday, May 13, 2025

Weather
Mostly Cloudy
69°F
[Click here for Detailed Weather](#)



Lat/Long
33.727606°, -84.900138°
[Click here for Map](#)



0700 - 0900 (Weekday 2h Session) (05-13-2025)
Motorized Vehicles

TIME	Northbound				Southbound			
	Morrer Lake Blvd (South)			App Total	Morrer Lake Blvd (North)			App Total
	EB 2a	WB 2b			EB 2c	WB 2d		
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				
Liberty Rd				
NB 2g	SB 2h		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
0.00	0.00		-	
0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (05-13-2025)
Motorized Vehicles

TIME	Northbound				Southbound			
	Morrer Lake Blvd (South)			App Total	Morrer Lake Blvd (North)			App Total
	EB 2a	WB 2b			EB 2c	WB 2d		
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

Westbound				
Liberty Rd				
NB 2g	SB 2h		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
0.00	0.00		-	
0.00	0.00		0.00	

Start Date: 5/13/2025			Eastbound			Liberty Rd Westbound			Morrer Lake Blvd (South) Northbound			Morrer Lake Blvd (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	12	0	10	0	106	41	13	212	0	394		
07:15 AM - 07:30 AM	0	0	0	11	0	6	0	136	38	12	230	0	433		
07:30 AM - 07:45 AM	0	0	0	15	0	4	0	150	42	18	233	0	462		
07:45 AM - 08:00 AM	0	0	0	11	0	15	0	155	39	20	203	0	443		
08:00 AM - 08:15 AM	0	0	0	15	0	8	0	146	36	13	180	0	398		
08:15 AM - 08:30 AM	0	0	0	10	0	6	0	155	33	4	169	0	377		
08:30 AM - 08:45 AM	0	0	0	14	0	10	0	149	22	12	172	0	379		
08:45 AM - 09:00 AM	0	0	0	12	0	5	0	148	27	14	155	0	361		
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	0	0	0	0	0	0	0	0	0	0		
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:00 PM - 04:15 PM	0	0	0	15	0	11	0	189	40	7	174	0	436		
04:15 PM - 04:30 PM	0	0	0	18	0	4	0	226	51	10	178	0	487		
04:30 PM - 04:45 PM	0	0	0	15	0	8	0	222	43	10	173	0	471		
04:45 PM - 05:00 PM	0	0	0	11	0	8	0	223	61	10	190	0	503		
05:00 PM - 05:15 PM	0	0	0	13	0	21	0	211	49	9	217	0	520		
05:15 PM - 05:30 PM	0	0	0	13	0	14	0	196	37	8	188	0	456		
05:30 PM - 05:45 PM	0	0	0	13	0	9	0	222	45	9	208	0	506		
05:45 PM - 06:00 PM	0	0	0	9	0	18	0	225	43	9	162	0	466		
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

Villa Rica, GA



www.marrtraffic.com



Tuesday, May 13, 2025		
	Mostly Cloudy	69°F
Period	0700 - 0900	APPLY
Peak Hour	0715 - 0815	APPLY
Global PH	0700 - 0800	APPLY

* the Peak Hour Diagram does not include bicycles



Session Parameters

(Drop Down Menu)

Global Peak Hour

Volume

I-20 Tom Murphy Fwy W Bound On-Ramp

Eastbound

(1-3)	(4-7)	(8-13)	Total
279	10	7	296



Classes	(1-3)	(4-7)	(8-13)	Total
Volume	1733	55	32	1820
PHF				0.93
ADT (Calc)			10	18200



Westbound

323	10	5	308
1	1	0	0
94	4	9	81
418	15	14	389
0	0	0	0
Total	(8-13)	(4-7)	(1-3)

I-20 Tom Murphy Fwy W Bound Off-Ramp



Total	811	472	0	82	390
(8-13)	11	7	0	3	4
(4-7)	28	19	0	7	12
(1-3)	772	446	0	72	374

Northbound

Liberty Rd



[Click here for Map](#)

Peak Hour Turning Movement Count

Villa Rica, GA



www.marrtraffic.com



Tuesday, May 13, 2025		
	Mostly Cloudy	69°F
Period	1600 - 1800	APPLY
Peak Hour	1615 - 1715	APPLY
Global PH	1645 - 1745	APPLY

* the Peak Hour Diagram does not include bicycles



Session Parameters

(Drop Down Menu)

Global Peak Hour

Volume

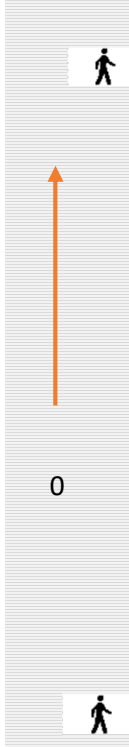
I-20 Tom Murphy Fwy W Bound On-Ramp

Eastbound

(1-3)	(4-7)	(8-13)	Total
349	5	3	357



Classes	(1-3)	(4-7)	(8-13)	Total
Volume	2109	49	24	2182
PHF				0.97
ADT (Calc)			10	21820



Westbound

	658	10	12	636
	3	2	0	1
	174	4	5	165
	835	16	17	802
	0	0	0	0
Total		(8-13)	(4-7)	(1-3)

I-20 Tom Murphy Fwy W Bound Off-Ramp



Total	779	493	0	105	388
(8-13)	9	2	0	0	2
(4-7)	22	12	0	2	10
(1-3)	748	479	0	103	376

Northbound

Liberty Rd

All vehicles

All Vehicles		Northbound						Southbound						Eastbound						Westbound						Int Total	
		Liberty Rd						Mirror Lake Blvd						I-20 Tom Murphy Fwy W Bound On-Ramp						I-20 Tom Murphy Fwy W Bound Off-Ramp							
		Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total						App Total	Left 3.7	Thru 3.8	Right 3.9					App Total
Time	1615 - 1630	21	103	-	-	0	124	-	133	68	-	0	201	-	-	-	-	-	0	52	2	171	-	-	-	225	550
1630 - 1645	35	105	-	-	0	140	-	127	56	-	0	183	-	-	-	-	-	0	45	2	165	-	-	-	212	535	
1645 - 1700	30	109	-	-	0	139	-	137	60	-	0	197	-	-	-	-	-	0	47	0	172	-	-	-	219	555	
1700 - 1715	23	90	-	-	0	113	-	161	76	-	0	237	-	-	-	-	-	0	41	2	168	-	-	-	211	561	
Total		109	407	0	0	0	516	0	558	260	0	0	818	0	0	0	0	0	185	6	676	0	0	0	867	2201	
Approach %		21.12	78.88	0.00	0.00	0.00	-	0.00	68.22	31.78	0.00	0.00	-	0.00	0.00	0.00	0.00	-	21.34	0.69	77.97	0.00	0.00	0.00	-		
PHF		0.78	0.93	0.00	0.00	0.00	0.92	0.00	0.87	0.86	0.00	0.00	0.86	0.00	0.00	0.00	0.00	0.00	0.89	0.75	0.98	0.00	0.00	0.00	0.96	0.98	

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total	
	Liberty Rd						Mirror Lake Blvd						I-20 Tom Murphy Fwy W Bound On-Ramp						I-20 Tom Murphy Fwy W Bound Off-Ramp							
	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total						App Total	Left 3.7	Thru 3.8	Right 3.9					App Total
1615 - 1630	21	95	-	-	0	116	-	130	68	-	0	198	-	-	-	-	-	0	49	2	168	-	-	-	219	533
1630 - 1645	34	101	-	-	0	135	-	122	55	-	0	177	-	-	-	-	-	0	40	2	162	-	-	-	204	516
1645 - 1700	29	103	-	-	0	132	-	132	58	-	0	190	-	-	-	-	-	0	42	0	163	-	-	-	205	527
1700 - 1715	23	89	-	-	0	112	-	152	75	-	0	227	-	-	-	-	-	0	40	1	164	-	-	-	205	544
Total	107	388	0	0	0	495	0	536	256	0	0	792	0	0	0	0	0	0	171	5	657	0	0	-	833	2120
Approach %	21.62	78.38	0.00	0.00	0.00	-	0.00	67.68	32.32	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	20.53	0.60	78.87	0.00	0.00	-	-	
PHF	0.79	0.94	0.00	0.00	0.00	0.92	0.00	0.88	0.85	0.00	0.00	0.87	0.00	0.00	0.00	0.00	0.00	0.00	0.87	0.63	0.98	0.00	0.00	0.95	0.97	

Single Unit Trucks (4-7)

Single Unit Trucks (4-7)		Northbound						Southbound						Eastbound							Westbound							Int Total
		Liberty Rd						Mirror Lake Blvd						I-20 Tom Murphy Fwy W Bound On-Ramp							I-20 Tom Murphy Fwy W Bound Off-Ramp							
		Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total						App Total	Left 3.7	Thru 3.8	Right 3.9				App Total		
Time		0	7	-	-	0	7	-	1	0	-	0	1	-	-	-	-	-	0	2	0	2	-	-	-	4	12	
1615 - 1630		0	7	-	-	0	7	-	1	0	-	0	1	-	-	-	-	-	0	2	0	2	-	-	-	4	12	
1630 - 1645		1	4	-	-	0	5	-	4	1	-	0	5	-	-	-	-	-	0	4	0	2	-	-	-	6	16	
1645 - 1700		1	6	-	-	0	7	-	4	1	-	0	5	-	-	-	-	-	0	3	0	6	-	-	-	9	21	
1700 - 1715		0	0	-	-	0	0	-	5	1	-	0	6	-	-	-	-	-	0	0	0	2	-	-	-	2	8	
Total		2	17	0	0	0	19	0	14	3	0	0	17	0	0	0	0	0	0	9	0	12	0	0	0	21	57	
Approach %		10.53	89.47	0.00	0.00	0.00	-	0.00	82.35	17.65	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	42.86	0.00	57.14	0.00	0.00	0.00	-		
PHF		0.50	0.61	0.00	0.00	0.00	0.68	0.00	0.70	0.75	0.00	0.00	0.71	0.00	0.00	0.00	0.00	0.00	0.00	0.56	0.00	0.50	0.00	0.00	0.58	0.68		

Combination Trucks (8-13)

		Northbound						Southbound						Eastbound						Westbound						Int Total
		Liberty Rd						Mirror Lake Blvd						I-20 Tom Murphy Fwy W Bound On-Ramp						I-20 Tom Murphy Fwy W Bound Off-Ramp						
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					App Total	Left 3.7	Thru 3.8	Right 3.9			App Total			
	0	1	-	-	0	1	-	2	0	-	0	2	-	-	-	-	0	1	0	1	-	-	2			
	1615 - 1630	0	1	-	-	0	1	-	2	0	-	0	2	-	-	-	-	0	1	0	1	-	-	2		
	1630 - 1645	0	0	-	-	0	0	-	1	0	-	0	1	-	-	-	-	0	1	0	1	-	-	2		
	1645 - 1700	0	0	-	-	0	0	-	1	1	-	0	2	-	-	-	-	0	2	0	3	-	-	5		
1700 - 1715	0	1	-	-	0	1	-	4	0	-	0	4	-	-	-	-	0	1	1	2	-	-	4			
Total	0	2	0	0	0	2	0	8	1	0	0	9	0	0	0	0	0	5	1	7	0	0	13			
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	88.89	11.11	0.00	0.00	-	0.00	0.00	0.00	0.00	-	38.46	7.69	53.85	0.00	0.00	-			
PHF	0.00	0.50	0.00	0.00	0.00	0.50	0.00	0.50	0.25	0.00	0.00	0.56	0.00	0.00	0.00	0.00	0.00	0.63	0.25	0.58	0.00	0.00	0.65			
																							0.67			

Bicycles

[illegible]

Classified Turn Movement Count || All vehicles

Villa Rica, GA



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Site 3
Liberty Rd
Mirror Lake Blvd
I-20 Tom Murphy Fwy W Bound On-Ramp
I-20 Tom Murphy Fwy W Bound Off-Ramp



Date
Tuesday, May 13, 2025

Lat/Long
33.725884°, -84.900452°
[Click here for Map](#)

Weather
Mostly Cloudy
69°F
[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 2h Session) (05-13-2025)
All vehicles

TIME	Northbound				Southbound				Eastbound	Westbound				
	Liberty Rd				Mirror Lake Blvd				I-20 Tom Murphy Fwy W Bound On-Ramp	I-20 Tom Murphy Fwy W Bound Off-Ramp				
	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	Thru 3.8	Right 3.9	App Total	Int Total
0700 - 0715	23	81	0	104	181	42	0	223		14	0	67	81	408
0715 - 0730	25	92	0	117	178	62	0	240		21	0	84	105	462
0730 - 0745	19	95	0	114	194	54	0	248		26	1	98	125	487
0745 - 0800	15	122	0	137	164	55	0	219		33	0	74	107	463
Hourly Total	82	390	0	472	717	213	0	930		94	1	323	418	1820
0800 - 0815	18	89	0	107	146	45	0	191		18	2	91	111	409
0815 - 0830	23	87	0	110	129	50	0	179		29	2	101	132	421
0830 - 0845	22	73	0	95	142	47	0	189		22	3	94	119	403
0845 - 0900	18	85	0	103	134	30	0	164		25	1	89	115	382
Hourly Total	81	334	0	415	551	172	0	723		94	8	375	477	1615
Grand Total	163	724	0	887	1268	385	0	1653		188	9	698	895	3435
Approach %	18.38	81.62	0.00	-	76.71	23.29	0.00	-		21.01	1.01	77.99	-	
Intersection %	4.75	21.08	0.00	25.82	36.91	11.21	0.00	48.12		5.47	0.26	20.32	26.06	
Heavy Vehicle %	10	4	-	5	4	4	-	4		13	67	5	7	5
PHF	0.77	0.82	0.00	0.87	0.88	0.87	0.00	0.91		0.74	0.38	0.89	0.90	0.93
Peak Hour Total	77	398	0	475	682	216	0	898		98	3	347	448	1821
Peak Hour HV %	14	4	0	5	5	3	0	4		12	67	5	7	5

1600 - 1800 (Weekday 2h Session) (05-13-2025)
All vehicles

TIME	Northbound				Southbound				Eastbound	Westbound				
	Liberty Rd				Mirror Lake Blvd				I-20 Tom Murphy Fwy W Bound On-Ramp	I-20 Tom Murphy Fwy W Bound Off-Ramp				
	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	Thru 3.8	Right 3.9	App Total	Int Total
1600 - 1615	25	82	0	107	124	64	0	188		41	2	144	187	482
1615 - 1630	21	103	0	124	133	68	0	201		52	2	171	225	550
1630 - 1645	35	105	0	140	127	56	0	183		45	2	165	212	535
1645 - 1700	30	109	0	139	137	60	0	197		47	0	172	219	555
Hourly Total	111	399	0	510	521	248	0	769		185	6	652	843	2122
1700 - 1715	23	90	0	113	161	76	0	237		41	2	168	211	561
1715 - 1730	30	85	0	115	143	55	0	198		40	1	156	197	510
1730 - 1745	22	104	0	126	164	58	0	222		46	0	162	208	556
1745 - 1800	23	94	0	117	114	56	0	170		56	2	172	230	517
Hourly Total	98	373	0	471	582	245	0	827		183	5	658	846	2144
Grand Total	209	772	0	981	1103	493	0	1596		368	11	1310	1689	4266
Approach %	21.30	78.70	0.00	-	69.11	30.89	0.00	-		21.79	0.65	77.56	-	
Intersection %	4.90	18.10	0.00	23.00	25.86	11.56	0.00	37.41		8.63	0.26	30.71	39.59	
Heavy Vehicle %	3	3	-	3	4	1	-	3		6	18	3	4	3
PHF	0.78	0.93	0.00	0.92	0.87	0.86	0.00	0.86		0.89	0.75	0.98	0.96	0.98
Peak Hour Total	109	407	0	516	558	260	0	818		185	6	676	867	2201
Peak Hour HV %	2	5	0	4	4	2	0	3		8	17	3	4	4

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

Villa Rica, GA

Site 3
Liberty Rd
Mirror Lake Blvd
I-20 Tom Murphy Fwy W Bound On-Ramp
I-20 Tom Murphy Fwy W Bound Off-Ramp



Date
Tuesday, May 13, 2025

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0700 - 0900 (Weekday 2h Session) (05-13-2025)
Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound		Westbound				
	Liberty Rd				Mirror Lake Blvd				I-20 Tom Murphy Fwy W Bound On-Ramp		I-20 Tom Murphy Fwy W Bound Off-Ramp				
	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	Thru 3.8	Right 3.9	App Total	Int Total
0700 - 0715	22	78	0	100	179	41	0	220			10	0	63	73	393
0715 - 0730	20	88	0	108	172	61	0	233			16	0	78	94	435
0730 - 0745	17	90	0	107	185	53	0	238			26	0	97	123	468
0745 - 0800	13	118	0	131	155	52	0	207			29	0	70	99	437
Hourly Total	72	374	0	446	691	207	0	898			81	0	308	389	1733
0800 - 0815	16	88	0	104	138	43	0	181			15	1	85	101	386
0815 - 0830	21	82	0	103	122	46	0	168			27	1	93	121	392
0830 - 0845	21	68	0	89	141	44	0	185			18	1	93	112	386
0845 - 0900	16	81	0	97	126	29	0	155			23	0	83	106	358
Hourly Total	74	319	0	393	527	162	0	689			83	3	354	440	1522
Grand Total	146	693	0	839	1218	369	0	1587			164	3	662	829	3255
Approach %	17.40	82.60	0.00	-	76.75	23.25	0.00	-			19.78	0.36	79.86	-	
Intersection %	4.49	21.29	0.00	25.78	37.42	11.34	0.00	48.76			5.04	0.09	20.34	25.47	

1600 - 1800 (Weekday 2h Session) (05-13-2025)
Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound		Westbound				
	Liberty Rd				Mirror Lake Blvd				I-20 Tom Murphy Fwy W Bound On-Ramp		I-20 Tom Murphy Fwy W Bound Off-Ramp				
	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	Thru 3.8	Right 3.9	App Total	Int Total
1600 - 1615	24	80	0	104	118	63	0	181			39	2	141	182	467
1615 - 1630	21	95	0	116	130	68	0	198			49	2	168	219	533
1630 - 1645	34	101	0	135	122	55	0	177			40	2	162	204	516
1645 - 1700	29	103	0	132	132	58	0	190			42	0	163	205	527
Hourly Total	108	379	0	487	502	244	0	746			170	6	634	810	2043
1700 - 1715	23	89	0	112	152	75	0	227			40	1	164	205	544
1715 - 1730	29	82	0	111	139	54	0	193			38	0	151	189	493
1730 - 1745	22	102	0	124	160	58	0	218			45	0	158	203	545
1745 - 1800	20	93	0	113	109	55	0	164			52	2	168	222	499
Hourly Total	94	366	0	460	560	242	0	802			175	3	641	819	2081
Grand Total	202	745	0	947	1062	486	0	1548			345	9	1275	1629	4124
Approach %	21.33	78.67	0.00	-	68.60	31.40	0.00	-			21.18	0.55	78.27	-	
Intersection %	4.90	18.06	0.00	22.96	25.75	11.78	0.00	37.54			8.37	0.22	30.92	39.50	

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

Villa Rica, GA

Site 3

Liberty Rd
Mirror Lake Blvd
I-20 Tom Murphy Fwy W Bound On-Ramp
I-20 Tom Murphy Fwy W Bound Off-Ramp



Date

Tuesday, May 13, 2025

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0700 - 0900 (Weekday 2h Session) (05-13-2025)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Eastbound	Westbound				
	Liberty Rd				Mirror Lake Blvd				I-20 Tom Murphy Fwy W Bound On-Ramp	I-20 Tom Murphy Fwy W Bound Off-Ramp				
	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	Thru 3.8	Right 3.9	App Total	Int Total
0700 - 0715	1	2	0	3	1	0	0	1		2	0	0	2	6
0715 - 0730	3	3	0	6	6	1	0	7		4	0	3	7	20
0730 - 0745	2	4	0	6	8	1	0	9		0	0	0	0	15
0745 - 0800	1	3	0	4	4	1	0	5		3	0	2	5	14
Hourly Total	7	12	0	19	19	3	0	22		9	0	5	14	55
0800 - 0815	1	1	0	2	7	1	0	8		2	0	3	5	15
0815 - 0830	2	5	0	7	6	2	0	8		2	0	4	6	21
0830 - 0845	0	3	0	3	1	1	0	2		4	0	1	5	10
0845 - 0900	1	4	0	5	6	1	0	7		2	0	4	6	18
Hourly Total	4	13	0	17	20	5	0	25		10	0	12	22	64
Grand Total	11	25	0	36	39	8	0	47		19	0	17	36	119
Approach %	30.56	69.44	0.00	-	82.98	17.02	0.00	-		52.78	0.00	47.22	-	
Intersection %	9.24	21.01	0.00	30.25	32.77	6.72	0.00	39.50		15.97	0.00	14.29	30.25	

1600 - 1800 (Weekday 2h Session) (05-13-2025)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Eastbound	Westbound				
	Liberty Rd				Mirror Lake Blvd				I-20 Tom Murphy Fwy W Bound On-Ramp	I-20 Tom Murphy Fwy W Bound Off-Ramp				
	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	Thru 3.8	Right 3.9	App Total	Int Total
1600 - 1615	1	1	0	2	5	1	0	6		2	0	2	4	12
1615 - 1630	0	7	0	7	1	0	0	1		2	0	2	4	12
1630 - 1645	1	4	0	5	4	1	0	5		4	0	2	6	16
1645 - 1700	1	6	0	7	4	1	0	5		3	0	6	9	21
Hourly Total	3	18	0	21	14	3	0	17		11	0	12	23	61
1700 - 1715	0	0	0	0	5	1	0	6		0	0	2	2	8
1715 - 1730	1	3	0	4	4	1	0	5		1	0	3	4	13
1730 - 1745	0	1	0	1	4	0	0	4		1	0	1	2	7
1745 - 1800	3	1	0	4	4	1	0	5		3	0	2	5	14
Hourly Total	4	5	0	9	17	3	0	20		5	0	8	13	42
Grand Total	7	23	0	30	31	6	0	37		16	0	20	36	103
Approach %	23.33	76.67	0.00	-	83.78	16.22	0.00	-		44.44	0.00	55.56	-	
Intersection %	6.80	22.33	0.00	29.13	30.10	5.83	0.00	35.92		15.53	0.00	19.42	34.95	

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

Villa Rica, GA



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Site 3
Liberty Rd
Mirror Lake Blvd
I-20 Tom Murphy Fwy W Bound On-Ramp
I-20 Tom Murphy Fwy W Bound Off-Ramp



Date
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0700 - 0900 (Weekday 2h Session) (05-13-2025)
Combination Trucks (8-13)

TIME	Northbound				Southbound				Eastbound		Westbound				
	Liberty Rd				Mirror Lake Blvd				I-20 Tom Murphy Fwy W Bound On-Ramp		I-20 Tom Murphy Fwy W Bound Off-Ramp				
	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	Thru 3.8	Right 3.9	App Total	Int Total
0700 - 0715	0	1	0	1	1	1	0	2			2	0	4	6	9
0715 - 0730	2	1	0	3	0	0	0	0			1	0	3	4	7
0730 - 0745	0	1	0	1	1	0	0	1			0	1	1	2	4
0745 - 0800	1	1	0	2	5	2	0	7			1	0	2	3	12
Hourly Total	3	4	0	7	7	3	0	10			4	1	10	15	32
0800 - 0815	1	0	0	1	1	1	0	2			1	1	3	5	8
0815 - 0830	0	0	0	0	1	2	0	3			0	1	4	5	8
0830 - 0845	1	2	0	3	0	2	0	2			0	2	0	2	7
0845 - 0900	1	0	0	1	2	0	0	2			0	1	2	3	6
Hourly Total	3	2	0	5	4	5	0	9			1	5	9	15	29
Grand Total	6	6	0	12	11	8	0	19			5	6	19	30	61
Approach %	50.00	50.00	0.00	-	57.89	42.11	0.00	-			16.67	20.00	63.33	-	
Intersection %	9.84	9.84	0.00	19.67	18.03	13.11	0.00	31.15			8.20	9.84	31.15	49.18	

1600 - 1800 (Weekday 2h Session) (05-13-2025)
Combination Trucks (8-13)

TIME	Northbound				Southbound				Eastbound		Westbound				
	Liberty Rd				Mirror Lake Blvd				I-20 Tom Murphy Fwy W Bound On-Ramp		I-20 Tom Murphy Fwy W Bound Off-Ramp				
	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	Thru 3.8	Right 3.9	App Total	Int Total
1600 - 1615	0	1	0	1	1	0	0	1			0	0	1	1	3
1615 - 1630	0	1	0	1	2	0	0	2			1	0	1	2	5
1630 - 1645	0	0	0	0	1	0	0	1			1	0	1	2	3
1645 - 1700	0	0	0	0	1	1	0	2			2	0	3	5	7
Hourly Total	0	2	0	2	5	1	0	6			4	0	6	10	18
1700 - 1715	0	1	0	1	4	0	0	4			1	1	2	4	9
1715 - 1730	0	0	0	0	0	0	0	0			1	1	2	4	4
1730 - 1745	0	1	0	1	0	0	0	0			0	0	3	3	4
1745 - 1800	0	0	0	0	1	0	0	1			1	0	2	3	4
Hourly Total	0	2	0	2	5	0	0	5			3	2	9	14	21
Grand Total	0	4	0	4	10	1	0	11			7	2	15	24	39
Approach %	0.00	100.00	0.00	-	90.91	9.09	0.00	-			29.17	8.33	62.50	-	
Intersection %	0.00	10.26	0.00	10.26	25.64	2.56	0.00	28.21			17.95	5.13	38.46	61.54	

Classified Turn Movement Count || Bicycles

Villa Rica, GA



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Site 3
Liberty Rd
Mirror Lake Blvd
I-20 Tom Murphy Fwy W Bound On-Ramp
I-20 Tom Murphy Fwy W Bound Off-Ramp



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0700 - 0900 (Weekday 2h Session) (05-13-2025)

Bicycles

TIME	Northbound				Southbound				Eastbound	Westbound				
	Liberty Rd				Mirror Lake Blvd				I-20 Tom Murphy Fwy W Bound On-Ramp	I-20 Tom Murphy Fwy W Bound Off-Ramp				
	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	Thru 3.8	Right 3.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0		0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0		0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0		0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0		0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0		0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0		0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0		0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0		0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0		0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0		0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0		0	0	0	0	0
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-		0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-13-2025)

Bicycles

TIME	Northbound				Southbound				Eastbound	Westbound				
	Liberty Rd				Mirror Lake Blvd				I-20 Tom Murphy Fwy W Bound On-Ramp	I-20 Tom Murphy Fwy W Bound Off-Ramp				
	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	Thru 3.8	Right 3.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0		0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0		0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0		0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0		0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0		0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0		0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0		0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0		0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0		0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0		0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0		0	0	0	0	0
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-		0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	

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

Villa Rica, GA

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Site 3
Liberty Rd
Mirror Lake Blvd
I-20 Tom Murphy Fwy W Bound On-Ramp
I-20 Tom Murphy Fwy W Bound Off-Ramp

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0700 - 0900 (Weekday 2h Session) (05-13-2025)
All Trucks (4-13)

TIME	Northbound				Southbound				Eastbound	Westbound				
	Liberty Rd				Mirror Lake Blvd				I-20 Tom Murphy Fwy W Bound On-Ramp	I-20 Tom Murphy Fwy W Bound Off-Ramp				
	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	Thru 3.8	Right 3.9	App Total	Int Total
0700 - 0715	1	3	0	4	2	1	0	3		4	0	4	8	15
0715 - 0730	5	4	0	9	6	1	0	7		5	0	6	11	27
0730 - 0745	2	5	0	7	9	1	0	10		0	1	1	2	19
0745 - 0800	2	4	0	6	9	3	0	12		4	0	4	8	26
Hourly Total	10	16	0	26	26	6	0	32		13	1	15	29	87
0800 - 0815	2	1	0	3	8	2	0	10		3	1	6	10	23
0815 - 0830	2	5	0	7	7	4	0	11		2	1	8	11	29
0830 - 0845	1	5	0	6	1	3	0	4		4	2	1	7	17
0845 - 0900	2	4	0	6	8	1	0	9		2	1	6	9	24
Hourly Total	7	15	0	22	24	10	0	34		11	5	21	37	93
Grand Total	17	31	0	48	50	16	0	66		24	6	36	66	180
Approach %	35.42	64.58	0.00	-	75.76	24.24	0.00	-		36.36	9.09	54.55	-	
Intersection %	9.44	17.22	0.00	26.67	27.78	8.89	0.00	36.67		13.33	3.33	20.00	36.67	

1600 - 1800 (Weekday 2h Session) (05-13-2025)
All Trucks (4-13)

TIME	Northbound				Southbound				Eastbound	Westbound				
	Liberty Rd				Mirror Lake Blvd				I-20 Tom Murphy Fwy W Bound On-Ramp	I-20 Tom Murphy Fwy W Bound Off-Ramp				
	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	Thru 3.8	Right 3.9	App Total	Int Total
1600 - 1615	1	2	0	3	6	1	0	7		2	0	3	5	15
1615 - 1630	0	8	0	8	3	0	0	3		3	0	3	6	17
1630 - 1645	1	4	0	5	5	1	0	6		5	0	3	8	19
1645 - 1700	1	6	0	7	5	2	0	7		5	0	9	14	28
Hourly Total	3	20	0	23	19	4	0	23		15	0	18	33	79
1700 - 1715	0	1	0	1	9	1	0	10		1	1	4	6	17
1715 - 1730	1	3	0	4	4	1	0	5		2	1	5	8	17
1730 - 1745	0	2	0	2	4	0	0	4		1	0	4	5	11
1745 - 1800	3	1	0	4	5	1	0	6		4	0	4	8	18
Hourly Total	4	7	0	11	22	3	0	25		8	2	17	27	63
Grand Total	7	27	0	34	41	7	0	48		23	2	35	60	142
Approach %	20.59	79.41	0.00	-	85.42	14.58	0.00	-		38.33	3.33	58.33	-	
Intersection %	4.93	19.01	0.00	23.94	28.87	4.93	0.00	33.80		16.20	1.41	24.65	42.25	

Crosswalk Counts || Pedestrians

Villa Rica, GA

Site 3
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I-20 Tom Murphy Fwy W Bound On-Ramp
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33.725884°, -84.900452°
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0700 - 0900 (Weekday 2h Session) (05-13-2025)
Pedestrians

	Northbound				Southbound				Eastbound				Westbound				
	Liberty Rd				Mirror Lake Blvd				I-20 Tom Murphy Fwy W Bound On-Ramp				I-20 Tom Murphy Fwy W Bound Off-Ramp				
TIME	EB 3a	WB 3b		App Total	EB 3c	WB 3d		App Total	NB 3e	SB 3f		App Total	NB 3g	SB 3h		App Total	Int Total
0700 - 0715	0	0		0	0	0		0	0	0		0	0	0		0	0
0715 - 0730	0	0		0	0	0		0	0	0		0	0	0		0	0
0730 - 0745	0	0		0	0	0		0	0	0		0	0	0		0	0
0745 - 0800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
0800 - 0815	0	0		0	0	0		0	0	0		0	0	0		0	0
0815 - 0830	0	0		0	0	0		0	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (05-13-2025)
Pedestrians

	Northbound				Southbound				Eastbound				Westbound				
	Liberty Rd				Mirror Lake Blvd				I-20 Tom Murphy Fwy W Bound On-Ramp				I-20 Tom Murphy Fwy W Bound Off-Ramp				
TIME	EB 3a	WB 3b		App Total	EB 3c	WB 3d		App Total	NB 3e	SB 3f		App Total	NB 3g	SB 3h		App Total	Int Total
1600 - 1615	0	0		0	0	0		0	0	0		0	0	0		0	0
1615 - 1630	0	0		0	0	0		0	0	0		0	0	1		1	1
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	1		1	1
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	1		1	1
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	0.00	100.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	100.00		100.00	

Crosswalk Counts || Bicycles

Villa Rica, GA

Site 3
Liberty Rd
Mirror Lake Blvd
I-20 Tom Murphy Fwy W Bound On-Ramp
I-20 Tom Murphy Fwy W Bound Off-Ramp

Date
Tuesday, May 13, 2025

Weather
Mostly Cloudy
69°F
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Lat/Long
33.725884°, -84.900452°
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0700 - 0900 (Weekday 2h Session) (05-13-2025)

Bicycles

	Northbound				Southbound				Eastbound				Westbound				
	Liberty Rd				Mirror Lake Blvd				I-20 Tom Murphy Fwy W Bound On-Ramp				I-20 Tom Murphy Fwy W Bound Off-Ramp				
TIME	EB 3a	WB 3b		App Total	EB 3c	WB 3d		App Total	NB 3e	SB 3f		App Total	NB 3g	SB 3h		App Total	Int Total
0700 - 0715	0	0		0	0	0		0	0	0		0	0	0		0	0
0715 - 0730	0	0		0	0	0		0	0	0		0	0	0		0	0
0730 - 0745	0	0		0	0	0		0	0	0		0	0	0		0	0
0745 - 0800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
0800 - 0815	0	0		0	0	0		0	0	0		0	0	0		0	0
0815 - 0830	0	0		0	0	0		0	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (05-13-2025)

Bicycles

	Northbound				Southbound				Eastbound				Westbound				Int
	Liberty Rd				Mirror Lake Blvd				I-20 Tom Murphy Fwy W Bound On-Ramp				I-20 Tom Murphy Fwy W Bound Off-Ramp				
TIME	EB 3a	WB 3b		App Total	EB 3c	WB 3d		App Total	NB 3e	SB 3f		App Total	NB 3g	SB 3h		App Total	
1600 - 1615	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	
1630 - 1645	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	
Hourly Total	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	
1715 - 1730	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	
1745 - 1800	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	
Grand Total	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	

Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Date

Tuesday, May 13, 2025

Weather

Mostly Cloudy
69°F

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Lat/Long

33.725884°, -84.900452°

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Motorized Vehicles

	Northbound				Southbound				Eastbound				Westbound				
	Liberty Rd				Mirror Lake Blvd				I-20 Tom Murphy Fwy W Bound On-Ramp				I-20 Tom Murphy Fwy W Bound Off-Ramp				
TIME	EB 3a	WB 3b		App Total	EB 3c	WB 3d		App Total	NB 3e	SB 3f		App Total	NB 3g	SB 3h		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	

Motorized Vehicles

	Northbound				Southbound				Eastbound				Westbound				
	Liberty Rd				Mirror Lake Blvd				I-20 Tom Murphy Fwy W Bound On-Ramp				I-20 Tom Murphy Fwy W Bound Off-Ramp				
	EB 3a	WB 3b		App Total	EB 3c	WB 3d		App Total	NB 3e	SB 3f		App Total	NB 3g	SB 3h		App Total	Int Total
TIME																	
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	

Start Date: 5/13/2025		Tom Murphy Fwy W Bound On-Ramp			Tom Murphy Fwy W Bound Off-Ramp			Liberty Rd Northbound			Mirror Lake Blvd Southbound			Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Time														
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	14	0	67	23	81	0	0	181	42	408
07:15 AM - 07:30 AM		0	0	0	21	0	84	25	92	0	0	178	62	462
07:30 AM - 07:45 AM		0	0	0	26	1	98	19	95	0	0	194	54	487
07:45 AM - 08:00 AM		0	0	0	33	0	74	15	122	0	0	164	55	463
08:00 AM - 08:15 AM		0	0	0	18	2	91	18	89	0	0	146	45	409
08:15 AM - 08:30 AM		0	0	0	29	2	101	23	87	0	0	129	50	421
08:30 AM - 08:45 AM		0	0	0	22	3	94	22	73	0	0	142	47	403
08:45 AM - 09:00 AM		0	0	0	25	1	89	18	85	0	0	134	30	382
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	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM		0	0	0	41	2	144	25	82	0	0	124	64	482
04:15 PM - 04:30 PM		0	0	0	52	2	171	21	103	0	0	133	68	550
04:30 PM - 04:45 PM		0	0	0	45	2	165	35	105	0	0	127	56	535
04:45 PM - 05:00 PM		0	0	0	47	0	172	30	109	0	0	137	60	555
05:00 PM - 05:15 PM		0	0	0	41	2	168	23	90	0	0	161	76	561
05:15 PM - 05:30 PM		0	0	0	40	1	156	30	85	0	0	143	55	510
05:30 PM - 05:45 PM		0	0	0	46	0	162	22	104	0	0	164	58	556
05:45 PM - 06:00 PM		0	0	0	56	2	172	23	94	0	0	114	56	517
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



* the Peak Hour Diagram does not include bicycles

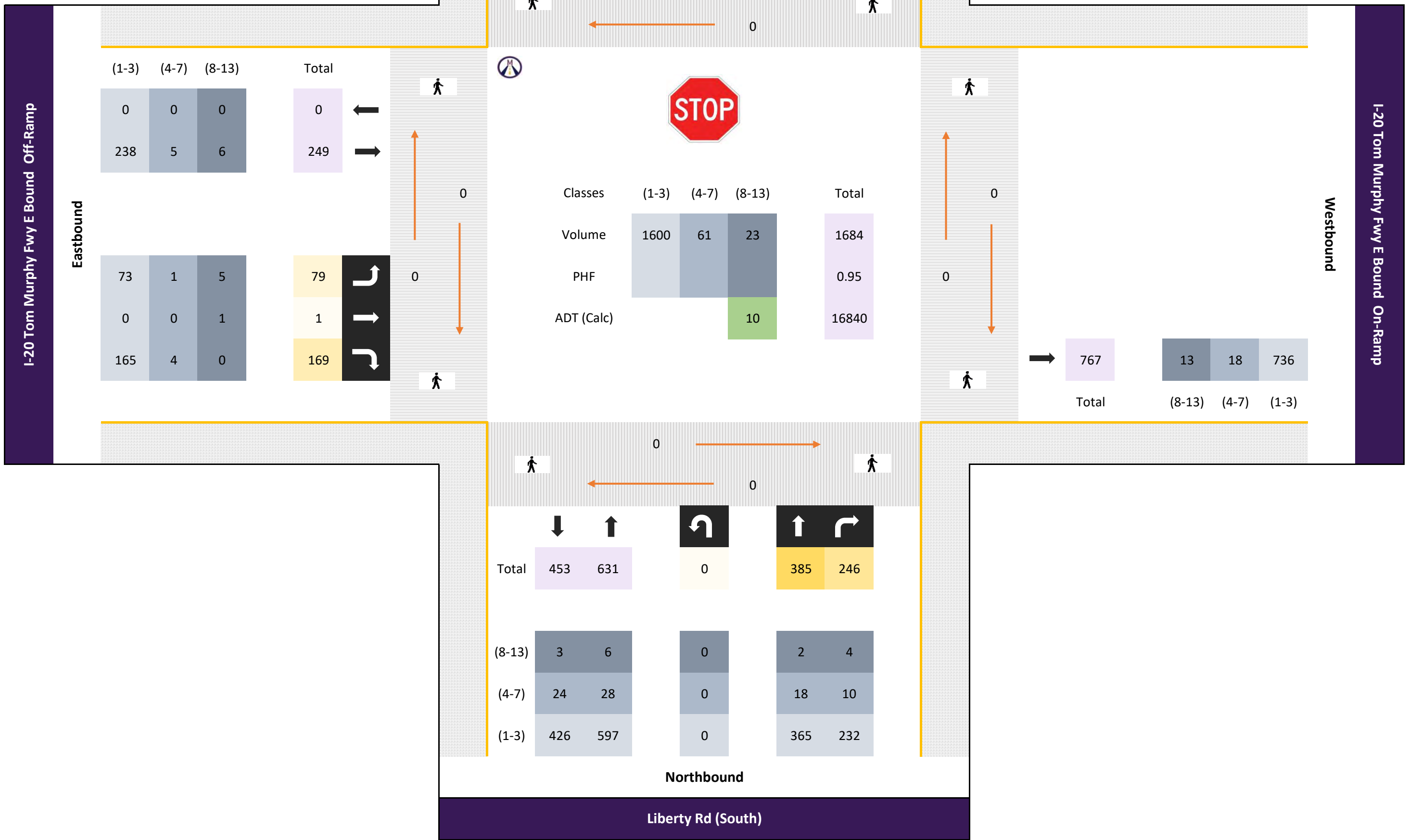


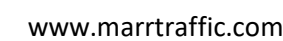
Session Parameters

(Drop Down Menu)

Peak Hour

Volume





[Click here for Map](#)

* the Peak Hour Diagram does not include bicycles



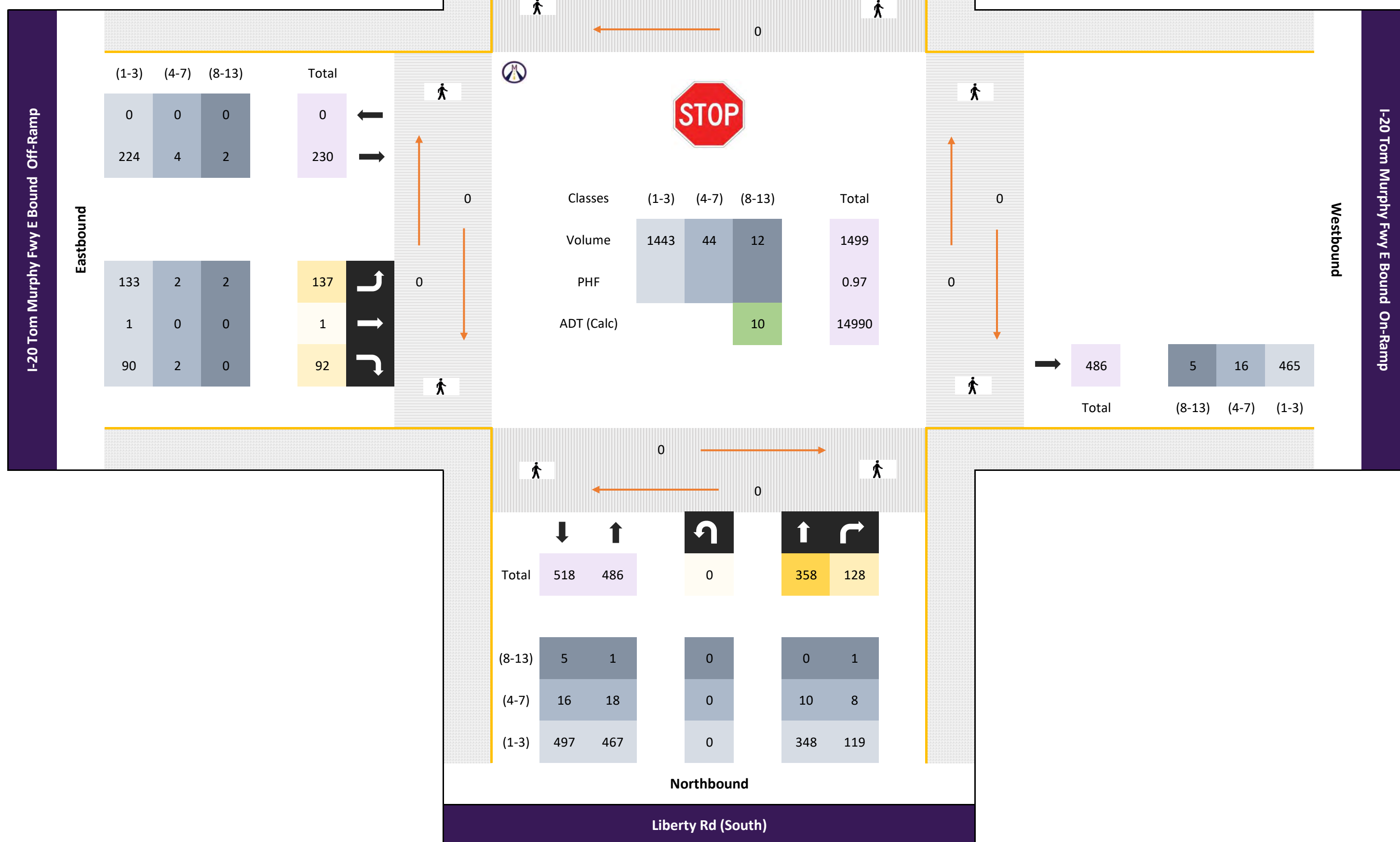


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

All Vehicles	Northbound						Southbound						Eastbound							Westbound						Int Total
	Liberty Rd (South)						Liberty Rd (North)						I-20 Tom Murphy Fwy E Bound Off-Ramp							I-20 Tom Murphy Fwy E Bound On-Ramp						
		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	Thru 4.8	Right 4.9			App Total						App Total		
Time	-	107	30	-	0	137	79	109	-	-	0	188	32	0	26	-	-	58	-	-	-	-	-	0	383	
1645 - 1700	-	77	38	-	0	115	91	109	-	-	0	200	36	1	20	-	-	57	-	-	-	-	-	0	372	
1715 - 1730	-	84	33	-	0	117	91	99	-	-	0	190	29	0	23	-	-	52	-	-	-	-	-	0	359	
1730 - 1745	-	90	27	-	0	117	96	109	-	-	0	205	40	0	23	-	-	63	-	-	-	-	-	0	385	
Total	0	358	128	0	0	486	357	426	0	0	0	783	137	1	92	0	0	230	0	0	0	0	0	0	1499	
Approach %	0.00	73.66	26.34	0.00	0.00	-	45.59	54.41	0.00	0.00	0.00	-	59.57	0.43	40.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-		
PHF	0.00	0.84	0.84	0.00	0.00	0.89	0.93	0.98	0.00	0.00	0.00	0.95	0.86	0.25	0.88	0.00	0.00	0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.97	

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						Int Total
	Liberty Rd (South)						Liberty Rd (North)						I-20 Tom Murphy Fwy E Bound Off-Ramp						I-20 Tom Murphy Fwy E Bound On-Ramp						
		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	Thru 4.8	Right 4.9			App Total						App Total	
Time	-	100	27	-	0	127	77	101	-	-	0	178	32	0	25	-	-	57	-	-	-	-	-	0	362
1645 - 1700	-	77	35	-	0	112	85	105	-	-	0	190	35	1	20	-	-	56	-	-	-	-	-	0	358
1700 - 1715	-	81	31	-	0	112	90	94	-	-	0	184	28	0	22	-	-	50	-	-	-	-	-	0	346
1715 - 1730	-	90	26	-	0	116	93	107	-	-	0	200	38	0	23	-	-	61	-	-	-	-	-	0	377
1730 - 1745																									
Total	0	348	119	0	0	467	345	407	0	0	0	752	133	1	90	0	0	224	0	0	0	0	0	0	1443
Approach %	0.00	74.52	25.48	0.00	0.00	-	45.88	54.12	0.00	0.00	0.00	-	59.38	0.45	40.18	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.87	0.85	0.00	0.00	0.92	0.93	0.95	0.00	0.00	0.00	0.94	0.88	0.25	0.90	0.00	0.00	0.92	0.00	0.00	0.00	0.00	0.00	0.00	0.96

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound							Westbound						Int Total
	Liberty Rd (South)						Liberty Rd (North)						I-20 Tom Murphy Fwy E Bound Off-Ramp							I-20 Tom Murphy Fwy E Bound On-Ramp						
		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	Thru 4.8	Right 4.9			App Total						App Total		
Time	-	7	3	-	0	10	1	6	-	-	0	7	0	0	1	-	-	1	-	-	-	-	-	0	18	
1645 - 1700	-	0	3	-	0	3	3	2	-	-	0	5	0	0	0	-	-	0	-	-	-	-	-	0	8	
1700 - 1715	-	3	1	-	0	4	1	4	-	-	0	5	1	0	1	-	-	2	-	-	-	-	-	0	11	
1715 - 1730	-	0	1	-	0	1	3	2	-	-	0	5	1	0	0	-	-	1	-	-	-	-	-	0	7	
1730 - 1745	-	0	1	-	0	1	3	2	-	-	0	5	1	0	0	-	-	1	-	-	-	-	-	0	7	
Total	0	10	8	0	0	18	8	14	0	0	0	22	2	0	2	0	0	4	0	0	0	0	0	0	44	
Approach %	0.00	55.56	44.44	0.00	0.00	-	36.36	63.64	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-		
PHF	0.00	0.36	0.67	0.00	0.00	0.45	0.67	0.58	0.00	0.00	0.00	0.79	0.50	0.00	0.50	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.61	

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						Int Total
	Liberty Rd (South)						Liberty Rd (North)						I-20 Tom Murphy Fwy E Bound Off-Ramp						I-20 Tom Murphy Fwy E Bound On-Ramp						
		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	Thru 4.8	Right 4.9			App Total						App Total	
Time	-	0	0	-	0	0	1	2	-	-	0	3	0	0	0	-	-	0	-	-	-	-	-	0	3
1645 - 1700	-	0	0	-	0	0	3	2	-	-	0	5	1	0	0	-	-	1	-	-	-	-	-	0	6
1700 - 1715	-	0	0	-	0	0	3	2	-	-	0	5	1	0	0	-	-	1	-	-	-	-	-	0	6
1715 - 1730	-	0	1	-	0	1	0	1	-	-	0	1	0	0	0	-	-	0	-	-	-	-	-	0	2
1730 - 1745	-	0	0	-	0	0	0	0	-	-	0	0	1	0	0	-	-	1	-	-	-	-	-	0	1
Total	0	0	1	0	0	1	4	5	0	0	0	9	2	0	0	0	0	2	0	0	0	0	0	0	12
Approach %	0.00	0.00	100.00	0.00	0.00	-	44.44	55.56	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.00	0.25	0.33	0.63	0.00	0.00	0.00	0.45	0.50	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.50

Bicycles

[illegible]

Classified Turn Movement Count || All vehicles

Villa Rica, GA

Site 4

Liberty Rd (South)
Liberty Rd (North)
I-20 Tom Murphy Fwy E Bound Off-Ramp
I-20 Tom Murphy Fwy E Bound On-Ramp



Date

Tuesday, May 13, 2025

Lat/Long

33.723803°, -84.901090°
[Click here for Map](#)

Weather

Mostly Cloudy
69°F
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0700 - 0900 (Weekday 2h Session) (05-13-2025)
All vehicles

TIME	Northbound				Southbound				Eastbound				Westbound			
	Liberty Rd (South)				Liberty Rd (North)				I-20 Tom Murphy Fwy E Bound Off-Ramp				I-20 Tom Murphy Fwy E Bound On-Ramp			
	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	Thru 4.8	Right 4.9	App Total				Int Total
0700 - 0715	79	58	0	137	126	65	0	191	24	0	24	48				376
0715 - 0730	101	72	0	173	132	68	0	200	15	0	39	54				427
0730 - 0745	96	63	0	159	148	71	0	219	16	0	47	63				441
0745 - 0800	109	53	0	162	114	80	0	194	24	1	59	84				440
Hourly Total	385	246	0	631	520	284	0	804	79	1	169	249				1684
0800 - 0815	76	37	0	113	104	57	0	161	34	0	29	63				337
0815 - 0830	77	29	0	106	101	65	0	166	32	0	25	57				329
0830 - 0845	68	32	0	100	95	71	0	166	33	0	27	60				326
0845 - 0900	68	30	0	98	82	75	0	157	37	0	16	53				308
Hourly Total	289	128	0	417	382	268	0	650	136	0	97	233				1300
Grand Total	674	374	0	1048	902	552	0	1454	215	1	266	482				2984
Approach %	64.31	35.69	0.00	-	62.04	37.96	0.00	-	44.61	0.21	55.19	-				
Intersection %	22.59	12.53	0.00	35.12	30.23	18.50	0.00	48.73	7.21	0.03	8.91	16.15				
Heavy Vehicle %	5	7	-	6	3	8	-	5	7	100	2	4				5
PHF	0.88	0.85	0.00	0.91	0.88	0.89	0.00	0.92	0.82	0.25	0.72	0.74				0.95
Peak Hour Total	385	246	0	631	520	284	0	804	79	1	169	249				1684
Peak Hour HV %	5	6	0	5	3	8	0	5	8	100	2	4				5

1600 - 1800 (Weekday 2h Session) (05-13-2025)
All vehicles

TIME	Northbound				Southbound				Eastbound				Westbound			
	Liberty Rd (South)				Liberty Rd (North)				I-20 Tom Murphy Fwy E Bound Off-Ramp				I-20 Tom Murphy Fwy E Bound On-Ramp			
	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	Thru 4.8	Right 4.9	App Total				Int Total
1600 - 1615	74	38	0	112	58	101	0	159	31	1	18	50				321
1615 - 1630	96	27	0	123	78	104	0	182	29	0	32	61				366
1630 - 1645	106	26	0	132	80	88	0	168	37	1	28	66				366
1645 - 1700	107	30	0	137	79	109	0	188	32	0	26	58				383
Hourly Total	383	121	0	504	295	402	0	697	129	2	104	235				1436
1700 - 1715	77	38	0	115	91	109	0	200	36	1	20	57				372
1715 - 1730	84	33	0	117	91	99	0	190	29	0	23	52				359
1730 - 1745	90	27	0	117	96	109	0	205	40	0	23	63				385
1745 - 1800	71	38	0	109	67	111	0	178	43	0	25	68				355
Hourly Total	322	136	0	458	345	428	0	773	148	1	91	240				1471
Grand Total	705	257	0	962	640	830	0	1470	277	3	195	475				2907
Approach %	73.28	26.72	0.00	-	43.54	56.46	0.00	-	58.32	0.63	41.05	-				
Intersection %	24.25	8.84	0.00	33.09	22.02	28.55	0.00	50.57	9.53	0.10	6.71	16.34				
Heavy Vehicle %	3	7	-	4	4	5	-	4	5	0	3	4				4
PHF	0.84	0.84	0.00	0.89	0.93	0.98	0.00	0.95	0.86	0.25	0.88	0.91				0.97
Peak Hour Total	358	128	0	486	357	426	0	783	137	1	92	230				1499
Peak Hour HV %	3	7	0	4	3	4	0	4	3	0	2	3				4

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

Villa Rica, GA



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Site 4
Liberty Rd (South)
Liberty Rd (North)
I-20 Tom Murphy Fwy E Bound Off-Ramp
I-20 Tom Murphy Fwy E Bound On-Ramp



Date
Tuesday, May 13, 2025

Lat/Long
33.723803°, -84.901090°
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Weather
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0700 - 0900 (Weekday 2h Session) (05-13-2025)
Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound				Westbound			
	Liberty Rd (South)				Liberty Rd (North)				I-20 Tom Murphy Fwy E Bound Off-Ramp				I-20 Tom Murphy Fwy E Bound On-Ramp			
	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	Thru 4.8	Right 4.9	App Total				Int Total
0700 - 0715	75	51	0	126	124	61	0	185	24	0	22	46				357
0715 - 0730	94	69	0	163	127	62	0	189	13	0	38	51				403
0730 - 0745	91	60	0	151	145	65	0	210	14	0	47	61				422
0745 - 0800	105	52	0	157	108	73	0	181	22	0	58	80				418
Hourly Total	365	232	0	597	504	261	0	765	73	0	165	238				1600
0800 - 0815	74	34	0	108	97	53	0	150	33	0	28	61				319
0815 - 0830	72	27	0	99	97	60	0	157	30	0	25	55				311
0830 - 0845	66	30	0	96	93	68	0	161	29	0	27	56				313
0845 - 0900	63	25	0	88	80	67	0	147	36	0	16	52				287
Hourly Total	275	116	0	391	367	248	0	615	128	0	96	224				1230
Grand Total	640	348	0	988	871	509	0	1380	201	0	261	462				2830
Approach %	64.78	35.22	0.00	-	63.12	36.88	0.00	-	43.51	0.00	56.49	-				
Intersection %	22.61	12.30	0.00	34.91	30.78	17.99	0.00	48.76	7.10	0.00	9.22	16.33				

1600 - 1800 (Weekday 2h Session) (05-13-2025)
Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound				Westbound			
	Liberty Rd (South)				Liberty Rd (North)				I-20 Tom Murphy Fwy E Bound Off-Ramp				I-20 Tom Murphy Fwy E Bound On-Ramp			
	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	Thru 4.8	Right 4.9	App Total				Int Total
1600 - 1615	72	37	0	109	55	96	0	151	30	1	16	47				307
1615 - 1630	91	24	0	115	77	99	0	176	26	0	31	57				348
1630 - 1645	103	22	0	125	76	82	0	158	35	1	27	63				346
1645 - 1700	100	27	0	127	77	101	0	178	32	0	25	57				362
Hourly Total	366	110	0	476	285	378	0	663	123	2	99	224				1363
1700 - 1715	77	35	0	112	85	105	0	190	35	1	20	56				358
1715 - 1730	81	31	0	112	90	94	0	184	28	0	22	50				346
1730 - 1745	90	26	0	116	93	107	0	200	38	0	23	61				377
1745 - 1800	70	38	0	108	62	107	0	169	40	0	25	65				342
Hourly Total	318	130	0	448	330	413	0	743	141	1	90	232				1423
Grand Total	684	240	0	924	615	791	0	1406	264	3	189	456				2786
Approach %	74.03	25.97	0.00	-	43.74	56.26	0.00	-	57.89	0.66	41.45	-				
Intersection %	24.55	8.61	0.00	33.17	22.07	28.39	0.00	50.47	9.48	0.11	6.78	16.37				

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

Villa Rica, GA

Site 4

Liberty Rd (South)
Liberty Rd (North)
I-20 Tom Murphy Fwy E Bound Off-Ramp
I-20 Tom Murphy Fwy E Bound On-Ramp

Date

Tuesday, May 13, 2025

Lat/Long

33.723803° , -84.901090°
[Click here for Map](#)

Weather

Mostly Cloudy
69°F
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0700 - 0900 (Weekday 2h Session) (05-13-2025)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Eastbound				Westbound			
	Liberty Rd (South)				Liberty Rd (North)				I-20 Tom Murphy Fwy E Bound Off-Ramp				I-20 Tom Murphy Fwy E Bound On-Ramp			
	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	Thru 4.8	Right 4.9	App Total				Int Total
0700 - 0715	3	3	0	6	0	3	0	3	0	0	2	2				11
0715 - 0730	6	3	0	9	5	5	0	10	0	0	1	1				20
0730 - 0745	5	3	0	8	2	6	0	8	1	0	0	1				17
0745 - 0800	4	1	0	5	1	6	0	7	0	0	1	1				13
Hourly Total	18	10	0	28	8	20	0	28	1	0	4	5				61
0800 - 0815	2	1	0	3	5	4	0	9	0	0	1	1				13
0815 - 0830	5	2	0	7	3	5	0	8	2	0	0	2				17
0830 - 0845	1	1	0	2	2	3	0	5	2	0	0	2				9
0845 - 0900	4	4	0	8	0	8	0	8	1	0	0	1				17
Hourly Total	12	8	0	20	10	20	0	30	5	0	1	6				56
Grand Total	30	18	0	48	18	40	0	58	6	0	5	11				117
Approach %	62.50	37.50	0.00	-	31.03	68.97	0.00	-	54.55	0.00	45.45	-				
Intersection %	25.64	15.38	0.00	41.03	15.38	34.19	0.00	49.57	5.13	0.00	4.27	9.40				

1600 - 1800 (Weekday 2h Session) (05-13-2025)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Eastbound				Westbound			
	Liberty Rd (South)				Liberty Rd (North)				I-20 Tom Murphy Fwy E Bound Off-Ramp				I-20 Tom Murphy Fwy E Bound On-Ramp			
	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	Thru 4.8	Right 4.9	App Total				Int Total
1600 - 1615	2	1	0	3	3	4	0	7	0	0	2	2				12
1615 - 1630	5	2	0	7	1	2	0	3	2	0	1	3				13
1630 - 1645	3	3	0	6	3	5	0	8	2	0	1	3				17
1645 - 1700	7	3	0	10	1	6	0	7	0	0	1	1				18
Hourly Total	17	9	0	26	8	17	0	25	4	0	5	9				60
1700 - 1715	0	3	0	3	3	2	0	5	0	0	0	0				8
1715 - 1730	3	1	0	4	1	4	0	5	1	0	1	2				11
1730 - 1745	0	1	0	1	3	2	0	5	1	0	0	1				7
1745 - 1800	1	0	0	1	3	4	0	7	3	0	0	3				11
Hourly Total	4	5	0	9	10	12	0	22	5	0	1	6				37
Grand Total	21	14	0	35	18	29	0	47	9	0	6	15				97
Approach %	60.00	40.00	0.00	-	38.30	61.70	0.00	-	60.00	0.00	40.00	-				
Intersection %	21.65	14.43	0.00	36.08	18.56	29.90	0.00	48.45	9.28	0.00	6.19	15.46				

