Public Hearing: YES ☒ NO ☐ **Department:** Planning & Sustainability

SUBJECT:

COMMISSION DISTRICT(S): Commission District 05 Super District 07

Application of Hybrass Properties, LLC c/o Battle Law P.C. to rezone properties from MU-1 (Mixed-Use Low Density) zoning district to RSM (Small Lot Residential Mix) zoning district to allow for the development of 149 single-family homes, at 1619 Pleasant Hill Trail and 7850 Pleasant Hill Road.

PETITION NO: D2-2025-0283 Z-25-1247358

PROPOSED USE: Single-family homes.

LOCATION: 1619 Pleasant Hill Trail; 7850 Pleasant Hill Road, Lithonia, Georgia 30058

PARCEL NO. : 16 197 02 009 & 16 220 01 001

INFO. CONTACT: Adam Chappell, Sr. Planner

PHONE NUMBER: 404-371-2155

PURPOSE:

Application of Hybrass Properties, LLC c/o Battle Law P.C. to rezone properties from MU-1 (Mixed-Use Low Density) zoning district to RSM (Small Lot Residential Mix) zoning district to allow for the development of 149 single-family homes.

RECOMMENDATION:

COMMUNITY COUNCIL: (Dec. 2025) Approval. **(August 2025)** Denial. **(April 2025)** Approval with a condition.

PLANNING COMMISSION: (Jan. 6, 2025) Approval w/Conditions. **(Sept. 9, 2025)** Three-Cycle Deferral. **(May 6, 2025)** Two-Cycle Deferral.

PLANNING STAFF: Approval with Conditions_updated 01.09.2026

STAFF ANALYSIS: The applicant requests a rezoning of the subject properties from the MU-1 (Mixed-Use Low Density) Zoning District to the RSM (Small Lot Residential Mix) Zoning District to allow for of a major subdivision of up to 149 single-family detached dwellings. The subject properties, comprising approximately 54.02 acres, are part of a larger grouping of properties that were rezoned in 2007 to the now-defunct PCD Zoning District as a result of CZ-07-12945. The current zoning designation is a result of the adopted 2015 *Zoning Ordinance* rewrite. The properties are adjacent to and were originally intended to be developed with properties to the west that comprise what is now known as the "Creekside Village" mixed-use development. At the time of this analysis, several phases of "Creekside Village" have been either completed or are under construction. The properties are located within a Neighborhood Center (NC) Character Area, which encourages "compact residential development in mixed-use projects" that "complement the smaller scale character of nearby neighborhoods" per the *Dekalb County 2050 Unified Plan (DeKalb County 2050 Unified Plan,* pg. 35*)*. The rezoning request would result in lots that would serve as a transition in housing stock, density, and height, from single-family attached dwellings (townhomes) to the west and larger single-family detached lots to the south and east. The request would also eliminate the mixed-use requirement that is currently imposed by the MU-1 Zoning District. Currently the MU-1 zoning would require at least ten (10) percent of the cumulative floor area of the development site to be dedicated to non-residential uses; even though the original PCD zoning prior to the 2015 Zoning Ordinance re-write did not have a minimum non-residential component. The conceptual site plan

associated with CZ-07-12945 indicates that the area that is now the subject properties was always intended to be developed as a subdivision of single-family detached dwellings. The irregularity, narrowness, topography, and existing features (such as State Waters) that traverse the site make it difficult for the site to be developed as part and in the form of an interconnected grid. Nevertheless, there are some proposed intersecting streets in the center of the development site, along with the creation of a block in the southeastern portion of the site that includes an area allocated to function as enhanced open space. A total of 20 percent of the development site is required to consist of open space, of which 50 percent (or ten (10) percent of the overall development site) shall be enhanced open space. Per the site plan, portions of wetlands and stream buffers are intended to provide a system of walking trails. The minimum open space requirements appear to be met, but there are concerns that some of the areas identified as open space consist of steep slopes (1:2 feet). Per Section 5.5.3. of the *Zoning Ordinance*, no more than 50 percent of the minimum open space provided shall be in areas designated as floodplain, wetlands, steep slopes, streams and buffers. Section 14-200. of the *Land Development Code* requires a minimum of two (2) access points for residential developments containing between 76-150 units. The development site would be connected to the larger "Creekside Village" development by a singular access point to the west; a second access point in the southeastern corner of the development site would provide access to the properties associated with concurrent application CZ-25-1247294, and thus, provide a continuous means of access from Rock Chapel Road to Pleasant Hill Road. A third access point is proposed to connect to the "Piedmont Trace" subdivision to the south solely for the purpose of providing emergency access. The area that is now "Creekside Village" as well as the subject properties were subject to a DRI review in 2007 (DRI #632). The age of the DRI review, as well as the connection with and partial integration of the proposals (including properties associated with CZ-25-1247294) within the larger "Creekside Village", were determined by the Atlanta Regional Commission (ARC) to require a new Development of Regional Impact (DRI) be submitted and reviewed. The new DRI study (DRI #4478), which encompasses the proposal and "Creekside Village" as a whole, was completed on September 12, 2025. In its findings, the ARC determined that the overall developments are "somewhat aligned with applicable "Rural Areas" growth management policies which call for limited development and maintenance of rural character". Most of the DRI's comments appear to center around the existing/proposed portions of "Creekside Village" and its frontage along Rock Chapel Road. Comments and suggestions from the Georgia Regional Transportation Authority (GRTA) in a Notice of Decision for DRI #4478, dated, October 14, 2025, also appear to be largely focused on infrastructure improvements along this corridor. As an individual proposal, the proposed rezoning appears to provide a development that is more sensitive to its environs (protecting significant areas surrounding state waters and floodplains (Section 7.3.5. (H)), while also proposing connectivity to other developments, creating interconnected communities that veer away from the more insular subdivisions typical of the past. The development largely appears to be aligned with the goals and intents of the Neighborhood Center (NC) Character Area, per the *DeKalb County 2050 Unified Plan* (Section 7.3.5. (A)). Thus, based on review of the criteria in Section 7.3.5. ("Standards and factors governing review of proposed amendments to the official zoning map"*)* the Planning and Sustainability Department recommends that the subject rezoning application be granted ***"Approval, with the attached conditions".***

PLANNING COMMISSION VOTE: **(January 6, 2026) Approval with Conditions 9-0-0.** Commissioner Costello moved, Commissioner Osler seconded for approval with six (6) conditions, per Staff recommendation. **(September 9, 2025) Three-Cycle Deferral 8-0-0.** Commissioner West moved, Commissioner Moore seconded for a three-cycle deferral to the March 2026 zoning agenda, per Staff recommendation. Commissioner Costello was not present for this vote. **May 6, 2025) Two-Cycle Deferral 6-0-0.** Jan Costello moved, Edward Patton seconded for a two-cycle deferral to the September 2025 zoning agenda, per Staff recommendation.

COMMUNITY COUNCIL VOTE/RECOMMENDATION: **(December 2025)** Approval 8-0-0. **(August 2025)** Denial 5-2-1. Applicant was not present. **(April 2025)** Approval with a condition (6-0-0) that the residents surrounding the property must be notified of any blasting that may occur in advance and informed of the name of the company hired to do the blasting.

Z-25-1247358 (2025-0283)
Recommended Conditions – January 2026 BOC

1619 Pleasant Hill Trail & 7850 Pleasant Hill Road
Lithonia, GA 30058

1. The subject properties shall be limited to the development of a major subdivision consisting of no more than 149 single-family detached dwellings, in general conformance with the site plan titled "Maristone Site Plan for Creekside Village DRI #4478", dated 07/01/2025. The site plan is conceptual, and any approval of this rezoning request by the Board of Commissioners has no bearing on the requirements for other regulatory approvals under the authority of the Planning Commission, the Zoning Board of Appeals, or other entity whose decision should be based on the merits of the application under review by each entity. Approval of this rezoning request shall not be used in lieu of an approved Sketch/Preliminary Plat, Land Development Permit (LDP), building permit, or any other County permit nor shall be considered a guarantee of approval of any permit. No more than 75 dwelling. units shall be constructed prior to the completion of a continuous Right-of-Way connection from Pleasant Hill Road to Rock Chapel Road.

2. Traffic calming features and Right-of-Way improvements shall be made along Rock Chapel Road, in accordance with the GRTA Notice of Decision, dated October 14, 2025, and subject to approval by the Director of Planning and Sustainability and by Transportation. These features and improvements shall be completed prior to the issuance of a Certificate of Occupancy (CO) for any dwelling units on the development site.

3. The provision and location of access points shall be in accordance with the minimum requirements of Section 14-200. of the *Land Development Code* or subject to a variance from the Planning Commission. Approval of this rezoning request shall not be used in lieu of a variance from Section 14-200 of the *Land Development Code.*

4. A minimum of 20 percent of the area of the development site shall consist of open space; with a minimum of ten (10) percent of the development site that shall consist of enhanced open space. No more than 50 percent of areas designated as open space shall consist of floodplain, wetlands, steep slopes, streams and buffers.

5. Streetscaping shall be provided along all Rights-of-Way in accordance with Section 27-5.4.3. of the *Zoning Ordinance.* All intersections shall have crosswalks that provide access to opposite sides of a Right-of-Way, subject to approval by the Director of Planning and Sustainability and by Transportation.

6. A mandatory homeowners association with bylaws and covenants shall be established and maintained for the subdivision. The bylaws and covenants will explain the maintenance responsibility for common space and landscaping.

DeKalb County Government Services Center
178 Sams Street
Decatur, GA 30030
404-371-2155

www.dekalbcountyga.gov/planning
https://www.dekalbcountyga.gov/planning-and-sustainability/public-hearing-agendas-info

Planning Commission Hearing Date: January 6, 2026
Board of Commissioners Hearing Date: January 22, 2026

STAFF ANALYSIS

CASE NO.:	Z-25-1247358	**File ID #:** 2025-0283
Address:	1619 Pleasant Hill Trail & 7850 Pleasant Hill Road, Lithonia, GA 30058	**Commission District:** 5 **Super District:** 7
Parcel ID(s):	16-197-02-009 & 16-220-01-001	
Request:	Rezone properties from the MU-1 (Mixed-Use Low Density) Zoning District to the RSM (Small Lot Residential Mix) Zoning District to allow for the development of up to 149 single-family detached dwellings.	
Property Owner(s):	Hybrass Properties, LLC.	
Applicant/Agent:	Hybrass Properties, LLC. c/o Battle Law, P.C.	
Acreage:	54.02 acres	
Existing Land Use:	Vacant	
Adjacent Zoning:	**North:** MU-1 **East:** MU-1 **South:** M, R-85, RNC **West:** MU-1, M	
Character Area	Neighborhood Center (NC)	
Comprehensive Plan:	_X_ **Consistent** ____ **Inconsistent**	

STAFF RECOMMENDATION: APPROVAL WITH CONDITIONS

The applicant, Hybrass Properties, LLC c/o Battle Law, P.C., requests a rezoning of the subject properties from the MU-1 (Mixed-Use Low Density) Zoning District to the RSM (Small Lot Residential Mix) Zoning District to allow for of a major subdivision of up to 149 single-family detached dwellings.

The subject properties, comprising approximately 54.02 acres, are part of a larger grouping of properties that were rezoned in 2007 to the now-defunct PCD Zoning District as a result of CZ-07-12945. The current zoning designation is a result of the adopted 2015 *Zoning Ordinance* rewrite. The properties are adjacent to and were originally intended to be developed with properties to the west that comprise what is now known as the "Creekside Village" mixed-use development. At the time of this analysis, several phases of "Creekside Village" have been either completed or are under construction.

The properties are located within a Neighborhood Center (NC) Character Area, which encourages "compact residential development in mixed-use projects" that "complement the smaller scale character of nearby neighborhoods" per the *Dekalb County 2050 Unified Plan (DeKalb County 2050 Unified Plan,* pg. 35*)*. The rezoning request would result in lots that would serve as a transition in housing stock, density, and height, from single-family attached dwellings (townhomes) to the west and larger single-family detached lots to the south and east. The request would also eliminate the mixed-use requirement that is currently imposed by the MU-1 Zoning District. Currently the MU-1 zoning would require at least ten (10) percent of the cumulative floor area of the development site to be dedicated to non-residential uses~~;~~ even though the original PCD zoning prior to the 2015 Zoning Ordinance re-write did not have a minimum non-residential component. The conceptual site plan associated with CZ-07-12945 indicates that the area that is now the subject properties was always intended to be developed as a subdivision of single-family detached dwellings.

The irregularity, narrowness, topography, and existing features (such as State Waters) that traverse the site make it difficult for the site to be developed as part and in the form of an interconnected grid. Nevertheless, there are some proposed intersecting streets in the center of the development site, along with the creation of a block in the southeastern portion of the site that includes an area allocated to function as enhanced open space. A total of 20 percent of the development site is required to consist of open space, of which 50 percent (or ten (10) percent of the overall development site) shall be enhanced open space. Per the site plan, portions of wetlands and stream buffers are intended to provide a system of walking trails. The minimum open space requirements appear to be met, but there are concerns that some of the areas identified as open space consist of steep slopes (1:2 feet). Per Section 5.5.3. of the *Zoning Ordinance*, no more than 50 percent of the minimum open space provided shall be in areas designated as floodplain, wetlands, steep slopes, streams and buffers.

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The new DRI study (DRI #4478), which encompasses the proposal and "Creekside Village" as a whole, was completed on September 12, 2025. In its findings, the ARC determined that the overall developments are "somewhat aligned with applicable "Rural Areas" growth management policies which call for limited development and maintenance of rural character". Most of the DRI's comments appear to center around the existing/proposed portions of "Creekside Village" and its frontage along Rock Chapel Road. Comments and suggestions from the Georgia Regional Transportation Authority (GRTA) in a Notice of Decision for DRI #4478, dated, October 14, 2025, also appear to be largely focused on infrastructure improvements along this corridor.

As an individual proposal, the proposed rezoning appears to provide a development that is more sensitive to its environs (protecting significant areas surrounding state waters and floodplains (Section 7.3.5. (H)), while also proposing connectivity to other developments, creating interconnected communities that veer away from the more insular subdivisions typical of the past. The development largely appears to be aligned with the goals and intents of the Neighborhood Center (NC) Character Area, per the *DeKalb County 2050 Unified Plan* (Section 7.3.5. (A)). Thus, based on review of the criteria in Section 7.3.5. ("Standards and factors governing review of proposed amendments to the official zoning map"*)* the Planning and Sustainability Department recommends that the subject rezoning application be granted ***Approval with Conditions***:

1. The subject properties shall be limited to the development of a major subdivision consisting of no more than 149 single-family detached dwellings, in general conformance with the site plan titled "Maristone Site Plan for Creekside Village DRI #4478", dated 07/01/2025. The site plan is conceptual, and any approval of this rezoning request by the Board of Commissioners has no bearing on the requirements for other regulatory approvals under the authority of the Planning Commission, the Zoning Board of Appeals, or other entity whose decision should be based on the merits of the application under review by each entity. Approval of this rezoning request shall not be used in lieu of an approved Sketch/Preliminary Plat, Land Development Permit (LDP), building permit, or any other County permit nor shall be considered a guarantee of approval of any permit. No more than 75 dwelling

units shall be constructed prior to the completion of a continuous Right-of-Way connection from Pleasant Hill Road to Rock Chapel Road.

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3. The provision and location of access points shall be in accordance with the minimum requirements of Section 14-200. of the *Land Development Code* or subject to a variance from the Planning Commission. Approval of this rezoning request shall not be used in lieu of a variance from Section 14-200 of the *Land Development Code*.

4. A minimum of 20 percent of the area of the development site shall consist of open space; with a minimum of ten (10) percent of the development site that shall consist of enhanced open space. No more than 50 percent of areas designated as open space shall consist of floodplain, wetlands, steep slopes, streams and buffers.

5. Streetscaping shall be provided along all Rights-of-Way in accordance with Section 27-5.4.3. of the *Zoning Ordinance.* All intersections shall have crosswalks that provide access to opposite sides of a Right-of-Way, subject to approval by the Director of Planning and Sustainability and by Transportation.

6. A mandatory homeowners association with bylaws and covenants shall be established and maintained for the subdivision. The bylaws and covenants will explain the maintenance responsibility for common space and landscaping.

NOTICE OF DECISION

To: (via electronic mail)
Anna Roach, ARC
Bob Voyles, GRTA
Dick Anderson, GRTA
Sharon Mason, GRTA
Sonny Deriso, GRTA
Christian Schoen, GRTA
Kirk Fjelstul, GRTA

To: (via electronic mail and certified mail)
Dekalb County
Rebecca Endress
Hybrass
6350 Lake Oconee Parkway, Suite 110
Greensboro, GA 30642

From: Jannine Miller, GRTA Executive Director

Copy: (via electronic mail)
Zane Grennell, DCA
Brittany Giles, SRTA/GRTA
Graham Foster, SRTA/GRTA
Rachel Bowdler, SRTA/GRTA
Donald Shockey, ARC
Megan Wilson, GDOT District 7
Landon Perry, GDOT District 7
Patrece Keeter, DeKalb County
Aprell L. King, DeKalb County
Lance Washington, DeKalb County
Pearley J. Skipper Jr., DeKalb County
Josh Pruitt, NV5 Traffic Engineers
Rebecca Endress, Hybrass, Developer
Michele Battle, Battle Law, Attorney
John Palmer, Falcon Design, Site Designers

Date: October 14th, 2025

RE: Notice of Decision for **DRI 4478 Creekside Village Mixed Use Development**

Notice of Decision for
Request for Non-Expedited Review of
DRI 4478 Creekside Village Mixed Use Development

The purpose of this notice is to inform Rebecca Endress (the Applicant) and Dekalb County (the Local Government), the Georgia Regional Transportation Authority (GRTA) Land Development Committee, the Georgia Department of Community Affairs (DCA), the Georgia Department of Transportation (GDOT), and the Atlanta Regional Commission (ARC) of GRTA's decision regarding Development of Regional Impact (DRI) 4478 Creekside Village Mixed Use Development (the DRI Plan of Development). GRTA has completed a non-expedited Review for the DRI Plan of Development pursuant to Section 4.2.3 of the *GRTA DRI Review Procedures* and has determined that the DRI Plan of Development meets the GRTA review criteria set forth in Section 4.3. The DRI Plan of Development as proposed is **approved subject to conditions**, as provided in Attachment A and subject to the limitations placed on allowable modifications to the DRI Plan of Development, as described in Attachment B.

Subject to the conditions set forth in Attachment A and Attachment B, GRTA will approve the expenditure of state and/or federal funds for providing the Land Transportation Services and Access improvements listed in Section 2 of Attachment C. The need for said approval shall terminate and be of no further force and effect after ten (10) years from the date of this Notice of Decision, unless substantial construction of the proposed DRI has been commenced during this ten (year) period.

The notice of decision is based on a review of the applicant's DRI Review Package on 8/5/2025. The review package includes: the site development plan (Site Plan) dated 5/15/2025 titled "DRI Site Plan for Creekside Village" prepared by Falcon Design Consultants, the Transportation Study dated 7/10/2025 prepared by Falcon Design Consultants, LLC received by GRTA on 8/5/2025, and the DCA Initial and Additional forms filed on 6/10/2025 and 8/1/2025.

Pursuant to Section 5 of the *GRTA DRI Review Procedures* the Applicant, the GRTA Land Development Committee and the local government have a right to appeal this decision within five (5) Business Days of the date on this letter by filing a Notice of Appeal with the GRTA Land Development Committee. A Notice of Appeal must specify the grounds for the appeal and present any argument or analysis in support of the appeal. For further information regarding the right to appeal, consult Section 5 of the *GRTA DRI Review Procedures*. If GRTA staff receives an appeal, you will receive another notice from GRTA and the Land Development Committee will schedule the appeal hearing according to the timeline established in Section 5.1.2 of the *GRTA DRI Review Procedures.*

Jannine Miller
Executive Director
Georgia Regional Transportation Authority

Attachment A – General Conditions

General Conditions of Approval to GRTA Notice of Decision:

Bicycle, Pedestrian & Transit Facilities

- Provide pedestrian connectivity between all buildings, uses, and existing and future pedestrian access points.
- Provide sidewalk connectivity along site frontage on Pleasant Hill Rd.
- Provide ADA compliant crosswalk connectivity at site entrances in coordination with local DOT.
- Provide ADA compliant crosswalks at intersections internal to the site.

General Georgia Department of Transportation (GDOT) Conditions

- GDOT reserves the right to set driveway/access points based on compliance with GDOT standards, safety analysis, neighboring conflicts, and any other circumstance needing consideration on all state routes.
- Any access to GDOT right of way will be determined at the time of permitting when submitted with a design.
- GDOT will determine what access is allowable based on the design in accordance with the most current copy of the GDOT Driveway/Encroachment Manual. This includes construction of right turn deceleration lane(s), left turn lane(s), all sight distance requirements, etc.

Roadway & Site Access Improvement Conditions to GRTA Notice of Decision:

Internal Gas Station Site Access

- The internal access point serving the gas station shall be coordinated with DeKalb County to confirm the final access configuration. Consistent with the approved site plan, outbound left-turn movements from this access are prohibited. Inbound left-turn movements are permitted: however, due to the proximity to adjacent intersections and internal driveways, further traffic analysis is required to evaluate capacity constraints, queuing, and turn-lane spacing. Any improvements or modifications identified through this analysis shall be implemented by the developer in coordination with DeKalb County.

SR 124/Rock Chapel Road and Lithonia Industrial Boulevard/Site Drive North

- Install a separate left-turn lane, through lane, and right-turn lane on Site Drive North
- Install a northbound right-turn deceleration lane per GDOT standards
- Re-stripe the existing southbound U-turn lane on SR 124 to shared left/U-turn lane
- Re-stripe the outside left-turn lane on Lithonia Industrial Boulevard to shared left/through lane
- Install signal phasing as appropriate by GDOT standards/approval

SR 124/Rock Chapel Road and Site Drive South

- Install a northbound right-turn deceleration lane per GDOT standards
- Install a right-in/right-out (RIRO) configuration with yield control per GDOT standards

Pleasant Hill Road and Providence Point Drive/Site Drive East

- Install a westbound right-turn deceleration lane per DeKalb County standards
- Install an eastbound left-turn lane per DeKalb County Standards
- Install a single-lane approach and departure lane on Site Drive East

- Install a stop sign control
- Explore possible pedestrian infrastructure (cross walk) at site access point intersecting with Providence Point Dr and Pleasant Hill Rd.

Attachment B – Required Elements of the DRI Plan of Development

Conditions Related to Altering Site Plan after GRTA Notice of Decision:

The on-site development will be constructed materially (substantially) in accordance with the Site Plan. Changes to the Site Plan will not be considered material or substantial so long as the following conditions are included as part of any changes:

- All “Proposed Conditions of Approval to GRTA Notice of Decision” set forth in Attachment A are provided.

Attachment C – Required Improvements to Serve the DRI

As defined by the *GRTA DRI Review Procedures,* a "Required Improvement means a land transportation service or access improvement which is necessary in order to provide a safe and efficient level of service to residents, employees and visitors of a proposed DRI."

The Required Improvements in the study network were identified in the Review Package as necessary to bring the level of service up to an applicable standard before the build-out of the proposed project. These requirements are identified in Sections 1 and 2 of this Attachment. Section 1 contains improvements that do not require GRTA approval at this time because they are to be constructed prior to the completion of the DRI Plan of Development. However, GRTA approval shall be required in the event state and/or federal funds are proposed at a later date to be used for any portion of the improvements described in Section 1. Section 2 contains improvements that require GRTA approval prior to the expenditure of state and/or federal funding. Subject to the conditions set forth in Attachment A and Attachment B, GRTA approves the expenditure of state/and or federal funding for the improvements contained in Section 2.

Section 1:

General Conditions of Approval to GRTA Notice of Decision:

Bicycle, Pedestrian & Transit Facilities

- Provide pedestrian connectivity between all buildings, uses, and existing and future pedestrian access points.
- Provide sidewalk connectivity along site frontage on Pleasant Hill Rd.
- Provide ADA compliant crosswalk connectivity at site entrances in coordination with local DOT.
- Provide ADA compliant crosswalks at intersections internal to the site.

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- GDOT reserves the right to set driveway/access points based on compliance with GDOT standards, safety analysis, neighboring conflicts, and any other circumstance needing consideration on all state routes.
- Any access to GDOT right of way will be determined at the time of permitting when submitted with a design.
- GDOT will determine what access is allowable based on the design in accordance with the most current copy of the GDOT Driveway/Encroachment Manual. This includes construction of right turn deceleration lane(s), left turn lane(s), all sight distance requirements, etc.

Roadway & Site Access Improvement Conditions to GRTA Notice of Decision:

Internal Gas Station Site Access

- The internal access point serving the gas station shall be coordinated with DeKalb County to confirm the final access configuration. Consistent with the approved site plan, outbound left-turn movements from this access are prohibited. Inbound left-turn movements are permitted: however, due to the proximity to adjacent intersections and internal driveways, further traffic analysis is required to evaluate capacity constraints, queuing, and turn-lane spacing. Any improvements or modifications identified through this analysis shall be implemented by the developer in coordination with DeKalb County.

SR 124/Rock Chapel Road and Lithonia Industrial Boulevard/Site Drive North

- Install a separate left-turn lane, through lane, and right-turn lane on Site Drive North
- Install a northbound right-turn deceleration lane per GDOT standards
- Re-stripe the existing southbound U-turn lane on SR 124 to shared left/U-turn lane
- Re-stripe the outside left-turn lane on Lithonia Industrial Boulevard to shared left/through lane
- Install signal phasing as appropriate by GDOT standards/approval

SR 124/Rock Chapel Road and Site Drive South

- Install a northbound right-turn deceleration lane per GDOT standards
- Install a right-in/right-out (RIRO) configuration with yield control per GDOT standards

Pleasant Hill Road and Providence Point Drive/Site Drive East

- Install a westbound right-turn deceleration lane per DeKalb County standards
- Install an eastbound left-turn lane per DeKalb County Standards
- Install a single-lane approach and departure lane on Site Drive East
- Install a stop sign control
- Explore possible pedestrian infrastructure (cross walk) at site access point intersecting with Providence Point Dr and Pleasant Hill Rd.

Section 2:

Roadway Improvement Conditions to GRTA Notice of Decision:

SR 124/Rock Chapel Road from Pleasant Hill Road to Lithonia Industrial Boulevard

- Widen the northbound corridor to three through lanes and adjust signal timing accordingly

SR 124/Rock Chapel Road and Knoll Hollow Road

- Install a Restricted Crossing U-Turn intersection configuration

Pleasant Hill Road and Humphries Road/Norris Lake Drive

- Install a single-lane roundabout

Regional Review Finding
Development of Regional Impact

DATE: September 12, 2025

TO: Chair and CEO Lorraine Cochrane, DeKalb County
ATTN TO: Aprell King, *Planner, Long Range Planning,* DeKalb County
FROM: Mike Alexander, *COO,* Atlanta Regional Commission
RE: Development of Regional Impact (DRI) Review

ARC has completed a regional review of the below DRI. ARC reviewed the project's relationship to regional plans, goals and policies as well as impacts the project may have on the activities, plans, goals and policies of other local jurisdictions and state, federal and other agencies.This Final Report does not address whether the DRI is or is not in the best interest of the host local government.

Name of Proposal: Creekside Village Mixed-Use Development DRI 4478

Submitting Local Government: DeKalb County

Date Opened: August 21, 2025 **Date Closed:** September 12, 2025

Description: *A regional DRI review of a proposal to construct a mixed-use development with 220 single-family detached units, 331 single-family attached units, 63,000 square feet of shopping center space, and a 7,000 square-foot gas station on a 225-acre currently mostly wooded site generally located east of Rock Chapel Road and north of Pleasant Hill Road in Dekalb County.*

Comments:

Key Comments

The project's protection of stream buffer areas, overall lower scale, and retention of signifcant portions of the site's 225 total acres as natural open space is somewhat aligned with applicable Rural Areas growth management policies which call for limited development and maintenance of rural character.

The project's limited intrusion into stream buffer areas is aligned with regional environmental and water resource policies.

The project's provision of 250 attached single-family homes within walking distance of signficant commercial spaces is aligned with regional placemaking and transportation policies.

The auto-centric configuration of the significant commercial space propsoed could be vastly improved by utilizing a more walkable village center layout closely connected to the adjacent townhomes.

The project will generate a total of 9,840 daily new automobile trips; a range of roadway improvements are proposed to mitigate the impact of these trips.

Dekalb County planning comments submitted include: the proposed new road system should be further assessed as it relies too heavily on a main road with several side roads that end in cul-de-sacs rather than providing a more connected grid of streets that distributes trips more broadly; additional pedestrian connectivity and greenspace should be provided in the form of pocket parks connected by walking trails and bike paths; Further consideration of stormwater management infrastructure is recommended due to a portion of the site being located within a flood zone.

ONE great REGION Atlanta Regional Commission | 229 Peachtree Street, NE - Suite 100 | Atlanta, GA 30303

General Comments

The Atlanta Region's Plan, developed by ARC in close coordination with partner local governments, is intended to broadly guide regional development in the 11-county metro region to ensure that required infrastructure and resources are in place to support continued economic development and prosperity for the region. The Plan assigns a relevant growth category designation to all areas in the region and provides corresponding growth policy recommendations for each category.

The site of this DRI is designated in the Plan as Rural Areas. The Plan's general information and policy recommendations for Rural Areas are provided at the end of these comments.

The project could be better aligned with Rural Area policies by reconfiguring the significant commercial area into more of a walkable village center easily accessible to the adjacent 250 townhomes and within biking distance of the single-family homes.

Transportation and Mobility Comments

ARC's Transportation and Mobility Group comments are attached.

The proposal is largely consistent with ARC's MTP. Project connectivity with adjacent Regional Thoroughfares and Regional Truck Routes has been properly addressed, but there is a lack of bike infrastructure around the development and no EV charging is provided. Wider buffered sidewalks along SR 214 would increase pedestrian safety and connectivity.

The project will generate a total of 9,840 new vehicular trips; associated roadway improvements to accommodate these improvements are proposed.

The constructed development should provide an interconnected, functional, clearly marked and comfortable pedestrian experience on all driveways, paths, entrances, and parking areas. To the maximum extent possible, new driveways and intersection corners where pedestrians will cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distances for pedestrians.

ARC Natural Resource Group Comments

ARC's Natural Resource Group comments are attached.

Stream Buffers

Swift Creek, a direct tributary to the Yellow River, runs to the north and east of the project property and is shown as a blue-line stream on the USGS coverage for the project area but based on the submitted site plan, the project property does not extend to the creek. The Yellow River itself is near but not abutting the southeastern corner of the project property. The submitted site plan shows four tributaries to Swift Creek on the property, none of which are shown on the USGS coverage for the project area. The County 75-foot stream buffer and the State Sediment and Erosion Control buffers are shown and identified along Swift Creek and the three easternmost streams on the property. The stream closest to Rock Chapel Road shows buffers, but they are shown as a 50-foot undisturbed buffer and additional 25-foot impervious setback and the 25-dfoot State Buffer is not identified. The County buffer is defined as 75-foot in County ordinance, Sec. 14-44.1. - Land Development Requirements and the State 25-foot buffer applies on all streams. The buffers on this stream need to be corrected. No intrusions other than transportation crossings, which are allowed under the County ordinance, are shown on the submitted plans. SITE PLAN IN FINAL REPORT IS CORRECTED

Any other unmapped streams on the property may also be subject to the County buffer requirements. Any unmapped State waters identified on the property may also be subject to the State 25-foot Sediment and Erosion Control buffer.

Floodplain

The FEMA coverage for the project area shows both the 100 -year floodplain (Zone AE), the 500-year floodplain (Zone X) and the floodway along Swift Creek, as well as the 500-year floodplain along the tributary closest to Rock Chapel Road. The Swift Creek 100-year floodplain is shown on the project site plans but has only small intrusions at the edges of the property. The Swift Creek 500-year floodplain is not shown on the plans but based on the FEMA coverage, appears to be entirely within the conservation portions of the proposed project.
The floodplain on the tributary closest to Rock Chapel Road is identified as 100-year floodplain on the site plan but is shown as 500-year floodplain on the FEMA coverage. The floodplain along the tributary should be corrected and any Swift Creek 500-year floodplain on the property should be shown and identified.

Dekalb County Code Chapter 14, Article IV Floodplain Management sets standards for floodplains and future-conditions floodplains. Please ensure all provisions of this code section are met.

Dekalb County Comments

Comments received from Dekalb County are attached.

Long Range Planning has some capacity concerns with the singular road (beginning at intersection of Rock Chapel Hill Road and Pleasant Hill Road) with the amount of residential connections and limited to zero transit access. Per the Suburban character area in DeKalb County's 2050 Unified Plan, where appropriate, new streets should connect to adjacent street networks or developments and cul-de-sacs should be minimized or prohibited. Further assessment of this road is strongly recommended.

Long Range Planning encourages applicant team to consider more greenspace and pedestrian connectivity such as pocket parks, trails/shared use paths, and bicycle infrastructure to support surrounding residential. Future development should provide better pedestrian and community connectivity and be designed in a way that preserves and enhances existing greenspace (i.e. Yellow River South Park). Additionally, consideration of stormwater management infrastructure is recommended due to a portion of the site being located within a flood zone.

The Neighborhood/Town Center portion of the site seems to follow policy outlined in the 2050 Unified Plan based on what is proposed thus far, with a mix of commercial and residential (with appropriate density) uses that serve the goods and service needs of the surrounding, local neighborhoods. Additionally, Industrial areas seem to be mostly in line per the comprehensive plan. Further commentary may be provided within the Final Report after more extensive review.

GDOT Aviation Comments

GDOT aviation comments are attached.

The Atlanta Region's Plan Growth Policy Considerations: Rural Areas

According to the Atlanta Region's Plan, Rural Areas are those where limited development has taken place or and where development pressure is low. These areas are characterized by sporadic, large single-family lots, agricultural uses, protected lands, and forests. These areas border more central developed and developing areas

and represent the limits of the urban service area in the region. There is a strong desire from residents and elected officials in these areas to keep them rural. Increased development threatens existing rural economic uses, such as forestry, agriculture, and tourism.

To maintain economic viability without undesirable development, these areas may be appropriate as “sending” areas in potential Transfer of Development Rights (TDR) programs. The region is striving to protect these areas by limiting infrastructure investments to targeted areas and allowing no development or only low impact development. There will be a continued need to maintain existing transportation infrastructure, but care should be taken not to spur unwanted growth by inappropriate expansion of infrastructure capacity.

The project is somewhat aligned with the Atlanta Region’s Plan’s policy recommendations for Rural Areas due to its preservation of a signifcant amount of open space and the overall limited scale of the development. The project could be better aligned with Rural Area policies by reconfiguring the significant commercial area into more of a walkable village center easily accessible to the adjacent 250 townhomes and within biking distance of the single-family homes.

Dekalb County leadership and staff, along with the applicant team, should collaborate closely to ensure optimal sensitivity to the needs of nearby local governments, neighborhoods, and natural systems.

The following local governments and agencies received notice of this review:

Atlanta Regional Commission	Georgia Department of Natural Resource	Georgia Depart of Community Affairs
Georgia Department of Transportation	Georgia Regional Transportation Authority	Georgia Soil/Water Conserv Commission
Georgia Environmental Finance Authority	Georgia Conservancy	City of Conyers
MARTA		

For questions, please contact Donald Shockey at (470) 378-1531 or dshockey@atlantaregional.org.