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

Villa Rica, GA



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Site 4
Liberty Rd (South)
Liberty Rd (North)
I-20 Tom Murphy Fwy E Bound Off-Ramp
I-20 Tom Murphy Fwy E Bound On-Ramp



Date
Tuesday, May 13, 2025

Lat/Long
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[Click here for Map](#)

Weather
Mostly Cloudy
69°F
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0700 - 0900 (Weekday 2h Session) (05-13-2025)

Combination Trucks (8-13)

TIME	Northbound				Southbound				Eastbound				Westbound			
	Liberty Rd (South)				Liberty Rd (North)				I-20 Tom Murphy Fwy E Bound Off-Ramp				I-20 Tom Murphy Fwy E Bound On-Ramp			
	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	Thru 4.8	Right 4.9	App Total				Int Total
0700 - 0715	1	4	0	5	2	1	0	3	0	0	0	0				8
0715 - 0730	1	0	0	1	0	1	0	1	2	0	0	2				4
0730 - 0745	0	0	0	0	1	0	0	1	1	0	0	1				2
0745 - 0800	0	0	0	0	5	1	0	6	2	1	0	3				9
Hourly Total	2	4	0	6	8	3	0	11	5	1	0	6				23
0800 - 0815	0	2	0	2	2	0	0	2	1	0	0	1				5
0815 - 0830	0	0	0	0	1	0	0	1	0	0	0	0				1
0830 - 0845	1	1	0	2	0	0	0	0	2	0	0	2				4
0845 - 0900	1	1	0	2	2	0	0	2	0	0	0	0				4
Hourly Total	2	4	0	6	5	0	0	5	3	0	0	3				14
Grand Total	4	8	0	12	13	3	0	16	8	1	0	9				37
Approach %	33.33	66.67	0.00	-	81.25	18.75	0.00	-	88.89	11.11	0.00	-				
Intersection %	10.81	21.62	0.00	32.43	35.14	8.11	0.00	43.24	21.62	2.70	0.00	24.32				

1600 - 1800 (Weekday 2h Session) (05-13-2025)

Combination Trucks (8-13)

TIME	Northbound				Southbound				Eastbound				Westbound			
	Liberty Rd (South)				Liberty Rd (North)				I-20 Tom Murphy Fwy E Bound Off-Ramp				I-20 Tom Murphy Fwy E Bound On-Ramp			
	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	Thru 4.8	Right 4.9	App Total				Int Total
1600 - 1615	0	0	0	0	0	1	0	1	1	0	0	1				2
1615 - 1630	0	1	0	1	0	3	0	3	1	0	0	1				5
1630 - 1645	0	1	0	1	1	1	0	2	0	0	0	0				3
1645 - 1700	0	0	0	0	1	2	0	3	0	0	0	0				3
Hourly Total	0	2	0	2	2	7	0	9	2	0	0	2				13
1700 - 1715	0	0	0	0	3	2	0	5	1	0	0	1				6
1715 - 1730	0	1	0	1	0	1	0	1	0	0	0	0				2
1730 - 1745	0	0	0	0	0	0	0	0	1	0	0	1				1
1745 - 1800	0	0	0	0	2	0	0	2	0	0	0	0				2
Hourly Total	0	1	0	1	5	3	0	8	2	0	0	2				11
Grand Total	0	3	0	3	7	10	0	17	4	0	0	4				24
Approach %	0.00	100.00	0.00	-	41.18	58.82	0.00	-	100.00	0.00	0.00	-				
Intersection %	0.00	12.50	0.00	12.50	29.17	41.67	0.00	70.83	16.67	0.00	0.00	16.67				

Classified Turn Movement Count || Bicycles

Villa Rica, GA



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Site 4
Liberty Rd (South)
Liberty Rd (North)
I-20 Tom Murphy Fwy E Bound Off-Ramp
I-20 Tom Murphy Fwy E Bound On-Ramp



Date
Tuesday, May 13, 2025

Lat/Long
33.723803°, -84.901090°
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Weather
Mostly Cloudy
69°F
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0700 - 0900 (Weekday 2h Session) (05-13-2025)

Bicycles

TIME	Northbound				Southbound				Eastbound				Westbound			
	Liberty Rd (South)				Liberty Rd (North)				I-20 Tom Murphy Fwy E Bound Off-Ramp				I-20 Tom Murphy Fwy E Bound On-Ramp			
	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	Thru 4.8	Right 4.9	App Total				Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0				0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0				0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0				0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0				0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0				0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0				0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0				0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0				0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0				0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0				0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0				0
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-				
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				

1600 - 1800 (Weekday 2h Session) (05-13-2025)

Bicycles

TIME	Northbound				Southbound				Eastbound				Westbound			
	Liberty Rd (South)				Liberty Rd (North)				I-20 Tom Murphy Fwy E Bound Off-Ramp				I-20 Tom Murphy Fwy E Bound On-Ramp			
	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	Thru 4.8	Right 4.9	App Total				Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0				0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0				0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0				0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0				0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0				0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0				0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0				0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0				0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0				0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0				0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0				0
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-				
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				

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

Villa Rica, GA



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Site 4
Liberty Rd (South)
Liberty Rd (North)
I-20 Tom Murphy Fwy E Bound Off-Ramp
I-20 Tom Murphy Fwy E Bound On-Ramp



Date
Tuesday, May 13, 2025

Lat/Long
33.723803°, -84.901090°
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Weather
Mostly Cloudy
69°F
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0700 - 0900 (Weekday 2h Session) (05-13-2025)

All Trucks (4-13)

TIME	Northbound				Southbound				Eastbound				Westbound			
	Liberty Rd (South)				Liberty Rd (North)				I-20 Tom Murphy Fwy E Bound Off-Ramp				I-20 Tom Murphy Fwy E Bound On-Ramp			
	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	Thru 4.8	Right 4.9	App Total				Int Total
0700 - 0715	4	7	0	11	2	4	0	6	0	0	2	2				19
0715 - 0730	7	3	0	10	5	6	0	11	2	0	1	3				24
0730 - 0745	5	3	0	8	3	6	0	9	2	0	0	2				19
0745 - 0800	4	1	0	5	6	7	0	13	2	1	1	4				22
Hourly Total	20	14	0	34	16	23	0	39	6	1	4	11				84
0800 - 0815	2	3	0	5	7	4	0	11	1	0	1	2				18
0815 - 0830	5	2	0	7	4	5	0	9	2	0	0	2				18
0830 - 0845	2	2	0	4	2	3	0	5	4	0	0	4				13
0845 - 0900	5	5	0	10	2	8	0	10	1	0	0	1				21
Hourly Total	14	12	0	26	15	20	0	35	8	0	1	9				70
Grand Total	34	26	0	60	31	43	0	74	14	1	5	20				154
Approach %	56.67	43.33	0.00	-	41.89	58.11	0.00	-	70.00	5.00	25.00	-				
Intersection %	22.08	16.88	0.00	38.96	20.13	27.92	0.00	48.05	9.09	0.65	3.25	12.99				

1600 - 1800 (Weekday 2h Session) (05-13-2025)

All Trucks (4-13)

TIME	Northbound				Southbound				Eastbound				Westbound			
	Liberty Rd (South)				Liberty Rd (North)				I-20 Tom Murphy Fwy E Bound Off-Ramp				I-20 Tom Murphy Fwy E Bound On-Ramp			
	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	Thru 4.8	Right 4.9	App Total				Int Total
1600 - 1615	2	1	0	3	3	5	0	8	1	0	2	3				14
1615 - 1630	5	3	0	8	1	5	0	6	3	0	1	4				18
1630 - 1645	3	4	0	7	4	6	0	10	2	0	1	3				20
1645 - 1700	7	3	0	10	2	8	0	10	0	0	1	1				21
Hourly Total	17	11	0	28	10	24	0	34	6	0	5	11				73
1700 - 1715	0	3	0	3	6	4	0	10	1	0	0	1				14
1715 - 1730	3	2	0	5	1	5	0	6	1	0	1	2				13
1730 - 1745	0	1	0	1	3	2	0	5	2	0	0	2				8
1745 - 1800	1	0	0	1	5	4	0	9	3	0	0	3				13
Hourly Total	4	6	0	10	15	15	0	30	7	0	1	8				48
Grand Total	21	17	0	38	25	39	0	64	13	0	6	19				121
Approach %	55.26	44.74	0.00	-	39.06	60.94	0.00	-	68.42	0.00	31.58	-				
Intersection %	17.36	14.05	0.00	31.40	20.66	32.23	0.00	52.89	10.74	0.00	4.96	15.70				

Crosswalk Counts || Pedestrians

Villa Rica, GA



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Site 4
Liberty Rd (South)
Liberty Rd (North)
I-20 Tom Murphy Fwy E Bound Off-Ramp
I-20 Tom Murphy Fwy E Bound On-Ramp

Date
Tuesday, May 13, 2025

Weather
Mostly Cloudy
69°F
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Lat/Long
33.723803°, -84.901090°
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0700 - 0900 (Weekday 2h Session) (05-13-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			Int
	Liberty Rd (South)			Liberty Rd (North)			I-20 Tom Murphy Fwy E Bound Off-Ramp			I-20 Tom Murphy Fwy E Bound On-Ramp			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	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	5	8	13	0	0	0	3	1	4	7	2	9	26
0815 - 0830	5	5	10	0	2	2	0	1	1	4	5	9	22
0830 - 0845	2	1	3	0	0	0	0	0	0	2	4	6	9
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	12	14	26	0	2	2	3	2	5	13	11	24	57
Grand Total	12	14	26	0	2	2	3	2	5	13	11	24	57
Approach %	46.15	53.85	-	0.00	100.00	-	60.00	40.00	-	54.17	45.83	-	
Intersection %	21.05	24.56	45.61	0.00	3.51	3.51	5.26	3.51	8.77	22.81	19.30	42.11	

1600 - 1800 (Weekday 2h Session) (05-13-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			Int Total
	Liberty Rd (South)			Liberty Rd (North)			I-20 Tom Murphy Fwy E Bound Off-Ramp			I-20 Tom Murphy Fwy E Bound On-Ramp			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	
1615 - 1630	0	0	0	0	0	0	0	0	0	0	1	1	
1630 - 1645	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	
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	1	
1700 - 1715	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	
1730 - 1745	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	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	1	1	
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	

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Weather

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Bicycles

	Northbound				Southbound				Eastbound				Westbound				
	Liberty Rd (South)				Liberty Rd (North)				I-20 Tom Murphy Fwy E Bound Off-Ramp				I-20 Tom Murphy Fwy E Bound On-Ramp				
	EB	WB		App	EB	WB		App	NB	SB		App	NB	SB		App	Int
TIME	4a	4b		Total	4c	4d		Total	4e	4f		Total	4g	4h		Total	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	

Bicycles

	Northbound				Southbound				Eastbound				Westbound				
	Liberty Rd (South)				Liberty Rd (North)				I-20 Tom Murphy Fwy E Bound Off-Ramp				I-20 Tom Murphy Fwy E Bound On-Ramp				
TIME	EB 4a	WB 4b		App Total	EB 4c	WB 4d		App Total	NB 4e	SB 4f		App Total	NB 4g	SB 4h		App Total	Int Total
1600 - 1615	0	0		0	0	0		0	0	0		0	0	0		0	0
1615 - 1630	0	0		0	0	0		0	0	0		0	0	0		0	0
1630 - 1645	0	0		0	0	0		0	0	0		0	0	0		0	0
1645 - 1700	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1700 - 1715	0	0		0	0	0		0	0	0		0	0	0		0	0
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

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Date

Tuesday, May 13, 2025

Weather

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69°F

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Lat/Long

33.723803°, -84.901090°

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Motorized Vehicles

	Northbound				Southbound				Eastbound				Westbound				Int
	Liberty Rd (South)			App	Liberty Rd (North)			App	I-20 Tom Murphy Fwy E Bound Off-Ramp			App	I-20 Tom Murphy Fwy E Bound On-Ramp			App	
TIME	EB 4a	WB 4b		Total	EB 4c	WB 4d		Total	NB 4e	SB 4f		Total	NB 4g	SB 4h		Total	
0700 - 0715	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	
0730 - 0745	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	
Hourly Total	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	
0815 - 0830	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	
0845 - 0900	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	
Grand Total	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	

Motorized Vehicles

	Northbound				Southbound				Eastbound				Westbound				
	Liberty Rd (South)				Liberty Rd (North)				I-20 Tom Murphy Fwy E Bound Off-Ramp				I-20 Tom Murphy Fwy E Bound On-Ramp				
TIME	EB 4a	WB 4b		App Total	EB 4c	WB 4d		App Total	NB 4e	SB 4f		App Total	NB 4g	SB 4h		App Total	Int Total
1600 - 1615	0	0		0	0	0		0	0	0		0	0	0		0	0
1615 - 1630	0	0		0	0	0		0	0	0		0	0	0		0	0
1630 - 1645	0	0		0	0	0		0	0	0		0	0	0		0	0
1645 - 1700	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1700 - 1715	0	0		0	0	0		0	0	0		0	0	0		0	0
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

Start Date: 5/13/2025		Tom Murphy Fwy E Bound Off-Ramp			Tom Murphy Fwy E Bound On-Ramp			Liberty Rd (South)			Liberty Rd (North)			Total
		Eastbound			Westbound			Northbound			Southbound			
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
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		24	0	24	0	0	0	0	79	58	126	65	0	376
07:15 AM - 07:30 AM		15	0	39	0	0	0	0	101	72	132	68	0	427
07:30 AM - 07:45 AM		16	0	47	0	0	0	0	96	63	148	71	0	441
07:45 AM - 08:00 AM		24	1	59	0	0	0	0	109	53	114	80	0	440
08:00 AM - 08:15 AM		34	0	29	0	0	0	0	76	37	104	57	0	337
08:15 AM - 08:30 AM		32	0	25	0	0	0	0	77	29	101	65	0	329
08:30 AM - 08:45 AM		33	0	27	0	0	0	0	68	32	95	71	0	326
08:45 AM - 09:00 AM		37	0	16	0	0	0	0	68	30	82	75	0	308
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	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM		31	1	18	0	0	0	0	74	38	58	101	0	321
04:15 PM - 04:30 PM		29	0	32	0	0	0	0	96	27	78	104	0	366
04:30 PM - 04:45 PM		37	1	28	0	0	0	0	106	26	80	88	0	366
04:45 PM - 05:00 PM		32	0	26	0	0	0	0	107	30	79	109	0	383
05:00 PM - 05:15 PM		36	1	20	0	0	0	0	77	38	91	109	0	372
05:15 PM - 05:30 PM		29	0	23	0	0	0	0	84	33	91	99	0	359
05:30 PM - 05:45 PM		40	0	23	0	0	0	0	90	27	96	109	0	385
05:45 PM - 06:00 PM		43	0	25	0	0	0	0	71	38	67	111	0	355
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

All vehicles

All Vehicles		Northbound						Southbound						Eastbound						Westbound						Int Total
		Liberty Rd (South)						Liberty Rd (North)						Edge Rd (West)						Edge Rd (East)						
Time	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total		
0700 - 0715	2	104	4	-	0	110	2	66	17	-	8	93	13	0	2	-	0	15	0	0	9	-	0	9	227	
0715 - 0730	9	114	7	-	0	130	10	65	9	-	20	104	26	1	4	-	0	31	0	0	13	-	0	13	278	
0730 - 0745	2	96	3	-	0	101	4	74	18	-	21	117	32	0	8	-	0	40	1	3	7	-	0	11	269	
0745 - 0800	4	99	5	-	0	108	4	69	31	-	36	140	21	0	10	-	0	31	1	1	6	-	0	8	287	
Total	17	413	19	0	0	449	20	274	75	0	85	454	92	1	24	0	0	117	2	4	35	0	0	41	1061	
Approach %	3.79	91.98	4.23	0.00	0.00	-	4.41	60.35	16.52	0.00	18.72	-	78.63	0.85	20.51	0.00	0.00	-	4.88	9.76	85.37	0.00	0.00	-		
PHF	0.47	0.91	0.68	0.00	0.00	0.86	0.50	0.93	0.60	0.00	0.59	0.81	0.72	0.25	0.60	0.00	0.00	0.73	0.50	0.33	0.67	0.00	0.00	0.79	0.92	

Passenger Vehicles (1-3)

Assess. Vehicle (2-5)	Northbound							Southbound							Eastbound							Westbound							Int
	Liberty Rd (South)							Liberty Rd (North)							Edge Rd (West)							Edge Rd (East)							
	Left	Thru	Right		U-Turn	App	Total	Left	Thru	Right		U-Turn	App	Total	Left	Thru	Right		U-Turn	App	Total	Left	Thru	Right		U-Turn	App	Total	
Time	5.1	5.2	5.3		5.4			5.5	5.6	5.7		5.8			5.9	5.10	5.11		5.12			5.13	5.14	5.15		5.16			
0700 - 0715	2	94	4	-	0	100		2	60	17	-	8	87		13	0	2	-	0	15		0	0	8	-	0	8	210	
0715 - 0730	9	110	7	-	0	126		8	61	8	-	20	97		22	1	4	-	0	27		0	0	11	-	0	11	261	
0730 - 0745	2	90	3	-	0	95		4	68	18	-	21	111		30	0	8	-	0	38		1	2	7	-	0	10	254	
0745 - 0800	4	95	5	-	0	104		4	65	28	-	35	132		21	0	9	-	0	30		1	1	6	-	0	8	274	
Total	17	389	19	0	0	425		18	254	71	0	84	427		86	1	23	0	0	110		2	3	32	0	0	37	999	
Approach %	4.00	91.53	4.47	0.00	0.00	-		4.22	59.48	16.63	0.00	19.67	-		78.18	0.91	20.91	0.00	0.00	-		5.41	8.11	86.49	0.00	0.00	-		
PHF	0.47	0.88	0.68	0.00	0.00	0.84		0.56	0.93	0.63	0.00	0.60	0.81		0.72	0.25	0.64	0.00	0.00	0.72		0.50	0.38	0.73	0.00	0.00	0.84	0.91	

Single Unit Trucks (4-7)

Single Unit Trucks (4.7)	Northbound						Southbound						Eastbound						Westbound						Int Total
	Liberty Rd (South)						Liberty Rd (North)						Edge Rd (West)						Edge Rd (East)						
	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	
Time	0	5	0	-	0	5	0	5	0	-	0	5	0	0	0	-	0	0	0	0	0	1	-	0	1
0700 - 0715	0	5	0	-	0	5	0	5	0	-	0	5	0	0	0	-	0	0	0	0	0	1	-	0	1
0715 - 0730	0	4	0	-	0	4	2	3	1	-	0	6	4	0	0	-	0	4	0	0	1	-	0	1	
0730 - 0745	0	6	0	-	0	6	0	6	0	-	0	6	2	0	0	-	0	2	0	1	0	-	0	1	
0745 - 0800	0	4	0	-	0	4	0	3	3	-	1	7	0	0	0	-	0	0	0	0	0	-	0	0	
Total	0	19	0	0	0	19	2	17	4	0	1	24	6	0	0	0	0	6	0	1	2	0	0	3	
Approach %	0.00	100.00	0.00	0.00	0.00	-	8.33	70.83	16.67	0.00	4.17	-	100.00	0.00	0.00	0.00	0.00	-	0.00	33.33	66.67	0.00	0.00	-	
PHF	0.00	0.79	0.00	0.00	0.00	0.79	0.25	0.71	0.33	0.00	0.25	0.86	0.38	0.00	0.00	0.00	0.00	0.38	0.00	0.25	0.50	0.00	0.00	0.75	
																								0.87	

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Liberty Rd (South)						Liberty Rd (North)						Edge Rd (West)						Edge Rd (East)						
	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	
0700 - 0715	0	5	0	-	0	5	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	6
0715 - 0730	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	1	-	0	1	2
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	1	0	-	0	1	0	0	1	-	0	1	0	0	0	-	0	0	2
Total	0	5	0	0	0	5	0	3	0	0	0	3	0	0	1	0	0	1	0	0	1	0	0	1	10
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	100.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.75	0.00	0.00	0.00	0.75	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.25	0.42

Bicycles

Bicycles	Northbound						Southbound						Eastbound						Westbound						Int Total
	Liberty Rd (South)						Liberty Rd (North)						Edge Rd (West)						Edge Rd (East)						
	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	
Time	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0
0700 - 0715	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
0715 - 0730	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



[Click here for Map](#)

Peak Hour Turning Movement Count

Villa Rica, GA



www.marrtraffic.com



Tuesday, May 13, 2025		
	Mostly Cloudy	69°F
Period	1600 - 1800	APPLY
Peak Hour	1615 - 1715	APPLY
Global PH	1645 - 1745	APPLY

* the Peak Hour Diagram does not include bicycles



Session Parameters

(Drop Down Menu)

Global Peak Hour

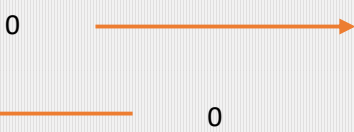
Volume

Liberty Rd (North)

Southbound

105	328	35	20	488	464	(1-3)
0	15	1	0	16	18	(4-7)
0	4	1	0	5	1	(8-13)

105	347	37	20	509	483	Total



Edge Rd (West)

Eastbound

(1-3)	(4-7)	(8-13)	Total
144	1	0	145
104	1	0	105

0	0	0	0
75	1	0	76
3	0	0	3
26	0	0	26



Classes	(1-3)	(4-7)	(8-13)	Total
Volume	1029	35	6	1070
PHF				0.92
ADT (Calc)			10	10700

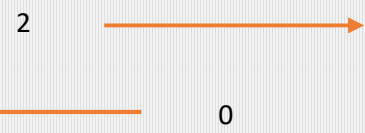


Westbound

32	1	3	28
5	0	0	5
16	0	0	16
0	0	0	0

53	1	3	49
53	1	1	51
Total	(8-13)	(4-7)	(1-3)

Edge Rd (East)



Total	389	403	0	35	355	13
(8-13)	4	0	0	0	0	0
(4-7)	15	15	0	1	14	0
(1-3)	370	388	0	34	341	13

Northbound

Liberty Rd (South)

All vehicles

All Vehicles		Northbound						Southbound						Eastbound						Westbound						Int Total
		Liberty Rd (South)						Liberty Rd (North)						Edge Rd (West)						Edge Rd (East)						
Time	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total		
	1615 - 1630	3	86	5	-	0	94	8	97	24	-	8	137	16	1	5	-	0	22	3	1	8	-	0	12	265
	1630 - 1645	14	90	7	-	0	111	7	75	27	-	9	118	23	3	3	-	0	29	3	0	13	-	0	16	274
	1645 - 1700	12	112	5	-	0	129	8	92	28	-	4	132	14	0	6	-	0	20	0	2	8	-	0	10	291
	1700 - 1715	13	72	3	-	0	88	10	87	25	-	8	130	20	0	7	-	0	27	9	3	10	-	0	22	267
Total	42	360	20	0	0	422	33	351	104	0	29	517	73	4	21	0	0	98	15	6	39	0	0	60	1097	
Approach %	9.95	85.31	4.74	0.00	0.00	-	6.38	67.89	20.12	0.00	5.61	-	74.49	4.08	21.43	0.00	0.00	-	25.00	10.00	65.00	0.00	0.00	-		
PHF	0.75	0.80	0.71	0.00	0.00	0.82	0.83	0.90	0.93	0.00	0.81	0.94	0.79	0.33	0.75	0.00	0.00	0.84	0.42	0.50	0.75	0.00	0.00	0.68	0.94	

Passenger Vehicles (1-3)

Time	Northbound							Southbound							Eastbound							Westbound							Int Total
	Liberty Rd (South)							Liberty Rd (North)							Edge Rd (West)							Edge Rd (East)							
	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total					
1615 - 1630	3	81	5	-	0	89	8	92	23	-	8	131	13	1	4	-	0	18	3	1	8	-	0	12	250				
1630 - 1645	13	83	6	-	0	102	7	68	27	-	9	111	23	2	3	-	0	28	3	0	13	-	0	16	257				
1645 - 1700	12	103	5	-	0	120	7	84	28	-	4	123	14	0	6	-	0	20	0	2	7	-	0	9	272				
1700 - 1715	13	72	3	-	0	88	9	84	25	-	8	126	19	0	7	-	0	26	9	3	8	-	0	20	260				
Total	41	339	19	0	0	399	31	328	103	0	29	491	69	3	20	0	0	92	15	6	36	0	0	57	1039				
Approach %	10.28	84.96	4.76	0.00	0.00	-	6.31	66.80	20.98	0.00	5.91	-	75.00	3.26	21.74	0.00	0.00	-	26.32	10.53	63.16	0.00	0.00	-					
PHF	0.79	0.82	0.79	0.00	0.00	0.83	0.86	0.89	0.92	0.00	0.81	0.94	0.75	0.38	0.71	0.00	0.00	0.82	0.42	0.50	0.69	0.00	0.00	0.71	0.95				

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Liberty Rd (South)						Liberty Rd (North)						Edge Rd (West)						Edge Rd (East)						
	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	
1615 - 1630	0	4	0	-	0	4	0	3	0	-	0	3	3	0	1	-	0	4	0	0	0	-	0	0	11
1630 - 1645	1	6	1	-	0	8	0	6	0	-	0	6	0	1	0	-	0	1	0	0	0	-	0	0	15
1645 - 1700	0	9	0	-	0	9	1	6	0	-	0	7	0	0	0	-	0	0	0	0	1	-	0	1	17
1700 - 1715	0	0	0	-	0	0	0	2	0	-	0	2	1	0	0	-	0	1	0	0	2	-	0	2	5
Total	1	19	1	0	0	21	1	17	0	0	0	18	4	1	1	0	0	6	0	0	3	0	0	3	48
Approach %	4.76	90.48	4.76	0.00	0.00	-	5.56	94.44	0.00	0.00	0.00	-	66.67	16.67	16.67	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.25	0.53	0.25	0.00	0.00	0.58	0.25	0.71	0.00	0.00	0.00	0.64	0.33	0.25	0.25	0.00	0.00	0.38	0.00	0.00	0.38	0.00	0.00	0.38	0.71

Combination Trucks (8-13)

[illegible]

Bicycles

Bicycles	Northbound						Southbound						Eastbound						Westbound						Int	
	Liberty Rd (South)						Liberty Rd (North)						Edge Rd (West)						Edge Rd (East)							
Time	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Total	
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
1700 - 1715	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	-		
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

Classified Turn Movement Count || All vehicles

Villa Rica, GA



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Site 5

Liberty Rd (South)
Liberty Rd (North)
Edge Rd (West)
Edge Rd (East)



Date

Tuesday, May 13, 2025

Lat/Long

33.722226°, -84.901943°

[Click here for Map](#)

Weather

Mostly Cloudy
69°F

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0700 - 0900 (Weekday 2h Session) (05-13-2025)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Liberty Rd (South)					Liberty Rd (North)					Edge Rd (West)					Edge Rd (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
0700 - 0715	2	104	4	0	110	2	66	17	8	93	13	0	2	0	15	0	0	9	0	9	227
0715 - 0730	9	114	7	0	130	10	65	9	20	104	26	1	4	0	31	0	0	13	0	13	278
0730 - 0745	2	96	3	0	101	4	74	18	21	117	32	0	8	0	40	1	3	7	0	11	269
0745 - 0800	4	99	5	0	108	4	69	31	36	140	21	0	10	0	31	1	1	6	0	8	287
Hourly Total	17	413	19	0	449	20	274	75	85	454	92	1	24	0	117	2	4	35	0	41	1061
0800 - 0815	4	79	4	0	87	3	58	13	11	85	16	1	7	0	24	0	2	8	0	10	206
0815 - 0830	7	80	4	0	91	6	66	11	8	91	17	0	3	0	20	3	0	5	0	8	210
0830 - 0845	6	68	2	0	76	8	73	8	7	96	18	2	8	0	28	1	0	10	0	11	211
0845 - 0900	3	70	1	0	74	2	72	16	1	91	23	0	3	0	26	1	1	1	0	3	194
Hourly Total	20	297	11	0	328	19	269	48	27	363	74	3	21	0	98	5	3	24	0	32	821
Grand Total	37	710	30	0	777	39	543	123	112	817	166	4	45	0	215	7	7	59	0	73	1882
Approach %	4.76	91.38	3.86	0.00	-	4.77	66.46	15.06	13.71	-	77.21	1.86	20.93	0.00	-	9.59	9.59	80.82	0.00	-	
Intersection %	1.97	37.73	1.59	0.00	41.29	2.07	28.85	6.54	5.95	43.41	8.82	0.21	2.39	0.00	11.42	0.37	0.37	3.13	0.00	3.88	
Heavy Vehicle %	5	6	7	-	6	5	7	6	1	6	8	0	2	-	7	0	14	8	-	8	6
PHF	0.47	0.91	0.68	0.00	0.86	0.50	0.93	0.60	0.59	0.81	0.72	0.25	0.60	0.00	0.73	0.50	0.33	0.67	0.00	0.79	0.92
Peak Hour Total	17	413	19	0	449	20	274	75	85	454	92	1	24	0	117	2	4	35	0	41	1061
Peak Hour HV %	0	6	0	0	5	10	7	5	1	6	7	0	4	0	6	0	25	9	0	10	6

1600 - 1800 (Weekday 2h Session) (05-13-2025)

All vehicles

	Northbound				Southbound				Eastbound				Westbound								
	Liberty Rd (South)				Liberty Rd (North)				Edge Rd (West)				Edge Rd (East)								
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1600 - 1615	6	83	4	0	93	4	88	30	0	122	23	4	6	0	33	5	3	7	0	15	263
1615 - 1630	3	86	5	0	94	8	97	24	8	137	16	1	5	0	22	3	1	8	0	12	265
1630 - 1645	14	90	7	0	111	7	75	27	9	118	23	3	3	0	29	3	0	13	0	16	274
1645 - 1700	12	112	5	0	129	8	92	28	4	132	14	0	6	0	20	0	2	8	0	10	291
Hourly Total	35	371	21	0	427	27	352	109	21	509	76	8	20	0	104	11	6	36	0	53	1093
1700 - 1715	13	72	3	0	88	10	87	25	8	130	20	0	7	0	27	9	3	10	0	22	267
1715 - 1730	7	92	1	0	100	6	94	21	0	121	19	1	5	0	25	2	0	7	0	9	255
1730 - 1745	3	79	4	0	86	13	74	31	8	126	23	2	8	0	33	5	0	7	0	12	257
1745 - 1800	9	82	0	0	91	6	88	42	2	138	22	0	3	0	25	2	1	8	0	11	265
Hourly Total	32	325	8	0	365	35	343	119	18	515	84	3	23	0	110	18	4	32	0	54	1044
Grand Total	67	696	29	0	792	62	695	228	39	1024	160	11	43	0	214	29	10	68	0	107	2137
Approach %	8.46	87.88	3.66	0.00	-	6.05	67.87	22.27	3.81	-	74.77	5.14	20.09	0.00	-	27.10	9.35	63.55	0.00	-	
Intersection %	3.14	32.57	1.36	0.00	37.06	2.90	32.52	10.67	1.82	47.92	7.49	0.51	2.01	0.00	10.01	1.36	0.47	3.18	0.00	5.01	
Heavy Vehicle %	3	4	3	-	4	3	6	2	0	4	3	9	2	-	3	0	0	6	-	4	4
PHF	0.75	0.80	0.71	0.00	0.82	0.83	0.90	0.93	0.81	0.94	0.79	0.33	0.75	0.00	0.84	0.42	0.50	0.75	0.00	0.68	0.94
Peak Hour Total	42	360	20	0	422	33	351	104	29	517	73	4	21	0	98	15	6	39	0	60	1097
Peak Hour HV %	2	6	5	0	5	6	7	1	0	5	5	25	5	0	6	0	0	8	0	5	5

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

Villa Rica, GA

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Site 5

Liberty Rd (South)
Liberty Rd (North)
Edge Rd (West)
Edge Rd (East)

Date

Tuesday, May 13, 2025

Lat/Long

33.722226°, -84.901943°

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Weather

Mostly Cloudy
69°F

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0700 - 0900 (Weekday 2h Session) (05-13-2025)

Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				Westbound								
	Liberty Rd (South)				Liberty Rd (North)				Edge Rd (West)				Edge Rd (East)								
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
0700 - 0715	2	94	4	0	100	2	60	17	8	87	13	0	2	0	15	0	0	8	0	8	210
0715 - 0730	9	110	7	0	126	8	61	8	20	97	22	1	4	0	27	0	0	11	0	11	261
0730 - 0745	2	90	3	0	95	4	68	18	21	111	30	0	8	0	38	1	2	7	0	10	254
0745 - 0800	4	95	5	0	104	4	65	28	35	132	21	0	9	0	30	1	1	6	0	8	274
Hourly Total	17	389	19	0	425	18	254	71	84	427	86	1	23	0	110	2	3	32	0	37	999
0800 - 0815	4	75	4	0	83	3	53	13	11	80	15	1	7	0	23	0	2	8	0	10	196
0815 - 0830	6	75	3	0	84	6	62	10	8	86	16	0	3	0	19	3	0	4	0	7	196
0830 - 0845	6	67	2	0	75	8	70	8	7	93	16	2	8	0	26	1	0	9	0	10	204
0845 - 0900	2	64	0	0	66	2	66	14	1	83	19	0	3	0	22	1	1	1	0	3	174
Hourly Total	18	281	9	0	308	19	251	45	27	342	66	3	21	0	90	5	3	22	0	30	770
Grand Total	35	670	28	0	733	37	505	116	111	769	152	4	44	0	200	7	6	54	0	67	1769
Approach %	4.77	91.41	3.82	0.00	-	4.81	65.67	15.08	14.43	-	76.00	2.00	22.00	0.00	-	10.45	8.96	80.60	0.00	-	
Intersection %	1.98	37.87	1.58	0.00	41.44	2.09	28.55	6.56	6.27	43.47	8.59	0.23	2.49	0.00	11.31	0.40	0.34	3.05	0.00	3.79	

1600 - 1800 (Weekday 2h Session) (05-13-2025)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Liberty Rd (South)					Liberty Rd (North)					Edge Rd (West)					Edge Rd (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1600 - 1615	6	80	4	0	90	4	83	28	0	115	23	4	6	0	33	5	3	7	0	15	253
1615 - 1630	3	81	5	0	89	8	92	23	8	131	13	1	4	0	18	3	1	8	0	12	250
1630 - 1645	13	83	6	0	102	7	68	27	9	111	23	2	3	0	28	3	0	13	0	16	257
1645 - 1700	12	103	5	0	120	7	84	28	4	123	14	0	6	0	20	0	2	7	0	9	272
Hourly Total	34	347	20	0	401	26	327	106	21	480	73	7	19	0	99	11	6	35	0	52	1032
1700 - 1715	13	72	3	0	88	9	84	25	8	126	19	0	7	0	26	9	3	8	0	20	260
1715 - 1730	6	88	1	0	95	6	88	21	0	115	19	1	5	0	25	2	0	6	0	8	243
1730 - 1745	3	78	4	0	85	13	72	31	8	124	23	2	8	0	33	5	0	7	0	12	254
1745 - 1800	9	81	0	0	90	6	85	41	2	134	22	0	3	0	25	2	1	8	0	11	260
Hourly Total	31	319	8	0	358	34	329	118	18	499	83	3	23	0	109	18	4	29	0	51	1017
Grand Total	65	666	28	0	759	60	656	224	39	979	156	10	42	0	208	29	10	64	0	103	2049
Approach %	8.56	87.75	3.69	0.00	-	6.13	67.01	22.88	3.98	-	75.00	4.81	20.19	0.00	-	28.16	9.71	62.14	0.00	-	
Intersection %	3.17	32.50	1.37	0.00	37.04	2.93	32.02	10.93	1.90	47.78	7.61	0.49	2.05	0.00	10.15	1.42	0.49	3.12	0.00	5.03	

 Marr Traffic
DATA COLLECTION

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Villa Rica, GA

Liberty Rd (South)
Liberty Rd (North)
Edge Rd (West)
Edge Rd (East)

Tuesday, May 13, 2025

33.722226°, -84.901943°

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Mostly Cloudy
69°F

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Single Unit Trucks (4-7)

[illegible]

Single Unit Trucks (4-7)

[illegible]

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

Villa Rica, GA



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Site 5
Liberty Rd (South)
Liberty Rd (North)
Edge Rd (West)
Edge Rd (East)



Date
Tuesday, May 13, 2025

Lat/Long
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0700 - 0900 (Weekday 2h Session) (05-13-2025)

Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				Westbound								
	Liberty Rd (South)				Liberty Rd (North)				Edge Rd (West)				Edge Rd (East)								
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
0700 - 0715	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	6
0715 - 0730	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
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	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
Hourly Total	0	5	0	0	5	0	3	0	0	3	0	0	1	0	1	0	0	1	0	1	10
0800 - 0815	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
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	1	0	0	0	1	0	0	1	0	1	2
0845 - 0900	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
Hourly Total	1	2	0	0	3	0	0	0	0	0	3	0	0	0	3	0	0	1	0	1	7
Grand Total	1	7	0	0	8	0	3	0	0	3	3	0	1	0	4	0	0	2	0	2	17
Approach %	12.50	87.50	0.00	0.00	-	0.00	100.00	0.00	0.00	-	75.00	0.00	25.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	5.88	41.18	0.00	0.00	47.06	0.00	17.65	0.00	0.00	17.65	17.65	0.00	5.88	0.00	23.53	0.00	0.00	11.76	0.00	11.76	

1600 - 1800 (Weekday 2h Session) (05-13-2025)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound										
	Liberty Rd (South)					Liberty Rd (North)					Edge Rd (West)					Edge Rd (East)										
TIME	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total	
1600 - 1615	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	0	0	0	0		0	0	1
1615 - 1630	0	1	0		0	1	0	2	1		0	3	0	0	0		0	0	0	0	0	0		0	0	4
1630 - 1645	0	1	0		0	1	0	1	0		0	1	0	0	0		0	0	0	0	0	0		0	0	2
1645 - 1700	0	0	0		0	0	0	2	0		0	2	0	0	0		0	0	0	0	0	0		0	0	2
Hourly Total	0	2	0		0	2	0	6	1		0	7	0	0	0		0	0	0	0	0	0		0	0	9
1700 - 1715	0	0	0		0	0	1	1	0		0	2	0	0	0		0	0	0	0	0	0		0	0	2
1715 - 1730	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	0	0	1	0		0	1	2
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	1	2	0		0	3	0	0	0		0	0	0	0	1	0		0	1	4
Grand Total	0	2	0		0	2	1	8	1		0	10	0	0	0		0	0	0	0	1	0		0	1	13
Approach %	0.00	100.00	0.00		0.00	-	10.00	80.00	10.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	100.00	0.00		0.00	-	
Intersection %	0.00	15.38	0.00		0.00	15.38	7.69	61.54	7.69		0.00	76.92	0.00	0.00	0.00		0.00	0.00	0.00	0.00	7.69	0.00		0.00	7.69	

Classified Turn Movement Count || Bicycles

Villa Rica, GA



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Site 5
Liberty Rd (South)
Liberty Rd (North)
Edge Rd (West)
Edge Rd (East)



Date
Tuesday, May 13, 2025

Lat/Long
33.722226°, -84.901943°
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0700 - 0900 (Weekday 2h Session) (05-13-2025)

Bicycles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Liberty Rd (South)					Liberty Rd (North)					Edge Rd (West)					Edge Rd (East)					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
0700 - 0715	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	
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	
Hourly Total	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	
0815 - 0830	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	
0845 - 0900	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	
Grand Total	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	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-13-2025)

Bicycles

	Northbound					Southbound					Eastbound					Westbound									
	Liberty Rd (South)					Liberty Rd (North)					Edge Rd (West)					Edge Rd (East)									
TIME	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total
1600 - 1615	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1615 - 1630	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1630 - 1645	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1645 - 1700	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1715 - 1730	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1730 - 1745	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1745 - 1800	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Grand Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Approach %	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	

Marr Traffic
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Date

Tuesday, May 13, 2025

Weather

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0700 - 0900 (Weekday 2h Session) (05-13-2025)

All Trucks (4-13)

	Northbound						Southbound						Eastbound						Westbound						
	Liberty Rd (South)						Liberty Rd (North)						Edge Rd (West)						Edge Rd (East)						
TIME	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total
0700 - 0715	0	10	0		0	10	0	6	0		0	6	0	0	0		0	0	0	0	0		0	1	17
0715 - 0730	0	4	0		0	4	2	4	1		0	7	4	0	0		0	4	0	0	2		0	2	17
0730 - 0745	0	6	0		0	6	0	6	0		0	6	2	0	0		0	2	0	1	0		0	1	15
0745 - 0800	0	4	0		0	4	0	4	3		1	8	0	0	1		0	1	0	0	0		0	0	13
Hourly Total	0	24	0		0	24	2	20	4		1	27	6	0	1		0	7	0	1	3		0	4	62
0800 - 0815	0	4	0		0	4	0	5	0		0	5	1	0	0		0	1	0	0	0		0	0	10
0815 - 0830	1	5	1		0	7	0	4	1		0	5	1	0	0		0	1	0	0	1		0	1	14
0830 - 0845	0	1	0		0	1	0	3	0		0	3	2	0	0		0	2	0	0	1		0	1	7
0845 - 0900	1	6	1		0	8	0	6	2		0	8	4	0	0		0	4	0	0	0		0	0	20
Hourly Total	2	16	2		0	20	0	18	3		0	21	8	0	0		0	8	0	0	2		0	2	51
Grand Total	2	40	2		0	44	2	38	7		1	48	14	0	1		0	15	0	1	5		0	6	113
Approach %	4.55	90.91	4.55		0.00	-	4.17	79.17	14.58		2.08	-	93.33	0.00	6.67		0.00	-	0.00	16.67	83.33		0.00	-	
Intersection %	1.77	35.40	1.77		0.00	38.94	1.77	33.63	6.19		0.88	42.48	12.39	0.00	0.88		0.00	13.27	0.00	0.88	4.42		0.00	5.31	

1600 - 1800 (Weekday 2h Session) (05-13-2025)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound										
	Liberty Rd (South)					Liberty Rd (North)					Edge Rd (West)					Edge Rd (East)										
TIME	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total	
1600 - 1615	0	3	0		0	3	0	5	2		0	7	0	0	0		0	0	0	0	0	0	0	0	0	10
1615 - 1630	0	5	0		0	5	0	5	1		0	6	3	0	1		0	4	0	0	0		0	0	15	
1630 - 1645	1	7	1		0	9	0	7	0		0	7	0	1	0		0	1	0	0	0		0	0	17	
1645 - 1700	0	9	0		0	9	1	8	0		0	9	0	0	0		0	0	0	1		0	1	19		
Hourly Total	1	24	1		0	26	1	25	3		0	29	3	1	1		0	5	0	0	1		0	1	61	
1700 - 1715	0	0	0		0	0	1	3	0		0	4	1	0	0		0	1	0	0	2		0	2	7	
1715 - 1730	1	4	0		0	5	0	6	0		0	6	0	0	0		0	0	0	1		0	1	12		
1730 - 1745	0	1	0		0	1	0	2	0		0	2	0	0	0		0	0	0	0		0	0	3		
1745 - 1800	0	1	0		0	1	0	3	1		0	4	0	0	0		0	0	0	0		0	0	5		
Hourly Total	1	6	0		0	7	1	14	1		0	16	1	0	0		0	1	0	0	3		0	3	27	
Grand Total	2	30	1		0	33	2	39	4		0	45	4	1	1		0	6	0	0	4		0	4	88	
Approach %	6.06	90.91	3.03		0.00	-	4.44	86.67	8.89		0.00	-	66.67	16.67	16.67		0.00	-	0.00	0.00	100.00		0.00	-		
Intersection %	2.27	34.09	1.14		0.00	37.50	2.27	44.32	4.55		0.00	51.14	4.55	1.14	1.14		0.00	6.82	0.00	0.00	4.55		0.00	4.55		

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Date

Tuesday, May 13, 2025

Weather

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Pedestrians

	Northbound				Southbound				Eastbound				Westbound				Int
	Liberty Rd (South)			App Total	Liberty Rd (North)			App Total	Edge Rd (West)			App Total	Edge Rd (East)			App Total	
TIME	EB 5a	WB 5b		App Total	EB 5c	WB 5d		App Total	NB 5e	SB 5f		App Total	NB 5g	SB 5h		App Total	
0700 - 0715	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	
0730 - 0745	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	
Hourly Total	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	
0815 - 0830	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	
0845 - 0900	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	
Grand Total	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	

Pedestrians

	Northbound				Southbound				Eastbound				Westbound				
	Liberty Rd (South)				Liberty Rd (North)				Edge Rd (West)				Edge Rd (East)				
TIME	EB 5a	WB 5b		App Total	EB 5c	WB 5d		App Total	NB 5e	SB 5f		App Total	NB 5g	SB 5h		App Total	Int Total
1600 - 1615	0	0		0	0	0		0	0	0		0	0	0		0	0
1615 - 1630	0	0		0	0	0		0	0	0		0	0	0		0	0
1630 - 1645	0	1		1	0	0		0	0	0		0	0	0		0	1
1645 - 1700	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	1		1	0	0		0	0	0		0	0	0		0	1
1700 - 1715	1	0		1	0	0		0	0	0		0	0	0		0	1
1715 - 1730	1	0		1	0	0		0	0	0		0	0	0		0	1
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	2	0		2	0	0		0	0	0		0	0	0		0	2
Grand Total	2	1		3	0	0		0	0	0		0	0	0		0	3
Approach %	66.67	33.33		-	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	66.67	33.33		100.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

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Tuesday, May 13, 2025

Weather

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33.722226°, -84.901943°

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Bicycles

	Northbound				Southbound				Eastbound				Westbound				Int
	Liberty Rd (South)			App	Liberty Rd (North)			App	Edge Rd (West)			App	Edge Rd (East)			App	
TIME	EB 5a	WB 5b		App Total	EB 5c	WB 5d		App Total	NB 5e	SB 5f		App Total	NB 5g	SB 5h		App Total	
0700 - 0715	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	
0730 - 0745	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	
Hourly Total	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	
0815 - 0830	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	
0845 - 0900	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	
Grand Total	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	

Bicycles

[illegible]

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Villa Rica, GA

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Site 5

Liberty Rd (South)

Liberty Rd (North)

Edge Rd (West)

Edge Rd (East)

Date

Tuesday, May 13, 2025

Lat/Long

33.722226°, -84.901943°

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0700 - 0900 (Weekday 2h Session) (05-13-2025)

Motorized Vehicles

	Northbound				Southbound				Eastbound				Westbound				
	Liberty Rd (South)				Liberty Rd (North)				Edge Rd (West)				Edge Rd (East)				
TIME	EB 5a	WB 5b		App Total	EB 5c	WB 5d		App Total	NB 5e	SB 5f		App Total	NB 5g	SB 5h		App Total	Int Total
0700 - 0715	0	0		0	0	0		0	0	0		0	0	0		0	0
0715 - 0730	0	0		0	0	0		0	0	0		0	0	0		0	0
0730 - 0745	0	0		0	0	0		0	0	0		0	0	0		0	0
0745 - 0800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
0800 - 0815	0	0		0	0	0		0	0	0		0	0	0		0	0
0815 - 0830	0	0		0	0	0		0	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (05-13-2025)

Motorized Vehicles

[illegible]

Start Date: 5/13/2025					Edge Rd (West)			Edge Rd (East)			Liberty Rd (South)			Liberty 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	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	13	0	2	0	0	9	2	104	4	2	66	17	219				
07:15 AM - 07:30 AM	26	1	4	0	0	13	9	114	7	10	65	9	258				
07:30 AM - 07:45 AM	32	0	8	1	3	7	2	96	3	4	74	18	248				
07:45 AM - 08:00 AM	21	0	10	1	1	6	4	99	5	4	69	31	251				
08:00 AM - 08:15 AM	16	1	7	0	2	8	4	79	4	3	58	13	195				
08:15 AM - 08:30 AM	17	0	3	3	0	5	7	80	4	6	66	11	202				
08:30 AM - 08:45 AM	18	2	8	1	0	10	6	68	2	8	73	8	204				
08:45 AM - 09:00 AM	23	0	3	1	1	1	3	70	1	2	72	16	193				
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	0	0	0	0	0	0	0	0	0	0				
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0				
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0				
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0				
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0				
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0				
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0				
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0				
04:00 PM - 04:15 PM	23	4	6	5	3	7	6	83	4	4	88	30	263				
04:15 PM - 04:30 PM	16	1	5	3	1	8	3	86	5	8	97	24	257				
04:30 PM - 04:45 PM	23	3	3	3	0	13	14	90	7	7	75	27	265				
04:45 PM - 05:00 PM	14	0	6	0	2	8	12	112	5	8	92	28	287				
05:00 PM - 05:15 PM	20	0	7	9	3	10	13	72	3	10	87	25	259				
05:15 PM - 05:30 PM	19	1	5	2	0	7	7	92	1	6	94	21	255				
05:30 PM - 05:45 PM	23	2	8	5	0	7	3	79	4	13	74	31	249				
05:45 PM - 06:00 PM	22	0	3	2	1	8	9	82	0	6	88	42	263				
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

Villa Rica, GA



www.marrtraffic.com



Tuesday, May 13, 2025		
	Mostly Cloudy	69°F
Period	0700 - 0900	APPLY
Peak Hour	0715 - 0815	APPLY
Global PH	0700 - 0800	APPLY

* the Peak Hour Diagram does not include bicycles



Session Parameters

(Drop Down Menu)

Global Peak Hour

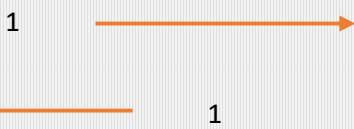
Volume

Liberty Rd (North)

Southbound

9	140	43	0	192	341	(1-3)
0	11	4	0	15	16	(4-7)
0	2	1	0	3	0	(8-13)

9	153	48	0	210	357	Total



Classes	(1-3)	(4-7)	(8-13)	Total
Volume	541	32	3	576
PHF				0.92
ADT (Calc)			10	5760

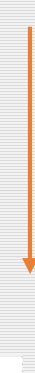
Driveway

Eastbound

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

0	0	0	0
3	0	0	3
0	0	0	0
0	0	0	0

0
3
0
0

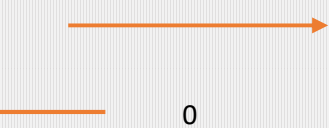


Westbound

Pool Rd

172	0	2	170
0	0	0	0
6	0	1	5
0	0	0	0

178	0	3	175
50	1	4	45
Total	(8-13)	(4-7)	(1-3)



Northbound

Liberty Rd (South)

Total	159	185	0	1	182	2

(8-13)	2	0	0	0	0	0
(4-7)	12	14	0	0	14	0
(1-3)	145	171	0	1	168	2



[Click here for Map](#)

Peak Hour Turning Movement Count

Villa Rica, GA



www.marrtraffic.com



Tuesday, May 13, 2025		
	Mostly Cloudy	69°F
Period	1600 - 1800	APPLY
Peak Hour	1630 - 1730	APPLY
Global PH	1645 - 1745	APPLY

* the Peak Hour Diagram does not include bicycles



Session Parameters

(Drop Down Menu)

Global Peak Hour

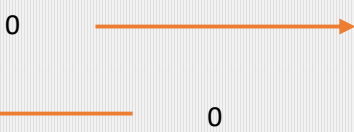
Volume

Liberty Rd (North)

Southbound

2	208	133	1	344	316	(1-3)
0	13	0	0	13	13	(4-7)
0	4	0	0	4	0	(8-13)

2	225	133	1	361	329	Total



Classes	(1-3)	(4-7)	(8-13)	Total
Volume	667	27	4	698
PHF				0.89
ADT (Calc)			10	6980

Driveway

Eastbound

(1-3)	(4-7)	(8-13)	Total
2	0	0	2
2	0	0	2

0	0	0	0
0	0	0	0
0	0	0	0
2	0	0	2



Westbound

77	0	3	0

0	1	76
0	0	0
0	0	3
0	0	0

80	137

0	1	79
0	1	136
(8-13)	(4-7)	(1-3)

Pool Rd

Liberty Rd (South)

Northbound

230	255	0	0	251	4

(8-13)	4	0	0	0	0	0
(4-7)	13	13	0	0	12	1
(1-3)	213	242	0	0	239	3

All vehicles

All Vehicles		Northbound						Southbound						Eastbound						Westbound						Int Total
		Liberty Rd (South)						Liberty Rd (North)						Driveway						Pool Rd						
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		
1630 - 1645	0	68	1	-	0	69	21	44	0	-	0	65	5	0	0	-	0	5	3	0	16	-	0	19	158	
1645 - 1700	0	78	1	-	0	79	30	58	0	-	0	88	0	0	0	-	0	0	0	0	19	-	0	19	186	
1700 - 1715	0	51	0	-	0	51	40	53	0	-	1	94	0	0	0	-	0	0	1	0	13	-	0	14	159	
1715 - 1730	0	64	2	-	0	66	37	64	0	-	0	101	0	0	0	-	0	0	2	0	26	-	0	28	195	
Total	0	261	4	0	0	265	128	219	0	0	1	348	5	0	0	0	0	5	6	0	74	0	0	80	698	
Approach %	0.00	98.49	1.51	0.00	0.00	-	36.78	62.93	0.00	0.00	0.29	-	100.00	0.00	0.00	0.00	0.00	-	7.50	0.00	92.50	0.00	0.00	-		
PHF	0.00	0.84	0.50	0.00	0.00	0.84	0.80	0.86	0.00	0.00	0.25	0.86	0.25	0.00	0.00	0.00	0.00	0.25	0.50	0.00	0.71	0.00	0.00	0.71	0.89	

Passenger Vehicles (1-3)

Access: Vehicles (2-Way)	Northbound							Southbound							Eastbound							Westbound							Int Total
	Liberty Rd (South)							Liberty Rd (North)							Driveway							Pool Rd							
	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	61	1	-	0	62	19	40	0	-	0	59	4	0	0	-	0	4	2	0	16	-	0	18	143				
1630 - 1645	0	72	1	-	0	73	30	51	0	-	0	81	0	0	0	-	0	0	0	0	18	-	0	18	172				
1645 - 1700	0	51	0	-	0	51	40	50	0	-	1	91	0	0	0	-	0	0	1	0	13	-	0	14	156				
1700 - 1715	0	59	1	-	0	60	37	59	0	-	0	96	0	0	0	-	0	0	2	0	26	-	0	28	184				
1715 - 1730																													
Total	0	243	3	0	0	246	126	200	0	0	1	327	4	0	0	0	0	4	5	0	73	0	0	78	655				
Approach %	0.00	98.78	1.22	0.00	0.00	-	38.53	61.16	0.00	0.00	0.31	-	100.00	0.00	0.00	0.00	0.00	-	6.41	0.00	93.59	0.00	0.00	-					
PHF	0.00	0.84	0.75	0.00	0.00	0.84	0.79	0.85	0.00	0.00	0.25	0.85	0.25	0.00	0.00	0.00	0.00	0.25	0.63	0.00	0.70	0.00	0.00	0.70	0.89				

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Liberty Rd (South)						Liberty Rd (North)						Driveway						Pool Rd						
	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	
1630 - 1645	0	6	0	-	0	6	2	4	0	-	0	6	1	0	0	-	0	1	1	0	0	-	0	1	14
1645 - 1700	0	6	0	-	0	6	0	5	0	-	0	5	0	0	0	-	0	0	0	0	1	-	0	1	12
1700 - 1715	0	0	0	-	0	0	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	2
1715 - 1730	0	5	1	-	0	6	0	4	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	10
Total	0	17	1	0	0	18	2	15	0	0	0	17	1	0	0	0	0	1	1	0	1	0	0	2	38
Approach %	0.00	94.44	5.56	0.00	0.00	-	11.76	88.24	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	
PHF	0.00	0.71	0.25	0.00	0.00	0.75	0.25	0.75	0.00	0.00	0.00	0.71	0.25	0.00	0.00	0.00	0.00	0.25	0.25	0.00	0.25	0.00	0.00	0.50	0.68

Combination Trucks (8-13)

[illegible]

Bicycles

bicycles	Northbound						Southbound						Eastbound						Westbound						Int
	Liberty Rd (South)						Liberty Rd (North)						Driveway						Pool Rd						
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	
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles

Villa Rica, GA

Site 6

Liberty Rd (South)
Liberty Rd (North)
Driveway
Pool Rd



Date

Tuesday, May 13, 2025

Lat/Long

33.717501°, -84.900535°

[Click here for Map](#)

Weather

Mostly Cloudy
69°F

[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 2h Session) (05-13-2025)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Liberty Rd (South)					Liberty Rd (North)					Driveway					Pool Rd					
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
0700 - 0715	0	42	0	0	42	4	36	4	0	44	0	0	0	0	0	2	0	37	0	39	125
0715 - 0730	0	51	1	0	52	13	32	2	0	47	1	0	0	0	1	1	0	52	0	53	153
0730 - 0745	1	38	0	0	39	14	49	2	0	65	1	0	0	0	1	2	0	49	0	51	156
0745 - 0800	0	51	1	0	52	17	36	1	0	54	1	0	0	0	1	1	0	34	0	35	142
Hourly Total	1	182	2	0	185	48	153	9	0	210	3	0	0	0	3	6	0	172	0	178	576
0800 - 0815	0	40	1	0	41	10	44	1	0	55	0	1	1	0	2	0	0	28	0	28	126
0815 - 0830	0	51	3	0	54	15	39	0	0	54	0	0	0	0	0	2	0	19	0	21	129
0830 - 0845	0	33	1	0	34	9	44	0	0	53	1	0	0	0	1	0	0	23	0	23	111
0845 - 0900	0	30	0	0	30	8	29	1	0	38	0	0	1	0	1	0	0	16	0	16	85
Hourly Total	0	154	5	0	159	42	156	2	0	200	1	1	2	0	4	2	0	86	0	88	451
Grand Total	1	336	7	0	344	90	309	11	0	410	4	1	2	0	7	8	0	258	0	266	1027
Approach %	0.29	97.67	2.03	0.00	-	21.95	75.37	2.68	0.00	-	57.14	14.29	28.57	0.00	-	3.01	0.00	96.99	0.00	-	
Intersection %	0.10	32.72	0.68	0.00	33.50	8.76	30.09	1.07	0.00	39.92	0.39	0.10	0.19	0.00	0.68	0.78	0.00	25.12	0.00	25.90	
Heavy Vehicle %	0	9	0	-	9	7	9	0	-	8	0	0	0	-	0	13	-	2	-	3	7
PHF	0.25	0.88	0.75	0.00	0.88	0.79	0.82	0.75	0.00	0.85	0.75	0.25	0.25	0.00	0.63	0.50	0.00	0.78	0.00	0.79	0.92
Peak Hour Total	1	180	3	0	184	54	161	6	0	221	3	1	1	0	5	4	0	163	0	167	577
Peak Hour HV %	0	6	0	0	5	6	8	0	0	7	0	0	0	0	0	25	0	2	0	3	5

1600 - 1800 (Weekday 2h Session) (05-13-2025)