This finding will be published to the ARC review website located at http://atlantaregional.org/plan-reviews.

Georgia® Department of Community Affairs



Developments of Regional Impact

DRI #4478

DEVELOPMENT OF REGIONAL IMPACT
Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the **Rules for the DRI Process** and the **DRI Tiers and Thresholds** for more information.

Local Government Information

Submitting Local Government:	DeKalb
Individual completing form:	Aprell King
Telephone:	470-898-2251
E-mail:	alking@dekalbcountyga.gov

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project:	Creekside Village - Mixed-Use Development
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	33°26'19.31"N 84°02'40.93"W (33.436900, -84.043081) East of Rock Chapel Road and north of Pleasant
Brief Description of Project:	A new mixed-use residential development is proposed for construction on undeveloped land parcels east of the intersection of SR 124 and Lithonia Industrial Boulevard in DeKalb County, Georgia. The proposed development will consist of 551 residential units and approximately 70,000 square feet of commercial space, approximately 7,000 square feet of which will be service space.

Development Type:

○ (not selected)	○ Hotels	○ Wastewater Treatment Facilities
○ Office	◉ Mixed Use	○ Petroleum Storage Facilities
○ Commercial	○ Airports	○ Water Supply Intakes/Reservoirs
○ Wholesale & Distribution	○ Attractions & Recreational Facilities	○ Intermodal Terminals
○ Hospitals and Health Care Facilities	○ Post-Secondary Schools	○ Truck Stops
○ Housing	○ Waste Handling Facilities	○ Any other development types
○ Industrial	○ Quarries, Asphalt & Cement Plants	

If other development type, describe:

Project Size (# of units, floor area, etc.):	551 residential units, approximately 70,000 square feet of commercial space, approximately 7,000 squ
Developer:	Hybrass Properties, LLC - Rebecca Endress
Mailing Address:	6350 Lake Oconee Pkwy, Suite 110, PMB 51
Address 2:	
	City:Greensboro State: GA Zip:30642
Telephone:	(770) 679-4262
Email:	rebecca@hybrassproperties.com
Is property owner different from developer/applicant?	○ (not selected) ○ Yes ◉ No
If yes, property owner:	
Is the proposed project entirely located within your	○ (not selected) ◉ Yes ○ No

local government's jurisdiction?	
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	(not selected) Yes No
If yes, provide the following information:	Project Name: Swift Creek Project ID: 1336
The initial action being requested of the local government for this project:	Rezoning Variance Sewer Water Permit Other
Is this project a phase or part of a larger overall project?	(not selected) Yes No
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: 12/31/2028 Overall project: 2028

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Georgia® Department of Community Affairs



Developments of Regional Impact

DRI #4478

Undisturbed buffers, proactive BMP's, and open space to preserve sensitive areas will all be employed on this project to ensure that environmental quality is maintained as it was pre-development.

DEVELOPMENT OF REGIONAL IMPACT
Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the **Rules for the DRI Process** and the **DRI Tiers and Thresholds** for more information.

Local Government Information

Submitting Local Government:	DeKalb
Individual completing form:	Aprell King
Telephone:	470-898-2251
Email:	alking@dekalbcountyga.gov

Project Information

Name of Proposed Project:	Creekside Village - Mixed-Use Development
DRI ID Number:	4478
Developer/Applicant:	Hybrass Properties, LLC - Rebecca Endress
Telephone:	(770) 679-4262
Email(s):	rebecca@hybrassproperties.com

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	○ (not selected) ○ Yes ◉ No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	◉ (not selected) ○ Yes ○ No

If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out:	173,688,405
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	2,417,106
Is the regional work force sufficient to fill the demand created by the proposed project?	○ (not selected) ◉ Yes ○ No
Will this development displace any existing uses?	○ (not selected) ○ Yes ◉ No

If yes, please describe (including number of units, square feet, etc): n/a; property site does not have any pre-existing uses

Water Supply

Name of water supply provider for this site: Dekalb County Watershed Management

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 1.9153 MGD

Is sufficient water supply capacity available to serve the proposed project? (not selected) Yes No

If no, describe any plans to expand the existing water supply capacity:
n/a; current system has capacity for project

Is a water line extension required to serve this project? (not selected) Yes No

If yes, how much additional line (in miles) will be required?
n/a; existing system in right-of-way abutting property

Wastewater Disposal

Name of wastewater treatment provider for this site: Snapfinger Creek Wastewater Treatment Plant

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 5.4153

Is sufficient wastewater treatment capacity available to serve this proposed project? (not selected) Yes No

If no, describe any plans to expand existing wastewater treatment capacity: n/a; sufficient capacity exists at routed treatment plant

Is a sewer line extension required to serve this project? (not selected) Yes No

If yes, how much additional line (in miles) will be required?n/a; development sewer will be routed to existing sanitary lines at multiple right-of-way frontages

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.) 14,830 Daily, 913 AM, 1,228 PM

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project? (not selected) Yes No

Are transportation improvements needed to serve this project? (not selected) Yes No

If yes, please describe below:Signal modification to SR 124 and Lithonia Ind Blvd that incorporate site driveway on the east leg; site driveway will have left, through, and through+right approach lanes, as well as a new right-turn lane on SR 124 into the site. The outside left-turn lane on Lithonia Ind Blvd will need to be re-striped to a shared left+through lane. Southbound U-Turn on SR 124 will need to be re-striped as a shared left/U-turn lane. A right-turn lane on SR 124 will also accompany the RIRO Site Drive South on SR 124. A left-turn lane and right-turn lane on Pleasant Hill Road will be needed to accommodate Site Drive East across from Providence Point Drive.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 299,979.5

Is sufficient landfill capacity available to serve this proposed project? (not selected) Yes No

If no, describe any plans to expand existing landfill capacity:n/a; plenty of annual capacity in Seminole Road facility

Will any hazardous waste be generated by the development? (not selected) Yes No

If yes, please explain:n/a

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed? 40%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Stream buffers in compliance with both State standards and County standards incorporating MNGWPD requirements will be adhered to for this project along with the requirements of the Georgia Stormwater Management Manual. The areas near environmentally sensitive areas will be protected throughout the construction process.

Environmental Quality

Is the development located within, or likely to affect any of the following:

1. Water supply watersheds?	(not selected)	Yes	No
2. Significant groundwater recharge areas?	(not selected)	Yes	No
3. Wetlands?	(not selected)	Yes	No
4. Protected mountains?	(not selected)	Yes	No
5. Protected river corridors?	(not selected)	Yes	No
6. Floodplains?	(not selected)	Yes	No
7. Historic resources?	(not selected)	Yes	No
8. Other environmentally sensitive resources?	(not selected)	Yes	No

If you answered yes to any question above, describe how the identified resource(s) may be affected:

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DRI SITE PLAN
FOR
CREEKSIDE VILLAGE

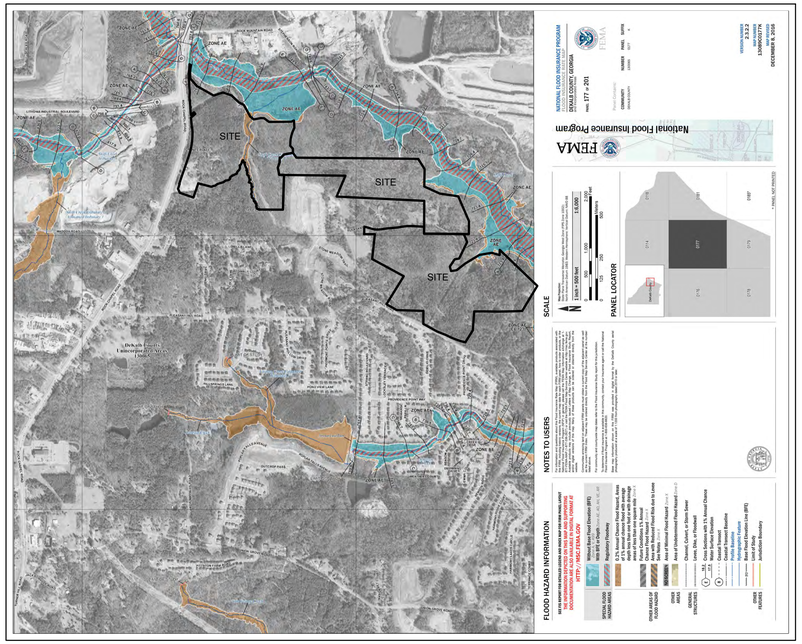
DRI #4478

LAND LOTS 188, 189, 196, 197, 16TH DISTRICT
DEKALB COUNTY, GEORGIA

ADDRESS: 7480 ROCK CHAPEL ROAD, LITHONIA, GA 30058

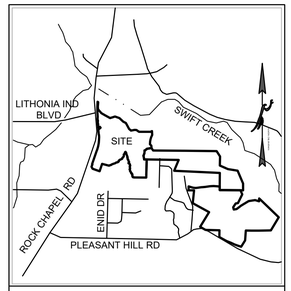
OWNER:	DEVELOPER:	24 HOUR CONTACT:	SURVEYOR:	ENGINEER:
HYBRASS PROPERTIES, LLC 6350 LAKE OCONEE PKWY PMB 110-51 GREENSBORO, GA 30642 PHONE: (770) 679-4262	HYBRASS PROPERTIES, LLC 6350 LAKE OCONEE PKWY PMB 110-51 GREENSBORO, GA 30642 PHONE: (770) 679-4262	REBECCA ENDRESS PHONE: (770) 679-4262	FALCON DESIGN CONSULTANTS, LLC 235 CORPORATE CENTER DR., SUITE 200 STOCKBRIDGE, GA 30281 PHONE: (770) 389-8666	FALCON DESIGN CONSULTANTS, LLC 235 CORPORATE CENTER DR., SUITE 200 STOCKBRIDGE, GA 30281 PHONE: (770) 389-8666

Sheet List Table	
Sheet Number	Sheet Title
1.0	COVER SHEET
2.0	SITE CONTEXT PLAN
3.0	OVERALL SITE PLAN
3.1	CREEKSIDE VILLAGE PHASE 2 SITE PLAN
3.2	MARISTONE SITE PLAN
3.3	PLEASANT HILL SITE PLAN

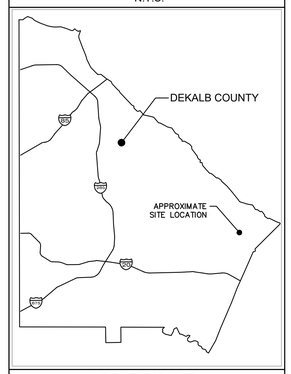


FEMA FLOOD MAP

AS SHOWN ON FLOOD INSURANCE RATE MAPS OF A DEKALB COUNTY, GEORGIA COMMUNITY PANEL NUMBER: 13089C0177K EFFECTIVE DATE: DEC, 8TH, 2016, PORTIONS OF THESE PROPERTIES ARE LOCATED IN A FEMA FLOOD HAZARD ZONE.



VICINITY MAP
N.T.S.



LOCATION MAP
N.T.S.

DEVELOPMENT DATA

1. OWNER
HYBRASS PROPERTIES, LLC
6350 LAKE OCONEE PKWY
PMB 110-51
GREENSBORO, GA 30642
PHONE: (770) 679-4262
DEVELOPER
HYBRASS PROPERTIES, LLC
6350 LAKE OCONEE PKWY
PMB 110-51
GREENSBORO, GA 30642
PHONE: (770) 679-4262
24 HOUR CONTACT:
REBECCA ENDRESS
PHONE: (770) 679-4262

2. ENGINEER
FALCON DESIGN CONSULTANTS, LLC
235 CORPORATE CENTER DR.,
SUITE 200
STOCKBRIDGE, GA 30281
PHONE: (770) 389-8666

3. SOURCE OF DATA
FALCON DESIGN CONSULTANTS, LLC
235 CORPORATE CENTER DR.,
SUITE 200
STOCKBRIDGE, GA 30281
PHONE: (770) 389-8666
BOUNDARY SURVEY PERFORMED BY:
FALCON DESIGN CONSULTANTS, LLC
DATED: AUGUST 23, 2010
TOPOGRAPHIC INFORMATION:
OBTAINED FROM DEKALB CO. GIS

4. SITE LOCATION DATA
EAST SIDE OF ROCK CHAPEL ROAD, NORTH OF KNOLL HOLLOW ROAD TO INTERSECTION WITH LITHONIA INDUSTRIAL BLVD
THERE ARE WETLANDS OR LIVE STREAMS WITHIN 200' OF THE SITE. NO WETLANDS ARE IMPACTED BY THIS DEVELOPMENT.

5. FLOOD ZONE DATA
A PORTION OF THE PARCEL SHOWN HEREIN DOES LIE WITHIN A 100 YEAR FLOOD HAZARD AREA PER F.I.R.M. PANEL 13089C0177K, EFFECTIVE DATE DECEMBER 8, 2016.
LOCATED IN SWIFT CREEK WATERSHED

6. PROPERTY ADDRESS
7480 ROCK CHAPEL ROAD, LITHONIA, GA 30058

7. CREEKSIDE SITE REQUIREMENTS			
PHASE 2 DEVELOPMENT			75.37 ACRES
PHASE 2 NUMBER OF LOTS			222 LOTS
PH 2 PARCEL 1 DENSITY MU-4 (146 DU/44.63 AC)			3.3 DU/AC
PH 2 PARCEL 2 DENSITY MU-1 (76 DU/30.77 AC)			2.5 DU/AC
PHASE 2 MIN. LOT SIZE			3,250 S.F.
PHASE 2 MIN. LOT WIDTH			25 FT.
PHASE 2 MIN. HOUSE SIZE			1,600 S.F.
PHASE 2 OPEN SPACE			30.54 ACRES
BUILDING SETBACKS:	MU-1	MU-4	PROPOSED MZ
MIN./MAX FRONT YARD	10'/20'	0'	10'
MIN. INTERIOR SIDE YARD	N/A	0'	0'
MIN./MAX SIDE CORNER YARD	10'/20'	5'	15'
MIN. REAR YARD	20'	10'	20'
CREEKSIDE ZONING:			MZ (PREV. MU-1 & MU-4)

CREEKSIDE OPEN SPACE REQUIREMENTS:

8. 30.54 ACRES OF OPEN SPACE / 75.37 ACRES IN DEVELOPMENT =
9. 40.52% OPEN SPACE

MARISTONE SITE REQUIREMENTS		
TOTAL ACREAGE:		54.20 ACRES
NUMBER OF APPROVED LOTS:		151 LOTS
NUMBER OF LOTS:		149 LOTS
GROSS DENSITY:		2.75 DU/AC
MARISTONE LOT STANDARDS:		
MIN. LOT SIZE:		5,000 S.F.
MIN. LOT WIDTH:		50 FT.
FRONT SETBACK:		20 FT.
SIDE SETBACK:		7.5 FT.
REAR SETBACK:		20 FT.
MARISTONE OPEN SPACE REQUIREMENTS:		
REQUIRED:		10.90 ACRES (20%)
PROVIDED:		22.22 ACRES (41%)
PLEASANT HILL SITE REQUIREMENTS		
TOTAL ACREAGE:		95.52 ACRES
NUMBER OF APPROVED LOTS:		214 LOTS
NUMBER OF LOTS:		182 LOTS
GROSS DENSITY:		1.91 DU/AC
PLEASANT HILL LOT STANDARDS:		
MIN. LOT SIZE:		6,000 S.F.
MIN. LOT WIDTH:		60 FT.
FRONT SETBACK:		20 FT.
SIDE SETBACK:		7.5 FT.
REAR SETBACK:		20 FT.
PLEASANT HILL OPEN SPACE REQUIREMENTS:		
REQUIRED:		28.66 ACRES (30%)
PROVIDED:		39.08 ACRES (41%)

CIVIL ENGINEERING
COA NO. PER 004798
LAND SURVEYING
COA NO. LSF 000995
CONSTRUCTION MANAGEMENT
LANDSCAPE ARCHITECT
LAND PLANNING
FALCON DESIGN CONSULTANTS
STOCKBRIDGE OFFICE
235 CORP. CTR. DR., STE 200
STOCKBRIDGE, GEORGIA 30281
Ph (770)389-8666 - Fax (770)389-8656
NEWNAN OFFICE
40 GREENWAY CT., STE A
NEWNAN, GEORGIA 30265
Ph. (770) 755-7978
CUMMING OFFICE
500 PIRKLE FERRY RD., STE C
CUMMING, GEORGIA 30040
Ph. (678) 807-7106
www.fdc-llc.com

COVER SHEET
FOR
CREEKSIDE VILLAGE
DRI #4478
LOCATED IN:
LAND LOTS 188, 189, 196, 197 16th DISTRICT
DEKALB COUNTY, GEORGIA

DATE	REVISIONS
1. 6/10/25	REVISED TITLE AND STREAM BUFFERS
2. 7/01/25	REVISED SITE DRIVEWAY LABELS
3. 9/09/25	CORRECTED STREAM BUFFER LABELS, SHEET 3.1
4.	
5.	
6.	
7.	
8.	

811
Know what's below.
Call before you dig.
UTILITIES PROTECTION CENTER
1 (800) 282-7411 THROUGHOUT GEORGIA
OR DIAL 811

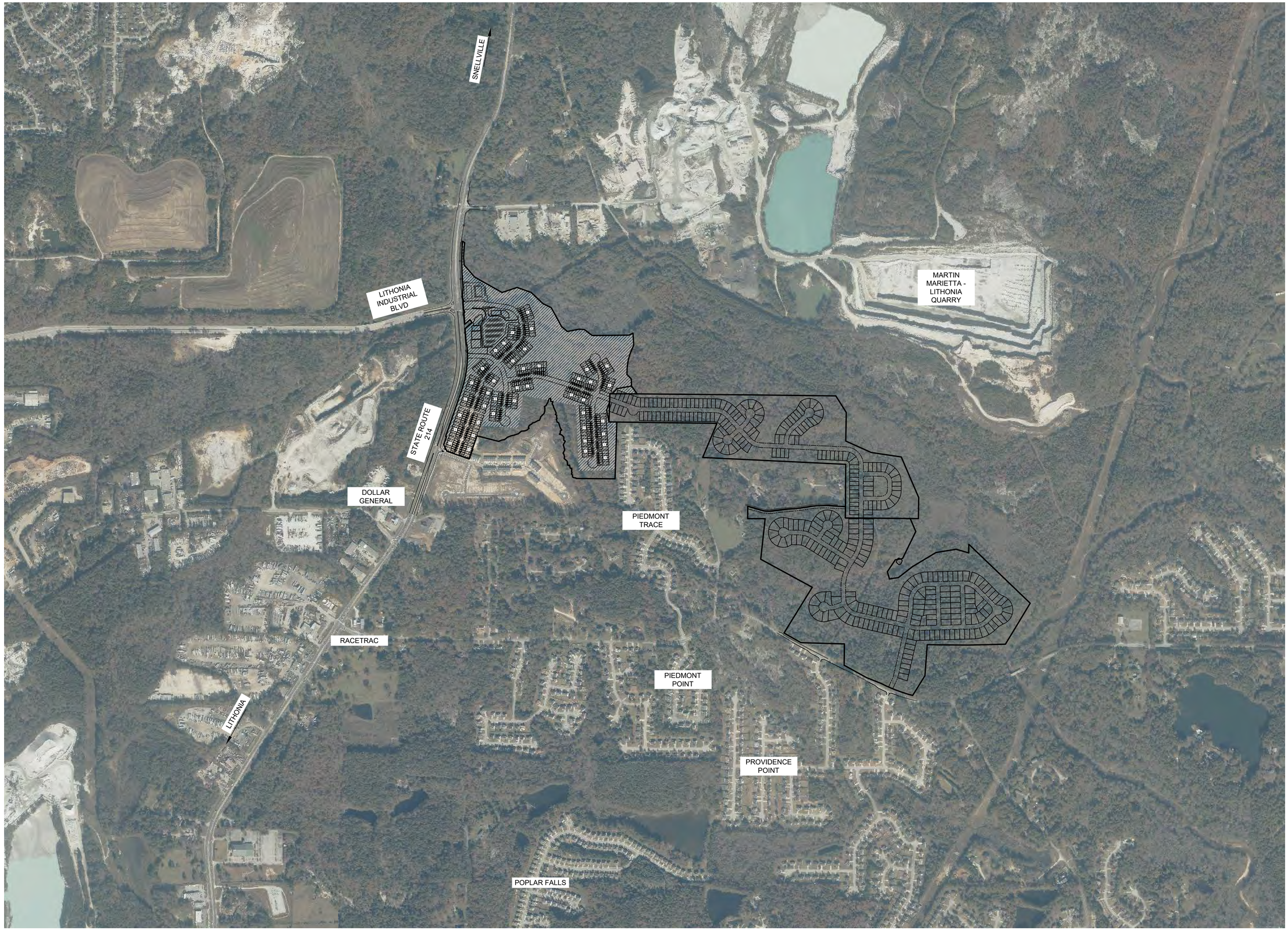
DATE:	5/15/25
SCALE:	NA
PROJ NUMBER:	100.002
DRAWN BY:	AM
REVIEWED BY:	JDL
REVISED BY:	

GEORGIA REGISTERED LANDSCAPE ARCHITECT
NO. LA001888
9/09/25

THIS DOCUMENT IS NOT VALID UNLESS IT BEARS THE ORIGINAL SIGNATURE OF THE REGISTRANT ACROSS THE REGISTRANT'S SEAL.

SHEET NUMBER
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CIVIL ENGINEERING
COA NO. PER 004790
LAND SURVEYING
COA NO. LSF 000995
CONSTRUCTION MANAGEMENT
LANDSCAPE ARCHITECT
LAND PLANNING

FALCON DESIGN CONSULTANTS

STOCKBRIDGE OFFICE
235 CORP. CTR. DR., STE 200
STOCKBRIDGE, GEORGIA 30281
Ph (770)389-8666 - Fax (770)389-8656

NEWNAN OFFICE
40 GREENWAY CT., STE A
NEWNAN, GEORGIA 30265
Ph. (770) 755-7978

CUMMING OFFICE
500 PIRKLE FERRY RD., STE C
CUMMING, GEORGIA 30040
Ph. (678) 807-7106

www.fdc-llc.com

SITE CONTEXT PLAN FOR CREEKSIDE VILLAGE DRI #4478

LOCATED IN:
LAND LOTS 188, 189, 196, 197 16th DISTRICT
DEKALB COUNTY, GEORGIA

REVISIONS		
	DATE	
1.	8/10/25	REVISED TITLE AND STREAM BUFFERS
2.	7/01/25	REVISED SITE DRIVEWAY LABELS
3.	9/09/25	CORRECTED STREAM BUFFER LABELS, SHEET 3.1
4.		
5.		
6.		
7.		
8.		

Know what's below.
Call before you dig.
UTILITIES PROTECTION CENTER
1(800) 282-7411 THROUGHOUT GEORGIA
OR DIAL 811

DATE:	5/15/25
SCALE:	NA
PROJ NUMBER:	100.002
DRAWN BY:	AM
REVIEWED BY:	JDL
REVISED BY:	

GEORGIA REGISTERED No. LA001898 LANDSCAPE ARCHITECT JARROD D.

9/09/25

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LAND USE SUMMARY

TOTAL UNITS: 553
- ZONING APPROVED UNITS IN MARISTONE: 151
- UNITS SHOWN IN MARISTONE: **149**
- ZONING APPROVED UNITS IN PLEASANT HILL: 214
- UNITS SHOWN IN PLEASANT HILL: **182**
- UNITS UNDER CONSTRUCTION (PHASE 2): **222**
- PROPOSED LOTS NOT UNDER CONSTRUCTION: **331**

TOTAL ACREAGE: 225.09 AC
- **-CREEKSIDE VILLAGE PHASE 2: 75.37 ACRES** (Under Construction)
- **-MARISTONE: 54.20 ACRES**
- **-PLEASANT HILL: 95.52 ACRES**

TOTAL RETAIL: 70,000 SF

CONVENIENCE/GAS STATION: 7,000 SF

GENERAL RETAIL: 63,000 SF

MARISTONE LOT STANDARDS (RSM)

MIN. LOT AREA: 5,000sf
MIN. LOT WIDTH: 50'
FRONT S/B: 20'
SIDE S/B: 7.5'
REAR S/B: 20'

PLEASANT HILL LOT STANDARDS (RNC)

MIN. LOT AREA: 6,000sf
MIN. LOT WIDTH: 60'
FRONT S/B: 20'
SIDE S/B: 7.5'
REAR S/B: 20'

LOTS UNDER CONSTRUCTION (CREEKSIDE PH. 2)

MIN. LOT SIZE: 3,250sf
MIN. LOT WIDTH: 25'
FRONT S/B: 10'
SIDE S/B: 15'
REAR S/B: 20'

CREEKSIDE VILLAGE PHASE 2

MARISTONE

PLEASANT HILL

AREA TO BE REZONED FROM CREEKSIDE VILLAGE

GENERAL NOTES

1. LAYOUT IS CONCEPTUAL IN NATURE AND IS FOR PLANNING PURPOSES ONLY. FURTHER INFORMATION WILL BE REQUIRED TO DESIGN THE PROJECT.
2. A BOUNDARY SURVEY HAS BEEN CONDUCTED FOR THIS PROJECT.

CIVIL ENGINEERING COA NO. PER 004798
LAND SURVEYING COA NO. LSF 000993
CONSTRUCTION MANAGEMENT
LANDSCAPE ARCHITECT
LAND PLANNING

FALCON DESIGN CONSULTANTS

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NEWNAN, GEORGIA 30265
Ph. (770) 755-7978

CUMMING OFFICE
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CUMMING, GEORGIA 30040
Ph. (678) 807-7106

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COVER SHEET
FOR
CREEKSIDE VILLAGE
DRI #4478
LOCATED IN:
LAND LOTS 188, 189, 196, 197 16th DISTRICT
DEKALB COUNTY, GEORGIA

	DATE	REVISIONS
1.	6/1/25	REVISED TITLE AND STREAM BUFFERS
2.	7/01/25	REVISED SITE DRIVEWAY LABELS
3.	9/09/25	CORRECTED STREAM BUFFER LABELS, SHEET 3.1
4.		
5.		
6.		
7.		
8.		

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DATE:	5/15/25
SCALE:	1" = 250'
PROJ NUMBER:	100.002
DRAWN BY:	AM
REVIEWED BY:	JDL
REVISED BY:	

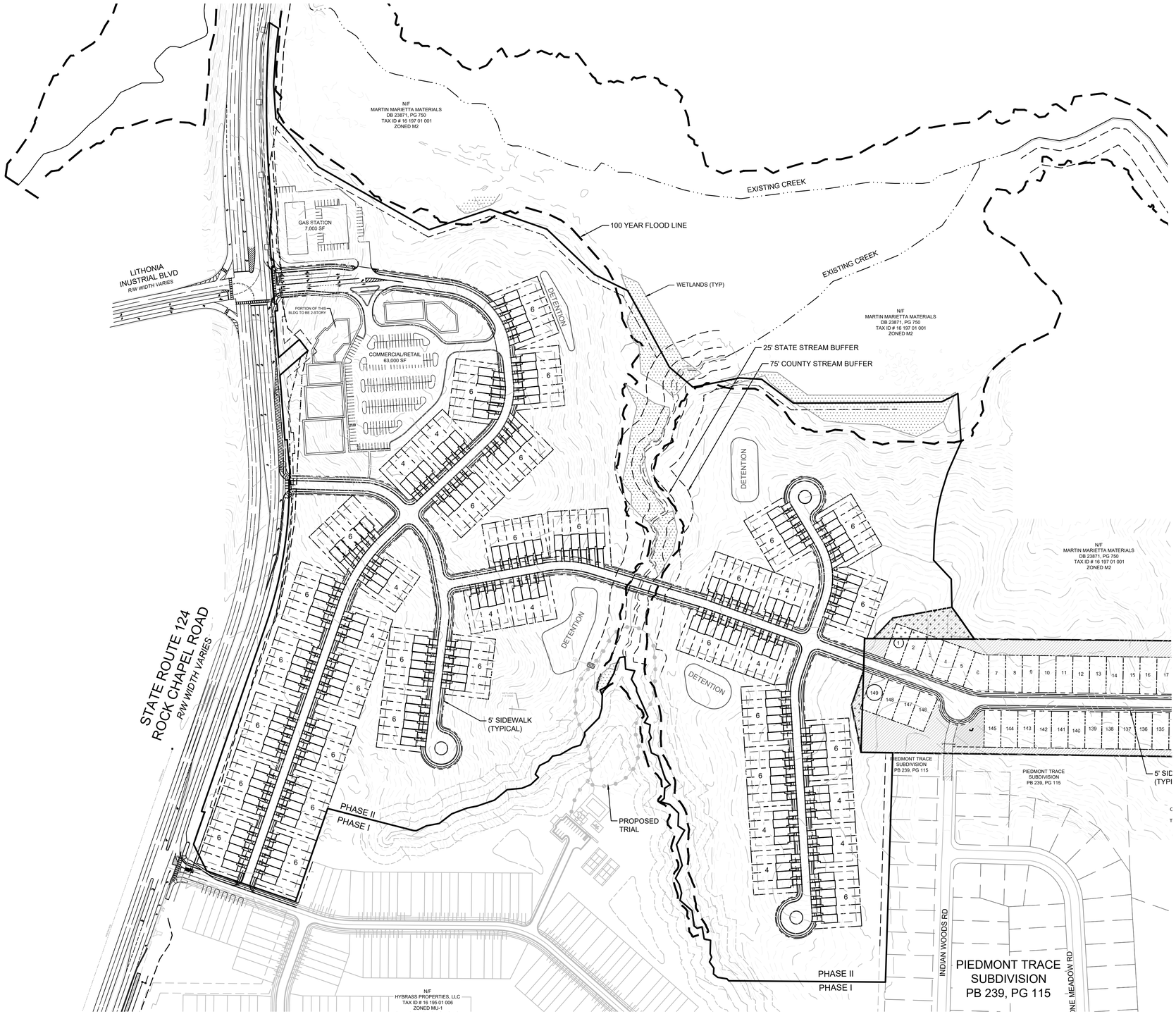
GEORGIA REGISTERED NO. LA001888 LANDSCAPE ARCHITECT JARROD D. 9/09/25

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GRAPHIC SCALE
250 0 125 250 500
(IN FEET)
1 inch = 250 ft.



LAND USE SUMMARY

TOTAL UNITS: 222
TOTAL ACRES (CREEKSIDE): 75.37 AC

CREEKSIDE LOT STANDARDS

MIN. LOT AREA: 3,250 sf
MIN. LOT WIDTH: 25'
FRONT S/B: 10'
SIDE S/B: NA
CORNER S/B: 15'
REAR S/B: 20'

GENERAL NOTES

1. LAYOUT IS CONCEPTUAL IN NATURE AND IS FOR PLANNING PURPOSES ONLY. FURTHER INFORMATION WILL BE REQUIRED TO DESIGN THE PROJECT.
2. A BOUNDARY SURVEY HAS BEEN CONDUCTED FOR THIS PROJECT.

MAGNETIC NORTH

GRAPHIC SCALE

150 0 75 150 300
(IN FEET)
1 inch = 150 ft.

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COA NO. PER 004790
LAND SURVEYING
COA NO. LSF 000993
CONSTRUCTION MANAGEMENT
LANDSCAPE ARCHITECT
LAND PLANNING

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CREEKSIDE VILLAGE SITE PLAN
FOR
CREEKSIDE VILLAGE
DRI #4478
LOCATED IN:
LAND LOTS 188, 189, 196, 197 16th DISTRICT
DEKALB COUNTY, GEORGIA

REVISIONS		
	DATE	
1.	6/10/25	REVISED TITLE AND STREAM BUFFERS
2.	7/01/25	REVISED SITE DRIVEWAY LABELS
3.	9/09/25	CORRECTED STREAM BUFFER LABELS, SHEET 3.1
4.		
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7.		
8.		

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DATE:	5/15/25
SCALE:	1" = 150'
PROJ NUMBER:	100.002
DRAWN BY:	AM
REVIEWED BY:	JDL
REVISED BY:	

GEORGIA REGISTERED NO. LA001888 LANDSCAPE ARCHITECT JARROD D. LEE
9/09/25

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MARISTONE SITE PLAN / Z-25-1247358
Dated 07/01/2025

LAND USE SUMMARY

TOTAL UNITS: 149
- ZONING APPROVED UNITS IN MARISTONE: 151
- UNITS SHOWN IN MARISTONE: **149**

TOTAL ACRES (MARISTONE): 54.20 AC
DENSITY: 2.75 DU/AC
AREA TO BE REZONED: 0.52 AC

MARISTONE OPEN SPACE REQUIREMENTS (RSM):

TOTAL OPEN SPACE: 22.85 ACRES (42%)
OPEN SPACE: 10.90 ACRES (20% required)
ENHANCED OPEN SPACE: 5.45 ACRES (50% of req'd 20%)

MARISTONE LOT STANDARDS (RSM)

MIN. LOT AREA: 5,000 sf
MIN. LOT WIDTH: 50'
FRONT S/B: 20'
SIDE S/B: 7.5'
REAR S/B: 20'

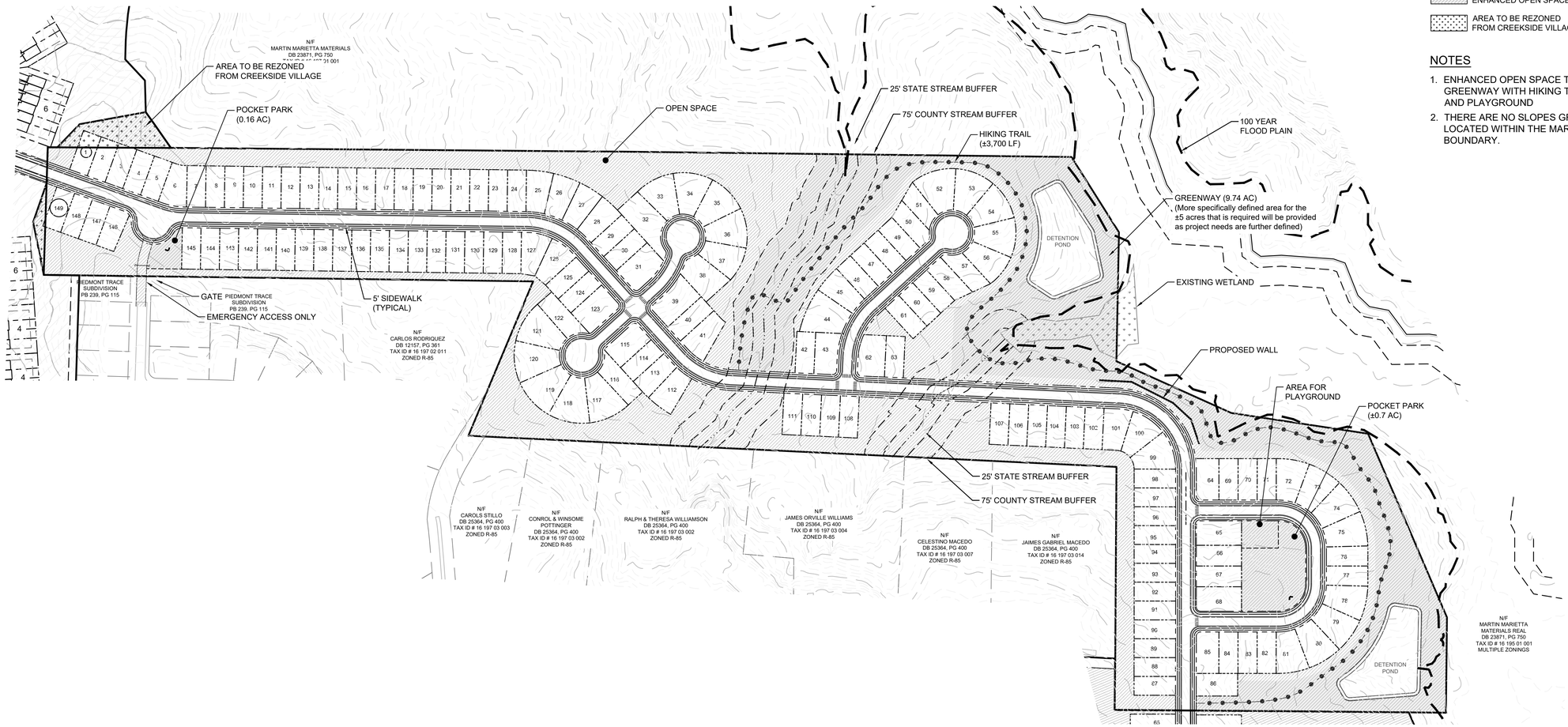
OPEN SPACE

AREA TO CONTAIN REQUIRED ENHANCED OPEN SPACE (10.79 AC)

AREA TO BE REZONED FROM CREEKSIDE VILLAGE

NOTES

1. ENHANCED OPEN SPACE TO INCLUDE A GREENWAY WITH HIKING TRAIL, POCKET PARKS, AND PLAYGROUND
2. THERE ARE NO SLOPES GREATER THAN 1:2 LOCATED WITHIN THE MARISTONE PROPERTY BOUNDARY.



GENERAL NOTES

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2. A BOUNDARY SURVEY HAS BEEN CONDUCTED FOR THIS PROJECT.

MAGNETIC NORTH

GRAPHIC SCALE

150 0 75 150 300
(IN FEET)
1 inch = 150 ft.

CIVIL ENGINEERING COA NO. PER 004798
LAND SURVEYING COA NO. LSF 000993
CONSTRUCTION MANAGEMENT
LANDSCAPE ARCHITECT
LAND PLANNING

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CUMMING, GEORGIA 30040
Ph. (678) 807-7106

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MARISTONE SITE PLAN
FOR
CREEKSIDE VILLAGE
DRI #4478
LOCATED IN:
LAND LOTS 188, 189, 196, 197 16th DISTRICT
DEKALB COUNTY, GEORGIA

DATE	REVISIONS
1. 6/10/25	REVISED TITLE AND STREAM BUFFERS
2. 7/01/25	REVISED SITE DRIVEWAY LABELS
3. 9/09/25	CORRECTED STREAM BUFFER LABELS, SHEET 3.1
4.	
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SCALE:	1" = 150'
PROJ NUMBER:	100.002
DRAWN BY:	AM
REVIEWED BY:	JDL
REVISED BY:	

GEORGIA REGISTERED NO. LA0018BL LANDSCAPE ARCHITECT BARROD D. LITTLE
9/09/25

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C:\Users\jlee\appdata\local\temp\AcPublish_15344\DRI10.dwg, 3.2 MARISTONE, jlee, Sep 09, 2025 - 8:22:35am

PLEASANT HILL SITE PLAN / CZ-25-1247294
Dated 07/01/2025

LAND USE SUMMARY

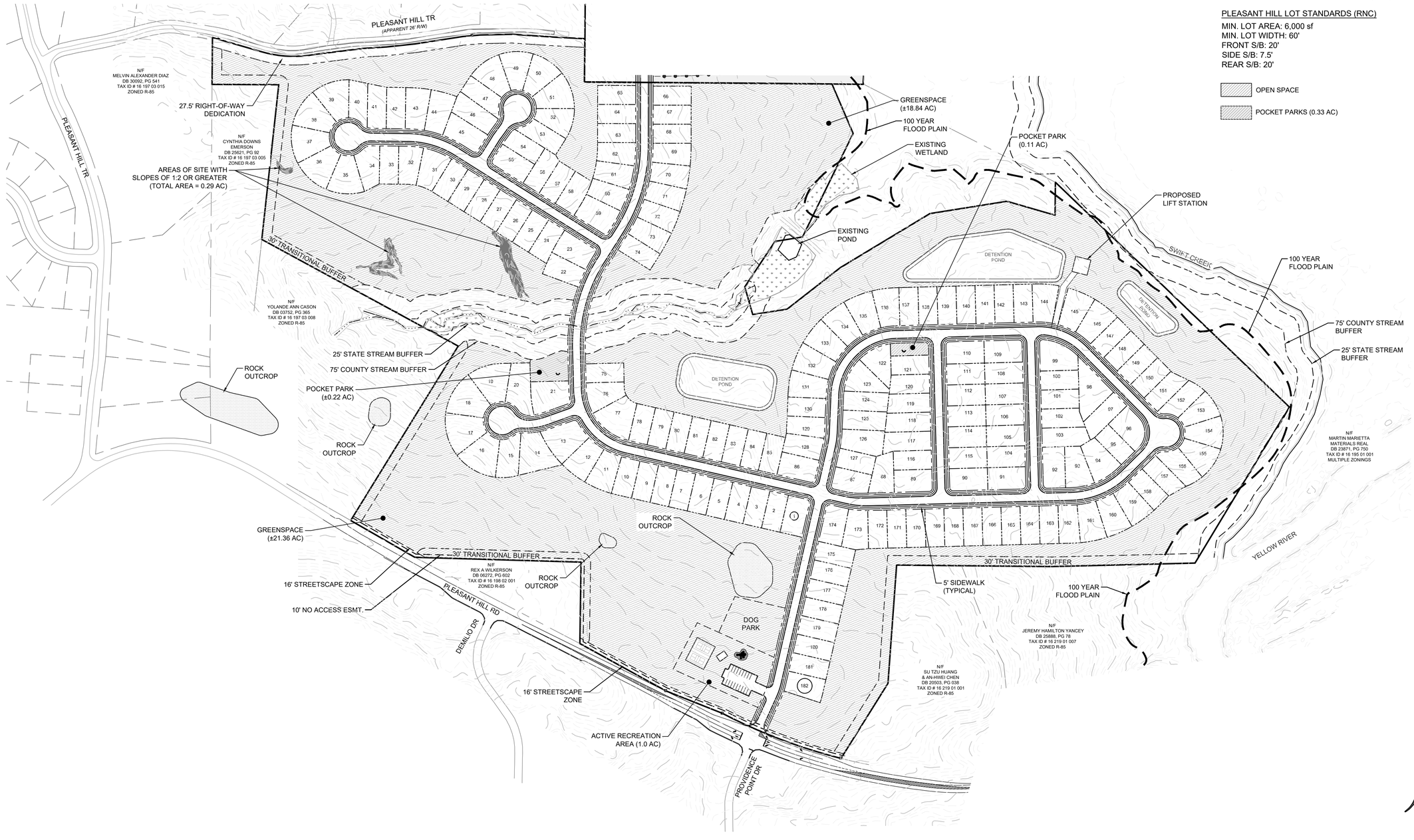
TOTAL UNITS: 182
- ZONING APPROVED UNITS IN PLEASANT HILL: 214
- UNITS SHOWN IN PLEASANT HILL: **182**

TOTAL ACRES (PLEASANT HILL): 95.52 AC
DENSITY: 1.91 DU/AC

PLEASANT HILL GREENSPACE REQUIREMENT (RNC):
REQUIRED GREENSPACE: 30% OF SITE (28.66 acres), 50% SHALL BE CONTIGUOUS
PROVIDED GREENSPACE: 40.64 acres (43%), 23.68 acres (58%) CONTIGUOUS

PLEASANT HILL LOT STANDARDS (RNC)
MIN. LOT AREA: 6,000 sf
MIN. LOT WIDTH: 60'
FRONT S/B: 20'
SIDE S/B: 7.5'
REAR S/B: 20'

OPEN SPACE
POCKET PARKS (0.33 AC)



GENERAL NOTES

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MAGNETIC NORTH

GRAPHIC SCALE
150 0 75 150 300
(IN FEET)
1 inch = 150 ft.

CIVIL ENGINEERING COA NO. PER 004798
LAND SURVEYING COA NO. LSF 000993
CONSTRUCTION MANAGEMENT
LANDSCAPE ARCHITECT
LAND PLANNING

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PLEASANT HILL SITE PLAN
FOR
CREEKSIDE VILLAGE
DRI #4478
LOCATED IN:
LAND LOTS 188, 189, 196, 197 16th DISTRICT
DEKALB COUNTY, GEORGIA

REVISIONS		
	DATE	
1.	6/1/25	REVISED TITLE AND STREAM BUFFERS
2.	7/01/25	REVISED SITE DRIVEWAY LABELS
3.	9/09/25	CORRECTED STREAM BUFFER LABELS, SHEET 3.1
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PROJ NUMBER:	100.002
DRAWN BY:	AM
REVIEWED BY:	JDL
REVISED BY:	

GEORGIA REGISTERED NO. LA001886 LANDSCAPE ARCHITECT JARROD D. LEE
9/09/25

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C:\Users\jlee\appdata\local\temp\AcPublish_15344\DRI10.dwg, 3.3 PLEASANT HILL, jlee, Sep 09, 2025 - 8:22:37am

---

From: Aprell L. King <alking@dekalbcountyga.gov>

Sent: Tuesday, September 2, 2025 1:25 PM

To: Donald Shockey <DShockey@atlantaregional.org>

Cc: Andrew Smith <ASmith@atlantaregional.org>; Tony B. Guilford <tbguilford@dekalbcountyga.gov>; Washington, Larry <lwashington@dekalbcountyga.gov>; Brian Brewer <bnbrewer@dekalbcountyga.gov>; Burge, James <djburge@dekalbcountyga.gov>

Subject: RE: 2025 Creekside Village Mixed Use Development DRI 4478 - Review Notice and Comments Request

Hi Donald,

Please see below preliminary comments from the Long Range Planning team. Thanks!

Long Range Planning has some capacity concerns with the singular road (beginning at intersection of Rock Chapel Hill Road and Pleasant Hill Road) with the amount of residential connections and limited to zero transit access. Per the Suburban character area in DeKalb County's 2050 Unified Plan, where appropriate, new streets should connect to adjacent street networks or developments and cul-de-sacs should be minimized or prohibited. Further assessment of this road is strongly recommended.

Long Range Planning encourages applicant team to consider more greenspace and pedestrian connectivity such as pocket parks, trails/shared use paths, and bicycle infrastructure to support surrounding residential. Future development should provide better pedestrian and community connectivity and be designed in a way that preserves and enhances existing greenspace (i.e. Yellow River South Park). Additionally, consideration of stormwater management infrastructure is recommended due to a portion of the site being located within a flood zone.

The Neighborhood/Town Center portion of the site seems to follow policy outlined in the 2050 Unified Plan based on what is proposed thus far, with a mix of commercial and residential (with appropriate density) uses that serve the goods and service needs of the surrounding, local neighborhoods. Additionally, Industrial areas seem to be mostly in line per the comprehensive plan. Further commentary may be provided within the Final Report after more extensive review.

Aprell L. King, EMUP

Planner - Long Range Planning

DeKalb County Government | Planning & Sustainability

Government Service Center | 178 Sams Street | Decatur, GA 30030

Email Address: alking@dekalbcountyga.gov

Office Phone: 404-371-2841

Mobile Phone: 470-898-2251

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regional impact + local relevance

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Atlanta, Georgia 30303
atlantaregional.com

Development of Regional Impact

Assessment of Consistency with the ARC Metropolitan Transportation Plan

Prepared by: *Shelby Piccolo, ARC Transportation Access and Mobility Division September 4, 2025*

DRI INFORMATION

2025 Creekside Village Mixed Use Development DRI 4478 – *Lithonia, DeKalb County, GA*

METROPOLITAN TRANSPORTATION PLAN PROJECTS

Did the transportation analysis incorporate all current MTP projects contained in the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?

Yes.

REGIONAL NETWORKS

1. **Will the project be directly served by any roadways identified as Regional Thoroughfares? Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.**

   ☐ NO ☒ YES

   Regional Thoroughfare capacity and safety needs have been met with right-turn deceleration lanes.

2. **Will the development site be directly served by any roadways identified as Regional Truck Routes? Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.**

   ☐ NO ☒ YES

   SR 124 is a Regional Truck Route. Regional Truck Route capacity and safety needs have been met with proposed changes.

3. **If the development site is within one mile of an existing or planned rail service, provide information on accessibility conditions and transit supportive uses.**

   ☒ NOT APPLICABLE

4. **If the project is within one mile of existing or planned fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.**

☒ NOT APPLICABLE

5. **If the development site is within one mile of an existing or planned multi-use path or trail, provide information on accessibility conditions.**

   ☒ NOT APPLICABLE

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

1. **Does the site plan provide for the construction of publicly accessible local road or drive aisle connections, or bike/pedestrian connections, with adjacent parcels?**

   Yes, connections are made with other subdivisions near the site. Consider adding one more road connection at the cul-de-sac off Indian Woods Road.

2. **Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?**

   Pedestrians can move around the site safely via sidewalks and crosswalks. There are no provisions for bicycles.

3. **Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?**

   Yes, truck movements are separated from the flow of all other transportation users.

4. **Does the site plan include provisions for electric vehicle charging?**

   No.

RECOMMENDATIONS

1. **Do the transportation network recommendations outlined in the transportation study adequately mitigate the project's vehicular impact?**

   The proposal is largely consistent with ARC's MTP. Project connectivity with adjacent Regional Thoroughfares and Regional Truck Routes has been properly addressed, but there is a lack of bike infrastructure around the development and EV charging. Wider buffered sidewalks along SR 214 would increase pedestrian safety and connectivity.

2. **ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):**

   Consider investing in transit connections near this area as it continues to develop.

CREEKSIDE VILLAGE MIXED USE DEVELOPMENT DRI
DeKalb County
Natural Resources Review Comments
September 3, 2025

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Group has identified County and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

Watershed Protection

The project property is located in the Yellow River watershed. While the Yellow River is not a water supply watershed for the Atlanta Region or the Metropolitan North Georgia Water Planning District, it is classified as a large water supply watershed (over 100 square miles) downstream of the District and the Region under the Part 5 Criteria of the 1989 Georgia Planning Act. However, for large water supply watersheds without a water supply reservoir, the only applicable Part 5 requirements are restrictions on hazardous waste handling, storage and disposal within seven miles upstream of a public water supply intake. This property is more than seven miles upstream of the nearest public water supply intake and no water supply watershed criteria apply.

Stream Buffers

Swift Creek, a direct tributary to the Yellow River, runs to the north and east of the project property and is shown as a blue-line stream on the USGS coverage for the project area but based on the submitted site plan, the project property does not extend to the creek. The Yellow River itself is near but not abutting the southeastern corner of the project property. The submitted site plan shows four tributaries to Swift Creek on the property, none of which are shown on the USGS coverage for the project area. The County 75-foot stream buffer and the State Sediment and Erosion Control buffers are shown and identified along Swift Creek and the three easternmost streams on the property. The stream closest to Rock Chapel Road shows buffers, but they are shown as a 50-foot undisturbed buffer and additional 25-foot impervious setback and the 25-dfoot State Buffer is not identified. The County buffer is defined as 75-foot in County ordinance, Sec. 14-44.1. - Land Development Requirements and the State 25-foot buffer applies on all streams. The buffers on this stream need to be corrected. No intrusions other than transportation crossings, which are allowed under the County ordinance, are shown on the submitted plans.

Any other unmapped streams on the property may also be subject to the County buffer requirements. Any unmapped State waters identified on the property may also be subject to the State 25-foot Sediment and Erosion Control buffer.

Floodplain

The FEMA coverage for the project area shows both the 100 -year floodplain (Zone AE), the 500-year floodplain (Zone X) and the floodway along Swift Creek, as well as the 500-year floodplain along the tributary closest to Rock Chapel Road. The Swift Creek 100-year floodplain is shown on the project site plans but has only small intrusions at the edges of the property. The Swift Creek 500-year floodplain is not shown on the plans but based on the FEMA coverage, appears to be entirely within the conservation portions of the proposed project.

The floodplain on the tributary closest to Rock Chapel Road is identified as 100-year floodplain on the site plan but is shown as 500-year floodplain on the FEMA coverage. The floodplain along the tributary should be corrected and any Swift Creek 500-year floodplain on the property should be shown and identified.

Dekalb County Code Chapter 14, Article IV Floodplain Management sets standards for floodplains and future-conditions floodplains. Please ensure all provisions of this code section are met.

Stormwater/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. Additionally, the system should meet the requirements of DeKalb County's post-construction stormwater management ordinance found in Dekalb County Code Chapter 14, Article II §14-40.

Additional guidance on meeting the stormwater management standards can be found in applicable sections of the Georgia Stormwater Management Manual (GSMM) accessible at www.georgiastormwater.com. Examples of applicable sections are design standards, calculations, formulas, methods, and runoff reduction practices sized and designed to retain the first 1.0 inch of rainfall on the site to the maximum extent practicable. The GSMM Volume 2, Table 4.1.3-1: BMP Selection Guide states that the Dry Detention Basin and Stormwater Ponds BMPs do not receive runoff reduction credits. Where possible, the project should use stormwater better site design practices included in the GSMM Volume 2, Section 2.3.

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements.

From:	Hood, Alan C.
To:	Donald Shockey
Subject:	RE: 2025 Creekside Village Mixed Use Development DRI 4478 - Review Notice and Comments Request
Date:	Wednesday, September 3, 2025 10:16:19 AM
Attachments:	image001.png image002.png image003.png image004.png image005.png image006.png

---

Donald,

This proposed mixed-use development with 220 single-family detached units, 331 single-family attached units, 63,000 square feet of shopping center space, and a 7,000 square-foot gas station on a 225-acre currently mostly wooded site generally located east of Rock Chapel Road and north of Pleasant Hill Road in Dekalb County is located outside of any FAA approach or departure surfaces, and airport compatible land use areas, and does not appear to impact any airport.

However, if construction equipment or construction exceeds 200' AGL, an FAA Form 7460-1 must be submitted to the Federal Aviation Administration according to the FAA's Notice Criteria Tool found here (https://oeaaa.faa.gov/oeaaa/oe3a/main/#/noticePrescreen). Those submissions for any associated cranes may be done online at https://oeaaa.faa.gov. The FAA must be in receipt of the notifications, no later than 120 days prior to construction. The FAA will evaluate the potential impacts of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

Thank you for the opportunity to comment on the proposed development.

Alan Hood
Airport Safety Data Program Manager

GDOT Georgia Department of Transportation

Aviation Programs
600 West Peachtree Street NW
6th Floor
Atlanta, GA, 30308
404.660.3394 cell
404.532.0082 office
Website: https://www.dot.ga.gov/GDOT/pages/AirportAid.aspx

CERTIFICATION OF COMPLETENESS

August 28th, 2025

Hybrass – Rebecca Endress
6350 Lake Oconee Parkway, Suite 110
Greensboro, GA 30642

RE: **Creekside Village Mixed Use Development (DRI#: 4478)**
Located in Dekalb County - GRTA Non-Expedited Review

Dear Rebecca Endress:

This letter is to inform you that GRTA received your DRI Review Package on 8/5/2025. The review package includes: the site development plan (Site Plan) dated 5/15/2025 titled "DRI Site Plan for CreekSide Village" prepared by Falcon Design Consultants, the Transportation Study dated 7/10/2025 prepared by Falcon Design Consultants, LLC received by GRTA on 8/5/2025, and the DCA Initial and Additional forms filed on 6/10/2025 and 8/1/2025.

GRTA staff has reviewed the materials and determined that, pursuant to Section 4.2.3 of the *GRTA DRI Review Procedures*, your submittal is:

☒ **Complete.** No further submissions are required at this time. GRTA will begin conducting its formal review of your application. GRTA reserves the right to request further information as identified during the review process. The milestones for the GRTA DRI non-expedited review process will meet the following schedule:

GRTA DRI Review Milestones

Certification of Completeness:	**8/14/2025**
Staff Report & Recommendations:	**8/28/2025**
Notice of Decision:	**9/2/2025**

Please note that September 1st is a State Holiday and does not count as a business day.

Please contact me if you have any questions.

Sincerely,

Brittany Giles
DRI Program Manager
Georgia Regional Transportation Authority

cc:

Zane Grennell, DCA
Brittany Williams, SRTA/GRTA
Graham Foster, SRTA/GRTA
Rachel-Kate Bowdler, SRTA GRTA
Donald Shockey, ARC
Megan Wilson, GDOT District 7
Landon Perry, GDOT District 7
Patrece Keeter, DeKalb County
Aprell L. King, DeKalb County
Lance Washington, DeKalb County
Pearley J. Skipper Jr., DeKalb County

Josh Pruitt, NV5 Traffic Engineers
Rebecca Endress, Hybrass, Developer
Michele Battle, Battle Law, Attorney
John Palmer, Falcon Design, Site Designers

LETTER OF UNDERSTANDING

June 4th, 2025

Hybrass – Rebecca Endress
6350 Lake Oconee Parkway, Suite 110
Greensboro, GA 30642

RE: **Creekside Village Mixed Use Development (DRI#: 4478)**

Dear Rebecca Endress:

The purpose of this Letter of Understanding is to document the discussions during the Methodology Meeting held virtually on May 19th, 2025, regarding **Creekside Village Mixed Use** Development of Regional Impact (DRI). The *GRTA DRI Review Procedures*, as well as the inputs and parameters documented in this Letter of Understanding and the revised Methodology Meeting Packet, shall be adhered to in preparing the GRTA required Transportation Study.

PROJECT OVERVIEW

- The proposed site is located at 33°26'19.31"N 84°02'40.93"W (33.436900, -84.043081) and east of the intersection of SR 124 and Lithonia Industrial Boulevard in Dekalb County, Georgia.
- The proposed development includes 551 residential units and approximately 70,000 square feet of commercial space, approximately 7,000 square feet of which will be service space.
- The projected build-out is three phases to be completed by 2028.
- The proposed development includes (4) site accesses along State Road 124, Stone Medow Road, and Pleasant Hill Road.
- The DRI trigger for this development is a rezoning.
- The vehicular trip generation is estimated to be 9,840 net daily trips based on the *ITE Trip Generation Manual 11th edition.*
- The applicant is applying for approval under GRTA's non-expedited Traffic Impact Study review process.

STUDY NETWORK

1. SR 124/Rock Chapel Rd & Stephenson Rd
2. SR 124/Rock Chapel Rd & Rock Mountain Rd
3. SR 124/Rock Chapel Rd & Lithonia Ind Blvd
4. SR 124/Rock Chapel Rd & Knoll Hollow Rd
5. SR 124/Rock Chapel Rd & Maddox Rd
6. SR 124/Rock Chapel Rd & Pleasant Hill Rd
7. Pleasant Hill Rd & Providence Point Dr
8. Pleasant Hill Rd & Norris Lake Dr/Humphries Rd
9. Pleasant Hill Rd & Stone Meadow Rd

METHODOLOGY MEETING PACKET INPUTS & PARAMETERS

- The Site Plan shall meet all the applicable requirements in Section 7.1 of the *GRTA DRI Review Procedures*.

- All Study Network intersections shall be analyzed during the AM and PM peak hours for (1) existing conditions, (2) future "no-build" conditions, and (3) future "build" conditions as specified in the *GRTA DRI Review Procedures*.

- This DRI shall be modeled and reviewed in three phases o be completed by 2028.

- The Level of Service (LOS) standard for all analysis shall be LOS D unless specified otherwise in Section 3.2.2.1. For example, a LOS E standard is allowed if the existing LOS for the intersection or approach is a LOS F.

- Default values should not be assumed in the traffic modeling. Existing conditions shall be taken into account as required in Section 3.2.2.

- The trip generation calculations in the revised Methodology Meeting Packet shall be used in the Transportation Study. Mixed-use and pass-by reductions are allowed for this site. Pass-by reductions shall not exceed 15% of a roadway's traffic volume standard established in Appendix 7.2.

- The trip assignment approach in the revised Methodology Meeting Packet shall be utilized for all Study Network intersection movements.

- The applicant shall research TIP, STIP, RTP and GDOT's construction work program, as well as any local government and transit operator plans (SPLOST, CIP, etc.), to determine the open date, sponsor, cost of the project, funding source(s), for future roadway projects in the project vicinity. Programmed transportation projects anticipated to open on or before the Build Out year of the DRI Project shall be modeled as completed in the No-Build and Build conditions unless approved otherwise.

- A 2.1% annual traffic Background Growth Rate shall be used for all roadways.

- Capacity analysis shall be based on turning movement counts collected not more than 12-months prior to the date of the actual DRI submittal to GRTA, unless specified otherwise. As specified in Section 2.3, turning movement counts shall be collected while local schools are in session, on a Tuesday, Wednesday or Thursday (unless approved otherwise) and not during holiday periods (weeks of July 4th, Thanksgiving and +/- 5 days of Christmas).

- If the *GRTA DRI Review Procedures* requires an Enhanced Focus Area for Heavy Vehicles or an Enhanced Focus Area for Dense Urban Environments, the Transportation Study shall incorporate the inputs and parameters agreed to at the Methodology Meeting and documented in the revised Methodology Meeting Packet. These inputs may include a Heavy Vehicle modeling percentages, a Heavy Vehicle route map, a pedestrian crosswalk delay adjustment and a bus blockage adjustment factor.

ADDITIONAL REQUIREMENTS

All applicable requirements of the *GRTA DRI Review Procedures* must be met for the Transportation Study to be considered complete. The *GRTA DRI Review Procedures* are located on GRTA's DRI website: https://www.srta.ga.gov/programs-projects/dev-of-regional-impact/ Contact GRTA staff if you have any questions on these requirements.

The Transportation Study shall also include as attachments the native LOS modeling file (i.e., Synchro modeling files) as well as the modeling reports (PDFs) for all Study Network intersections for the Existing, No-Build and Build conditions for all phases. The PDF reports shall be numbered (in page headers) and organized in order according to the Study Network numbering sequence in this Letter of Understanding. The reports shall also be organized in the following sequence: *Existing condition AM, Existing condition PM, No-build condition AM, No-Build condition PM, Build condition AM, Build condition PM*. If improvements are modeled, those PDFs shall be labeled as such and follow the appropriate condition's applicable peak period.

The Transportation Study appendices shall also include all turning movement count data, regardless of if using historic data or newly collected turning movement counts.

When documenting any Queue Length impacts required in Section 3.2.3.6, the TIS Executive Summary shall also note any individual *movements* not meeting the LOS standard where the DRI Project adds trips in the Build condition and exceeds available storage capacity for that movement.

When identifying mitigations in the existing, no-build and build conditions, the mitigations identified in preceding conditions shall not be modeled as complete when conducting the LOS analysis. The same mitigation may still be proposed as mitigation in the subsequent condition but it shall not be included as completed in the default analysis. For example, a turn lane may be identified as a needed improvement in the no-build condition. The turn lane should not be modeled as completed in the build condition. The turn lane should only be modeled as complete in the no-build with improvements condition and the build with improvements condition.

DRI REVIEW PACKAGE SUBMITTAL

GRTA will begin reviewing the DRI once the DRI Review Package is submitted and deemed complete. The DRI Review Package includes: the permitting Local Government inputting both Department of Community Affairs (DCA) forms into the DCA DRI website; and the **Traffic Engineer submittal of the GRTA Transportation Study (including LOS appendices, traffic count data and any other required attachments) and Site Plan to GRTA staff and ALL stakeholders included in the CC list of this Letter of Understanding**.

All DRI Review Packages shall be submitted electronically via email to all stakeholders in the CC list of the Letter of Understanding. If the DRI Review Package total file size is greater than 10 MB, the DRI Review Package shall be submitted via email with a FTP link provided for downloading the files.

Please contact me if you have any questions about the Letter of Understanding or the *GRTA DRI Review Procedures*.

Sincerely,

Brittany Williams
Program Manager
SRTA/GRTA

Cc:

Zane Grennell, DCA
Brittany Williams, SRTA/GRTA/ATL
Donald Shockey, ARC
Local Government(s)
Megan Wilson, GDOT District 7
Landon Perry, GDOT District 7
Patrece Keeter, DeKalb County
Aprell L. King, DeKalb County
Lance Washington, DeKalb County
Pearley J. Skipper Jr., DeKalb County
Josh Pruitt, NV5 Traffic Engineers
Rebecca Endress, Hybrass, Developer
Michele Battle, Battle Law, Attorney
John Palmer, Falcon Design, Site Designers

TRANSPORTATION IMPACT STUDY FOR

DRI #4478
CREEKSIDE VILLAGE
MIXED-USE DEVELOPMENT

DATE:
July 10, 2025

LOCATION:
DeKalb County, Georgia

PREPARED FOR:
Falcon Design Consultants, LLC

PREPARED BY:
NV5 Engineers and Consultants, Inc.
10745 Westside Way, Suite 300
Alpharetta, GA 30009
678.795.3600



NV5
nv5.com

EXECUTIVE SUMMARY

Creekside Village Mixed-Use Development (DRI #4478) is proposed for construction along Pleasant Hill Road and SR 124 near Lithonia, DeKalb County, Georgia. The proposed development will consist of 220 single-family detached units, 331 single-family attached units, 63,000 square feet of shopping center space, and a 7,000 square-foot gas station. The development will have four (4) access points consisting of one full-access driveway on SR 124 aligned with Lithonia Industrial Boulevard (Site Drive North), two accesses on Pleasant Hill Road (one of which is proposed to align with the existing Providence Point Drive (Site Drive East), and one of which is proposed as a gate-controlled extension of the existing Stone Meadow Road into the site), and one right-in/right-out (RIRO) driveway on SR 124 between Site Drive North and Knoll Hollow Road (Site Drive South).

Traffic operations at the study intersections are satisfactory at five of the nine (9) study intersections in the Existing conditions. However, inadequate LOS are present at the remaining four study intersections, and the conditions are expected to worsen as evidenced in the 2028 No-Build scenario due to the anticipated growth in the study area.

The addition of project traffic is expected to have an impact on the traffic operations at the study intersections. For 2028 Build conditions, study intersections are expected to continue to operate at the same overall LOS when compared to 2028 No-Build conditions, with additional individual movements becoming inadequate at these intersections: SR 124/Rock Chapel Road and Lithonia Industrial Boulevard/Site Drive North and Pleasant Hill Road and Humphries Road/Norris Lake Drive.

A right-turn deceleration lane is warranted at all site driveways along SR 124 and Pleasant Hill Road. A left-turn lane is warranted at Site Drive East along Pleasant Hill Road and at Site Drive North along SR 124. There is an existing southbound U-turn Lane on SR 124 with a full-width storage length of 225 feet and a taper of 130 feet that can be re-striped as a shared left/U-turn Lane.

Single-lane approaches are sufficient at each of the site driveways, except for Site Drive North that is proposed to align with Lithonia Industrial Boulevard. A separate left-turn lane, through lane, and right-turn lane is expected to be sufficient for Site Drive North.