All vehicles

	Northbound				Southbound				Eastbound				Westbound								
	Liberty Rd (South)				Liberty Rd (North)				Driveway				Pool Rd								
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
1600 - 1615	0	46	0	0	46	31	48	1	0	80	3	0	0	0	3	4	0	21	1	26	155
1615 - 1630	0	59	1	0	60	39	50	0	0	89	1	0	1	0	2	1	0	20	0	21	172
1630 - 1645	0	68	1	0	69	21	44	0	0	65	5	0	0	0	5	3	0	16	0	19	158
1645 - 1700	0	78	1	0	79	30	58	0	0	88	0	0	0	0	0	0	0	19	0	19	186
Hourly Total	0	251	3	0	254	121	200	1	0	322	9	0	1	0	10	8	0	76	1	85	671
1700 - 1715	0	51	0	0	51	40	53	0	1	94	0	0	0	0	0	1	0	13	0	14	159
1715 - 1730	0	64	2	0	66	37	64	0	0	101	0	0	0	0	0	2	0	26	0	28	195
1730 - 1745	0	58	1	0	59	26	50	2	0	78	0	0	2	0	2	0	0	19	0	19	158
1745 - 1800	0	51	4	0	55	30	47	0	0	77	0	0	0	0	0	2	0	29	0	31	163
Hourly Total	0	224	7	0	231	133	214	2	1	350	0	0	2	0	2	5	0	87	0	92	675
Grand Total	0	475	10	0	485	254	414	3	1	672	9	0	3	0	12	13	0	163	1	177	1346
Approach %	0.00	97.94	2.06	0.00	-	37.80	61.61	0.45	0.15	-	75.00	0.00	25.00	0.00	-	7.34	0.00	92.09	0.56	-	
Intersection %	0.00	35.29	0.74	0.00	36.03	18.87	30.76	0.22	0.07	49.93	0.67	0.00	0.22	0.00	0.89	0.97	0.00	12.11	0.07	13.15	
Heavy Vehicle %	-	5	10	-	6	1	8	0	0	5	11	-	0	-	8	8	-	1	0	2	5
PHF	0.00	0.84	0.50	0.00	0.84	0.80	0.86	0.00	0.25	0.86	0.25	0.00	0.00	0.00	0.25	0.50	0.00	0.71	0.00	0.71	0.89
Peak Hour Total	0	261	4	0	265	128	219	0	1	348	5	0	0	0	5	6	0	74	0	80	698
Peak Hour HV %	0	7	25	0	7	2	9	0	0	6	20	0	0	0	20	17	0	1	0	3	6

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Date

Tuesday, May 13, 2025

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0700 - 0900 (Weekday 2h Session) (05-13-2025)

Passenger Vehicles (1-3)

[illegible]

1600 - 1800 (Weekday 2h Session) (05-13-2025)

Passenger Vehicles (1-3)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Liberty Rd (South)						Liberty Rd (North)						Driveway						Pool Rd						
	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	
1600 - 1615	0	44	0		0	44	31	43	1		0	75	3	0	0		0	3	4	0	20		1	25	147
1615 - 1630	0	54	1		0	55	39	45	0		0	84	1	0	1		0	2	1	0	20		0	21	162
1630 - 1645	0	61	1		0	62	19	40	0		0	59	4	0	0		0	4	2	0	16		0	18	143
1645 - 1700	0	72	1		0	73	30	51	0		0	81	0	0	0		0	0	0	0	18		0	18	172
Hourly Total	0	231	3		0	234	119	179	1		0	299	8	0	1		0	9	7	0	74		1	82	624
1700 - 1715	0	51	0		0	51	40	50	0		1	91	0	0	0		0	0	1	0	13		0	14	156
1715 - 1730	0	59	1		0	60	37	59	0		0	96	0	0	0		0	0	2	0	26		0	28	184
1730 - 1745	0	57	1		0	58	26	48	2		0	76	0	0	2		0	2	0	0	19		0	19	155
1745 - 1800	0	51	4		0	55	30	44	0		0	74	0	0	0		0	0	2	0	29		0	31	160
Hourly Total	0	218	6		0	224	133	201	2		1	337	0	0	2		0	2	5	0	87		0	92	655
Grand Total	0	449	9		0	458	252	380	3		1	636	8	0	3		0	11	12	0	161		1	174	1279
Approach %	0.00	98.03	1.97		0.00	-	39.62	59.75	0.47		0.16	-	72.73	0.00	27.27		0.00	-	6.90	0.00	92.53		0.57	-	
Intersection %	0.00	35.11	0.70		0.00	35.81	19.70	29.71	0.23		0.08	49.73	0.63	0.00	0.23		0.00	0.86	0.94	0.00	12.59		0.08	13.60	

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Date

Tuesday, May 13, 2025

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0700 - 0900 (Weekday 2h Session) (05-13-2025)

Single Unit Trucks (4-7)

[illegible]

1600 - 1800 (Weekday 2h Session) (05-13-2025)

Single Unit Trucks (4-7)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Liberty Rd (South)						Liberty Rd (North)						Driveway						Pool Rd						
	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	
1600 - 1615	0	2	0		0	2	0	4	0		0	4	0	0	0		0	0	0	0	1		0	1	7
1615 - 1630	0	4	0		0	4	0	4	0		0	4	0	0	0		0	0	0	0	0		0	0	8
1630 - 1645	0	6	0		0	6	2	4	0		0	6	1	0	0		0	1	1	0	0		0	1	14
1645 - 1700	0	6	0		0	6	0	5	0		0	5	0	0	0		0	0	0	0	1		0	1	12
Hourly Total	0	18	0		0	18	2	17	0		0	19	1	0	0		0	1	1	0	2		0	3	41
1700 - 1715	0	0	0		0	0	0	2	0		0	2	0	0	0		0	0	0	0	0		0	0	2
1715 - 1730	0	5	1		0	6	0	4	0		0	4	0	0	0		0	0	0	0	0		0	0	10
1730 - 1745	0	1	0		0	1	0	2	0		0	2	0	0	0		0	0	0	0	0		0	0	3
1745 - 1800	0	0	0		0	0	0	3	0		0	3	0	0	0		0	0	0	0	0		0	0	3
Hourly Total	0	6	1		0	7	0	11	0		0	11	0	0	0		0	0	0	0	0		0	0	18
Grand Total	0	24	1		0	25	2	28	0		0	30	1	0	0		0	1	1	0	2		0	3	59
Approach %	0.00	96.00	4.00		0.00	-	6.67	93.33	0.00		0.00	-	100.00	0.00	0.00		0.00	-	33.33	0.00	66.67		0.00	-	
Intersection %	0.00	40.68	1.69		0.00	42.37	3.39	47.46	0.00		0.00	50.85	1.69	0.00	0.00		0.00	1.69	1.69	0.00	3.39		0.00	5.08	

Marr Traffic
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Date

Tuesday, May 13, 2025

Weather

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0700 - 0900 (Weekday 2h Session) (05-13-2025)

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound							
	Liberty Rd (South)						Liberty Rd (North)						Driveway						Pool Rd							
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	
0700 - 0715	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	0	0	0	0		0	0	1
0715 - 0730	0	0	0		0	0	1	0	0		0	1	0	0	0		0	0	0	0	0	0		0	0	1
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	1	0		0	1	0	0	0		0	0	0	0	0	0		0	0	1
Hourly Total	0	0	0		0	0	1	2	0		0	3	0	0	0		0	0	0	0	0	0		0	0	3
0800 - 0815	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	1		0	1	2	
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	1	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1	
Hourly Total	0	2	0		0	2	0	0	0		0	0	0	0	0		0	0	0	0	1		0	1	3	
Grand Total	0	2	0		0	2	1	2	0		0	3	0	0	0		0	0	0	0	1		0	1	6	
Approach %	0.00	100.00	0.00		0.00	-	33.33	66.67	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	100.00		0.00	-		
Intersection %	0.00	33.33	0.00		0.00	33.33	16.67	33.33	0.00		0.00	50.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	16.67		0.00	16.67		

1600 - 1800 (Weekday 2h Session) (05-13-2025)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound									
	Liberty Rd (South)					Liberty Rd (North)					Driveway					Pool Rd									
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
1600 - 1615	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	1
1615 - 1630	0	1	0		0	1	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	2
1630 - 1645	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1
1645 - 1700	0	0	0		0	0	0	2	0		0	2	0	0	0		0	0	0	0	0		0	0	2
Hourly Total	0	2	0		0	2	0	4	0		0	4	0	0	0		0	0	0	0	0		0	0	6
1700 - 1715	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	1
1715 - 1730	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	1
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	2	0		0	2	0	0	0		0	0	0	0	0		0	0	2
Grand Total	0	2	0		0	2	0	6	0		0	6	0	0	0		0	0	0	0	0		0	0	8
Approach %	0.00	100.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	
Intersection %	0.00	25.00	0.00		0.00	25.00	0.00	75.00	0.00		0.00	75.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	

Classified Turn Movement Count || Bicycles

Villa Rica, GA



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Site 6
Liberty Rd (South)
Liberty Rd (North)
Driveway
Pool Rd



Date
Tuesday, May 13, 2025

Lat/Long
33.717501°, -84.900535°
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Weather
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0700 - 0900 (Weekday 2h Session) (05-13-2025)

Bicycles

	Northbound					Southbound					Eastbound					Westbound									
	Liberty Rd (South)					Liberty Rd (North)					Driveway					Pool Rd									
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
0700 - 0715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0715 - 0730	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0730 - 0745	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0745 - 0800	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0800 - 0815	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0815 - 0830	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0830 - 0845	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0845 - 0900	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Grand Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Approach %	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-13-2025)

Bicycles

	Northbound					Southbound					Eastbound					Westbound									
	Liberty Rd (South)					Liberty Rd (North)					Driveway					Pool Rd									
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
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)

Villa Rica, GA



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Site 6

Liberty Rd (South)
Liberty Rd (North)
Driveway
Pool Rd



Date

Tuesday, May 13, 2025

Weather

Mostly Cloudy
69°F



Lat/Long

33.717501°, -84.900535°

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0700 - 0900 (Weekday 2h Session) (05-13-2025)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound										
	Liberty Rd (South)					Liberty Rd (North)					Driveway					Pool Rd										
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	
0700 - 0715	0	5	0		0	5	2	4	0		0	6	0	0	0		0	0	0	0	0	0		0	0	11
0715 - 0730	0	1	0		0	1	2	1	0		0	3	0	0	0		0	0	1	0	1		0	2	6	
0730 - 0745	0	4	0		0	4	0	5	0		0	5	0	0	0		0	0	0	0	1		0	1	10	
0745 - 0800	0	4	0		0	4	1	3	0		0	4	0	0	0		0	0	0	0	0		0	0	8	
Hourly Total	0	14	0		0	14	5	13	0		0	18	0	0	0		0	0	1	0	2		0	3	35	
0800 - 0815	0	1	0		0	1	0	4	0		0	4	0	0	0		0	0	0	0	2		0	2	7	
0815 - 0830	0	7	0		0	7	1	3	0		0	4	0	0	0		0	0	0	0	0		0	0	11	
0830 - 0845	0	0	0		0	0	0	2	0		0	2	0	0	0		0	0	0	0	1		0	1	3	
0845 - 0900	0	8	0		0	8	0	6	0		0	6	0	0	0		0	0	0	0	1		0	1	15	
Hourly Total	0	16	0		0	16	1	15	0		0	16	0	0	0		0	0	0	0	4		0	4	36	
Grand Total	0	30	0		0	30	6	28	0		0	34	0	0	0		0	0	1	0	6		0	7	71	
Approach %	0.00	100.00	0.00		0.00	-	17.65	82.35	0.00		0.00	-	0.00	0.00	0.00		0.00	-	14.29	0.00	85.71		0.00	-		
Intersection %	0.00	42.25	0.00		0.00	42.25	8.45	39.44	0.00		0.00	47.89	0.00	0.00	0.00		0.00	0.00	1.41	0.00	8.45		0.00	9.86		

1600 - 1800 (Weekday 2h Session) (05-13-2025)

All Trucks (4-13)

TIME	Northbound				Southbound				Eastbound				Westbound				Int Total				
	Liberty Rd (South)				Liberty Rd (North)				Driveway				Pool Rd								
	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
1600 - 1615	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	0	0	1	0	1	8
1615 - 1630	0	5	0	0	5	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	10
1630 - 1645	0	7	0	0	7	2	4	0	0	6	1	0	0	0	1	1	0	0	0	1	15
1645 - 1700	0	6	0	0	6	0	7	0	0	7	0	0	0	0	0	0	0	1	0	1	14
Hourly Total	0	20	0	0	20	2	21	0	0	23	1	0	0	0	1	1	0	2	0	3	47
1700 - 1715	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
1715 - 1730	0	5	1	0	6	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	11
1730 - 1745	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1745 - 1800	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	6	1	0	7	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	20
Grand Total	0	26	1	0	27	2	34	0	0	36	1	0	0	0	1	1	0	2	0	3	67
Approach %	0.00	96.30	3.70	0.00	-	5.56	94.44	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	33.33	0.00	66.67	0.00	-
Intersection %	0.00	38.81	1.49	0.00	40.30	2.99	50.75	0.00	0.00	53.73	1.49	0.00	0.00	0.00	0.00	1.49	0.00	2.99	0.00	4.48	

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Weather

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Lat/Long
33.717501°, -84.900535°
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Pedestrians

[illegible]

Pedestrians

TIME	Northbound				Southbound				Eastbound				Westbound				Int Total
	Liberty Rd (South)			App Total	Liberty Rd (North)			App Total	Driveway			App Total	Pool Rd			App Total	
	EB 6a	WB 6b			EB 6c	WB 6d			NB 6e	SB 6f			NB 6g	SB 6h			
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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Date _____

Tuesday, May 13, 2025

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69°F

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Lat/Long

33.717501°, -84.900535°

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Bicycles

	Northbound				Southbound				Eastbound				Westbound				Int
	Liberty Rd (South)				Liberty Rd (North)				Driveway				Pool Rd				
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	
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	

Bicycles

	Northbound				Southbound				Eastbound				Westbound				
	Liberty Rd (South)				Liberty Rd (North)				Driveway				Pool Rd				
TIME	EB 6a	WB 6b		App Total	EB 6c	WB 6d		App Total	NB 6e	SB 6f		App Total	NB 6g	SB 6h		App Total	Int Total
1600 - 1615	0	0		0	0	0		0	0	0		0	0	0		0	0
1615 - 1630	0	0		0	0	0		0	0	0		0	0	0		0	0
1630 - 1645	0	0		0	0	0		0	0	0		0	0	0		0	0
1645 - 1700	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1700 - 1715	0	0		0	0	0		0	0	0		0	0	0		0	0
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

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Motorized Vehicles

	Northbound				Southbound				Eastbound				Westbound				
	Liberty Rd (South)				Liberty Rd (North)				Driveway				Pool Rd				
	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
TIME																	
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	

Motorized Vehicles

[illegible]

Start Date: 5/13/2025					Driveway			Pool Rd			Liberty Rd (South)			Liberty 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	0	2	0	37	0	42	0	4	36	4	125				
07:15 AM - 07:30 AM	1	0	0	1	0	52	0	51	1	13	32	2	153				
07:30 AM - 07:45 AM	1	0	0	2	0	49	1	38	0	14	49	2	156				
07:45 AM - 08:00 AM	1	0	0	1	0	34	0	51	1	17	36	1	142				
08:00 AM - 08:15 AM	0	1	1	0	0	28	0	40	1	10	44	1	126				
08:15 AM - 08:30 AM	0	0	0	2	0	19	0	51	3	15	39	0	129				
08:30 AM - 08:45 AM	1	0	0	0	0	23	0	33	1	9	44	0	111				
08:45 AM - 09:00 AM	0	0	1	0	0	16	0	30	0	8	29	1	85				
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	0	0	0	0	0	0	0	0	0	0				
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0				
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0				
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0				
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0				
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0				
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0				
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0				
04:00 PM - 04:15 PM	3	0	0	4	0	21	0	46	0	31	48	1	154				
04:15 PM - 04:30 PM	1	0	1	1	0	20	0	59	1	39	50	0	172				
04:30 PM - 04:45 PM	5	0	0	3	0	16	0	68	1	21	44	0	158				
04:45 PM - 05:00 PM	0	0	0	0	0	19	0	78	1	30	58	0	186				
05:00 PM - 05:15 PM	0	0	0	1	0	13	0	51	0	40	53	0	158				
05:15 PM - 05:30 PM	0	0	0	2	0	26	0	64	2	37	64	0	195				
05:30 PM - 05:45 PM	0	0	2	0	0	19	0	58	1	26	50	2	158				
05:45 PM - 06:00 PM	0	0	0	2	0	29	0	51	4	30	47	0	163				
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				

Villa Rica, GA



* the Peak Hour Diagram does not include bicycles

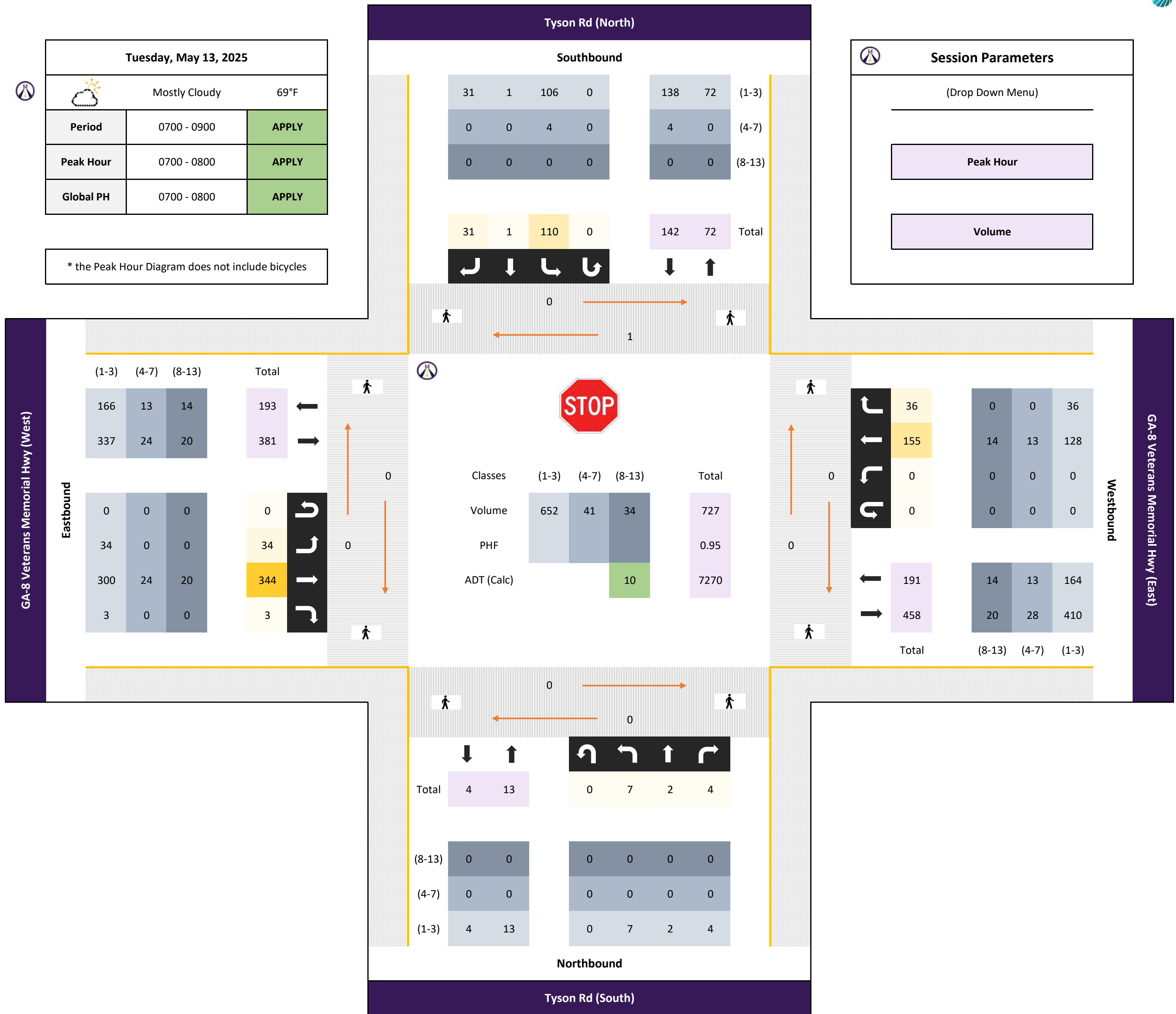


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

All Vehicles	Northbound						Southbound						Eastbound						Westbound						Int Total
	Tyson Rd (South)						Tyson Rd (North)						GA-8 Veterans Memorial Hwy (West)						GA-8 Veterans Memorial Hwy (East)						
Time	Left 7.1	Thru 7.2	Right 7.3		U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7		U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11		U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15		U-Turn 7.16	App Total	
0700 - 0715	1	2	3	-	0	6	16	0	4	-	0	20	7	81	2	-	0	90	0	34	8	-	0	42	158
0715 - 0730	4	0	0	-	0	4	32	1	8	-	0	41	13	90	1	-	0	104	0	33	10	-	0	43	192
0730 - 0745	1	0	0	-	0	1	33	0	10	-	0	43	5	91	0	-	0	96	0	38	12	-	0	50	190
0745 - 0800	1	0	1	-	0	2	29	0	9	-	0	38	9	82	0	-	0	91	0	50	6	-	0	56	187
Total	7	2	4	0	0	13	110	1	31	0	0	142	34	344	3	0	0	381	0	155	36	0	0	191	727
Approach %	53.85	15.38	30.77	0.00	0.00	-	77.46	0.70	21.83	0.00	0.00	-	8.92	90.29	0.79	0.00	0.00	-	0.00	81.15	18.85	0.00	0.00	-	
PHF	0.44	0.25	0.33	0.00	0.00	0.54	0.83	0.25	0.78	0.00	0.00	0.83	0.65	0.95	0.38	0.00	0.00	0.92	0.00	0.78	0.75	0.00	0.00	0.85	0.95

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Tyson Rd (South)						Tyson Rd (North)						GA-8 Veterans Memorial Hwy (West)						GA-8 Veterans Memorial Hwy (East)						
	Left 7.1	Thru 7.2	Right 7.3		U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7		U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11		U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15		U-Turn 7.16	App Total	
0700 - 0715	1	2	3	-	0	6	16	0	4	-	0	20	7	66	2	-	0	75	0	26	8	-	0	34	135
0715 - 0730	4	0	0	-	0	4	31	1	8	-	0	40	13	85	1	-	0	99	0	27	10	-	0	37	180
0730 - 0745	1	0	0	-	0	1	32	0	10	-	0	42	5	78	0	-	0	83	0	31	12	-	0	43	169
0745 - 0800	1	0	1	-	0	2	27	0	9	-	0	36	9	71	0	-	0	80	0	44	6	-	0	50	168
Total	7	2	4	0	0	13	106	1	31	0	0	138	34	300	3	0	0	337	0	128	36	0	0	164	652
Approach %	53.85	15.38	30.77	0.00	0.00	-	76.81	0.72	22.46	0.00	0.00	-	10.09	89.02	0.89	0.00	0.00	-	0.00	78.05	21.95	0.00	0.00	-	
PHF	0.44	0.25	0.33	0.00	0.00	0.54	0.83	0.25	0.78	0.00	0.00	0.82	0.65	0.88	0.38	0.00	0.00	0.85	0.00	0.73	0.75	0.00	0.00	0.82	0.91

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Tyson Rd (South)						Tyson Rd (North)						GA-8 Veterans Memorial Hwy (West)						GA-8 Veterans Memorial Hwy (East)						
	Left 7.1	Thru 7.2	Right 7.3		U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7		U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11		U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15		U-Turn 7.16	App Total	
0700 - 0715	0	0	0	-	0	0	0	0	0	-	0	0	0	6	0	-	0	6	0	4	0	-	0	4	10
0715 - 0730	0	0	0	-	0	0	1	0	0	-	0	1	0	3	0	-	0	3	0	3	0	-	0	3	7
0730 - 0745	0	0	0	-	0	0	1	0	0	-	0	1	0	9	0	-	0	9	0	4	0	-	0	4	14
0745 - 0800	0	0	0	-	0	0	2	0	0	-	0	2	0	6	0	-	0	6	0	2	0	-	0	2	10
Total	0	0	0	0	0	0	4	0	0	0	0	4	0	24	0	0	0	24	0	13	0	0	0	13	41
Approach %	0.00	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	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.50	0.00	0.67	0.00	0.00	0.00	0.67	0.00	0.81	0.00	0.00	0.00	0.81	0.73

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Tyson Rd (South)						Tyson Rd (North)						GA-8 Veterans Memorial Hwy (West)						GA-8 Veterans Memorial Hwy (East)						
	Left 7.1	Thru 7.2	Right 7.3		U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7		U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11		U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15		U-Turn 7.16	App Total	
0700 - 0715	0	0	0	-	0	0	0	0	0	-	0	0	0	9	0	-	0	9	0	4	0	-	0	4	13
0715 - 0730	0	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	0	0	4	0	-	0	4	0	3	0	-	0	3	7
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	5	0	-	0	5	0	4	0	-	0	4	9
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	20	0	14	0	0	0	14	34
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	0.56	0.00	0.00	0.00	0.56	0.00	0.88	0.00	0.00	0.00	0.88	0.65

Bicycles

[illegible]



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Peak Hour Turning Movement Count

Villa Rica, GA



www.marrtraffic.com



Tuesday, May 13, 2025		
	Mostly Cloudy	69°F
Period	1600 - 1800	APPLY
Peak Hour	1630 - 1730	APPLY
Global PH	1645 - 1745	APPLY

* the Peak Hour Diagram does not include bicycles



Session Parameters

(Drop Down Menu)

Global Peak Hour

Volume

GA-8 Veterans Memorial Hwy (West)

(1-3)	(4-7)	(8-13)	Total
384	13	6	403
277	18	12	307
0	0	0	0
56	1	0	57
214	17	12	243
7	0	0	7



Classes	(1-3)	(4-7)	(8-13)	Total
Volume	798	32	18	848
PHF				0.87
ADT (Calc)			10	8480



81
361
1
0

0	1	80
6	13	342
0	0	1
0	0	0

Westbound



443
294
Total

6	14	423
12	17	265
(8-13)	(4-7)	(1-3)

GA-8 Veterans Memorial Hwy (East)



Total

(8-13)

(4-7)

(1-3)

Northbound

Tyson Rd (South)

Classified Turn Movement Count || All vehicles

Villa Rica, GA

Site 7

Tyson Rd (South)
Tyson Rd (North)
GA-8 Veterans Memorial Hwy (West)
GA-8 Veterans Memorial Hwy (East)

Date

Tuesday, May 13, 2025

Lat/Long

33.728795°, -84.880404°
[Click here for Map](#)

Weather

Mostly Cloudy
69°F
[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 2h Session) (05-13-2025)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Tyson Rd (South)					Tyson Rd (North)					GA-8 Veterans Memorial Hwy (West)					GA-8 Veterans Memorial Hwy (East)					
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	
0700 - 0715	1	2	3	0	6	16	0	4	0	20	7	81	2	0	90	0	34	8	0	42	158
0715 - 0730	4	0	0	0	4	32	1	8	0	41	13	90	1	0	104	0	33	10	0	43	192
0730 - 0745	1	0	0	0	1	33	0	10	0	43	5	91	0	0	96	0	38	12	0	50	190
0745 - 0800	1	0	1	0	2	29	0	9	0	38	9	82	0	0	91	0	50	6	0	56	187
Hourly Total	7	2	4	0	13	110	1	31	0	142	34	344	3	0	381	0	155	36	0	191	727
0800 - 0815	0	0	0	0	0	16	0	8	0	24	5	59	1	0	65	0	52	10	0	62	151
0815 - 0830	2	0	1	0	3	8	0	3	0	11	10	46	0	0	56	1	38	11	0	50	120
0830 - 0845	1	0	0	0	1	13	0	5	0	18	5	53	0	0	58	2	49	12	0	63	140
0845 - 0900	0	0	0	0	0	11	0	4	0	15	7	39	0	0	46	0	37	14	0	51	112
Hourly Total	3	0	1	0	4	48	0	20	0	68	27	197	1	0	225	3	176	47	0	226	523
Grand Total	10	2	5	0	17	158	1	51	0	210	61	541	4	0	606	3	331	83	0	417	1250
Approach %	58.82	11.76	29.41	0.00	-	75.24	0.48	24.29	0.00	-	10.07	89.27	0.66	0.00	-	0.72	79.38	19.90	0.00	-	
Intersection %	0.80	0.16	0.40	0.00	1.36	12.64	0.08	4.08	0.00	16.80	4.88	43.28	0.32	0.00	48.48	0.24	26.48	6.64	0.00	33.36	
Heavy Vehicle %	0	0	0	-	0	3	0	2	-	3	2	15	0	-	13	0	20	5	-	17	13
PHF	0.44	0.25	0.33	0.00	0.54	0.83	0.25	0.78	0.00	0.83	0.65	0.95	0.38	0.00	0.92	0.00	0.78	0.75	0.00	0.85	0.95
Peak Hour Total	7	2	4	0	13	110	1	31	0	142	34	344	3	0	381	0	155	36	0	191	727
Peak Hour HV %	0	0	0	0	0	4	0	0	0	3	0	13	0	0	12	0	17	0	0	14	10

1600 - 1800 (Weekday 2h Session) (05-13-2025)

All vehicles

	Northbound					Southbound					Eastbound					Westbound									
	Tyson Rd (South)					Tyson Rd (North)					GA-8 Veterans Memorial Hwy (West)					GA-8 Veterans Memorial Hwy (East)									
TIME	Left 7.1	Thru 7.2	Right 7.3		U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7		U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11		U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15		U-Turn 7.16	App Total	Int Total
1600 - 1615	0	0	1		0	1	7	1	6		0	14	3	58	2		0	63	1	71	13		0	85	163
1615 - 1630	0	0	1		0	1	7	0	10		0	17	11	50	1		0	62	0	76	17		0	93	173
1630 - 1645	1	2	1		0	4	12	0	4		0	16	19	58	1		0	78	2	78	12		0	92	190
1645 - 1700	0	0	0		0	0	8	1	7		0	16	16	59	0		0	75	0	72	18		0	90	181
Hourly Total	1	2	3		0	6	34	2	27		0	63	49	225	4		0	278	3	297	60		0	360	707
1700 - 1715	1	0	1		0	2	11	1	7		0	19	18	70	4		0	92	0	103	20		0	123	236
1715 - 1730	5	3	0		0	8	17	0	9		0	26	14	65	2		0	81	0	109	21		0	130	245
1730 - 1745	3	0	1		0	4	13	0	10		0	23	9	49	1		0	59	1	77	22		0	100	186
1745 - 1800	3	0	0		0	3	5	0	5		0	10	13	44	3		0	60	1	74	17		0	92	165
Hourly Total	12	3	2		0	17	46	1	31		0	78	54	228	10		0	292	2	363	80		0	445	832
Grand Total	13	5	5		0	23	80	3	58		0	141	103	453	14		0	570	5	660	140		0	805	1539
Approach %	56.52	21.74	21.74		0.00	-	56.74	2.13	41.13		0.00	-	18.07	79.47	2.46		0.00	-	0.62	81.99	17.39		0.00	-	
Intersection %	0.84	0.32	0.32		0.00	1.49	5.20	0.19	3.77		0.00	9.16	6.69	29.43	0.91		0.00	37.04	0.32	42.88	9.10		0.00	52.31	
Heavy Vehicle %	0	0	20		-	4	1	0	2		-	1	2	15	7		-	13	0	6	1		-	5	8
PHF	0.35	0.42	0.50		0.00	0.44	0.71	0.50	0.75		0.00	0.74	0.88	0.90	0.44		0.00	0.89	0.25	0.83	0.85		0.00	0.84	0.87
Peak Hour Total	7	5	2		0	14	48	2	27		0	77	67	252	7		0	326	2	362	71		0	435	852
Peak Hour HV %	0	0	0		0	0	2	0	4		0	3	3	12	0		0	10	0	6	1		0	5	6

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

Villa Rica, GA



www.marrtraffic.com

Site 7

Tyson Rd (South)
Tyson Rd (North)
GA-8 Veterans Memorial Hwy (West)
GA-8 Veterans Memorial Hwy (East)



Date

Tuesday, May 13, 2025

Weather

Mostly Cloudy
69°F



Lat/Long

33.728795°, -84.880404°
[Click here for Map](#)

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0700 - 0900 (Weekday 2h Session) (05-13-2025)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound									
	Tyson Rd (South)					Tyson Rd (North)					GA-8 Veterans Memorial Hwy (West)					GA-8 Veterans Memorial Hwy (East)									
TIME	Left 7.1	Thru 7.2	Right 7.3		U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7		U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11		U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15		U-Turn 7.16	App Total	Int Total
0700 - 0715	1	2	3		0	6	16	0	4		0	20	7	66	2		0	75	0	26	8		0	34	135
0715 - 0730	4	0	0		0	4	31	1	8		0	40	13	85	1		0	99	0	27	10		0	37	180
0730 - 0745	1	0	0		0	1	32	0	10		0	42	5	78	0		0	83	0	31	12		0	43	169
0745 - 0800	1	0	1		0	2	27	0	9		0	36	9	71	0		0	80	0	44	6		0	50	168
Hourly Total	7	2	4		0	13	106	1	31		0	138	34	300	3		0	337	0	128	36		0	164	652
0800 - 0815	0	0	0		0	0	16	0	7		0	23	5	52	1		0	58	0	48	8		0	56	137
0815 - 0830	2	0	1		0	3	8	0	3		0	11	9	36	0		0	45	1	30	11		0	42	101
0830 - 0845	1	0	0		0	1	13	0	5		0	18	5	45	0		0	50	2	32	11		0	45	114
0845 - 0900	0	0	0		0	0	10	0	4		0	14	7	28	0		0	35	0	27	13		0	40	89
Hourly Total	3	0	1		0	4	47	0	19		0	66	26	161	1		0	188	3	137	43		0	183	441
Grand Total	10	2	5		0	17	153	1	50		0	204	60	461	4		0	525	3	265	79		0	347	1093
Approach %	58.82	11.76	29.41		0.00	-	75.00	0.49	24.51		0.00	-	11.43	87.81	0.76		0.00	-	0.86	76.37	22.77		0.00	-	
Intersection %	0.91	0.18	0.46		0.00	1.56	14.00	0.09	4.57		0.00	18.66	5.49	42.18	0.37		0.00	48.03	0.27	24.25	7.23		0.00	31.75	

1600 - 1800 (Weekday 2h Session) (05-13-2025)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound									
	Tyson Rd (South)					Tyson Rd (North)					GA-8 Veterans Memorial Hwy (West)					GA-8 Veterans Memorial Hwy (East)									
TIME	Left 7.1	Thru 7.2	Right 7.3		U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7		U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11		U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15		U-Turn 7.16	App Total	Int Total
1600 - 1615	0	0	0		0	0	7	1	6		0	14	3	46	1		0	50	1	63	13		0	77	141
1615 - 1630	0	0	1		0	1	7	0	10		0	17	11	37	1		0	49	0	71	17		0	88	155
1630 - 1645	1	2	1		0	4	11	0	3		0	14	18	48	1		0	67	2	74	12		0	88	173
1645 - 1700	0	0	0		0	0	8	1	7		0	16	15	50	0		0	65	0	64	18		0	82	163
Hourly Total	1	2	2		0	5	33	2	26		0	61	47	181	3		0	231	3	272	60		0	335	632
1700 - 1715	1	0	1		0	2	11	1	7		0	19	18	66	4		0	88	0	100	19		0	119	228
1715 - 1730	5	3	0		0	8	17	0	9		0	26	14	59	2		0	75	0	103	21		0	124	233
1730 - 1745	3	0	1		0	4	13	0	10		0	23	9	39	1		0	49	1	75	22		0	98	174
1745 - 1800	3	0	0		0	3	5	0	5		0	10	13	39	3		0	55	1	70	16		0	87	155
Hourly Total	12	3	2		0	17	46	1	31		0	78	54	203	10		0	267	2	348	78		0	428	790
Grand Total	13	5	4		0	22	79	3	57		0	139	101	384	13		0	498	5	620	138		0	763	1422
Approach %	59.09	22.73	18.18		0.00	-	56.83	2.16	41.01		0.00	-	20.28	77.11	2.61		0.00	-	0.66	81.26	18.09		0.00	-	
Intersection %	0.91	0.35	0.28		0.00	1.55	5.56	0.21	4.01		0.00	9.77	7.10	27.00	0.91		0.00	35.02	0.35	43.60	9.70		0.00	53.66	

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

Villa Rica, GA

Site 7
Tyson Rd (South)
Tyson Rd (North)
GA-8 Veterans Memorial Hwy (West)
GA-8 Veterans Memorial Hwy (East)



Date
Tuesday, May 13, 2025

Lat/Long
33.728795°, -84.880404°
[Click here for Map](#)

Weather
Mostly Cloudy
69°F
[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 2h Session) (05-13-2025)
Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Tyson Rd (South)					Tyson Rd (North)					GA-8 Veterans Memorial Hwy (West)					GA-8 Veterans Memorial Hwy (East)					
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	4	0	0	4	10
0715 - 0730	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	3	0	0	3	7
0730 - 0745	0	0	0	0	0	1	0	0	0	1	0	9	0	0	9	0	4	0	0	4	14
0745 - 0800	0	0	0	0	0	2	0	0	0	2	0	6	0	0	6	0	2	0	0	2	10
Hourly Total	0	0	0	0	0	4	0	0	0	4	0	24	0	0	24	0	13	0	0	13	41
0800 - 0815	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	0	0	2	0	2	7
0815 - 0830	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	0	4	0	0	4	10
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	9	1	0	10	14
0845 - 0900	0	0	0	0	0	1	0	0	0	1	0	7	0	0	7	0	6	1	0	7	15
Hourly Total	0	0	0	0	0	1	0	1	0	2	1	20	0	0	21	0	19	4	0	23	46
Grand Total	0	0	0	0	0	5	0	1	0	6	1	44	0	0	45	0	32	4	0	36	87
Approach %	0.00	0.00	0.00	0.00	-	83.33	0.00	16.67	0.00	-	2.22	97.78	0.00	0.00	-	0.00	88.89	11.11	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	5.75	0.00	1.15	0.00	6.90	1.15	50.57	0.00	0.00	51.72	0.00	36.78	4.60	0.00	41.38	

1600 - 1800 (Weekday 2h Session) (05-13-2025)
Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Tyson Rd (South)					Tyson Rd (North)					GA-8 Veterans Memorial Hwy (West)					GA-8 Veterans Memorial Hwy (East)					
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	
1600 - 1615	0	0	1	0	1	0	0	0	0	0	0	6	1	0	7	0	4	0	0	4	12
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	1	0	0	1	9
1630 - 1645	0	0	0	0	0	1	0	1	0	2	1	7	0	0	8	0	3	0	0	3	13
1645 - 1700	0	0	0	0	0	0	0	0	0	0	1	6	0	0	7	0	5	0	0	5	12
Hourly Total	0	0	1	0	1	1	0	1	0	2	2	27	1	0	30	0	13	0	0	13	46
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	1	0	4	5
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	8
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	1	0	0	1	7
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	3
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	9	2	0	11	23
Grand Total	0	0	1	0	1	1	0	1	0	2	2	39	1	0	42	0	22	2	0	24	69
Approach %	0.00	0.00	100.00	0.00	-	50.00	0.00	50.00	0.00	-	4.76	92.86	2.38	0.00	-	0.00	91.67	8.33	0.00	-	
Intersection %	0.00	0.00	1.45	0.00	1.45	1.45	0.00	1.45	0.00	2.90	2.90	56.52	1.45	0.00	60.87	0.00	31.88	2.90	0.00	34.78	

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

Villa Rica, GA

Site 7

Tyson Rd (South)
Tyson Rd (North)
GA-8 Veterans Memorial Hwy (West)
GA-8 Veterans Memorial Hwy (East)



Date

Tuesday, May 13, 2025

Lat/Long

33.728795°, -84.880404°

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0700 - 0900 (Weekday 2h Session) (05-13-2025)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					Int Total				
	Tyson Rd (South)					Tyson Rd (North)					GA-8 Veterans Memorial Hwy (West)					GA-8 Veterans Memorial Hwy (East)									
TIME	Left 7.1	Thru 7.2	Right 7.3		U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7		U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11		U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15		U-Turn 7.16	App Total	
0700 - 0715	0	0	0		0	0	0	0	0		0	0	0	9	0		0	9	0	4	0		0	4	
0715 - 0730	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	0	3	0		0	3	
0730 - 0745	0	0	0		0	0	0	0	0		0	0	0	4	0		0	4	0	3	0		0	3	
0745 - 0800	0	0	0		0	0	0	0	0		0	0	0	5	0		0	5	0	4	0		0	4	
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	20	0		0	20	0	14	0		0	14	
0800 - 0815	0	0	0		0	0	0	0	0		0	0	0	3	0		0	3	0	4	0		0	4	
0815 - 0830	0	0	0		0	0	0	0	0		0	0	0	5	0		0	5	0	4	0		0	4	
0830 - 0845	0	0	0		0	0	0	0	0		0	0	0	4	0		0	4	0	8	0		0	8	
0845 - 0900	0	0	0		0	0	0	0	0		0	0	0	4	0		0	4	0	4	0		0	4	
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	16	0		0	16	0	20	0		0	20	
Grand Total	0	0	0		0	0	0	0	0		0	0	0	36	0		0	36	0	34	0		0	34	
Approach %	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	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	51.43	0.00		0.00	51.43	0.00	48.57	0.00		0.00	48.57	

1600 - 1800 (Weekday 2h Session) (05-13-2025)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound									
	Tyson Rd (South)					Tyson Rd (North)					GA-8 Veterans Memorial Hwy (West)					GA-8 Veterans Memorial Hwy (East)									
TIME	Left 7.1	Thru 7.2	Right 7.3		U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7		U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11		U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15		U-Turn 7.16	App Total	Int Total
1600 - 1615	0	0	0		0	0	0	0	0		0	0	0	6	0		0	6	0	4	0		0	4	10
1615 - 1630	0	0	0		0	0	0	0	0		0	0	0	5	0		0	5	0	4	0		0	4	9
1630 - 1645	0	0	0		0	0	0	0	0		0	0	0	3	0		0	3	0	1	0		0	1	4
1645 - 1700	0	0	0		0	0	0	0	0		0	0	0	3	0		0	3	0	3	0		0	3	6
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	17	0		0	17	0	12	0		0	12	29
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	3	0		0	3	0	0	0		0	0	3
1715 - 1730	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	0	2	0		0	2	4
1730 - 1745	0	0	0		0	0	0	0	0		0	0	0	4	0		0	4	0	1	0		0	1	5
1745 - 1800	0	0	0		0	0	0	0	0		0	0	0	4	0		0	4	0	3	0		0	3	7
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	13	0		0	13	0	6	0		0	6	19
Grand Total	0	0	0		0	0	0	0	0		0	0	0	30	0		0	30	0	18	0		0	18	48
Approach %	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	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	62.50	0.00		0.00	62.50	0.00	37.50	0.00		0.00	37.50	

Classified Turn Movement Count || Bicycles

Villa Rica, GA



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Site 7
Tyson Rd (South)
Tyson Rd (North)
GA-8 Veterans Memorial Hwy (West)
GA-8 Veterans Memorial Hwy (East)



Date
Tuesday, May 13, 2025

Weather
Mostly Cloudy
69°F
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Lat/Long
33.728795°, -84.880404°
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0700 - 0900 (Weekday 2h Session) (05-13-2025)

Bicycles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total				
	Tyson Rd (South)					Tyson Rd (North)					GA-8 Veterans Memorial Hwy (West)					GA-8 Veterans Memorial Hwy (East)									
	Left 7.1	Thru 7.2	Right 7.3		U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7		U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11		U-Turn 7.12	App Total	Left 7.13	Thru 7.14		Right 7.15		U-Turn 7.16	App Total
0700 - 0715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0715 - 0730	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0730 - 0745	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0745 - 0800	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0800 - 0815	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0815 - 0830	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0830 - 0845	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0845 - 0900	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Grand Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Approach %	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-13-2025)

Bicycles

	Northbound					Southbound					Eastbound					Westbound									
	Tyson Rd (South)					Tyson Rd (North)					GA-8 Veterans Memorial Hwy (West)					GA-8 Veterans Memorial Hwy (East)									
TIME	Left 7.1	Thru 7.2	Right 7.3		U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7		U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11		U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15		U-Turn 7.16	App Total	Int Total
1600 - 1615	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1615 - 1630	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1630 - 1645	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1645 - 1700	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1715 - 1730	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1730 - 1745	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1745 - 1800	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Grand Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Approach %	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	

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Tuesday, May 13, 2025

Weather

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0700 - 0900 (Weekday 2h Session) (05-13-2025)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound									
	Tyson Rd (South)					Tyson Rd (North)					GA-8 Veterans Memorial Hwy (West)					GA-8 Veterans Memorial Hwy (East)									
TIME	Left 7.1	Thru 7.2	Right 7.3		U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7		U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11		U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15		U-Turn 7.16	App Total	Int Total
0700 - 0715	0	0	0		0	0	0	0	0		0	0	0	15	0		0	15	0	8	0		0	8	23
0715 - 0730	0	0	0		0	0	1	0	0		0	1	0	5	0		0	5	0	6	0		0	6	12
0730 - 0745	0	0	0		0	0	1	0	0		0	1	0	13	0		0	13	0	7	0		0	7	21
0745 - 0800	0	0	0		0	0	2	0	0		0	2	0	11	0		0	11	0	6	0		0	6	19
Hourly Total	0	0	0		0	0	4	0	0		0	4	0	44	0		0	44	0	27	0		0	27	75
0800 - 0815	0	0	0	0	0	0	0	0	1		0	1	0	7	0		0	7	0	4	2		0	6	14
0815 - 0830	0	0	0		0	0	0	0	0		0	0	1	10	0		0	11	0	8	0		0	8	19
0830 - 0845	0	0	0		0	0	0	0	0		0	0	0	8	0		0	8	0	17	1		0	18	26
0845 - 0900	0	0	0		0	0	1	0	0		0	1	0	11	0		0	11	0	10	1		0	11	23
Hourly Total	0	0	0		0	0	1	0	1		0	2	1	36	0		0	37	0	39	4		0	43	82
Grand Total	0	0	0		0	0	5	0	1		0	6	1	80	0		0	81	0	66	4		0	70	157
Approach %	0.00	0.00	0.00		0.00	-	83.33	0.00	16.67		0.00	-	1.23	98.77	0.00		0.00	-	0.00	94.29	5.71		0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	3.18	0.00	0.64		0.00	3.82	0.64	50.96	0.00		0.00	51.59	0.00	42.04	2.55		0.00	44.59	

1600 - 1800 (Weekday 2h Session) (05-13-2025)

All Trucks (4-13)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Tyson Rd (South)						Tyson Rd (North)						GA-8 Veterans Memorial Hwy (West)						GA-8 Veterans Memorial Hwy (East)						
	Left 7.1	Thru 7.2	Right 7.3		U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7		U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11		U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15		U-Turn 7.16	App Total	
1600 - 1615	0	0	1		0	1	0	0	0		0	0	0	12	1		0	13	0	8	0		0	8	22
1615 - 1630	0	0	0		0	0	0	0	0		0	0	0	13	0		0	13	0	5	0		0	5	18
1630 - 1645	0	0	0		0	0	1	0	1		0	2	1	10	0		0	11	0	4	0		0	4	17
1645 - 1700	0	0	0		0	0	0	0	0		0	0	1	9	0		0	10	0	8	0		0	8	18
Hourly Total	0	0	1		0	1	1	0	1		0	2	2	44	1		0	47	0	25	0		0	25	75
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	4	0		0	4	0	3	1		0	4	8
1715 - 1730	0	0	0		0	0	0	0	0		0	0	0	6	0		0	6	0	6	0		0	6	12
1730 - 1745	0	0	0		0	0	0	0	0		0	0	0	10	0		0	10	0	2	0		0	2	12
1745 - 1800	0	0	0		0	0	0	0	0		0	0	0	5	0		0	5	0	4	1		0	5	10
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	25	0		0	25	0	15	2		0	17	42
Grand Total	0	0	1		0	1	1	0	1		0	2	2	69	1		0	72	0	40	2		0	42	117
Approach %	0.00	0.00	100.00		0.00	-	50.00	0.00	50.00		0.00	-	2.78	95.83	1.39		0.00	-	0.00	95.24	4.76		0.00	-	
Intersection %	0.00	0.00	0.85		0.00	0.85	0.85	0.00	0.85		0.00	1.71	1.71	58.97	0.85		0.00	61.54	0.00	34.19	1.71		0.00	35.90	

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Pedestrians

	Northbound			Southbound			Eastbound			Westbound			Int Total			
	Tyson Rd (South)			Tyson Rd (North)			GA-8 Veterans Memorial Hwy (West)			GA-8 Veterans Memorial Hwy (East)						
TIME	EB 7a	WB 7b		App Total	EB 7c	WB 7d		App Total	NB 7e	SB 7f		App Total	NB 7g	SB 7h		App Total
0700 - 0715	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
0730 - 0745	0	0		0	0	1		1	0	0		0	0	0		1
0745 - 0800	0	0		0	0	0		0	0	0		0	0	0		0
Hourly Total	0	0		0	0	1		1	0	0		0	0	0		1
0800 - 0815	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
0830 - 0845	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
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0
Grand Total	0	0		0	0	1		1	0	0		0	0	0		1
Approach %	0.00	0.00		-	0.00	100.00		-	0.00	0.00		-	0.00	0.00		-
Intersection %	0.00	0.00		0.00	0.00	100.00		100.00	0.00	0.00		0.00	0.00	0.00		0.00

Pedestrians

	Northbound			Southbound			Eastbound			Westbound							
	Tyson Rd (South)			Tyson Rd (North)			GA-8 Veterans Memorial Hwy (West)			GA-8 Veterans Memorial Hwy (East)							
TIME	EB 7a	WB 7b		App Total	EB 7c	WB 7d		App Total	NB 7e	SB 7f		App Total	NB 7g	SB 7h		App Total	Int Total
1600 - 1615	0	0		0	0	0		0	0	0		0	0	0		0	0
1615 - 1630	0	0		0	0	0		0	0	0		0	0	0		0	0
1630 - 1645	0	0		0	0	0		0	0	0		0	0	0		0	0
1645 - 1700	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1700 - 1715	0	0		0	0	0		0	0	0		0	0	0		0	0
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

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Weather

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69°F



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Bicycles

	Northbound			Southbound			Eastbound			Westbound							
	Tyson Rd (South)			Tyson Rd (North)			GA-8 Veterans Memorial Hwy (West)			GA-8 Veterans Memorial Hwy (East)							
TIME	EB 7a	WB 7b		App Total	EB 7c	WB 7d		App Total	NB 7e	SB 7f		App Total	NB 7g	SB 7h		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	

Bicycles

	Northbound				Southbound				Eastbound				Westbound				
	Tyson Rd (South)				Tyson Rd (North)				GA-8 Veterans Memorial Hwy (West)				GA-8 Veterans Memorial Hwy (East)				
TIME	EB 7a	WB 7b		App Total	EB 7c	WB 7d		App Total	NB 7e	SB 7f		App Total	NB 7g	SB 7h		App Total	Int Total
1600 - 1615	0	0		0	0	0		0	0	0		0	0	0		0	0
1615 - 1630	0	0		0	0	0		0	0	0		0	0	0		0	0
1630 - 1645	0	0		0	0	0		0	0	0		0	0	0		0	0
1645 - 1700	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1700 - 1715	0	0		0	0	0		0	0	0		0	0	0		0	0
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

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Date

Tuesday, May 13, 2025

Mostly Cloudy
69°F

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Lat/Long

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Motorized Vehicles

	Northbound				Southbound				Eastbound				Westbound				
	Tyson Rd (South)				Tyson Rd (North)				GA-8 Veterans Memorial Hwy (West)				GA-8 Veterans Memorial Hwy (East)				
TIME	EB 7a	WB 7b		App Total	EB 7c	WB 7d		App Total	NB 7e	SB 7f		App Total	NB 7g	SB 7h		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	

Motorized Vehicles

	Northbound				Southbound				Eastbound				Westbound				
	Tyson Rd (South)				Tyson Rd (North)				GA-8 Veterans Memorial Hwy (West)				GA-8 Veterans Memorial Hwy (East)				
TIME	EB 7a	WB 7b		App Total	EB 7c	WB 7d		App Total	NB 7e	SB 7f		App Total	NB 7g	SB 7h		App Total	Int Total
1600 - 1615	0	0		0	0	0		0	0	0		0	0	0		0	0
1615 - 1630	0	0		0	0	0		0	0	0		0	0	0		0	0
1630 - 1645	0	0		0	0	0		0	0	0		0	0	0		0	0
1645 - 1700	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1700 - 1715	0	0		0	0	0		0	0	0		0	0	0		0	0
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

Start Date: 5/13/2025	SA-8 Veterans Memorial Hwy (Westbound)			SA-8 Veterans Memorial Hwy (Eastbound)			Tyson Rd (South) Northbound			Tyson Rd (North) Southbound			
	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	7	81	2	0	34	8	1	2	3	16	0	4	158
07:15 AM - 07:30 AM	13	90	1	0	33	10	4	0	0	32	1	8	192
07:30 AM - 07:45 AM	5	91	0	0	38	12	1	0	0	33	0	10	190
07:45 AM - 08:00 AM	9	82	0	0	50	6	1	0	1	29	0	9	187
08:00 AM - 08:15 AM	5	59	1	0	52	10	0	0	0	16	0	8	151
08:15 AM - 08:30 AM	10	46	0	1	38	11	2	0	1	8	0	3	120
08:30 AM - 08:45 AM	5	53	0	2	49	12	1	0	0	13	0	5	140
08:45 AM - 09:00 AM	7	39	0	0	37	14	0	0	0	11	0	4	112
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	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	3	58	2	1	71	13	0	0	1	7	1	6	163
04:15 PM - 04:30 PM	11	50	1	0	76	17	0	0	1	7	0	10	173
04:30 PM - 04:45 PM	19	58	1	2	78	12	1	2	1	12	0	4	190
04:45 PM - 05:00 PM	16	59	0	0	72	18	0	0	0	8	1	7	181
05:00 PM - 05:15 PM	18	70	4	0	103	20	1	0	1	11	1	7	236
05:15 PM - 05:30 PM	14	65	2	0	109	21	5	3	0	17	0	9	245
05:30 PM - 05:45 PM	9	49	1	1	77	22	3	0	1	13	0	10	186
05:45 PM - 06:00 PM	13	44	3	1	74	17	3	0	0	5	0	5	165
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

Villa Rica, GA

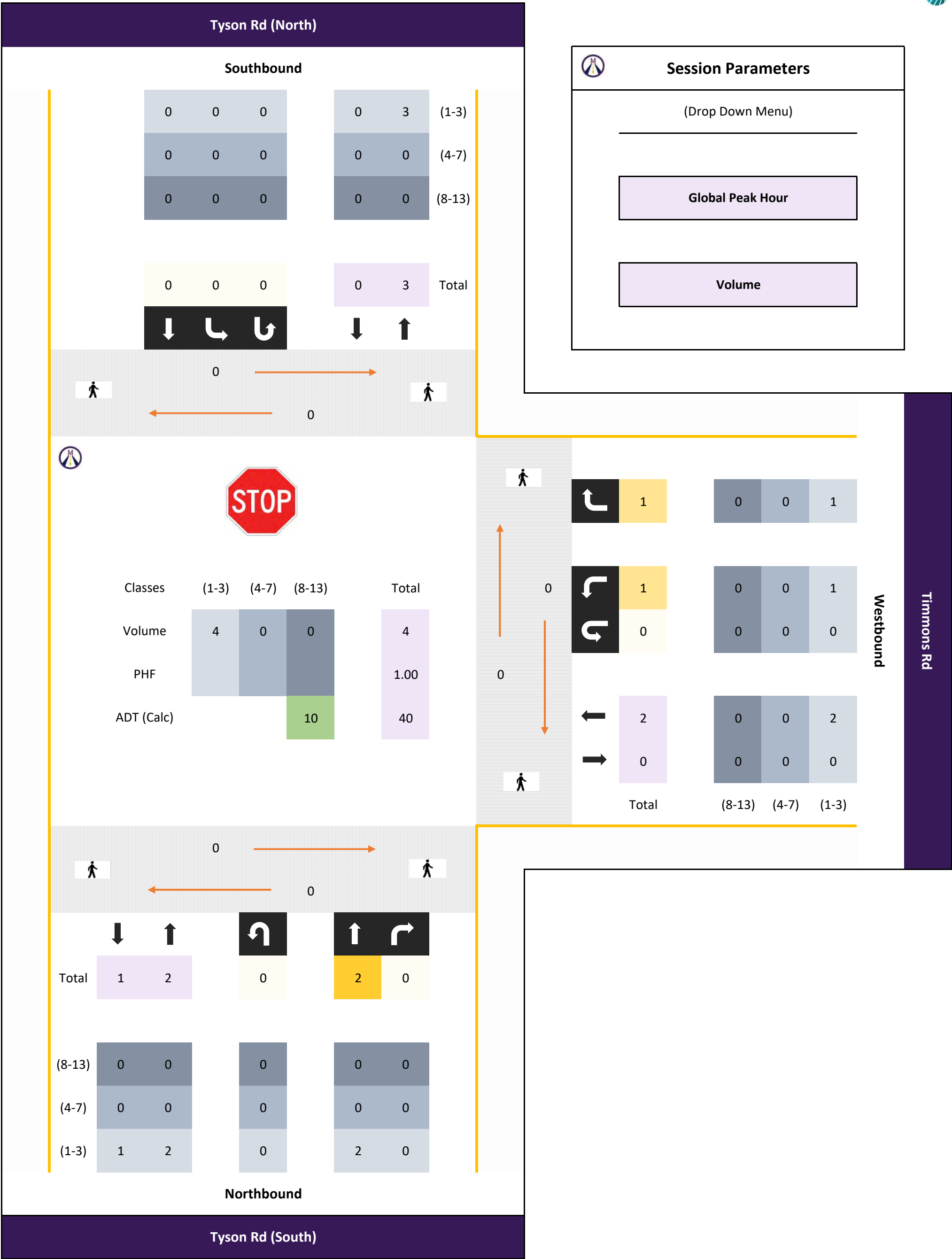


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Tuesday, May 13, 2025		
	Mostly Cloudy	69°F
Period	0700 - 0900	APPLY
Peak Hour	0745 - 0845	APPLY
Global PH	0700 - 0800	APPLY

* the Peak Hour Diagram does not include bicycles



Northbound

12

0

20

00

00

00

00

00

00

00

00

00

12

0

20

(8-13)

(4-7)

(1-3)

Tyson Rd (South)



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Peak Hour Turning Movement Count