To receive the Notice of Decision Request for Non-Expedited DRI #4478 – Creekside Village Mixed-Use Development, the following Roadway Improvement Conditions of Approval and Advisory Conditions are recommended:

Recommended Roadway Improvement Conditions of Approval

SR 124/Rock Chapel Road and Lithonia Industrial Boulevard/Site Drive North

- Install a separate left-turn lane, through lane, and right-turn lane on Site Drive North
- Install a northbound right-turn deceleration lane per GDOT standards
- Re-stripe the existing southbound U-turn lane on SR 124 to a shared left/U-turn lane
- Re-stripe the outside left-turn lane on Lithonia Industrial Boulevard to a shared left/through lane
- Install signal phasing as appropriate by GDOT standards/approval

SR 124/Rock Chapel Road and Site Drive South

- Install a northbound right-turn deceleration lane per GDOT standards
- Install a right-in/right-out (RIRO) configuration with yield control per GDOT standards

Pleasant Hill Road and Providence Point Drive/Site Drive East

- Install a westbound right-turn deceleration lane per DeKalb County standards
- Install an eastbound left-turn lane per DeKalb County standards
- Install a single-lane approach and departure lane on Site Drive East
- Install a stop sign control

Recommended Roadway Improvement Advisory Conditions:

SR 124/Rock Chapel Road from Pleasant Hill Road to Lithonia Industrial Boulevard

- Widen the northbound corridor to three through lanes and adjust signal timing accordingly

SR 124/Rock Chapel Road and Knoll Hollow Road

- Install a Restricted Crossing U-Turn intersection configuration

Pleasant Hill Road and Humphries Road/Norris Lake Drive

- Install a single-lane roundabout

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

Table A: Capacity Analysis Results Summary with Applied Mitigation

ID	Intersection	Control	Movement	2025 Existing				2028 No-Build				2028 No-Build Mitigated						2028 Build					2028 Build Mitigated					
				AM		PM		AM		PM		Mitigation Measure	Movement	AM		PM		Movement	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
1	SR 124/Rock Chapel Rd & Stephenson Rd	Traffic Signal	**Overall**	**C**	**28.3**	**C**	**32.0**	**C**	**30.2**	**D**	**35.6**	NBL/EBR overlap phase Signal Timing	**Overall**	**C**	**31.5**	**C**	**29.7**	**Overall**	**C**	**33.6**	**D**	**47.4**	NBL/EBR overlap phase Signal Timing	**Overall**	**C**	**22.9**	**C**	**29.1**
			EB	E	62.2	F	99.3	E	63.1	F	111.5		EB	D	42.9	D	38.4	EB	E	66.3	F	170.9		EB	C	33.5	D	42.4
			WB	D	39.5	D	44.6	D	39.0	D	44.9		WB	D	46.8	D	50.2	WB	D	37.6	D	45.3		WB	D	41.6	D	43.0
			NB	B	19.8	B	19.9	C	22.0	C	21.6		NB	C	29.8	B	15.5	NB	C	26.9	C	26.9		NB	C	20.1	C	23.2
			SB	C	30.0	C	29.9	C	31.8	C	33.7		SB	C	29.4	D	42.9	SB	C	33.8	D	40.4		SB	C	22.0	C	32.2
2	SR 124/Rock Chapel Rd & Rock Mountain Rd	Traffic Signal	**Overall**	**A**	**2.8**	**A**	**3.3**	**A**	**3.2**	**A**	**3.9**							**Overall**	**A**	**2.2**	**A**	**3.3**						
			EB	A	0.0	A	0.0	A	0.0	A	0.0							EB	A	0.0	A	0.0						
			WB	C	29.3	C	31.7	C	29.3	C	31.7							WB	C	29.3	C	31.7						
			NB	A	2.0	A	1.9	A	2.6	A	2.5							NB	A	0.6	A	0.5						
			SB	A	3.4	A	4.3	A	3.7	A	4.9							SB	A	3.9	A	5.8						
3	SR 124/Rock Chapel Rd & Lithonia Industrial Blvd/Site Drive N	Traffic Signal	**Overall**	**A**	**9.8**	**B**	**18.1**	**B**	**10.1**	**B**	**15.1**	Signal Timing	**Overall**	**A**	**9.5**	**B**	**16.4**	**Overall**	**D**	**46.4**	**D**	**53.6**	NBT lane Signal Timing	**Overall**	**D**	**42.8**	**D**	**50.8**
			EB	E	56.4	E	56.1	E	56.2	E	56.1		EB	D	51.3	D	48.8	EB	E	63.0	E	76.8		EB	D	54.0	D	53.9
			WB										WB					WB	E	60.8	E	76.5		WB	D	53.9	D	53.5
			NB	A	8.6	C	22.2	A	9.2	B	13.9		NB	A	9.0	C	20.4	NB	E	73.4	E	79.3		NB	D	45.1	D	54.8
			SB	A	0.4	A	0.5	A	0.5	A	0.5		SB	A	0.5	A	0.9	SB	A	7.9	B	19.9		SB	C	34.8	D	45.8
4	SR 124/Rock Chapel Rd & Knoll Hollow Rd	Side Street Stop Control	**Overall**	**A**	**0.7**	**A**	**0.7**	**A**	**0.9**	**A**	**0.9**		**Overall**	**A**	**0.6**	**A**	**0.6**	**Overall**	**A**	**2.5**	**A**	**2.8**		**Overall**	**A**	**1.1**	**A**	**1.1**
			WB	E	43.3	E	45.9	F	55.8	F	59.0	RCUT	WB	D	37.2	D	42.5	WB	F	114.6	F	142.4	RCUT	WB	D	47.6	D	50.4
			NB U	A	0.0	A	0.0	A	0.0	A	0.0		NB U	A	0.0	A	0.0	NB U	A	0.0	A	0.0		NB U	A	0.0	A	0.0
			SB L+U	B	14.7	B	13.9	C	15.8	B	14.7		SB L+U	B	15.8	B	14.8	SB L+U	C	16.6	C	15.8		SB L+U	B	16.6	B	15.9
5	SR 124/Rock Chapel Rd & Maddox Rd	Traffic Signal	**Overall**	**A**	**3.2**	**A**	**5.2**	**A**	**10.0**	**A**	**5.6**		**Overall**	**B**	**17.7**	**C**	**30.1**	**Overall**	**A**	**10.0**	**A**	**5.8**		**Overall**	**C**	**23.0**	**A**	**5.7**
			EB	F	80.6	E	67.6	E	78.7	E	69.1	NBT lane Signal Timing	EB	D	42.7	D	55.0	EB	E	71.8	E	68.1	NBT lane Signal Timing	EB	D	36.8	D	54.9
			NB	A	2.8	A	2.3	B	13.9	A	2.4		NB	A	3.7	A	1.0	NB	B	14.2	A	2.2		NB	A	3.8	A	1.8
			SB	A	0.4	A	2.2	A	0.5	A	2.8		SB	D	38.8	D	54.5	SB	A	0.5	A	3.3		SB	D	51.8	A	4.6
6	SR 124/Rock Chapel Rd & Pleasant Hill Rd	Traffic Signal	**Overall**	**D**	**39.7**	**C**	**22.7**	**D**	**44.8**	**C**	**24.4**		**Overall**	**C**	**32.7**	**C**	**22.1**	**Overall**	**D**	**39.3**	**C**	**28.0**		**Overall**	**D**	**35.2**	**C**	**22.8**
			EB	C	27.6	D	41.5	C	27.7	D	40.4	NBT lane Signal Timing	EB	C	22.3	C	33.9	EB	C	27.8	D	40.5	NBT lane Signal Timing	EB	C	21.2	C	31.4
			WB	D	50.7	D	54.4	E	60.8	D	54.9		WB	D	38.5	D	44.5	WB	E	77.4	E	69.4		WB	D	40.3	D	44.6
			NB	C	33.5	C	30.6	D	38.1	C	32.7		NB	C	31.2	C	32.6	NB	D	40.8	D	35.1		NB	D	36.2	C	32.1
			SB	D	41.9	A	7.1	D	44.8	A	8.6		SB	C	31.6	A	6.1	SB	B	13.6	A	9.8		SB	C	30.8	A	7.4
7	Pleasant Hill Rd & Providence Point Dr/Site Drive E	Side Street Stop Control	**Overall**	**A**	**0.3**	**A**	**0.4**	**A**	**0.3**	**A**	**0.4**							**Overall**	**A**	**1.5**	**A**	**1.5**						
			EB L															EB L	A	9.0	A	8.1						
			WB L	A	8.1	A	8.9	A	8.1	A	9.0							WB L	A	8.2	A	9.1						
			NB	B	13.7	B	13.3	B	14.3	B	13.8							NB	C	18.4	C	15.3						
			SB															SB	C	19.4	C	18.8						
8	Pleasant Hill Rd & Humphries Rd/Norris Lake Dr	All-Way Stop Control	**Overall**	**C**	**19.2**	**C**	**18.7**	**C**	**22.9**	**C**	**23.1**							**Overall**	**D**	**28.4**	**D**	**34.8**		**Overall**	**A**	**8.1**	**A**	**8.1**
			EB	C	15.4	C	24.9	C	17.4	D	33.1							EB	C	21.5	F	56.4		EB	A	5.8	B	10.2
			WB	D	25.8	B	14.6	D	32.6	C	16.4							WB	E	42.8	C	20.8	Single-Lane Roundabout	WB	B	10.8	A	6.2
			NB	C	15.9	B	12.0	C	17.8	B	12.8							NB	C	19.4	B	14.1		NB	A	7.1	A	6.5
			SB	B	11.7	C	15.4	B	12.4	C	17.4							SB	B	13.2	C	20.4		SB	A	6.4	A	7.4
9	Pleasant Hill Rd & Piedmont Pointe Dr/Stone Meadow Rd	Side Street Stop Control	**Overall**	**A**	**0.7**	**A**	**0.7**	**A**	**0.7**	**A**	**0.7**							**Overall**	**A**	**1.0**	**A**	**1.0**						
			EB L	A	8.8	A	8.1	A	8.9	A	8.2							EB L	A	9.1	A	8.4						
			WB L	A	0.0	A	8.7	A	0.0	A	8.9							WB L	A	0.0	A	9.0						
			NB	C	17.9	C	21.7	C	19.5	C	24.0							NB	C	22.3	D	29.0						
			SB	B	12.9	B	12.9	B	13.4	B	13.4							SB	C	16.6	C	17.9						
10	SR 124/Rock Chapel Rd & Site Drive S	Yield	WB R															WB R	C	23.3	C	20.1						

Table B: Queuing Analysis Summary

ID	Intersection	Control	Movement	Storage Length	2025 Existing AM				2028 No-Build AM				2028 Build AM			
					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 124/Rock Chapel Rd & Stephenson Rd	Traffic Signal	EBR	275	35	122	85	301	41	99	96	233	63	116	151	220
3	SR 124/Rock Chapel Rd & Lithonia Industrial Blvd/Site Drive N	Traffic Signal	EBL	670	89	167	146	242	94	171	153	241	100	413	162	680
			EB L+T	-	105	188	155	260	115	196	172	265	119	480	187	919
			EBR	-	0	6	0	54	0	23	0	132	0	215	0	729
			WBL	-	-	-	-	-	-	-	-	-	68	75	106	123
			WB T+R	-	-	-	-	-	-	-	-	-	28	28	95	101
4	SR 124/Rock Chapel Rd & Knoll Hollow Rd	Side Street Stop Control	WB L	50	11	10	46	30	10	14	34	38	26	28	62	66
5	SR 124/Rock Chapel Rd & Maddox Rd	Traffic Signal	EB L	135	18	38	57	87	17	41	50	96	36	47	95	101

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Introduction

Creekside Village Mixed-Use Development (DRI #4478) is proposed for construction along Pleasant Hill Road and SR 124 near Lithonia, DeKalb County, Georgia. The proposed development will consist of 220 single-family detached units, 331 single-family attached units, 63,000 square feet of shopping center space, and a 7,000 square-foot gas station. The development will have four (4) access points consisting of one full-access driveway on SR 124 aligned with Lithonia Industrial Boulevard (Site Drive North), two accesses on Pleasant Hill Road (one of which is proposed to align with the existing Providence Point Drive (Site Drive East), and one of which is proposed as a gate-controlled extension of the existing Stone Meadow Road into the site), and one right-in/right-out (RIRO) driveway on SR 124 between Site Drive North and Knoll Hollow Road (Site Drive South). This transportation study analyzes the impact of new traffic added to the local roadways upon the occupancy of the mixed-use development. This study includes analysis of the following scenarios:

- 2025 Existing Conditions
- 2028 (Opening Year) No-Build Conditions (including background growth and expected traffic from adjacent/nearby developments)
- 2028 (Opening Year) Build Conditions

The following are the intersections proposed for study:

1. SR 124/Rock Chapel Road and Stephenson Road
2. SR 124/Rock Chapel Road and Rock Mountain Road
3. SR 124/Rock Chapel Road and Lithonia Industrial Boulevard/Site Drive North
4. SR 124/Rock Chapel Road and Knoll Hollow Road
5. SR 124/Rock Chapel Road and Maddox Road
6. SR 124/Rock Chapel Road and Pleasant Hill Road
7. Pleasant Hill Road and Providence Point Drive/Site Drive East
8. Pleasant Hill Road and Humphries Road/Norris Lake Drive
9. Pleasant Hill Road and Piedmont Pointe Drive/Stone Meadow Road
10. SR 124/Rock Chapel Road and Site Drive South

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

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

Figure 1. Vicinity Map

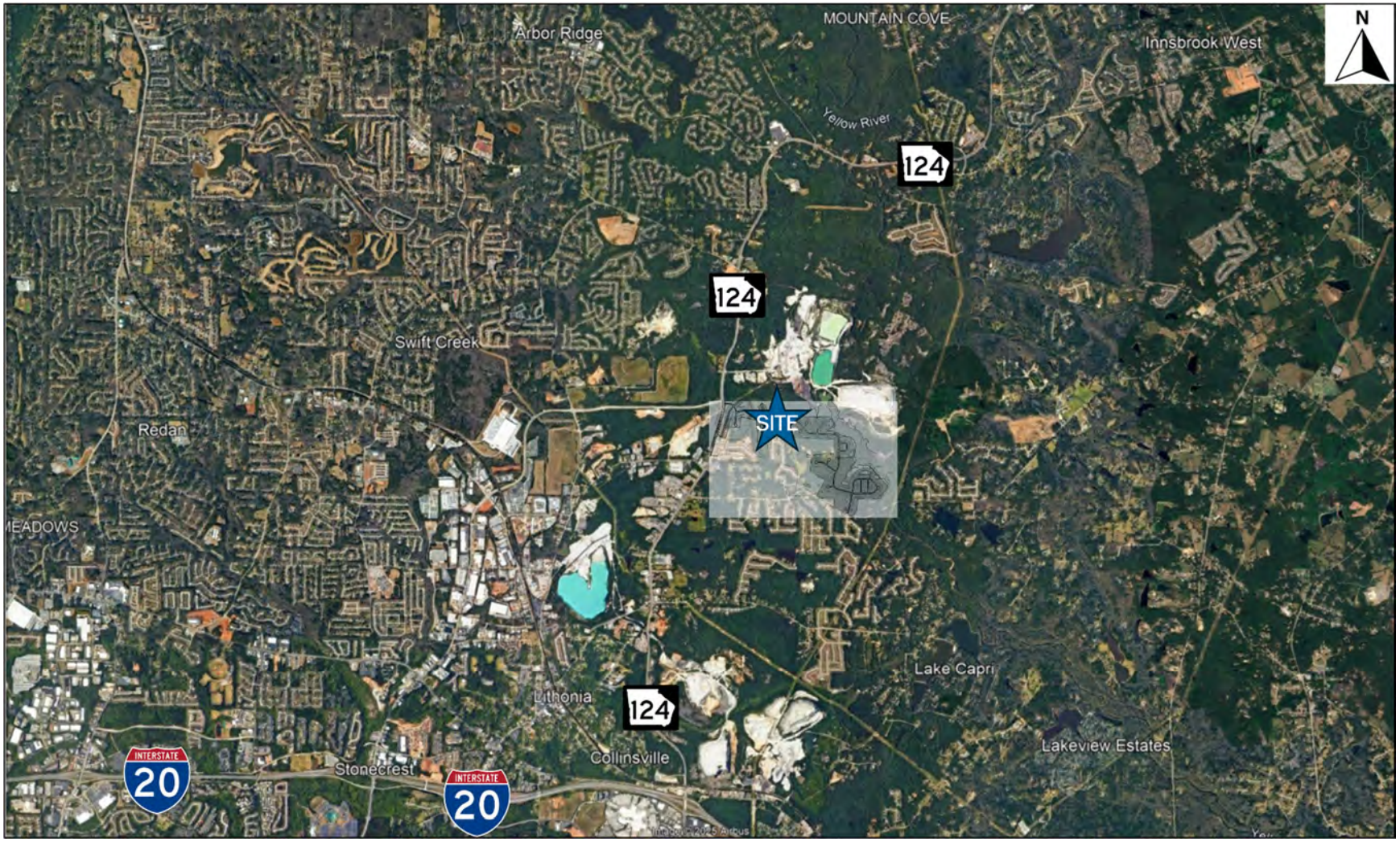
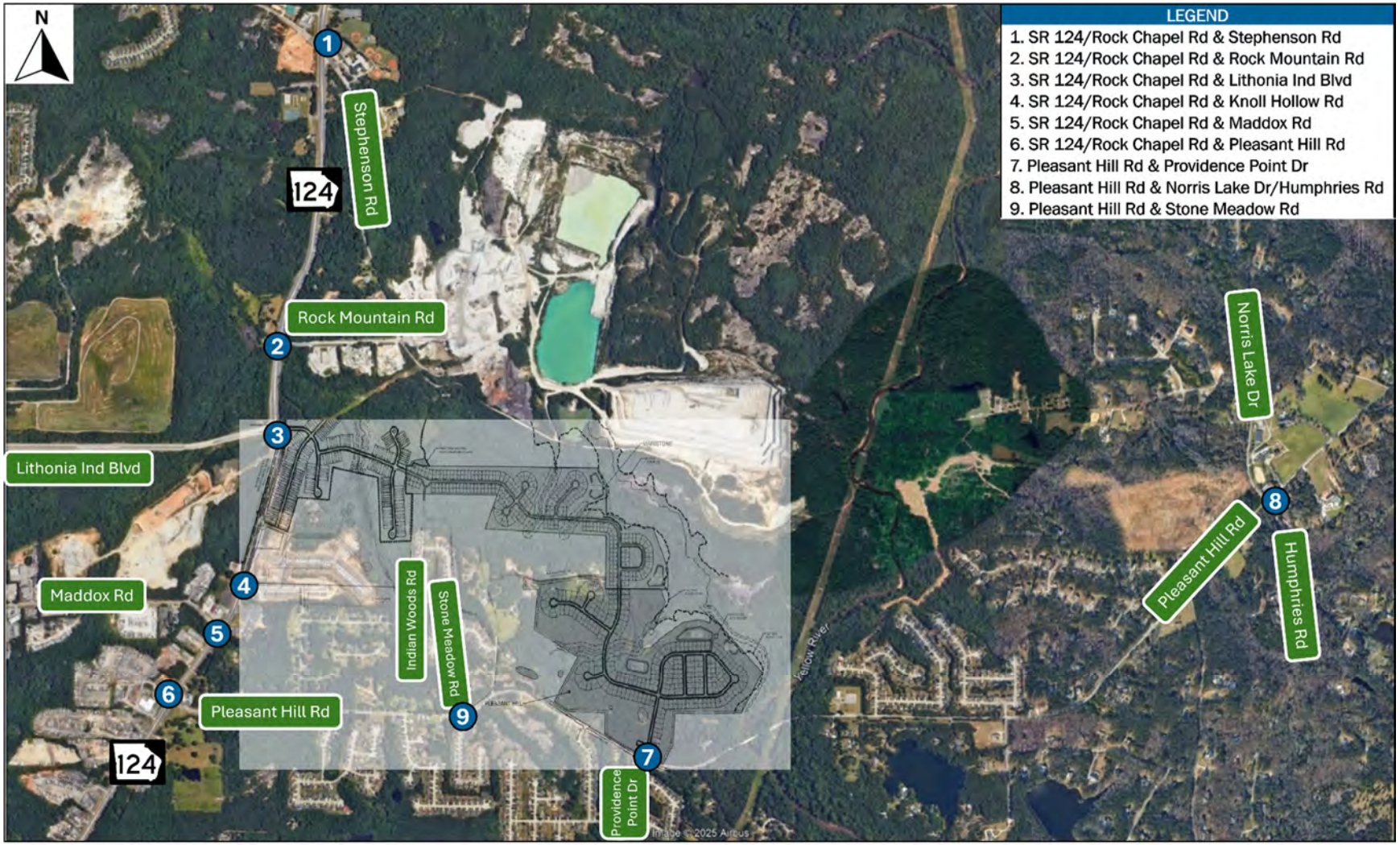


Figure 2. Site Location Aerial



Existing Conditions

A.1. Pedestrian and Multi-Use Facilities

There is limited pedestrian sidewalk infrastructure surrounding the planned development, primarily within the existing residential developments to the south and west of the site on either side of Pleasant Hill Road. Refer to Figure 3 for existing pedestrian and multi-use path infrastructure.

A.2. Transit and Bicycle Facilities

There is no infrastructure for bicycle use. No transit routes exist within the study area. Bus stops for the MARTA bus routes 86, 111, 115, and 116 are approximately three (3) miles from the proposed site.

A.3. Transportation Facilities

SR 124 is a two-lane undivided principal arterial that runs east-west in the study area with dedicated left turn lanes and right turn lanes to side streets at signalized intersections. SR 124 runs west towards McDonough, Georgia and east towards Newton County and Covington, Georgia. SR 124 has a posted speed limit of 55 MPH and provides access to adjacent residential, agricultural, and commercial land uses.

Lithonia Industrial Boulevard is a two-lane undivided major collector that runs north from its intersection with SR 124 towards East Lake Road. There are dedicated left turn lanes and right turn lanes to side streets in the study area. Lithonia Industrial Boulevard is the primary access for the residential portion of The Creekside Village as well as two access points for the commercial section. Lithonia Industrial Boulevard has a posted speed limit of 45 MPH along its length, reducing to 35 miles per hour in the nearby school zone. Lithonia Industrial Boulevard provides access to multiple industrial developments.

Maddox Road is a two-lane undivided minor collector that runs south from its intersection with SR 124 towards New Hope Road. It has a posted speed limit of 35 MPH and provides access to low density residential and agricultural land uses.

Pleasant Hill Road is a two-lane undivided local roadway that runs east from its intersection with Lithonia Industrial Boulevard and Willson Drive towards SR 124. It has a posted speed limit of 45 MPH and provides access to residential and agricultural land uses.

Stephenson Road is a two-lane undivided local roadway that runs west from its intersection with Lithonia Industrial Boulevard and Pleasant Hill Road towards Upchurch Road. It has a posted speed limit of 45 MPH and provides access to residential and agricultural land uses.

Norris Lake Drive is a two-lane undivided major collector that runs south from its intersection with SR 124 towards the DeKalb County / Gwinnett County line. It has a posted speed limit of 45 MPH and

provides access to residential and agricultural land uses.

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

A.4. Traffic Counts

Intersection turning movement counts (TMCs) at the nine (9) existing study intersections were collected on Thursday, May 8, 2025, while schools were in session. In addition to the turning movement counts, two (2) 24-hour traffic classification counts were taken on Thursday, May 8, 2025; one along SR 124 north of Knoll Hollow Road, and one along Pleasant Hill Road west of Providence Point Drive. The AM peak hour was determined to be 7:15-8:15AM, and the PM peak hour was determined to be 4:30-5:30PM. The resultant Existing Traffic Volumes are shown in Figure 4.

Figure 3: Existing Pedestrian and Multi-Use Path Infrastructure

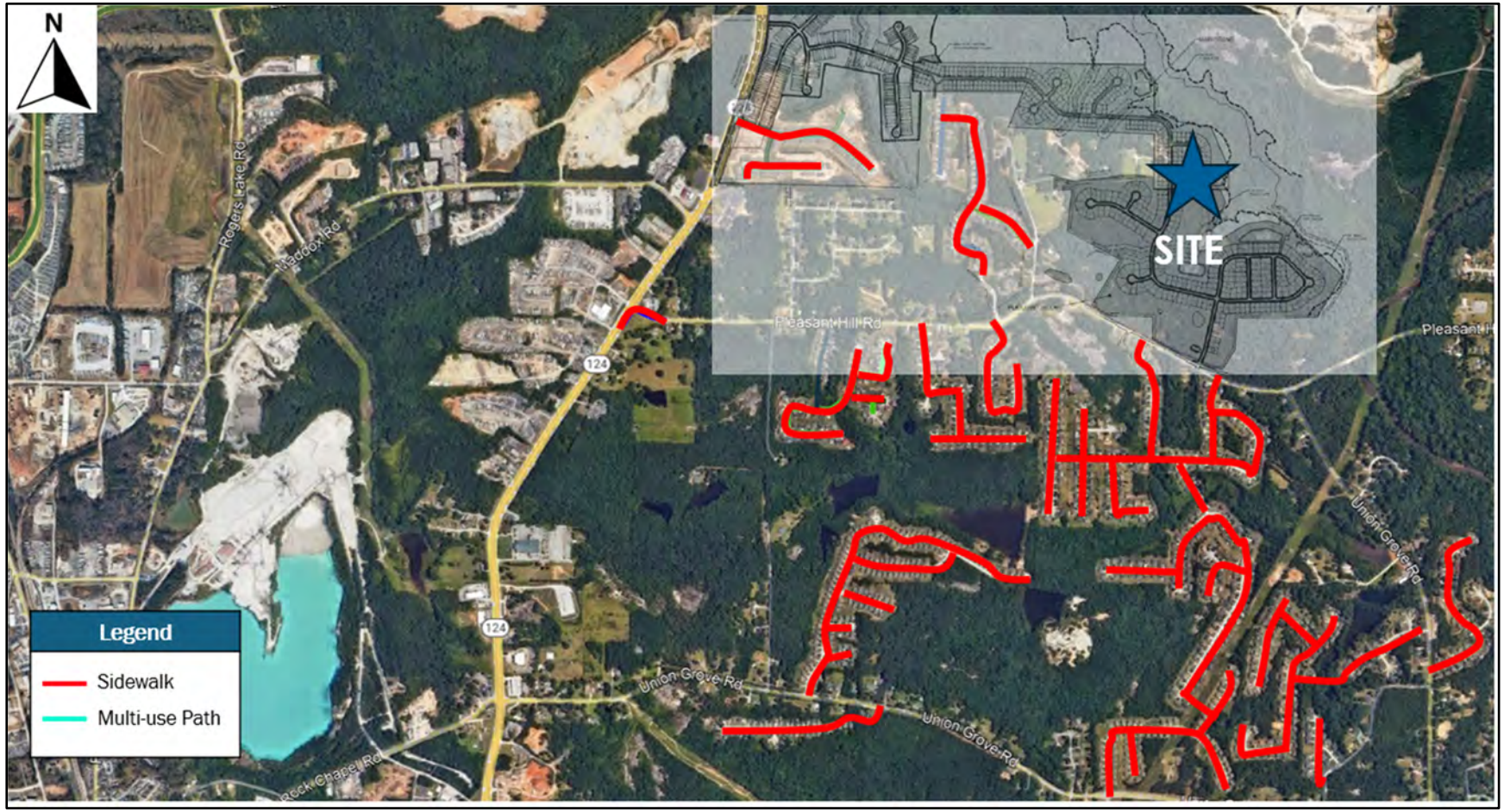


Figure 4: Existing Traffic Volumes



Future Conditions

B.1. Adjacent Development

The residential development along Knoll Hollow Road as part of DRI #1336 is nearing completion and will be fully built-out before the projected build-out year of 2028 for the subject DRI 4478 – Creekside Village Mixed-Use Development. The traffic from this residual development is incorporated within the ambient background growth rate, discussed further in Section B.2. below, and the trip assignment discussed in Section B.6. Access into the proposed site will be allowed via Knoll Hollow Road; therefore, future site traffic was assigned to Knoll Hollow Road.

B.2. Background Data Collection

The study shows a growth rate of 2.1% per year from 2009 to 2024. 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 5 depicts the 2028 No-Build volumes with the growth rate applied to the existing volumes seen in Figure 4.

B.3. Programmed Improvements

There are several improvements scheduled: however, none by or before the project's anticipated opening year of 2028. Therefore, these were considered planned improvements and are discussed further in Section B.4. below.

B.4. Planned Improvements

There are five planned improvements that will take place after the proposed project site is built out; however, none of these are within the proposed study network. Table 1 shows the planned improvements within the vicinity of the proposed project site.

Table 1: Planned Improvements

Project Name	From/To	Potential Sponsor	Project ID	ARC ID (TIP)	Design FY	ROW/ Utility FY	Construct FY
SR 20	CR 435/Sigman Road to CR 440/Pleasant Hill Road	GDOT	P.I. No. 0007869	RO-242A	2033	2038	2038
I-20 East High Capacity Premium Transit Service	Downtown Atlanta to Stonecrest Mall Area	MARTA	GDOT P.I. No. 0015525	AR-420	2041-2050	2041-2050	2041-2050
I-20 East Express Lanes	I-285 East to SR 124 (Turner Hill Road)	GDOT	P.I. No. 0013913	AR-MIL-510	2041-2050	2041-2050	2041-2050
Old Covington Highway Widening	SR 124 (Turner Hill Road) to Lake Capri Road	GDOT	P.I. No. 0013566	DK-030	2040	2040	2040
Old Covington Highway Widening	Lake Capri Road to Sigman Road	Rockdale County	N/A	RO-214	2040	2040	2040

B.5. Project Trip Generation

The mixed-use development consists of the following: 220 single-family detached units, 331 single-family attached units, 63,000 square feet of shopping center space, and a 7,000 square-foot gas station. The anticipated trips generated by the development were estimated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, 2021.

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

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

Table 2 summarizes the project trip generation calculated using the ITE Trip Generation rates. The detailed trip generation is included in Appendix D.

Table 2: Project Trip Generation

LAND USE	PERIOD	TOTAL	IN	OUT
Single-Family Detached Housing LUC 210 220 Dwelling Units	Daily	2,084	1,042	1,042
	AM Peak Hour	153	40	113
	PM Peak Hour	209	132	77
Single-Family Attached Housing LUC 820 331 Dwelling Units	Daily	2,472	1,236	1,236
	AM Peak Hour	166	51	115
	PM Peak Hour	195	111	84
Shopping Plaza (40-150k) With Supermarket – LUC 821 63,000 Square Feet	Daily	6,262	3,131	3,131
	AM Peak Hour	222	138	84
	PM Peak Hour	602	289	313
Convenience Store/Gas Station LUC 945 7K GFA, ~12 Vehicle Fueling Positions (VFP)	Daily	6,916	3,458	3,458
	AM Peak Hour	632	316	316
	PM Peak Hour	538	269	269
Total Gross Trips	Daily	14,968	7,484	7,484
	AM Peak Hour	921	419	502
	PM Peak Hour	1,228	693	635
Pass-By	Daily	*-4,990*	*-2,495*	*-2,495*
	AM Peak Hour	*-288*	*-144*	*-144*
	PM Peak Hour	*-422*	*-207*	*-215*
Internal Capture	Daily	*-138*	*-69*	*-69*
	AM Peak Hour	*-8*	*-4*	*-4*
	PM Peak Hour	*-100*	*-50*	*-50*
Total Net Trips	Daily	**9,840**	**4,920**	**4,920**
	AM Peak Hour	**625**	**271**	**354**
	PM Peak Hour	**706**	**436**	**370**

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 22% of the traffic is expected to travel to/from the north on SR 124,
- Approximately 25% of the traffic is expected to travel to/from the south on SR 124,
- Approximately 25% of the traffic is expected to travel to/from the west on Lithonia Industrial Boulevard,
- Approximately 8% of the traffic is expected to travel to/from the east on Pleasant Hil Road,
- Approximately 3% of the traffic is expected to travel to/from the west on Maddox Road,
- Approximately 11% of the traffic is expected to travel to/from the west on Stephenson Road,
- Approximately 3% of the traffic is expected to travel to/from the east on Stephenson Road,
- Approximately 2% of the traffic is expected to travel to/from the north on Norris Lake Drive, and
- Approximately 1% of the traffic is expected to travel to/from the south on Humphries Road.

New trip distribution is shown in Figure 6. The new trips expected from the new trip distribution is depicted in Figure 7. Pass-by trip distribution is shown in Figure 8. The pass-by trips expected from the pass-by trip distribution are shown in Figure 9. The net project volumes (New Trips in Figure 7 + Pass-By Trips in Figure 9) are shown in Figure 10. The 2028 Build Volumes (2028 No-Build + Net Project Volumes) are depicted in Figure 11.

Figure 5: 2028 No-Build Traffic Volumes



Figure 6: New Trip Distribution



Figure 7: New Project Volumes



Figure 8: Pass-By Trip Distribution

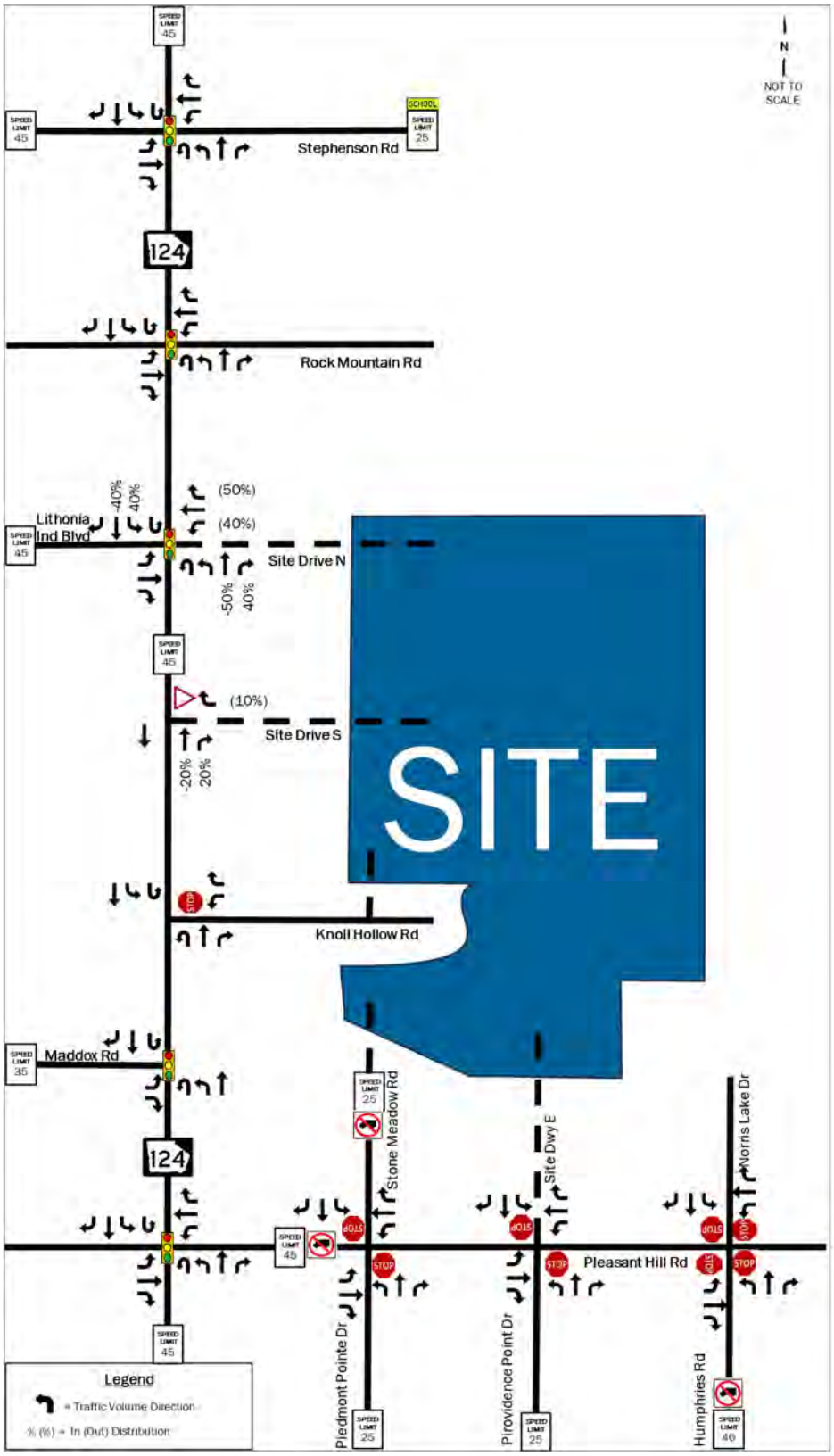


Figure 9: Pass-By Project Volumes



Figure 10: Net Project Volumes



Figure 11: 2028 Build Traffic Volumes



Traffic Impact Analyses

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

C.1. 2025 Existing Capacity Analysis

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

Table 3: 2025 Existing Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	SR 124/Rock Chapel Rd & Stephenson Rd	Traffic Signal	**Overall**	**C**	**28.3**	**C**	**32.0**
			EB	E	62.2	F	99.3
			WB	D	39.5	D	44.6
			NB	B	19.8	B	19.9
			SB	C	30.0	C	29.9
2	SR 124/Rock Chapel Rd & Rock Mountain Rd	Traffic Signal	**Overall**	**A**	**2.8**	**A**	**3.3**
			EB	A	0.0	A	0.0
			WB	C	29.3	C	31.7
			NB	A	2.0	A	1.9
			SB	A	3.4	A	4.3
3	SR 124/Rock Chapel Rd & Lithonia Industrial Blvd	Traffic Signal	**Overall**	**A**	**9.8**	**B**	**18.1**
			EB	E	56.4	E	56.1
			NB	A	8.6	C	22.2
			SB	A	0.4	A	0.5
4	SR 124/Rock Chapel Rd & Knoll Hollow Rd	Side Street Stop Control	**Overall**	**A**	**0.7**	**A**	**0.7**
			WB	E	43.3	E	45.9
			NB U	A	0.0	A	0.0
			SB L+U	B	14.7	B	13.9
5	SR 124/Rock Chapel Rd & Maddox Rd	Traffic Signal	**Overall**	**A**	**3.2**	**A**	**5.2**
			EB	F	80.6	E	67.6
			NB	A	2.8	A	2.3
			SB	A	0.4	A	2.2
6	SR 124/Rock Chapel Rd & Pleasant Hill Rd	Traffic Signal	**Overall**	**D**	**39.7**	**C**	**22.7**
			EB	C	27.6	D	41.5
			WB	D	50.7	D	54.4
			NB	C	33.5	C	30.6
			SB	D	41.9	A	7.1
7	Pleasant Hill Rd & Providence Point Dr	Side Street Stop Control	**Overall**	**A**	**0.3**	**A**	**0.4**
			WB L	A	8.1	A	8.9
			NB	B	13.7	B	13.3
8	Pleasant Hill Rd & Humphries Rd/Norris Lake Dr	All-Way Stop Control	**Overall**	**C**	**19.2**	**C**	**18.7**
			EB	C	15.4	C	24.9
			WB	D	25.8	B	14.6
			NB	C	15.9	B	12.0
			SB	B	11.7	C	15.4
9	Pleasant Hill Rd & Piedmont Pointe Dr/Stone Meadow Rd	Side Street Stop Control	**Overall**	**A**	**0.7**	**A**	**0.7**
			EB L	A	8.8	A	8.1
			WB L	A	0.0	A	8.7
			NB	C	17.9	C	21.7
			SB	B	12.9	B	12.9

As shown in Table 3, there are several instances of inadequate LOS during Existing conditions at the study intersections that are detailed below:

SR 124/Rock Chapel Road and Stephenson Road

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

SR 124/Rock Chapel Road and Lithonia Industrial Boulevard

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

SR 124/Rock Chapel Road and Knoll Hollow Road

- The westbound approach during the both peak hours (LOS E)

SR 124/Rock Chapel Road and Maddox Road

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

C.2. 2028 No-Build Conditions Capacity Analysis

The results of the 2028 No-Build conditions intersection capacity analysis are shown in Table 4 and include the volumes shown in Figure 5.