Villa Rica, GA

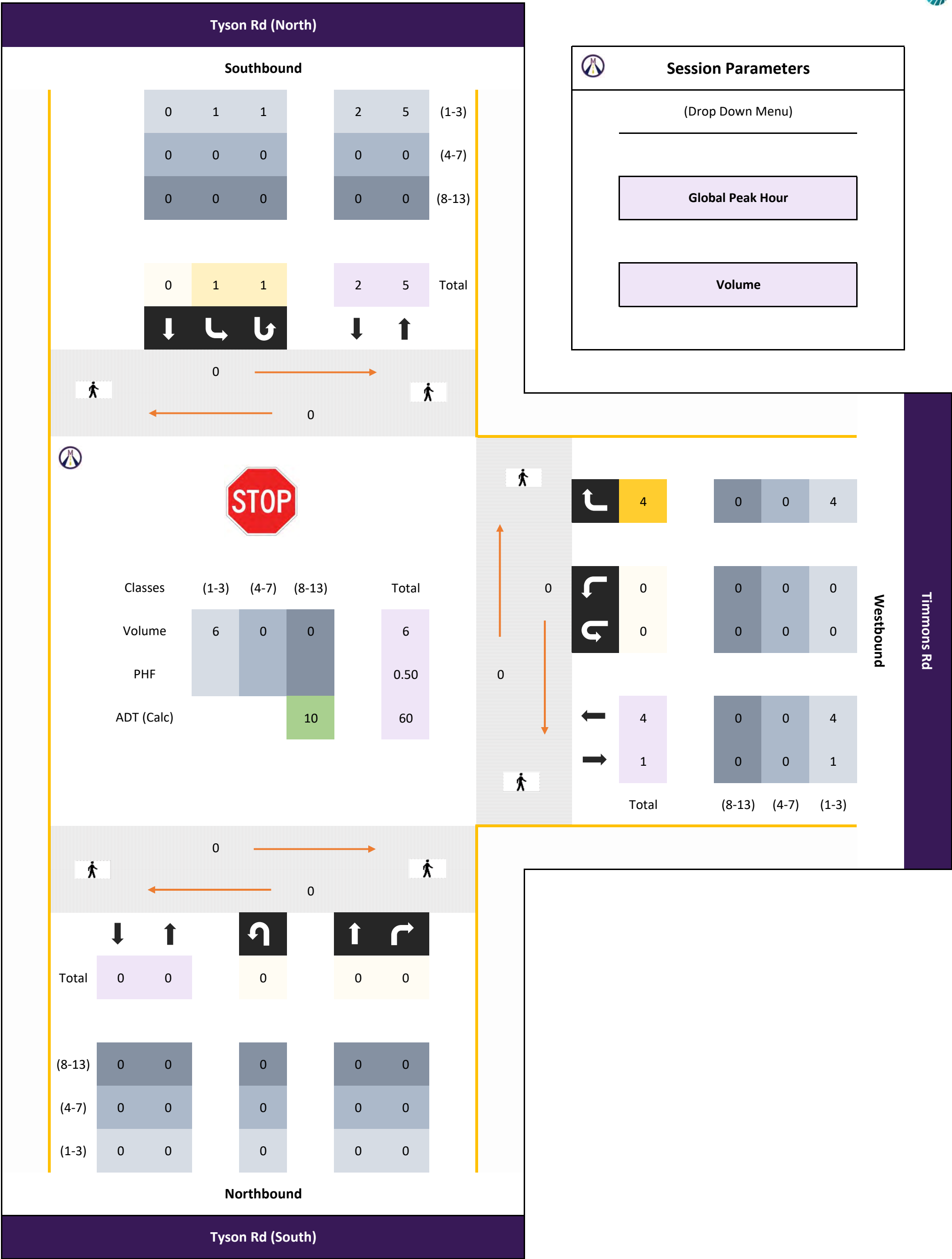


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Tuesday, May 13, 2025		
	Mostly Cloudy	69°F
Period	1600 - 1800	APPLY
Peak Hour	1700 - 1800	APPLY
Global PH	1645 - 1745	APPLY

* the Peak Hour Diagram does not include bicycles



All vehicles

All Vehicles		Northbound						Southbound						Westbound											
		Tyson Rd (South)						Tyson Rd (North)						Timmons Rd											
Time		Thru 8.1	Right 8.2		U-Turn 8.3	App Total	Left 8.4	Thru 8.5			U-Turn 8.6	App Total					App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total	Int Total	
1700 - 1715	-	0	0	-	0	0	1	0	-	-	0	1	-	-	-	-	-	0	0	-	1	-	0	1	2
1715 - 1730	-	0	0	-	0	0	0	0	-	-	1	1	-	-	-	-	-	0	0	-	2	-	0	2	3
1730 - 1745	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	1	-	0	1	1
1745 - 1800	-	0	0	-	0	0	1	0	-	-	0	1	-	-	-	-	-	0	0	-	1	-	0	1	2
Total		0	0	0	0	0	2	0	0	0	1	3	0	0	0	0	0	0	0	0	5	0	0	5	8
Approach %		0.00	0.00	0.00	0.00	0.00	66.67	0.00	0.00	0.00	33.33	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF		0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.25	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.63	0.67

Passenger Vehicles (1-3)

		Northbound						Southbound						Westbound											
		Tyson Rd (South)						Tyson Rd (North)						Timmons Rd											
Time		Thru 8.1	Right 8.2		U-Turn 8.3	App Total	Left 8.4	Thru 8.5			U-Turn 8.6	App Total					App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total	Int Total	
1700 - 1715	-	0	0	-	0	0	1	0	-	-	0	1	-	-	-	-	0	0	-	1	-	0	1	2	
1715 - 1730	-	0	0	-	0	0	0	0	-	-	1	1	-	-	-	-	0	0	-	2	-	0	2	3	
1730 - 1745	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	0	0	-	1	-	0	1	1	
1745 - 1800	-	0	0	-	0	0	1	0	-	-	0	1	-	-	-	-	0	0	-	1	-	0	1	2	
Total		0	0	0	0	0	2	0	0	0	1	3	0	0	0	0	0	0	0	5	0	0	5	8	
Approach %		0.00	0.00	0.00	0.00	0.00	-	66.67	0.00	0.00	0.00	33.33	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF		0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.25	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.63	0.67

Single Unit Trucks (4-7)

[illegible]

Combination Trucks (8-13)

[illegible]

Bicycles

[illegible]

Classified Turn Movement Count || All vehicles

Villa Rica, GA



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Site 8

Tyson Rd (South)
Tyson Rd (North)



Date

Tuesday, May 13, 2025

Weather

Mostly Cloudy
69°F



Lat/Long

33.719718°, -84.879023°
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Timmons Rd



0700 - 0900 (Weekday 2h Session) (05-13-2025)

All vehicles

TIME	Northbound				Southbound			
	Tyson Rd (South)				Tyson Rd (North)			
	Thru 8.1	Right 8.2	U-Turn 8.3	App Total	Left 8.4	Thru 8.5	U-Turn 8.6	App Total
0700 - 0715	1	0	0	1	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	1	0	0	1	0	0	0	0
Hourly Total	2	0	0	2	0	0	0	0
0800 - 0815	0	0	0	0	1	0	0	1
0815 - 0830	0	0	0	0	1	0	0	1
0830 - 0845	0	0	0	0	1	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	3	0	0	3
Grand Total	2	0	0	2	3	0	0	3
Approach %	100.00	0.00	0.00	-	100.00	0.00	0.00	-
Intersection %	25.00	0.00	0.00	25.00	37.50	0.00	0.00	37.50
Heavy Vehicle %	0	-	-	0	0	-	-	0
PHF	0.25	0.00	0.00	0.25	0.75	0.00	0.00	0.75
Peak Hour Total	1	0	0	1	3	0	0	3
Peak Hour HV %	0	0	0	0	0	0	0	0

Westbound					
Timmons Rd					
Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total	
0	0	0	0	1	
0	1	0	1	1	
1	0	0	1	1	
0	0	0	0	1	
1	1	0	2	4	
0	0	0	0	1	
0	0	0	0	1	
0	1	0	1	2	
0	0	0	0	0	
0	1	0	1	4	
1	2	0	3	8	
33.33	66.67	0.00	-		
12.50	25.00	0.00	37.50		
0	0	-	0	0	
0.00	0.25	0.00	0.25	0.63	
0	1	0	1	5	
0	0	0	0	0	

1600 - 1800 (Weekday 2h Session) (05-13-2025)

All vehicles

TIME	Northbound				Southbound			
	Tyson Rd (South)				Tyson Rd (North)			
	Thru 8.1	Right 8.2	U-Turn 8.3	App Total	Left 8.4	Thru 8.5	U-Turn 8.6	App Total
1600 - 1615	0	0	0	0	1	1	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	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	1	1	0	2
1700 - 1715	0	0	0	0	1	0	0	1
1715 - 1730	0	0	0	0	0	0	1	1
1730 - 1745	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	1	0	0	1
Hourly Total	0	0	0	0	2	0	1	3
Grand Total	0	0	0	0	3	1	1	5
Approach %	0.00	0.00	0.00	-	60.00	20.00	20.00	-
Intersection %	0.00	0.00	0.00	0.00	27.27	9.09	9.09	45.45
Heavy Vehicle %	-	-	-	-	0	100	0	20
PHF	0.00	0.00	0.00	0.00	0.50	0.00	0.25	0.75
Peak Hour Total	0	0	0	0	2	0	1	3
Peak Hour HV %	0	0	0	0	0	0	0	0

Westbound					
Timmons Rd					
Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total	
0	0	0	0	2	
0	1	0	1	1	
0	0	0	0	0	
0	0	0	0	0	
0	1	0	1	3	
0	1	0	1	2	
0	2	0	2	3	
0	1	0	1	1	
0	1	0	1	2	
0	5	0	5	8	
0	6	0	6	11	
0.00	100.00	0.00	-		
0.00	54.55	0.00	54.55		
-	17	-	17	18	
0.00	0.63	0.00	0.63	0.67	
0	5	0	5	8	
0	0	0	0	0	

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

Villa Rica, GA



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Site 8
Tyson Rd (South)
Tyson Rd (North)



Date
Tuesday, May 13, 2025

Weather
Mostly Cloudy
69°F
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Timmons Rd

Lat/Long
33.719718°, -84.879023°
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0700 - 0900 (Weekday 2h Session) (05-13-2025)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound			
	Tyson Rd (South)				Tyson Rd (North)			
	Thru 8.1	Right 8.2	U-Turn 8.3	App Total	Left 8.4	Thru 8.5	U-Turn 8.6	App Total
0700 - 0715	1	0	0	1	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	1	0	0	1	0	0	0	0
Hourly Total	2	0	0	2	0	0	0	0
0800 - 0815	0	0	0	0	1	0	0	1
0815 - 0830	0	0	0	0	1	0	0	1
0830 - 0845	0	0	0	0	1	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	3	0	0	3
Grand Total	2	0	0	2	3	0	0	3
Approach %	100.00	0.00	0.00	-	100.00	0.00	0.00	-
Intersection %	25.00	0.00	0.00	25.00	37.50	0.00	0.00	37.50

Westbound					
Timmons Rd					
Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total	
0	0	0	0	1	
0	1	0	1	1	
1	0	0	1	1	
0	0	0	0	1	
1	1	0	2	4	
0	0	0	0	1	
0	0	0	0	1	
0	1	0	1	2	
0	0	0	0	0	
0	1	0	1	4	
1	2	0	3	8	
33.33	66.67	0.00	-		
12.50	25.00	0.00	37.50		

1600 - 1800 (Weekday 2h Session) (05-13-2025)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound			
	Tyson Rd (South)				Tyson Rd (North)			
	Thru 8.1	Right 8.2	U-Turn 8.3	App Total	Left 8.4	Thru 8.5	U-Turn 8.6	App Total
1600 - 1615	0	0	0	0	1	0	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	0	0	0	0	1	0	0	1
1700 - 1715	0	0	0	0	1	0	0	1
1715 - 1730	0	0	0	0	0	0	1	1
1730 - 1745	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	1	0	0	1
Hourly Total	0	0	0	0	2	0	1	3
Grand Total	0	0	0	0	3	0	1	4
Approach %	0.00	0.00	0.00	-	75.00	0.00	25.00	-
Intersection %	0.00	0.00	0.00	0.00	33.33	0.00	11.11	44.44

Westbound					
Timmons Rd					
Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total	
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	1	0	1	2	
0	2	0	2	3	
0	1	0	1	1	
0	1	0	1	2	
0	5	0	5	8	
0	5	0	5	9	
0.00	100.00	0.00	-		
0.00	55.56	0.00	55.56		

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Date

Tuesday, May 13, 2025

Mostly Cloudy
69°F

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Timmons Rd

Lat/Long

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Single Unit Trucks (4-7)

	Northbound					Southbound				
	Tyson Rd (South)					Tyson Rd (North)				
	Thru 8.1	Right 8.2		U-Turn 8.3	App Total	Left 8.4	Thru 8.5		U-Turn 8.6	App Total
TIME	0	0		0	0	0	0		0	0
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	0		0	0	0	0		0	0
0815 - 0830	0	0		0	0	0	0		0	0
0830 - 0845	0	0		0	0	0	0		0	0
0845 - 0900	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]

Single Unit Trucks (4-7)

TIME	Northbound				Southbound			
	Tyson Rd (South)				Tyson Rd (North)			
	Thru 8.1	Right 8.2	U-Turn 8.3	App Total	Left 8.4	Thru 8.5	U-Turn 8.6	App Total
1600 - 1615	0	0	0	0	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	0	0	0	0	0	1	0	1
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	1	0	1
Approach %	0.00	0.00	0.00	-	0.00	100.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	50.00	0.00	50.00

[illegible]

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Villa Rica, GA

Tyson Rd (South)
Tyson Rd (North)

Tuesday, May 13, 2025

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Mostly Cloudy
69°F

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Combination Trucks (8-13)

TIME	Northbound					Southbound				
	Tyson Rd (South)					Tyson Rd (North)				
	Thru 8.1	Right 8.2		U-Turn 8.3	App Total	Left 8.4	Thru 8.5		U-Turn 8.6	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	0		0	0	0	0		0	0
0815 - 0830	0	0		0	0	0	0		0	0
0830 - 0845	0	0		0	0	0	0		0	0
0845 - 0900	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

Westbound				
Timmons Rd				
Left 8.7	Right 8.8	U-Turn 8.9	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	

Combination Trucks (8-13)

TIME	Northbound					Southbound				
	Tyson Rd (South)					Tyson Rd (North)				
	Thru 8.1	Right 8.2		U-Turn 8.3	App Total	Left 8.4	Thru 8.5		U-Turn 8.6	App Total
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]

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Villa Rica, GA

Tyson Rd (South)
Tyson Rd (North)

Tuesday, May 13, 2025

33.719718°, -84.879023°
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Mostly Cloudy
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Bicycles

TIME	Northbound				Southbound			
	Tyson Rd (South)				Tyson Rd (North)			
	Thru 8.1	Right 8.2		U-Turn 8.3 App Total	Left 8.4	Thru 8.5		U-Turn 8.6 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 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

Westbound				
Timmons Rd				
Left 8.7	Right 8.8	U-Turn 8.9	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
0.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	

Bicycles

TIME	Northbound					Southbound				
	Tyson Rd (South)					Tyson Rd (North)				
	Thru 8.1	Right 8.2		U-Turn 8.3	App Total	Left 8.4	Thru 8.5		U-Turn 8.6	App Total
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]

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Site 8

Tyson Rd (South)
 Tyson Rd (North)

Timmons Rd

Weather
Mostly Cloudy
69°F
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All Trucks (4-13)

[illegible]

All Trucks (4-13)

TIME	Northbound					Southbound				
	Tyson Rd (South)					Tyson Rd (North)				
	Thru 8.1	Right 8.2		U-Turn 8.3	App Total	Left 8.4	Thru 8.5		U-Turn 8.6	App Total
1600 - 1615	0	0		0	0	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	0	0		0	0	0	1		0	1
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	1		0	1
Approach %	0.00	0.00		0.00	-	0.00	100.00		0.00	-
Intersection %	0.00	0.00		0.00	0.00	0.00	50.00		0.00	50.00

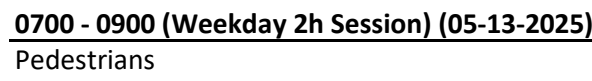
Westbound						
Timmons Rd						
Left 8.7		Right 8.8		U-Turn 8.9	App Total	Int Total
0		0		0	0	1
0		1		0	1	1
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		1		0	1	2
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		0		0	0	0
0		1		0	1	2
0.00		100.00		0.00	-	
0.00		50.00		0.00	50.00	

 Marr Traffic
DATA COLLECTION

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Weather
Mostly Cloudy
69°F
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Lat/Long
33.719718°, -84.879023°
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Westbound			
Timmons Rd			
NB	SB	App	Int
8g	8h	Total	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
0.00	0.00	-	
0.00	0.00	0.00	

Pedestrians

Westbound			
Timmons Rd			
NB 8g	SB 8h		
0	0	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
0.00	0.00	-	
0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Villa Rica, GA



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Site 8
Tyson Rd (South)
Tyson Rd (North)

Timmons Rd

Date
Tuesday, May 13, 2025

Lat/Long
33.719718°, -84.879023°
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Weather
Mostly Cloudy
69°F
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0700 - 0900 (Weekday 2h Session) (05-13-2025)
Bicycles

	Northbound			Southbound		
	Tyson Rd (South)			Tyson Rd (North)		
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	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				
Timmons Rd				
NB 8g	SB 8h		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
0.00	0.00		-	
0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (05-13-2025)
Bicycles

	Northbound			Southbound		
	Tyson Rd (South)			Tyson Rd (North)		
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total
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

Westbound				
Timmons Rd				
NB 8g	SB 8h		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
0.00	0.00		-	
0.00	0.00		0.00	

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Site 8

Date _____

Tuesday, May 13, 2025

Weather

Mostly Cloudy
69°F

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Lat/Long

33.719718°, -84.879023°

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0700 - 0900 (Weekday 2h Session) (05-13-2025)

Motorized Vehicles

	Northbound			Southbound		
	Tyson Rd (South)			Tyson Rd (North)		
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	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

[illegible]

1600 - 1800 (Weekday 2h Session) (05-13-2025)

Motorized Vehicles

	Northbound			Southbound		
	Tyson Rd (South)			Tyson Rd (North)		
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total
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]

Start Date: 5/13/2025															
Eastbound				Timmons Rd Westbound			Tyson Rd (South) Northbound			Tyson Rd (North) 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	0	0	0	0	1	0	0	0	0	1		
07:15 AM - 07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1		
07:30 AM - 07:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	1		
07:45 AM - 08:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1		
08:00 AM - 08:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1		
08:15 AM - 08:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1		
08:30 AM - 08:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	2		
08:45 AM - 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		
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	0	0	0	0	0	0	0	0	0	0		
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:00 PM - 04:15 PM	0	0	0	0	0	0	0	0	0	1	1	0	2		
04:15 PM - 04:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1		
04:30 PM - 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:45 PM - 05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:00 PM - 05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	2		
05:15 PM - 05:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	2		
05:30 PM - 05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1		
05:45 PM - 06:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	2		
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

Villa Rica, GA



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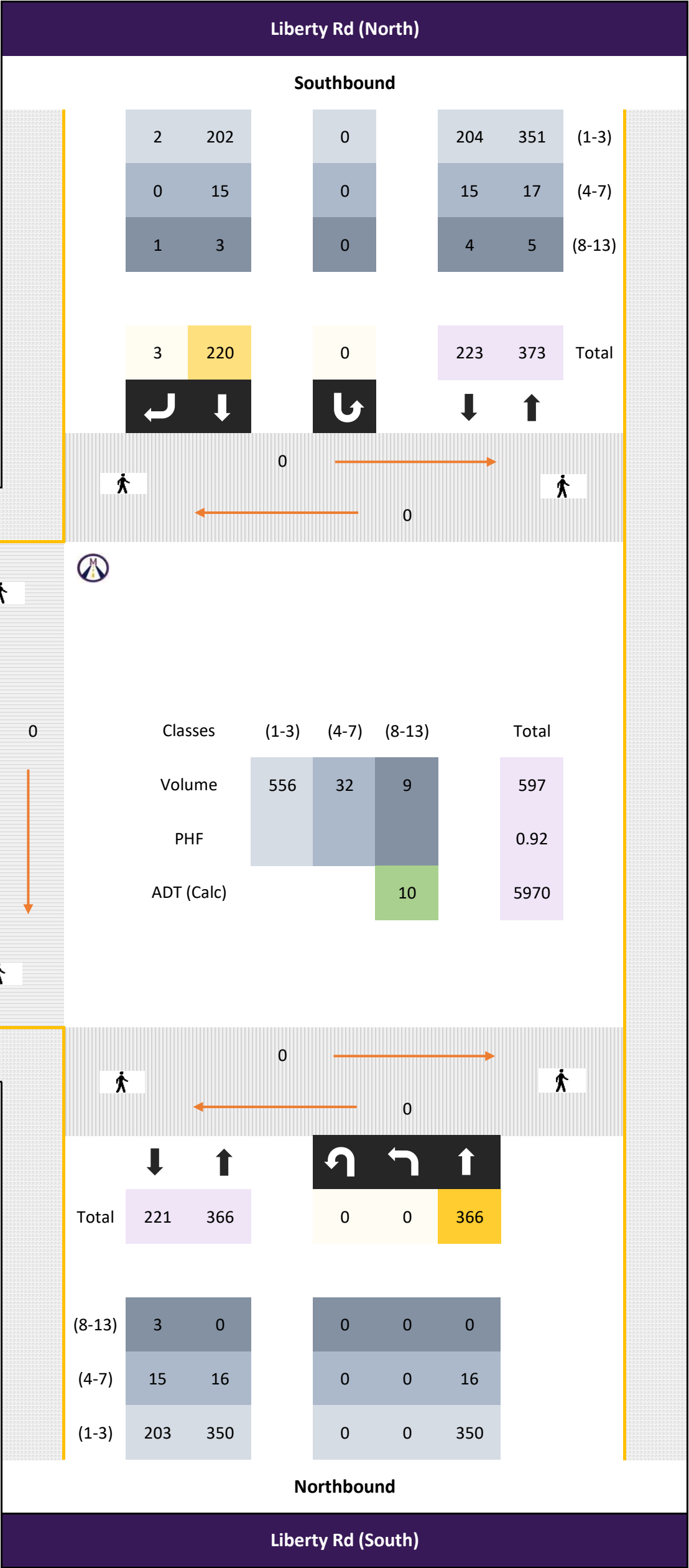


Tuesday, May 13, 2025		
	Mostly Cloudy	69°F
Period	0700 - 0900	APPLY
Peak Hour	0700 - 0800	APPLY
Global PH	0700 - 0800	APPLY

* the Peak Hour Diagram does not include bicycles

Private Driveway

	(1-3)	(4-7)	(8-13)	Total
Eastbound	2	0	1	3
	2	1	5	8
	0	0	0	0
	1	1	5	7
	1	0	0	1



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

All Vehicles		Northbound						Southbound						Eastbound												Int Total
		Liberty Rd (South)						Liberty Rd (North)						Private Driveway												
Time	Left 9.1	Thru 9.2			U-Turn 9.3	App Total		Thru 9.4	Right 9.5		U-Turn 9.6	App Total	Left 9.7		Right 9.8		U-Turn 9.9	App Total						App Total		
0700 - 0715	0	82	-	-	0	82	-	46	1	-	0	47	6	-	0	-	0	6	-	-	-	-	-	0	135	
0715 - 0730	0	104	-	-	0	104	-	48	0	-	0	48	1	-	0	-	0	1	-	-	-	-	-	0	153	
0730 - 0745	0	91	-	-	0	91	-	70	1	-	0	71	0	-	1	-	0	1	-	-	-	-	-	0	163	
0745 - 0800	0	89	-	-	0	89	-	56	1	-	0	57	0	-	0	-	0	0	-	-	-	-	-	0	146	
Total	0	366	0	0	0	366	0	220	3	0	0	223	7	0	1	0	0	8	0	0	0	0	0	0	597	
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	98.65	1.35	0.00	0.00	-	87.50	0.00	12.50	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-		
PHF	0.00	0.88	0.00	0.00	0.00	0.88	0.00	0.79	0.75	0.00	0.00	0.79	0.29	0.00	0.25	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.00	0.00	0.92	

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound												Int Total
	Liberty Rd (South)						Liberty Rd (North)						Private Driveway												
	Left 9.1	Thru 9.2			U-Turn 9.3	App Total		Thru 9.4	Right 9.5		U-Turn 9.6	App Total	Left 9.7		Right 9.8		U-Turn 9.9	App Total							
0700 - 0715	0	77	-	-	0	77	-	40	1	-	0	41	1	-	0	-	0	1	-	-	-	-	-	0	119
0715 - 0730	0	102	-	-	0	102	-	45	0	-	0	45	0	-	0	-	0	0	-	-	-	-	-	0	147
0730 - 0745	0	86	-	-	0	86	-	65	1	-	0	66	0	-	1	-	0	1	-	-	-	-	-	0	153
0745 - 0800	0	85	-	-	0	85	-	52	0	-	0	52	0	-	0	-	0	0	-	-	-	-	-	0	137
Total	0	350	0	0	0	350	0	202	2	0	0	204	1	0	1	0	0	2	0	0	0	0	0	0	556
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	99.02	0.98	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.86	0.00	0.00	0.00	0.86	0.00	0.78	0.50	0.00	0.00	0.77	0.25	0.00	0.25	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.91

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound												Int Total
	Liberty Rd (South)						Liberty Rd (North)						Private Driveway												
	Left 9.1	Thru 9.2			U-Turn 9.3	App Total		Thru 9.4	Right 9.5		U-Turn 9.6	App Total	Left 9.7		Right 9.8		U-Turn 9.9	App Total							
0700 - 0715	0	5	-	-	0	5	-	5	0	-	0	5	0	-	0	-	0	0	-	-	-	-	-	0	10
0715 - 0730	0	2	-	-	0	2	-	2	0	-	0	2	1	-	0	-	0	1	-	-	-	-	-	0	5
0730 - 0745	0	5	-	-	0	5	-	5	0	-	0	5	0	-	0	-	0	0	-	-	-	-	-	0	10
0745 - 0800	0	4	-	-	0	4	-	3	0	-	0	3	0	-	0	-	0	0	-	-	-	-	-	0	7
Total	0	16	0	0	0	16	0	15	0	0	0	15	1	0	0	0	0	1	0	0	0	0	0	0	32
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.80	0.00	0.00	0.00	0.80	0.00	0.75	0.00	0.00	0.00	0.75	0.25	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.80	

Combination Trucks (8-13)

[illegible]

Bicycles

[illegible]



[Click here for Map](#)

Peak Hour Turning Movement Count

Villa Rica, GA



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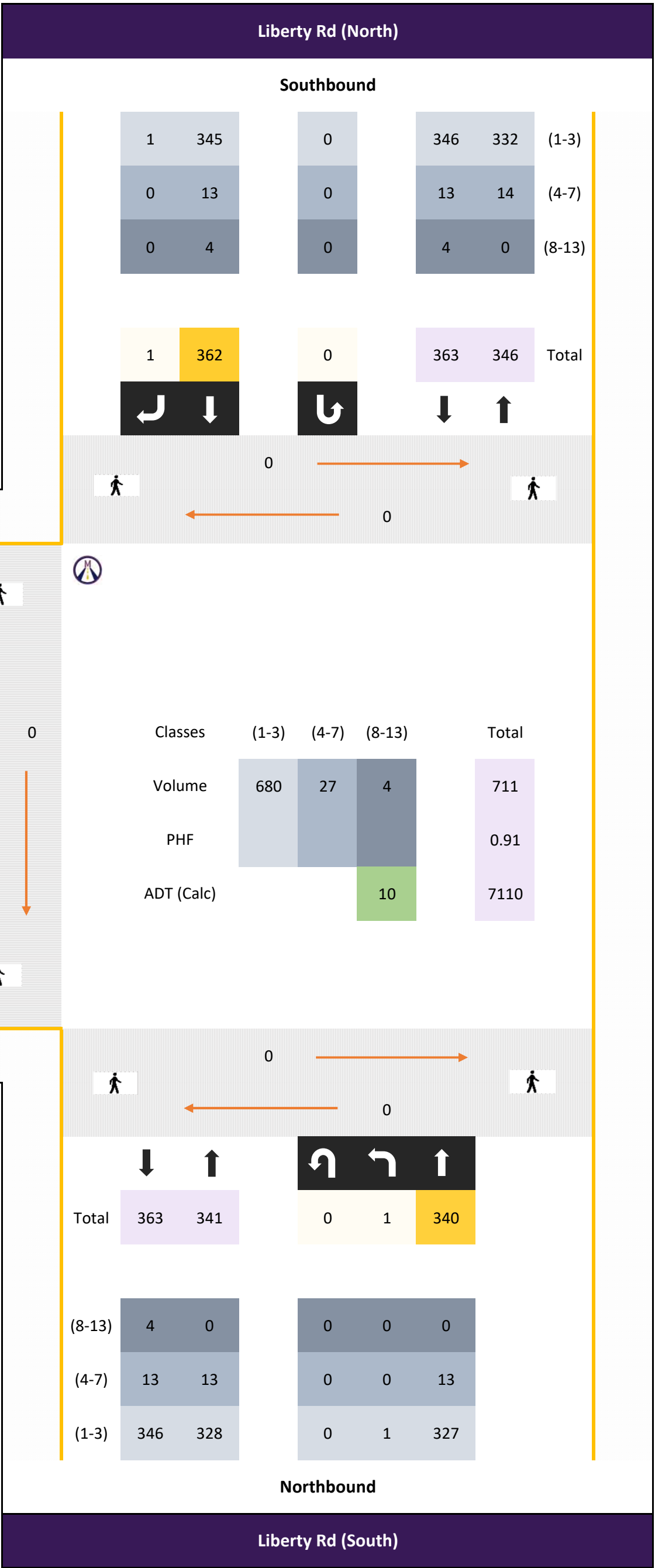


Tuesday, May 13, 2025		
	Mostly Cloudy	69°F
Period	1600 - 1800	APPLY
Peak Hour	1630 - 1730	APPLY
Global PH	1645 - 1745	APPLY

* the Peak Hour Diagram does not include bicycles

Private Driveway

	(1-3)	(4-7)	(8-13)	Total
Eastbound	2	0	0	2
	6	1	0	7
	0	0	0	0
	0	0	0	0
	5	1	0	6
	1	0	0	1



Session Parameters

(Drop Down Menu)

Global Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound												Int Total
	Liberty Rd (South)						Liberty Rd (North)						Private Driveway												
	Left 9.1	Thru 9.2			U-Turn 9.3	App Total		Thru 9.4	Right 9.5		U-Turn 9.6	App Total	Left 9.7		Right 9.8		U-Turn 9.9	App Total						App Total	
Time	0	91	-	-	1	92	-	72	2	-	0	74	2	-	0	-	0	2	-	-	-	-	-	0	168
1630 - 1645	0	102	-	-	0	102	-	90	0	-	0	90	3	-	0	-	0	3	-	-	-	-	-	0	195
1700 - 1715	0	71	-	-	0	71	-	94	0	-	0	94	1	-	0	-	0	1	-	-	-	-	-	0	166
1715 - 1730	0	90	-	-	0	90	-	101	0	-	0	101	1	-	1	-	0	2	-	-	-	-	-	0	193
Total	0	354	0	0	1	355	0	357	2	0	0	359	7	0	1	0	0	8	0	0	0	0	0	0	722
Approach %	0.00	99.72	0.00	0.00	0.28	-	0.00	99.44	0.56	0.00	0.00	-	87.50	0.00	12.50	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.87	0.00	0.00	0.25	0.87	0.00	0.88	0.25	0.00	0.00	0.89	0.58	0.00	0.25	0.00	0.00	0.67	0.00	0.00	0.00	0.00	0.00	0.00	0.93

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												Int Total
	Liberty Rd (South)						Liberty Rd (North)						Private Driveway												
	Left 9.1	Thru 9.2			U-Turn 9.3	App Total		Thru 9.4	Right 9.5		U-Turn 9.6	App Total	Left 9.7		Right 9.8		U-Turn 9.9	App Total						App Total	
Time	0	83	-	-	1	84	-	66	1	-	0	67	2	-	0	-	0	2	-	-	-	-	-	0	153
1630 - 1645	0	83	-	-	1	84	-	66	1	-	0	67	2	-	0	-	0	2	-	-	-	-	-	0	153
1645 - 1700	0	95	-	-	0	95	-	83	0	-	0	83	2	-	0	-	0	2	-	-	-	-	-	0	180
1700 - 1715	0	71	-	-	0	71	-	91	0	-	0	91	1	-	0	-	0	1	-	-	-	-	-	0	163
1715 - 1730	0	85	-	-	0	85	-	96	0	-	0	96	1	-	1	-	0	2	-	-	-	-	-	0	183
Total	0	334	0	0	1	335	0	336	1	0	0	337	6	0	1	0	0	7	0	0	0	0	0	0	679
Approach %	0.00	99.70	0.00	0.00	0.30	-	0.00	99.70	0.30	0.00	0.00	-	85.71	0.00	14.29	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.88	0.00	0.00	0.25	0.88	0.00	0.88	0.25	0.00	0.00	0.88	0.75	0.00	0.25	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.93

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												Int Total	
	Liberty Rd (South)						Liberty Rd (North)						Private Driveway													
	Left 9.1	Thru 9.2			U-Turn 9.3	App Total		Thru 9.4	Right 9.5		U-Turn 9.6	App Total	Left 9.7		Right 9.8		U-Turn 9.9	App Total						App Total		
Time	0	7	-	-	0	7	-	6	0	-	0	6	0	-	0	-	0	0	0	-	-	-	-	-	0	13
1630 - 1645	0	7	-	-	0	7	-	5	0	-	0	5	1	-	0	-	0	1	-	-	-	-	-	-	0	13
1645 - 1700	0	0	-	-	0	0	-	2	0	-	0	2	0	-	0	-	0	0	0	-	-	-	-	-	0	2
1700 - 1715	0	5	-	-	0	5	-	4	0	-	0	4	0	-	0	-	0	0	0	-	-	-	-	-	0	9
1715 - 1730																										
Total	0	19	0	0	0	19	0	17	0	0	0	17	1	0	0	0	0	1	0	0	0	0	0	0	37	
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-		
PHF	0.00	0.68	0.00	0.00	0.00	0.68	0.00	0.71	0.00	0.00	0.00	0.71	0.25	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.71	

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												Int
	Liberty Rd (South)						Liberty Rd (North)						Private Driveway												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App					App	Total	
Time	9.1	9.2			9.3	Total		9.4	9.5		9.6	Total	9.7		9.8		9.9	Total						Total	Total
1630 - 1645	0	1	-	-	0	1	-	0	1	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	2
1645 - 1700	0	0	-	-	0	0	-	2	0	-	0	2	0	-	0	-	0	0	-	-	-	-	-	0	2
1700 - 1715	0	0	-	-	0	0	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	1
1715 - 1730	0	0	-	-	0	0	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	1
Total	0	1	0	0	0	1	0	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	6
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	80.00	20.00	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	0.25	0.00	0.00	0.00	0.25	0.00	0.50	0.25	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75

Bicycles

Time	Northbound						Southbound						Eastbound												
	Liberty Rd (South)						Liberty Rd (North)						Private Driveway												
	Left 9.1	Thru 9.2			U-Turn 9.3	App Total		Thru 9.4	Right 9.5		U-Turn 9.6	App Total	Left 9.7		Right 9.8		U-Turn 9.9	App Total						App Total	Int Total
1630 - 1645	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1645 - 1700	0	0	-	-	0	0	-	0	0	-	0	0	0	0	-	0	-	0	0	-	-	-	-	0	0
1700 - 1715	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles

Villa Rica, GA



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Site 9

Liberty Rd (South)
Liberty Rd (North)
Private Driveway



Date

Tuesday, May 13, 2025

Weather

Mostly Cloudy
69°F



Lat/Long

33.719104°, -84.902272°
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0700 - 0900 (Weekday 2h Session) (05-13-2025)

All vehicles

	Northbound				Southbound				Eastbound				Int Total
	Liberty Rd (South)				Liberty Rd (North)				Private Driveway				
TIME	Left 9.1	Thru 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Right 9.8	U-Turn 9.9	App Total	
0700 - 0715	0	82	0	82	46	1	0	47	6	0	0	6	135
0715 - 0730	0	104	0	104	48	0	0	48	1	0	0	1	153
0730 - 0745	0	91	0	91	70	1	0	71	0	1	0	1	163
0745 - 0800	0	89	0	89	56	1	0	57	0	0	0	0	146
Hourly Total	0	366	0	366	220	3	0	223	7	1	0	8	597
0800 - 0815	0	68	0	68	56	1	0	57	0	0	0	0	125
0815 - 0830	0	75	0	75	58	0	0	58	1	0	0	1	134
0830 - 0845	0	60	0	60	57	0	0	57	1	0	0	1	118
0845 - 0900	1	49	0	50	43	0	0	43	0	0	0	0	93
Hourly Total	1	252	0	253	214	1	0	215	2	0	0	2	470
Grand Total	1	618	0	619	434	4	0	438	9	1	0	10	1067
Approach %	0.16	99.84	0.00	-	99.09	0.91	0.00	-	90.00	10.00	0.00	-	
Intersection %	0.09	57.92	0.00	58.01	40.67	0.37	0.00	41.05	0.84	0.09	0.00	0.94	
Heavy Vehicle %	100	6	-	6	8	25	-	8	67	0	-	60	7
PHF	0.00	0.88	0.00	0.88	0.79	0.75	0.00	0.79	0.29	0.25	0.00	0.33	0.92
Peak Hour Total	0	366	0	366	220	3	0	223	7	1	0	8	597
Peak Hour HV %	0	4	0	4	8	33	0	9	86	0	0	75	7

1600 - 1800 (Weekday 2h Session) (05-13-2025)

All vehicles

	Northbound				Southbound				Eastbound				Int Total
	Liberty Rd (South)				Liberty Rd (North)				Private Driveway				
TIME	Left 9.1	Thru 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Right 9.8	U-Turn 9.9	App Total	
1600 - 1615	0	72	0	72	83	1	0	84	2	0	0	2	158
1615 - 1630	0	80	0	80	89	1	0	90	0	0	0	0	170
1630 - 1645	0	91	1	92	72	2	0	74	2	0	0	2	168
1645 - 1700	0	102	0	102	90	0	0	90	3	0	0	3	195
Hourly Total	0	345	1	346	334	4	0	338	7	0	0	7	691
1700 - 1715	0	71	0	71	94	0	0	94	1	0	0	1	166
1715 - 1730	0	90	0	90	101	0	0	101	1	1	0	2	193
1730 - 1745	1	77	0	78	77	1	0	78	1	0	0	1	157
1745 - 1800	0	80	0	80	78	0	0	78	0	1	0	1	159
Hourly Total	1	318	0	319	350	1	0	351	3	2	0	5	675
Grand Total	1	663	1	665	684	5	0	689	10	2	0	12	1366
Approach %	0.15	99.70	0.15	-	99.27	0.73	0.00	-	83.33	16.67	0.00	-	
Intersection %	0.07	48.54	0.07	48.68	50.07	0.37	0.00	50.44	0.73	0.15	0.00	0.88	
Heavy Vehicle %	0	4	0	4	5	40	-	6	10	0	-	8	5
PHF	0.00	0.87	0.25	0.87	0.88	0.25	0.00	0.89	0.58	0.25	0.00	0.67	0.93
Peak Hour Total	0	354	1	355	357	2	0	359	7	1	0	8	722
Peak Hour HV %	0	6	0	6	6	50	0	6	14	0	0	13	6

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

Villa Rica, GA

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Site 9

Liberty Rd (South)
Liberty Rd (North)
Private Driveway



Date

Tuesday, May 13, 2025

Weather

Mostly Cloudy
69°F



Lat/Long

33.719104°, -84.902272°

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0700 - 0900 (Weekday 2h Session) (05-13-2025)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound				Int Total
	Liberty Rd (South)				Liberty Rd (North)				Private Driveway				
	Left 9.1	Thru 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Right 9.8	U-Turn 9.9	App Total	
0700 - 0715	0	77	0	77	40	1	0	41	1	0	0	1	119
0715 - 0730	0	102	0	102	45	0	0	45	0	0	0	0	147
0730 - 0745	0	86	0	86	65	1	0	66	0	1	0	1	153
0745 - 0800	0	85	0	85	52	0	0	52	0	0	0	0	137
Hourly Total	0	350	0	350	202	2	0	204	1	1	0	2	556
0800 - 0815	0	65	0	65	52	1	0	53	0	0	0	0	118
0815 - 0830	0	68	0	68	54	0	0	54	1	0	0	1	123
0830 - 0845	0	59	0	59	55	0	0	55	1	0	0	1	115
0845 - 0900	0	41	0	41	37	0	0	37	0	0	0	0	78
Hourly Total	0	233	0	233	198	1	0	199	2	0	0	2	434
Grand Total	0	583	0	583	400	3	0	403	3	1	0	4	990
Approach %	0.00	100.00	0.00	-	99.26	0.74	0.00	-	75.00	25.00	0.00	-	
Intersection %	0.00	58.89	0.00	58.89	40.40	0.30	0.00	40.71	0.30	0.10	0.00	0.40	

1600 - 1800 (Weekday 2h Session) (05-13-2025)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound				Int Total
	Liberty Rd (South)				Liberty Rd (North)				Private Driveway				
	Left 9.1	Thru 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Right 9.8	U-Turn 9.9	App Total	
1600 - 1615	0	69	0	69	78	1	0	79	2	0	0	2	150
1615 - 1630	0	75	0	75	84	0	0	84	0	0	0	0	159
1630 - 1645	0	83	1	84	66	1	0	67	2	0	0	2	153
1645 - 1700	0	95	0	95	83	0	0	83	2	0	0	2	180
Hourly Total	0	322	1	323	311	2	0	313	6	0	0	6	642
1700 - 1715	0	71	0	71	91	0	0	91	1	0	0	1	163
1715 - 1730	0	85	0	85	96	0	0	96	1	1	0	2	183
1730 - 1745	1	76	0	77	75	1	0	76	1	0	0	1	154
1745 - 1800	0	80	0	80	75	0	0	75	0	1	0	1	156
Hourly Total	1	312	0	313	337	1	0	338	3	2	0	5	656
Grand Total	1	634	1	636	648	3	0	651	9	2	0	11	1298
Approach %	0.16	99.69	0.16	-	99.54	0.46	0.00	-	81.82	18.18	0.00	-	
Intersection %	0.08	48.84	0.08	49.00	49.92	0.23	0.00	50.15	0.69	0.15	0.00	0.85	

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

Villa Rica, GA

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Site 9

Liberty Rd (South)
Liberty Rd (North)
Private Driveway



Date

Tuesday, May 13, 2025

Lat/Long

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0700 - 0900 (Weekday 2h Session) (05-13-2025)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Eastbound				Int Total
	Liberty Rd (South)				Liberty Rd (North)				Private Driveway				
	Left 9.1	Thru 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Right 9.8	U-Turn 9.9	App Total	
0700 - 0715	0	5	0	5	5	0	0	5	0	0	0	0	10
0715 - 0730	0	2	0	2	2	0	0	2	1	0	0	1	5
0730 - 0745	0	5	0	5	5	0	0	5	0	0	0	0	10
0745 - 0800	0	4	0	4	3	0	0	3	0	0	0	0	7
Hourly Total	0	16	0	16	15	0	0	15	1	0	0	1	32
0800 - 0815	0	1	0	1	4	0	0	4	0	0	0	0	5
0815 - 0830	0	7	0	7	4	0	0	4	0	0	0	0	11
0830 - 0845	0	1	0	1	2	0	0	2	0	0	0	0	3
0845 - 0900	1	7	0	8	6	0	0	6	0	0	0	0	14
Hourly Total	1	16	0	17	16	0	0	16	0	0	0	0	33
Grand Total	1	32	0	33	31	0	0	31	1	0	0	1	65
Approach %	3.03	96.97	0.00	-	100.00	0.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	1.54	49.23	0.00	50.77	47.69	0.00	0.00	47.69	1.54	0.00	0.00	1.54	

1600 - 1800 (Weekday 2h Session) (05-13-2025)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Eastbound				Int Total
	Liberty Rd (South)				Liberty Rd (North)				Private Driveway				
	Left 9.1	Thru 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Right 9.8	U-Turn 9.9	App Total	
1600 - 1615	0	3	0	3	4	0	0	4	0	0	0	0	7
1615 - 1630	0	4	0	4	4	0	0	4	0	0	0	0	8
1630 - 1645	0	7	0	7	6	0	0	6	0	0	0	0	13
1645 - 1700	0	7	0	7	5	0	0	5	1	0	0	1	13
Hourly Total	0	21	0	21	19	0	0	19	1	0	0	1	41
1700 - 1715	0	0	0	0	2	0	0	2	0	0	0	0	2
1715 - 1730	0	5	0	5	4	0	0	4	0	0	0	0	9
1730 - 1745	0	1	0	1	2	0	0	2	0	0	0	0	3
1745 - 1800	0	0	0	0	3	0	0	3	0	0	0	0	3
Hourly Total	0	6	0	6	11	0	0	11	0	0	0	0	17
Grand Total	0	27	0	27	30	0	0	30	1	0	0	1	58
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	46.55	0.00	46.55	51.72	0.00	0.00	51.72	1.72	0.00	0.00	1.72	

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

Villa Rica, GA

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Site 9

Liberty Rd (South)
Liberty Rd (North)
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0700 - 0900 (Weekday 2h Session) (05-13-2025)

Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				Int Total
	Liberty Rd (South)				Liberty Rd (North)				Private Driveway				
TIME	Left 9.1	Thru 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Right 9.8	U-Turn 9.9	App Total	
0700 - 0715	0	0	0	0	1	0	0	1	5	0	0	5	6
0715 - 0730	0	0	0	0	1	0	0	1	0	0	0	0	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	1	1	0	2	0	0	0	0	2
Hourly Total	0	0	0	0	3	1	0	4	5	0	0	5	9
0800 - 0815	0	2	0	2	0	0	0	0	0	0	0	0	2
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	1	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	3	0	3	0	0	0	0	0	0	0	0	3
Grand Total	0	3	0	3	3	1	0	4	5	0	0	5	12
Approach %	0.00	100.00	0.00	-	75.00	25.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	25.00	0.00	25.00	25.00	8.33	0.00	33.33	41.67	0.00	0.00	41.67	

1600 - 1800 (Weekday 2h Session) (05-13-2025)

Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				Int Total			
	Liberty Rd (South)				Liberty Rd (North)				Private Driveway							
TIME	Left 9.1	Thru 9.2		U-Turn 9.3	App Total	Thru 9.4	Right 9.5		U-Turn 9.6	App Total	Left 9.7		Right 9.8		U-Turn 9.9	App Total
1600 - 1615	0	0		0	0	1	0		0	1	0		0		0	0
1615 - 1630	0	1		0	1	1	1		0	2	0		0		0	0
1630 - 1645	0	1		0	1	0	1		0	1	0		0		0	0
1645 - 1700	0	0		0	0	2	0		0	2	0		0		0	0
Hourly Total	0	2		0	2	4	2		0	6	0		0		0	0
1700 - 1715	0	0		0	0	1	0		0	1	0		0		0	0
1715 - 1730	0	0		0	0	1	0		0	1	0		0		0	0
1730 - 1745	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
Hourly Total	0	0		0	0	2	0		0	2	0		0		0	0
Grand Total	0	2		0	2	6	2		0	8	0		0		0	0
Approach %	0.00	100.00		0.00	-	75.00	25.00		0.00	-	0.00		0.00		0.00	-
Intersection %	0.00	20.00		0.00	20.00	60.00	20.00		0.00	80.00	0.00		0.00		0.00	0.00

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Villa Rica, GA

Liberty Rd (South)
Liberty Rd (North)
Private Driveway

Tuesday, May 13, 2025

33.719104°, -84.902272°

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Mostly Cloudy
69°F

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Bicycles

[illegible]

Bicycles

	Northbound					Southbound					Eastbound					Int Total	
	Liberty Rd (South)					Liberty Rd (North)					Private Driveway						
TIME	Left 9.1	Thru 9.2		U-Turn 9.3	App Total		Thru 9.4	Right 9.5		U-Turn 9.6	App Total	Left 9.7		Right 9.8		U-Turn 9.9	App Total
1600 - 1615	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
1630 - 1645	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
Hourly Total	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
1730 - 1745	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
Hourly Total	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
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

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Villa Rica, GA

Site 9

Liberty Rd (South)
Liberty Rd (North)
Private Driveway

Date

Tuesday, May 13, 2025

Lat/Long

33.719104°, -84.902272°

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Weather

Mostly Cloudy
69°F

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0700 - 0900 (Weekday 2h Session) (05-13-2025)

All Trucks (4-13)

[illegible]

1600 - 1800 (Weekday 2h Session) (05-13-2025)

All Trucks (4-13)

	Northbound				Southbound				Eastbound				Int Total
	Liberty Rd (South)				Liberty Rd (North)				Private Driveway				
TIME	Left 9.1	Thru 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Right 9.8	U-Turn 9.9	App Total	
1600 - 1615	0	3	0	3	5	0	0	5	0	0	0	0	8
1615 - 1630	0	5	0	5	5	1	0	6	0	0	0	0	11
1630 - 1645	0	8	0	8	6	1	0	7	0	0	0	0	15
1645 - 1700	0	7	0	7	7	0	0	7	1	0	0	1	15
Hourly Total	0	23	0	23	23	2	0	25	1	0	0	1	49
1700 - 1715	0	0	0	0	3	0	0	3	0	0	0	0	3
1715 - 1730	0	5	0	5	5	0	0	5	0	0	0	0	10
1730 - 1745	0	1	0	1	2	0	0	2	0	0	0	0	3
1745 - 1800	0	0	0	0	3	0	0	3	0	0	0	0	3
Hourly Total	0	6	0	6	13	0	0	13	0	0	0	0	19
Grand Total	0	29	0	29	36	2	0	38	1	0	0	1	68
Approach %	0.00	100.00	0.00	-	94.74	5.26	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	42.65	0.00	42.65	52.94	2.94	0.00	55.88	1.47	0.00	0.00	1.47	

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Date _____

Tuesday, May 13, 2025

Mostly Cloudy
69°F

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Lat/Long

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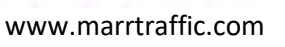
Pedestrians

	Northbound				Southbound				Eastbound				Int Total
	Liberty Rd (South)				Liberty Rd (North)				Private Driveway				
TIME	EB 9a	WB 9b		App Total	EB 9c	WB 9d		App Total	NB 9e	SB 9f		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	

Pedestrians

	Northbound				Southbound				Eastbound				Int Total
	Liberty Rd (South)				Liberty Rd (North)				Private Driveway				
TIME	EB 9a	WB 9b		App Total	EB 9c	WB 9d		App Total	NB 9e	SB 9f		App Total	
1600 - 1615	0	0		0	0	0		0	0	0		0	0
1615 - 1630	0	0		0	0	0		0	0	0		0	0
1630 - 1645	0	0		0	0	0		0	0	0		0	0
1645 - 1700	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
1700 - 1715	0	0		0	0	0		0	0	0		0	0
1715 - 1730	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
Grand Total	0	0		0	0	0		0	0	0		0	0
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

Villa Rica, GA



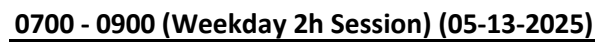
Liberty Rd (South)
Liberty Rd (North)
Private Driveway

Tuesday, May 13, 2025

Mostly Cloudy
69°F

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33.719104°, -84.902272°



Bicycles

	Northbound				Southbound				Eastbound				Int Total
	Liberty Rd (South)				Liberty Rd (North)				Private Driveway				
TIME	EB 9a	WB 9b		App Total	EB 9c	WB 9d		App Total	NB 9e	SB 9f		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	

Bicycles

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Motorized Vehicles

[illegible]

Motorized Vehicles

	Northbound			Southbound			Eastbound						
	Liberty Rd (South)			Liberty Rd (North)			Private Driveway						
TIME	EB 9a	WB 9b		App Total	EB 9c	WB 9d		App Total	NB 9e	SB 9f		App Total	Int Total
1600 - 1615	0	0		0	0	0		0	0	0		0	0
1615 - 1630	0	0		0	0	0		0	0	0		0	0
1630 - 1645	0	0		0	0	0		0	0	0		0	0
1645 - 1700	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
1700 - 1715	0	0		0	0	0		0	0	0		0	0
1715 - 1730	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
Grand Total	0	0		0	0	0		0	0	0		0	0
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

Start Date: 5/13/2025		Private Driveway						Liberty Rd (South)			Liberty 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		6	0	0	0	0	0	0	82	0	0	46	1	135
07:15 AM - 07:30 AM		1	0	0	0	0	0	0	104	0	0	48	0	153
07:30 AM - 07:45 AM		0	0	1	0	0	0	0	91	0	0	70	1	163
07:45 AM - 08:00 AM		0	0	0	0	0	0	0	89	0	0	56	1	146
08:00 AM - 08:15 AM		0	0	0	0	0	0	0	68	0	0	56	1	125
08:15 AM - 08:30 AM		1	0	0	0	0	0	0	75	0	0	58	0	134
08:30 AM - 08:45 AM		1	0	0	0	0	0	0	60	0	0	57	0	118
08:45 AM - 09:00 AM		0	0	0	0	0	0	1	49	0	0	43	0	93
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	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM		2	0	0	0	0	0	0	72	0	0	83	1	158
04:15 PM - 04:30 PM		0	0	0	0	0	0	0	80	0	0	89	1	170
04:30 PM - 04:45 PM		2	0	0	0	0	0	0	91	0	0	72	2	167
04:45 PM - 05:00 PM		3	0	0	0	0	0	0	102	0	0	90	0	195
05:00 PM - 05:15 PM		1	0	0	0	0	0	0	71	0	0	94	0	166
05:15 PM - 05:30 PM		1	0	1	0	0	0	0	90	0	0	101	0	193
05:30 PM - 05:45 PM		1	0	0	0	0	0	1	77	0	0	77	1	157
05:45 PM - 06:00 PM		0	0	1	0	0	0	0	80	0	0	78	0	159
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

0000045_0107 - 045-0107

- SRX 006100LCS0841R

County: Carroll

Route number: 00000800

LRS section: 0451000800

Functional class: 4U - Minor Arterial (Urban)

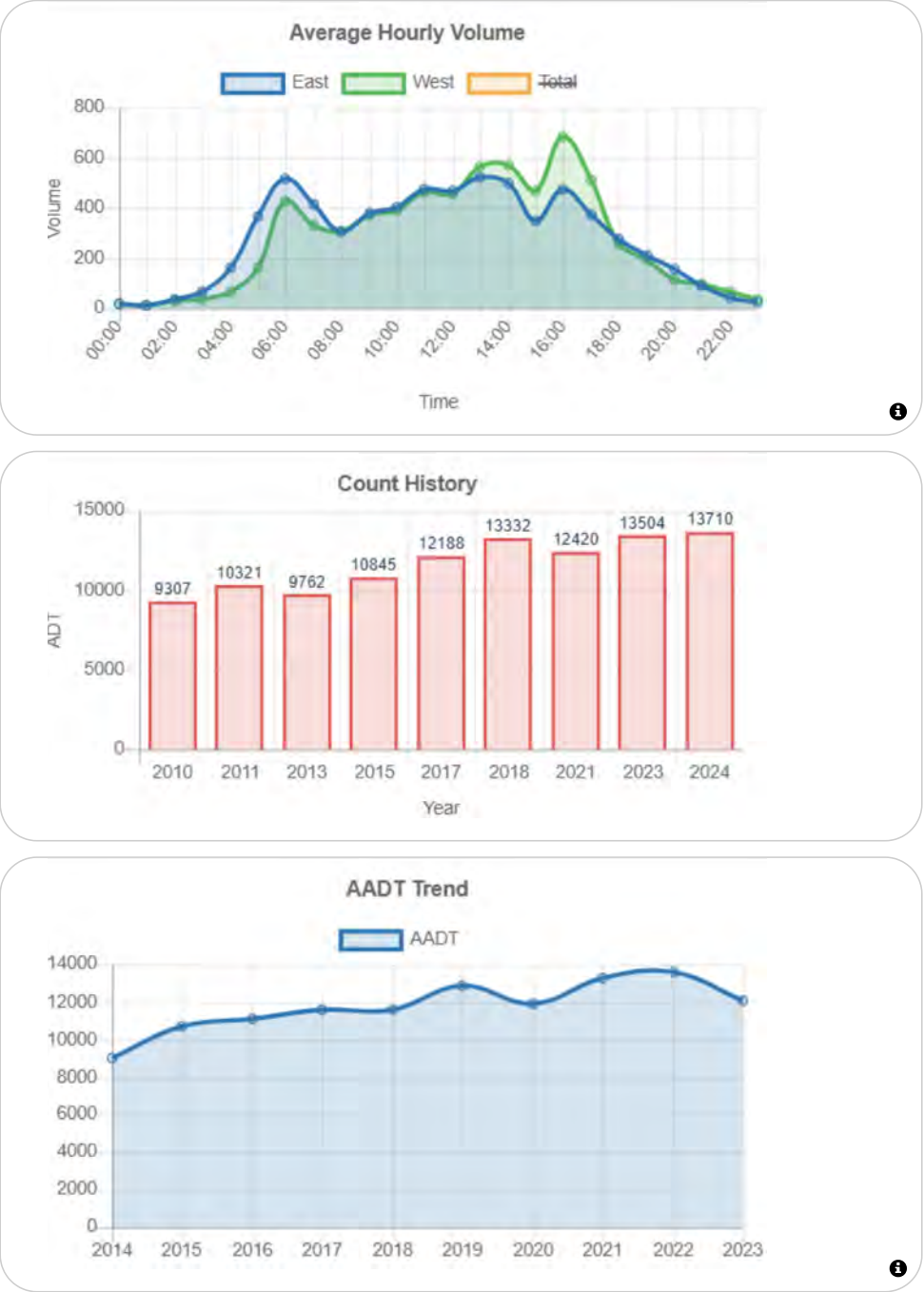
Coordinates: 33.72926, -84.91494

Site Data

Year	Month	Count type	Duration	Count	ADT
2024	December	Class	48 hours	27,421	13,710
2023	October	Volume	48 hours	27,007	13,504
2021	January	Class	48 hours	24,840	12,420
2018	December	Volume	48 hours	26,663	13,332
2017	January	Volume	48 hours	24,375	12,188
2015	January	Volume	48 hours	21,690	10,845
2013	February	Volume	48 hours	19,524	9,762
2011	May	Class	48 hours	20,642	10,321
2010	January	Class	48 hours	18,614	9,307

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual
AADT	9,000	10,700	11,100	11,600	11,600	12,900	11,900	13,300	13,600	12,100
K-Factor	0.090	0.098	0.098	0.094	0.094	0.090	0.090	0.090	0.090	0.099
D-Factor	-	0.700	0.700	0.670	0.670	0.500	0.500	0.620	0.620	0.600
Future AADT	-	-	12,000	14,600	14,600	18,300	18,300	23,800	24,900	20,500



1. Motorcycles 2 axles, 2 or 3 wheels.		0.23%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.		67.87%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		24.25%
4. Buses 2- or 3-axle, full length.		0.60%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		4.26%
6. Single-unit trucks 3-axle, single-unit trucks.		0.77%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.04%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		0.58%
9. Single-trailer trucks 5-axle, single-trailer trucks.		1.27%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.08%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.06%

0000097_0054 - 097-0054

- CRX 024700

County: Douglas

Route number: 00000800

LRS section: 0971000800

Functional class: 4U - Minor Arterial (Urban)