Table 4: 2028 No-Build Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	SR 124/Rock Chapel Rd & Stephenson Rd	Traffic Signal	**Overall**	**C**	**30.2**	**D**	**35.6**
			EB	E	63.1	F	111.5
			WB	D	39.0	D	44.9
			NB	C	22.0	C	21.6
			SB	C	31.8	C	33.7
2	SR 124/Rock Chapel Rd & Rock Mountain Rd	Traffic Signal	**Overall**	**A**	**3.2**	**A**	**3.9**
			EB	A	0.0	A	0.0
			WB	C	29.3	C	31.7
			NB	A	2.6	A	2.5
			SB	A	3.7	A	4.9
3	SR 124/Rock Chapel Rd & Lithonia Industrial Blvd	Traffic Signal	**Overall**	**B**	**10.1**	**B**	**15.1**
			EB	E	56.2	E	56.1
			NB	A	9.2	B	13.9
			SB	A	0.5	A	0.5
4	SR 124/Rock Chapel Rd & Knoll Hollow Rd	Side Street Stop Control	**Overall**	**A**	**0.9**	**A**	**0.9**
			WB	F	55.8	F	59.0
			NB U	A	0.0	A	0.0
			SB L+U	C	15.8	B	14.7
5	SR 124/Rock Chapel Rd & Maddox Rd	Traffic Signal	**Overall**	**A**	**10.0**	**A**	**5.6**
			EB	E	78.7	E	69.1
			NB	B	13.9	A	2.4
			SB	A	0.5	A	2.8
6	SR 124/Rock Chapel Rd & Pleasant Hill Rd	Traffic Signal	**Overall**	**D**	**44.8**	**C**	**24.4**
			EB	C	27.7	D	40.4
			WB	E	60.8	D	54.9
			NB	D	38.1	C	32.7
			SB	D	44.8	A	8.6
7	Pleasant Hill Rd & Providence Point Dr	Side Street Stop Control	**Overall**	**A**	**0.3**	**A**	**0.4**
			WB L	A	8.1	A	9.0
			NB	B	14.3	B	13.8
8	Pleasant Hill Rd & Humphries Rd/Norris Lake Dr	All-Way Stop Control	**Overall**	**C**	**22.9**	**C**	**23.1**
			EB	C	17.4	D	33.1
			WB	D	32.6	C	16.4
			NB	C	17.8	B	12.8
			SB	B	12.4	C	17.4
9	Pleasant Hill Rd & Piedmont Pointe Dr/Stone Meadow Rd	Side Street Stop Control	**Overall**	**A**	**0.7**	**A**	**0.7**
			EB L	A	8.9	A	8.2
			WB L	A	0.0	A	8.9
			NB	C	19.5	C	24.0
			SB	B	13.4	B	13.4

As shown in Table 4, there is one additional instance of inadequate LOS during 2028 No-Build conditions at the study intersections, detailed below:

SR 124/Rock Chapel Road and Pleasant Hill Road

- The westbound approach during the AM peak hour (LOS E)

C.3. 2028 Build Conditions Capacity Analysis

The results of the 2028 Build conditions intersection capacity analysis are shown in Table 5 and include the volumes shown in Figure 10.

Table 5: 2028 Build Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	SR 124/Rock Chapel Rd & Stephenson Rd	Traffic Signal	**Overall**	**C**	**33.6**	**D**	**47.4**
			EB	E	66.3	F	170.9
			WB	D	37.6	D	45.3
			NB	C	26.9	C	26.9
			SB	C	33.8	D	40.4
2	SR 124/Rock Chapel Rd & Rock Mountain Rd	Traffic Signal	**Overall**	**A**	**2.2**	**A**	**3.3**
			EB	A	0.0	A	0.0
			WB	C	29.3	C	31.7
			NB	A	0.6	A	0.5
			SB	A	3.9	A	5.8
3	SR 124/Rock Chapel Rd & Lithonia Industrial Blvd/Site Drive N	Traffic Signal	**Overall**	**D**	**46.4**	**D**	**53.6**
			EB	E	63.0	E	76.8
			WB	E	60.8	E	76.5
			NB	E	73.4	E	79.3
			SB	A	7.9	B	19.9
4	SR 124/Rock Chapel Rd & Knoll Hollow Rd	Side Street Stop Control	**Overall**	**A**	**2.5**	**A**	**2.8**
			WB	F	114.6	F	142.4
			NB U	A	0.0	A	0.0
			SB L+U	C	16.6	C	15.8
5	SR 124/Rock Chapel Rd & Maddox Rd	Traffic Signal	**Overall**	**A**	**10.0**	**A**	**5.8**
			EB	E	71.8	E	68.1
			NB	B	14.2	A	2.2
			SB	A	0.5	A	3.3
6	SR 124/Rock Chapel Rd & Pleasant Hill Rd	Traffic Signal	**Overall**	**D**	**39.3**	**C**	**28.0**
			EB	C	27.8	D	40.5
			WB	E	77.4	E	69.4
			NB	D	40.8	D	35.1
			SB	B	13.6	A	9.8
7	Pleasant Hill Rd & Providence Point Dr/Site Drive E	Side Street Stop Control	**Overall**	**A**	**1.5**	**A**	**1.5**
			EB L	A	9.0	A	8.1
			WB L	A	8.2	A	9.1
			NB	C	18.4	C	15.3
			SB	C	19.4	C	18.8
8	Pleasant Hill Rd & Humphries Rd/Norris Lake Dr	All-Way Stop Control	**Overall**	**D**	**28.4**	**D**	**34.8**
			EB	C	21.5	F	56.4
			WB	E	42.8	C	20.8
			NB	C	19.4	B	14.1
			SB	B	13.2	C	20.4
9	Pleasant Hill Rd & Piedmont Pointe Dr/Stone Meadow Rd	Side Street Stop Control	**Overall**	**A**	**1.0**	**A**	**1.0**
			EB L	A	9.1	A	8.4
			WB L	A	0.0	A	9.0
			NB	C	22.3	D	29.0
			SB	C	16.6	C	17.9
10	SR 124/Rock Chapel Rd & Site Drive S	Yield	WB R	C	23.3	C	20.1

As shown in Table 5, in addition to the same intersections and movements from Existing conditions and No-Build conditions, there are five additional instances of inadequate LOS during 2028 Build conditions at the study intersections that are detailed below. The Build analysis considers all appropriate intersection control and lane geometry at each of the proposed site driveways. Discussion on turn lane analysis for all site driveways is in Section C.6.

SR 124/Rock Chapel Road and Lithonia Industrial Boulevard/Site Drive North

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

SR 124/Rock Chapel Road and Pleasant Hill Road

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

Pleasant Hill Road and Humphries Road/Norris Lake Drive

- The eastbound approach during the PM peak hour (LOS F)
- The westbound approach during the AM peak hour (LOS E).

C.4. Queue Length Analysis

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

Queueing analysis indicates that project-related queues are contained in the available full-width storage capacity in Existing conditions and are expected to still be contained in No-Build conditions, except for the eastbound left-turn movement on Lithonia Industrial Boulevard at SR 124/Rock Chapel Road and the westbound left-turn movement on Knoll Hollow Road at SR 124/Rock Chapel Road during 2028 Build conditions; however, the breaches range between 10 and 16 feet, which can be contained within the existing taper length provided.

Table 6 shows the queue length comparisons across all study scenarios for Existing geometric conditions.

Table 6: 50th and 95th Percentile Queue Length Analysis

ID	Intersection	Control	Movement	Storage Length	2025 Existing AM				2028 No-Build AM				2028 Build AM			
					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 124/Rock Chapel Rd & Stephenson Rd	Traffic Signal	EBR	275	35	122	85	301	41	99	96	233	63	116	151	220
3	SR 124/Rock Chapel Rd & Lithonia Industrial Blvd/Site Drive N	Traffic Signal	EBL	670	89	167	146	242	94	171	153	241	100	413	162	680
			EB L+T	-	105	188	155	260	115	196	172	265	119	480	187	919
			EBR	-	0	6	0	54	0	23	0	132	0	215	0	729
			WBL	-	-	-	-	-	-	-	-	-	68	75	106	123
			WB T+R	-	-	-	-	-	-	-	-	-	28	28	95	101
4	SR 124/Rock Chapel Rd & Knoll Hollow Rd	Side Street Stop Control	WB L	50	11	10	46	30	10	14	34	38	26	28	62	66
5	SR 124/Rock Chapel Rd & Maddox Rd	Traffic Signal	EB L	135	18	38	57	87	17	41	50	96	36	47	95	101

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

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

The minimum required mitigations to achieve acceptable LOS in the No-Build scenario where project turning volume is expected is portrayed in Table 7 for each intersection. The minimum required mitigations to achieve acceptable LOS in the Build scenario where project turning movement volume is expected is portrayed in Table 8 for each intersection.

Table 7: 2028 No-Build Conditions Capacity Analysis – Mitigated

ID	Intersection	Mitigation Measure	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	SR 124/Rock Chapel Rd & Stephenson Rd	NBL/EBR overlap phase Signal Timing	**Overall**	**C**	**31.5**	**C**	**29.7**
			EB	D	42.9	D	38.4
			WB	D	46.8	D	50.2
			NB	C	29.8	B	15.5
			SB	C	29.4	D	42.9
3	SR 124/Rock Chapel Rd & Lithonia Industrial Blvd	Signal Timing	**Overall**	**A**	**9.5**	**B**	**16.4**
			EB	D	51.3	D	48.8
			NB	A	9.0	C	20.4
			SB	A	0.5	A	0.9
4	SR 124/Rock Chapel Rd & Knoll Hollow Rd	RCUT	**Overall**	**A**	**0.6**	**A**	**0.6**
			WB	D	37.2	D	42.5
			NB U	A	0.0	A	0.0
			SB L+U	B	15.8	B	14.8
5	SR 124/Rock Chapel Rd & Maddox Rd	NBT lane Signal Timing	**Overall**	**B**	**17.7**	**C**	**30.1**
			EB	D	42.7	D	55.0
			NB	A	3.7	A	1.0
			SB	D	38.8	D	54.5
6	SR 124/Rock Chapel Rd & Pleasant Hill Rd	NBT lane Signal Timing	**Overall**	**C**	**32.7**	**C**	**22.1**
			EB	C	22.3	C	33.9
			WB	D	38.5	D	44.5
			NB	C	31.2	C	32.6
			SB	C	31.6	A	6.1

Table 8: 2028 Build Conditions Capacity Analysis – Mitigated

ID	Intersection	Mitigation Measure	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	SR 124/Rock Chapel Rd & Stephenson Rd	NBL/EBR overlap phase Signal Timing	**Overall**	**C**	**22.9**	**C**	**29.1**
			EB	C	33.5	D	42.4
			WB	D	41.6	D	43.0
			NB	C	20.1	C	23.2
			SB	C	22.0	C	32.2
3	SR 124/Rock Chapel Rd & Lithonia Industrial Blvd/Site Drive N	NBT lane Signal Timing	**Overall**	**D**	**42.8**	**D**	**50.8**
			EB	D	54.0	D	53.9
			WB	D	53.9	D	53.5
			NB	D	45.1	D	54.8
			SB	C	34.8	D	45.8
4	SR 124/Rock Chapel Rd & Knoll Hollow Rd	RCUT	**Overall**	**A**	**1.1**	**A**	**1.1**
			WB	D	47.6	D	50.4
			NB U	A	0.0	A	0.0
			SB L+U	B	16.6	B	15.9
5	SR 124/Rock Chapel Rd & Maddox Rd	NBT lane Signal Timing	**Overall**	**C**	**23.0**	**A**	**5.7**
			EB	D	36.8	D	54.9
			NB	A	3.8	A	1.8
			SB	D	51.8	A	4.6
6	SR 124/Rock Chapel Rd & Pleasant Hill Rd	NBT lane Signal Timing	**Overall**	**D**	**35.2**	**C**	**22.8**
			EB	C	21.2	C	31.4
			WB	D	40.3	D	44.6
			NB	D	36.2	C	32.1
			SB	C	30.8	A	7.4
8	Pleasant Hill Rd & Humphries Rd/Norris Lake Dr	Single-Lane Roundabout	**Overall**	**A**	**8.1**	**A**	**8.1**
			EB	A	5.8	B	10.2
			WB	B	10.8	A	6.2
			NB	A	7.1	A	6.5
			SB	A	6.4	A	7.4

As shown in Tables 7 and 8, with the 2028 No-Build and Build conditions mitigated at the remaining intersections of interest, the intersections and their movements would be expected to be restored to satisfactory LOS with the listed improvements.

C.6. Turn Lane Warrant Analysis

Turn lane analysis was conducted for the proposed development driveways along Pleasant Hill Road and along SR 124 using the GDOT Regulations for Driveway and Encroachment Control Manual (Regulations), dated June 20, 2024. The results of the evaluation are summarized in Table 9.

The ADT data collected on Thursday May 8, 2025, shows the average weekday traffic to be 11,876 vehicles per day along Pleasant Hill Road, west of Providence Point Drive. The data also shows the average weekday traffic to be 35,466 vehicles per day along SR 124. The speed limit on Pleasant Hill Road is 45 miles per hour, and the speed limit on SR 124 is 45 miles per hour.

The northbound right-turn traffic on SR 124 is expected to exceed the threshold of 75 right-turn vehicles per day for Site Drive North and Site Drive South. The westbound right-turn traffic on Pleasant Hill Road is expected to exceed the threshold of 75 right-turn vehicles per day for Site Drive East.

The eastbound left-turn traffic on Pleasant Hill Road is expected to exceed the threshold of 250 left-turn vehicles per day for Site Drive East. The southbound left-turn traffic on SR 124 is expected to exceed the threshold of 175 left-turn vehicles per day for Site Drive North.

Table 9: GDOT Turn Lane Warrants

ID	Intersection	Movement/ Turn Lane	Turn Volume	GDOT Volume Criteria	GDOT Criteria met?
3	SR 124/Rock Chapel Rd & Lithonia Ind Blvd/Site Drive N	NB R	1447 RT/Day	75 RT/Day	YES
		SB L	2794 LT/Day	175 LT/Day	YES
7	Pleasant Hill Rd & Providence Point Dr/Site Drive E	WB R	249 RT/Day	75 RT/Day	YES
		EB L	449 LT/Day	250 LT/Day	YES
10	SR 124/Rock Chapel Rd & Site Drive S	NB R	898 RT/Day	75 RT/Day	YES

As shown in Table 9, a right-turn deceleration lane is warranted at all site driveways along SR 124 and Pleasant Hill Road. A left-turn lane is warranted at Site Drive East along Pleasant Hill Road and at Site Drive North along SR 124.

Site Drive North and Site Drive South along SR 124 and Site Drive East along Pleasant Hill Road each warrant a right-turn deceleration lane. Based on GDOT criteria for a 45 MPH roadway, the minimum right-turn deceleration lane length is 175 feet with a taper of 100 feet.

Site Drive North along SR 124 and Site Drive East along Pleasant Hill Road each warrant a left-turn lane. Based on GDOT criteria for a 45 MPH roadway, the minimum left-turn lane length is 235 feet with a taper of 100 feet, with either 270 feet or 540 feet of approach and departure taper for 6 feet of shift or 12 feet of shift, respectively.

There is an existing southbound U-turn Lane on SR 124 with a full-width storage length of 225 feet and a taper of 130 feet that can be re-striped as a shared left/U-turn Lane.

The turn lane evaluations are included in Appendix F.

Conclusions

Traffic operations at the study intersections are satisfactory at five of the nine (9) study intersections in the Existing conditions. However, inadequate LOS are present at the remaining four study intersections, and the conditions are expected to worsen as evidenced in the 2028 No-Build scenario due to the anticipated growth in the study area.

The addition of project traffic is expected to have an impact on the traffic operations at the study intersections. For 2028 Build conditions, study intersections are expected to continue to operate at the same overall LOS when compared to 2028 No-Build conditions, with additional individual movements becoming inadequate at these intersections: SR 124/Rock Chapel Road and Lithonia Industrial Boulevard/Site Drive North and Pleasant Hill Road and Humphries Road/Norris Lake Drive.

A right-turn deceleration lane is warranted at all site driveways along SR 124 and Pleasant Hill Road. A left-turn lane is warranted at Site Drive East along Pleasant Hill Road and at Site Drive North along SR 124. There is an existing southbound U-turn Lane on SR 124 with a full-width storage length of 225 feet and a taper of 130 feet that can be re-striped as a shared left/U-turn Lane.

Single-lane approaches are sufficient at each of the site driveways, except for Site Drive North that is proposed to align with Lithonia Industrial Boulevard. A separate left-turn lane, through lane, and right-turn lane is expected to be sufficient for Site Drive North.

Recommendations

To receive the Notice of Decision Request for Non-Expedited DRI #4478 – Creekside Village Mixed-Use Development, the following Roadway Improvement Conditions of Approval and Advisory Conditions are recommended:

Recommended Roadway Improvement Conditions of Approval

SR 124/Rock Chapel Road and Lithonia Industrial Boulevard/Site Drive North

- Install a separate left-turn lane, through lane, and right-turn lane on Site Drive North
- Install a northbound right-turn deceleration lane per GDOT standards
- Re-stripe the existing southbound U-turn lane on SR 124 to a shared left/U-turn lane
- Re-stripe the outside left-turn lane on Lithonia Industrial Boulevard to a shared left/through lane
- Install signal phasing as appropriate by GDOT standards/approval

SR 124/Rock Chapel Road and Site Drive South

- Install a northbound right-turn deceleration lane per GDOT standards
- Install a right-in/right-out (RIRO) configuration with yield control per GDOT standards

Pleasant Hill Road and Providence Point Drive/Site Drive East

- Install a westbound right-turn deceleration lane per DeKalb County standards
- Install an eastbound left-turn lane per DeKalb County standards
- Install a single-lane approach and departure lane on Site Drive East
- Install a stop sign control

Recommended Roadway Improvement Advisory Conditions:

SR 124/Rock Chapel Road from Pleasant Hill Road to Lithonia Industrial Boulevard

- Widen the northbound corridor to three through lanes and adjust signal timing accordingly

SR 124/Rock Chapel Road and Knoll Hollow Road

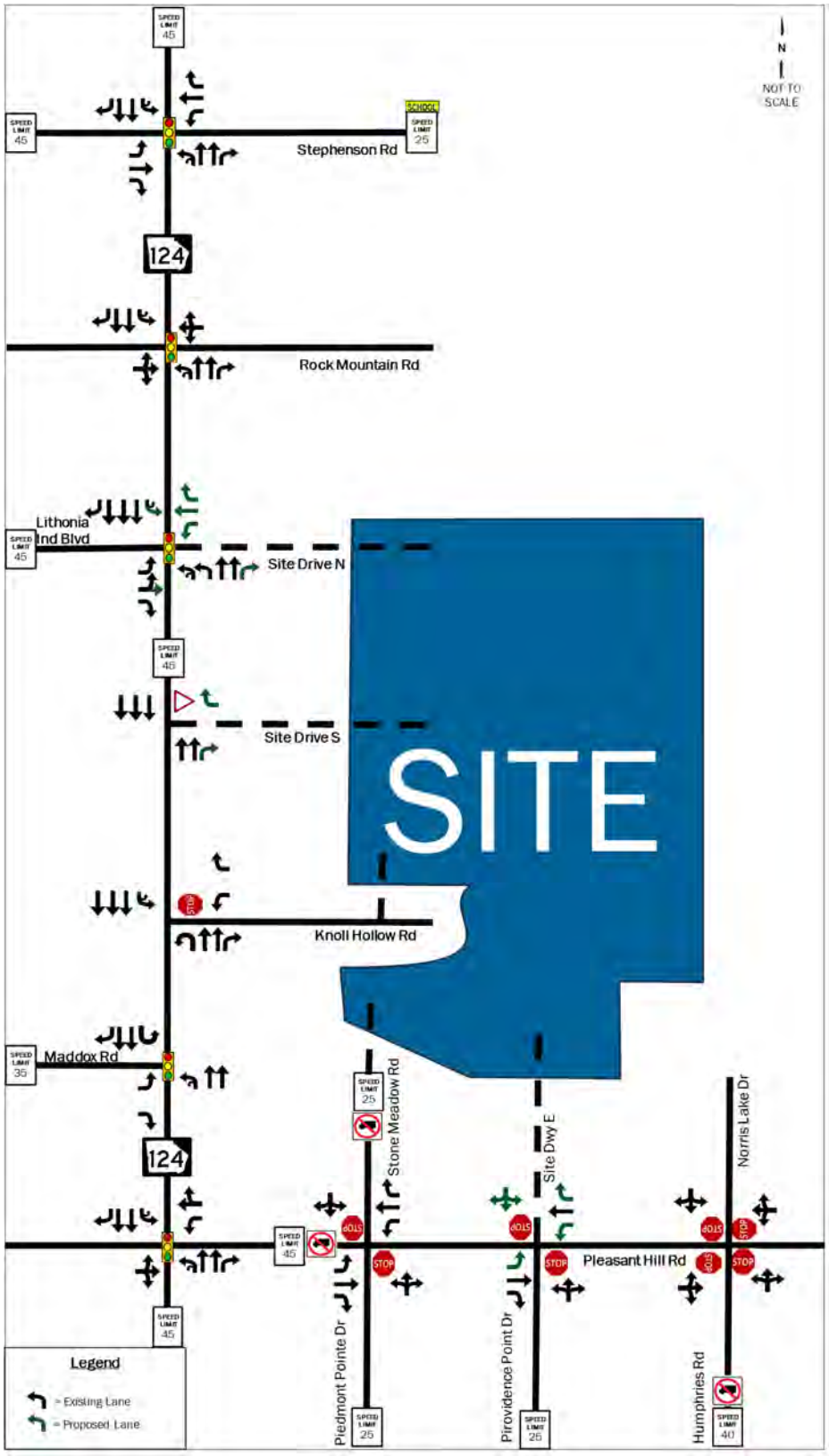
- Install a Restricted Crossing U-Turn intersection configuration

Pleasant Hill Road and Humphries Road/Norris Lake Drive

- Install a single-lane roundabout

Figure 12 below shows existing lane geometry alongside all the programmed improvements for No-Build conditions and proposed project lane configurations for Build conditions to restore or preserve adequate LOS on approaches and at overall intersections.

Figure 12: Existing and Proposed Project Lane Geometries



APPENDIX A: Site Plan

DRI SITE PLAN
FOR
CREEKSIDE VILLAGE

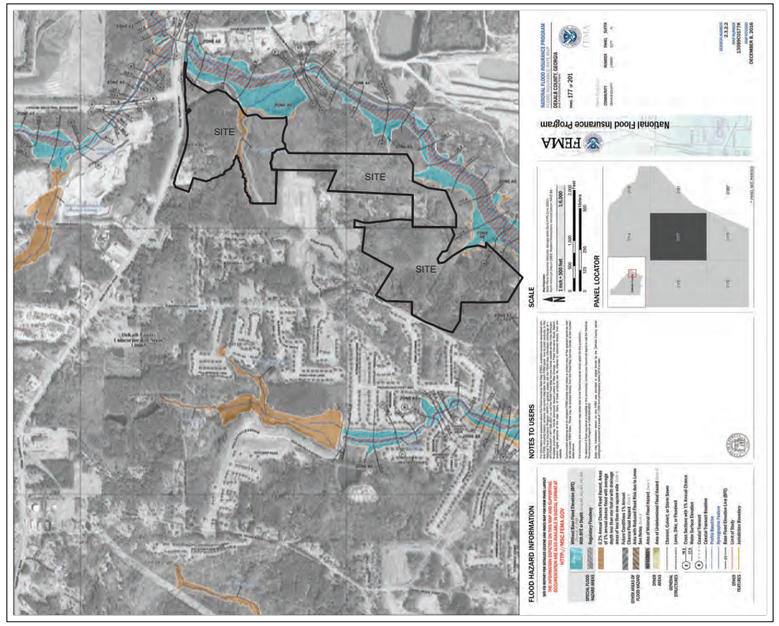
DRI #4478

LAND LOTS 188, 189, 196, 197, 16TH DISTRICT
DEKALB COUNTY, GEORGIA

ADDRESS: 7480 ROCK CHAPEL ROAD, LITHONIA, GA 30058

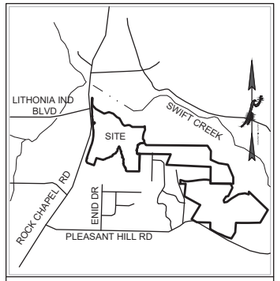
OWNER:	DEVELOPER:	24 HOUR CONTACT:	SURVEYOR:	ENGINEER:
HYBRASS PROPERTIES, LLC 6350 LAKE OCONEE PKWY PMB 110-51 GREENSBORO, GA 30642 PHONE: (770) 679-4262	HYBRASS PROPERTIES, LLC 6350 LAKE OCONEE PKWY PMB 110-51 GREENSBORO, GA 30642 PHONE: (770) 679-4262	REBECCA ENDRESS PHONE: (770) 679-4262	FALCON DESIGN CONSULTANTS, LLC 235 CORPORATE CENTER DR., SUITE 200 STOCKBRIDGE, GA 30281 PHONE: (770) 389-8666	FALCON DESIGN CONSULTANTS, LLC 235 CORPORATE CENTER DR., SUITE 200 STOCKBRIDGE, GA 30281 PHONE: (770) 389-8666

Sheet List Table	
Sheet Number	Sheet Title
1.0	COVER SHEET
2.0	SITE CONTEXT PLAN
3.0	OVERALL SITE PLAN
3.1	CREEKSIDE VILLAGE PHASE 2 SITE PLAN
3.2	MARISTONE SITE PLAN
3.3	PLEASANT HILL SITE PLAN

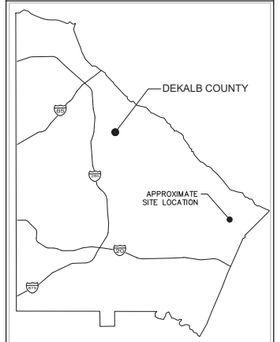


FEMA FLOOD MAP

AS SHOWN ON FLOOD INSURANCE RATE MAPS OF A DEKALB COUNTY, GEORGIA COMMUNITY PANEL NUMBER: 13089C0177K EFFECTIVE DATE: DEC, 8TH, 2016, PORTIONS OF THESE PROPERTIES ARE LOCATED IN A FEMA FLOOD HAZARD ZONE.



VICINITY MAP
N.T.S.



LOCATION MAP
N.T.S.

DEVELOPMENT DATA

1. OWNER
HYBRASS PROPERTIES, LLC
6350 LAKE OCONEE PKWY
PMB 110-51
GREENSBORO, GA 30642
PHONE: (770) 679-4262
DEVELOPER
HYBRASS PROPERTIES, LLC
6350 LAKE OCONEE PKWY
PMB 110-51
GREENSBORO, GA 30642
PHONE: (770) 679-4262
24 HOUR CONTACT:
REBECCA ENDRESS
PHONE: (770) 679-4262

2. ENGINEER
FALCON DESIGN CONSULTANTS, LLC
235 CORPORATE CENTER DR.,
SUITE 200
STOCKBRIDGE, GA 30281
PHONE: (770) 389-8666

3. SOURCE OF DATA
FALCON DESIGN CONSULTANTS, LLC
235 CORPORATE CENTER DR.,
SUITE 200
STOCKBRIDGE, GA 30281
PHONE: (770) 389-8666
BOUNDARY SURVEY PERFORMED BY:
FALCON DESIGN CONSULTANTS, LLC
DATED: AUGUST 23, 2010
TOPOGRAPHIC INFORMATION:
OBTAINED FROM DEKALB CO. GIS

4. SITE LOCATION DATA
EAST SIDE OF ROCK CHAPEL ROAD, NORTH OF KNOLL HOLLOW ROAD TO INTERSECTION WITH LITHONIA INDUSTRIAL BLVD
THERE ARE WETLANDS OR LIVE STREAMS WITHIN 200' OF THE SITE. NO WETLANDS ARE IMPACTED BY THIS DEVELOPMENT.

5. FLOOD ZONE DATA
A PORTION OF THE PARCEL SHOWN HEREIN DOES LIE WITHIN A 100 YEAR FLOOD HAZARD AREA PER F.I.R.M. PANEL 13089C0177K, EFFECTIVE DATE DECEMBER 8, 2016.
LOCATED IN SWIFT CREEK WATERSHED

6. PROPERTY ADDRESS
7480 ROCK CHAPEL ROAD, LITHONIA, GA 30058

7. CREEKSIDE SITE REQUIREMENTS

PHASE 2 DEVELOPMENT			75.37 ACRES
PHASE 2 NUMBER OF LOTS			222 LOTS
PH 2 PARCEL 1 DENSITY MU-4 (146 DU/44.63 AC)			3.3 DU/AC
PH 2 PARCEL 2 DENSITY MU-1 (76 DU/30.77 AC)			2.5 DU/AC
PHASE 2 MIN. LOT SIZE			3,250 S.F.
PHASE 2 MIN. LOT WIDTH			25 FT.
PHASE 2 MIN. HOUSE SIZE			1,600 S.F.
PHASE 2 OPEN SPACE			30.54 ACRES
BUILDING SETBACKS:	MU-1	MU-4	PROPOSED MZ
MIN./MAX FRONT YARD	10'/20'	0'	10'
MIN. INTERIOR SIDE YARD	N/A	0'	0'
MIN./MAX SIDE CORNER YARD	10'/20'	5'	15'
MIN. REAR YARD	20'	10'	20'
CREEKSIDE ZONING:			MZ (PREV. MU-1 & MU-4)

CREEKSIDE OPEN SPACE REQUIREMENTS:

8. 30.54 ACRES OF OPEN SPACE /
75.37 ACRES IN DEVELOPMENT =
9. 40.52% OPEN SPACE

MARISTONE SITE REQUIREMENTS

TOTAL ACREAGE:	54.20 ACRES
NUMBER OF APPROVED LOTS:	151 LOTS
NUMBER OF LOTS:	149 LOTS
GROSS DENSITY:	2.75 DU/AC
MARISTONE LOT STANDARDS:	
MIN. LOT SIZE:	5,000 S.F.
MIN. LOT WIDTH:	50 FT.
FRONT SETBACK:	20 FT.
SIDE SETBACK:	7.5 FT.
REAR SETBACK:	20 FT.
MARISTONE OPEN SPACE REQUIREMENTS:	
REQUIRED:	10.90 ACRES (20%)
PROVIDED:	22.22 ACRES (41%)

PLEASANT HILL SITE REQUIREMENTS

TOTAL ACREAGE:	95.52 ACRES
NUMBER OF APPROVED LOTS:	214 LOTS
NUMBER OF LOTS:	182 LOTS
GROSS DENSITY:	1.91 DU/AC
PLEASANT HILL LOT STANDARDS:	
MIN. LOT SIZE:	6,000 S.F.
MIN. LOT WIDTH:	60 FT.
FRONT SETBACK:	20 FT.
SIDE SETBACK:	7.5 FT.
REAR SETBACK:	20 FT.
PLEASANT HILL OPEN SPACE REQUIREMENTS:	
REQUIRED:	28.66 ACRES (30%)
PROVIDED:	39.08 ACRES (41%)

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COA NO. LSF 000995
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500 PIRKLE FERRY RD., STE C
CUMMING, GEORGIA 30040
Ph. (678) 807-7160
www.fdc-llc.com

COVER SHEET
FOR
CREEKSIDE VILLAGE
DRI #4478
LOCATED IN:
LAND LOTS 188, 189, 196, 197 16th DISTRICT
DEKALB COUNTY, GEORGIA

DATE	REVISIONS
1. 6/10/25	REVISED TITLE AND STREAM BUFFERS
2. 7/01/25	REVISED SITE DRIVEWAY LABELS
3.	
4.	
5.	
6.	
7.	
8.	