Coordinates: 33.73397339, -84.8522146

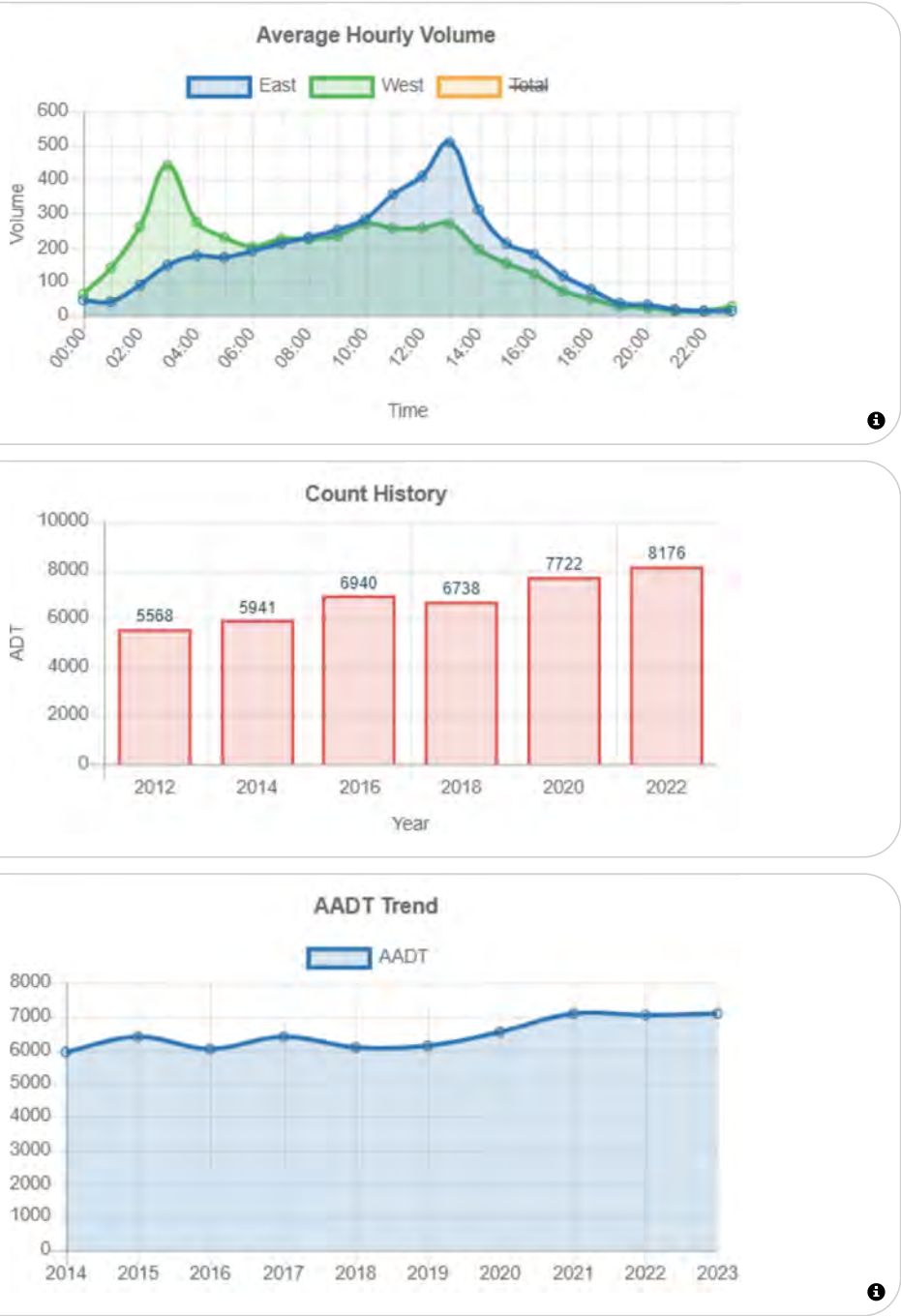
Site Data

Count History

Year	Month	Count type	Duration	Count	ADT
2022	August	Volume	48 hours	16,352	8,176
2020	February	Volume	48 hours	15,443	7,722
2018	March	Class	48 hours	13,475	6,738
2016	August	Volume	48 hours	13,880	6,940
2014	March	Volume	48 hours	11,882	5,941
2012	January	Volume	48 hours	11,136	5,568

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated
AADT	5,950	6,400	6,030	6,380	6,080	6,120	6,540	7,070	7,020	7,070
K-Factor	0.095	0.095	0.128	-	0.100	0.100	0.104	0.104	0.116	0.116
D-Factor	0.500	0.500	0.500	-	0.630	0.630	0.650	0.650	0.650	0.650
Future AADT	-	-	7,110	6,980	7,770	7,940	8,240	8,910	9,060	9,190

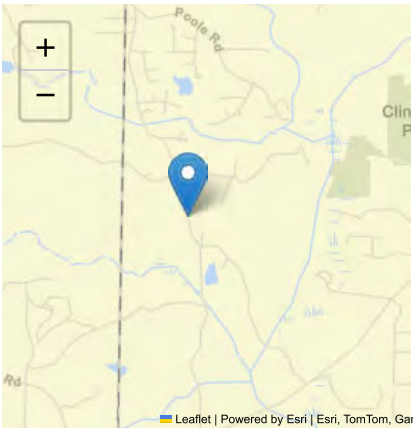


0000097_0176 - 097-0176

- CS 097505 BEG AT
County: Douglas
Route number: 00024500
LRS section: 0972024500
Functional class: 5U - Major Collector (Urban)
Coordinates: 33.6985966096319, -84.8947666624664



Site Data

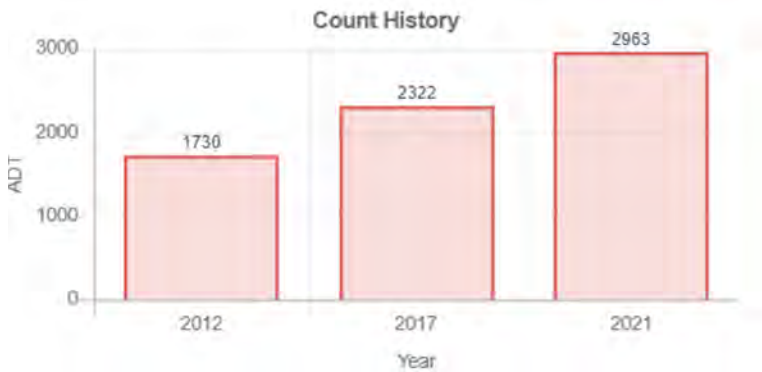
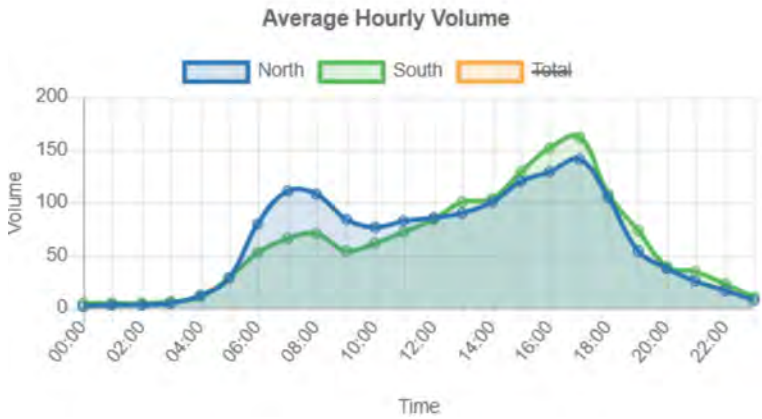


Count History

Year	Month	Count type	Duration	Count	ADT
2021	January	Class	48 hours	5,926	2,963
2017	October	Class	48 hours	4,644	2,322
2012	January	Volume	48 hours	3,460	1,730

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Actual	Estimated	Estimated
AADT	1,680	1,750	1,790	2,110	2,140	2,190	2,030	3,130	3,210	3,300
K-Factor	-	-	-	0.131	0.131	0.131	0.131	0.102	0.102	0.102
D-Factor	-	-	-	0.530	0.530	0.530	0.530	0.510	0.510	0.510
Future AADT	-	-	2,150	2,660	2,700	2,750	2,750	4,030	6,160	7,090



Vehicle Classification 2021

1. Motorcycles 2 axles, 2 or 3 wheels.		0.20%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.		62.25%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		29.75%
4. Buses 2- or 3-axle, full length.		0.64%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		5.40%
6. Single-unit trucks 3-axle, single-unit trucks.		0.71%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.02%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		0.83%
9. Single-trailer trucks 5-axle, single-trailer trucks.		0.19%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.02%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0%

0000097_0212 - 097-0212

- SR 0008CO BEG AT

County: Douglas

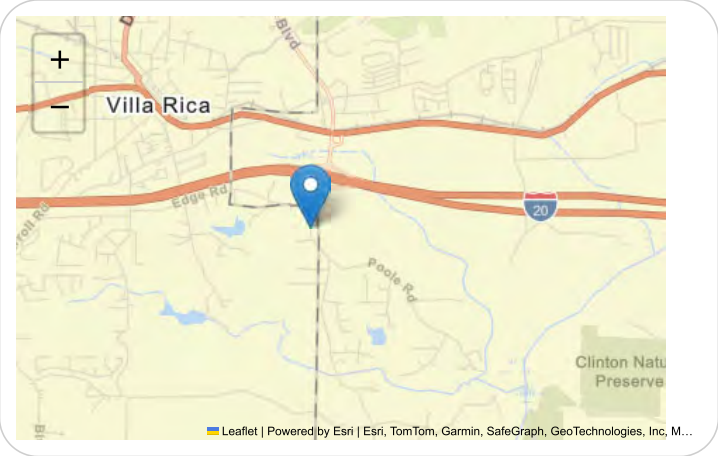
Route number: 00024500

LRS section: 0972024500

Functional class: 5U - Major Collector (Urban)

Coordinates: 33.7201229716899, -84.902312732526

Site Data

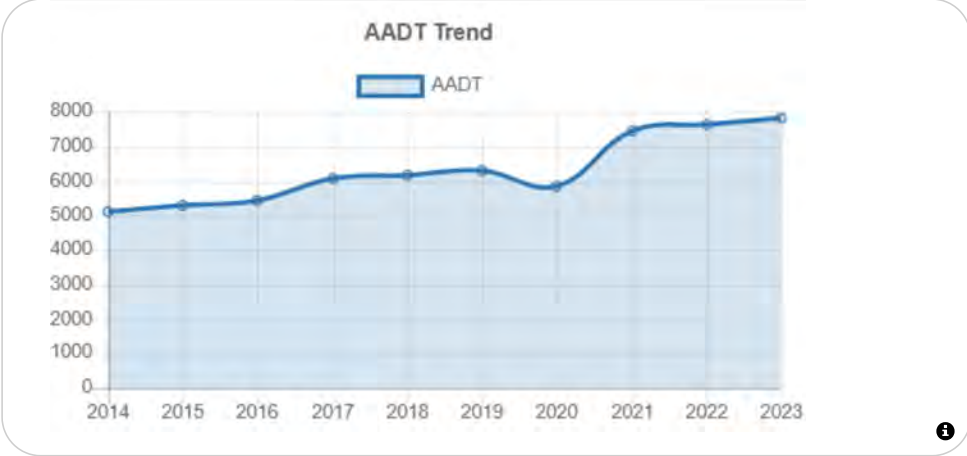
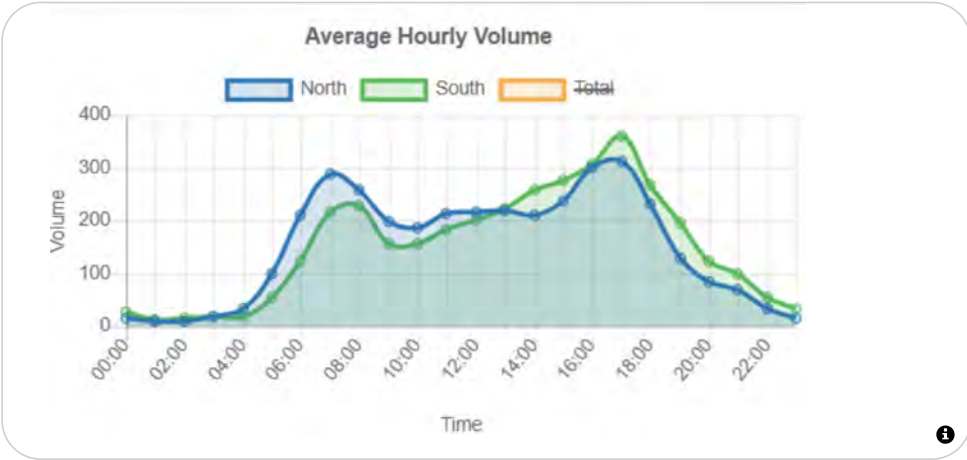


Count History

Year	Month	Count type	Duration	Count	ADT
2021	January	Volume	48 hours	14,419	7,210
2017	October	Volume	48 hours	14,276	7,138
2012	January	Volume	48 hours	10,242	5,121

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Actual	Estimated	Estimated
AADT	5,100	5,310	5,440	6,090	6,180	6,310	5,860	7,450	7,630	7,830
K-Factor	-	-	-	0.119	0.119	0.119	0.119	0.090	0.090	0.090
D-Factor	-	-	-	0.570	0.570	0.570	0.570	0.530	0.530	0.530
Future AADT	-	-	6,530	7,670	7,790	7,950	7,950	11,000	13,100	14,100



0000097_R201 - 097-r201

- I-20 EB To Liberty Rd

County: Douglas

LRS section: 0976402022

Functional class: 1U - Interstate (Urban)

Coordinates: 33.72483, -84.903583

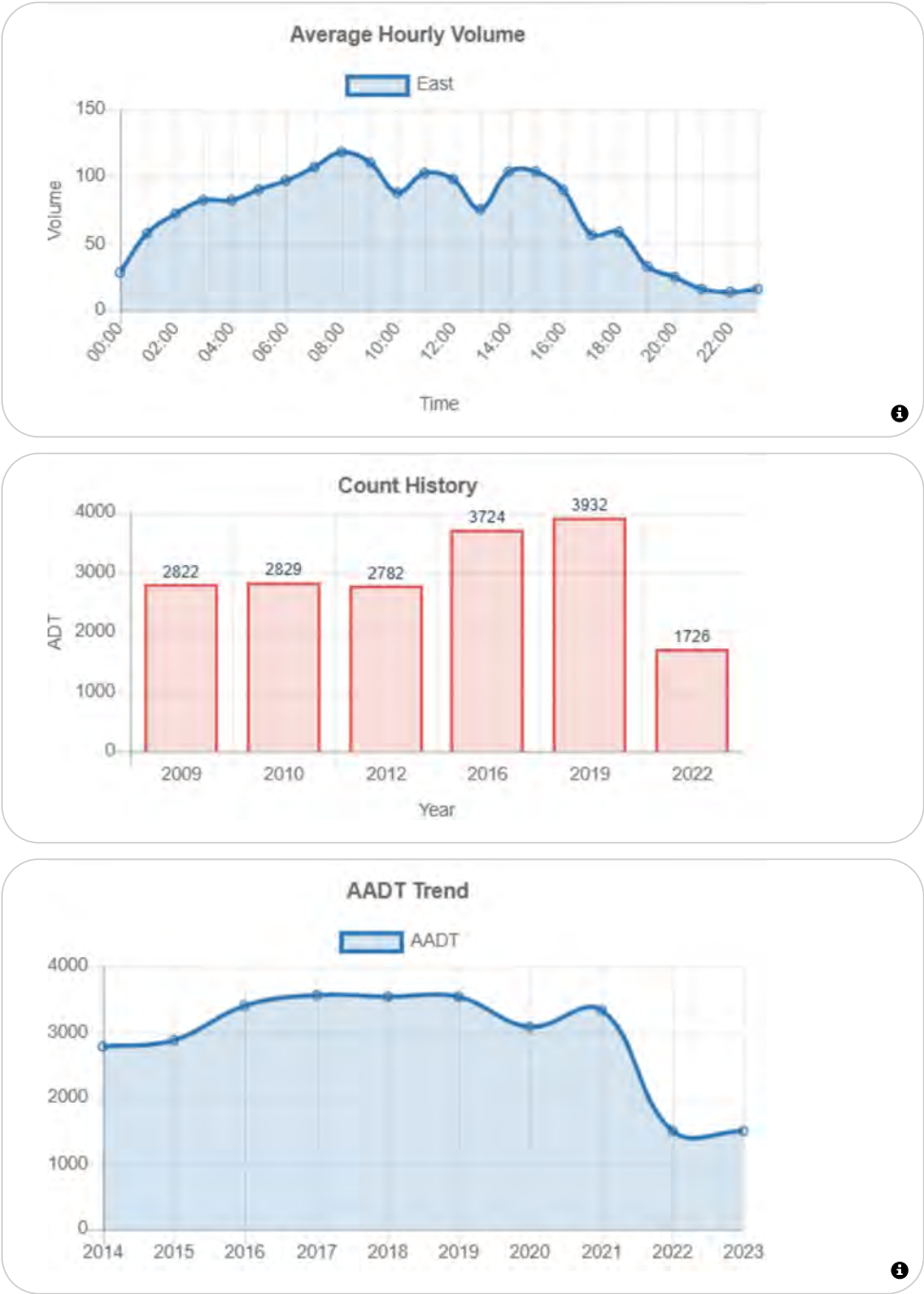
Site Data

Count History

Year	Month	Count type	Duration	Count	ADT
2022	August	Volume	48 hours	3,451	1,726
2019	June	Volume	48 hours	7,864	3,932
2016	August	Volume	48 hours	7,449	3,724
2012	January	Volume	48 hours	5,564	2,782
2010	March	Volume	48 hours	5,658	2,829
2009	March	Volume	48 hours	5,645	2,822

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Actual	Estimated	Estimated	Actual	Estimated	Estimated	Actual	Estimated
AADT	2,790	2,880	3,400	3,560	3,540	3,530	3,080	3,340	1,490	1,490
K-Factor	-	-	0.088	-	-	0.084	0.084	0.084	0.079	0.079
D-Factor	-	-	-	-	-	1.00	1.00	1.00	1.00	1.00
Future AADT	-	-	4,540	-	5,950	6,400	6,400	6,850	1,880	1,880



0000097_R202 - 097-r202

- Liberty Rd To I-20 EB

County: Douglas

LRS section: 0976402023

Functional class: 1U - Interstate (Urban)

Coordinates: 33.723948, -84.899053

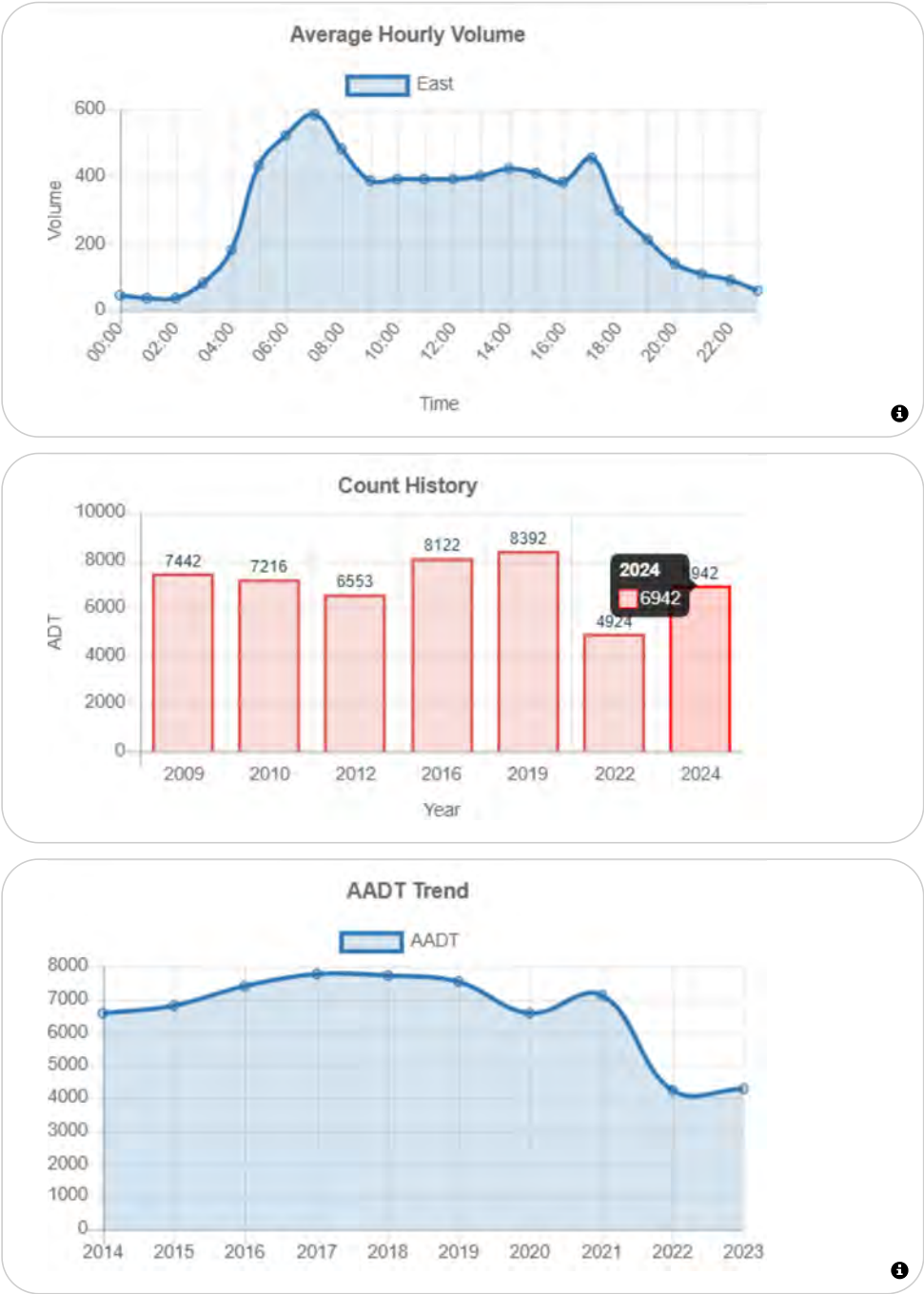
Site Data

Count History

Year	Month	Count type	Duration	Count	ADT
2024	December	Volume	48 hours	13,883	6,942
2022	August	Volume	48 hours	9,848	4,924
2019	June	Volume	48 hours	16,784	8,392
2016	August	Volume	48 hours	16,245	8,122
2012	January	Volume	48 hours	13,106	6,553
2010	March	Volume	48 hours	14,433	7,216
2009	March	Volume	48 hours	14,883	7,442

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Actual	Estimated	Estimated	Actual	Estimated	Estimated	Actual	Estimated
AADT	6,570	6,790	7,400	7,760	7,720	7,530	6,570	7,120	4,250	4,260
K-Factor	-	-	0.127	-	-	0.093	0.093	0.093	0.110	0.110
D-Factor	-	-	-	-	-	1.00	1.00	1.00	1.00	1.00
Future AADT	-	-	7,980	-	10,200	11,400	11,400	12,400	5,360	5,370



0000097_R801 - 097-r801

- I-20 WB To Liberty Rd

County: Douglas

LRS section: 0976402024

Functional class: 1U - Interstate (Urban)

Coordinates: 33.725055, -84.898546

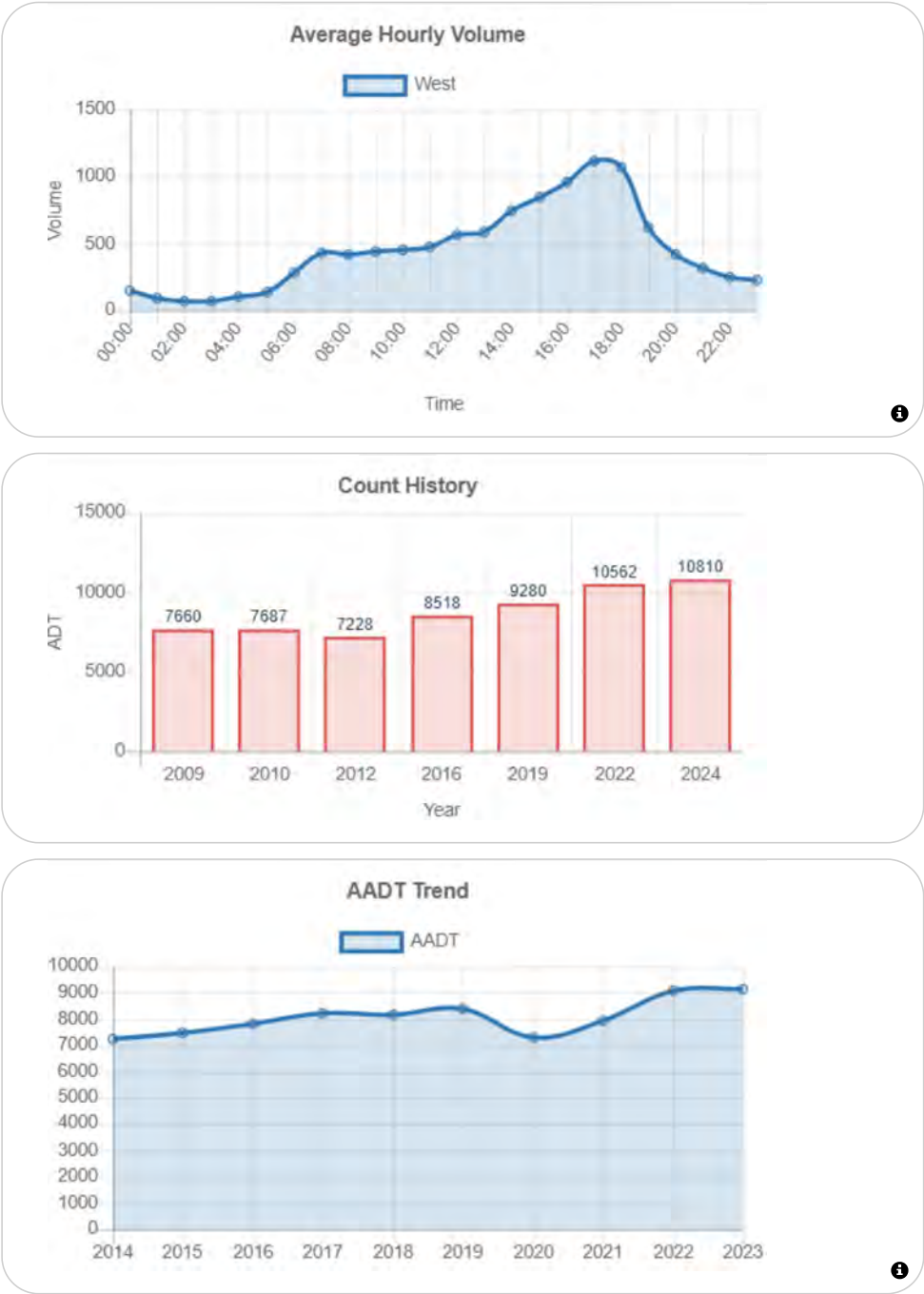
Site Data

Count History

Year	Month	Count type	Duration	Count	ADT
2024	July	Volume	48 hours	21,620	10,810
2022	August	Volume	48 hours	21,123	10,562
2019	June	Volume	48 hours	18,560	9,280
2016	August	Volume	48 hours	17,036	8,518
2012	January	Volume	48 hours	14,457	7,228
2010	March	Volume	48 hours	15,374	7,687
2009	March	Volume	48 hours	15,319	7,660

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Actual	Estimated	Estimated	Actual	Estimated	Estimated	Actual	Estimated
AADT	7,260	7,500	7,810	8,190	8,150	8,370	7,300	7,920	9,080	9,120
K-Factor	-	-	0.129	-	-	0.114	0.114	0.114	0.101	0.101
D-Factor	-	-	-	-	-	1.00	1.00	1.00	1.00	1.00
Future AADT	-	-	8,780	-	10,800	12,200	12,200	12,700	13,300	13,400



0000097_R802 - 097-r802

- Liberty Rd To I-20 WB

County: Douglas

LRS section: 0976402025

Functional class: 1U - Interstate (Urban)

Coordinates: 33.725668, -84.902899

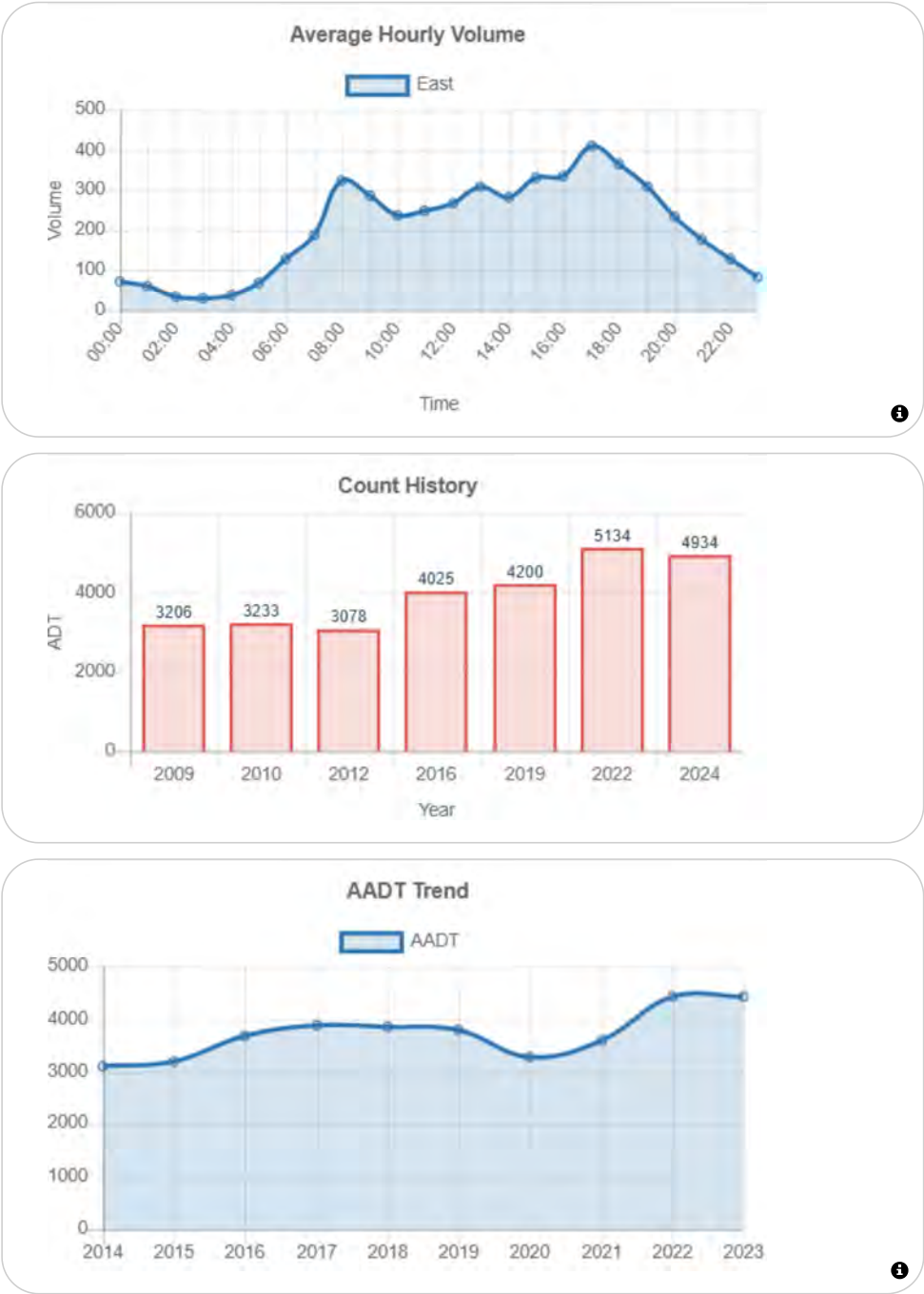
Site Data

Count History

Year	Month	Count type	Duration	Count	ADT
2024	December	Volume	48 hours	9,869	4,934
2022	August	Volume	48 hours	10,268	5,134
2019	June	Volume	48 hours	8,400	4,200
2016	August	Volume	48 hours	8,050	4,025
2012	January	Volume	48 hours	6,155	3,078
2010	March	Volume	48 hours	6,466	3,233
2009	March	Volume	48 hours	6,412	3,206

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Actual	Estimated	Estimated	Actual	Estimated	Estimated	Actual	Estimated
AADT	3,090	3,190	3,690	3,870	3,850	3,780	3,290	3,580	4,420	4,430
K-Factor	-	-	0.103	-	-	0.075	0.075	0.075	0.072	0.072
D-Factor	-	-	-	-	-	1.00	1.00	1.00	1.00	1.00
Future AADT	-	-	5,460	-	6,110	6,550	6,550	7,090	7,460	7,410



APPENDIX C: Growth Factor(s) Calculations & Analysis

HISTORICAL TRAFFIC COUNTS
Hickman Property DRI 4422
Douglas County, Georgia

Location	Counter ID	Georgia DOT AADT																Forecast		Compounded Growth Rate	
		2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2024	2033	2024-2033	Percent
I-20 EB off-ramp to Liberty Rd	097-R201	5,645	5,658		5,564				7,449			7,864						9,178	11,463	2.50%	9.63%
I-20 WB on-ramp from Liberty Rd	097-R802	6,412	6,466		6,155				8,050			8,400			10,268		9,869	10,135	12,597	2.45%	10.59%
I-20 EB on-ramp from Liberty Rd	097-R202	14,883	14,433		13,106				16,245			16,784			9,848		13,883	13,304	12,331	-0.84%	10.36%
I-20 WB off-ramp to Liberty Rd	097-R801	15,319	15,374		14,457				17,036			18,560			21,123		21,620	21,377	25,581	2.01%	21.50%
SR 8/US 78 W/O E Montgomery St	045-0107		9,307	10,321		9,762		10,845		12,188	13,332					13,504	13,710	14,081	16,985	2.11%	14.27%
SR 8/US 78 E/O Andy Mountain Rd	097-0054				5,568		5,941		6,940		6,738		7,722		8,176			8,666	11,003	2.69%	9.25%
Liberty Rd S/O W Liberty Rd/E Liberty Rd	097-0176				1,730					2,322								3,151	4,216	3.29%	3.54%
Liberty Rd N/O I-20	097-0214		18,234	17,608		18,274		18,132				18,752				22,876		21,873	24,820	1.41%	20.86%
																		101,765	118,996	1.8%	100.00%

APPENDIX D: Trip Generation

General Light Industrial (110)

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						
General Light Industrial	66,000 S.F.				110	1000 S.F.				
	Daily	298	149	149			$T = 3.76 * X/1000 + 50.47$	50%	50%	4.87
	AM Peak Hour	49	43	6			$T = 0.68 * X/1000 + 3.81$	88%	12%	0.74
	PM Peak Hour	30	4	26			$LN(T) = 0.72 * LN(X/1000) + 0.38$	14%	86%	0.65
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	298	149	149						
	AM Peak Hour	49	43	6						
	PM Peak Hour	30	4	26						

Note:

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

General Light Industrial (110)

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						
General Light Industrial	Personal Vehicle Trips	66,000 S.F.				110	1000 S.F.				
	Daily		282	141	141						
	AM Peak Hour		48	42	6						
	PM Peak Hour		30	4	26						
	Truck Trips							T = 0.25 * X/1000 T = 0.01 * X/1000 T = 0.01 * X/1000	50% 60% 50%	50% 40% 50%	0.25 0.01 0.01
	Daily		16	8	8						
	AM Peak Hour		1	1	0						
	PM Peak Hour		0	0	0						
TOTAL PROJECT TRIPS								T = 3.76 * X/1000 + 50.47 T = 0.68 * X/1000 + 3.81 LN(T) = 0.72 * LN(X/1000) + 0.38	50% 88% 14%	50% 12% 86%	4.87 0.74 0.65
	Daily		298	149	149						
	AM Peak Hour		49	43	6						
	PM Peak Hour		30	4	26						

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

Data Center (160)

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						
Data Center	6,220,000 S.F.				160	1000 S.F.				
	Daily	6,158	3,079	3,079			T = 0.99 * X/1000	50%	50%	0.99
	AM Peak Hour	803	442	361			T = 0.13 * X/1000 - 5.63	55%	45%	0.11
	PM Peak Hour	679	204	475			T = 0.11 * X/1000 - 5.65	30%	70%	0.09
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	6,158	3,079	3,079						
	AM Peak Hour	803	442	361						
	PM Peak Hour	679	204	475						

Note:

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

APPENDIX E: Capacity Analyses Reports

Intersection						
Int Delay, s/veh	4.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	351	27	56	175	67	156
Future Vol, veh/h	351	27	56	175	67	156
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	Free	-	Yield
Storage Length	-	-	140	-	140	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	7	11	11	13	9	13
Mvmt Flow	386	30	62	192	74	171
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	386	0	716	401
Stage 1	-	-	-	-	401	-
Stage 2	-	-	-	-	315	-
Critical Hdwy	-	-	4.21	-	6.49	6.33
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.299	-	3.581	3.417
Pot Cap-1 Maneuver	-	-	1125	-	387	626
Stage 1	-	-	-	-	662	-
Stage 2	-	-	-	-	724	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1125	-	365	626
Mov Cap-2 Maneuver	-	-	-	-	365	-
Stage 1	-	-	-	-	662	-
Stage 2	-	-	-	-	684	-
Approach	EB	WB	NB			
HCM Ctrl Dly, s/v	0	2.03	14.23			
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	365	626	-	-	1125	-
HCM Lane V/C Ratio	0.201	0.274	-	-	0.055	-
HCM Ctrl Dly (s/v)	17.3	12.9	-	-	8.4	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.7	1.1	-	-	0.2	-

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	49	35	547	160	63	878
Future Vol, veh/h	49	35	547	160	63	878
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	115	-	-	45	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	12	9	2	13	10	3
Mvmt Flow	52	37	582	170	67	934

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1735	667	0	0	582	0
Stage 1	667	-	-	-	-	-
Stage 2	1068	-	-	-	-	-
Critical Hdwy	6.52	6.29	-	-	4.2	-
Critical Hdwy Stg 1	5.52	-	-	-	-	-
Critical Hdwy Stg 2	5.52	-	-	-	-	-
Follow-up Hdwy	3.608	3.381	-	-	2.29	-
Pot Cap-1 Maneuver	91	447	-	-	954	-
Stage 1	492	-	-	-	-	-
Stage 2	316	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	84	447	-	-	954	-
Mov Cap-2 Maneuver	84	-	-	-	-	-
Stage 1	492	-	-	-	-	-
Stage 2	294	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	64.18	0	0.61
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	- 84 447	954	-
HCM Lane V/C Ratio	-	- 0.617 0.083	0.07	-
HCM Ctrl Dly (s/v)	-	- 100.2 13.8	9.1	-
HCM Lane LOS	-	- F B	A	-
HCM 95th %tile Q(veh)	-	- 2.8 0.3	0.2	-

DRI 4422 Hickman Property
3: Liberty Road & I-20 Westbound ramps

2025 Existing AM

	←	↙	↘	↑	↓	↗
Lane Group	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations	↔	↔	↔	↑	↑	↔
Traffic Volume (vph)	0	323	82	390	717	213
Future Volume (vph)	0	323	82	390	717	213
Turn Type	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8	6			2
Detector Phase	8	8	1	6	2	2
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)	29.0	29.0	11.0	91.0	80.0	80.0
Total Split (%)	24.2%	24.2%	9.2%	75.8%	66.7%	66.7%
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		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effect Green (s)	13.2	13.2	94.8	94.8	83.8	83.8
Actuated g/C Ratio	0.11	0.11	0.79	0.79	0.70	0.70
v/c Ratio	0.58	0.73	0.20	0.29	0.60	0.20
Control Delay (s/veh)	63.3	14.4	5.1	5.5	12.7	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.3	14.4	5.1	5.5	12.7	1.4
LOS	E	B	A	A	B	A
Approach Delay (s/veh)	25.4			5.4	10.1	
Approach LOS	C			A	B	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 115 (96%), Referenced to phase 2:SBT and 6:NBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay (s/veh): 12.4

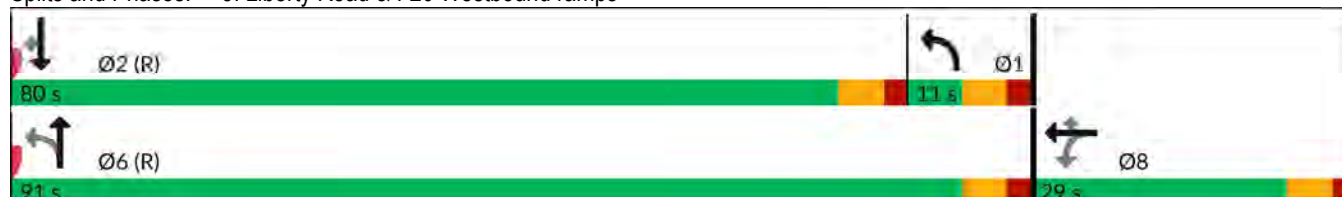
Intersection LOS: B

Intersection Capacity Utilization 73.8%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: Liberty Road & I-20 Westbound ramps



Timings

Synchro 12 Report
NV5

DRI 4422 Hickman Property
3: Liberty Road & I-20 Westbound ramps

2025 Existing AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	94	0	323	82	390	0	0	717	213
Future Volume (veh/h)	0	0	0	94	0	323	82	390	0	0	717	213
Initial Q (Qb), veh				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
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1693	1900	1826	1722	1841	0	0	1841	1856
Adj Flow Rate, veh/h				101	0	347	88	419	0	0	771	229
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				14	0	5	12	4	0	0	4	3
Cap, veh/h				347	0	297	296	1304	0	0	1135	970
Arrive On Green				0.19	0.00	0.19	0.08	1.00	0.00	0.00	0.62	0.62
Sat Flow, veh/h				1810	0	1547	1640	1841	0	0	1841	1572
Grp Volume(v), veh/h				101	0	347	88	419	0	0	771	229
Grp Sat Flow(s),veh/h/ln				1810	0	1547	1640	1841	0	0	1841	1572
Q Serve(g_s), s				5.7	0.0	23.0	0.0	0.0	0.0	0.0	33.2	7.8
Cycle Q Clear(g_c), s				5.7	0.0	23.0	0.0	0.0	0.0	0.0	33.2	7.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				347	0	297	296	1304	0	0	1135	970
V/C Ratio(X)				0.29	0.00	1.17	0.30	0.32	0.00	0.00	0.68	0.24
Avail Cap(c_a), veh/h				347	0	297	296	1304	0	0	1135	970
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.87	0.87	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				41.5	0.0	48.5	27.6	0.0	0.0	0.0	15.2	10.3
Incr Delay (d2), s/veh				0.5	0.0	106.5	0.5	0.6	0.0	0.0	3.3	0.6
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.5	0.0	17.2	1.8	0.2	0.0	0.0	13.3	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				42.0	0.0	155.0	28.1	0.6	0.0	0.0	18.5	10.9
LnGrp LOS				D		F	C	A			B	B
Approach Vol, veh/h					448			507			1000	
Approach Delay, s/veh					129.5			5.3			16.7	
Approach LOS					F			A			B	
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	11.0	80.0				91.0		29.0				
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0				
Max Green Setting (Gmax), s	5.0	74.0				85.0		23.0				
Max Q Clear Time (g_c+I1), s	2.0	35.2				2.0		25.0				
Green Ext Time (p_c), s	0.0	6.8				2.5		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				39.6								
HCM 7th LOS				D								

DRI 4422 Hickman Property
4: Liberty Road & I-20 Eastbound ramps

2025 Existing AM

	→	↑	↗	↘	↓
Lane Group	EBT	NBT	NBR	SBL	SBT
Lane Configurations	↕	↑	↗	↘	↑
Traffic Volume (vph)	0	300	246	520	284
Future Volume (vph)	0	300	246	520	284
Turn Type	NA	NA	Perm	D,P+P	NA
Protected Phases	4	2		1	6
Permitted Phases			2	2	
Detector Phase	4	2	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	11.0	24.0
Total Split (s)	33.0	44.0	44.0	43.0	87.0
Total Split (%)	27.5%	36.7%	36.7%	35.8%	72.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lead	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min
Act Effect Green (s)	22.9	44.0	44.0	79.1	85.1
Actuated g/C Ratio	0.19	0.37	0.37	0.66	0.71
v/c Ratio	0.81	0.48	0.36	0.68	0.24
Control Delay (s/veh)	65.8	34.5	5.3	14.8	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.8	34.5	5.3	14.8	3.6
LOS	E	C	A	B	A
Approach Delay (s/veh)	65.8	21.3			10.9
Approach LOS	E	C			B

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBSB and 6:SBT, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay (s/veh): 23.0

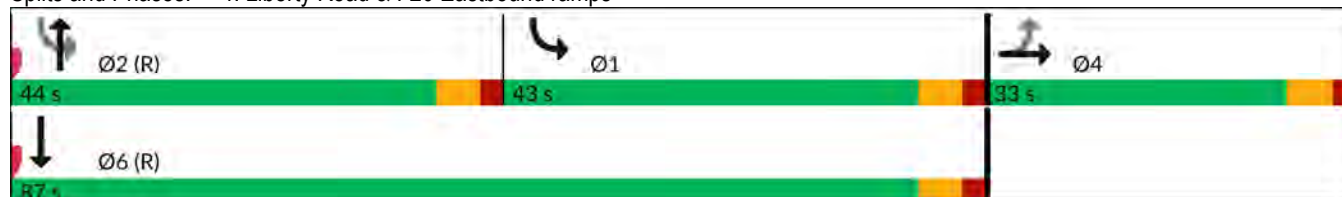
Intersection LOS: C

Intersection Capacity Utilization 73.8%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 4: Liberty Road & I-20 Eastbound ramps



DRI 4422 Hickman Property
4: Liberty Road & I-20 Eastbound ramps

2025 Existing AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	0	84	0	0	0	0	300	246	520	284	0
Future Volume (veh/h)	164	0	84	0	0	0	0	300	246	520	284	0
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No						No				No	
Adj Sat Flow, veh/h/ln	1841	1900	1841				0	1811	1811	1856	1781	0
Adj Flow Rate, veh/h	173	0	88				0	316	259	547	299	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	0	4				0	6	6	3	8	0
Cap, veh/h	195	0	99				0	370	313	932	1301	0
Arrive On Green	0.17	0.00	0.17				0.00	0.20	0.20	0.63	0.97	0.00
Sat Flow, veh/h	1151	0	586				0	1811	1535	1767	1781	0
Grp Volume(v), veh/h	261	0	0				0	316	259	547	299	0
Grp Sat Flow(s), veh/h/ln	1737	0	0				0	1811	1535	1767	1781	0
Q Serve(g_s), s	17.6	0.0	0.0				0.0	20.2	19.4	12.8	0.7	0.0
Cycle Q Clear(g_c), s	17.6	0.0	0.0				0.0	20.2	19.4	12.8	0.7	0.0
Prop In Lane	0.66		0.34				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	295	0	0				0	370	313	932	1301	0
V/C Ratio(X)	0.89	0.00	0.00				0.00	0.85	0.83	0.59	0.23	0.00
Avail Cap(c_a), veh/h	391	0	0				0	574	486	932	1301	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.33	1.33	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	0.76	0.76	0.00
Uniform Delay (d), s/veh	48.7	0.0	0.0				0.0	46.0	45.7	12.7	0.5	0.0
Incr Delay (d2), s/veh	17.1	0.0	0.0				0.0	21.5	21.5	0.7	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	0.0	0.0				0.0	11.0	9.0	6.1	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.8	0.0	0.0				0.0	67.6	67.2	13.4	0.8	0.0
LnGrp LOS	E						E	E	E	B	A	
Approach Vol, veh/h	261						575			846		
Approach Delay, s/veh	65.8						67.4			9.0		
Approach LOS	E						E			A		
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	63.2	30.5		26.3		93.7						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	37.0	38.0		27.0		81.0						
Max Q Clear Time (g_c+l1), s	14.8	22.2		19.6		2.7						
Green Ext Time (p_c), s	1.7	2.3		0.7		1.7						
Intersection Summary												
HCM 7th Control Delay, s/veh				37.8								
HCM 7th LOS				D								

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖	↗	↗	↖	
Traffic Vol, veh/h	92	1	24	2	4	35	17	413	19	20	274	75
Future Vol, veh/h	92	1	24	2	4	35	17	413	19	20	274	75
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	-	-	Yield	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	115	-	100	165	-	-
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, %	7	0	4	0	25	9	0	6	0	10	7	5
Mvmt Flow	100	1	26	2	4	38	18	449	21	22	298	82

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	870	868	339	828	909	449	379	0	-	449	0	0
Stage 1	382	382	-	486	486	-	-	-	-	-	-	-
Stage 2	488	486	-	342	423	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.5	6.24	7.1	6.75	6.29	4.1	-	-	4.2	-	-
Critical Hdwy Stg 1	6.17	5.5	-	6.1	5.75	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.5	-	6.1	5.75	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4	3.336	3.5	4.225	3.381	2.2	-	-	2.29	-	-
Pot Cap-1 Maneuver	266	293	699	293	252	596	1190	-	0	1070	-	-
Stage 1	630	616	-	567	515	-	-	-	0	-	-	-
Stage 2	552	554	-	677	550	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	236	282	699	271	243	596	1190	-	-	1070	-	-
Mov Cap-2 Maneuver	236	282	-	271	243	-	-	-	-	-	-	-
Stage 1	618	604	-	558	507	-	-	-	-	-	-	-
Stage 2	504	546	-	638	539	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	26.44		10.57		0.32		0.46	
HCM LOS	D		B					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1190	-	293	691	1070	-	-
HCM Lane V/C Ratio	0.016	-	0.435	0.064	0.02	-	-
HCM Ctrl Dly (s/v)	8.1	-	26.4	10.6	8.4	-	-
HCM Lane LOS	A	-	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	2.1	0.2	0.1	-	-

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	0	0	6	0	172	1	182	2	48	153	9
Future Vol, veh/h	3	0	0	6	0	172	1	182	2	48	153	9
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	-	-	Yield	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	17	0	1	0	8	0	10	8	0
Mvmt Flow	3	0	0	7	0	187	1	198	2	52	166	10

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	476	476	171	472	482	199	176	0	0	198	0	0
Stage 1	276	276	-	201	201	-	-	-	-	-	-	-
Stage 2	200	200	-	271	280	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.27	6.5	6.21	4.1	-	-	4.2	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.27	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.27	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.653	4	3.309	2.2	-	-	2.29	-	-
Pot Cap-1 Maneuver	503	491	878	478	487	845	1412	-	-	1328	-	-
Stage 1	735	686	-	768	739	-	-	-	-	-	-	-
Stage 2	806	739	-	703	682	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	374	469	878	457	466	845	1412	-	-	1328	-	-
Mov Cap-2 Maneuver	374	469	-	457	466	-	-	-	-	-	-	-
Stage 1	703	656	-	767	738	-	-	-	-	-	-	-
Stage 2	627	739	-	673	653	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	14.71		10.29		0.04		1.79	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	10	-	-	374	874	407	-	-
HCM Lane V/C Ratio	0.001	-	-	0.009	0.221	0.039	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	14.7	10.3	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.8	0.1	-	-

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	34	344	3	0	155	36	7	2	4	110	1	31
Future Vol, veh/h	34	344	3	0	155	36	7	2	4	110	1	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-12	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	13	0	0	17	0	0	0	0	4	0	0
Mvmt Flow	36	362	3	0	163	38	7	2	4	116	1	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	201	0	0	365	0	0	599	636	364	617	619	182
Stage 1	-	-	-	-	-	-	435	435	-	182	182	-
Stage 2	-	-	-	-	-	-	164	201	-	435	437	-
Critical Hdwy	4.1	-	-	4.1	-	-	4.7	4.1	5	7.14	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	3.7	3.1	-	6.14	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	3.7	3.1	-	6.14	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.536	4	3.3
Pot Cap-1 Maneuver	1383	-	-	1204	-	-	621	608	774	399	407	866
Stage 1	-	-	-	-	-	-	807	780	-	815	753	-
Stage 2	-	-	-	-	-	-	940	845	-	596	583	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1383	-	-	1204	-	-	577	588	774	383	394	866
Mov Cap-2 Maneuver	-	-	-	-	-	-	577	588	-	383	394	-
Stage 1	-	-	-	-	-	-	780	755	-	815	753	-
Stage 2	-	-	-	-	-	-	904	845	-	572	564	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.68	0	10.86	17.5
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	628	160	-	-	1204	-	-	436
HCM Lane V/C Ratio	0.022	0.026	-	-	-	-	-	0.343
HCM Ctrl Dly (s/v)	10.9	7.7	0	-	0	-	-	17.5
HCM Lane LOS	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	1.5

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	2	0	0	0
Future Vol, veh/h	1	1	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	1	2	0	0	0
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	3	2	0	0	2	0
Stage 1	2	-	-	-	-	-
Stage 2	1	-	-	-	-	-
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	1024	1088	-	-	1633	-
Stage 1	1026	-	-	-	-	-
Stage 2	1027	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1024	1088	-	-	1633	-
Mov Cap-2 Maneuver	1024	-	-	-	-	-
Stage 1	1026	-	-	-	-	-
Stage 2	1027	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	8.42	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 1055		1633	-	
HCM Lane V/C Ratio	-	- 0.002		-	-	
HCM Ctrl Dly (s/v)	-	- 8.4		0	-	
HCM Lane LOS	-	- A		A	-	
HCM 95th %tile Q(veh)	-	- 0		0	-	

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	1	0	366	220	3
Future Vol, veh/h	7	1	0	366	220	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	86	0	0	4	8	33
Mvmt Flow	8	1	0	398	239	3

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	639	241	242	0	-	0
Stage 1	241	-	-	-	-	-
Stage 2	398	-	-	-	-	-
Critical Hdwy	7.26	6.2	4.1	-	-	-
Critical Hdwy Stg 1	6.26	-	-	-	-	-
Critical Hdwy Stg 2	6.26	-	-	-	-	-
Follow-up Hdwy	4.274	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	331	803	1336	-	-	-
Stage 1	637	-	-	-	-	-
Stage 2	529	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	331	803	1336	-	-	-
Mov Cap-2 Maneuver	331	-	-	-	-	-
Stage 1	637	-	-	-	-	-
Stage 2	529	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	15.31	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1336	-	358	-	-
HCM Lane V/C Ratio	-	-	0.024	-	-
HCM Ctrl Dly (s/v)	0	-	15.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection							
Int Delay, s/veh	6.4						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations							
Traffic Vol, veh/h	213	30	72	439	131	98	
Future Vol, veh/h	213	30	72	439	131	98	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	Yield	-	Free	-	Yield	
Storage Length	-	-	140	-	140	0	
Veh in Median Storage, #	0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	85	85	85	85	85	85	
Heavy Vehicles, %	6	3	6	4	5	17	
Mvmt Flow	251	35	85	516	154	115	
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	0	251	0	954	268	
Stage 1	-	-	-	-	268	-	
Stage 2	-	-	-	-	686	-	
Critical Hdwy	-	-	4.16	-	6.45	6.37	
Critical Hdwy Stg 1	-	-	-	-	5.45	-	
Critical Hdwy Stg 2	-	-	-	-	5.45	-	
Follow-up Hdwy	-	-	2.254	-	3.545	3.453	
Pot Cap-1 Maneuver	-	-	1292	-	283	736	
Stage 1	-	-	-	-	770	-	
Stage 2	-	-	-	-	495	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1292	-	265	736	
Mov Cap-2 Maneuver	-	-	-	-	265	-	
Stage 1	-	-	-	-	770	-	
Stage 2	-	-	-	-	462	-	
Approach	EB		WB		NB		
HCM Ctrl Dly, s/v	0		1.12		25.17		
HCM LOS	D						
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	265		736	-	-	1292	-
HCM Lane V/C Ratio	0.582		0.157	-	-	0.066	-
HCM Ctrl Dly (s/v)	35.9		10.8	-	-	8	-
HCM Lane LOS	E		B	-	-	A	-
HCM 95th %tile Q(veh)	3.4		0.6	-	-	0.2	-

Intersection						
Int Delay, s/veh	4.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	52	852	192	36	803
Future Vol, veh/h	50	52	852	192	36	803
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	115	-	-	45	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	8	2	2	9	17	3
Mvmt Flow	53	55	897	202	38	845
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1919	998	0	0	897	0
Stage 1	998	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Critical Hdwy	6.48	6.22	-	-	4.27	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.318	-	-	2.353	-
Pot Cap-1 Maneuver	71	296	-	-	698	-
Stage 1	348	-	-	-	-	-
Stage 2	378	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	67	296	-	-	698	-
Mov Cap-2 Maneuver	67	-	-	-	-	-
Stage 1	348	-	-	-	-	-
Stage 2	358	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	85.95	0	0.45			
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 67 296	698	-		
HCM Lane V/C Ratio	-	- 0.781 0.185	0.054	-		
HCM Ctrl Dly (s/v)	-	- 154.6 19.9	10.5	-		
HCM Lane LOS	-	- F C	B	-		
HCM 95th %tile Q(veh)	-	- 3.6 0.7	0.2	-		

DRI 4422 Hickman Property
3: Liberty Road & I-20 Westbound ramps

2025 Existing PM

	←	↖	↗	↑	↓	↘
Lane Group	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↖	↖	↑	↑	↖
Traffic Volume (vph)	0	658	105	388	605	249
Future Volume (vph)	0	658	105	388	605	249
Turn Type	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8	6			2
Detector Phase	8	8	1	6	2	2
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)	45.0	45.0	13.0	65.0	52.0	52.0
Total Split (%)	40.9%	40.9%	11.8%	59.1%	47.3%	47.3%
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-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effect Green (s)	29.8	29.8	68.2	68.2	55.1	55.1
Actuated g/C Ratio	0.27	0.27	0.62	0.62	0.50	0.50
v/c Ratio	0.38	0.93	0.31	0.35	0.68	0.28
Control Delay (s/veh)	32.9	34.2	5.9	5.2	28.4	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.9	34.2	5.9	5.2	28.4	4.3
LOS	C	C	A	A	C	A
Approach Delay (s/veh)	33.9			5.4	21.4	
Approach LOS	C			A	C	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 40 (36%), Referenced to phase 2:SBT and 6:NBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay (s/veh): 22.5

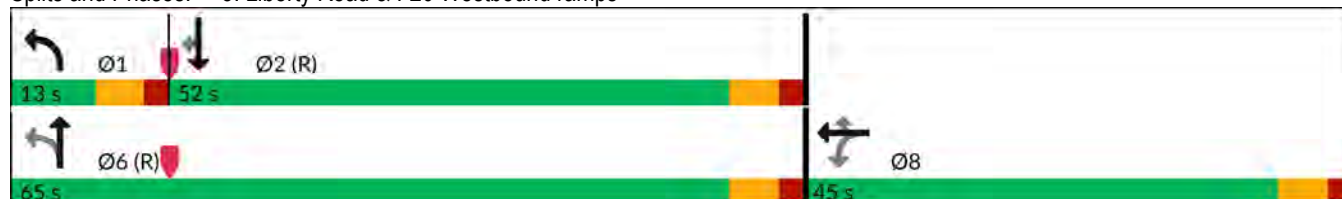
Intersection LOS: C

Intersection Capacity Utilization 71.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Liberty Road & I-20 Westbound ramps



Timings

Synchro 12 Report
NV5

DRI 4422 Hickman Property
3: Liberty Road & I-20 Westbound ramps

2025 Existing PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↗	↗	↗		↗	↗
Traffic Volume (veh/h)	0	0	0	174	0	658	105	388	0	0	605	249
Future Volume (veh/h)	0	0	0	174	0	658	105	388	0	0	605	249
Initial Q (Qb), veh				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
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1826	1900	1856	1870	1856	0	0	1841	1870
Adj Flow Rate, veh/h				179	0	678	108	400	0	0	624	257
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				5	0	3	2	3	0	0	4	2
Cap, veh/h				642	0	558	242	995	0	0	796	686
Arrive On Green				0.35	0.00	0.35	0.10	1.00	0.00	0.00	0.43	0.43
Sat Flow, veh/h				1810	0	1572	1781	1856	0	0	1841	1585
Grp Volume(v), veh/h				179	0	678	108	400	0	0	624	257
Grp Sat Flow(s),veh/h/ln				1810	0	1572	1781	1856	0	0	1841	1585
Q Serve(g_s), s				7.8	0.0	39.0	3.6	0.0	0.0	0.0	32.0	12.1
Cycle Q Clear(g_c), s				7.8	0.0	39.0	3.6	0.0	0.0	0.0	32.0	12.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				642	0	558	242	995	0	0	796	686
V/C Ratio(X)				0.28	0.00	1.22	0.45	0.40	0.00	0.00	0.78	0.37
Avail Cap(c_a), veh/h				642	0	558	268	995	0	0	796	686
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.92	0.92	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				25.4	0.0	35.5	19.8	0.0	0.0	0.0	26.8	21.1
Incr Delay (d2), s/veh				0.2	0.0	112.9	1.2	1.1	0.0	0.0	7.6	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
%ile BackOfQ(50%),veh/ln				3.2	0.0	31.1	1.3	0.3	0.0	0.0	14.7	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				25.7	0.0	148.4	21.0	1.1	0.0	0.0	34.4	22.7
LnGrp LOS				C		F	C	A			C	C
Approach Vol, veh/h					857			508			881	
Approach Delay, s/veh					122.8			5.3			31.0	
Approach LOS					F			A			C	
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	11.4	53.6				65.0		45.0				
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0				
Max Green Setting (Gmax), s	7.0	46.0				59.0		39.0				
Max Q Clear Time (g_c+I1), s	5.6	34.0				2.0		41.0				
Green Ext Time (p_c), s	0.0	3.7				2.4		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				60.2								
HCM 7th LOS				E								