811 Know what's below. Call before you dig.
UTILITIES PROTECTION CENTER
(800) 282-7411 OR DIAL 811

DATE:	5/15/25
SCALE:	NA
PROJ NUMBER:	100.002
DRAWN BY:	AM
REVIEWED BY:	JDL
REVISED BY:	

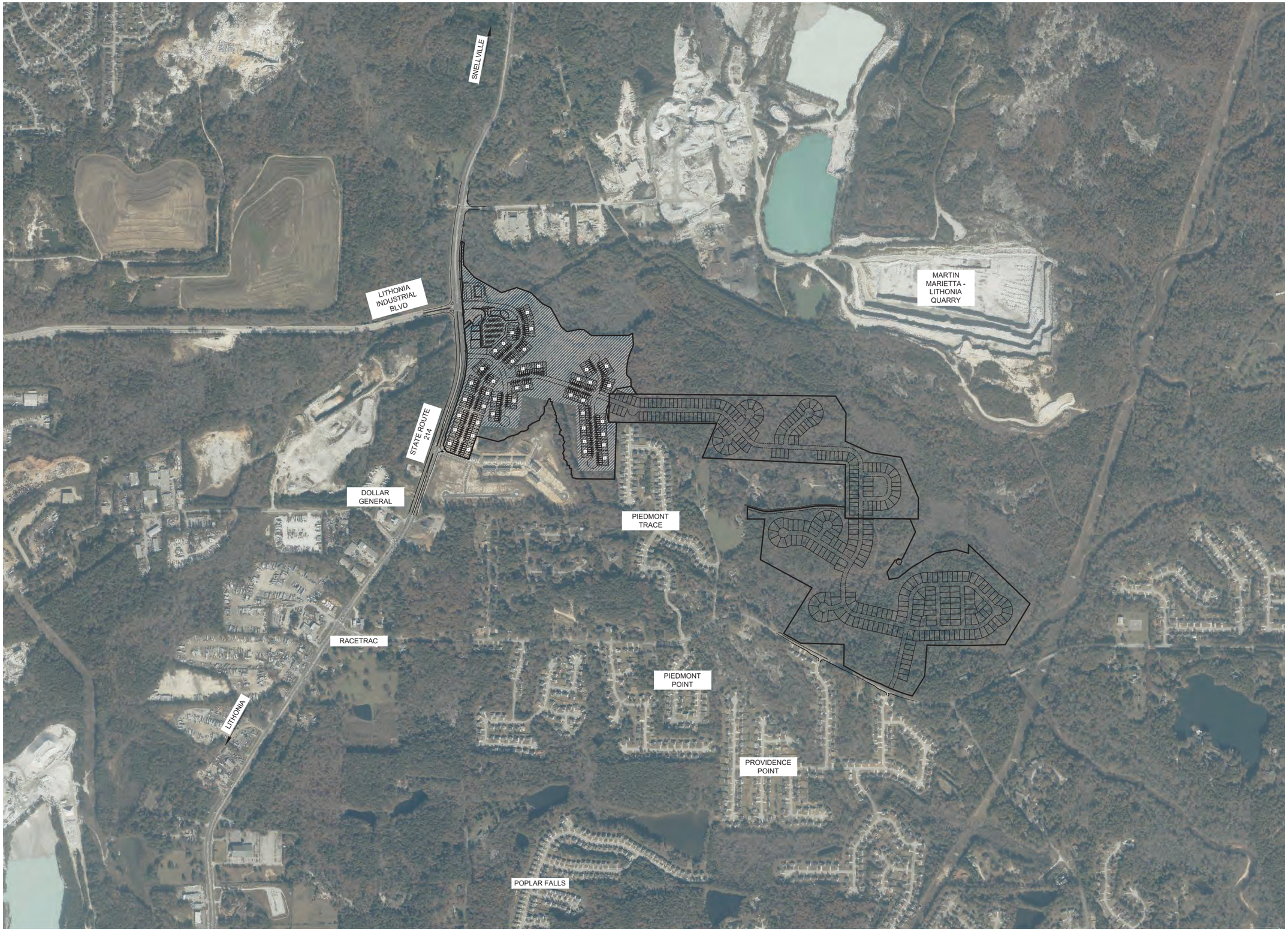
GEORGIA REGISTERED No. LA001858 LANDSCAPE ARCHITECT
7/01/25

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LAND SURVEYING
COA NO. LSF 000995
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LANDSCAPE ARCHITECT
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500 PIRKLE FERRY RD., STE C
CUMMING, GEORGIA 30040
Ph. (678) 807-7160

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SITE CONTEXT PLAN
FOR
CREEKSIDE VILLAGE
DRI #4478
LOCATED IN:
LAND LOTS 188, 189, 196, 197 16th DISTRICT
DEKALB COUNTY, GEORGIA

REVISIONS

	DATE	
1.	6/10/25	REVISED TITLE AND STREAM BUFFERS
2.	7/01/25	REVISED SITE DRIVEWAY LABELS
3.		
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811 Know what's below. Call before you dig. UTILITIES PROTECTION CENTER
IT'S THE LAW! GEORGIA LAW 811 OR DIAL 811

DATE:	5/15/25
SCALE:	NA
PROJ NUMBER:	100.002
DRAWN BY:	AM
REVIEWED BY:	JDL
REVISED BY:	

GEORGIA REGISTERED NO. LA001385 LANDSCAPE ARCHITECT JARROD D. [illegible]
7/01/25

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LAND USE SUMMARY

TOTAL UNITS: 553
- ZONING APPROVED UNITS IN MARISTONE: 151
- UNITS SHOWN IN MARISTONE: **149**
- ZONING APPROVED UNITS IN PLEASANT HILL: 214
- UNITS SHOWN IN PLEASANT HILL: **182**
- UNITS UNDER CONSTRUCTION (PHASE 2): **222**
- PROPOSED LOTS NOT UNDER CONSTRUCTION: **331**

TOTAL ACREAGE: 225.09 AC
- **-CREEKSIDE VILLAGE PHASE 2: 75.37 ACRES** (Under Construction)
- **-MARISTONE: 54.20 ACRES**
- **-PLEASANT HILL: 95.52 ACRES**

TOTAL RETAIL: 70,000 SF

CONVENIENCE/GAS STATION: 7,000 SF

GENERAL RETAIL: 63,000 SF

MARISTONE LOT STANDARDS (RSM)

MIN. LOT AREA: 5,000sf
MIN. LOT WIDTH: 50'
FRONT S/B: 20'
SIDE S/B: 7.5'
REAR S/B: 20'

PLEASANT HILL LOT STANDARDS (RNC)

MIN. LOT AREA: 6,000sf
MIN. LOT WIDTH: 60'
FRONT S/B: 20'
SIDE S/B: 7.5'
REAR S/B: 20'

LOTS UNDER CONSTRUCTION (CREEKSIDE PH. 2)

MIN. LOT SIZE: 3,250sf
MIN. LOT WIDTH: 25'
FRONT S/B: 10'
SIDE S/B: 15'
REAR S/B: 20'

CREEKSIDE VILLAGE PHASE 2

MARISTONE

PLEASANT HILL

AREA TO BE REZONED FROM CREEKSIDE VILLAGE

GENERAL NOTES

1. LAYOUT IS CONCEPTUAL IN NATURE AND IS FOR PLANNING PURPOSES ONLY. FURTHER INFORMATION WILL BE REQUIRED TO DESIGN THE PROJECT.
2. A BOUNDARY SURVEY HAS BEEN CONDUCTED FOR THIS PROJECT.

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LAND SURVEYING COA NO. LSF 000995
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LANDSCAPE ARCHITECT
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Ph. (770) 755-7978

CUMMING OFFICE
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CUMMING, GEORGIA 30040
Ph. (678) 807-7100

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COVER SHEET FOR CREEKSIDE VILLAGE DRI #4478

LOCATED IN:
LAND LOTS 188, 189, 196, 197 16th DISTRICT
DEKALB COUNTY, GEORGIA

DATE	REVISIONS
1. 6/10/25	REVISED TITLE AND STREAM BUFFERS
2. 7/01/25	REVISED SITE DRIVEWAY LABELS
3.	
4.	
5.	
6.	
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8.	

Know what's below. Call before you dig. UTILITIES PROTECTION CENTER 1-800-282-7411 OR DIAL 811

DATE:	5/15/25
SCALE:	1" = 250'
PROJ NUMBER:	100,002
DRAWN BY:	AM
REVIEWED BY:	JDL
REVISED BY:	

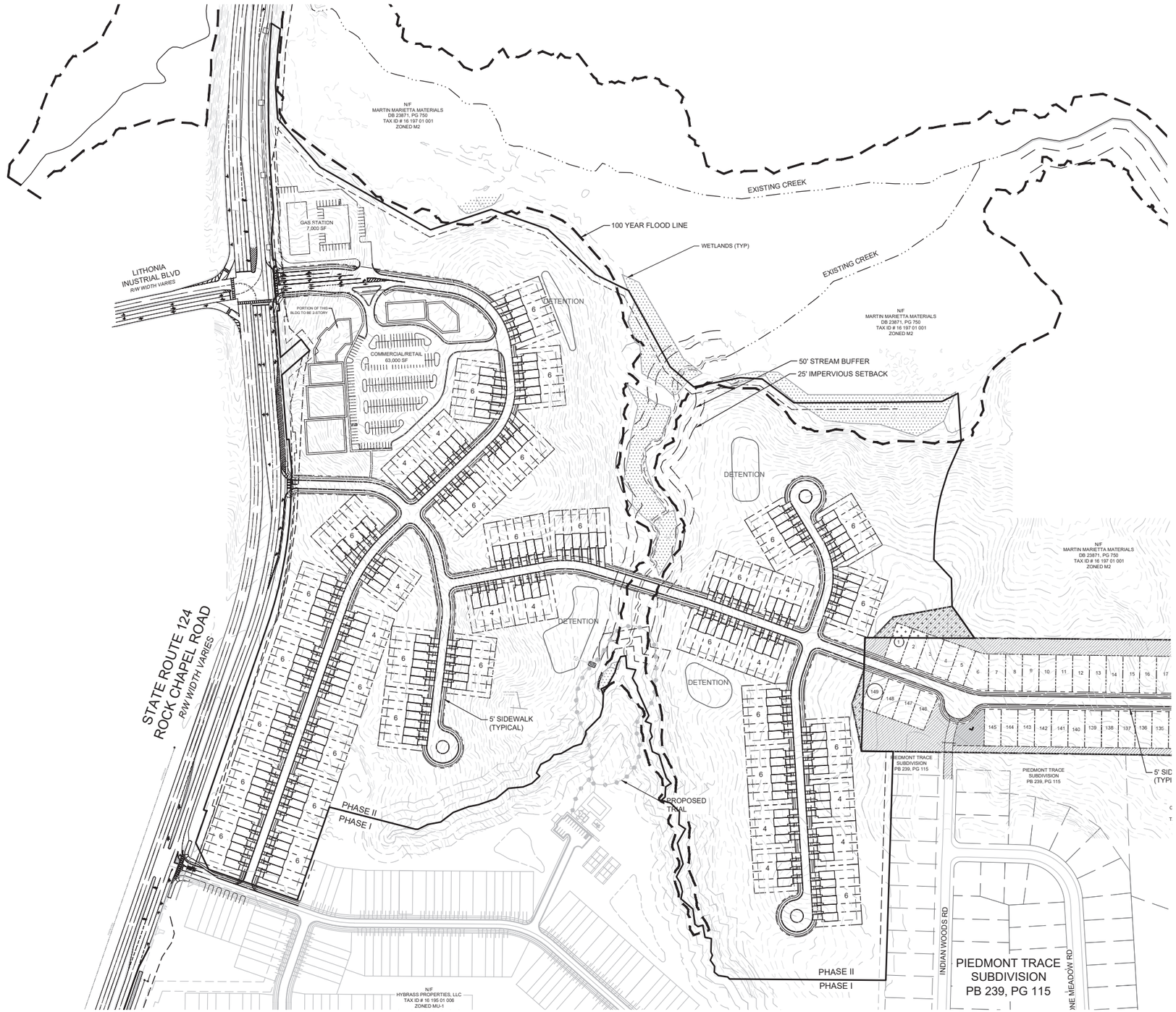
GEORGIA REGISTERED LANDSCAPE ARCHITECT NO. LA001858 JARROD D. LEWIS
7/01/25

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LAND USE SUMMARY

TOTAL UNITS: 222
TOTAL ACRES (CREEKSIDE): 75.37 AC

CREEKSIDE LOT STANDARDS

MIN. LOT AREA: 3,250 sf
MIN. LOT WIDTH: 25'
FRONT S/B: 10'
SIDE S/B: NA
CORNER S/B: 15'
REAR S/B: 20'

GENERAL NOTES

1. LAYOUT IS CONCEPTUAL IN NATURE AND IS FOR PLANNING PURPOSES ONLY. FURTHER INFORMATION WILL BE REQUIRED TO DESIGN THE PROJECT.
2. A BOUNDARY SURVEY HAS BEEN CONDUCTED FOR THIS PROJECT.

GRAPHIC SCALE

150 0 75 150 300
(IN FEET)
1 inch = 150 ft.

MAGNETIC NORTH

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LAND SURVEYING COA NO. LSF 000995
CONSTRUCTION MANAGEMENT
LANDSCAPE ARCHITECT
LAND PLANNING

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STOCKBRIDGE, GEORGIA 30281
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NEWNAN OFFICE
40 GREENWAY CT., STE A
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Ph. (770) 755-7978

CUMMING OFFICE
500 PIRKLE FERRY RD., STE C
CUMMING, GEORGIA 30040
Ph. (678) 807-7160

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CREEKSIDE VILLAGE SITE PLAN
FOR
CREEKSIDE VILLAGE
DRI #4478
LOCATED IN:
LAND LOTS 188, 189, 196, 197 16th DISTRICT
DEKALB COUNTY, GEORGIA

DATE	REVISIONS
1. 6/10/25	REVISED TITLE AND STREAM BUFFERS
2. 7/01/25	REVISED SITE DRIVEWAY LABELS
3.	
4.	
5.	
6.	
7.	
8.	

Know what's below. Call before you dig. UTILITIES PROTECTION CENTER 1-800-282-7411 / GEORGIA 811 OR DIAL 811

DATE:	5/15/25
SCALE:	1" = 150'
PROJ NUMBER:	100.002
DRAWN BY:	AM
REVIEWED BY:	JDL
REVISED BY:	

GEORGIA REGISTERED NO. LA001186 LANDSCAPE ARCHITECT JARROD D. [illegible]
7/01/25

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C:\Users\jlee\appdata\local\temp\AcPublish_3380\DRI10.dwg, 3.1 CREEKSIDE, jlee, Jul 01, 2025 - 3:00:11pm

LAND USE SUMMARY

TOTAL UNITS: 149
- ZONING APPROVED UNITS IN MARISTONE: 151
- UNITS SHOWN IN MARISTONE: **149**

TOTAL ACRES (MARISTONE): 54.20 AC
DENSITY: 2.75 DU/AC
AREA TO BE REZONED: 0.52 AC

MARISTONE OPEN SPACE REQUIREMENTS (RSM):

TOTAL OPEN SPACE: 22.85 ACRES (42%)
OPEN SPACE: 10.90 ACRES (20% required)
ENHANCED OPEN SPACE: 5.45 ACRES (50% of req'd 20%)

MARISTONE LOT STANDARDS (RSM)

MIN. LOT AREA: 5,000 sf
MIN. LOT WIDTH: 50'
FRONT S/B: 20'
SIDE S/B: 7.5'
REAR S/B: 20'

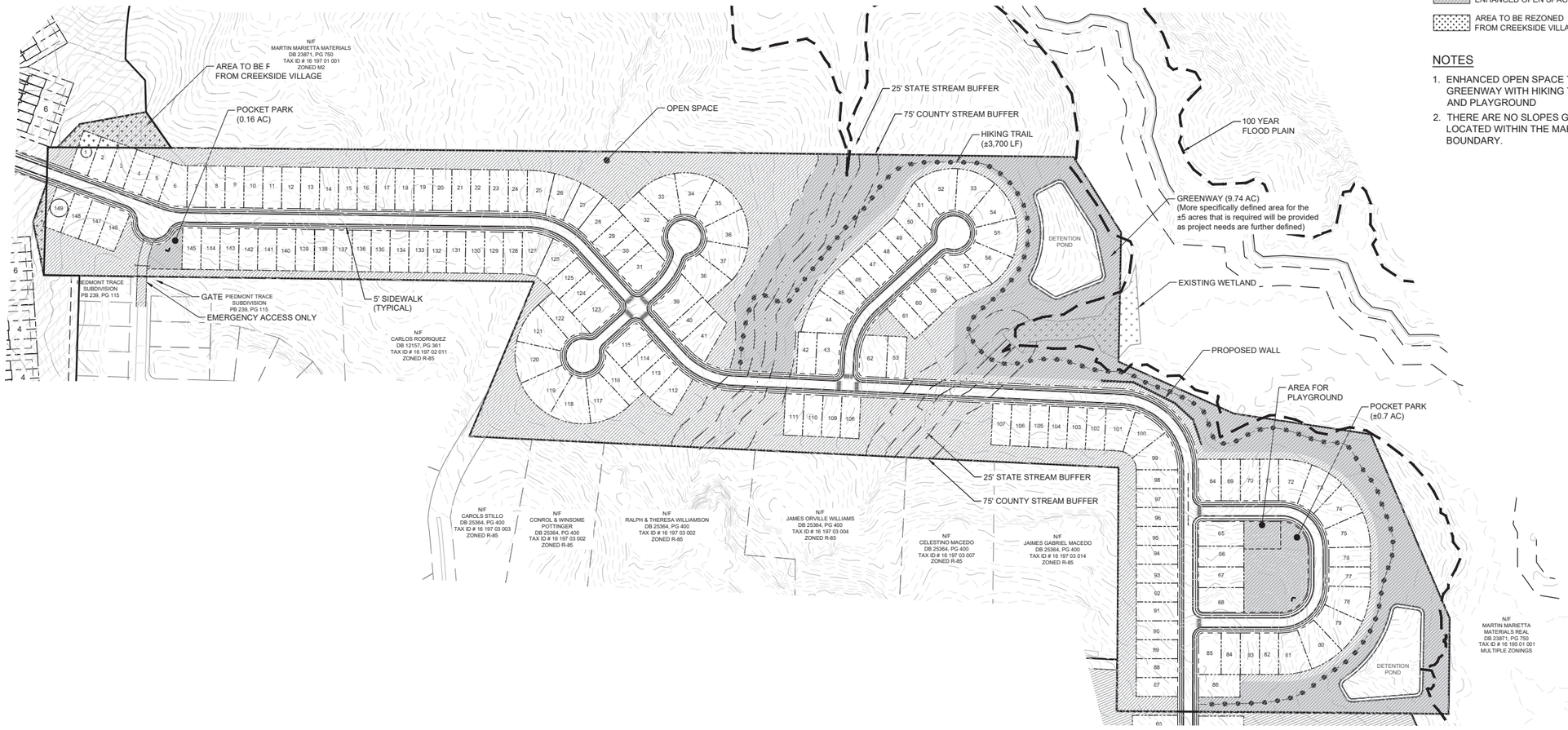
OPEN SPACE

AREA TO CONTAIN REQUIRED ENHANCED OPEN SPACE (10.79 AC)

AREA TO BE REZONED FROM CREEKSIDE VILLAGE

NOTES

1. ENHANCED OPEN SPACE TO INCLUDE A GREENWAY WITH HIKING TRAIL, POCKET PARKS, AND PLAYGROUND
2. THERE ARE NO SLOPES GREATER THAN 1:2 LOCATED WITHIN THE MARISTONE PROPERTY BOUNDARY.



GENERAL NOTES

1. LAYOUT IS CONCEPTUAL IN NATURE AND IS FOR PLANNING PURPOSES ONLY. FURTHER INFORMATION WILL BE REQUIRED TO DESIGN THE PROJECT.
2. A BOUNDARY SURVEY HAS BEEN CONDUCTED FOR THIS PROJECT.

MAGNETIC NORTH

GRAPHIC SCALE

150 0 75 150 300

(IN FEET)
1 inch = 150 ft.

CIVIL ENGINEERING
COA NO. PEB 004790
LAND SURVEYING
COA NO. LSF 000995
CONSTRUCTION MANAGEMENT
LANDSCAPE ARCHITECT
LAND PLANNING

FALCON DESIGN CONSULTANTS

STOCKBRIDGE OFFICE
235 CORP. CTR., DR., STE 200
STOCKBRIDGE, GEORGIA 30281
Ph (770)389-8666 - Fax (770)389-8656

NEWNAN OFFICE
40 GREENWAY CT., STE A
NEWNAN, GEORGIA 30263
Ph. (770) 755-7978

CUMMING OFFICE
500 PIRKLE FERRY RD., STE C
CUMMING, GEORGIA 30040
Ph. (678) 807-7160

www.fdc-llc.com

MARISTONE SITE PLAN
FOR
CREEKSIDE VILLAGE
DRI #4478
LOCATED IN:
LAND LOTS 188, 189, 196, 197 16th DISTRICT
DEKALB COUNTY, GEORGIA

DATE	REVISIONS
1. 6/10/25	REVISED TITLE AND STREAM BUFFERS
2. 7/01/25	REVISED SITE DRIVEWAY LABELS
3.	
4.	
5.	
6.	
7.	
8.	

Know what's below. Call before you dig.
UTILITIES PROTECTION CENTER
1-800-282-7411 (GEORGIA)
OR DIAL 811

DATE:	5/15/25
SCALE:	1" = 150'
PROJ NUMBER:	100.002
DRAWN BY:	AM
REVIEWED BY:	JDL
REVISED BY:	

GEORGIA REGISTERED
No. LA001858
LANDSCAPE ARCHITECT
ARNOLD

7/01/25

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LAND USE SUMMARY

TOTAL UNITS: 182
- ZONING APPROVED UNITS IN PLEASANT HILL: 214
- UNITS SHOWN IN PLEASANT HILL: **182**

TOTAL ACRES (PLEASANT HILL): 95.52 AC
DENSITY: 1.91 DU/AC

PLEASANT HILL GREENSPACE REQUIREMENT (RNC):
REQUIRED GREENSPACE: 30% OF SITE (28.66 acres), 50% SHALL BE CONTIGUOUS
PROVIDED GREENSPACE: 40.64 acres (43%), 23.68 acres (58%) CONTIGUOUS

PLEASANT HILL LOT STANDARDS (RNC)
MIN. LOT AREA: 6,000 sf
MIN. LOT WIDTH: 60'
FRONT S/B: 20'
SIDE S/B: 7.5'
REAR S/B: 20'

OPEN SPACE

POCKET PARKS (0.33 AC)

PLEASANT HILL TR (APPARENT 26' R/W)
N/F MELVIN ALEXANDER DIAZ DB 30092, PG 541 TAX ID # 16 197 03 015 ZONED R-85
27.5' RIGHT-OF-WAY DEDICATION
N/F CYNTHIA DOWNS EMERSON DB 25821, PG 92 TAX ID # 16 197 03 005 ZONED R-85
AREAS OF SITE WITH SLOPES OF 1:2 OR GREATER (TOTAL AREA = 0.29 AC)
PLEASANT HILL TR
30' TRANSITIONAL BUFFER
N/F YOLANDE ANN CASON DB 03752, PG 365 TAX ID # 16 197 03 008 ZONED R-85
25' STATE STREAM BUFFER
75' COUNTY STREAM BUFFER
POCKET PARK (±0.22 AC)
ROCK OUTCROP
ROCK OUTCROP
GREENSPACE (±21.36 AC)
30' TRANSITIONAL BUFFER
16' STREETSCAPE ZONE
10' NO ACCESS ESMT.
N/F REX A WILKERSON DB 06272, PG 602 TAX ID # 16 198 02 001 ZONED R-85
ROCK OUTCROP
PLEASANT HILL RD
DEMILIO DR
16' STREETSCAPE ZONE
ACTIVE RECREATION AREA (1.0 AC)
PROVIDENCE POINT DR
ROCK OUTCROP
DOG PARK
GREENSPACE (±18.84 AC)
100 YEAR FLOOD PLAIN
EXISTING WETLAND
EXISTING POND
POCKET PARK (0.11 AC)
PROPOSED LIFT STATION
DETENTION POND
DETENTION POND
SWIFT CREEK
100 YEAR FLOOD PLAIN
75' COUNTY STREAM BUFFER
25' STATE STREAM BUFFER
N/F MARTIN MARIETTA MATERIALS REAL DB 23871, PG 750 TAX ID # 16 195 01 001 MULTIPLE ZONINGS
5' SIDEWALK (TYPICAL)
30' TRANSITIONAL BUFFER
YELLOW RIVER
100 YEAR FLOOD PLAIN
N/F JEREMY HAMILTON YANCEY DB 25888, PG 78 TAX ID # 16 219 01 007 ZONED R-85
N/F SU TZU HUANG & AN-HWEI CHEN DB 20503, PG 038 TAX ID # 16 219 01 001 ZONED R-85

MAGNETIC NORTH

GRAPHIC SCALE
150 0 75 150 300
(IN FEET)
1 inch = 150 ft.

GENERAL NOTES

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2. A BOUNDARY SURVEY HAS BEEN CONDUCTED FOR THIS PROJECT.

CIVIL ENGINEERING COA NO. PEB 004790
LAND SURVEYING COA NO. LSF 000995
CONSTRUCTION MANAGEMENT
LANDSCAPE ARCHITECT
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Ph. (678) 807-7300

www.fdc-llc.com

PLEASANT HILL SITE PLAN FOR CREEKSIDE VILLAGE DRI #4478

LOCATED IN:
LAND LOTS 188, 189, 196, 197 16th DISTRICT
DEKALB COUNTY, GEORGIA

DATE	REVISIONS
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Know what's below. Call before you dig. UTILITIES PROTECTION CENTER (GEORGIA 811) GA 811 OR DIAL 811

DATE:	5/15/25
SCALE:	1" = 150'
PROJ NUMBER:	100.002
DRAWN BY:	AM
REVIEWED BY:	JDL
REVISED BY:	

GEORGIA REGISTERED LANDSCAPE ARCHITECT NO. LA001858 JEFFREY D. TODD
7/01/25

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APPENDIX B: Traffic Count Data

Bi-Directional Class Count || Location Overview

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1

GA-124 Rock Chapel Rd,
north of Knoll Hollow Rd

Lat/Long

33.742360°, -84.083865°

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

	Thu
	05/08
DF	1.00
MF	1.00
DF*MF	**1.00**

Bi-Directional Class Count || NB EB 15min

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1
GA-124 Rock Chapel Rd,
north of Knoll Hollow Rd

Date
Thursday, May 8, 2025

Lat/Long
33.742360°, -84.083865°

Click here for Map

Weather
Fair
69°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (05-08-2025)
NB EB 15min

	Northbound (Movement 1.1)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	37	2	0	1	0	0	0	1	0	0	0	0	**41**	
0015 - 0030	0	36	6	0	1	3	0	0	1	0	0	0	0	**47**	
0030 - 0045	0	36	0	0	0	1	0	0	0	0	0	0	0	**37**	
0045 - 0100	0	32	1	0	1	2	0	0	1	0	0	0	0	**37**	**162**
0100 - 0115	0	21	1	0	0	1	0	0	0	0	0	0	0	**23**	
0115 - 0130	0	24	0	0	0	0	0	0	0	0	0	0	0	**24**	
0130 - 0145	0	19	0	0	1	1	0	0	0	0	0	0	0	**21**	
0145 - 0200	0	15	1	0	0	0	0	0	2	0	0	0	0	**18**	**86**
0200 - 0215	0	15	3	0	0	0	0	0	0	0	0	0	0	**18**	
0215 - 0230	0	24	2	0	0	0	0	0	0	0	0	0	0	**26**	
0230 - 0245	0	24	3	0	0	0	0	0	1	0	0	0	0	**28**	
0245 - 0300	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**	**86**
0300 - 0315	0	21	2	0	0	0	0	0	0	0	0	0	0	**23**	
0315 - 0330	0	32	2	0	0	0	0	0	1	0	0	0	0	**35**	
0330 - 0345	0	30	4	0	0	0	0	0	0	0	0	0	0	**34**	
0345 - 0400	0	44	1	0	1	0	0	0	0	0	0	0	0	**46**	**138**
0400 - 0415	0	38	3	0	0	1	0	0	1	0	0	0	0	**43**	
0415 - 0430	0	31	2	0	1	1	0	0	0	0	0	0	0	**35**	
0430 - 0445	0	60	2	1	0	3	0	0	2	0	0	0	0	**68**	
0445 - 0500	0	55	3	0	0	1	0	0	2	0	0	0	0	**61**	**207**
0500 - 0515	0	58	7	0	1	4	0	0	2	0	0	0	0	**72**	
0515 - 0530	0	66	9	0	1	3	0	0	1	0	0	0	0	**80**	
0530 - 0545	0	111	10	0	0	2	0	0	3	0	0	0	0	**126**	
0545 - 0600	0	100	4	0	0	4	0	0	3	0	0	0	0	**111**	**389**
0600 - 0615	0	145	25	0	0	3	1	0	5	0	0	0	0	**179**	
0615 - 0630	0	191	27	6	1	6	0	0	10	1	0	0	0	**242**	
0630 - 0645	0	206	39	0	2	13	0	0	8	0	0	0	0	**268**	
0645 - 0700	0	225	56	2	7	3	0	1	5	0	0	0	0	**299**	**988**
0700 - 0715	0	296	35	1	4	7	0	2	3	0	0	0	0	**348**	
0715 - 0730	0	310	57	1	6	3	0	0	5	1	0	0	0	**383**	
0730 - 0745	0	378	59	3	8	4	0	3	2	0	0	0	0	**457**	
0745 - 0800	0	302	44	1	7	2	0	1	1	1	0	0	0	**359**	**1547**
0800 - 0815	0	312	64	1	8	8	0	2	10	1	0	0	0	**406**	
0815 - 0830	0	269	55	0	9	5	0	1	3	0	0	0	0	**342**	
0830 - 0845	0	212	33	0	1	9	0	4	1	0	0	0	0	**260**	
0845 - 0900	0	166	47	0	5	9	0	1	6	0	0	0	0	**234**	**1242**
0900 - 0915	0	153	48	0	4	3	0	1	4	0	0	0	0	**213**	
0915 - 0930	0	132	35	0	7	4	0	0	4	0	0	0	0	**182**	
0930 - 0945	0	109	34	0	7	4	1	0	6	0	0	0	0	**161**	
0945 - 1000	0	125	29	0	2	7	0	0	5	2	0	0	0	**170**	**726**
1000 - 1015	0	117	33	0	4	0	0	2	3	0	0	0	0	**159**	
1015 - 1030	0	118	21	0	4	6	0	2	7	0	0	0	0	**158**	
1030 - 1045	1	125	28	0	7	2	0	1	4	0	0	0	0	**168**	
1045 - 1100	0	129	36	0	2	6	0	0	5	0	0	0	0	**178**	**663**
1100 - 1115	0	118	30	0	4	3	0	3	3	0	0	0	0	**161**	
1115 - 1130	2	136	25	0	4	6	0	1	5	0	0	0	0	**179**	
1130 - 1145	2	146	23	0	7	4	0	0	2	0	0	0	0	**184**	
1145 - 1200	1	133	28	0	6	7	0	0	4	0	0	0	0	**179**	**703**
1200 - 1215	0	139	32	0	1	2	0	0	4	0	0	0	0	**178**	
1215 - 1230	0	135	29	1	2	5	0	3	6	0	0	0	0	**181**	
1230 - 1245	0	140	32	0	7	6	0	1	4	0	0	0	0	**190**	
1245 - 1300	0	136	34	0	2	3	0	2	6	0	0	0	0	**183**	**732**
1300 - 1315	0	144	34	0	5	5	0	2	6	0	0	0	0	**196**	
1315 - 1330	0	166	37	0	12	4	0	0	3	0	0	0	0	**222**	
1330 - 1345	1	183	31	0	6	5	0	1	3	1	0	0	0	**231**	
1345 - 1400	0	183	52	1	6	5	0	1	4	0	0	0	0	**252**	**901**
1400 - 1415	0	175	43	1	6	5	0	1	6	0	0	0	0	**237**	
1415 - 1430	0	189	52	0	2	2	0	1	8	0	0	0	0	**254**	
1430 - 1445	0	218	32	3	3	2	0	0	3	0	0	0	0	**261**	
1445 - 1500	0	180	47	1	6	5	0	0	4	0	0	0	0	**243**	**995**
1500 - 1515	2	194	33	3	6	1	0	1	5	0	0	0	0	**245**	
1515 - 1530	3	213	47	1	9	4	0	4	11	1	0	0	0	**293**	
1530 - 1545	0	215	55	1	7	2	0	1	5	0	0	0	0	**286**	
1545 - 1600	0	215	37	3	5	2	0	0	5	0	0	0	0	**267**	**1091**
1600 - 1615	0	256	48	2	8	3	0	0	4	0	0	0	0	**321**	
1615 - 1630	2	273	49	1	7	6	0	0	4	0	0	0	0	**342**	
1630 - 1645	2	275	74	3	6	4	0	0	2	0	0	0	0	**366**	
1645 - 1700	0	248	52	1	3	3	0	1	6	0	0	0	0	**314**	**1343**
1700 - 1715	0	289	63	0	8	1	1	1	4	0	0	0	0	**367**	
1715 - 1730	0	285	67	1	11	4	0	3	0	0	0	0	0	**371**	
1730 - 1745	0	301	34	0	0	1	1	0	6	0	0	0	0	**343**	
1745 - 1800	0	288	38	0	3	3	0	0	2	0	0	0	0	**334**	**1415**
1800 - 1815	0	180	38	0	0	1	0	1	1	0	0	0	0	**221**	
1815 - 1830	0	230	69	0	1	3	0	0	2	0	0	0	0	**305**	
1830 - 1845	0	219	50	0	1	0	0	0	6	0	0	0	0	**276**	
1845 - 1900	0	263	52	0	0	0	4	0	0	0	0	0	0	**319**	**1121**
1900 - 1915	0	180	62	0	5	1	0	2	9	0	0	0	0	**259**	
1915 - 1930	0	171	57	0	0	2	0	0	2	0	0	0	0	**232**	
1930 - 1945	0	162	47	1	1	1	0	3	2	0	0	0	0	**217**	
1945 - 2000	0	172	40	0	0	2	0	2	2	0	0	0	0	**218**	**926**
2000 - 2015	0	173	45	2	2	1	0	2	1	0	0	0	0	**226**	
2015 - 2030	0	160	34	0	0	1	0	0	2	0	0	0	0	**197**	
2030 - 2045	0	172	25	0	3	1	0	0	1	0	0	0	0	**202**	
2045 - 2100	0	114	22	0	0	2	0	0	1	0	0	0	0	**139**	**764**
2100 - 2115	0	141	23	0	0	0	0	0	1	0	0	0	0	**165**	
2115 - 2130	0	145	22	0	0	1	0	0	1	0	0	0	0	**169**	
2130 - 2145	0	139	19	0	0	0	0	0	1	0	0	0	0	**159**	
2145 - 2200	0	141	17	0	0	0	0	0	1	0	0	0	0	**159**	**652**
2200 - 2215	0	106	27	0	1	2	0	0	2	0	0	0	0	**138**	
2215 - 2230	0	92	27	0	3	2	1	0	2	0	0	0	0	**127**	
2230 - 2245	0	121	18	0	0	1	0	0	1	0	0	0	0	**141**	
2245 - 2300	0	70	13	0	1	1	0	0	1	0	0	0	0	**86**	**492**
2300 - 2315	0	54	15	0	0	0	0	0	1	0	0	0	0	**70**	
2315 - 2330	0	66	14	0	0	0	0	0	0	0	0	0	0	**80**	
2330 - 2345	0	65	15	0	0	0	0	0	1	0	0	0	0	**81**	
2345 - 0000	0	51	14	0	0	0	0	0	1	0	0	0	0	**66**	**297**

Session Total	16	13923	2796	42	273	256	9	58	285	8	0	0	0	**17666**
Session Average	0.17	145.03	29.13	0.44	2.84	2.67	0.09	0.60	2.97	0.08	0.00	0.00	0.00	**184.02**
Session Percentage	0.09	78.81	15.83	0.24	1.55	1.45	0.05	0.33	1.61	0.05	0.00	0.00	0.00	

AM Peak Hour	0945 - 1045	0715 - 0815	0715 - 0815	0615 - 0715	0730 - 0830	0800 - 0900	0515 - 0615	0745 - 0845	0600 - 0700	0715 - 0815	-	-	-	**0715 - 0815**
AM Peak Volume	1	1302	224	9	32	31	1	8	28	3	0	0	0	**1605**
AM Peak %age	0.06	81.12	13.96	0.56	1.99	1.93	0.06	0.50	1.74	0.19	0.00	0.00	0.00	

Noon Peak Hour	1100 - 1200	1430 - 1530	1445 - 1545	1430 - 1530	1315 - 1415	1100 - 1200	-	1215 - 1315	1445 - 1545	1245 - 1345	-	-	-	**1445 - 1545**
Noon Peak Volume	5	805	182	8	30	20	0	8	25	1	0	0	0	**1067**
Noon Peak %age	0.47	75.45	17.06	0.75	2.81	1.87	0.00	0.75	2.34	0.09	0.00	0.00	0.00	

PM Peak Hour	1500 - 1600	1700 - 1800	1630 - 1730	1545 - 1645	1515 - 1615	1600 - 1700	1800 - 1900	1900 - 2000	1500 - 1600	1500 - 1600	-	-	-	**1630 - 1730**
PM Peak Volume	5	1163	256	9	29	16	4	7	26	1	0	0	0	**1418**
PM Peak %age	0.35	82.02	18.05	0.63	2.05	1.13	0.28	0.49	1.83	0.07	0.00	0.00	0.00	

User Peak Volume	0	141	9	0	3	6	0	0	3	0	0	0	0	**162**
User Peak %age	0.00	87.04	5.56	0.00	1.85	3.70	0.00	0.00	1.85	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || SB WB 15min

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1
GA-124 Rock Chapel Rd,
north of Knoll Hollow Rd

Date
Thursday, May 8, 2025

Lat/Long
33.742360°, -84.083865°

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Weather
Fair
69°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (05-08-2025)
SB WB 15min