DRI 4422 Hickman Property
4: Liberty Road & I-20 Eastbound ramps

2025 Existing PM

	→	↑	↗	↘	↓
Lane Group	EBT	NBT	NBR	SBL	SBT
Lane Configurations	↕	↑	↗	↘	↑
Traffic Volume (vph)	0	329	128	357	426
Future Volume (vph)	0	329	128	357	426
Turn Type	NA	NA	Perm	D,P+P	NA
Protected Phases	4	2		1	6
Permitted Phases			2	2	
Detector Phase	4	2	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	11.0	24.0
Total Split (s)	30.0	50.0	50.0	30.0	80.0
Total Split (%)	27.3%	45.5%	45.5%	27.3%	72.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lead	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min
Act Effect Green (s)	20.1	51.0	51.0	71.9	77.9
Actuated g/C Ratio	0.18	0.46	0.46	0.65	0.71
v/c Ratio	0.75	0.40	0.17	0.50	0.34
Control Delay (s/veh)	56.9	23.2	4.5	8.1	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.9	23.2	4.5	8.1	5.3
LOS	E	C	A	A	A
Approach Delay (s/veh)	56.9	18.0			6.6
Approach LOS	E	B			A

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 48 (44%), Referenced to phase 2:NBSB and 6:SBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay (s/veh): 18.0

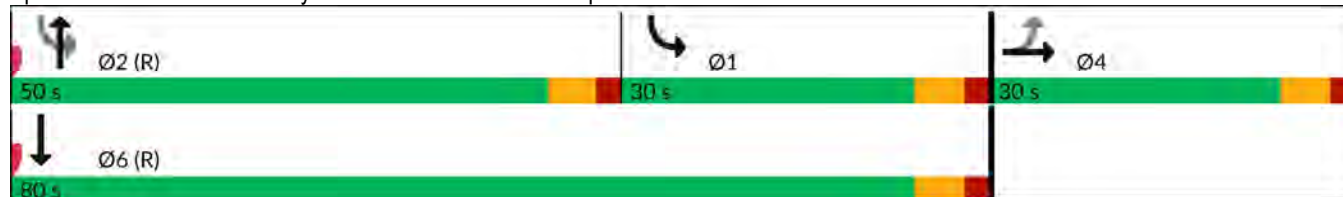
Intersection LOS: B

Intersection Capacity Utilization 71.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: Liberty Road & I-20 Eastbound ramps



Timings

Synchro 12 Report
NV5

DRI 4422 Hickman Property
4: Liberty Road & I-20 Eastbound ramps

2025 Existing PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	0	63	0	0	0	0	329	128	357	426	0
Future Volume (veh/h)	166	0	63	0	0	0	0	329	128	357	426	0
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1856				0	1856	1796	1856	1841	0
Adj Flow Rate, veh/h	171	0	65				0	339	132	368	439	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	0	3				0	3	7	3	4	0
Cap, veh/h	197	0	75				0	397	326	925	1354	0
Arrive On Green	0.16	0.00	0.16				0.00	0.21	0.21	0.93	1.00	0.00
Sat Flow, veh/h	1268	0	482				0	1856	1522	1767	1841	0
Grp Volume(v), veh/h	236	0	0				0	339	132	368	439	0
Grp Sat Flow(s),veh/h/ln	1750	0	0				0	1856	1522	1767	1841	0
Q Serve(g_s), s	14.5	0.0	0.0				0.0	19.3	8.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	14.5	0.0	0.0				0.0	19.3	8.2	0.0	0.0	0.0
Prop In Lane	0.72		0.28				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	272	0	0				0	397	326	925	1354	0
V/C Ratio(X)	0.87	0.00	0.00				0.00	0.85	0.41	0.40	0.32	0.00
Avail Cap(c_a), veh/h	382	0	0				0	742	609	925	1354	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	0.67	0.67	0.00
Uniform Delay (d), s/veh	45.3	0.0	0.0				0.0	41.6	37.2	1.8	0.0	0.0
Incr Delay (d2), s/veh	14.0	0.0	0.0				0.0	20.2	3.7	0.2	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.0	0.0				0.0	10.7	3.3	0.6	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.4	0.0	0.0				0.0	61.8	40.9	2.0	0.4	0.0
LnGrp LOS	E							E	D	A	A	
Approach Vol, veh/h	236						471			807		
Approach Delay, s/veh	59.4						56.0			1.1		
Approach LOS	E						E			A		
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	57.3	29.5		23.1		86.9						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	24.0	44.0		24.0		74.0						
Max Q Clear Time (g_c+l1), s	2.0	21.3		16.5		2.0						
Green Ext Time (p_c), s	1.0	2.2		0.6		2.7						
Intersection Summary												
HCM 7th Control Delay, s/veh			27.3									
HCM 7th LOS			C									

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↗	↗	↗	↗	
Traffic Vol, veh/h	76	3	26	16	5	32	35	355	13	37	347	105
Future Vol, veh/h	76	3	26	16	5	32	35	355	13	37	347	105
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	-	-	Yield	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	115	-	100	165	-	-
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, %	1	0	0	0	0	13	3	4	0	5	5	0
Mvmt Flow	83	3	28	17	5	35	38	386	14	40	377	114

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	979	977	434	921	1034	386	491	0	-	386	0	0
Stage 1	515	515	-	462	462	-	-	-	-	-	-	-
Stage 2	465	462	-	459	572	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.5	6.2	7.1	6.5	6.33	4.13	-	-	4.15	-	-
Critical Hdwy Stg 1	6.11	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4	3.3	3.5	4	3.417	2.227	-	-	2.245	-	-
Pot Cap-1 Maneuver	230	253	626	253	234	638	1067	-	0	1156	-	-
Stage 1	545	538	-	584	568	-	-	-	0	-	-	-
Stage 2	580	568	-	586	508	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	198	235	626	222	218	638	1067	-	-	1156	-	-
Mov Cap-2 Maneuver	198	235	-	222	218	-	-	-	-	-	-	-
Stage 1	526	520	-	563	548	-	-	-	-	-	-	-
Stage 2	523	548	-	536	490	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	29.51		12.39		0.76		0.62	
HCM LOS	D		B					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1067	-	258	545	1156	-	-
HCM Lane V/C Ratio	0.036	-	0.442	0.106	0.035	-	-
HCM Ctrl Dly (s/v)	8.5	-	29.5	12.4	8.2	-	-
HCM Lane LOS	A	-	D	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	2.1	0.4	0.1	-	-

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	2	3	0	77	0	251	4	133	225	2
Future Vol, veh/h	0	0	2	3	0	77	0	251	4	133	225	2
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	-	-	Yield	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	1	0	5	25	0	8	0
Mvmt Flow	0	0	2	3	0	87	0	282	4	149	253	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	835	835	254	836	838	284	255	0	0	282	0	0
Stage 1	553	553	-	284	284	-	-	-	-	-	-	-
Stage 2	282	282	-	552	554	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.21	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	3.309	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	289	306	790	289	305	757	1322	-	-	1292	-	-
Stage 1	521	518	-	727	680	-	-	-	-	-	-	-
Stage 2	729	681	-	522	517	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	222	265	790	249	263	757	1322	-	-	1292	-	-
Mov Cap-2 Maneuver	222	265	-	249	263	-	-	-	-	-	-	-
Stage 1	451	448	-	727	680	-	-	-	-	-	-	-
Stage 2	646	681	-	450	447	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.57	10.18	0	3.01
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1322	-	-	790	785	664	-
HCM Lane V/C Ratio	-	-	-	0.003	0.114	0.116	-
HCM Ctrl Dly (s/v)	0	-	-	9.6	10.2	8.2	0
HCM Lane LOS	A	-	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0.4	0.4	-

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	57	243	7	1	361	81	9	3	2	49	2	33
Future Vol, veh/h	57	243	7	1	361	81	9	3	2	49	2	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-12	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	12	0	0	5	1	0	0	0	0	0	0
Mvmt Flow	66	279	8	1	415	93	10	3	2	56	2	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	508	0	0	287	0	0	833	925	283	876	882	461
Stage 1	-	-	-	-	-	-	414	414	-	464	464	-
Stage 2	-	-	-	-	-	-	418	510	-	412	418	-
Critical Hdwy	4.12	-	-	4.1	-	-	4.7	4.1	5	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	3.7	3.1	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	3.7	3.1	-	6.1	5.5	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1057	-	-	1286	-	-	506	502	836	272	287	604
Stage 1	-	-	-	-	-	-	816	786	-	582	567	-
Stage 2	-	-	-	-	-	-	814	760	-	621	594	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1057	-	-	1286	-	-	435	465	836	249	266	604
Mov Cap-2 Maneuver	-	-	-	-	-	-	435	465	-	249	266	-
Stage 1	-	-	-	-	-	-	756	728	-	582	566	-
Stage 2	-	-	-	-	-	-	759	759	-	571	550	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.6	0.02	12.86	20.74
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	474	332	-	-	4	-	-	324
HCM Lane V/C Ratio	0.034	0.062	-	-	0.001	-	-	0.298
HCM Ctrl Dly (s/v)	12.9	8.6	0	-	7.8	0	-	20.7
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	1.2

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	4	0	0	1	0
Future Vol, veh/h	0	4	0	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	8	0	0	2	0

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	4	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	4	-	-	-	-	-
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	1023	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1024	-	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	1023	-	-	-	-	-
Mov Cap-2 Maneuver	1023	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1024	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v		0	
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	-	-
HCM Lane LOS	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	1	1	340	362	1
Future Vol, veh/h	6	1	1	340	362	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	17	0	0	4	5	0
Mvmt Flow	7	1	1	374	398	1

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	774	398	399	0	-	0
Stage 1	398	-	-	-	-	-
Stage 2	376	-	-	-	-	-
Critical Hdwy	6.57	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.57	-	-	-	-	-
Follow-up Hdwy	3.653	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	346	656	1171	-	-	-
Stage 1	647	-	-	-	-	-
Stage 2	663	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	346	656	1171	-	-	-
Mov Cap-2 Maneuver	346	-	-	-	-	-
Stage 1	646	-	-	-	-	-
Stage 2	663	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.91	0.02	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	5	-	371	-	-
HCM Lane V/C Ratio	0.001	-	0.021	-	-
HCM Ctrl Dly (s/v)	8.1	0	14.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection							
Int Delay, s/veh	5						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations							
Traffic Vol, veh/h	405	31	65	202	77	180	
Future Vol, veh/h	405	31	65	202	77	180	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	Yield	-	Free	-	Yield	
Storage Length	-	-	140	-	140	0	
Veh in Median Storage, #	0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	91	91	91	91	91	91	
Heavy Vehicles, %	7	11	11	13	9	13	
Mvmt Flow	445	34	71	222	85	198	
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	0	445	0	827	462	
Stage 1	-	-	-	-	462	-	
Stage 2	-	-	-	-	365	-	
Critical Hdwy	-	-	4.21	-	6.49	6.33	
Critical Hdwy Stg 1	-	-	-	-	5.49	-	
Critical Hdwy Stg 2	-	-	-	-	5.49	-	
Follow-up Hdwy	-	-	2.299	-	3.581	3.417	
Pot Cap-1 Maneuver	-	-	1069	-	332	578	
Stage 1	-	-	-	-	620	-	
Stage 2	-	-	-	-	687	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1069	-	310	578	
Mov Cap-2 Maneuver	-	-	-	-	310	-	
Stage 1	-	-	-	-	620	-	
Stage 2	-	-	-	-	641	-	
Approach	EB		WB		NB		
HCM Ctrl Dly, s/v	0		2.1		16.39		
HCM LOS	C						
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	310		578	-	-	1069	-
HCM Lane V/C Ratio	0.273		0.343	-	-	0.067	-
HCM Ctrl Dly (s/v)	20.9		14.4	-	-	8.6	-
HCM Lane LOS	C		B	-	-	A	-
HCM 95th %tile Q(veh)	1.1		1.5	-	-	0.2	-

Intersection						
Int Delay, s/veh	8.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	57	40	631	185	73	1013
Future Vol, veh/h	57	40	631	185	73	1013
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	115	-	-	45	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	12	9	2	13	10	3
Mvmt Flow	61	43	671	197	78	1078

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	2003	770	0	0	671	0
Stage 1	770	-	-	-	-	-
Stage 2	1233	-	-	-	-	-
Critical Hdwy	6.52	6.29	-	-	4.2	-
Critical Hdwy Stg 1	5.52	-	-	-	-	-
Critical Hdwy Stg 2	5.52	-	-	-	-	-
Follow-up Hdwy	3.608	3.381	-	-	2.29	-
Pot Cap-1 Maneuver	62	390	-	-	883	-
Stage 1	440	-	-	-	-	-
Stage 2	262	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 56	390	-	-	883	-
Mov Cap-2 Maneuver	~ 56	-	-	-	-	-
Stage 1	440	-	-	-	-	-
Stage 2	239	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	161.97	0	0.64
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	- 56 390	883	-
HCM Lane V/C Ratio	-	- 1.081 0.109	0.088	-
HCM Ctrl Dly (s/v)	-	- 264.8 15.4	9.5	-
HCM Lane LOS	-	- F C	A	-
HCM 95th %tile Q(veh)	-	- 5.1 0.4	0.3	-

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

	←	↙	↘	↑	↓	↗
Lane Group	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations	↔	↔	↔	↑	↑	↔
Traffic Volume (vph)	0	373	95	450	827	246
Future Volume (vph)	0	373	95	450	827	246
Turn Type	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8	6			2
Detector Phase	8	8	1	6	2	2
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)	29.0	29.0	11.0	91.0	80.0	80.0
Total Split (%)	24.2%	24.2%	9.2%	75.8%	66.7%	66.7%
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		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effect Green (s)	14.5	14.5	93.5	93.5	82.5	82.5
Actuated g/C Ratio	0.12	0.12	0.78	0.78	0.69	0.69
v/c Ratio	0.61	0.75	0.30	0.34	0.71	0.23
Control Delay (s/veh)	62.6	13.7	5.5	3.9	16.4	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.6	13.7	5.5	3.9	16.4	1.9
LOS	E	B	A	A	B	A
Approach Delay (s/veh)	24.7			4.2	13.1	
Approach LOS	C			A	B	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 115 (96%), Referenced to phase 2:SBT and 6:NBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay (s/veh): 13.4

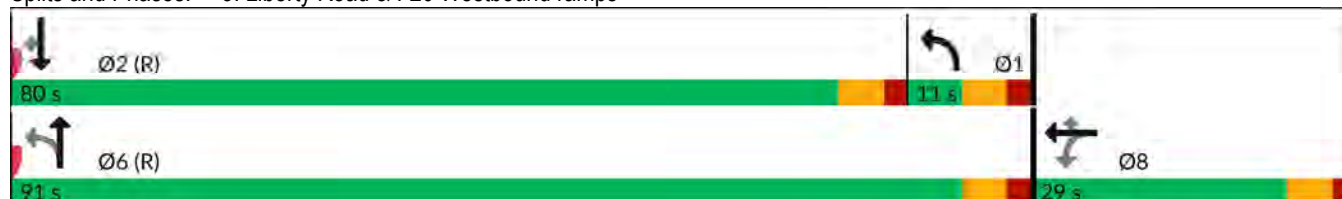
Intersection LOS: B

Intersection Capacity Utilization 82.9%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 3: Liberty Road & I-20 Westbound ramps



DRI 4422 Hickman Property
3: Liberty Road & I-20 Westbound ramps

2033 No-Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	108	0	373	95	450	0	0	827	246
Future Volume (veh/h)	0	0	0	108	0	373	95	450	0	0	827	246
Initial Q (Qb), veh				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
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1693	1900	1826	1722	1841	0	0	1841	1856
Adj Flow Rate, veh/h				116	0	401	102	484	0	0	889	265
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				14	0	5	12	4	0	0	4	3
Cap, veh/h				347	0	297	237	1304	0	0	1135	970
Arrive On Green				0.19	0.00	0.19	0.08	1.00	0.00	0.00	0.62	0.62
Sat Flow, veh/h				1810	0	1547	1640	1841	0	0	1841	1572
Grp Volume(v), veh/h				116	0	401	102	484	0	0	889	265
Grp Sat Flow(s),veh/h/ln				1810	0	1547	1640	1841	0	0	1841	1572
Q Serve(g_s), s				6.6	0.0	23.0	0.0	0.0	0.0	0.0	43.0	9.3
Cycle Q Clear(g_c), s				6.6	0.0	23.0	0.0	0.0	0.0	0.0	43.0	9.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				347	0	297	237	1304	0	0	1135	970
V/C Ratio(X)				0.33	0.00	1.35	0.43	0.37	0.00	0.00	0.78	0.27
Avail Cap(c_a), veh/h				347	0	297	237	1304	0	0	1135	970
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.75	0.75	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				41.9	0.0	48.5	37.6	0.0	0.0	0.0	17.1	10.6
Incr Delay (d2), s/veh				0.6	0.0	179.1	0.9	0.6	0.0	0.0	5.4	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
%ile BackOfQ(50%),veh/ln				2.9	0.0	23.2	2.6	0.2	0.0	0.0	17.5	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				42.5	0.0	227.6	38.6	0.6	0.0	0.0	22.5	11.3
LnGrp LOS				D		F	D	A			C	B
Approach Vol, veh/h					517			586			1154	
Approach Delay, s/veh					186.0			7.2			19.9	
Approach LOS					F			A			B	
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	11.0	80.0				91.0		29.0				
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0				
Max Green Setting (Gmax), s	5.0	74.0				85.0		23.0				
Max Q Clear Time (g_c+I1), s	2.0	45.0				2.0		25.0				
Green Ext Time (p_c), s	0.1	8.1				3.1		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				54.7								
HCM 7th LOS				D								

	→	↑	↗	↘	↓
Lane Group	EBT	NBT	NBR	SBL	SBT
Lane Configurations	↕	↑	↗	↘	↑
Traffic Volume (vph)	0	346	284	600	328
Future Volume (vph)	0	346	284	600	328
Turn Type	NA	NA	Perm	D,P+P	NA
Protected Phases	4	2		1	6
Permitted Phases			2	2	
Detector Phase	4	2	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	11.0	24.0
Total Split (s)	33.0	44.0	44.0	43.0	87.0
Total Split (%)	27.5%	36.7%	36.7%	35.8%	72.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lead	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min
Act Effect Green (s)	24.7	39.3	39.3	77.3	83.3
Actuated g/C Ratio	0.21	0.33	0.33	0.64	0.69
v/c Ratio	0.87	0.62	0.43	0.83	0.28
Control Delay (s/veh)	70.2	40.7	5.5	24.5	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.2	40.7	5.5	24.5	3.2
LOS	E	D	A	C	A
Approach Delay (s/veh)	70.2	24.8			17.0
Approach LOS	E	C			B

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBSB and 6:SBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay (s/veh): 27.9

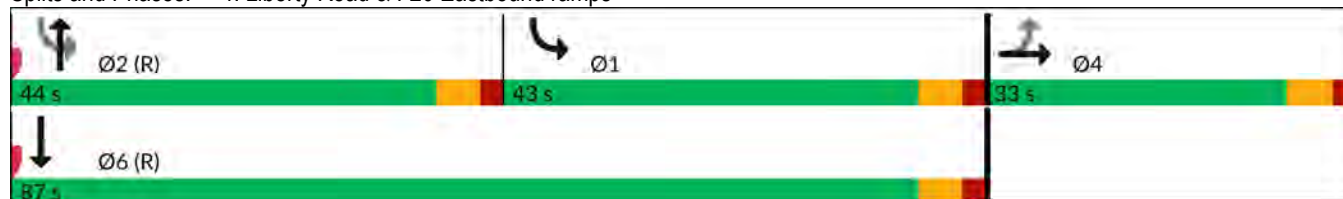
Intersection LOS: C

Intersection Capacity Utilization 82.9%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 4: Liberty Road & I-20 Eastbound ramps



DRI 4422 Hickman Property
4: Liberty Road & I-20 Eastbound ramps

2033 No-Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	0	97	0	0	0	0	346	284	600	328	0
Future Volume (veh/h)	189	0	97	0	0	0	0	346	284	600	328	0
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No						No				No	
Adj Sat Flow, veh/h/ln	1841	1900	1841				0	1811	1811	1856	1781	0
Adj Flow Rate, veh/h	199	0	102				0	364	299	632	345	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	0	4				0	6	6	3	8	0
Cap, veh/h	220	0	113				0	418	355	844	1262	0
Arrive On Green	0.19	0.00	0.19				0.00	0.23	0.23	0.71	1.00	0.00
Sat Flow, veh/h	1148	0	589				0	1811	1535	1767	1781	0
Grp Volume(v), veh/h	301	0	0				0	364	299	632	345	0
Grp Sat Flow(s), veh/h/ln	1737	0	0				0	1811	1535	1767	1781	0
Q Serve(g_s), s	20.3	0.0	0.0				0.0	23.2	22.3	15.5	0.0	0.0
Cycle Q Clear(g_c), s	20.3	0.0	0.0				0.0	23.2	22.3	15.5	0.0	0.0
Prop In Lane	0.66		0.34				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	332	0	0				0	418	355	844	1262	0
V/C Ratio(X)	0.91	0.00	0.00				0.00	0.87	0.84	0.75	0.27	0.00
Avail Cap(c_a), veh/h	391	0	0				0	574	486	844	1262	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.67	1.67	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	0.64	0.64	0.00
Uniform Delay (d), s/veh	47.5	0.0	0.0				0.0	44.4	44.1	10.8	0.0	0.0
Incr Delay (d2), s/veh	21.9	0.0	0.0				0.0	21.1	21.0	2.4	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.4	0.0	0.0				0.0	12.5	10.3	5.9	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	69.4	0.0	0.0				0.0	65.5	65.1	13.3	0.3	0.0
LnGrp LOS	E							E	E	B	A	
Approach Vol, veh/h	301						663			977		
Approach Delay, s/veh	69.4						65.3			8.7		
Approach LOS	E						E			A		
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	57.3	33.7		29.0		91.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	37.0	38.0		27.0		81.0						
Max Q Clear Time (g_c+I1), s	17.5	25.2		22.3		2.0						
Green Ext Time (p_c), s	2.0	2.5		0.6		2.0						
Intersection Summary												
HCM 7th Control Delay, s/veh				37.4								
HCM 7th LOS				D								

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↗	↗	↗	↗	↗
Traffic Vol, veh/h	106	1	28	2	5	40	20	476	22	23	316	87
Future Vol, veh/h	106	1	28	2	5	40	20	476	22	23	316	87
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	-	-	Yield	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	115	-	100	165	-	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, %	7	0	4	0	25	9	0	6	0	10	7	5
Mvmt Flow	115	1	30	2	5	43	22	517	24	25	343	95
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	957	954	343	955	1049	517	438	0	-	517	0	0
Stage 1	393	393	-	561	561	-	-	-	-	-	-	-
Stage 2	564	561	-	394	488	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.5	6.24	7.1	6.75	6.29	4.1	-	-	4.2	-	-
Critical Hdwy Stg 1	6.17	5.5	-	6.1	5.75	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.5	-	6.1	5.75	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4	3.336	3.5	4.225	3.381	2.2	-	-	2.29	-	-
Pot Cap-1 Maneuver	232	261	695	240	207	544	1133	-	0	1009	-	-
Stage 1	621	609	-	516	475	-	-	-	0	-	-	-
Stage 2	502	513	-	635	513	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	199	249	695	219	198	544	1133	-	-	1009	-	-
Mov Cap-2 Maneuver	199	249	-	219	198	-	-	-	-	-	-	-
Stage 1	606	594	-	506	466	-	-	-	-	-	-	-
Stage 2	448	504	-	591	501	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	38.54		11.22		0.33		0.47					
HCM LOS	E		B									
Minor Lane/Major Mvmt	NBL		NBT EBLn1WBLn1		SBL		SBT		SBR			
Capacity (veh/h)	1133		-		248 630		1009		-		-	
HCM Lane V/C Ratio	0.019		-		0.591 0.081		0.025		-		-	
HCM Ctrl Dly (s/v)	8.2		-		38.5 11.2		8.7		-		-	
HCM Lane LOS	A		-		E B		A		-		-	
HCM 95th %tile Q(veh)	0.1		-		3.4 0.3		0.1		-		-	

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	0	7	0	198	1	210	2	55	176	10
Future Vol, veh/h	3	0	0	7	0	198	1	210	2	55	176	10
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	-	-	Yield	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	17	0	1	0	8	0	10	8	0
Mvmt Flow	3	0	0	8	0	215	1	228	2	60	191	11
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	547	547	197	542	553	229	202	0	0	228	0	0
Stage 1	316	316	-	232	232	-	-	-	-	-	-	-
Stage 2	230	230	-	311	322	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.27	6.5	6.21	4.1	-	-	4.2	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.27	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.27	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.653	4	3.309	2.2	-	-	2.29	-	-
Pot Cap-1 Maneuver	451	447	850	429	444	812	1382	-	-	1294	-	-
Stage 1	699	658	-	739	717	-	-	-	-	-	-	-
Stage 2	777	717	-	669	655	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	314	424	850	406	420	812	1382	-	-	1294	-	-
Mov Cap-2 Maneuver	314	424	-	406	420	-	-	-	-	-	-	-
Stage 1	663	624	-	738	716	-	-	-	-	-	-	-
Stage 2	571	717	-	634	621	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	16.58		10.82		0.04		1.81					
HCM LOS	C		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	8	-	-	314	841	406	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.01	0.265	0.046	-	-				
HCM Ctrl Dly (s/v)	7.6	0	-	16.6	10.8	7.9	0	-				
HCM Lane LOS	A	A	-	C	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	1.1	0.1	-	-				

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	39	397	3	0	179	42	8	2	5	127	1	36
Future Vol, veh/h	39	397	3	0	179	42	8	2	5	127	1	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-12	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	13	0	0	17	0	0	0	0	4	0	0
Mvmt Flow	41	418	3	0	188	44	8	2	5	134	1	38
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	233	0	0	421	0	0	691	734	419	712	714	211
Stage 1	-	-	-	-	-	-	502	502	-	211	211	-
Stage 2	-	-	-	-	-	-	189	233	-	501	503	-
Critical Hdwy	4.1	-	-	4.1	-	-	4.7	4.1	5	7.14	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	3.7	3.1	-	6.14	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	3.7	3.1	-	6.14	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.536	4	3.3
Pot Cap-1 Maneuver	1347	-	-	1149	-	-	573	571	734	345	359	835
Stage 1	-	-	-	-	-	-	776	762	-	787	732	-
Stage 2	-	-	-	-	-	-	927	836	-	548	545	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1347	-	-	1149	-	-	524	548	734	328	345	835
Mov Cap-2 Maneuver	-	-	-	-	-	-	524	548	-	328	345	-
Stage 1	-	-	-	-	-	-	745	732	-	787	732	-
Stage 2	-	-	-	-	-	-	884	836	-	521	523	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.69			0			11.35			22.26		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	583	160	-	-	1149	-	-	378				
HCM Lane V/C Ratio	0.027	0.03	-	-	-	-	-	0.456				
HCM Ctrl Dly (s/v)	11.3	7.8	0	-	0	-	-	22.3				
HCM Lane LOS	B	A	A	-	A	-	-	C				
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	2.3				

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	2	0	0	0
Future Vol, veh/h	1	1	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	1	2	0	0	0
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	3	2	0	0	2	0
Stage 1	2	-	-	-	-	-
Stage 2	1	-	-	-	-	-
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	1024	1088	-	-	1633	-
Stage 1	1026	-	-	-	-	-
Stage 2	1027	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1024	1088	-	-	1633	-
Mov Cap-2 Maneuver	1024	-	-	-	-	-
Stage 1	1026	-	-	-	-	-
Stage 2	1027	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	8.42	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	1055	1633	-	
HCM Lane V/C Ratio	-	-	0.002	-	-	
HCM Ctrl Dly (s/v)	-	-	8.4	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	1	0	422	254	3
Future Vol, veh/h	8	1	0	422	254	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	86	0	0	4	8	33
Mvmt Flow	9	1	0	459	276	3
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	736	278	279	0	-	0
Stage 1	278	-	-	-	-	-
Stage 2	459	-	-	-	-	-
Critical Hdwy	7.26	6.2	4.1	-	-	-
Critical Hdwy Stg 1	6.26	-	-	-	-	-
Critical Hdwy Stg 2	6.26	-	-	-	-	-
Follow-up Hdwy	4.274	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	286	766	1295	-	-	-
Stage 1	610	-	-	-	-	-
Stage 2	492	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	286	766	1295	-	-	-
Mov Cap-2 Maneuver	286	-	-	-	-	-
Stage 1	610	-	-	-	-	-
Stage 2	492	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	17.09	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1295	-	308	-	-	
HCM Lane V/C Ratio	-	-	0.032	-	-	
HCM Ctrl Dly (s/v)	0	-	17.1	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection						
Int Delay, s/veh	11.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	246	35	83	506	151	113
Future Vol, veh/h	246	35	83	506	151	113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	Free	-	Yield
Storage Length	-	-	140	-	140	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	6	3	6	4	5	17
Mvmt Flow	289	41	98	595	178	133
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	289	0	1101	310
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	791	-
Critical Hdwy	-	-	4.16	-	6.45	6.37
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.254	-	3.545	3.453
Pot Cap-1 Maneuver	-	-	1250	-	232	696
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	442	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1250	-	213	696
Mov Cap-2 Maneuver	-	-	-	-	213	-
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	407	-
Approach	EB	WB	NB			
HCM Ctrl Dly, s/v	0	1.14	46.12			
HCM LOS	E					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	213	696	-	-	1250	-
HCM Lane V/C Ratio	0.832	0.191	-	-	0.078	-
HCM Ctrl Dly (s/v)	72.1	11.4	-	-	8.1	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	6.2	0.7	-	-	0.3	-

Intersection						
Int Delay, s/veh	11.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	58	60	983	221	42	926
Future Vol, veh/h	58	60	983	221	42	926
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	115	-	-	45	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	8	2	2	9	17	3
Mvmt Flow	61	63	1035	233	44	975

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	2214	1151	0	0	1035	0
Stage 1	1151	-	-	-	-	-
Stage 2	1063	-	-	-	-	-
Critical Hdwy	6.48	6.22	-	-	4.27	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.318	-	-	2.353	-
Pot Cap-1 Maneuver	~ 46	241	-	-	617	-
Stage 1	293	-	-	-	-	-
Stage 2	323	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 43	241	-	-	617	-
Mov Cap-2 Maneuver	~ 43	-	-	-	-	-
Stage 1	293	-	-	-	-	-
Stage 2	300	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	225.87	0	0.49
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	- 43 241	617	-
HCM Lane V/C Ratio	-	- 1.421 0.262	0.072	-
HCM Ctrl Dly (s/v)	-	- \$ 433.5 25.2	11.3	-
HCM Lane LOS	-	- F D	B	-
HCM 95th %tile Q(veh)	-	- 6 1	0.2	-

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

	←	↖	↗	↑	↓	↘
Lane Group	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↗	↑	↑	↗
Traffic Volume (vph)	0	759	121	448	698	287
Future Volume (vph)	0	759	121	448	698	287
Turn Type	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8	6			2
Detector Phase	8	8	1	6	2	2
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)	45.0	45.0	13.0	65.0	52.0	52.0
Total Split (%)	40.9%	40.9%	11.8%	59.1%	47.3%	47.3%
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-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effect Green (s)	39.0	39.0	59.0	59.0	46.0	46.0
Actuated g/C Ratio	0.35	0.35	0.54	0.54	0.42	0.42
v/c Ratio	0.34	0.99	0.69	0.47	0.94	0.37
Control Delay (s/veh)	28.0	50.8	44.1	9.0	53.0	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.0	50.8	44.1	9.0	53.0	6.5
LOS	C	D	D	A	D	A
Approach Delay (s/veh)	46.0			16.4	39.4	
Approach LOS	D			B	D	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 40 (36%), Referenced to phase 2:SBT and 6:NBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.99

Intersection Signal Delay (s/veh): 36.7

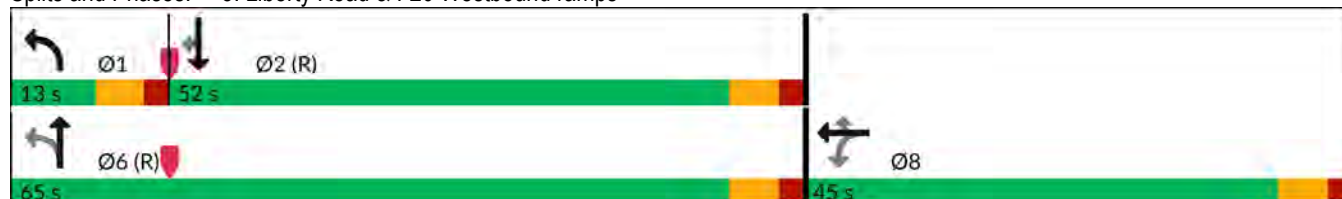
Intersection LOS: D

Intersection Capacity Utilization 80.6%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: Liberty Road & I-20 Westbound ramps



DRI 4422 Hickman Property
3: Liberty Road & I-20 Westbound ramps

2033 No-Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	201	0	759	121	448	0	0	698	287
Future Volume (veh/h)	0	0	0	201	0	759	121	448	0	0	698	287
Initial Q (Qb), veh				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
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1826	1900	1856	1870	1856	0	0	1841	1870
Adj Flow Rate, veh/h				207	0	782	125	462	0	0	720	296
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				5	0	3	2	3	0	0	4	2
Cap, veh/h				642	0	558	196	995	0	0	785	676
Arrive On Green				0.35	0.00	0.35	0.11	1.00	0.00	0.00	0.43	0.43
Sat Flow, veh/h				1810	0	1572	1781	1856	0	0	1841	1585
Grp Volume(v), veh/h				207	0	782	125	462	0	0	720	296
Grp Sat Flow(s),veh/h/ln				1810	0	1572	1781	1856	0	0	1841	1585
Q Serve(g_s), s				9.2	0.0	39.0	4.2	0.0	0.0	0.0	40.5	14.5
Cycle Q Clear(g_c), s				9.2	0.0	39.0	4.2	0.0	0.0	0.0	40.5	14.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				642	0	558	196	995	0	0	785	676
V/C Ratio(X)				0.32	0.00	1.40	0.64	0.46	0.00	0.00	0.92	0.44
Avail Cap(c_a), veh/h				642	0	558	211	995	0	0	785	676
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.86	0.86	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				25.9	0.0	35.5	23.3	0.0	0.0	0.0	29.7	22.3
Incr Delay (d2), s/veh				0.3	0.0	191.8	4.8	1.3	0.0	0.0	17.4	2.1
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.7	0.0	43.3	1.7	0.4	0.0	0.0	20.3	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				26.2	0.0	227.3	28.2	1.3	0.0	0.0	47.1	24.3
LnGrp LOS				C		F	C	A			D	C
Approach Vol, veh/h					989			587			1016	
Approach Delay, s/veh					185.2			7.1			40.5	
Approach LOS					F			A			D	
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	12.1	52.9				65.0		45.0				
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0				
Max Green Setting (Gmax), s	7.0	46.0				59.0		39.0				
Max Q Clear Time (g_c+I1), s	6.2	42.5				2.0		41.0				
Green Ext Time (p_c), s	0.0	1.8				2.9		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				88.1								
HCM 7th LOS				F								

DRI 4422 Hickman Property
4: Liberty Road & I-20 Eastbound ramps

2033 No-Build PM

	→	↑	↗	↘	↓
Lane Group	EBT	NBT	NBR	SBL	SBT
Lane Configurations	↕	↑	↗	↘	↑
Traffic Volume (vph)	0	379	148	412	491
Future Volume (vph)	0	379	148	412	491
Turn Type	NA	NA	Perm	D,P+P	NA
Protected Phases	4	2		1	6
Permitted Phases			2	2	
Detector Phase	4	2	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	11.0	24.0
Total Split (s)	30.0	50.0	50.0	30.0	80.0
Total Split (%)	27.3%	45.5%	45.5%	27.3%	72.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lead	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min
Act Effct Green (s)	22.1	46.7	46.7	69.9	75.9
Actuated g/C Ratio	0.20	0.42	0.42	0.64	0.69
v/c Ratio	0.78	0.50	0.21	0.63	0.40
Control Delay (s/veh)	57.3	27.7	4.7	10.4	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.3	27.7	4.7	10.4	4.7
LOS	E	C	A	B	A
Approach Delay (s/veh)	57.3	21.3			7.3
Approach LOS	E	C			A

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 48 (44%), Referenced to phase 2:NBSB and 6:SBT, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay (s/veh): 19.4

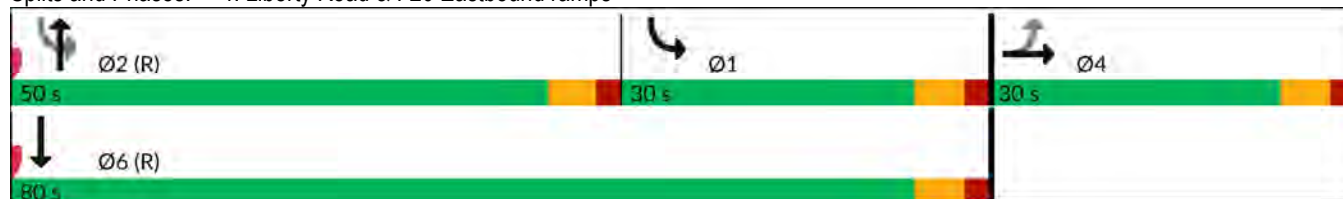
Intersection LOS: B

Intersection Capacity Utilization 80.6%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 4: Liberty Road & I-20 Eastbound ramps



Timings

Synchro 12 Report
NV5

DRI 4422 Hickman Property
4: Liberty Road & I-20 Eastbound ramps

2033 No-Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	0	73	0	0	0	0	379	148	412	491	0
Future Volume (veh/h)	191	0	73	0	0	0	0	379	148	412	491	0
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1856				0	1856	1796	1856	1841	0
Adj Flow Rate, veh/h	197	0	75				0	391	153	425	506	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	0	3				0	3	7	3	4	0
Cap, veh/h	222	0	85				0	451	370	839	1317	0
Arrive On Green	0.18	0.00	0.18				0.00	0.24	0.24	0.84	1.00	0.00
Sat Flow, veh/h	1267	0	482				0	1856	1522	1767	1841	0
Grp Volume(v), veh/h	272	0	0				0	391	153	425	506	0
Grp Sat Flow(s), veh/h/ln	1750	0	0				0	1856	1522	1767	1841	0
Q Serve(g_s), s	16.7	0.0	0.0				0.0	22.2	9.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	16.7	0.0	0.0				0.0	22.2	9.3	0.0	0.0	0.0
Prop In Lane	0.72		0.28				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	307	0	0				0	451	370	839	1317	0
V/C Ratio(X)	0.89	0.00	0.00				0.00	0.87	0.41	0.51	0.38	0.00
Avail Cap(c_a), veh/h	382	0	0				0	742	609	839	1317	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	0.22	0.22	0.00
Uniform Delay (d), s/veh	44.3	0.0	0.0				0.0	39.9	35.0	5.1	0.0	0.0
Incr Delay (d2), s/veh	18.5	0.0	0.0				0.0	19.5	3.4	0.1	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	0.0	0.0				0.0	12.1	3.7	1.7	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.7	0.0	0.0				0.0	59.4	38.4	5.2	0.2	0.0
LnGrp LOS	E						E	D	A	A		
Approach Vol, veh/h		272						544			931	
Approach Delay, s/veh		62.7						53.5			2.5	
Approach LOS		E						D			A	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	51.9	32.8		25.3		84.7						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	24.0	44.0		24.0		74.0						
Max Q Clear Time (g_c+l1), s	2.0	24.2		18.7		2.0						
Green Ext Time (p_c), s	1.2	2.5		0.6		3.2						
Intersection Summary												
HCM 7th Control Delay, s/veh			27.7									
HCM 7th LOS			C									

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	88	3	30	18	6	37	40	409	15	43	400	121
Future Vol, veh/h	88	3	30	18	6	37	40	409	15	43	400	121
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	-	-	Yield	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	115	-	100	165	-	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, %	1	0	0	0	0	13	3	4	0	5	5	0
Mvmt Flow	96	3	33	20	7	40	43	445	16	47	435	132
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1063	1060	435	1061	1191	445	566	0	-	445	0	0
Stage 1	528	528	-	532	532	-	-	-	-	-	-	-
Stage 2	535	532	-	530	660	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.5	6.2	7.1	6.5	6.33	4.13	-	-	4.15	-	-
Critical Hdwy Stg 1	6.11	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4	3.3	3.5	4	3.417	2.227	-	-	2.245	-	-
Pot Cap-1 Maneuver	202	226	626	203	189	591	1001	-	0	1100	-	-
Stage 1	536	531	-	535	529	-	-	-	0	-	-	-
Stage 2	531	529	-	536	463	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	166	207	626	174	173	591	1001	-	-	1100	-	-
Mov Cap-2 Maneuver	166	207	-	174	173	-	-	-	-	-	-	-
Stage 1	513	508	-	512	506	-	-	-	-	-	-	-
Stage 2	467	506	-	484	444	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	43.63		14.75		0.78		0.64					
HCM LOS	E		B									
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1001	-	219	435	1100	-	-					
HCM Lane V/C Ratio	0.043	-	0.602	0.152	0.042	-	-					
HCM Ctrl Dly (s/v)	8.8	-	43.6	14.7	8.4	-	-					
HCM Lane LOS	A	-	E	B	A	-	-					
HCM 95th %tile Q(veh)	0.1	-	3.4	0.5	0.1	-	-					

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	2	3	0	89	0	290	5	153	260	2
Future Vol, veh/h	0	0	2	3	0	89	0	290	5	153	260	2
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	-	-	Yield	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	1	0	5	25	0	8	0
Mvmt Flow	0	0	2	3	0	100	0	326	6	172	292	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	963	963	293	965	967	329	294	0	0	326	0	0
Stage 1	637	637	-	329	329	-	-	-	-	-	-	-
Stage 2	326	326	-	636	638	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.21	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	3.309	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	237	258	751	237	256	715	1279	-	-	1245	-	-
Stage 1	469	474	-	689	650	-	-	-	-	-	-	-
Stage 2	691	652	-	469	474	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	170	215	751	197	214	715	1279	-	-	1245	-	-
Mov Cap-2 Maneuver	170	215	-	197	214	-	-	-	-	-	-	-
Stage 1	391	396	-	689	650	-	-	-	-	-	-	-
Stage 2	594	652	-	391	396	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	9.81		10.67		0		3.08					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1279	-	-	751	738	663	-	-				
HCM Lane V/C Ratio	-	-	-	0.003	0.14	0.138	-	-				
HCM Ctrl Dly (s/v)	0	-	-	9.8	10.7	8.4	0	-				
HCM Lane LOS	A	-	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.5	0.5	-	-				

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	66	280	8	1	416	93	10	3	2	57	2	38
Future Vol, veh/h	66	280	8	1	416	93	10	3	2	57	2	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-12	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	12	0	0	5	1	0	0	0	0	0	0
Mvmt Flow	76	322	9	1	478	107	11	3	2	66	2	44

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	585	0	0	331	0	0	960	1066	326	1009	1017	532
Stage 1	-	-	-	-	-	-	478	478	-	534	534	-
Stage 2	-	-	-	-	-	-	482	587	-	475	483	-
Critical Hdwy	4.12	-	-	4.1	-	-	4.7	4.1	5	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	3.7	3.1	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	3.7	3.1	-	6.1	5.5	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	990	-	-	1240	-	-	452	456	802	221	240	552
Stage 1	-	-	-	-	-	-	787	769	-	534	528	-
Stage 2	-	-	-	-	-	-	785	739	-	574	556	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	990	-	-	1240	-	-	373	413	802	197	217	552
Mov Cap-2 Maneuver	-	-	-	-	-	-	373	413	-	197	217	-
Stage 1	-	-	-	-	-	-	713	696	-	533	527	-
Stage 2	-	-	-	-	-	-	719	738	-	516	504	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.67	0.02	14.16	28.18
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	410	334	-	-	3	-	-	265
HCM Lane V/C Ratio	0.042	0.077	-	-	0.001	-	-	0.422
HCM Ctrl Dly (s/v)	14.2	8.9	0	-	7.9	0	-	28.2
HCM Lane LOS	B	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	2

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	0	0	1	0
Future Vol, veh/h	0	5	0	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	10	0	0	2	0
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	4	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	4	-	-	-	-	-
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	1023	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1024	-	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	1023	-	-	-	-	-
Mov Cap-2 Maneuver	1023	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1024	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v		0				
HCM LOS	-					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Ctrl Dly (s/v)	-	-	-	-		
HCM Lane LOS	-	-	-	-		
HCM 95th %tile Q(veh)	-	-	-	-		

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	1	1	392	418	1
Future Vol, veh/h	7	1	1	392	418	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	17	0	0	4	5	0
Mvmt Flow	8	1	1	431	459	1

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	893	460	460	0	-	0
Stage 1	460	-	-	-	-	-
Stage 2	433	-	-	-	-	-
Critical Hdwy	6.57	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.57	-	-	-	-	-
Follow-up Hdwy	3.653	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	294	606	1111	-	-	-
Stage 1	605	-	-	-	-	-
Stage 2	623	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	293	606	1111	-	-	-
Mov Cap-2 Maneuver	293	-	-	-	-	-
Stage 1	605	-	-	-	-	-
Stage 2	623	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.81	0.02	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	5	-	314	-	-
HCM Lane V/C Ratio	0.001	-	0.028	-	-
HCM Ctrl Dly (s/v)	8.2	0	16.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	5.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	424	79	65	217	114	180
Future Vol, veh/h	424	79	65	217	114	180
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	Free	-	Yield
Storage Length	-	-	140	-	140	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	7	4	11	12	6	13
Mvmt Flow	466	87	71	238	125	198
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	466	0	891	509
Stage 1	-	-	-	-	509	-
Stage 2	-	-	-	-	381	-
Critical Hdwy	-	-	4.21	-	6.46	6.33
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.299	-	3.554	3.417
Pot Cap-1 Maneuver	-	-	1050	-	308	543
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	682	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1050	-	287	543
Mov Cap-2 Maneuver	-	-	-	-	287	-
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	635	-
Approach	EB	WB	NB			
HCM Ctrl Dly, s/v	0	2	19.86			
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	287	543	-	-	1050	-
HCM Lane V/C Ratio	0.436	0.365	-	-	0.068	-
HCM Ctrl Dly (s/v)	26.9	15.4	-	-	8.7	-
HCM Lane LOS	D	C	-	-	A	-
HCM 95th %tile Q(veh)	2.1	1.7	-	-	0.2	-

Intersection						
Int Delay, s/veh	39.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	105	40	682	222	73	1081
Future Vol, veh/h	105	40	682	222	73	1081
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	115	-	-	45	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	7	9	2	11	10	3
Mvmt Flow	112	43	726	236	78	1150

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2149	844	0	0	726
Stage 1	844	-	-	-	-
Stage 2	1305	-	-	-	-
Critical Hdwy	6.47	6.29	-	-	4.2
Critical Hdwy Stg 1	5.47	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-
Follow-up Hdwy	3.563	3.381	-	-	2.29
Pot Cap-1 Maneuver	~ 51	353	-	-	842
Stage 1	414	-	-	-	-
Stage 2	248	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	~ 47	353	-	-	842
Mov Cap-2 Maneuver	~ 47	-	-	-	-
Stage 1	414	-	-	-	-
Stage 2	225	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	\$ 601.54	0	0.61
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	- 47 353	842	-
HCM Lane V/C Ratio	-	- 2.399 0.121	0.092	-
HCM Ctrl Dly (s/v)	-	-\$ 824.4 16.6	9.7	-
HCM Lane LOS	-	- F C	A	-
HCM 95th %tile Q(veh)	-	- 11.7 0.4	0.3	-

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



Lane Group	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations	↔	↔	↔	↑	↑	↔
Traffic Volume (vph)	0	373	139	538	943	246
Future Volume (vph)	0	373	139	538	943	246
Turn Type	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8	6			2
Detector Phase	8	8	1	6	2	2
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)	29.0	29.0	11.0	91.0	80.0	80.0
Total Split (%)	24.2%	24.2%	9.2%	75.8%	66.7%	66.7%
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		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effect Green (s)	22.3	22.3	85.7	85.7	74.7	74.7
Actuated g/C Ratio	0.19	0.19	0.71	0.71	0.62	0.62
v/c Ratio	0.92	0.67	0.78	0.44	0.88	0.25
Control Delay (s/veh)	82.1	11.8	39.8	3.2	30.3	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	82.1	11.8	39.8	3.2	30.3	3.1
LOS	F	B	D	A	C	A
Approach Delay (s/veh)	41.5			10.7	24.7	
Approach LOS	D			B	C	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 115 (96%), Referenced to phase 2:SBT and 6:NBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay (s/veh): 25.2

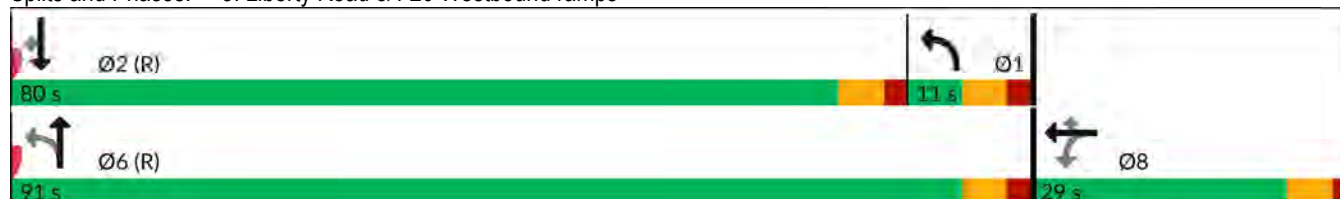
Intersection LOS: C

Intersection Capacity Utilization 93.5%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 3: Liberty Road & I-20 Westbound ramps



DRI 4422 Hickman Property
3: Liberty Road & I-20 Westbound ramps

2033 Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	273	0	373	139	538	0	0	943	246
Future Volume (veh/h)	0	0	0	273	0	373	139	538	0	0	943	246
Initial Q (Qb), veh				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
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1826	1900	1826	1781	1856	0	0	1856	1856
Adj Flow Rate, veh/h				294	0	401	149	578	0	0	1014	265
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				5	0	5	8	3	0	0	3	3
Cap, veh/h				347	0	297	188	1314	0	0	1144	970
Arrive On Green				0.19	0.00	0.19	0.08	1.00	0.00	0.00	0.62	0.62
Sat Flow, veh/h				1810	0	1547	1697	1856	0	0	1856	1572
Grp Volume(v), veh/h				294	0	401	149	578	0	0	1014	265
Grp Sat Flow(s),veh/h/ln				1810	0	1547	1697	1856	0	0	1856	1572
Q Serve(g_s), s				18.8	0.0	23.0	1.7	0.0	0.0	0.0	55.4	9.3
Cycle Q Clear(g_c), s				18.8	0.0	23.0	1.7	0.0	0.0	0.0	55.4	9.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				347	0	297	188	1314	0	0	1144	970
V/C Ratio(X)				0.85	0.00	1.35	0.79	0.44	0.00	0.00	0.89	0.27
Avail Cap(c_a), veh/h				347	0	297	188	1314	0	0	1144	970
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.30	0.30	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				46.8	0.0	48.5	49.7	0.0	0.0	0.0	19.4	10.6
Incr Delay (d2), s/veh				17.5	0.0	179.1	7.0	0.3	0.0	0.0	10.2	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
%ile BackOfQ(50%),veh/ln				9.7	0.0	23.2	4.4	0.1	0.0	0.0	23.8	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				64.3	0.0	227.6	56.7	0.3	0.0	0.0	29.7	11.3
LnGrp LOS				E		F	E	A			C	B
Approach Vol, veh/h					695			727			1279	
Approach Delay, s/veh					158.5			11.9			25.8	
Approach LOS					F			B			C	
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	11.0	80.0				91.0		29.0				
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0				
Max Green Setting (Gmax), s	5.0	74.0				85.0		23.0				
Max Q Clear Time (g_c+I1), s	3.7	57.4				2.0		25.0				
Green Ext Time (p_c), s	0.0	7.8				3.9		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				56.2								
HCM 7th LOS				E								

DRI 4422 Hickman Property
4: Liberty Road & I-20 Eastbound ramps

2033 Build AM

	→	↑	↗	↘	↓
Lane Group	EBT	NBT	NBR	SBL	SBT
Lane Configurations	↕	↑	↗	↘	↑
Traffic Volume (vph)	0	478	409	600	609
Future Volume (vph)	0	478	409	600	609
Turn Type	NA	NA	Perm	D,P+P	NA
Protected Phases	4	2		1	6
Permitted Phases			2	2	
Detector Phase	4	2	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	11.0	24.0
Total Split (s)	33.0	44.0	44.0	43.0	87.0
Total Split (%)	27.5%	36.7%	36.7%	35.8%	72.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lead	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min
Act Effect Green (s)	26.9	36.8	36.8	75.1	81.1
Actuated g/C Ratio	0.22	0.31	0.31	0.63	0.68
v/c Ratio	0.96	0.91	0.57	0.99	0.52
Control Delay (s/veh)	84.4	61.5	6.8	51.2	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.4
Total Delay (s/veh)	84.4	61.5	6.8	51.2	5.0
LOS	F	E	A	D	A
Approach Delay (s/veh)	84.4	36.3			27.9
Approach LOS	F	D			C

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBSB and 6:SBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.99

Intersection Signal Delay (s/veh): 38.9

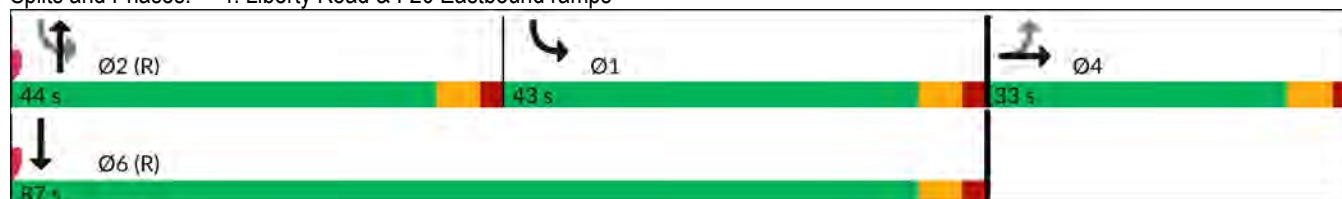
Intersection LOS: D

Intersection Capacity Utilization 93.5%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 4: Liberty Road & I-20 Eastbound ramps



DRI 4422 Hickman Property
4: Liberty Road & I-20 Eastbound ramps

2033 Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	0	155	0	0	0	0	478	409	600	609	0
Future Volume (veh/h)	189	0	155	0	0	0	0	478	409	600	609	0
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No						No				No	
Adj Sat Flow, veh/h/ln	1841	1900	1870				0	1826	1841	1856	1841	0
Adj Flow Rate, veh/h	199	0	163				0	503	431	632	641	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	0	2				0	5	4	3	4	0
Cap, veh/h	211	0	173				0	545	466	657	1243	0
Arrive On Green	0.22	0.00	0.22				0.00	0.30	0.30	0.65	1.00	0.00
Sat Flow, veh/h	942	0	772				0	1826	1560	1767	1841	0
Grp Volume(v), veh/h	362	0	0				0	503	431	632	641	0
Grp Sat Flow(s), veh/h/ln	1714	0	0				0	1826	1560	1767	1841	0
Q Serve(g_s), s	24.9	0.0	0.0				0.0	32.0	32.1	33.3	0.0	0.0
Cycle Q Clear(g_c), s	24.9	0.0	0.0				0.0	32.0	32.1	33.3	0.0	0.0
Prop In Lane	0.55		0.45				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	385	0	0				0	545	466	657	1243	0
V/C Ratio(X)	0.94	0.00	0.00				0.00	0.92	0.93	0.96	0.52	0.00
Avail Cap(c_a), veh/h	386	0	0				0	578	494	657	1243	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	0.35	0.35	0.00
Uniform Delay (d), s/veh	45.7	0.0	0.0				0.0	40.7	40.8	17.6	0.0	0.0
Incr Delay (d2), s/veh	31.1	0.0	0.0				0.0	23.5	26.7	13.0	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.3	0.0	0.0				0.0	17.3	15.3	9.3	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.8	0.0	0.0				0.0	64.2	67.5	30.6	0.5	0.0
LnGrp LOS	E							E	E	C	A	
Approach Vol, veh/h	362						934			1273		
Approach Delay, s/veh	76.8						65.7			15.5		
Approach LOS	E						E			B		
Timer - Assigned Phs	1	2		4			6					
Phs Duration (G+Y+Rc), s	45.2	41.8		32.9			87.1					
Change Period (Y+Rc), s	6.0	6.0		6.0			6.0					
Max Green Setting (Gmax), s	37.0	38.0		27.0			81.0					
Max Q Clear Time (g_c+l1), s	35.3	34.1		26.9			2.0					
Green Ext Time (p_c), s	0.4	1.7		0.0			4.5					
Intersection Summary												
HCM 7th Control Delay, s/veh				42.4								
HCM 7th LOS				D								

Intersection												
Int Delay, s/veh	42.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖	↗	↗	↖	↗
Traffic Vol, veh/h	106	1	33	2	5	40	24	733	22	23	655	87
Future Vol, veh/h	106	1	33	2	5	40	24	733	22	23	655	87
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	-	-	Yield	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	115	-	100	165	-	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, %	7	0	4	0	25	9	0	4	0	10	4	5
Mvmt Flow	115	1	36	2	5	43	26	797	24	25	712	95

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	1614	1611	712	1611	1705	797	807	0	-	797	0	0
Stage 1	762	762	-	849	849	-	-	-	-	-	-	-
Stage 2	852	849	-	763	857	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.5	6.24	7.1	6.75	6.29	4.1	-	-	4.2	-	-
Critical Hdwy Stg 1	6.17	5.5	-	6.1	5.75	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.5	-	6.1	5.75	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4	3.336	3.5	4.225	3.381	2.2	-	-	2.29	-	-
Pot Cap-1 Maneuver	~ 81	106	429	85	81	376	827	-	0	791	-	-
Stage 1	390	417	-	359	347	-	-	-	0	-	-	-
Stage 2	347	380	-	400	344	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	~ 63	99	429	72	76	376	827	-	-	791	-	-
Mov Cap-2 Maneuver	~ 63	99	-	72	76	-	-	-	-	-	-	-
Stage 1	377	403	-	347	336	-	-	-	-	-	-	-
Stage 2	293	368	-	354	333	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	\$ 512.94	15.7	0.3	0.29
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	827	-	82	387	791	-
HCM Lane V/C Ratio	0.032	-	1.856	0.132	0.032	-
HCM Ctrl Dly (s/v)	9.5	-	\$ 512.9	15.7	9.7	-
HCM Lane LOS	A	-	F	C	A	-
HCM 95th %tile Q(veh)	0.1	-	13.1	0.5	0.1	-

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

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	0	0	7	0	203	1	234	2	59	194	10
Future Vol, veh/h	3	0	0	7	0	203	1	234	2	59	194	10
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	-	-	Yield	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	17	0	1	0	7	0	10	8	0
Mvmt Flow	3	0	0	8	0	221	1	254	2	64	211	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	601	601	216	597	608	255	222	0	0	254	0	0
Stage 1	345	345	-	258	258	-	-	-	-	-	-	-
Stage 2	257	257	-	339	350	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.27	6.5	6.21	4.1	-	-	4.2	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.27	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.27	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.653	4	3.309	2.2	-	-	2.29	-	-
Pot Cap-1 Maneuver	415	417	829	394	413	786	1359	-	-	1265	-	-
Stage 1	675	640	-	715	698	-	-	-	-	-	-	-
Stage 2	752	699	-	645	636	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	281	392	829	371	389	786	1359	-	-	1265	-	-
Mov Cap-2 Maneuver	281	392	-	371	389	-	-	-	-	-	-	-
Stage 1	636	603	-	714	698	-	-	-	-	-	-	-
Stage 2	541	698	-	608	600	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	17.96		11.15		0.03		1.79	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	8	-	-	281	812	400	-	-
HCM Lane V/C Ratio	0.001	-	-	0.012	0.281	0.051	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	18	11.2	8	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1.2	0.2	-	-

Intersection												
Int Delay, s/veh	12.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	397	22	68	179	42	23	20	56	127	25	36
Future Vol, veh/h	39	397	22	68	179	42	23	20	56	127	25	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-12	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	13	0	0	17	0	0	0	0	4	0	0
Mvmt Flow	41	418	23	72	188	44	24	21	59	134	26	38
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	233	0	0	441	0	0	856	887	429	864	877	211
Stage 1	-	-	-	-	-	-	512	512	-	354	354	-
Stage 2	-	-	-	-	-	-	345	376	-	511	523	-
Critical Hdwy	4.1	-	-	4.1	-	-	4.7	4.1	5	7.14	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	3.7	3.1	-	6.14	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	3.7	3.1	-	6.14	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.536	4	3.3
Pot Cap-1 Maneuver	1347	-	-	1130	-	-	495	515	727	272	289	835
Stage 1	-	-	-	-	-	-	772	759	-	659	634	-
Stage 2	-	-	-	-	-	-	849	797	-	542	534	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1347	-	-	1130	-	-	382	458	727	213	257	835
Mov Cap-2 Maneuver	-	-	-	-	-	-	382	458	-	213	257	-
Stage 1	-	-	-	-	-	-	740	729	-	611	588	-
Stage 2	-	-	-	-	-	-	718	738	-	464	512	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.66			1.98			13.12			54.9		
HCM LOS							B			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	547	152	-	-	408	-	-	255				
HCM Lane V/C Ratio	0.19	0.03	-	-	0.063	-	-	0.775				
HCM Ctrl Dly (s/v)	13.1	7.8	0	-	8.4	0	-	54.9				
HCM Lane LOS	B	A	A	-	A	A	-	F				
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0.2	-	-	5.7				

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	86	0	0	111
Future Vol, veh/h	1	1	86	0	0	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	1	91	0	0	117
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	207	91	0	0	91	0
Stage 1	91	-	-	-	-	-
Stage 2	117	-	-	-	-	-
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	786	973	-	-	1517	-
Stage 1	938	-	-	-	-	-
Stage 2	913	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	786	973	-	-	1517	-
Mov Cap-2 Maneuver	786	-	-	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	913	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	9.15	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	869		1517	-	
HCM Lane V/C Ratio	-	0.002		-	-	
HCM Ctrl Dly (s/v)	-	9.2		0	-	
HCM Lane LOS	-	A		A	-	
HCM 95th %tile Q(veh)	-	0		0	-	

Intersection												
Int Delay, s/veh	8.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕	↕	↕	↕	
Traffic Vol, veh/h	8	0	1	22	0	261	0	422	29	344	254	3
Future Vol, veh/h	8	0	1	22	0	261	0	422	29	344	254	3
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	-	-	Yield	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	125	-	-	175	235	-	-
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, %	86	0	0	0	0	0	0	4	0	0	8	33
Mvmt Flow	9	0	1	24	0	284	0	459	32	374	276	3

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1484	1484	278	1483	1486	459	279	0	0	459	0	0
Stage 1	1026	1026	-	459	459	-	-	-	-	-	-	-
Stage 2	459	459	-	1024	1027	-	-	-	-	-	-	-
Critical Hdwy	7.96	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.96	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.96	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4.274	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	67	126	766	104	126	606	1295	-	-	1113	-	-
Stage 1	201	315	-	586	570	-	-	-	-	-	-	-
Stage 2	450	570	-	287	314	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	24	84	766	69	83	606	1295	-	-	1113	-	-
Mov Cap-2 Maneuver	24	84	-	69	83	-	-	-	-	-	-	-
Stage 1	133	209	-	586	570	-	-	-	-	-	-	-
Stage 2	240	570	-	190	209	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB				
HCM Ctrl Dly, s/v	204.01		21.2		0			5.65				
HCM LOS	F		C									

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1295	-	-	27 69 606	1113	-	-
HCM Lane V/C Ratio	-	-	-	0.367 0.346 0.468	0.336	-	-
HCM Ctrl Dly (s/v)	0	-	-	204 82.4 16	9.9	-	-
HCM Lane LOS	A	-	-	F F C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.1 1.3 2.5	1.5	-	-

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	4	0	0	0	0	4	0	79	0	5	103	5
Future Vol, veh/h	4	0	0	0	0	4	0	79	0	5	103	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	0	0	0	0	4	0	83	0	5	108	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	205	205	111	202	207	83	114	0	0	83	0	0
Stage 1	122	122	-	83	83	-	-	-	-	-	-	-
Stage 2	83	83	-	119	124	-	-	-	-	-	-	-
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	757	695	948	760	693	982	1488	-	-	1527	-	-
Stage 1	888	799	-	930	830	-	-	-	-	-	-	-
Stage 2	930	830	-	890	797	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	751	693	948	758	690	982	1488	-	-	1527	-	-
Mov Cap-2 Maneuver	751	693	-	758	690	-	-	-	-	-	-	-
Stage 1	884	796	-	930	830	-	-	-	-	-	-	-
Stage 2	926	830	-	887	794	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	9.82		8.68		0		0.33					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1488	-	-	751	982	79	-	-				
HCM Lane V/C Ratio	-	-	-	0.006	0.004	0.003	-	-				
HCM Ctrl Dly (s/v)	0	-	-	9.8	8.7	7.4	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

Intersection						
Int Delay, s/veh	28.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	254	56	83	526	201	113
Future Vol, veh/h	254	56	83	526	201	113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	Free	-	Yield
Storage Length	-	-	140	-	140	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	6	2	6	4	3	17
Mvmt Flow	299	66	98	619	236	133

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	299
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.16
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.254
Pot Cap-1 Maneuver	-	-	1240
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1240
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.11	109.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	202	677	-	-	1240	-
HCM Lane V/C Ratio	1.17	0.196	-	-	0.079	-
HCM Ctrl Dly (s/v)	165.2	11.6	-	-	8.2	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	11.8	0.7	-	-	0.3	-

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

Intersection						
Int Delay, s/veh	28					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	79	60	1053	271	42	955
Future Vol, veh/h	79	60	1053	271	42	955
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	115	-	-	45	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	6	2	2	7	17	3
Mvmt Flow	83	63	1108	285	44	1005

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	2345	1251	0	0	1108	0
Stage 1	1251	-	-	-	-	-
Stage 2	1094	-	-	-	-	-
Critical Hdwy	6.46	6.22	-	-	4.27	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.318	-	-	2.353	-
Pot Cap-1 Maneuver	~ 39	211	-	-	578	-
Stage 1	265	-	-	-	-	-
Stage 2	315	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 36	211	-	-	578	-
Mov Cap-2 Maneuver	~ 36	-	-	-	-	-
Stage 1	265	-	-	-	-	-
Stage 2	291	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	\$ 492.72	0	0.49
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	- 36 211	578	-
HCM Lane V/C Ratio	-	- 2.326 0.3	0.077	-
HCM Ctrl Dly (s/v)	-	-\$ 844.7 29.3	11.7	-
HCM Lane LOS	-	- F D	B	-
HCM 95th %tile Q(veh)	-	- 9.3 1.2	0.2	-

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

DRI 4422 Hickman Property
3: Liberty Road & I-20 Westbound ramps

2033 Build PM

	←	↖	↗	↑	↓	↘
Lane Group	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↗	↑	↑	↗
Traffic Volume (vph)	0	759	181	568	748	287
Future Volume (vph)	0	759	181	568	748	287
Turn Type	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8	6			2
Detector Phase	8	8	1	6	2	2
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)	45.0	45.0	13.0	65.0	52.0	52.0
Total Split (%)	40.9%	40.9%	11.8%	59.1%	47.3%	47.3%
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-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effect Green (s)	39.0	39.0	59.0	59.0	46.0	46.0
Actuated g/C Ratio	0.35	0.35	0.54	0.54	0.42	0.42
v/c Ratio	0.46	1.08	1.03	0.59	1.00	0.38
Control Delay (s/veh)	30.3	80.6	96.3	11.2	65.3	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.3	80.6	96.3	11.2	65.3	7.4
LOS	C	F	F	B	E	A
Approach Delay (s/veh)	67.4			31.8	49.3	
Approach LOS	E			C	D	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 40 (36%), Referenced to phase 2:SBT and 6:NBTL, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.08

Intersection Signal Delay (s/veh): 51.2

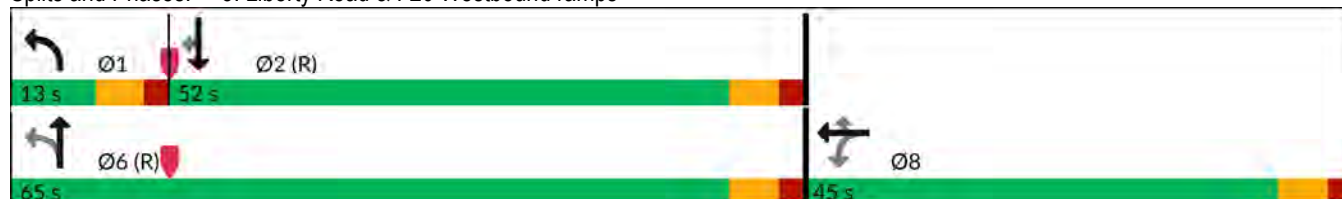
Intersection LOS: D

Intersection Capacity Utilization 86.9%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 3: Liberty Road & I-20 Westbound ramps



Timings

Synchro 12 Report
NV5

DRI 4422 Hickman Property
3: Liberty Road & I-20 Westbound ramps

2033 Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	272	0	759	181	568	0	0	748	287
Future Volume (veh/h)	0	0	0	272	0	759	181	568	0	0	748	287
Initial Q (Qb), veh				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
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1841	1900	1856	1885	1870	0	0	1856	1870
Adj Flow Rate, veh/h				280	0	782	187	586	0	0	771	296
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				4	0	3	1	2	0	0	3	2
Cap, veh/h				642	0	558	182	1003	0	0	776	663
Arrive On Green				0.35	0.00	0.35	0.13	1.00	0.00	0.00	0.42	0.42
Sat Flow, veh/h				1810	0	1572	1795	1870	0	0	1856	1585
Grp Volume(v), veh/h				280	0	782	187	586	0	0	771	296
Grp Sat Flow(s),veh/h/ln				1810	0	1572	1795	1870	0	0	1856	1585
Q Serve(g_s), s				13.0	0.0	39.0	7.0	0.0	0.0	0.0	45.5	14.7
Cycle Q Clear(g_c), s				13.0	0.0	39.0	7.0	0.0	0.0	0.0	45.5	14.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				642	0	558	182	1003	0	0	776	663
V/C Ratio(X)				0.44	0.00	1.40	1.03	0.58	0.00	0.00	0.99	0.45
Avail Cap(c_a), veh/h				642	0	558	182	1003	0	0	776	663
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.61	0.61	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				27.1	0.0	35.5	26.2	0.0	0.0	0.0	31.9	22.9
Incr Delay (d2), s/veh				0.5	0.0	191.8	59.1	1.5	0.0	0.0	30.8	2.2
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.3	0.0	43.3	5.2	0.4	0.0	0.0	25.4	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				27.6	0.0	227.3	85.3	1.5	0.0	0.0	62.7	25.1
LnGrp LOS				C		F	F	A			E	C
Approach Vol, veh/h					1062			773			1067	
Approach Delay, s/veh					174.7			21.8			52.2	
Approach LOS					F			C			D	
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	13.0	52.0				65.0		45.0				
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0				
Max Green Setting (Gmax), s	7.0	46.0				59.0		39.0				
Max Q Clear Time (g_c+l1), s	9.0	47.5				2.0		41.0				
Green Ext Time (p_c), s	0.0	0.0				3.9		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				88.9								
HCM 7th LOS				F								

DRI 4422 Hickman Property
4: Liberty Road & I-20 Eastbound ramps

2033 Build PM

	→	↑	↗	↘	↓
Lane Group	EBT	NBT	NBR	SBL	SBT
Lane Configurations	↕	↑	↗	↘	↑
Traffic Volume (vph)	0	559	318	412	612
Future Volume (vph)	0	559	318	412	612
Turn Type	NA	NA	Perm	D,P+P	NA
Protected Phases	4	2		1	6
Permitted Phases			2	2	
Detector Phase	4	2	2	1	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	11.0	24.0
Total Split (s)	30.0	50.0	50.0	30.0	80.0
Total Split (%)	27.3%	45.5%	45.5%	27.3%	72.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lead	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	
Recall Mode	None	C-Min	C-Min	None	C-Min
Act Effect Green (s)	22.3	46.7	46.7	69.7	75.7
Actuated g/C Ratio	0.20	0.42	0.42	0.63	0.69
v/c Ratio	0.86	0.73	0.38	0.79	0.50
Control Delay (s/veh)	65.4	34.0	3.8	21.1	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.4	34.0	3.8	21.1	3.7
LOS	E	C	A	C	A
Approach Delay (s/veh)	65.4	23.1			10.7
Approach LOS	E	C			B

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 48 (44%), Referenced to phase 2:NBSB and 6:SBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay (s/veh): 22.9

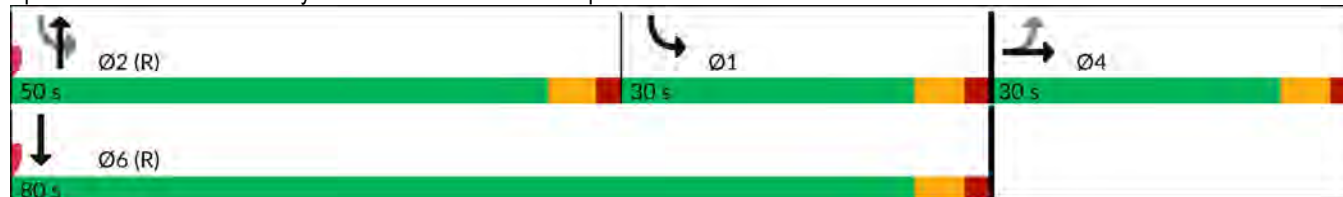
Intersection LOS: C

Intersection Capacity Utilization 86.9%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 4: Liberty Road & I-20 Eastbound ramps



Timings

Synchro 12 Report
NV5

DRI 4422 Hickman Property
4: Liberty Road & I-20 Eastbound ramps

2033 Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	0	98	0	0	0	0	559	318	412	612	0
Future Volume (veh/h)	191	0	98	0	0	0	0	559	318	412	612	0
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1870				0	1870	1856	1856	1841	0
Adj Flow Rate, veh/h	197	0	101				0	576	328	425	631	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	0	2				0	2	3	3	4	0
Cap, veh/h	219	0	112				0	638	537	633	1290	0
Arrive On Green	0.19	0.00	0.19				0.00	0.34	0.34	0.61	1.00	0.00
Sat Flow, veh/h	1148	0	589				0	1870	1572	1767	1841	0
Grp Volume(v), veh/h	298	0	0				0	576	328	425	631	0
Grp Sat Flow(s),veh/h/ln	1737	0	0				0	1870	1572	1767	1841	0
Q Serve(g_s), s	18.4	0.0	0.0				0.0	32.2	19.1	8.5	0.0	0.0
Cycle Q Clear(g_c), s	18.4	0.0	0.0				0.0	32.2	19.1	8.5	0.0	0.0
Prop In Lane	0.66		0.34				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	331	0	0				0	638	537	633	1290	0
V/C Ratio(X)	0.90	0.00	0.00				0.00	0.90	0.61	0.67	0.49	0.00
Avail Cap(c_a), veh/h	379	0	0				0	748	629	633	1290	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	43.5	0.0	0.0				0.0	34.5	30.2	15.5	0.0	0.0
Incr Delay (d2), s/veh	22.1	0.0	0.0				0.0	18.4	5.1	0.3	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	0.0	0.0				0.0	17.0	7.6	4.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.6	0.0	0.0				0.0	52.9	35.3	15.7	0.1	0.0
LnGrp LOS	E							D	D	B	A	
Approach Vol, veh/h	298						904			1056		
Approach Delay, s/veh	65.6						46.5			6.4		
Approach LOS	E						D			A		
Timer - Assigned Phs	1	2	4		6							
Phs Duration (G+Y+Rc), s	39.5	43.5	26.9		83.1							
Change Period (Y+Rc), s	6.0	6.0	6.0		6.0							
Max Green Setting (Gmax), s	24.0	44.0	24.0		74.0							
Max Q Clear Time (g_c+l1), s	10.5	34.2	20.4		2.0							
Green Ext Time (p_c), s	1.1	3.3	0.5		4.4							
Intersection Summary												
HCM 7th Control Delay, s/veh			30.3									
HCM 7th LOS			C									

Intersection												
Int Delay, s/veh	31.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↗	↗	↗	↗	↗
Traffic Vol, veh/h	88	3	32	18	6	37	45	760	15	43	546	121
Future Vol, veh/h	88	3	32	18	6	37	45	760	15	43	546	121
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	-	-	Yield	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	115	-	100	165	-	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, %	1	0	0	0	0	13	3	2	0	5	4	0
Mvmt Flow	96	3	35	20	7	40	49	826	16	47	593	132

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1614	1611	593	1613	1742	826	725	0	-	826	0	0
Stage 1	687	687	-	924	924	-	-	-	-	-	-	-
Stage 2	927	924	-	689	818	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.5	6.2	7.1	6.5	6.33	4.13	-	-	4.15	-	-
Critical Hdwy Stg 1	6.11	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4	3.3	3.5	4	3.417	2.227	-	-	2.245	-	-
Pot Cap-1 Maneuver	~ 84	106	509	85	88	356	873	-	0	792	-	-
Stage 1	439	451	-	326	351	-	-	-	0	-	-	-
Stage 2	323	351	-	439	392	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	~ 61	94	509	68	78	356	873	-	-	792	-	-
Mov Cap-2 Maneuver	~ 61	94	-	68	78	-	-	-	-	-	-	-
Stage 1	413	424	-	308	331	-	-	-	-	-	-	-
Stage 2	265	331	-	382	369	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	\$ 408.6	36.83	0.52	0.6
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	873	-	83 178	792	-	-
HCM Lane V/C Ratio	0.056	-	1.608 0.373	0.059	-	-
HCM Ctrl Dly (s/v)	9.4	-	\$ 408.6 36.8	9.8	-	-
HCM Lane LOS	A	-	F E	A	-	-
HCM 95th %tile Q(veh)	0.2	-	10.9 1.6	0.2	-	-

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

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	2	3	0	91	0	300	5	158	285	2
Future Vol, veh/h	0	0	2	3	0	91	0	300	5	158	285	2
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	-	-	Yield	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	1	0	5	25	0	7	0
Mvmt Flow	0	0	2	3	0	102	0	337	6	178	320	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1013	1013	321	1015	1017	340	322	0	0	337	0	0
Stage 1	676	676	-	340	340	-	-	-	-	-	-	-
Stage 2	337	337	-	675	678	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.21	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	3.309	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	219	241	724	219	239	705	1249	-	-	1233	-	-
Stage 1	446	455	-	679	643	-	-	-	-	-	-	-
Stage 2	681	645	-	447	455	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	154	198	724	180	197	705	1249	-	-	1233	-	-
Mov Cap-2 Maneuver	154	198	-	180	197	-	-	-	-	-	-	-
Stage 1	368	376	-	679	643	-	-	-	-	-	-	-
Stage 2	583	645	-	367	375	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.99	10.8	0	2.99
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1249	-	-	724	726	638	-
HCM Lane V/C Ratio	-	-	-	0.003	0.145	0.144	-
HCM Ctrl Dly (s/v)	0	-	-	10	10.8	8.4	0
HCM Lane LOS	A	-	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0.5	0.5	-

Intersection												
Int Delay, s/veh	7.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	66	280	16	30	416	93	30	28	72	57	12	38
Future Vol, veh/h	66	280	16	30	416	93	30	28	72	57	12	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-12	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	12	0	0	5	1	0	0	0	0	0	0
Mvmt Flow	76	322	18	34	478	107	34	32	83	66	14	44
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	585	0	0	340	0	0	1037	1137	331	1090	1093	532
Stage 1	-	-	-	-	-	-	483	483	-	601	601	-
Stage 2	-	-	-	-	-	-	554	654	-	490	492	-
Critical Hdwy	4.12	-	-	4.1	-	-	4.7	4.1	5	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	3.7	3.1	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	3.7	3.1	-	6.1	5.5	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	990	-	-	1230	-	-	422	434	799	194	216	552
Stage 1	-	-	-	-	-	-	785	767	-	491	493	-
Stage 2	-	-	-	-	-	-	753	721	-	564	551	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	990	-	-	1230	-	-	315	376	799	140	187	552
Mov Cap-2 Maneuver	-	-	-	-	-	-	315	376	-	140	187	-
Stage 1	-	-	-	-	-	-	710	695	-	470	472	-
Stage 2	-	-	-	-	-	-	644	691	-	436	499	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.63			0.45			15.23			49.17		
HCM LOS							C			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	500	325	-	-	97	-	-	198				
HCM Lane V/C Ratio	0.299	0.077	-	-	0.028	-	-	0.622				
HCM Ctrl Dly (s/v)	15.2	8.9	0	-	8	0	-	49.2				
HCM Lane LOS	C	A	A	-	A	A	-	E				
HCM 95th %tile Q(veh)	1.2	0.2	-	-	0.1	-	-	3.6				

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	115	0	1	48
Future Vol, veh/h	0	5	115	0	1	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	10	230	0	2	96
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	330	230	0	0	230	0
Stage 1	230	-	-	-	-	-
Stage 2	100	-	-	-	-	-
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	669	814	-	-	1350	-
Stage 1	813	-	-	-	-	-
Stage 2	929	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	668	814	-	-	1350	-
Mov Cap-2 Maneuver	668	-	-	-	-	-
Stage 1	813	-	-	-	-	-
Stage 2	928	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	9.48	0		0.16		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	814	37	-	
HCM Lane V/C Ratio	-	-	0.012	0.001	-	
HCM Ctrl Dly (s/v)	-	-	9.5	7.7	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection												
Int Delay, s/veh	7.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕	↕	↕	↕	
Traffic Vol, veh/h	7	0	1	30	0	356	1	392	12	148	418	1
Future Vol, veh/h	7	0	1	30	0	356	1	392	12	148	418	1
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	-	-	Yield	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	125	-	-	175	235	-	-
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, %	17	0	0	0	0	0	0	4	0	0	5	0
Mvmt Flow	8	0	1	33	0	391	1	431	13	163	459	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1218	1218	460	1218	1219	431	460	0	0	431	0	0
Stage 1	785	785	-	433	433	-	-	-	-	-	-	-
Stage 2	433	433	-	785	786	-	-	-	-	-	-	-
Critical Hdwy	7.27	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.27	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.27	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.653	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	147	182	606	159	182	629	1111	-	-	1140	-	-
Stage 1	364	406	-	605	585	-	-	-	-	-	-	-
Stage 2	573	585	-	389	406	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	47	156	606	136	156	629	1111	-	-	1140	-	-
Mov Cap-2 Maneuver	47	156	-	136	156	-	-	-	-	-	-	-
Stage 1	312	348	-	604	584	-	-	-	-	-	-	-
Stage 2	216	584	-	333	348	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	84.85		21.24		0.02		2.27	
HCM LOS	F		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	5	-	-	54 136 629	1140	-	-
HCM Lane V/C Ratio	0.001	-	-	0.164 0.243 0.622	0.143	-	-
HCM Ctrl Dly (s/v)	8.2	0	-	84.8 39.8 19.7	8.7	-	-
HCM Lane LOS	A	A	-	F E C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5 0.9 4.3	0.5	-	-

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	0	0	0	5	0	105	0	2	44	2
Future Vol, veh/h	5	0	0	0	0	5	0	105	0	2	44	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	0	0	0	0	6	0	121	0	2	51	2
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	177	177	52	176	178	121	53	0	0	121	0	0
Stage 1	56	56	-	121	121	-	-	-	-	-	-	-
Stage 2	121	121	-	55	57	-	-	-	-	-	-	-
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	790	720	1022	791	719	936	1566	-	-	1479	-	-
Stage 1	961	852	-	888	800	-	-	-	-	-	-	-
Stage 2	888	800	-	962	851	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	784	719	1022	790	718	936	1566	-	-	1479	-	-
Mov Cap-2 Maneuver	784	719	-	790	718	-	-	-	-	-	-	-
Stage 1	959	851	-	888	800	-	-	-	-	-	-	-
Stage 2	883	800	-	961	850	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	9.63		8.87			0			0.31			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1566	-	-	784	936	74	-	-				
HCM Lane V/C Ratio	-	-	-	0.007	0.006	0.002	-	-				
HCM Ctrl Dly (s/v)	0	-	-	9.6	8.9	7.4	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

Intersection: 1: SR 8 Conn & SR 8/US 78/Veterans Memorial Hwy

Movement	EB	WB	NB	NB
Directions Served	TR	L	L	R
Maximum Queue (ft)	44	61	71	104
Average Queue (ft)	2	13	35	13
95th Queue (ft)	17	43	63	61
Link Distance (ft)	1331			277
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		140	140	
Storage Blk Time (%)				0
Queuing Penalty (veh)				0

Intersection: 2: Liberty Road & SR 8 Conn

Movement	WB	NB	SB	SB
Directions Served	L	TR	L	T
Maximum Queue (ft)	135	244	68	96
Average Queue (ft)	49	27	23	8
95th Queue (ft)	110	132	55	51
Link Distance (ft)	248	590		599
Upstream Blk Time (%)	0	0		
Queuing Penalty (veh)	0	2		
Storage Bay Dist (ft)			45	
Storage Blk Time (%)	3		2	0
Queuing Penalty (veh)	1		15	0

Intersection: 3: Liberty Road & I-20 Westbound ramps

Movement	WB	WB	NB	NB	SB	SB
Directions Served	LT	R	L	T	T	R
Maximum Queue (ft)	193	251	155	205	308	166
Average Queue (ft)	74	18	63	106	153	34
95th Queue (ft)	151	130	127	205	278	115
Link Distance (ft)		914		745	590	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	675		150			230
Storage Blk Time (%)			1	2	2	
Queuing Penalty (veh)			5	2	3	

Intersection: 4: Liberty Road & I-20 Eastbound ramps

Movement	EB	NB	NB	SB	SB
Directions Served	LTR	T	R	L	T
Maximum Queue (ft)	279	330	293	324	504
Average Queue (ft)	153	147	65	233	127
95th Queue (ft)	253	280	164	343	368
Link Distance (ft)	978	579			745
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			250	250	
Storage Blk Time (%)		1		11	0
Queuing Penalty (veh)		3		32	0

Intersection: 5: Liberty Road & Edge Road

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	T	L	TR
Maximum Queue (ft)	162	61	23	14	41	2
Average Queue (ft)	52	8	3	1	5	0
95th Queue (ft)	112	37	14	9	23	2
Link Distance (ft)	896	408		1071		579
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			115		165	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Zone Summary

Zone wide Queuing Penalty: 65

Intersection: 1: SR 8 Conn & SR 8/US 78/Veterans Memorial Hwy

Movement	EB	WB	NB	NB
Directions Served	TR	L	L	R
Maximum Queue (ft)	22	45	104	25
Average Queue (ft)	1	11	49	2
95th Queue (ft)	11	36	86	17
Link Distance (ft)	1331			277
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		140	140	
Storage Blk Time (%)			0	
Queuing Penalty (veh)			0	

Intersection: 2: Liberty Road & SR 8 Conn

Movement	WB	WB	NB	SB	SB
Directions Served	L	R	TR	L	T
Maximum Queue (ft)	170	72	160	61	86
Average Queue (ft)	60	5	24	22	6
95th Queue (ft)	138	52	95	53	42
Link Distance (ft)	248		590		599
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		115		45	
Storage Blk Time (%)	9			2	0
Queuing Penalty (veh)	5			17	0

Intersection: 3: Liberty Road & I-20 Westbound ramps

Movement	WB	WB	NB	NB	SB	SB
Directions Served	LT	R	L	T	T	R
Maximum Queue (ft)	314	693	177	294	528	320
Average Queue (ft)	130	368	64	130	270	101
95th Queue (ft)	401	759	129	245	438	297
Link Distance (ft)		914		745	590	
Upstream Blk Time (%)		3			0	
Queuing Penalty (veh)		0			1	
Storage Bay Dist (ft)	675		150			230
Storage Blk Time (%)		5	0	5	13	
Queuing Penalty (veh)		9	0	5	33	

Intersection: 4: Liberty Road & I-20 Eastbound ramps

Movement	EB	NB	NB	SB	SB
Directions Served	LTR	T	R	L	T
Maximum Queue (ft)	271	227	67	308	319
Average Queue (ft)	117	91	23	154	112
95th Queue (ft)	215	184	52	264	236
Link Distance (ft)	978	579			745
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			250	250	
Storage Blk Time (%)		0		2	1
Queuing Penalty (veh)		0		7	2

Intersection: 5: Liberty Road & Edge Road

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	T	L	TR
Maximum Queue (ft)	110	50	27	13	30	7
Average Queue (ft)	43	14	7	0	8	0
95th Queue (ft)	82	41	22	7	27	4
Link Distance (ft)	896	408		1071		579
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			115		165	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Zone Summary

Zone wide Queuing Penalty: 79

Intersection: 1: SR 8 Conn & SR 8/US 78/Veterans Memorial Hwy

Movement	EB	WB	WB	NB	NB	B29
Directions Served	TR	L	T	L	R	T
Maximum Queue (ft)	332	95	320	108	165	53
Average Queue (ft)	107	41	92	56	46	17
95th Queue (ft)	608	137	652	133	200	119
Link Distance (ft)	1331		1586		277	248
Upstream Blk Time (%)	3		3		7	5
Queuing Penalty (veh)	0		0		18	14
Storage Bay Dist (ft)		140		140		
Storage Blk Time (%)		10	6	10	0	
Queuing Penalty (veh)		20	4	19	0	

Intersection: 2: Liberty Road & SR 8 Conn

Movement	WB	WB	B29	NB	SB	SB
Directions Served	L	R	T	TR	L	T
Maximum Queue (ft)	290	144	129	238	65	244
Average Queue (ft)	158	36	50	65	30	34
95th Queue (ft)	344	154	220	319	65	235
Link Distance (ft)	248		277	590		599
Upstream Blk Time (%)	26		12	5		4
Queuing Penalty (veh)	25		11	41		0
Storage Bay Dist (ft)		115			45	
Storage Blk Time (%)	46	0			8	0
Queuing Penalty (veh)	19	0			77	0

Intersection: 3: Liberty Road & I-20 Westbound ramps

Movement	WB	WB	NB	NB	SB	SB
Directions Served	LT	R	L	T	T	R
Maximum Queue (ft)	188	413	168	351	465	273
Average Queue (ft)	82	72	68	103	230	66
95th Queue (ft)	157	389	138	352	409	226
Link Distance (ft)		914		745	590	
Upstream Blk Time (%)		3		4	0	
Queuing Penalty (veh)		0		21	2	
Storage Bay Dist (ft)	675		150			230
Storage Blk Time (%)		4	1	5	6	
Queuing Penalty (veh)		4	6	5	14	

Intersection: 4: Liberty Road & I-20 Eastbound ramps

Movement	EB	NB	NB	SB	SB
Directions Served	LTR	T	R	L	T
Maximum Queue (ft)	528	502	293	325	684
Average Queue (ft)	209	240	118	256	220
95th Queue (ft)	441	440	274	381	603
Link Distance (ft)	978	579			745
Upstream Blk Time (%)	0	3			1
Queuing Penalty (veh)	0	20			5
Storage Bay Dist (ft)			250	250	
Storage Blk Time (%)		9	0	17	0
Queuing Penalty (veh)		25	0	57	0

Intersection: 5: Liberty Road & Edge Road

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	T	L	T
Maximum Queue (ft)	194	83	24	235	28	3
Average Queue (ft)	73	9	4	27	5	0
95th Queue (ft)	159	52	17	280	22	2
Link Distance (ft)	899	408		1071		579
Upstream Blk Time (%)				1		
Queuing Penalty (veh)				5		
Storage Bay Dist (ft)			115		165	
Storage Blk Time (%)				3		
Queuing Penalty (veh)				1		

Zone Summary

Zone wide Queuing Penalty: 413

Intersection: 1: SR 8 Conn & SR 8/US 78/Veterans Memorial Hwy

Movement	EB	WB	WB	NB	NB	B29
Directions Served	TR	L	T	L	R	T
Maximum Queue (ft)	1013	180	1037	177	302	209
Average Queue (ft)	387	91	427	109	133	75
95th Queue (ft)	1263	231	1520	215	393	258
Link Distance (ft)	1331		1586		277	248
Upstream Blk Time (%)	18		20		32	28
Queuing Penalty (veh)	0		0		85	72
Storage Bay Dist (ft)		140		140		
Storage Blk Time (%)		37	0	40	0	
Queuing Penalty (veh)		185	0	45	0	

Intersection: 2: Liberty Road & SR 8 Conn

Movement	WB	WB	B29	NB	SB	SB
Directions Served	L	R	T	TR	L	T
Maximum Queue (ft)	338	180	280	596	84	375
Average Queue (ft)	266	40	183	237	40	147
95th Queue (ft)	417	162	407	725	83	523
Link Distance (ft)	248		277	590		599
Upstream Blk Time (%)	73		48	27		17
Queuing Penalty (veh)	86		56	323		0
Storage Bay Dist (ft)		115			45	
Storage Blk Time (%)	86	0			30	3
Queuing Penalty (veh)	51	0			278	1

Intersection: 3: Liberty Road & I-20 Westbound ramps

Movement	WB	WB	NB	NB	SB	SB
Directions Served	LT	R	L	T	T	R
Maximum Queue (ft)	800	973	199	656	596	320
Average Queue (ft)	509	893	58	285	329	150
95th Queue (ft)	1123	1089	141	721	650	385
Link Distance (ft)		914		745	590	
Upstream Blk Time (%)		68		21	1	
Queuing Penalty (veh)		0		119	13	
Storage Bay Dist (ft)	675		150			230
Storage Blk Time (%)		76	0	29	22	
Queuing Penalty (veh)		152	1	35	63	

Intersection: 4: Liberty Road & I-20 Eastbound ramps

Movement	EB	NB	NB	SB	SB
Directions Served	LTR	T	R	L	T
Maximum Queue (ft)	570	479	124	322	371
Average Queue (ft)	281	230	26	152	122
95th Queue (ft)	777	575	92	314	302
Link Distance (ft)	978	579			745
Upstream Blk Time (%)	13	19			
Queuing Penalty (veh)	0	100			
Storage Bay Dist (ft)			250	250	
Storage Blk Time (%)		21		4	1
Queuing Penalty (veh)		32		18	5

Intersection: 5: Liberty Road & Edge Road

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	T	L	R
Maximum Queue (ft)	438	194	37	458	41	3
Average Queue (ft)	143	70	8	174	9	0
95th Queue (ft)	535	284	27	807	30	2
Link Distance (ft)	899	408		1071		
Upstream Blk Time (%)	3	5		13		
Queuing Penalty (veh)	0	0		52		
Storage Bay Dist (ft)			115		165	175
Storage Blk Time (%)				17		
Queuing Penalty (veh)				10		

Zone Summary

Zone wide Queuing Penalty: 1781

Intersection: 1: SR 8 Conn & SR 8/US 78/Veterans Memorial Hwy

Movement	EB	WB	WB	NB	NB	B29
Directions Served	TR	L	T	L	R	T
Maximum Queue (ft)	1342	192	1597	175	344	276
Average Queue (ft)	1018	138	910	148	253	192
95th Queue (ft)	1879	249	2095	231	478	382
Link Distance (ft)	1331		1586		277	248
Upstream Blk Time (%)	69		45		74	70
Queuing Penalty (veh)	0		0		218	206
Storage Bay Dist (ft)		140		140		
Storage Blk Time (%)		70	26	77		
Queuing Penalty (veh)		153	17	139		

Intersection: 2: Liberty Road & SR 8 Conn

Movement	WB	WB	B29	NB	SB	SB
Directions Served	L	R	T	TR	L	T
Maximum Queue (ft)	327	180	315	702	87	621
Average Queue (ft)	299	17	260	497	60	455
95th Queue (ft)	345	103	384	989	105	858
Link Distance (ft)	248		277	590		599
Upstream Blk Time (%)	96		82	68		65
Queuing Penalty (veh)	139		119	617		0
Storage Bay Dist (ft)		115			45	
Storage Blk Time (%)	98				68	5
Queuing Penalty (veh)	39				736	4

Intersection: 3: Liberty Road & I-20 Westbound ramps

Movement	WB	WB	NB	NB	SB	SB
Directions Served	LT	R	L	T	T	R
Maximum Queue (ft)	380	929	190	755	582	320
Average Queue (ft)	81	619	37	518	180	69
95th Queue (ft)	271	1268	139	1042	578	276
Link Distance (ft)		914		745	590	
Upstream Blk Time (%)		59		62	3	
Queuing Penalty (veh)		0		414	30	
Storage Bay Dist (ft)	675		150			230
Storage Blk Time (%)		61	3	67	11	
Queuing Penalty (veh)		166	16	93	28	

Intersection: 4: Liberty Road & I-20 Eastbound ramps

Movement	EB	NB	NB	SB	SB
Directions Served	LTR	T	R	L	T
Maximum Queue (ft)	988	659	307	324	750
Average Queue (ft)	654	508	78	129	208
95th Queue (ft)	1259	814	263	377	684
Link Distance (ft)	978	579			745
Upstream Blk Time (%)	51	60			1
Queuing Penalty (veh)	0	529			16
Storage Bay Dist (ft)			250	250	
Storage Blk Time (%)		66	0	13	1
Queuing Penalty (veh)		269	1	82	8

Intersection: 5: Liberty Road & Edge Road

Movement	EB	WB	NB	NB	NB	SB
Directions Served	LTR	LTR	L	T	R	L
Maximum Queue (ft)	906	416	19	1130	30	37
Average Queue (ft)	651	171	2	653	1	5
95th Queue (ft)	1145	467	11	1543	21	22
Link Distance (ft)	899	408		1076		
Upstream Blk Time (%)	38	25		53		
Queuing Penalty (veh)	0	0		367		
Storage Bay Dist (ft)			115		100	165
Storage Blk Time (%)				59		
Queuing Penalty (veh)				27		

Zone Summary

Zone wide Queuing Penalty: 4433

Intersection: 1: SR 8 Conn & SR 8/US 78/Veterans Memorial Hwy

Movement	EB	WB	WB	NB	NB	B29
Directions Served	TR	L	T	L	R	T
Maximum Queue (ft)	1348	199	1600	181	346	279
Average Queue (ft)	903	145	957	152	248	187
95th Queue (ft)	1847	273	2168	232	494	390
Link Distance (ft)	1331		1586		277	248
Upstream Blk Time (%)	55		53		71	67
Queuing Penalty (veh)	0		0		222	209
Storage Bay Dist (ft)		140		140		
Storage Blk Time (%)		69	0	74		
Queuing Penalty (veh)		361	0	84		

Intersection: 2: Liberty Road & SR 8 Conn

Movement	WB	WB	B29	NB	SB	SB
Directions Served	L	R	T	TR	L	T
Maximum Queue (ft)	327	108	310	695	90	617
Average Queue (ft)	301	10	243	482	58	393
95th Queue (ft)	378	76	417	982	108	833
Link Distance (ft)	248		277	590		599
Upstream Blk Time (%)	89		76	65		56
Queuing Penalty (veh)	123		105	865		0
Storage Bay Dist (ft)		115			45	
Storage Blk Time (%)	98				64	3
Queuing Penalty (veh)	59				613	1

Intersection: 3: Liberty Road & I-20 Westbound ramps

Movement	WB	WB	NB	NB	SB	SB
Directions Served	LT	R	L	T	T	R
Maximum Queue (ft)	800	948	219	759	597	320
Average Queue (ft)	285	921	46	529	180	85
95th Queue (ft)	913	941	152	1007	554	304
Link Distance (ft)		914		745	590	
Upstream Blk Time (%)		88		60	2	
Queuing Penalty (veh)		0		452	21	
Storage Bay Dist (ft)	675		150			230
Storage Blk Time (%)		92	1	67	13	
Queuing Penalty (veh)		250	6	122	38	

Intersection: 4: Liberty Road & I-20 Eastbound ramps

Movement	EB	NB	NB	SB	SB
Directions Served	LTR	T	R	L	T
Maximum Queue (ft)	991	630	324	298	354
Average Queue (ft)	612	471	46	84	54
95th Queue (ft)	1254	782	187	257	233
Link Distance (ft)	978	579			745
Upstream Blk Time (%)	47	58			
Queuing Penalty (veh)	0	513			
Storage Bay Dist (ft)			250	250	
Storage Blk Time (%)		62		2	1
Queuing Penalty (veh)		199		13	3

Intersection: 5: Liberty Road & Edge Road

Movement	EB	WB	NB	NB	SB
Directions Served	LTR	LTR	L	T	L
Maximum Queue (ft)	909	420	98	1129	33
Average Queue (ft)	577	193	7	638	6
95th Queue (ft)	1093	486	45	1539	25
Link Distance (ft)	899	408		1076	
Upstream Blk Time (%)	38	34		53	
Queuing Penalty (veh)	0	0		396	
Storage Bay Dist (ft)			115		165
Storage Blk Time (%)				57	
Queuing Penalty (veh)				34	

Zone Summary

Zone wide Queuing Penalty: 4690

Intersection							
Int Delay, s/veh	5.8						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations							
Traffic Vol, veh/h	405	31	65	0	77	180	
Future Vol, veh/h	405	31	65	0	77	180	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	Yield	-	Free	-	Yield	
Storage Length	-	-	140	-	140	0	
Veh in Median Storage, #	0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	91	91	91	91	91	91	
Heavy Vehicles, %	7	11	11	13	9	13	
Mvmt Flow	445	34	71	0	85	198	
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	0	445	0	605	462	
Stage 1	-	-	-	-	462	-	
Stage 2	-	-	-	-	143	-	
Critical Hdwy	-	-	4.21	-	6.49	6.33	
Critical Hdwy Stg 1	-	-	-	-	5.49	-	
Critical Hdwy Stg 2	-	-	-	-	5.49	-	
Follow-up Hdwy	-	-	2.299	-	3.581	3.417	
Pot Cap-1 Maneuver	-	-	1069	-	450	578	
Stage 1	-	-	-	-	620	-	
Stage 2	-	-	-	-	867	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1069	-	420	578	
Mov Cap-2 Maneuver	-	-	-	-	420	-	
Stage 1	-	-	-	-	620	-	
Stage 2	-	-	-	-	809	-	
Approach	EB		WB		NB		
HCM Ctrl Dly, s/v	0		8.61		14.83		
HCM LOS	B						
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	420		578	-	-	1069	-
HCM Lane V/C Ratio	0.202		0.343	-	-	0.067	-
HCM Ctrl Dly (s/v)	15.7		14.4	-	-	8.6	-
HCM Lane LOS	C		B	-	-	A	-
HCM 95th %tile Q(veh)	0.7		1.5	-	-	0.2	-

DRI 4422 Hickman Property
3: Liberty Road & I-20 Westbound ramps

2033 No-Build AM - Mitigated

	←	↖	↗	↑	↓	↘
Lane Group	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↖↖	↗	↑	↑	↗
Traffic Volume (vph)	0	373	95	450	827	246
Future Volume (vph)	0	373	95	450	827	246
Turn Type	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8	6			2
Detector Phase	8	8	1	6	2	2
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)	28.0	28.0	11.0	72.0	61.0	61.0
Total Split (%)	28.0%	28.0%	11.0%	72.0%	61.0%	61.0%
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		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effect Green (s)	13.0	13.0	75.0	75.0	66.2	66.2
Actuated g/C Ratio	0.13	0.13	0.75	0.75	0.66	0.66
v/c Ratio	0.57	0.57	0.32	0.35	0.74	0.24
Control Delay (s/veh)	50.8	7.3	8.6	5.0	17.9	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.8	7.3	8.6	5.0	17.9	2.1
LOS	D	A	A	A	B	A
Approach Delay (s/veh)	17.0			5.7	14.3	
Approach LOS	B			A	B	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 3 (3%), Referenced to phase 2:SBT and 6:NBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay (s/veh): 12.7

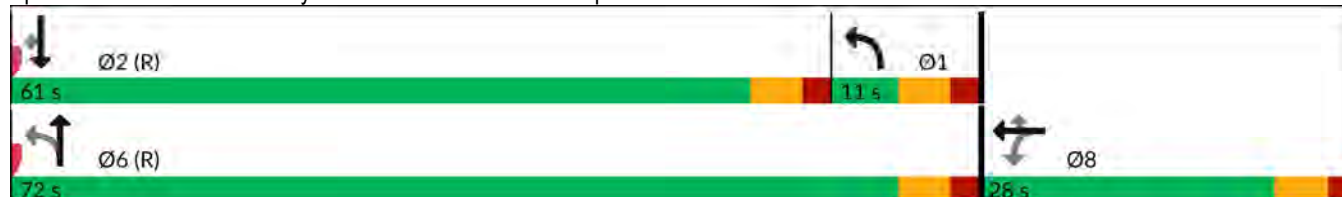
Intersection LOS: B

Intersection Capacity Utilization 76.9%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: Liberty Road & I-20 Westbound ramps



DRI 4422 Hickman Property
3: Liberty Road & I-20 Westbound ramps

2033 No-Build AM - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						 						
Traffic Volume (veh/h)	0	0	0	108	0	373	95	450	0	0	827	246
Future Volume (veh/h)	0	0	0	108	0	373	95	450	0	0	827	246
Initial Q (Qb), veh				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
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1693	1900	1826	1722	1841	0	0	1841	1856
Adj Flow Rate, veh/h				116	0	401	102	484	0	0	889	265
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				14	0	5	12	4	0	0	4	3
Cap, veh/h				315	0	473	279	1300	0	0	1012	865
Arrive On Green				0.17	0.00	0.17	0.19	1.00	0.00	0.00	0.55	0.55
Sat Flow, veh/h				1810	0	2723	1640	1841	0	0	1841	1572
Grp Volume(v), veh/h				116	0	401	102	484	0	0	889	265
Grp Sat Flow(s),veh/h/ln				1810	0	1362	1640	1841	0	0	1841	1572
Q Serve(g_s), s				5.7	0.0	14.3	0.0	0.0	0.0	0.0	42.0	9.1
Cycle Q Clear(g_c), s				5.7	0.0	14.3	0.0	0.0	0.0	0.0	42.0	9.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				315	0	473	279	1300	0	0	1012	865
V/C Ratio(X)				0.37	0.00	0.85	0.37	0.37	0.00	0.00	0.88	0.31
Avail Cap(c_a), veh/h				398	0	599	279	1300	0	0	1012	865
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.80	0.80	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				36.5	0.0	40.0	33.9	0.0	0.0	0.0	19.6	12.2
Incr Delay (d2), s/veh				0.7	0.0	9.0	0.6	0.7	0.0	0.0	10.7	0.9
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.4	0.0	5.0	2.0	0.2	0.0	0.0	18.4	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				37.2	0.0	49.0	34.5	0.7	0.0	0.0	30.3	13.1
LnGrp LOS				D		D	C	A			C	B
Approach Vol, veh/h					517			586			1154	
Approach Delay, s/veh					46.3			6.5			26.3	
Approach LOS					D			A			C	
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	15.6	61.0				76.6		23.4				
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0				
Max Green Setting (Gmax), s	5.0	55.0				66.0		22.0				
Max Q Clear Time (g_c+I1), s	2.0	44.0				2.0		16.3				
Green Ext Time (p_c), s	0.1	5.2				3.0		1.1				
Intersection Summary												
HCM 7th Control Delay, s/veh				25.8								
HCM 7th LOS				C								

	→	↘	↑	↗	↘	↓
Lane Group	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↗	↑	↗	↘	↑
Traffic Volume (vph)	0	97	346	284	600	328
Future Volume (vph)	0	97	346	284	600	328
Turn Type	NA	Perm	NA	Perm	D.P+P	NA
Protected Phases	4		2		1	6
Permitted Phases		4		2	2	
Detector Phase	4	4	2	2	1	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	24.0	24.0	11.0	24.0
Total Split (s)	24.0	24.0	41.0	41.0	35.0	76.0
Total Split (%)	24.0%	24.0%	41.0%	41.0%	35.0%	76.0%
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	None	None	C-Min	C-Min	None	C-Min
Act Effect Green (s)	15.5	15.5	35.5	35.5	66.5	72.5
Actuated g/C Ratio	0.16	0.16	0.36	0.36	0.67	0.73
v/c Ratio	0.74	0.31	0.57	0.41	0.79	0.27
Control Delay (s/veh)	56.7	10.1	31.5	4.7	14.9	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.7	10.1	31.5	4.7	14.9	2.0
LOS	E	B	C	A	B	A
Approach Delay (s/veh)	40.9		19.4			10.4
Approach LOS	D		B			B

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBSB and 6:SBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay (s/veh): 18.2

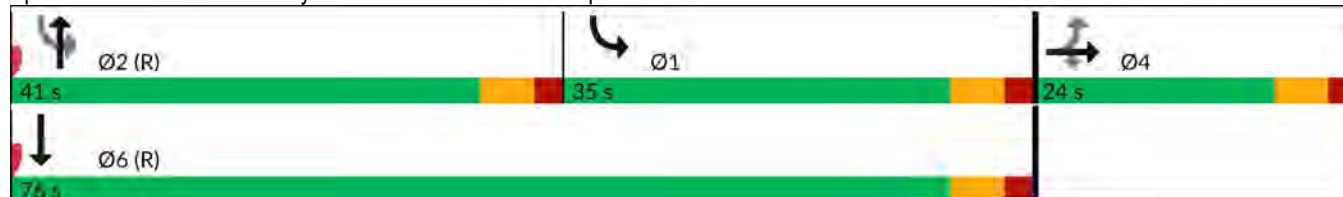
Intersection LOS: B

Intersection Capacity Utilization 76.9%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 4: Liberty Road & I-20 Eastbound ramps



DRI 4422 Hickman Property
4: Liberty Road & I-20 Eastbound ramps

2033 No-Build AM - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	0	97	0	0	0	0	346	284	600	328	0
Future Volume (veh/h)	189	0	97	0	0	0	0	346	284	600	328	0
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1841	1900	1841				0	1811	1811	1856	1781	0
Adj Flow Rate, veh/h	199	0	102				0	364	299	632	345	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	0	4				0	6	6	3	8	0
Cap, veh/h	240	0	207				0	431	365	901	1331	0
Arrive On Green	0.13	0.00	0.13				0.00	0.24	0.24	0.75	1.00	0.00
Sat Flow, veh/h	1810	0	1560				0	1811	1535	1767	1781	0
Grp Volume(v), veh/h	199	0	102				0	364	299	632	345	0
Grp Sat Flow(s),veh/h/ln	1810	0	1560				0	1811	1535	1767	1781	0
Q Serve(g_s), s	10.7	0.0	6.1				0.0	19.2	18.4	7.1	0.0	0.0
Cycle Q Clear(g_c), s	10.7	0.0	6.1				0.0	19.2	18.4	7.1	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	240	0	207				0	431	365	901	1331	0
V/C Ratio(X)	0.83	0.00	0.49				0.00	0.85	0.82	0.70	0.26	0.00
Avail Cap(c_a), veh/h	326	0	281				0	634	537	901	1331	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.67	1.67	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.60	0.60	0.00
Uniform Delay (d), s/veh	42.2	0.0	40.2				0.0	36.4	36.1	7.0	0.0	0.0
Incr Delay (d2), s/veh	12.1	0.0	1.8				0.0	18.1	18.3	1.5	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	2.3				0.0	10.2	8.4	3.8	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.4	0.0	42.0				0.0	54.5	54.4	8.5	0.3	0.0
LnGrp LOS	D		D					D	D	A	A	
Approach Vol, veh/h	301						663			977		
Approach Delay, s/veh	50.2						54.4			5.6		
Approach LOS	D						D			A		
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	50.9	29.8		19.3		80.7						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	29.0	35.0		18.0		70.0						
Max Q Clear Time (g_c+l1), s	9.1	21.2		12.7		2.0						
Green Ext Time (p_c), s	2.0	2.6		0.6		2.0						
Intersection Summary												
HCM 7th Control Delay, s/veh	29.2											
HCM 7th LOS	C											

Intersection						
Int Delay, s/veh	7.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	246	35	83	0	151	113
Future Vol, veh/h	246	35	83	0	151	113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	Free	-	Yield
Storage Length	-	-	140	-	140	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	6	3	6	4	5	17
Mvmt Flow	289	41	98	0	178	133
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	289	0	505	310
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	195	-
Critical Hdwy	-	-	4.16	-	6.45	6.37
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.254	-	3.545	3.453
Pot Cap-1 Maneuver	-	-	1250	-	521	696
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	831	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1250	-	481	696
Mov Cap-2 Maneuver	-	-	-	-	481	-
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	766	-
Approach	EB	WB	NB			
HCM Ctrl Dly, s/v	0	8.12	14.49			
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	481	696	-	-	1250	-
HCM Lane V/C Ratio	0.37	0.191	-	-	0.078	-
HCM Ctrl Dly (s/v)	16.8	11.4	-	-	8.1	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	1.7	0.7	-	-	0.3	-

DRI 4422 Hickman Property
3: Liberty Road & I-20 Westbound ramps

2033 No-Build PM - Mitigated

	←	↖	↗	↑	↓	↘
Lane Group	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↖↖	↗	↑	↑	↗
Traffic Volume (vph)	0	759	121	448	698	287
Future Volume (vph)	0	759	121	448	698	287
Turn Type	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8	6			2
Detector Phase	8	8	1	6	2	2
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)	32.5	32.5	13.5	57.5	44.0	44.0
Total Split (%)	36.1%	36.1%	15.0%	63.9%	48.9%	48.9%
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
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effect Green (s)	18.3	18.3	59.7	59.7	46.2	46.2
Actuated g/C Ratio	0.20	0.20	0.66	0.66	0.51	0.51
v/c Ratio	0.59	0.71	0.33	0.38	0.77	0.31
Control Delay (s/veh)	38.7	8.7	17.0	11.3	26.4	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.7	8.7	17.0	11.3	26.4	3.0
LOS	D	A	B	B	C	A
Approach Delay (s/veh)	14.9			12.5	19.6	
Approach LOS	B			B	B	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 8 (9%), Referenced to phase 2:SBT and 6:NBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay (s/veh): 16.2

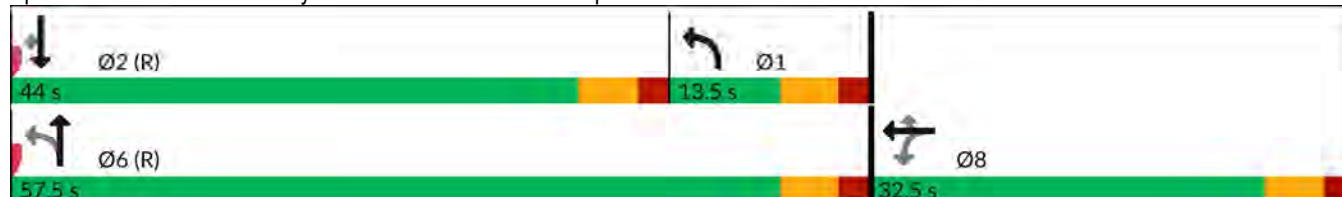
Intersection LOS: B

Intersection Capacity Utilization 69.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Liberty Road & I-20 Westbound ramps



DRI 4422 Hickman Property
3: Liberty Road & I-20 Westbound ramps

2033 No-Build PM - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						 						
Traffic Volume (veh/h)	0	0	0	201	0	759	121	448	0	0	698	287
Future Volume (veh/h)	0	0	0	201	0	759	121	448	0	0	698	287
Initial Q (Qb), veh				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
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1826	1900	1856	1870	1856	0	0	1841	1870
Adj Flow Rate, veh/h				207	0	782	125	462	0	0	720	296
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				5	0	3	2	3	0	0	4	2
Cap, veh/h				533	0	815	244	1062	0	0	777	669
Arrive On Green				0.29	0.00	0.29	0.17	1.00	0.00	0.00	0.42	0.42
Sat Flow, veh/h				1810	0	2768	1781	1856	0	0	1841	1585
Grp Volume(v), veh/h				207	0	782	125	462	0	0	720	296
Grp Sat Flow(s),veh/h/ln				1810	0	1384	1781	1856	0	0	1841	1585
Q Serve(g_s), s				8.2	0.0	25.0	0.5	0.0	0.0	0.0	33.4	11.9
Cycle Q Clear(g_c), s				8.2	0.0	25.0	0.5	0.0	0.0	0.0	33.4	11.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				533	0	815	244	1062	0	0	777	669
V/C Ratio(X)				0.39	0.00	0.96	0.51	0.44	0.00	0.00	0.93	0.44
Avail Cap(c_a), veh/h				533	0	815	244	1062	0	0	777	669
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.86	0.86	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				25.3	0.0	31.2	34.2	0.0	0.0	0.0	24.7	18.5
Incr Delay (d2), s/veh				0.5	0.0	22.2	1.5	1.1	0.0	0.0	18.7	2.1
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.3	0.0	9.9	2.3	0.3	0.0	0.0	16.9	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				25.8	0.0	53.4	35.8	1.1	0.0	0.0	43.3	20.6
LnGrp LOS				C		D	D	A			D	C
Approach Vol, veh/h					989			587			1016	
Approach Delay, s/veh					47.6			8.5			36.7	
Approach LOS					D			A			D	
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	13.5	44.0				57.5		32.5				
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0				
Max Green Setting (Gmax), s	7.5	38.0				51.5		26.5				
Max Q Clear Time (g_c+I1), s	2.5	35.4				2.0		27.0				
Green Ext Time (p_c), s	0.1	1.4				2.9		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				34.5								
HCM 7th LOS				C								

DRI 4422 Hickman Property
4: Liberty Road & I-20 Eastbound ramps

2033 No-Build PM - Mitigated

	→	↘	↑	↗	↘	↓
Lane Group	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↗	↑	↗	↘	↑
Traffic Volume (vph)	0	73	379	148	412	491
Future Volume (vph)	0	73	379	148	412	491
Turn Type	NA	Perm	NA	Perm	D.P+P	NA
Protected Phases	4		2		1	6
Permitted Phases		4		2	2	
Detector Phase	4	4	2	2	1	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	24.0	24.0	11.0	24.0
Total Split (s)	24.0	24.0	42.0	42.0	24.0	66.0
Total Split (%)	26.7%	26.7%	46.7%	46.7%	26.7%	73.3%
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	None	None	C-Min	C-Min	None	C-Min
Act Effect Green (s)	14.6	14.6	38.5	38.5	57.4	63.4
Actuated g/C Ratio	0.16	0.16	0.43	0.43	0.64	0.70
v/c Ratio	0.69	0.22	0.50	0.21	0.61	0.39
Control Delay (s/veh)	47.6	4.3	22.9	4.1	7.3	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.6	4.3	22.9	4.1	7.3	2.9
LOS	D	A	C	A	A	A
Approach Delay (s/veh)	35.7		17.6			4.9
Approach LOS	D		B			A

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBSB and 6:SBT, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay (s/veh): 13.6

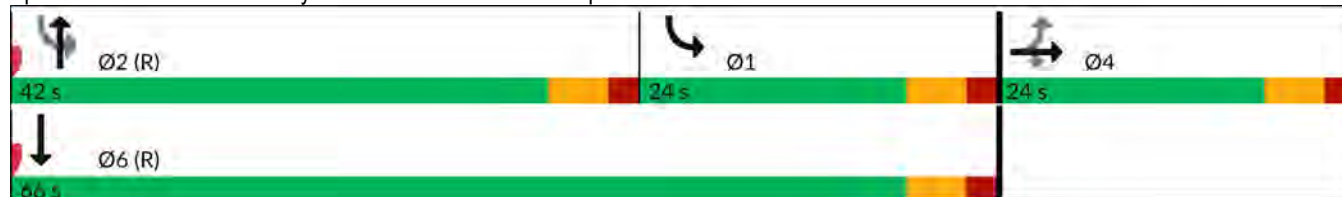
Intersection LOS: B

Intersection Capacity Utilization 69.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: Liberty Road & I-20 Eastbound ramps