	Southbound (Movement 1.2)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	40	0	0	0	0	0	0	0	0	0	0	0	**40**	
0015 - 0030	0	44	0	0	0	1	0	0	0	0	0	0	0	**45**	
0030 - 0045	0	23	2	0	2	1	0	0	0	0	0	0	0	**28**	
0045 - 0100	0	29	0	0	0	0	0	0	1	0	0	0	0	**30**	**143**
0100 - 0115	0	25	0	0	0	0	0	0	0	0	0	0	0	**25**	
0115 - 0130	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**	
0130 - 0145	0	38	0	0	0	0	0	0	1	0	0	0	0	**39**	
0145 - 0200	0	28	0	0	0	0	0	0	0	0	0	0	0	**28**	**108**
0200 - 0215	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**	
0215 - 0230	0	30	0	0	2	0	0	0	2	0	0	0	0	**34**	
0230 - 0245	0	25	0	0	0	0	0	0	1	0	0	0	0	**26**	
0245 - 0300	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**	**97**
0300 - 0315	0	13	0	0	0	0	0	0	3	0	0	0	0	**16**	
0315 - 0330	0	23	0	0	1	0	0	0	0	0	0	0	0	**24**	
0330 - 0345	0	45	0	0	0	0	0	0	1	0	0	0	0	**46**	
0345 - 0400	0	23	1	0	0	0	0	0	2	0	0	0	0	**26**	**112**
0400 - 0415	0	32	0	0	1	1	0	0	0	0	0	0	0	**34**	
0415 - 0430	0	34	1	0	1	1	0	0	5	0	0	0	0	**42**	
0430 - 0445	0	43	0	0	1	1	0	0	2	0	0	0	0	**47**	
0445 - 0500	0	50	1	0	3	2	0	1	2	0	0	0	0	**59**	**182**
0500 - 0515	0	85	3	1	0	1	0	1	4	0	0	0	0	**95**	
0515 - 0530	0	81	2	0	2	1	0	0	4	0	0	0	0	**90**	
0530 - 0545	0	108	4	0	0	2	0	0	4	0	0	0	0	**118**	
0545 - 0600	0	99	3	3	2	3	0	0	5	0	0	0	0	**115**	**418**
0600 - 0615	0	91	6	1	0	1	0	0	3	0	0	0	0	**102**	
0615 - 0630	0	81	20	0	0	10	0	3	8	0	0	0	0	**122**	
0630 - 0645	0	129	33	0	2	4	0	0	4	0	0	0	0	**172**	
0645 - 0700	0	116	24	0	3	3	0	1	3	0	0	0	0	**150**	**546**
0700 - 0715	0	124	37	4	8	1	0	0	2	0	0	0	0	**176**	
0715 - 0730	0	201	48	1	10	6	0	2	4	0	0	0	0	**272**	
0730 - 0745	0	185	50	0	7	1	0	1	7	0	0	0	0	**251**	
0745 - 0800	0	207	61	0	5	3	0	1	5	0	0	0	0	**282**	**981**
0800 - 0815	1	180	66	0	7	2	0	2	10	0	0	0	0	**268**	
0815 - 0830	0	181	57	0	5	13	0	2	6	0	0	0	0	**264**	
0830 - 0845	0	180	50	0	2	9	0	1	4	0	0	0	0	**246**	
0845 - 0900	0	181	58	0	6	8	0	0	7	0	0	0	0	**260**	**1038**
0900 - 0915	1	171	46	2	4	5	0	0	6	0	0	0	0	**235**	
0915 - 0930	0	167	45	0	2	8	0	3	9	0	0	0	0	**234**	
0930 - 0945	0	130	55	1	3	4	1	0	4	0	0	0	0	**198**	
0945 - 1000	0	175	48	0	4	3	0	3	6	0	0	0	0	**239**	**906**
1000 - 1015	0	167	48	0	4	7	0	1	9	0	0	0	0	**236**	
1015 - 1030	0	140	51	0	1	5	0	1	4	1	0	0	0	**203**	
1030 - 1045	0	145	38	0	5	6	0	0	7	2	0	0	0	**203**	
1045 - 1100	0	158	48	0	8	6	0	1	7	0	0	0	0	**228**	**870**
1100 - 1115	0	146	40	0	6	5	0	0	4	0	0	0	0	**201**	
1115 - 1130	2	168	39	0	7	4	0	2	7	0	0	0	0	**229**	
1130 - 1145	0	134	44	0	6	3	0	4	8	0	0	0	0	**199**	
1145 - 1200	0	154	43	0	7	5	0	1	10	0	0	0	0	**220**	**849**
1200 - 1215	0	151	54	0	4	5	0	0	2	0	0	0	0	**216**	
1215 - 1230	0	188	48	0	4	7	0	0	3	0	0	0	0	**250**	
1230 - 1245	0	140	42	0	7	6	0	1	9	0	0	0	0	**205**	
1245 - 1300	0	164	58	0	4	5	0	1	6	0	0	0	0	**238**	**909**
1300 - 1315	0	138	39	0	7	9	0	0	3	0	0	0	0	**196**	
1315 - 1330	0	135	46	0	4	3	0	3	1	0	0	0	0	**192**	
1330 - 1345	0	143	38	0	4	9	0	2	7	0	0	0	0	**203**	
1345 - 1400	0	153	56	0	2	5	1	0	2	0	0	0	0	**219**	**810**
1400 - 1415	2	178	46	1	1	3	1	0	5	0	0	0	0	**237**	
1415 - 1430	1	206	48	1	4	3	0	1	5	0	0	0	0	**269**	
1430 - 1445	0	234	42	5	3	7	1	0	7	0	0	0	0	**299**	
1445 - 1500	0	203	57	2	2	5	0	0	7	0	0	0	0	**276**	**1081**
1500 - 1515	0	239	56	0	2	2	1	1	4	0	0	0	0	**305**	
1515 - 1530	0	256	50	3	3	4	0	0	4	0	0	0	0	**320**	
1530 - 1545	1	326	59	0	8	11	0	2	12	0	0	0	0	**419**	
1545 - 1600	1	292	79	1	8	6	0	0	3	0	0	0	0	**390**	**1434**
1600 - 1615	0	280	59	0	14	1	1	1	7	0	0	0	0	**363**	
1615 - 1630	0	287	57	0	6	3	0	0	4	0	0	0	0	**357**	
1630 - 1645	0	318	62	1	1	5	0	2	4	0	0	0	0	**393**	
1645 - 1700	0	324	63	1	3	4	0	1	5	0	0	0	0	**401**	**1514**
1700 - 1715	0	305	44	1	2	2	0	0	2	0	0	0	0	**356**	
1715 - 1730	0	335	52	0	6	2	0	0	3	0	0	0	0	**398**	
1730 - 1745	1	298	37	0	5	2	0	0	3	0	0	0	0	**346**	
1745 - 1800	0	283	40	0	0	6	0	0	1	0	0	0	0	**330**	**1430**
1800 - 1815	0	304	40	0	1	2	0	0	1	0	0	0	0	**348**	
1815 - 1830	1	310	34	0	7	1	0	0	2	0	0	0	0	**355**	
1830 - 1845	1	275	32	0	3	2	0	0	2	0	0	0	0	**315**	
1845 - 1900	0	276	49	0	3	2	0	0	2	0	0	0	0	**332**	**1350**
1900 - 1915	1	209	15	0	5	2	0	1	2	0	0	0	0	**235**	
1915 - 1930	1	189	29	1	4	2	0	0	3	0	0	0	0	**229**	
1930 - 1945	0	190	14	0	1	1	0	0	2	0	0	0	0	**208**	
1945 - 2000	0	190	22	0	0	1	0	0	1	0	0	0	0	**214**	**886**
2000 - 2015	0	178	30	0	2	1	0	0	1	0	0	0	0	**212**	
2015 - 2030	0	186	26	0	2	2	0	0	4	0	0	0	0	**220**	
2030 - 2045	0	152	18	0	0	0	0	0	0	0	0	0	0	**170**	
2045 - 2100	0	171	24	0	4	0	0	0	2	0	0	0	0	**201**	**803**
2100 - 2115	0	159	14	0	0	0	0	0	0	0	0	0	0	**173**	
2115 - 2130	0	170	17	0	2	1	0	0	3	0	0	0	0	**193**	
2130 - 2145	0	130	13	1	0	0	0	0	2	0	0	0	0	**146**	
2145 - 2200	0	127	14	0	2	0	0	0	1	0	0	0	0	**144**	**656**
2200 - 2215	0	113	10	0	0	0	0	0	0	0	0	0	0	**123**	
2215 - 2230	0	102	11	0	1	0	0	0	1	0	0	0	0	**115**	
2230 - 2245	0	76	9	0	2	0	0	0	0	0	0	0	0	**87**	
2245 - 2300	0	74	8	0	2	0	0	0	1	0	0	0	0	**85**	**410**
2300 - 2315	2	62	8	0	1	1	0	0	1	0	0	0	0	**75**	
2315 - 2330	0	70	5	0	0	0	0	0	0	0	0	0	0	**75**	
2330 - 2345	1	62	5	0	2	0	0	0	0	0	0	0	0	**70**	
2345 - 0000	0	41	4	0	1	1	0	0	0	0	0	0	0	**47**	**267**

Session Total	17	14074	2755	31	276	270	6	47	321	3	0	0	0	**17800**
Session Average	0.18	146.60	28.70	0.32	2.88	2.81	0.06	0.49	3.34	0.03	0.00	0.00	0.00	**185.42**
Session Percentage	0.10	79.07	15.48	0.17	1.55	1.52	0.03	0.26	1.80	0.02	0.00	0.00	0.00	

AM Peak Hour	0715 - 0815	0715 - 0815	0730 - 0830	0630 - 0730	0700 - 0800	0815 - 0915	0845 - 0945	0915 - 1015	0730 - 0830	0945 - 1045	-	-	-	**0715 - 0815**
AM Peak Volume	1	773	234	5	30	35	1	7	28	3	0	0	0	**1073**
AM Peak %age	0.09	72.04	21.81	0.47	2.80	3.26	0.09	0.65	2.61	0.28	0.00	0.00	0.00	

Noon Peak Hour	1330 - 1430	1445 - 1545	1445 - 1545	1430 - 1530	1045 - 1145	1215 - 1315	1345 - 1445	1045 - 1145	1100 - 1200	1000 - 1100	-	-	-	**1445 - 1545**
Noon Peak Volume	3	1024	222	10	27	27	3	7	29	3	0	0	0	**1320**
Noon Peak %age	0.23	77.58	16.82	0.76	2.05	2.05	0.23	0.53	2.20	0.23	0.00	0.00	0.00	

PM Peak Hour	1815 - 1915	1630 - 1730	1545 - 1645	1500 - 1600	1530 - 1630	1500 - 1600	1500 - 1600	1600 - 1700	1515 - 1615	-	-	-	-	**1630 - 1730**
PM Peak Volume	3	1282	257	4	36	23	1	4	26	0	0	0	0	**1548**
PM Peak %age	0.19	82.82	16.60	0.26	2.33	1.49	0.06	0.26	1.68	0.00	0.00	0.00	0.00	

User Peak Volume	0	136	2	0	2	2	0	0	1	0	0	0	0	**143**
User Peak %age	0.00	95.10	1.40	0.00	1.40	1.40	0.00	0.00	0.70	0.00	0.00	0.00	0.00	

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

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1
GA-124 Rock Chapel Rd,
north of Knoll Hollow Rd

Date
Thursday, May 8, 2025

Lat/Long
33.742360°, -84.083865°

Weather
Fair
69°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (05-08-2025)
Bi-Directional 15min

	Bi-Directional 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	77	2	0	1	0	0	0	1	0	0	0	0	**81**	
0015 - 0030	0	80	6	0	1	4	0	0	1	0	0	0	0	**92**	
0030 - 0045	0	59	2	0	2	2	0	0	0	0	0	0	0	**65**	
0045 - 0100	0	61	1	0	1	2	0	0	2	0	0	0	0	**67**	**305**
0100 - 0115	0	46	1	0	0	1	0	0	0	0	0	0	0	**48**	
0115 - 0130	0	40	0	0	0	0	0	0	0	0	0	0	0	**40**	
0130 - 0145	0	57	0	0	1	1	0	0	1	0	0	0	0	**60**	
0145 - 0200	0	43	1	0	0	0	0	0	2	0	0	0	0	**46**	**194**
0200 - 0215	0	33	3	0	0	0	0	0	0	0	0	0	0	**36**	
0215 - 0230	0	54	2	0	2	0	0	0	2	0	0	0	0	**60**	
0230 - 0245	0	49	3	0	0	0	0	0	2	0	0	0	0	**54**	
0245 - 0300	0	33	0	0	0	0	0	0	0	0	0	0	0	**33**	**183**
0300 - 0315	0	34	2	0	0	0	0	0	3	0	0	0	0	**39**	
0315 - 0330	0	55	2	0	1	0	0	0	1	0	0	0	0	**59**	
0330 - 0345	0	75	4	0	0	0	0	0	1	0	0	0	0	**80**	
0345 - 0400	0	67	2	0	1	0	0	0	2	0	0	0	0	**72**	**250**
0400 - 0415	0	70	3	0	1	2	0	0	1	0	0	0	0	**77**	
0415 - 0430	0	65	3	0	2	2	0	0	5	0	0	0	0	**77**	
0430 - 0445	0	103	2	1	1	4	0	0	4	0	0	0	0	**115**	
0445 - 0500	0	105	4	0	3	3	0	1	4	0	0	0	0	**120**	**389**
0500 - 0515	0	143	10	1	1	5	0	1	6	0	0	0	0	**167**	
0515 - 0530	0	147	11	0	3	4	0	0	5	0	0	0	0	**170**	
0530 - 0545	0	219	14	0	0	4	0	0	7	0	0	0	0	**244**	
0545 - 0600	0	199	7	3	2	7	0	0	8	0	0	0	0	**226**	**807**
0600 - 0615	0	236	31	1	0	4	1	0	8	0	0	0	0	**281**	
0615 - 0630	0	272	47	6	1	16	0	3	18	1	0	0	0	**364**	
0630 - 0645	0	335	72	0	4	17	0	0	12	0	0	0	0	**440**	
0645 - 0700	0	341	80	2	10	6	0	2	8	0	0	0	0	**449**	**1534**
0700 - 0715	0	420	72	5	12	8	0	2	5	0	0	0	0	**524**	
0715 - 0730	0	511	105	2	16	9	0	2	9	1	0	0	0	**655**	
0730 - 0745	0	563	109	3	15	5	0	4	9	0	0	0	0	**708**	
0745 - 0800	0	509	105	1	12	5	0	2	6	1	0	0	0	**641**	**2528**
0800 - 0815	1	492	130	1	15	10	0	4	20	1	0	0	0	**674**	
0815 - 0830	0	450	112	0	14	18	0	3	9	0	0	0	0	**606**	
0830 - 0845	0	392	83	0	3	18	0	5	5	0	0	0	0	**506**	
0845 - 0900	0	347	105	0	11	17	0	1	13	0	0	0	0	**494**	**2280**
0900 - 0915	1	324	94	2	8	8	0	1	10	0	0	0	0	**448**	
0915 - 0930	0	299	80	0	9	12	0	3	13	0	0	0	0	**416**	
0930 - 0945	0	239	89	1	10	8	2	0	10	0	0	0	0	**359**	
0945 - 1000	0	300	77	0	6	10	0	3	11	2	0	0	0	**409**	**1632**
1000 - 1015	0	284	81	0	8	7	0	3	12	0	0	0	0	**395**	
1015 - 1030	0	258	72	0	5	11	0	3	11	1	0	0	0	**361**	
1030 - 1045	1	270	66	0	12	8	0	1	11	2	0	0	0	**371**	
1045 - 1100	0	287	84	0	10	12	0	1	12	0	0	0	0	**406**	**1533**
1100 - 1115	0	264	70	0	10	8	0	3	7	0	0	0	0	**362**	
1115 - 1130	4	304	64	0	11	10	0	3	12	0	0	0	0	**408**	
1130 - 1145	2	280	67	0	13	7	0	4	10	0	0	0	0	**383**	
1145 - 1200	1	287	71	0	13	12	0	1	14	0	0	0	0	**399**	**1552**
1200 - 1215	0	290	86	0	5	7	0	0	6	0	0	0	0	**394**	
1215 - 1230	0	323	77	1	6	12	0	3	9	0	0	0	0	**431**	
1230 - 1245	0	280	74	0	14	12	0	2	13	0	0	0	0	**395**	
1245 - 1300	0	300	92	0	6	8	0	3	12	0	0	0	0	**421**	**1641**
1300 - 1315	0	282	73	0	12	14	0	2	9	0	0	0	0	**392**	
1315 - 1330	0	301	83	0	16	7	0	3	4	0	0	0	0	**414**	
1330 - 1345	1	326	69	0	10	14	0	3	10	1	0	0	0	**434**	
1345 - 1400	0	336	108	1	8	10	1	1	6	0	0	0	0	**471**	**1711**
1400 - 1415	2	353	89	2	7	8	1	1	11	0	0	0	0	**474**	
1415 - 1430	1	395	100	1	6	5	0	2	13	0	0	0	0	**523**	
1430 - 1445	0	452	74	8	6	9	1	0	10	0	0	0	0	**560**	
1445 - 1500	0	383	104	3	8	10	0	0	11	0	0	0	0	**519**	**2076**
1500 - 1515	2	433	89	3	8	3	1	2	9	0	0	0	0	**550**	
1515 - 1530	3	469	97	4	12	8	0	4	15	1	0	0	0	**613**	
1530 - 1545	1	541	114	1	15	13	0	3	17	0	0	0	0	**705**	
1545 - 1600	1	507	116	4	13	8	0	0	8	0	0	0	0	**657**	**2525**
1600 - 1615	0	536	107	2	22	4	1	1	11	0	0	0	0	**684**	
1615 - 1630	2	560	106	1	13	9	0	0	8	0	0	0	0	**699**	
1630 - 1645	2	593	136	4	7	9	0	2	6	0	0	0	0	**759**	
1645 - 1700	0	572	115	2	6	7	0	2	11	0	0	0	0	**715**	**2857**
1700 - 1715	0	594	107	1	10	3	1	1	6	0	0	0	0	**723**	
1715 - 1730	0	620	119	1	17	6	0	3	3	0	0	0	0	**769**	
1730 - 1745	1	599	71	0	5	3	1	0	9	0	0	0	0	**689**	
1745 - 1800	0	571	78	0	3	9	0	0	3	0	0	0	0	**664**	**2845**
1800 - 1815	0	484	78	0	1	3	0	1	2	0	0	0	0	**569**	
1815 - 1830	1	540	103	0	8	4	0	0	4	0	0	0	0	**660**	
1830 - 1845	1	494	82	0	4	2	0	0	8	0	0	0	0	**591**	
1845 - 1900	0	539	101	0	3	2	4	0	2	0	0	0	0	**651**	**2471**
1900 - 1915	1	389	77	0	10	3	0	3	11	0	0	0	0	**494**	
1915 - 1930	1	360	86	1	4	4	0	0	5	0	0	0	0	**461**	
1930 - 1945	0	352	61	1	2	2	0	3	4	0	0	0	0	**425**	
1945 - 2000	0	362	62	0	0	3	0	2	3	0	0	0	0	**432**	**1812**
2000 - 2015	0	351	75	2	4	2	0	2	2	0	0	0	0	**438**	
2015 - 2030	0	346	60	0	2	3	0	0	6	0	0	0	0	**417**	
2030 - 2045	0	324	43	0	3	1	0	0	1	0	0	0	0	**372**	
2045 - 2100	0	285	46	0	4	2	0	0	3	0	0	0	0	**340**	**1567**
2100 - 2115	0	300	37	0	0	0	0	0	1	0	0	0	0	**338**	
2115 - 2130	0	315	39	0	2	2	0	0	4	0	0	0	0	**362**	
2130 - 2145	0	269	32	1	0	0	0	0	3	0	0	0	0	**305**	
2145 - 2200	0	268	31	0	2	0	0	0	2	0	0	0	0	**303**	**1308**
2200 - 2215	0	219	37	0	1	2	0	0	2	0	0	0	0	**261**	
2215 - 2230	0	194	38	0	4	2	1	0	3	0	0	0	0	**242**	
2230 - 2245	0	197	27	0	2	1	0	0	1	0	0	0	0	**228**	
2245 - 2300	0	144	21	0	3	1	0	0	2	0	0	0	0	**171**	**902**
2300 - 2315	2	116	23	0	1	1	0	0	2	0	0	0	0	**145**	
2315 - 2330	0	136	19	0	0	0	0	0	0	0	0	0	0	**155**	
2330 - 2345	1	127	20	0	2	0	0	0	1	0	0	0	0	**151**	
2345 - 0000	0	92	18	0	1	1	0	0	1	0	0	0	0	**113**	**564**

Session Total	33	27997	5551	73	549	526	15	105	606	11	0	0	0	**35466**
Session Average	0.34	291.64	57.82	0.76	5.72	5.48	0.16	1.09	6.31	0.11	0.00	0.00	0.00	**369.44**
Session Percentage	0.09	78.94	15.65	0.21	1.55	1.48	0.04	0.30	1.71	0.03	0.00	0.00	0.00	

AM Peak Hour	0715 - 0815	0715 - 0815	0730 - 0830	0615 - 0715	0715 - 0815	0800 - 0900	0845 - 0945	0745 - 0845	0800 - 0900	0945 - 1045	-	-	-	**0715 - 0815**
AM Peak Volume	1	2075	456	13	58	63	2	14	47	5	0	0	0	**2678**
AM Peak %age	0.04	77.48	17.03	0.49	2.17	2.35	0.07	0.52	1.76	0.19	0.00	0.00	0.00	

Noon Peak Hour	1100 - 1200	1445 - 1545	1445 - 1545	1430 - 1530	1230 - 1330	1215 - 1315	1345 - 1445	1045 - 1145	1445 - 1545	1000 - 1100	-	-	-	**1445 - 1545**
Noon Peak Volume	7	1826	404	18	48	46	3	11	52	3	0	0	0	**2387**
Noon Peak %age	0.29	76.50	16.93	0.75	2.01	1.93	0.13	0.46	2.18	0.13	0.00	0.00	0.00	

PM Peak Hour	1500 - 1600	1645 - 1745	1630 - 1730	1500 - 1600	1530 - 1630	1530 - 1630	1800 - 1900	1500 - 1600	1515 - 1615	1500 - 1600	-	-	-	**1630 - 1730**
PM Peak Volume	7	2385	477	12	63	34	4	9	51	1	0	0	0	**2966**
PM Peak %age	0.24	80.41	16.08	0.40	2.12	1.15	0.13	0.30	1.72	0.03	0.00	0.00	0.00	

User Peak Volume	0	277	11	0	5	8	0	0	4	0	0	0	0	**305**
User Peak %age	0.00	90.82	3.61	0.00	1.64	2.62	0.00	0.00	1.31	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Volume Summary 15min

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1
GA-124 Rock Chapel Rd,
north of Knoll Hollow Rd

Date
Thursday, May 8, 2025

Lat/Long
33.742360°, -84.083865°

Weather
Fair
69°F

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0000 - 2400 (Weekday 24h Session) (05-08-2025)

Volume Summary 15min

TIME	Volume Summary 15min NB	SB	15min Total	60min Total
0000 - 0015	41	40	**81**	
0015 - 0030	47	45	**92**	
0030 - 0045	37	28	**65**	
0045 - 0100	37	30	**67**	**305**
0100 - 0115	23	25	**48**	
0115 - 0130	24	16	**40**	
0130 - 0145	21	39	**60**	
0145 - 0200	18	28	**46**	**194**
0200 - 0215	18	18	**36**	
0215 - 0230	26	34	**60**	
0230 - 0245	28	26	**54**	
0245 - 0300	14	19	**33**	**183**
0300 - 0315	23	16	**39**	
0315 - 0330	35	24	**59**	
0330 - 0345	34	46	**80**	
0345 - 0400	46	26	**72**	**250**
0400 - 0415	43	34	**77**	
0415 - 0430	35	42	**77**	
0430 - 0445	68	47	**115**	
0445 - 0500	61	59	**120**	**389**
0500 - 0515	72	95	**167**	
0515 - 0530	80	90	**170**	
0530 - 0545	126	118	**244**	
0545 - 0600	111	115	**226**	**807**
0600 - 0615	179	102	**281**	
0615 - 0630	242	122	**364**	
0630 - 0645	268	172	**440**	
0645 - 0700	299	150	**449**	**1534**
0700 - 0715	348	176	**524**	
0715 - 0730	383	272	**655**	
0730 - 0745	457	251	**708**	
0745 - 0800	359	282	**641**	**2528**
0800 - 0815	406	268	**674**	
0815 - 0830	342	264	**606**	
0830 - 0845	260	246	**506**	
0845 - 0900	234	260	**494**	**2280**
0900 - 0915	213	235	**448**	
0915 - 0930	182	234	**416**	
0930 - 0945	161	198	**359**	
0945 - 1000	170	239	**409**	**1632**
1000 - 1015	159	236	**395**	
1015 - 1030	158	203	**361**	
1030 - 1045	168	203	**371**	
1045 - 1100	178	228	**406**	**1533**
1100 - 1115	161	201	**362**	
1115 - 1130	179	229	**408**	
1130 - 1145	184	199	**383**	
1145 - 1200	179	220	**399**	**1552**

Time	Volume Summary 15min NB	SB	15min Total	60min Total
1200 - 1215	178	216	**394**	
1215 - 1230	181	250	**431**	
1230 - 1245	190	205	**395**	
1245 - 1300	183	238	**421**	**1641**
1300 - 1315	196	196	**392**	
1315 - 1330	222	192	**414**	
1330 - 1345	231	203	**434**	
1345 - 1400	252	219	**471**	**1711**
1400 - 1415	237	237	**474**	
1415 - 1430	254	269	**523**	
1430 - 1445	261	299	**560**	
1445 - 1500	243	276	**519**	**2076**
1500 - 1515	245	305	**550**	
1515 - 1530	293	320	**613**	
1530 - 1545	286	419	**705**	
1545 - 1600	267	390	**657**	**2525**
1600 - 1615	321	363	**684**	
1615 - 1630	342	357	**699**	
1630 - 1645	366	393	**759**	
1645 - 1700	314	401	**715**	**2857**
1700 - 1715	367	356	**723**	
1715 - 1730	371	398	**769**	
1730 - 1745	343	346	**689**	
1745 - 1800	334	330	**664**	**2845**
1800 - 1815	221	348	**569**	
1815 - 1830	305	355	**660**	
1830 - 1845	276	315	**591**	
1845 - 1900	319	332	**651**	**2471**
1900 - 1915	259	235	**494**	
1915 - 1930	232	229	**461**	
1930 - 1945	217	208	**425**	
1945 - 2000	218	214	**432**	**1812**
2000 - 2015	226	212	**438**	
2015 - 2030	197	220	**417**	
2030 - 2045	202	170	**372**	
2045 - 2100	139	201	**340**	**1567**
2100 - 2115	165	173	**338**	
2115 - 2130	169	193	**362**	
2130 - 2145	159	146	**305**	
2145 - 2200	159	144	**303**	**1308**
2200 - 2215	138	123	**261**	
2215 - 2230	127	115	**242**	
2230 - 2245	141	87	**228**	
2245 - 2300	86	85	**171**	**902**
2300 - 2315	70	75	**145**	
2315 - 2330	80	75	**155**	
2330 - 2345	81	70	**151**	
2345 - 0000	66	47	**113**	**564**

Session Total	17666	17800	**35466**
Session Average	184.02	185.42	**369.44**
Session Percentage	49.81	50.19	

Bi-Directional Class Count || NB EB 60min

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

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0000 - 2400 (Weekday 24h Session) (05-08-2025)
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	141	9	0	3	6	0	0	3	0	0	0	0	**162**
0100 - 0200	0	79	2	0	1	2	0	0	2	0	0	0	0	**86**
0200 - 0300	0	77	8	0	0	0	0	0	1	0	0	0	0	**86**
0300 - 0400	0	127	9	0	1	0	0	0	1	0	0	0	0	**138**
0400 - 0500	0	184	10	1	1	6	0	0	5	0	0	0	0	**207**
0500 - 0600	0	335	30	0	2	13	0	0	9	0	0	0	0	**389**
0600 - 0700	0	767	147	8	10	25	1	1	28	1	0	0	0	**988**
0700 - 0800	0	1286	195	6	25	16	0	6	11	2	0	0	0	**1547**
0800 - 0900	0	959	199	1	23	31	0	8	20	1	0	0	0	**1242**
0900 - 1000	0	519	146	0	20	18	1	1	19	2	0	0	0	**726**
1000 - 1100	1	489	118	0	17	14	0	5	19	0	0	0	0	**663**
1100 - 1200	5	533	106	0	21	20	0	4	14	0	0	0	0	**703**
1200 - 1300	0	550	127	1	12	16	0	6	20	0	0	0	0	**732**
1300 - 1400	1	676	154	1	29	19	0	4	16	1	0	0	0	**901**
1400 - 1500	0	762	174	5	17	14	0	2	21	0	0	0	0	**995**
1500 - 1600	5	837	172	8	27	9	0	6	26	1	0	0	0	**1091**
1600 - 1700	4	1052	223	7	24	16	0	1	16	0	0	0	0	**1343**
1700 - 1800	0	1163	202	1	22	9	2	4	12	0	0	0	0	**1415**
1800 - 1900	0	892	209	0	2	4	4	1	9	0	0	0	0	**1121**
1900 - 2000	0	685	206	1	6	6	0	7	15	0	0	0	0	**926**
2000 - 2100	0	619	126	2	5	5	0	2	5	0	0	0	0	**764**
2100 - 2200	0	566	81	0	0	1	0	0	4	0	0	0	0	**652**
2200 - 2300	0	389	85	0	5	6	1	0	6	0	0	0	0	**492**
2300 - 2400	0	236	58	0	0	0	0	0	3	0	0	0	0	**297**

Session Total	16	13923	2796	42	273	256	9	58	285	8	0	0	0	**17666**
Session Average	0.67	580.13	116.50	1.75	11.38	10.67	0.38	2.42	11.88	0.33	0.00	0.00	0.00	**736.08**
Session Percentage	0.09	78.81	15.83	0.24	1.55	1.45	0.05	0.33	1.61	0.05	0.00	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0800 - 0900	0600 - 0700	0700 - 0800	0800 - 0900	0600 - 0700	0800 - 0900	0600 - 0700	0700 - 0800	-	-	-	**0700 - 0800**
AM Peak Volume	0	1286	199	8	25	31	1	8	28	2	0	0	0	**1547**
AM Peak %age	0.00	83.13	12.86	0.52	1.62	2.00	0.06	0.52	1.81	0.13	0.00	0.00	0.00	

Noon Peak Hour	1100 - 1200	1400 - 1500	1400 - 1500	1400 - 1500	1300 - 1400	1100 - 1200	-	1200 - 1300	1400 - 1500	1300 - 1400	-	-	-	**1400 - 1500**
Noon Peak Volume	5	762	174	5	29	20	0	6	21	1	0	0	0	**995**
Noon Peak %age	0.50	76.58	17.49	0.50	2.91	2.01	0.00	0.60	2.11	0.10	0.00	0.00	0.00	

PM Peak Hour	1500 - 1600	1700 - 1800	1600 - 1700	1500 - 1600	1500 - 1600	1600 - 1700	1800 - 1900	1900 - 2000	1500 - 1600	1500 - 1600	-	-	-	**1700 - 1800**
PM Peak Volume	5	1163	223	8	27	16	4	7	26	1	0	0	0	**1415**
PM Peak %age	0.35	82.19	15.76	0.57	1.91	1.13	0.28	0.49	1.84	0.07	0.00	0.00	0.00	

Bi-Directional Class Count || SB WB 60min

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

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Site 1
GA-124 Rock Chapel Rd,
north of Knoll Hollow Rd

Date
Thursday, May 8, 2025

Lat/Long
33.742360°, -84.083865°

Weather
Fair
69°F

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0000 - 2400 (Weekday 24h Session) (05-08-2025)
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	136	2	0	2	2	0	0	1	0	0	0	0	**143**
0100 - 0200	0	107	0	0	0	0	0	0	1	0	0	0	0	**108**
0200 - 0300	0	92	0	0	2	0	0	0	3	0	0	0	0	**97**
0300 - 0400	0	104	1	0	1	0	0	0	6	0	0	0	0	**112**
0400 - 0500	0	159	2	0	6	5	0	1	9	0	0	0	0	**182**
0500 - 0600	0	373	12	4	4	7	0	1	17	0	0	0	0	**418**
0600 - 0700	0	417	83	1	5	18	0	4	18	0	0	0	0	**546**
0700 - 0800	0	717	196	5	30	11	0	4	18	0	0	0	0	**981**
0800 - 0900	1	722	231	0	20	32	0	5	27	0	0	0	0	**1038**
0900 - 1000	1	643	194	3	13	20	1	6	25	0	0	0	0	**906**
1000 - 1100	0	610	185	0	18	24	0	3	27	3	0	0	0	**870**
1100 - 1200	2	602	166	0	26	17	0	7	29	0	0	0	0	**849**
1200 - 1300	0	643	202	0	19	23	0	2	20	0	0	0	0	**909**
1300 - 1400	0	569	179	0	17	26	1	5	13	0	0	0	0	**810**
1400 - 1500	3	821	193	9	10	18	2	1	24	0	0	0	0	**1081**
1500 - 1600	2	1113	244	4	21	23	1	3	23	0	0	0	0	**1434**
1600 - 1700	0	1209	241	2	24	13	1	4	20	0	0	0	0	**1514**
1700 - 1800	1	1221	173	1	13	12	0	0	9	0	0	0	0	**1430**
1800 - 1900	2	1165	155	0	14	7	0	0	7	0	0	0	0	**1350**
1900 - 2000	2	778	80	1	10	6	0	1	8	0	0	0	0	**886**
2000 - 2100	0	687	98	0	8	3	0	0	7	0	0	0	0	**803**
2100 - 2200	0	586	58	1	4	1	0	0	6	0	0	0	0	**656**
2200 - 2300	0	365	38	0	5	0	0	0	2	0	0	0	0	**410**
2300 - 2400	3	235	22	0	4	2	0	0	1	0	0	0	0	**267**

Session Total	17	14074	2755	31	276	270	6	47	321	3	0	0	0	**17800**
Session Average	0.71	586.42	114.79	1.29	11.50	11.25	0.25	1.96	13.38	0.13	0.00	0.00	0.00	**741.67**
Session Percentage	0.10	79.07	15.48	0.17	1.55	1.52	0.03	0.26	1.80	0.02	0.00	0.00	0.00	

AM Peak Hour	0800 - 0900	0800 - 0900	0800 - 0900	0700 - 0800	0700 - 0800	0800 - 0900	0900 - 1000	0900 - 1000	0800 - 0900	-	-	-	-	**0800 - 0900**
AM Peak Volume	1	722	231	5	30	32	1	6	27	0	0	0	0	**1038**
AM Peak %age	0.10	69.56	22.25	0.48	2.89	3.08	0.10	0.58	2.60	0.00	0.00	0.00	0.00	

Noon Peak Hour	1400 - 1500	1400 - 1500	1200 - 1300	1400 - 1500	1100 - 1200	1300 - 1400	1400 - 1500	1100 - 1200	1100 - 1200	1000 - 1100	-	-	-	**1400 - 1500**
Noon Peak Volume	3	821	202	9	26	26	2	7	29	3	0	0	0	**1081**
Noon Peak %age	0.28	75.95	18.69	0.83	2.41	2.41	0.19	0.65	2.68	0.28	0.00	0.00	0.00	