DRI 4422 Hickman Property
4: Liberty Road & I-20 Eastbound ramps

2033 No-Build PM - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	0	73	0	0	0	0	379	148	412	491	0
Future Volume (veh/h)	191	0	73	0	0	0	0	379	148	412	491	0
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1870	1900	1856				0	1856	1796	1856	1841	0
Adj Flow Rate, veh/h	197	0	75				0	391	153	425	506	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	0	3				0	3	7	3	4	0
Cap, veh/h	243	0	211				0	462	379	857	1348	0
Arrive On Green	0.13	0.00	0.13				0.00	0.25	0.25	0.83	1.00	0.00
Sat Flow, veh/h	1810	0	1572				0	1856	1522	1767	1841	0
Grp Volume(v), veh/h	197	0	75				0	391	153	425	506	0
Grp Sat Flow(s), veh/h/ln	1810	0	1572				0	1856	1522	1767	1841	0
Q Serve(g_s), s	9.5	0.0	3.9				0.0	18.0	7.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.5	0.0	3.9				0.0	18.0	7.6	0.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	243	0	211				0	462	379	857	1348	0
V/C Ratio(X)	0.81	0.00	0.35				0.00	0.85	0.40	0.50	0.38	0.00
Avail Cap(c_a), veh/h	362	0	314				0	742	609	857	1348	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.55	0.55	0.00
Uniform Delay (d), s/veh	37.8	0.0	35.4				0.0	32.1	28.2	4.2	0.0	0.0
Incr Delay (d2), s/veh	8.2	0.0	1.0				0.0	17.1	3.2	0.2	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	1.4				0.0	9.7	2.9	1.4	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.0	0.0	36.4				0.0	49.3	31.4	4.4	0.4	0.0
LnGrp LOS	D		D					D	C	A	A	
Approach Vol, veh/h	272						544			931		
Approach Delay, s/veh	43.4						44.3			2.3		
Approach LOS	D						D			A		
Timer - Assigned Phs	1	2		4			6					
Phs Duration (G+Y+Rc), s	43.5	28.4		18.1			71.9					
Change Period (Y+Rc), s	6.0	6.0		6.0			6.0					
Max Green Setting (Gmax), s	18.0	36.0		18.0			60.0					
Max Q Clear Time (g_c+l1), s	2.0	20.0		11.5			2.0					
Green Ext Time (p_c), s	1.2	2.4		0.6			3.2					
Intersection Summary												
HCM 7th Control Delay, s/veh				21.7								
HCM 7th LOS				C								

Intersection						
Int Delay, s/veh	6.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	424	79	65	0	114	180
Future Vol, veh/h	424	79	65	0	114	180
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	Free	-	Yield
Storage Length	-	-	-	-	140	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	7	4	11	0	6	13
Mvmt Flow	466	87	71	0	125	198
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	466	0	652	509
Stage 1	-	-	-	-	509	-
Stage 2	-	-	-	-	143	-
Critical Hdwy	-	-	4.21	-	6.46	6.33
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.299	-	3.554	3.417
Pot Cap-1 Maneuver	-	-	1050	-	426	543
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	874	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1050	-	397	543
Mov Cap-2 Maneuver	-	-	-	-	397	-
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	815	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	8.68		16.47		
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	397	543	-	-	1050	-
HCM Lane V/C Ratio	0.315	0.365	-	-	0.068	-
HCM Ctrl Dly (s/v)	18.2	15.4	-	-	8.7	-
HCM Lane LOS	C	C	-	-	A	-
HCM 95th %tile Q(veh)	1.3	1.7	-	-	0.2	-

DRI 4422 Hickman Property
3: Liberty Road & I-20 Westbound ramps

2033 Build AM - Mitigated

	←	↖	↗	↑	↓	↘
Lane Group	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↖↖	↗	↑	↑	↗
Traffic Volume (vph)	0	373	139	538	943	246
Future Volume (vph)	0	373	139	538	943	246
Turn Type	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8	6			2
Detector Phase	8	8	1	6	2	2
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)	28.0	28.0	11.0	72.0	61.0	61.0
Total Split (%)	28.0%	28.0%	11.0%	72.0%	61.0%	61.0%
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		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effect Green (s)	20.2	20.2	67.8	67.8	56.8	56.8
Actuated g/C Ratio	0.20	0.20	0.68	0.68	0.57	0.57
v/c Ratio	0.84	0.46	0.97	0.46	0.97	0.27
Control Delay (s/veh)	60.4	5.3	89.2	5.5	44.0	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	60.4	5.3	89.2	5.5	44.0	3.5
LOS	E	A	F	A	D	A
Approach Delay (s/veh)	28.6			22.7	35.6	
Approach LOS	C			C	D	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 3 (3%), Referenced to phase 2:SBT and 6:NBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay (s/veh): 30.3

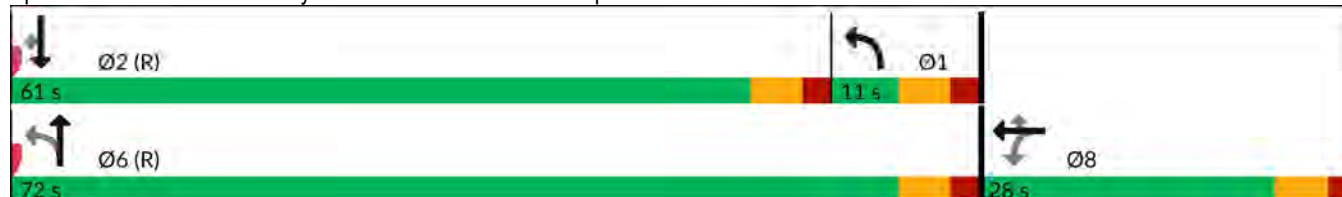
Intersection LOS: C

Intersection Capacity Utilization 87.5%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 3: Liberty Road & I-20 Westbound ramps



DRI 4422 Hickman Property
3: Liberty Road & I-20 Westbound ramps

2033 Build AM - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						 						
Traffic Volume (veh/h)	0	0	0	273	0	373	139	538	0	0	943	246
Future Volume (veh/h)	0	0	0	273	0	373	139	538	0	0	943	246
Initial Q (Qb), veh				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
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1826	1900	1826	1781	1856	0	0	1856	1856
Adj Flow Rate, veh/h				294	0	401	149	578	0	0	1014	265
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				5	0	5	8	3	0	0	3	3
Cap, veh/h				344	0	518	207	1280	0	0	1021	865
Arrive On Green				0.19	0.00	0.19	0.16	1.00	0.00	0.00	0.55	0.55
Sat Flow, veh/h				1810	0	2723	1697	1856	0	0	1856	1572
Grp Volume(v), veh/h				294	0	401	149	578	0	0	1014	265
Grp Sat Flow(s),veh/h/ln				1810	0	1362	1697	1856	0	0	1856	1572
Q Serve(g_s), s				15.7	0.0	14.0	3.8	0.0	0.0	0.0	54.2	9.1
Cycle Q Clear(g_c), s				15.7	0.0	14.0	3.8	0.0	0.0	0.0	54.2	9.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				344	0	518	207	1280	0	0	1021	865
V/C Ratio(X)				0.85	0.00	0.77	0.72	0.45	0.00	0.00	0.99	0.31
Avail Cap(c_a), veh/h				398	0	599	207	1280	0	0	1021	865
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.53	0.53	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				39.1	0.0	38.4	39.4	0.0	0.0	0.0	22.3	12.2
Incr Delay (d2), s/veh				14.7	0.0	5.4	6.3	0.6	0.0	0.0	26.7	0.9
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.9	0.0	4.7	3.4	0.2	0.0	0.0	27.5	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				53.9	0.0	43.9	45.6	0.6	0.0	0.0	49.0	13.1
LnGrp LOS				D		D	D	A			D	B
Approach Vol, veh/h					695			727			1279	
Approach Delay, s/veh					48.1			9.8			41.6	
Approach LOS					D			A			D	
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	14.0	61.0				75.0		25.0				
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0				
Max Green Setting (Gmax), s	5.0	55.0				66.0		22.0				
Max Q Clear Time (g_c+I1), s	5.8	56.2				2.0		17.7				
Green Ext Time (p_c), s	0.0	0.0				3.9		1.3				
Intersection Summary												
HCM 7th Control Delay, s/veh				34.7								
HCM 7th LOS				C								

DRI 4422 Hickman Property
4: Liberty Road & I-20 Eastbound ramps

2033 Build AM - Mitigated

	→	↘	↑	↗	↘	↓
Lane Group	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↗	↑	↗	↘	↑
Traffic Volume (vph)	0	155	478	409	600	609
Future Volume (vph)	0	155	478	409	600	609
Turn Type	NA	Perm	NA	Perm	D.P+P	NA
Protected Phases	4		2		1	6
Permitted Phases		4		2	2	
Detector Phase	4	4	2	2	1	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	24.0	24.0	11.0	24.0
Total Split (s)	24.0	24.0	41.0	41.0	35.0	76.0
Total Split (%)	24.0%	24.0%	41.0%	41.0%	35.0%	76.0%
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	None	None	C-Min	C-Min	None	C-Min
Act Effect Green (s)	15.5	15.5	35.6	35.6	66.5	72.5
Actuated g/C Ratio	0.16	0.16	0.36	0.36	0.67	0.73
v/c Ratio	0.74	0.43	0.78	0.52	0.92	0.48
Control Delay (s/veh)	57.0	9.5	39.0	4.8	25.2	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.0	9.5	39.0	4.8	25.2	2.0
LOS	E	A	D	A	C	A
Approach Delay (s/veh)	35.6		23.2			13.5
Approach LOS	D		C			B

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBSB and 6:SBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay (s/veh): 20.2

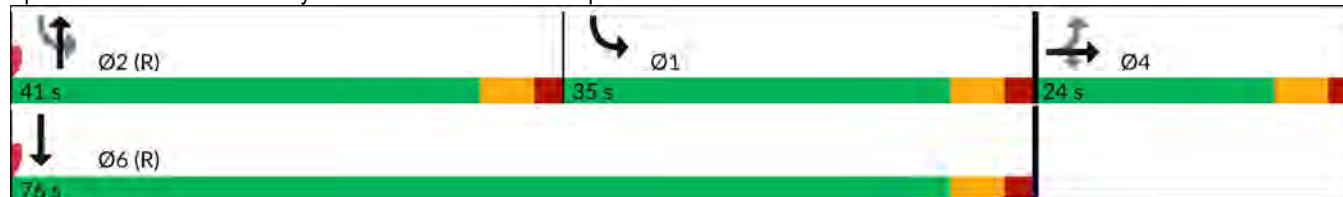
Intersection LOS: C

Intersection Capacity Utilization 87.5%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 4: Liberty Road & I-20 Eastbound ramps



DRI 4422 Hickman Property
4: Liberty Road & I-20 Eastbound ramps

2033 Build AM - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	0	155	0	0	0	0	478	409	600	609	0
Future Volume (veh/h)	189	0	155	0	0	0	0	478	409	600	609	0
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1841	1900	1870				0	1826	1841	1856	1841	0
Adj Flow Rate, veh/h	199	0	163				0	503	431	632	641	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	0	2				0	5	4	3	4	0
Cap, veh/h	242	0	212				0	565	482	766	1373	0
Arrive On Green	0.13	0.00	0.13				0.00	0.31	0.31	0.75	1.00	0.00
Sat Flow, veh/h	1810	0	1585				0	1826	1560	1767	1841	0
Grp Volume(v), veh/h	199	0	163				0	503	431	632	641	0
Grp Sat Flow(s),veh/h/ln	1810	0	1585				0	1826	1560	1767	1841	0
Q Serve(g_s), s	10.7	0.0	9.9				0.0	26.3	26.4	11.1	0.0	0.0
Cycle Q Clear(g_c), s	10.7	0.0	9.9				0.0	26.3	26.4	11.1	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	242	0	212				0	565	482	766	1373	0
V/C Ratio(X)	0.82	0.00	0.77				0.00	0.89	0.89	0.83	0.47	0.00
Avail Cap(c_a), veh/h	326	0	285				0	639	546	766	1373	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.16	0.16	0.00
Uniform Delay (d), s/veh	42.1	0.0	41.8				0.0	32.9	33.0	8.1	0.0	0.0
Incr Delay (d2), s/veh	11.6	0.0	8.5				0.0	18.8	21.6	1.3	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	4.1				0.0	13.8	12.2	3.8	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.7	0.0	50.3				0.0	51.8	54.6	9.3	0.2	0.0
LnGrp LOS	D		D					D	D	A	A	
Approach Vol, veh/h	362						934			1273		
Approach Delay, s/veh	52.2						53.0			4.7		
Approach LOS	D						D			A		
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	43.7	36.9		19.4		80.6						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	29.0	35.0		18.0		70.0						
Max Q Clear Time (g_c+l1), s	13.1	28.4		12.7		2.0						
Green Ext Time (p_c), s	1.9	2.5		0.7		4.5						
Intersection Summary												
HCM 7th Control Delay, s/veh	29.0											
HCM 7th LOS	C											
Notes												
User approved pedestrian interval to be less than phase max green.												

Intersection

Intersection Delay, s/veh 17

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	397	22	68	179	42	23	20	56	127	25	36
Future Vol, veh/h	39	397	22	68	179	42	23	20	56	127	25	36
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	13	0	0	17	0	0	0	0	4	0	0
Mvmt Flow	41	418	23	72	188	44	24	21	59	134	26	38
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	22.2	13.4	10.8	12.9
HCM LOS	C	B	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	23%	9%	28%	0%	68%
Vol Thru, %	20%	87%	72%	0%	13%
Vol Right, %	57%	5%	0%	100%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	99	458	247	42	188
LT Vol	23	39	68	0	127
Through Vol	20	397	179	0	25
RT Vol	56	22	0	42	36
Lane Flow Rate	104	482	260	44	198
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.183	0.733	0.452	0.07	0.349
Departure Headway (Hd)	6.339	5.475	6.254	5.696	6.351
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	569	656	572	624	562
Service Time	4.339	3.544	4.034	3.476	4.442
HCM Lane V/C Ratio	0.183	0.735	0.455	0.071	0.352
HCM Control Delay, s/veh	10.8	22.2	14.2	8.9	12.9
HCM Lane LOS	B	C	B	A	B
HCM 95th-tile Q	0.7	6.4	2.3	0.2	1.6

Intersection												
Int Delay, s/veh	7.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔		↔	↔	↔	↔	
Traffic Vol, veh/h	0	0	9	22	0	261	0	422	29	344	254	3
Future Vol, veh/h	0	0	9	22	0	261	0	422	29	344	254	3
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	-	-	Yield	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	125	-	-	175	235	-	-
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	77	0	0	0	0	4	0	0	8	33
Mvmt Flow	0	0	10	24	0	284	0	459	32	374	276	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1484	1484	278	1483	1486	459	279	0	0	459	0	0
Stage 1	1026	1026	-	459	459	-	-	-	-	-	-	-
Stage 2	459	459	-	1024	1027	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.97	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	3.993	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	104	126	612	104	126	606	1295	-	-	1113	-	-
Stage 1	286	315	-	586	570	-	-	-	-	-	-	-
Stage 2	586	570	-	287	314	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	37	84	612	68	83	606	1295	-	-	1113	-	-
Mov Cap-2 Maneuver	37	84	-	68	83	-	-	-	-	-	-	-
Stage 1	190	209	-	586	570	-	-	-	-	-	-	-
Stage 2	312	570	-	187	209	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.98		21.33		0		5.65	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1295	-	-	612 68 606	1113	-	-
HCM Lane V/C Ratio	-	-	-	0.016 0.351 0.468	0.336	-	-
HCM Ctrl Dly (s/v)	0	-	-	11 84 16	9.9	-	-
HCM Lane LOS	A	-	-	B F C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0 1.3 2.5	1.5	-	-

Intersection						
Int Delay, s/veh	8.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	254	56	83	0	201	113
Future Vol, veh/h	254	56	83	0	201	113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	Free	-	Yield
Storage Length	-	-	140	-	140	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	6	2	6	0	3	17
Mvmt Flow	299	66	98	0	236	133
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	299	0	527	332
Stage 1	-	-	-	-	332	-
Stage 2	-	-	-	-	195	-
Critical Hdwy	-	-	4.16	-	6.43	6.37
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.254	-	3.527	3.453
Pot Cap-1 Maneuver	-	-	1240	-	510	677
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	835	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1240	-	470	677
Mov Cap-2 Maneuver	-	-	-	-	470	-
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	770	-
Approach	EB	WB	NB			
HCM Ctrl Dly, s/v	0	8.15	17.1			
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	470	677	-	-	1240	-
HCM Lane V/C Ratio	0.504	0.196	-	-	0.079	-
HCM Ctrl Dly (s/v)	20.2	11.6	-	-	8.2	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	2.8	0.7	-	-	0.3	-

DRI 4422 Hickman Property
3: Liberty Road & I-20 Westbound ramps

2033 Build PM - Mitigated

	←	↖	↗	↑	↓	↘
Lane Group	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↖↖	↗	↑	↑	↗
Traffic Volume (vph)	0	759	181	568	748	287
Future Volume (vph)	0	759	181	568	748	287
Turn Type	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8	6			2
Detector Phase	8	8	1	6	2	2
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)	32.5	32.5	13.5	57.5	44.0	44.0
Total Split (%)	36.1%	36.1%	15.0%	63.9%	48.9%	48.9%
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
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effect Green (s)	21.3	21.3	56.7	56.7	43.2	43.2
Actuated g/C Ratio	0.24	0.24	0.63	0.63	0.48	0.48
v/c Ratio	0.68	0.75	0.61	0.50	0.87	0.33
Control Delay (s/veh)	39.4	15.2	25.8	7.6	35.5	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.4	15.2	25.8	7.6	35.5	4.0
LOS	D	B	C	A	D	A
Approach Delay (s/veh)	21.6			12.0	26.7	
Approach LOS	C			B	C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 8 (9%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay (s/veh): 20.9

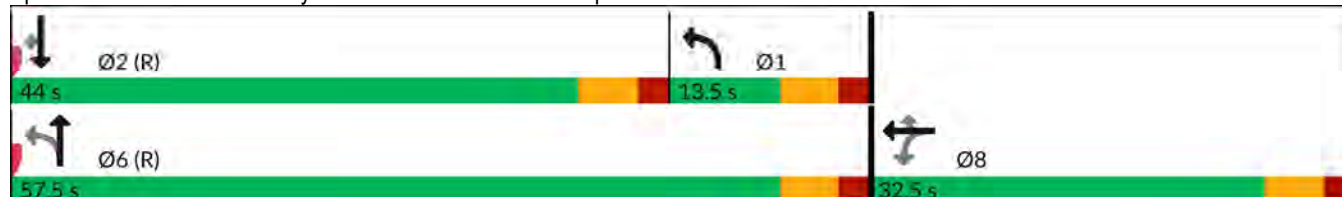
Intersection LOS: C

Intersection Capacity Utilization 79.5%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: Liberty Road & I-20 Westbound ramps



DRI 4422 Hickman Property
3: Liberty Road & I-20 Westbound ramps

2033 Build PM - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						 						
Traffic Volume (veh/h)	0	0	0	272	0	759	181	568	0	0	748	287
Future Volume (veh/h)	0	0	0	272	0	759	181	568	0	0	748	287
Initial Q (Qb), veh				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
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1841	1900	1856	1885	1870	0	0	1856	1870
Adj Flow Rate, veh/h				280	0	782	187	586	0	0	771	296
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				4	0	3	1	2	0	0	3	2
Cap, veh/h				533	0	815	230	1070	0	0	783	669
Arrive On Green				0.29	0.00	0.29	0.17	1.00	0.00	0.00	0.42	0.42
Sat Flow, veh/h				1810	0	2768	1795	1870	0	0	1856	1585
Grp Volume(v), veh/h				280	0	782	187	586	0	0	771	296
Grp Sat Flow(s),veh/h/ln				1810	0	1384	1795	1870	0	0	1856	1585
Q Serve(g_s), s				11.6	0.0	25.0	4.8	0.0	0.0	0.0	37.0	11.9
Cycle Q Clear(g_c), s				11.6	0.0	25.0	4.8	0.0	0.0	0.0	37.0	11.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				533	0	815	230	1070	0	0	783	669
V/C Ratio(X)				0.53	0.00	0.96	0.81	0.55	0.00	0.00	0.98	0.44
Avail Cap(c_a), veh/h				533	0	815	230	1070	0	0	783	669
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.63	0.63	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				26.5	0.0	31.2	35.3	0.0	0.0	0.0	25.7	18.5
Incr Delay (d2), s/veh				1.0	0.0	22.2	13.3	1.3	0.0	0.0	28.5	2.1
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.6	0.0	9.9	4.1	0.4	0.0	0.0	20.6	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				27.5	0.0	53.4	48.6	1.3	0.0	0.0	54.2	20.6
LnGrp LOS				C		D	D	A			D	C
Approach Vol, veh/h					1062			773			1067	
Approach Delay, s/veh					46.5			12.7			44.9	
Approach LOS					D			B			D	
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	13.5	44.0				57.5		32.5				
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0				
Max Green Setting (Gmax), s	7.5	38.0				51.5		26.5				
Max Q Clear Time (g_c+l1), s	6.8	39.0				2.0		27.0				
Green Ext Time (p_c), s	0.0	0.0				3.9		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				36.9								
HCM 7th LOS				D								

	→	↘	↑	↗	↘	↓
Lane Group	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↗	↑	↗	↘	↑
Traffic Volume (vph)	0	98	559	318	412	612
Future Volume (vph)	0	98	559	318	412	612
Turn Type	NA	Perm	NA	Perm	D.P+P	NA
Protected Phases	4		2		1	6
Permitted Phases		4		2	2	
Detector Phase	4	4	2	2	1	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	24.0	24.0	11.0	24.0
Total Split (s)	24.0	24.0	42.0	42.0	24.0	66.0
Total Split (%)	26.7%	26.7%	46.7%	46.7%	26.7%	73.3%
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	None	None	C-Min	C-Min	None	C-Min
Act Effect Green (s)	14.6	14.6	38.8	38.8	57.4	63.4
Actuated g/C Ratio	0.16	0.16	0.43	0.43	0.64	0.70
v/c Ratio	0.69	0.29	0.72	0.38	0.77	0.49
Control Delay (s/veh)	47.6	7.9	28.3	3.5	17.0	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.6	7.9	28.3	3.5	17.0	2.6
LOS	D	A	C	A	B	A
Approach Delay (s/veh)	34.2		19.3			8.4
Approach LOS	C		B			A

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBSB and 6:SBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay (s/veh): 16.2

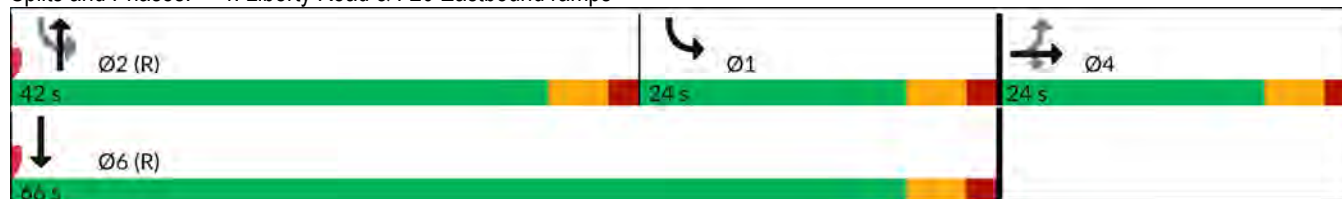
Intersection LOS: B

Intersection Capacity Utilization 79.5%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 4: Liberty Road & I-20 Eastbound ramps



DRI 4422 Hickman Property
4: Liberty Road & I-20 Eastbound ramps

2033 Build PM - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	0	98	0	0	0	0	559	318	412	612	0
Future Volume (veh/h)	191	0	98	0	0	0	0	559	318	412	612	0
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1870	1900	1870				0	1870	1856	1856	1841	0
Adj Flow Rate, veh/h	197	0	101				0	576	328	425	631	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	0	2				0	2	3	3	4	0
Cap, veh/h	245	0	214				0	646	543	678	1347	0
Arrive On Green	0.14	0.00	0.14				0.00	0.35	0.35	0.64	1.00	0.00
Sat Flow, veh/h	1810	0	1585				0	1870	1572	1767	1841	0
Grp Volume(v), veh/h	197	0	101				0	576	328	425	631	0
Grp Sat Flow(s),veh/h/ln	1810	0	1585				0	1870	1572	1767	1841	0
Q Serve(g_s), s	9.5	0.0	5.3				0.0	26.2	15.5	4.0	0.0	0.0
Cycle Q Clear(g_c), s	9.5	0.0	5.3				0.0	26.2	15.5	4.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	245	0	214				0	646	543	678	1347	0
V/C Ratio(X)	0.81	0.00	0.47				0.00	0.89	0.60	0.63	0.47	0.00
Avail Cap(c_a), veh/h	362	0	317				0	748	629	678	1347	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.37	0.37	0.00
Uniform Delay (d), s/veh	37.8	0.0	36.0				0.0	27.9	24.4	11.1	0.0	0.0
Incr Delay (d2), s/veh	8.0	0.0	1.6				0.0	17.0	4.9	0.7	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	2.0				0.0	13.7	6.0	3.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.8	0.0	37.6				0.0	44.9	29.3	11.7	0.4	0.0
LnGrp LOS	D		D					D	C	B	A	
Approach Vol, veh/h	298						904			1056		
Approach Delay, s/veh	43.0						39.2			5.0		
Approach LOS	D						D			A		
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	34.8	37.1		18.2		71.8						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	18.0	36.0		18.0		60.0						
Max Q Clear Time (g_c+l1), s	6.0	28.2		11.5		2.0						
Green Ext Time (p_c), s	1.0	2.9		0.7		4.4						
Intersection Summary												
HCM 7th Control Delay, s/veh				23.7								
HCM 7th LOS				C								

Intersection

Intersection Delay, s/veh 24.9

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	66	280	16	30	416	93	30	28	72	57	12	38
Future Vol, veh/h	66	280	16	30	416	93	30	28	72	57	12	38
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	12	0	0	5	1	0	0	0	0	0	0
Mvmt Flow	76	322	18	34	478	107	34	32	83	66	14	44
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	1.6	32.7	12.4	12.3
HCM LOS	C	D	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	23%	18%	7%	0%	53%
Vol Thru, %	22%	77%	93%	0%	11%
Vol Right, %	55%	4%	0%	100%	36%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	130	362	446	93	107
LT Vol	30	66	30	0	57
Through Vol	28	280	416	0	12
RT Vol	72	16	0	93	38
Lane Flow Rate	149	416	513	107	123
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.28	0.695	0.876	0.163	0.24
Departure Headway (Hd)	6.743	6.014	6.149	5.489	7.012
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	532	603	590	656	512
Service Time	4.798	4.029	3.861	3.201	5.068
HCM Lane V/C Ratio	0.28	0.69	0.869	0.163	0.24
HCM Control Delay, s/veh	12.4	21.6	37.6	9.3	12.3
HCM Lane LOS	B	C	E	A	B
HCM 95th-tile Q	1.1	5.5	10	0.6	0.9

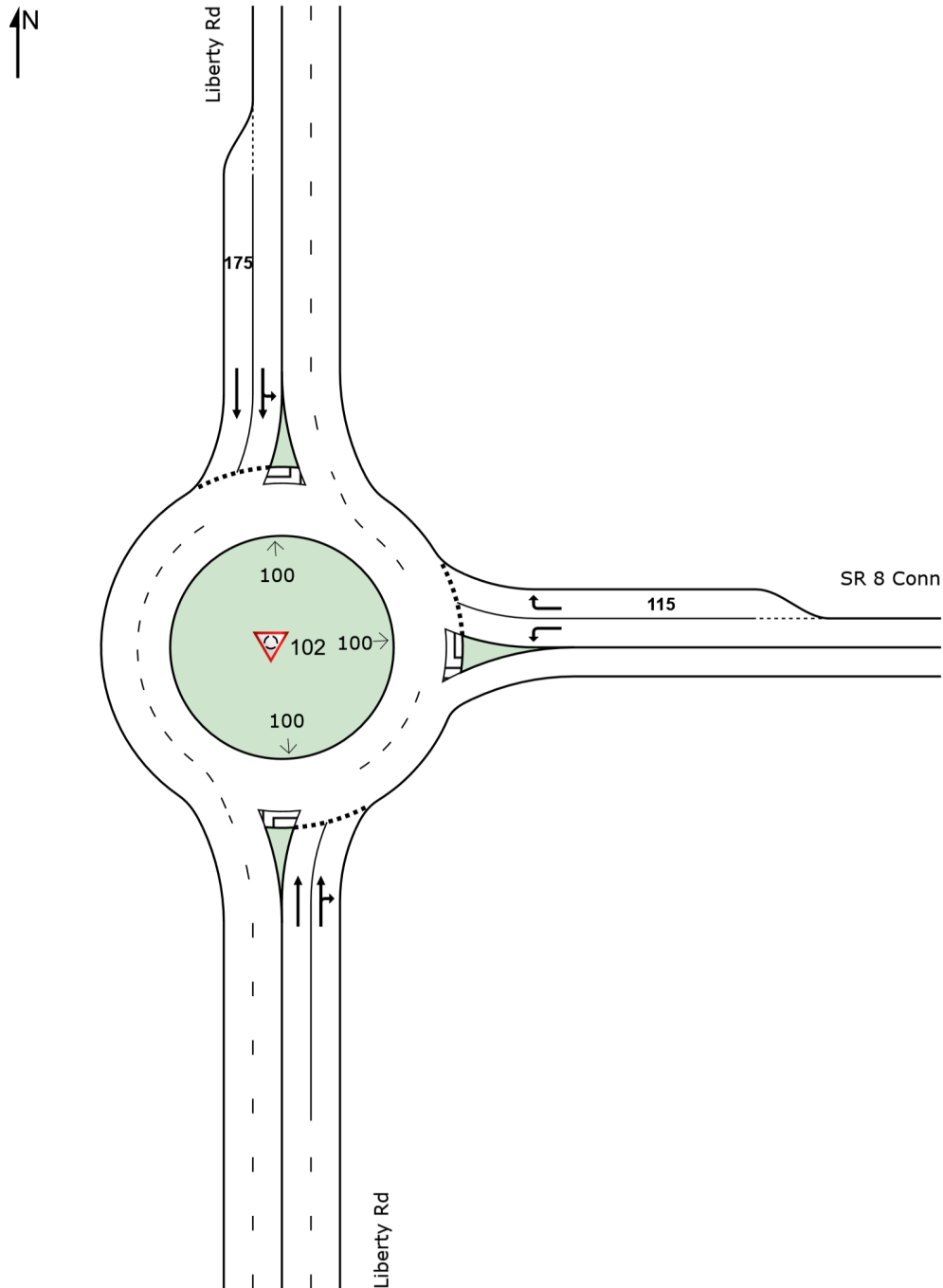
Intersection												
Int Delay, s/veh	7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	8	30	0	356	1	392	12	148	418	1
Future Vol, veh/h	0	0	8	30	0	356	1	392	12	148	418	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	125	-	-	175	235	-	-
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	12	0	0	0	0	4	0	0	5	0
Mvmt Flow	0	0	9	33	0	391	1	431	13	163	459	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1218	1218	460	1218	1219	431	460	0	0	431	0	0
Stage 1	785	785	-	433	433	-	-	-	-	-	-	-
Stage 2	433	433	-	785	786	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.32	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	3.408	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	159	182	581	159	182	629	1111	-	-	1140	-	-
Stage 1	389	406	-	605	585	-	-	-	-	-	-	-
Stage 2	605	585	-	389	406	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	51	156	581	134	156	629	1111	-	-	1140	-	-
Mov Cap-2 Maneuver	51	156	-	134	156	-	-	-	-	-	-	-
Stage 1	333	348	-	604	584	-	-	-	-	-	-	-
Stage 2	228	584	-	328	348	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	11.29		21.29		0.02		2.27					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	5	-	-	581	134	629	1140	-	-			
HCM Lane V/C Ratio	0.001	-	-	0.015	0.246	0.622	0.143	-	-			
HCM Ctrl Dly (s/v)	8.2	0	-	11.3	40.4	19.7	8.7	-	-			
HCM Lane LOS	A	A	-	B	E	C	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0	0.9	4.3	0.5	-	-			

SITE LAYOUT

 Site: 102 [2033 No-Build AM - Mitigated (Site Folder: 02 Liberty Rd & SR 8 Conn)]

2033 Build AM - Mitigated
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



LANE SUMMARY

 Site: 102 [2033 No-Build AM - Mitigated (Site Folder: 02 Liberty Rd & SR 8 Conn)]

2033 Build AM - Mitigated
Site Category: (None)
Roundabout

Lane Use and Performance													
	DEMAND FLOWS		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
	[Total veh/h	HV] %						[Veh Dist] ft					
South: Liberty Rd													
Lane 1 ^d	445	2.0	1288	0.345	100	6.0	LOS A	1.9	47.8	Full	450	0.0	0.0
Lane 2	424	7.1	1227	0.345	100	6.2	LOS A	1.8	46.4	Full	450	0.0	0.0
Approach	868	4.5		0.345		6.1	LOS A	1.9	47.8				
East: SR 8 Conn													
Lane 1 ^d	61	12.0	680	0.089	100	6.3	LOS A	0.3	8.1	Full	500	0.0	0.0
Lane 2	43	9.0	699	0.061	100	5.8	LOS A	0.2	5.5	Short	115	0.0	NA
Approach	103	10.8		0.089		6.1	LOS A	0.3	8.1				
North: Liberty Rd													
Lane 1	575	3.9	1284	0.448	100	7.3	LOS A	2.8	71.4	Full	1600	0.0	0.0
Lane 2 ^d	580	3.0	1296	0.448	100	7.2	LOS A	2.8	72.0	Short	175	0.0	NA
Approach	1155	3.5		0.448		7.3	LOS A	2.8	72.0				
Intersection	2127	4.2		0.448		6.7	LOS A	2.8	72.0				

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: Liberty Rd										
Mov.	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From S To Exit:	N	E			Cap. veh/h	v/c	%	%		
Lane 1	445	-	445	2.0	1288	0.345	100	NA	NA	
Lane 2	227	197	424	7.1	1227	0.345	100	NA	NA	
Approach	671	197	868	4.5		0.345				
East: SR 8 Conn										
Mov.	L2	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From E To Exit:	S	N			Cap. veh/h	v/c	%	%		
Lane 1	61	-	61	12.0	680	0.089	100	NA	NA	
Lane 2	-	43	43	9.0	699	0.061	100	0.0	1	

Approach	61	43	103	10.8		0.089				
North: Liberty Rd										
Mov.	L2	T1	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From N To Exit:	E	S			Cap. veh/h	v/c	%	%		
Lane 1	78	497	575	3.9	1284	0.448	100	NA	NA	
Lane 2	-	580	580	3.0	1296	0.448	100	0.0	1	
Approach	78	1078	1155	3.5		0.448				
Total %HV Deg.Satn (v/c)										
Intersection	2127	4.2		0.448						

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	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: Liberty Rd Merge Type: Not Applied											
Full Length Lane	1	Merge Analysis not applied.									
Full Length Lane	2	Merge Analysis not applied.									
East Exit: SR 8 Conn Merge Type: Not Applied											
Full Length Lane	1	Merge Analysis not applied.									
North Exit: Liberty Rd Merge Type: Not Applied											
Full Length Lane	1	Merge Analysis not applied.									
Full Length Lane	2	Merge Analysis not applied.									

LANE SUMMARY

 Site: 102 [2033 No-Build PM - Mitigated (Site Folder: 02 Liberty Rd & SR 8 Conn)]

2033 Build AM - Mitigated
Site Category: (None)
Roundabout

Lane Use and Performance													
	DEMAND FLOWS		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
	[Total veh/h	HV] %						[Veh Dist] ft					
South: Liberty Rd													
Lane 1 ^d	642	2.0	1328	0.483	100	7.6	LOS A	3.3	84.1	Full	450	0.0	0.0
Lane 2	626	4.6	1295	0.483	100	7.8	LOS A	3.2	82.1	Full	450	0.0	0.0
Approach	1267	3.3		0.483		7.7	LOS A	3.3	84.1				
East: SR 8 Conn													
Lane 1	61	8.0	503	0.121	100	8.7	LOS A	0.4	10.6	Full	500	0.0	0.0
Lane 2 ^d	63	2.0	533	0.119	100	8.3	LOS A	0.4	10.5	Short	115	0.0	NA
Approach	124	4.9		0.121		8.5	LOS A	0.4	10.6				
North: Liberty Rd													
Lane 1	506	4.2	1283	0.395	100	6.6	LOS A	2.3	58.2	Full	1600	0.0	0.0
Lane 2 ^d	512	3.0	1298	0.395	100	6.5	LOS A	2.3	58.7	Short	175	0.0	NA
Approach	1019	3.6		0.395		6.6	LOS A	2.3	58.7				
Intersection	2411	3.5		0.483		7.3	LOS A	3.3	84.1				

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: Liberty Rd										
Mov.	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From S To Exit:	N	E			Cap. veh/h	v/c	%	%		
Lane 1	642	-	642	2.0	1328	0.483	100	NA	NA	
Lane 2	393	233	626	4.6	1295	0.483	100	NA	NA	
Approach	1035	233	1267	3.3		0.483				
East: SR 8 Conn										
Mov.	L2	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From E To Exit:	S	N			Cap. veh/h	v/c	%	%		
Lane 1	61	-	61	8.0	503	0.121	100	NA	NA	
Lane 2	-	63	63	2.0	533	0.119	100	0.0	1	

Approach	61	63	124	4.9		0.121				
North: Liberty Rd										
Mov.	L2	T1	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From N To Exit:	E	S			Cap. veh/h	v/c	%	%		
Lane 1	44	462	506	4.2	1283	0.395	100	NA	NA	
Lane 2	-	512	512	3.0	1298	0.395	100	0.0	1	
Approach	44	975	1019	3.6		0.395				
Total %HV Deg.Satn (v/c)										
Intersection	2411	3.5		0.483						

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	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: Liberty Rd Merge Type: Not Applied											
Full Length Lane	1	Merge Analysis not applied.									
Full Length Lane	2	Merge Analysis not applied.									
East Exit: SR 8 Conn Merge Type: Not Applied											
Full Length Lane	1	Merge Analysis not applied.									
North Exit: Liberty Rd Merge Type: Not Applied											
Full Length Lane	1	Merge Analysis not applied.									
Full Length Lane	2	Merge Analysis not applied.									

LANE SUMMARY

 Site: 102 [2033 Build AM - Mitigated (Site Folder: 02 Liberty Rd & SR 8 Conn)]

2033 Build AM - Mitigated
Site Category: (None)
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: Liberty Rd													
Lane 1 ^d	491	2.0	1288	0.381	100	6.4	LOS A	2.2	55.4	Full	450	0.0	0.0
Lane 2	471	6.5	1234	0.381	100	6.6	LOS A	2.0	53.8	Full	450	0.0	0.0
Approach	962	4.2		0.381		6.5	LOS A	2.2	55.4				
East: SR 8 Conn													
Lane 1 ^d	112	7.0	677	0.165	100	7.2	LOS A	0.6	15.6	Full	500	0.0	0.0
Lane 2	43	9.0	664	0.064	100	6.1	LOS A	0.2	5.7	Short	115	0.0	NA
Approach	154	7.6		0.165		6.9	LOS A	0.6	15.6				
North: Liberty Rd													
Lane 1	611	3.9	1226	0.499	100	8.3	LOS A	3.2	82.6	Full	1600	0.0	0.0
Lane 2 ^d	616	3.0	1237	0.499	100	8.3	LOS A	3.3	83.3	Short	175	0.0	NA
Approach	1228	3.4		0.499		8.3	LOS A	3.3	83.3				
Intersection	2344	4.0		0.499		7.5	LOS A	3.3	83.3				

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: Liberty Rd										
Mov.	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane	
From S To Exit:	N	E			Cap. veh/h	v/c	%	%	No.	
Lane 1	491	-	491	2.0	1288	0.381	100	NA	NA	
Lane 2	234	236	471	6.5	1234	0.381	100	NA	NA	
Approach	726	236	962	4.2		0.381				
East: SR 8 Conn										
Mov.	L2	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane	
From E To Exit:	S	N			Cap. veh/h	v/c	%	%	No.	
Lane 1	112	-	112	7.0	677	0.165	100	NA	NA	
Lane 2	-	43	43	9.0	664	0.064	100	0.0	1	

Approach	112	43	154	7.6		0.165				
North: Liberty Rd										
Mov.	L2	T1	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From N To Exit:	E	S			Cap. veh/h	v/c	%	%		
Lane 1	78	534	611	3.9	1226	0.499	100	NA	NA	
Lane 2	-	616	616	3.0	1237	0.499	100	0.0	1	
Approach	78	1150	1228	3.4		0.499				
Total %HV Deg.Satn (v/c)										
Intersection	2344	4.0		0.499						

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	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: Liberty Rd Merge Type: Not Applied											
Full Length Lane	1	Merge Analysis not applied.									
Full Length Lane	2	Merge Analysis not applied.									
East Exit: SR 8 Conn Merge Type: Not Applied											
Full Length Lane	1	Merge Analysis not applied.									
North Exit: Liberty Rd Merge Type: Not Applied											
Full Length Lane	1	Merge Analysis not applied.									
Full Length Lane	2	Merge Analysis not applied.									

LANE SUMMARY

 Site: 102 [2033 Build PM - Mitigated (Site Folder: 02 Liberty Rd & SR 8 Conn)]

2033 Build AM - Mitigated
Site Category: (None)
Roundabout

Lane Use and Performance													
	DEMAND FLOWS		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
	[Total veh/h	HV] %						[Veh Dist] ft					
South: Liberty Rd													
Lane 1 ^d	704	2.0	1328	0.530	100	8.4	LOS A	3.9	100.3	Full	450	0.0	0.0
Lane 2	690	4.1	1302	0.530	100	8.5	LOS A	3.8	98.0	Full	450	0.0	0.0
Approach	1394	3.0		0.530		8.4	LOS A	3.9	100.3				
East: SR 8 Conn													
Lane 1 ^d	83	6.0	479	0.174	100	10.0	LOS A	0.6	15.3	Full	500	0.0	0.0
Lane 2	63	2.0	498	0.127	100	8.9	LOS A	0.4	11.1	Short	115	0.0	NA
Approach	146	4.3		0.174		9.5	LOS A	0.6	15.3				
North: Liberty Rd													
Lane 1	522	4.2	1258	0.415	100	6.9	LOS A	2.4	62.1	Full	1600	0.0	0.0
Lane 2 ^d	528	3.0	1272	0.415	100	6.9	LOS A	2.4	62.6	Short	175	0.0	NA
Approach	1049	3.6		0.415		6.9	LOS A	2.4	62.6				
Intersection	2589	3.3		0.530		7.9	LOS A	3.9	100.3				

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: Liberty Rd										
Mov.	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From S To Exit:	N	E			Cap. veh/h	v/c	%	%		
Lane 1	704	-	704	2.0	1328	0.530	100	NA	NA	
Lane 2	405	285	690	4.1	1302	0.530	100	NA	NA	
Approach	1108	285	1394	3.0		0.530				
East: SR 8 Conn										
Mov.	L2	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From E To Exit:	S	N			Cap. veh/h	v/c	%	%		
Lane 1	83	-	83	6.0	479	0.174	100	NA	NA	
Lane 2	-	63	63	2.0	498	0.127	100	0.0	1	

Approach	83	63	146	4.3		0.174				
North: Liberty Rd										
Mov.	L2	T1	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From N To Exit:	E	S			Cap. veh/h	v/c	%	%		
Lane 1	44	478	522	4.2	1258	0.415	100	NA	NA	
Lane 2	-	528	528	3.0	1272	0.415	100	0.0	1	
Approach	44	1005	1049	3.6		0.415				
Total %HV Deg.Satn (v/c)										
Intersection	2589	3.3		0.530						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

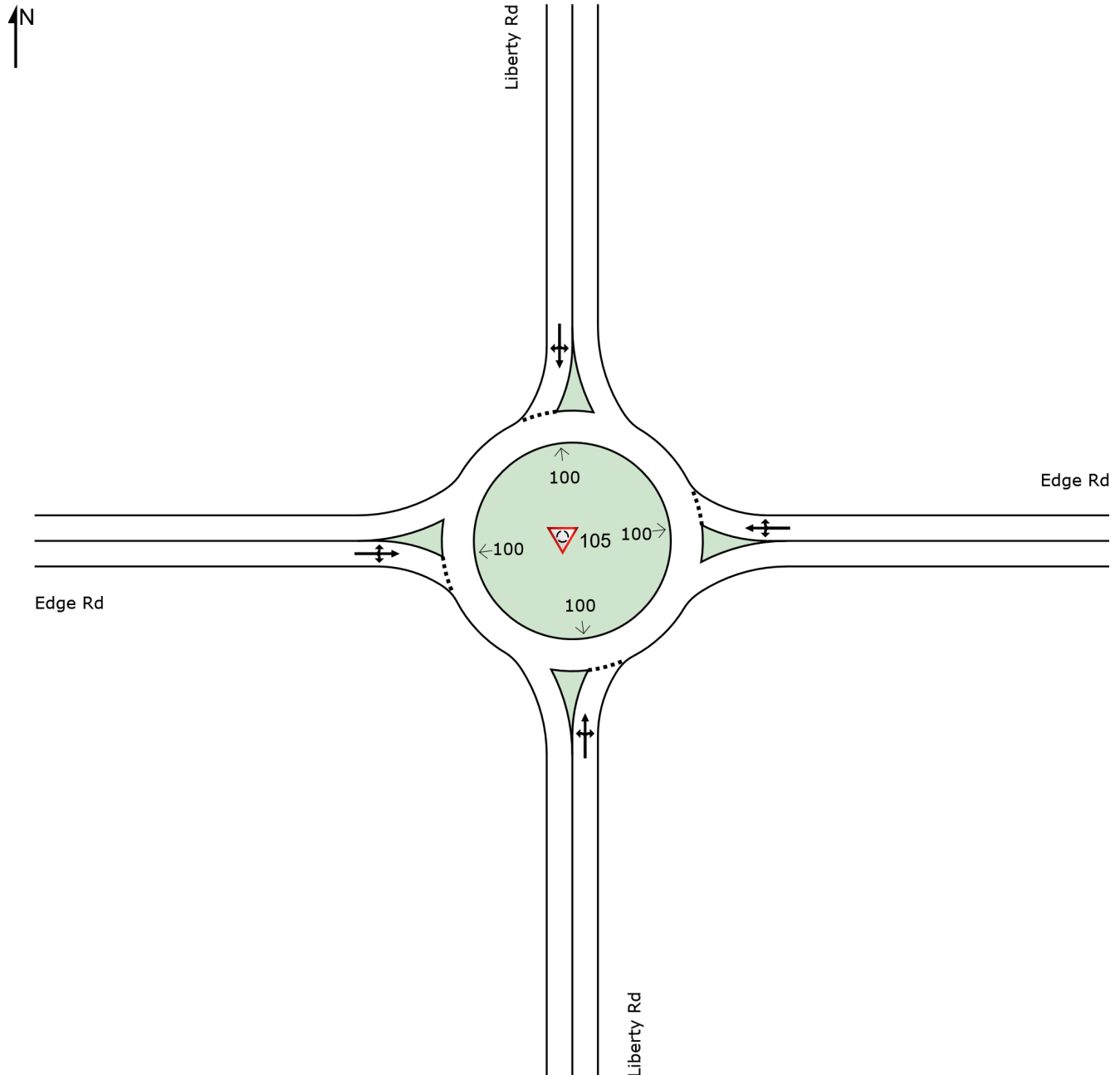
Merge Analysis											
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Liberty Rd Merge Type: Not Applied											
Full Length Lane	1	Merge Analysis not applied.									
Full Length Lane	2	Merge Analysis not applied.									
East Exit: SR 8 Conn Merge Type: Not Applied											
Full Length Lane	1	Merge Analysis not applied.									
North Exit: Liberty Rd Merge Type: Not Applied											
Full Length Lane	1	Merge Analysis not applied.									
Full Length Lane	2	Merge Analysis not applied.									

SITE LAYOUT

 Site: 105 [2033 No-Build AM - Mitigated (Site Folder: 05 Liberty Rd & Edge Rd)]

2033 Build AM - Mitigated
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



LANE SUMMARY

 **Site: 105 [2033 No-Build AM - Mitigated (Site Folder: 05 Liberty Rd & Edge Rd)]**

2033 Build AM - Mitigated
Site Category: (None)
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: Liberty Rd													
Lane 1 ^d	563	5.5	1120	0.503	100	8.9	LOS A	3.3	86.2	Full	1600	0.0	0.0
Approach	563	5.5		0.503		8.9	LOS A	3.3	86.2				
East: Edge Rd													
Lane 1 ^d	51	10.3	617	0.083	100	6.8	LOS A	0.3	7.9	Full	350	0.0	0.0
Approach	51	10.3		0.083		6.8	LOS A	0.3	7.9				
North: Liberty Rd													
Lane 1 ^d	463	6.8	1253	0.370	100	6.4	LOS A	2.2	57.4	Full	500	0.0	0.0
Approach	463	6.8		0.370		6.4	LOS A	2.2	57.4				
West: Edge Rd													
Lane 1 ^d	147	6.3	866	0.170	100	5.9	LOS A	0.7	18.5	Full	1600	0.0	0.0
Approach	147	6.3		0.170		5.9	LOS A	0.7	18.5				
Intersection	1224	6.3		0.503		7.5	LOS A	3.3	86.2				

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: Liberty 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	22	517	24	563	5.5	1120	0.503	100	NA	NA	
Approach	22	517	24	563	5.5		0.503				
East: Edge 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	2	5	43	51	10.3	617	0.083	100	NA	NA	

Approach	2	5	43	51	10.3		0.083				
North: Liberty 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	25	343	95	463	6.8	1253	0.370	100	NA	NA	
Approach	25	343	95	463	6.8		0.370				
West: Edge Rd											
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	115	1	30	147	6.3	866	0.170	100	NA	NA	
Approach	115	1	30	147	6.3		0.170				
Total %HV Deg.Satn (v/c)											
Intersection	1224	6.3		0.503							

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: Liberty Rd Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Edge Rd Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: Liberty Rd Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Edge Rd Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

 Site: 105 [2033 No-Build PM - Mitigated (Site Folder: 05 Liberty Rd & Edge Rd)]

2033 Build AM - Mitigated
Site Category: (None)
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: Liberty Rd													
Lane 1 ^d	504	3.8	1142	0.442	100	7.8	LOS A	2.8	70.9	Full	1600	0.0	0.0
Approach	504	3.8		0.442		7.8	LOS A	2.8	70.9				
East: Edge Rd													
Lane 1 ^d	66	7.9	691	0.096	100	6.2	LOS A	0.4	9.5	Full	350	0.0	0.0
Approach	66	7.9		0.096		6.2	LOS A	0.4	9.5				
North: Liberty Rd													
Lane 1 ^d	613	3.9	1235	0.496	100	8.2	LOS A	3.6	92.0	Full	500	0.0	0.0
Approach	613	3.9		0.496		8.2	LOS A	3.6	92.0				
West: Edge Rd													
Lane 1 ^d	132	0.7	802	0.164	100	6.2	LOS A	0.7	17.5	Full	1600	0.0	0.0
Approach	132	0.7		0.164		6.2	LOS A	0.7	17.5				
Intersection	1315	3.8		0.496		7.8	LOS A	3.6	92.0				

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: Liberty 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	43	445	16	504	3.8	1142	0.442	100	NA	NA	
Approach	43	445	16	504	3.8		0.442				
East: Edge 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	20	7	40	66	7.9	691	0.096	100	NA	NA	

Approach	20	7	40	66	7.9		0.096				
North: Liberty 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	47	435	132	613	3.9	1235	0.496	100	NA	NA	
Approach	47	435	132	613	3.9		0.496				
West: Edge Rd											
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	96	3	33	132	0.7	802	0.164	100	NA	NA	
Approach	96	3	33	132	0.7		0.164				
Total %HV Deg.Satn (v/c)											
Intersection	1315	3.8		0.496							

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: Liberty Rd												
Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Edge Rd												
Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: Liberty Rd												
Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Edge Rd												
Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

 **Site: 105 [2033 Build AM - Mitigated (Site Folder: 05 Liberty Rd & Edge Rd)]**

2033 Build AM - Mitigated
Site Category: (None)
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: Liberty Rd													
Lane 1 ^d	847	3.8	1139	0.743	100	15.4	LOS C	10.9	279.7	Full	1600	0.0	0.0
Approach	847	3.8		0.743		15.4	LOS C	10.9	279.7				
East: Edge Rd													
Lane 1 ^d	51	10.3	461	0.111	100	9.3	LOS A	0.4	10.1	Full	350	0.0	0.0
Approach	51	10.3		0.111		9.3	LOS A	0.4	10.1				
North: Liberty Rd													
Lane 1 ^d	832	4.3	1277	0.651	100	11.2	LOS B	6.6	169.7	Full	500	0.0	0.0
Approach	832	4.3		0.651		11.2	LOS B	6.6	169.7				
West: Edge Rd													
Lane 1 ^d	152	6.2	592	0.257	100	9.5	LOS A	1.0	26.5	Full	1600	0.0	0.0
Approach	152	6.2		0.257		9.5	LOS A	1.0	26.5				
Intersection	1882	4.4		0.743		12.9	LOS B	10.9	279.7				

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: Liberty 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	26	797	24	847	3.8	1139	0.743	100	NA	NA	
Approach	26	797	24	847	3.8		0.743				
East: Edge 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	2	5	43	51	10.3	461	0.111	100	NA	NA	

Approach	2	5	43	51	10.3		0.111				
North: Liberty Rd											
Mov.	L2	T1	R2	Total	%HV						
From N											
To Exit:	E	S	W			Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	25	712	95	832	4.3	1277	0.651	100	NA	NA	
Approach	25	712	95	832	4.3		0.651				
West: Edge Rd											
Mov.	L2	T1	R2	Total	%HV						
From W											
To Exit:	N	E	S			Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	115	1	36	152	6.2	592	0.257	100	NA	NA	
Approach	115	1	36	152	6.2		0.257				
Total %HV Deg.Satn (v/c)											
Intersection	1882	4.4			0.743						

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: Liberty Rd Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Edge Rd Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: Liberty Rd Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Edge Rd Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

 Site: 105 [2033 Build PM - Mitigated (Site Folder: 05 Liberty Rd & Edge Rd)]

2033 Build AM - Mitigated
Site Category: (None)
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: Liberty Rd													
Lane 1 ^d	891	2.0	1162	0.767	100	16.3	LOS C	13.7	347.8	Full	1600	0.0	0.0
Approach	891	2.0		0.767		16.3	LOS C	13.7	347.8				
East: Edge Rd													
Lane 1 ^d	66	7.9	466	0.142	100	9.7	LOS A	0.5	13.2	Full	350	0.0	0.0
Approach	66	7.9		0.142		9.7	LOS A	0.5	13.2				
North: Liberty Rd													
Lane 1 ^d	772	3.4	1235	0.625	100	10.8	LOS B	5.7	146.2	Full	500	0.0	0.0
Approach	772	3.4		0.625		10.8	LOS B	5.7	146.2				
West: Edge Rd													
Lane 1 ^d	134	0.7	681	0.196	100	7.6	LOS A	0.8	20.5	Full	1600	0.0	0.0
Approach	134	0.7		0.196		7.6	LOS A	0.8	20.5				
Intersection	1863	2.7		0.767		13.1	LOS B	13.7	347.8				

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: Liberty 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	49	826	16	891	2.0	1162	0.767	100	NA	NA	
Approach	49	826	16	891	2.0		0.767				
East: Edge 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	20	7	40	66	7.9	466	0.142	100	NA	NA	

Approach	20	7	40	66	7.9		0.142				
North: Liberty 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	47	593	132	772	3.4	1235	0.625	100	NA	NA	
Approach	47	593	132	772	3.4		0.625				
West: Edge Rd											
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	96	3	35	134	0.7	681	0.196	100	NA	NA	
Approach	96	3	35	134	0.7		0.196				
Total %HV Deg.Satn (v/c)											
Intersection	1863	2.7		0.767							

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: Liberty Rd Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Edge Rd Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: Liberty Rd Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Edge Rd Merge Type: Not Applied												
Full Length Lane	1	Merge Analysis not applied.										

APPENDIX F: Turn Lane Evaluations

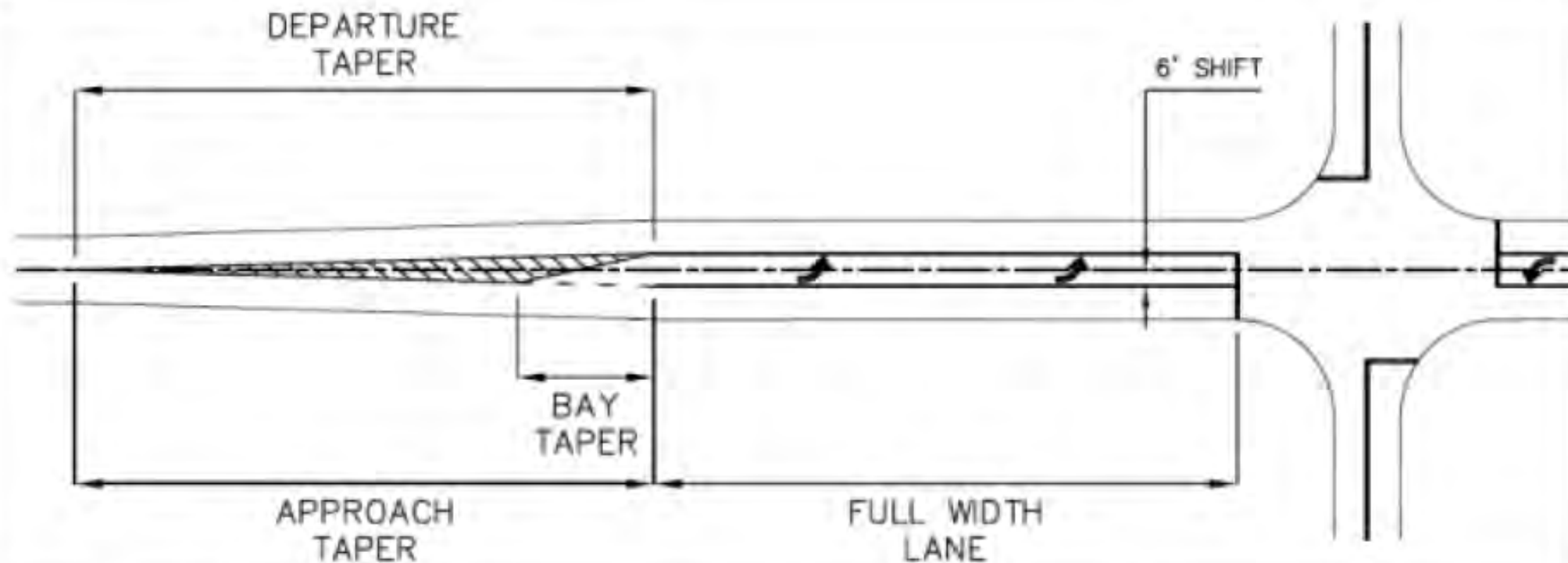
Condition 1

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

3,220 Daily IN * 71% LTV on Liberty Road = 2,286 LTV a day
WARRANTED on Buildings 1-8 Access

3,220 Daily IN * 1% LTV on Tyson Road = 32 LTV a day
NOT WARRANTED on Buildings 10-11 Access



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

3,220 Daily IN * 6% RTV on Liberty Road = 193 RTV a day
WARRANTED on Buildings 1-8 Access

3,220 Daily IN * 1% RTV on Tyson Road = 32 RTV a day
NOT WARRANTED on Building 9 Access

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