PM Peak Hour	1500 - 1600	1700 - 1800	1500 - 1600	1500 - 1600	1600 - 1700	1500 - 1600	1500 - 1600	1600 - 1700	1500 - 1600	-	-	-	-	**1600 - 1700**
PM Peak Volume	2	1221	244	4	24	23	1	4	23	0	0	0	0	**1514**
PM Peak %age	0.13	80.65	16.12	0.26	1.59	1.52	0.07	0.26	1.52	0.00	0.00	0.00	0.00	

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

Lithonia, GA Batch 1

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0000 - 2400 (Weekday 24h Session) (05-08-2025)

Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	277	11	0	5	8	0	0	4	0	0	0	0	**305**
0100 - 0200	0	186	2	0	1	2	0	0	3	0	0	0	0	**194**
0200 - 0300	0	169	8	0	2	0	0	0	4	0	0	0	0	**183**
0300 - 0400	0	231	10	0	2	0	0	0	7	0	0	0	0	**250**
0400 - 0500	0	343	12	1	7	11	0	1	14	0	0	0	0	**389**
0500 - 0600	0	708	42	4	6	20	0	1	26	0	0	0	0	**807**
0600 - 0700	0	1184	230	9	15	43	1	5	46	1	0	0	0	**1534**
0700 - 0800	0	2003	391	11	55	27	0	10	29	2	0	0	0	**2528**
0800 - 0900	1	1681	430	1	43	63	0	13	47	1	0	0	0	**2280**
0900 - 1000	1	1162	340	3	33	38	2	7	44	2	0	0	0	**1632**
1000 - 1100	1	1099	303	0	35	38	0	8	46	3	0	0	0	**1533**
1100 - 1200	7	1135	272	0	47	37	0	11	43	0	0	0	0	**1552**
1200 - 1300	0	1193	329	1	31	39	0	8	40	0	0	0	0	**1641**
1300 - 1400	1	1245	333	1	46	45	1	9	29	1	0	0	0	**1711**
1400 - 1500	3	1583	367	14	27	32	2	3	45	0	0	0	0	**2076**
1500 - 1600	7	1950	416	12	48	32	1	9	49	1	0	0	0	**2525**
1600 - 1700	4	2261	464	9	48	29	1	5	36	0	0	0	0	**2857**
1700 - 1800	1	2384	375	2	35	21	2	4	21	0	0	0	0	**2845**
1800 - 1900	2	2057	364	0	16	11	4	1	16	0	0	0	0	**2471**
1900 - 2000	2	1463	286	2	16	12	0	8	23	0	0	0	0	**1812**
2000 - 2100	0	1306	224	2	13	8	0	2	12	0	0	0	0	**1567**
2100 - 2200	0	1152	139	1	4	2	0	0	10	0	0	0	0	**1308**
2200 - 2300	0	754	123	0	10	6	1	0	8	0	0	0	0	**902**
2300 - 2400	3	471	80	0	4	2	0	0	4	0	0	0	0	**564**

Session Total	33	27997	5551	73	549	526	15	105	606	11	0	0	0	**35466**
Session Average	1.38	1166.54	231.29	3.04	22.88	21.92	0.63	4.38	25.25	0.46	0.00	0.00	0.00	**1477.75**
Session Percentage	0.09	78.94	15.65	0.21	1.55	1.48	0.04	0.30	1.71	0.03	0.00	0.00	0.00	

AM Peak Hour	0800 - 0900	0700 - 0800	0800 - 0900	0700 - 0800	0700 - 0800	0800 - 0900	0900 - 1000	0800 - 0900	0800 - 0900	0700 - 0800	-	-	-	**0700 - 0800**
AM Peak Volume	1	2003	430	11	55	63	2	13	47	2	0	0	0	**2528**
AM Peak %age	0.04	79.23	17.01	0.44	2.18	2.49	0.08	0.51	1.86	0.08	0.00	0.00	0.00	

Noon Peak Hour	1100 - 1200	1400 - 1500	1400 - 1500	1400 - 1500	1100 - 1200	1300 - 1400	1400 - 1500	1100 - 1200	1000 - 1100	1000 - 1100	-	-	-	**1400 - 1500**
Noon Peak Volume	7	1583	367	14	47	45	2	11	46	3	0	0	0	**2076**
Noon Peak %age	0.34	76.25	17.68	0.67	2.26	2.17	0.10	0.53	2.22	0.14	0.00	0.00	0.00	

PM Peak Hour	1500 - 1600	1700 - 1800	1600 - 1700	1500 - 1600	1500 - 1600	1500 - 1600	1800 - 1900	1500 - 1600	1500 - 1600	1500 - 1600	-	-	-	**1600 - 1700**
PM Peak Volume	7	2384	464	12	48	32	4	9	49	1	0	0	0	**2857**
PM Peak %age	0.25	83.44	16.24	0.42	1.68	1.12	0.14	0.32	1.72	0.04	0.00	0.00	0.00	

Bi-Directional Class Count || Volume Summary 60min

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1
GA-124 Rock Chapel Rd,
north of Knoll Hollow Rd

Date
Thursday, May 8, 2025

Lat/Long
33.742360°, -84.083865°

Weather
Fair
69°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (05-08-2025)
Volume Summary 60min

	Volume Summary 60min		
TIME	NB	SB	**Total**
0000 - 0100	162	143	**305**
0100 - 0200	86	108	**194**
0200 - 0300	86	97	**183**
0300 - 0400	138	112	**250**
0400 - 0500	207	182	**389**
0500 - 0600	389	418	**807**
0600 - 0700	988	546	**1534**
0700 - 0800	1547	981	**2528**
0800 - 0900	1242	1038	**2280**
0900 - 1000	726	906	**1632**
1000 - 1100	663	870	**1533**
1100 - 1200	703	849	**1552**

Session Total	17666	17800	**35466**
Session Average	736.08	741.67	**1477.75**
Session Percentage	49.81	50.19	

	Volume Summary 60min		
Time	NB	SB	**Total**
1200 - 1300	732	909	**1641**
1300 - 1400	901	810	**1711**
1400 - 1500	995	1081	**2076**
1500 - 1600	1091	1434	**2525**
1600 - 1700	1343	1514	**2857**
1700 - 1800	1415	1430	**2845**
1800 - 1900	1121	1350	**2471**
1900 - 2000	926	886	**1812**
2000 - 2100	764	803	**1567**
2100 - 2200	652	656	**1308**
2200 - 2300	492	410	**902**
2300 - 2400	297	267	**564**

Bi-Directional Class Count || Graphical Analysis NB EB

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1

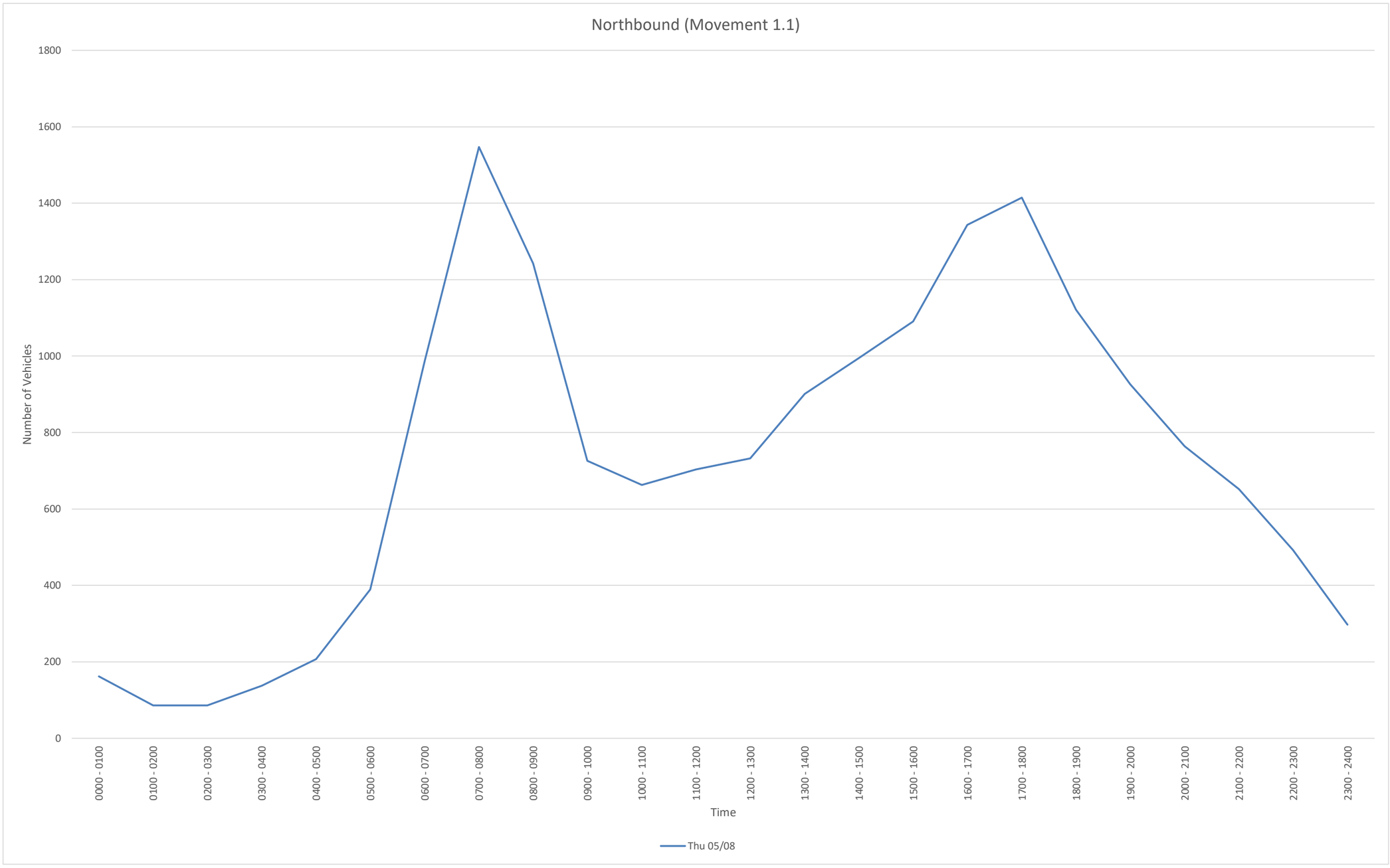
GA-124 Rock Chapel Rd,
north of Knoll Hollow Rd

Lat/Long

33.742360°, -84.083865°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Time	Thu 05/08						
0000 - 0100	162						
0100 - 0200	86						
0200 - 0300	86						
0300 - 0400	138						
0400 - 0500	207						
0500 - 0600	389						
0600 - 0700	988						
0700 - 0800	1547						
0800 - 0900	1242						
0900 - 1000	726						
1000 - 1100	663						
1100 - 1200	703						
1200 - 1300	732						
1300 - 1400	901						
1400 - 1500	995						
1500 - 1600	1091						
1600 - 1700	1343						
1700 - 1800	1415						
1800 - 1900	1121						
1900 - 2000	926						
2000 - 2100	764						
2100 - 2200	652						
2200 - 2300	492						
2300 - 2400	297						

Daily Total	17666						

Bi-Directional Class Count || Graphical Analysis SB WB

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1

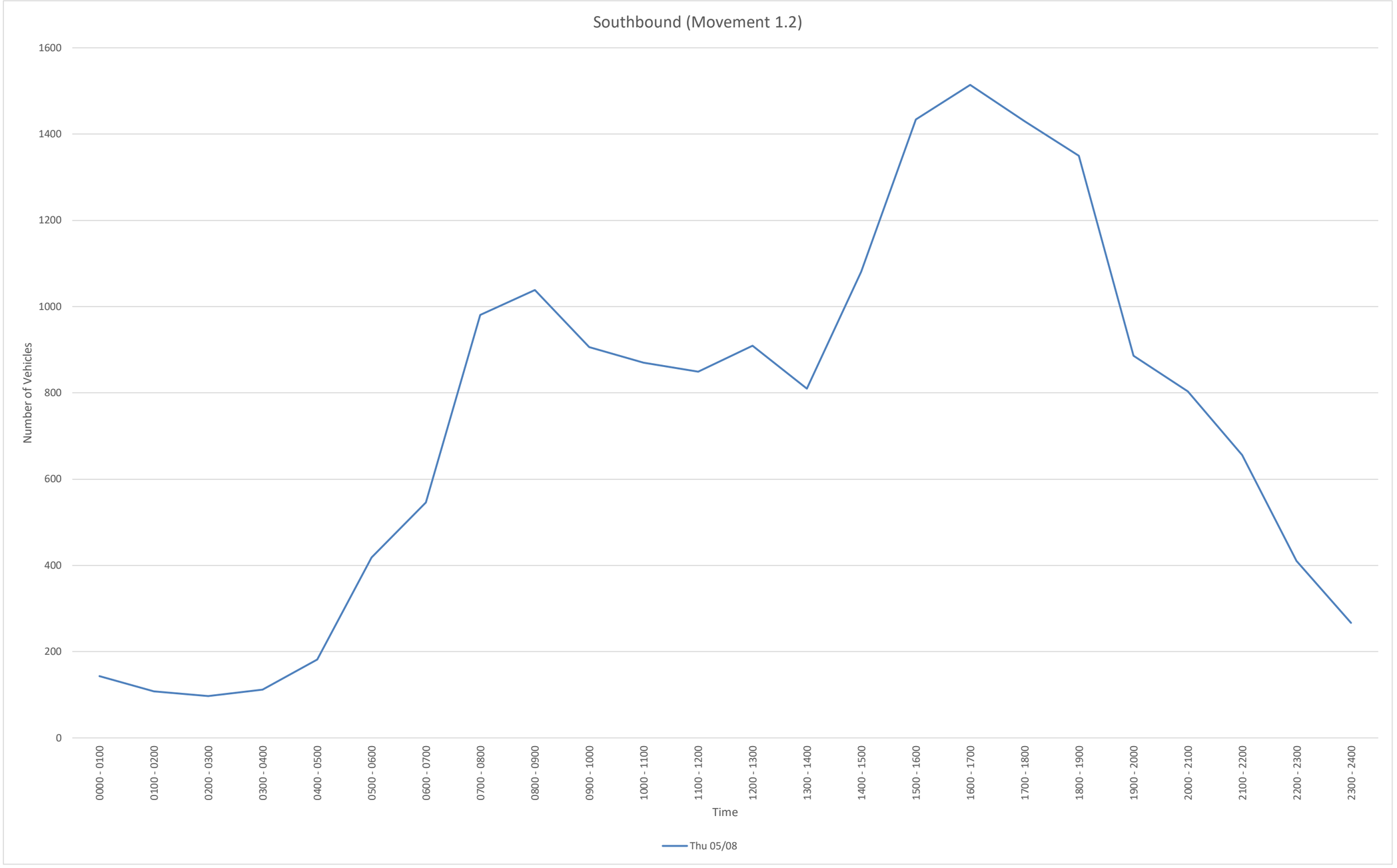
GA-124 Rock Chapel Rd,
north of Knoll Hollow Rd

Lat/Long

33.742360°, -84.083865°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



Time	Thu 05/08						
0000 - 0100	143						
0100 - 0200	108						
0200 - 0300	97						
0300 - 0400	112						
0400 - 0500	182						
0500 - 0600	418						
0600 - 0700	546						
0700 - 0800	981						
0800 - 0900	1038						
0900 - 1000	906						
1000 - 1100	870						
1100 - 1200	849						
1200 - 1300	909						
1300 - 1400	810						
1400 - 1500	1081						
1500 - 1600	1434						
1600 - 1700	1514						
1700 - 1800	1430						
1800 - 1900	1350						
1900 - 2000	886						
2000 - 2100	803						
2100 - 2200	656						
2200 - 2300	410						
2300 - 2400	267						

Daily Total	17800						

Bi-Directional Class Count || Graphical Analysis BiDir

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1

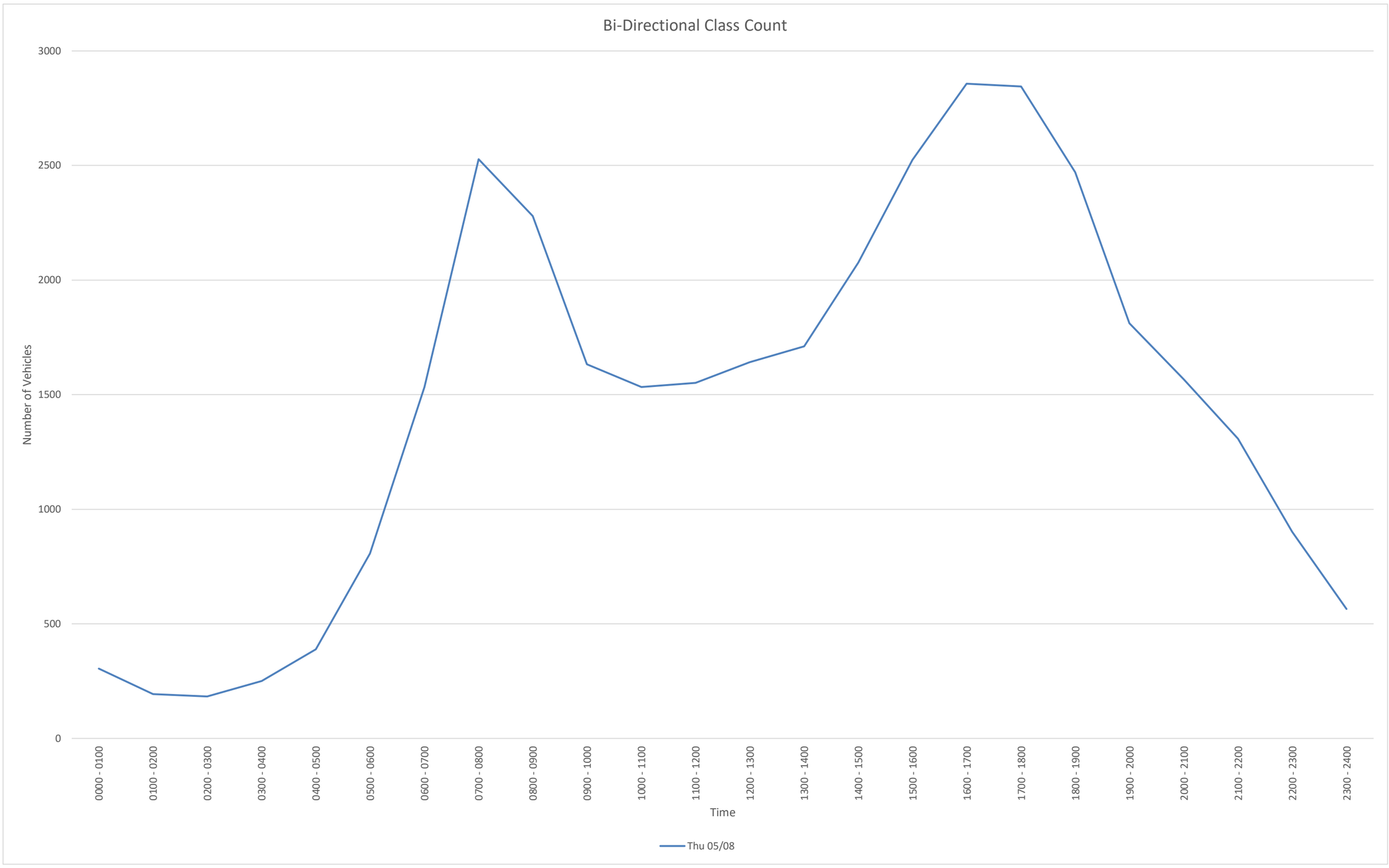
GA-124 Rock Chapel Rd,
north of Knoll Hollow Rd

Lat/Long

33.742360°, -84.083865°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis BiDir



Time	Thu 05/08						
0000 - 0100	305						
0100 - 0200	194						
0200 - 0300	183						
0300 - 0400	250						
0400 - 0500	389						
0500 - 0600	807						
0600 - 0700	1534						
0700 - 0800	2528						
0800 - 0900	2280						
0900 - 1000	1632						
1000 - 1100	1533						
1100 - 1200	1552						
1200 - 1300	1641						
1300 - 1400	1711						
1400 - 1500	2076						
1500 - 1600	2525						
1600 - 1700	2857						
1700 - 1800	2845						
1800 - 1900	2471						
1900 - 2000	1812						
2000 - 2100	1567						
2100 - 2200	1308						
2200 - 2300	902						
2300 - 2400	564						

Daily Total	35466						

NB
File Name:
Start Date: 5/8/2025
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: GA-124 Rock Chapel Rd, north of Knoll Hollow Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/8/2025	12:00 AM	0	37	2	0	1	0	0	0	1	0	0	0	0
5/8/2025	12:15 AM	0	36	6	0	1	3	0	0	1	0	0	0	0
5/8/2025	12:30 AM	0	36	0	0	0	1	0	0	0	0	0	0	0
5/8/2025	12:45 AM	0	32	1	0	1	2	0	0	1	0	0	0	0
5/8/2025	1:00 AM	0	21	1	0	0	1	0	0	0	0	0	0	0
5/8/2025	1:15 AM	0	24	0	0	0	0	0	0	0	0	0	0	0
5/8/2025	1:30 AM	0	19	0	0	1	1	0	0	0	0	0	0	0
5/8/2025	1:45 AM	0	15	1	0	0	0	0	0	2	0	0	0	0
5/8/2025	2:00 AM	0	15	3	0	0	0	0	0	0	0	0	0	0
5/8/2025	2:15 AM	0	24	2	0	0	0	0	0	0	0	0	0	0
5/8/2025	2:30 AM	0	24	3	0	0	0	0	0	1	0	0	0	0
5/8/2025	2:45 AM	0	14	0	0	0	0	0	0	0	0	0	0	0
5/8/2025	3:00 AM	0	21	2	0	0	0	0	0	0	0	0	0	0
5/8/2025	3:15 AM	0	32	2	0	0	0	0	0	1	0	0	0	0
5/8/2025	3:30 AM	0	30	4	0	0	0	0	0	0	0	0	0	0
5/8/2025	3:45 AM	0	44	1	0	1	0	0	0	0	0	0	0	0
5/8/2025	4:00 AM	0	38	3	0	0	1	0	0	1	0	0	0	0
5/8/2025	4:15 AM	0	31	2	0	1	1	0	0	0	0	0	0	0
5/8/2025	4:30 AM	0	60	2	1	0	3	0	0	2	0	0	0	0
5/8/2025	4:45 AM	0	55	3	0	0	1	0	0	2	0	0	0	0
5/8/2025	5:00 AM	0	58	7	0	1	4	0	0	2	0	0	0	0
5/8/2025	5:15 AM	0	66	9	0	1	3	0	0	1	0	0	0	0
5/8/2025	5:30 AM	0	111	10	0	0	2	0	0	3	0	0	0	0
5/8/2025	5:45 AM	0	100	4	0	0	4	0	0	3	0	0	0	0
5/8/2025	6:00 AM	0	145	25	0	0	3	1	0	5	0	0	0	0
5/8/2025	6:15 AM	0	191	27	6	1	6	0	0	10	1	0	0	0
5/8/2025	6:30 AM	0	206	39	0	2	13	0	0	8	0	0	0	0
5/8/2025	6:45 AM	0	225	56	2	7	3	0	1	5	0	0	0	0
5/8/2025	7:00 AM	0	296	35	1	4	7	0	2	3	0	0	0	0
5/8/2025	7:15 AM	0	310	57	1	6	3	0	0	5	1	0	0	0
5/8/2025	7:30 AM	0	378	59	3	8	4	0	3	2	0	0	0	0
5/8/2025	7:45 AM	0	302	44	1	7	2	0	1	1	1	0	0	0
5/8/2025	8:00 AM	0	312	64	1	8	8	0	2	10	1	0	0	0
5/8/2025	8:15 AM	0	269	55	0	9	5	0	1	3	0	0	0	0
5/8/2025	8:30 AM	0	212	33	0	1	9	0	4	1	0	0	0	0
5/8/2025	8:45 AM	0	166	47	0	5	9	0	1	6	0	0	0	0
5/8/2025	9:00 AM	0	153	48	0	4	3	0	1	4	0	0	0	0
5/8/2025	9:15 AM	0	132	35	0	7	4	0	0	4	0	0	0	0
5/8/2025	9:30 AM	0	109	34	0	7	4	1	0	6	0	0	0	0
5/8/2025	9:45 AM	0	125	29	0	2	7	0	0	5	2	0	0	0
5/8/2025	10:00 AM	0	117	33	0	4	0	0	2	3	0	0	0	0
5/8/2025	10:15 AM	0	118	21	0	4	6	0	2	7	0	0	0	0
5/8/2025	10:30 AM	1	125	28	0	7	2	0	1	4	0	0	0	0
5/8/2025	10:45 AM	0	129	36	0	2	6	0	0	5	0	0	0	0
5/8/2025	11:00 AM	0	118	30	0	4	3	0	3	3	0	0	0	0
5/8/2025	11:15 AM	2	136	25	0	4	6	0	1	5	0	0	0	0
5/8/2025	11:30 AM	2	146	23	0	7	4	0	0	2	0	0	0	0
5/8/2025	11:45 AM	1	133	28	0	6	7	0	0	4	0	0	0	0
5/8/2025	12:00 PM	0	139	32	0	1	2	0	0	4	0	0	0	0
5/8/2025	12:15 PM	0	135	29	1	2	5	0	3	6	0	0	0	0
5/8/2025	12:30 PM	0	140	32	0	7	6	0	1	4	0	0	0	0
5/8/2025	12:45 PM	0	136	34	0	2	3	0	2	6	0	0	0	0
5/8/2025	1:00 PM	0	144	34	0	5	5	0	2	6	0	0	0	0
5/8/2025	1:15 PM	0	166	37	0	12	4	0	0	3	0	0	0	0
5/8/2025	1:30 PM	1	183	31	0	6	5	0	1	3	1	0	0	0
5/8/2025	1:45 PM	0	183	52	1	6	5	0	1	4	0	0	0	0
5/8/2025	2:00 PM	0	175	43	1	6	5	0	1	6	0	0	0	0
5/8/2025	2:15 PM	0	189	52	0	2	2	0	1	8	0	0	0	0
5/8/2025	2:30 PM	0	218	32	3	3	2	0	0	3	0	0	0	0
5/8/2025	2:45 PM	0	180	47	1	6	5	0	0	4	0	0	0	0
5/8/2025	3:00 PM	2	194	33	3	6	1	0	1	5	0	0	0	0
5/8/2025	3:15 PM	3	213	47	1	9	4	0	4	11	1	0	0	0
5/8/2025	3:30 PM	0	215	55	1	7	2	0	1	5	0	0	0	0
5/8/2025	3:45 PM	0	215	37	3	5	2	0	0	5	0	0	0	0
5/8/2025	4:00 PM	0	256	48	2	8	3	0	0	4	0	0	0	0
5/8/2025	4:15 PM	2	273	49	1	7	6	0	0	4	0	0	0	0
5/8/2025	4:30 PM	2	275	74	3	6	4	0	0	2	0	0	0	0
5/8/2025	4:45 PM	0	248	52	1	3	3	0	1	6	0	0	0	0
5/8/2025	5:00 PM	0	289	63	0	8	1	1	1	4	0	0	0	0
5/8/2025	5:15 PM	0	285	67	1	11	4	0	3	0	0	0	0	0
5/8/2025	5:30 PM	0	301	34	0	0	1	1	0	6	0	0	0	0
5/8/2025	5:45 PM	0	288	38	0	3	3	0	0	2	0	0	0	0
5/8/2025	6:00 PM	0	180	38	0	0	1	0	1	1	0	0	0	0
5/8/2025	6:15 PM	0	230	69	0	1	3	0	0	2	0	0	0	0
5/8/2025	6:30 PM	0	219	50	0	1	0	0	0	6	0	0	0	0
5/8/2025	6:45 PM	0	263	52	0	0	0	4	0	0	0	0	0	0
5/8/2025	7:00 PM	0	180	62	0	5	1	0	2	9	0	0	0	0
5/8/2025	7:15 PM	0	171	57	0	0	2	0	0	2	0	0	0	0
5/8/2025	7:30 PM	0	162	47	1	1	1	0	3	2	0	0	0	0
5/8/2025	7:45 PM	0	172	40	0	0	2	0	2	2	0	0	0	0
5/8/2025	8:00 PM	0	173	45	2	2	1	0	2	1	0	0	0	0
5/8/2025	8:15 PM	0	160	34	0	0	1	0	0	2	0	0	0	0
5/8/2025	8:30 PM	0	172	25	0	3	1	0	0	1	0	0	0	0
5/8/2025	8:45 PM	0	114	22	0	0	2	0	0	1	0	0	0	0
5/8/2025	9:00 PM	0	141	23	0	0	0	0	0	1	0	0	0	0
5/8/2025	9:15 PM	0	145	22	0	0	1	0	0	1	0	0	0	0
5/8/2025	9:30 PM	0	139	19	0	0	0	0	0	1	0	0	0	0
5/8/2025	9:45 PM	0	141	17	0	0	0	0	0	1	0	0	0	0
5/8/2025	10:00 PM	0	106	27	0	1	2	0	0	2	0	0	0	0
5/8/2025	10:15 PM	0	92	27	0	3	2	1	0	2	0	0	0	0
5/8/2025	10:30 PM	0	121	18	0	0	1	0	0	1	0	0	0	0
5/8/2025	10:45 PM	0	70	13	0	1	1	0	0	1	0	0	0	0
5/8/2025	11:00 PM	0	54	15	0	0	0	0	0	1	0	0	0	0
5/8/2025	11:15 PM	0	66	14	0	0	0	0	0	0	0	0	0	0
5/8/2025	11:30 PM	0	65	15	0	0	0	0	0	1	0	0	0	0
5/8/2025	11:45 PM	0	51	14	0	0	0	0	0	1	0	0	0	0

SB
File Name:
Start Date: 5/8/2025
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: GA-124 Rock Chapel Rd, north of Knoll Hollow Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/8/2025	12:00 AM	0	40	0	0	0	0	0	0	0	0	0	0	0
5/8/2025	12:15 AM	0	44	0	0	0	1	0	0	0	0	0	0	0
5/8/2025	12:30 AM	0	23	2	0	2	1	0	0	0	0	0	0	0
5/8/2025	12:45 AM	0	29	0	0	0	0	0	0	1	0	0	0	0
5/8/2025	1:00 AM	0	25	0	0	0	0	0	0	0	0	0	0	0
5/8/2025	1:15 AM	0	16	0	0	0	0	0	0	0	0	0	0	0
5/8/2025	1:30 AM	0	38	0	0	0	0	0	0	1	0	0	0	0
5/8/2025	1:45 AM	0	28	0	0	0	0	0	0	0	0	0	0	0
5/8/2025	2:00 AM	0	18	0	0	0	0	0	0	0	0	0	0	0
5/8/2025	2:15 AM	0	30	0	0	2	0	0	0	2	0	0	0	0
5/8/2025	2:30 AM	0	25	0	0	0	0	0	0	1	0	0	0	0
5/8/2025	2:45 AM	0	19	0	0	0	0	0	0	0	0	0	0	0
5/8/2025	3:00 AM	0	13	0	0	0	0	0	0	3	0	0	0	0
5/8/2025	3:15 AM	0	23	0	0	1	0	0	0	0	0	0	0	0
5/8/2025	3:30 AM	0	45	0	0	0	0	0	0	1	0	0	0	0
5/8/2025	3:45 AM	0	23	1	0	0	0	0	0	2	0	0	0	0
5/8/2025	4:00 AM	0	32	0	0	1	1	0	0	0	0	0	0	0
5/8/2025	4:15 AM	0	34	1	0	1	1	0	0	5	0	0	0	0
5/8/2025	4:30 AM	0	43	0	0	1	1	0	0	2	0	0	0	0
5/8/2025	4:45 AM	0	50	1	0	3	2	0	1	2	0	0	0	0
5/8/2025	5:00 AM	0	85	3	1	0	1	0	1	4	0	0	0	0
5/8/2025	5:15 AM	0	81	2	0	2	1	0	0	4	0	0	0	0
5/8/2025	5:30 AM	0	108	4	0	0	2	0	0	4	0	0	0	0
5/8/2025	5:45 AM	0	99	3	3	2	3	0	0	5	0	0	0	0
5/8/2025	6:00 AM	0	91	6	1	0	1	0	0	3	0	0	0	0
5/8/2025	6:15 AM	0	81	20	0	0	10	0	3	8	0	0	0	0
5/8/2025	6:30 AM	0	129	33	0	2	4	0	0	4	0	0	0	0
5/8/2025	6:45 AM	0	116	24	0	3	3	0	1	3	0	0	0	0
5/8/2025	7:00 AM	0	124	37	4	8	1	0	0	2	0	0	0	0
5/8/2025	7:15 AM	0	201	48	1	10	6	0	2	4	0	0	0	0
5/8/2025	7:30 AM	0	185	50	0	7	1	0	1	7	0	0	0	0
5/8/2025	7:45 AM	0	207	61	0	5	3	0	1	5	0	0	0	0
5/8/2025	8:00 AM	1	180	66	0	7	2	0	2	10	0	0	0	0
5/8/2025	8:15 AM	0	181	57	0	5	13	0	2	6	0	0	0	0
5/8/2025	8:30 AM	0	180	50	0	2	9	0	1	4	0	0	0	0
5/8/2025	8:45 AM	0	181	58	0	6	8	0	0	7	0	0	0	0
5/8/2025	9:00 AM	1	171	46	2	4	5	0	0	6	0	0	0	0
5/8/2025	9:15 AM	0	167	45	0	2	8	0	3	9	0	0	0	0
5/8/2025	9:30 AM	0	130	55	1	3	4	1	0	4	0	0	0	0
5/8/2025	9:45 AM	0	175	48	0	4	3	0	3	6	0	0	0	0
5/8/2025	10:00 AM	0	167	48	0	4	7	0	1	9	0	0	0	0
5/8/2025	10:15 AM	0	140	51	0	1	5	0	1	4	1	0	0	0
5/8/2025	10:30 AM	0	145	38	0	5	6	0	0	7	2	0	0	0
5/8/2025	10:45 AM	0	158	48	0	8	6	0	1	7	0	0	0	0
5/8/2025	11:00 AM	0	146	40	0	6	5	0	0	4	0	0	0	0
5/8/2025	11:15 AM	2	168	39	0	7	4	0	2	7	0	0	0	0
5/8/2025	11:30 AM	0	134	44	0	6	3	0	4	8	0	0	0	0
5/8/2025	11:45 AM	0	154	43	0	7	5	0	1	10	0	0	0	0
5/8/2025	12:00 PM	0	151	54	0	4	5	0	0	2	0	0	0	0
5/8/2025	12:15 PM	0	188	48	0	4	7	0	0	3	0	0	0	0
5/8/2025	12:30 PM	0	140	42	0	7	6	0	1	9	0	0	0	0
5/8/2025	12:45 PM	0	164	58	0	4	5	0	1	6	0	0	0	0
5/8/2025	1:00 PM	0	138	39	0	7	9	0	0	3	0	0	0	0
5/8/2025	1:15 PM	0	135	46	0	4	3	0	3	1	0	0	0	0
5/8/2025	1:30 PM	0	143	38	0	4	9	0	2	7	0	0	0	0
5/8/2025	1:45 PM	0	153	56	0	2	5	1	0	2	0	0	0	0
5/8/2025	2:00 PM	2	178	46	1	1	3	1	0	5	0	0	0	0
5/8/2025	2:15 PM	1	206	48	1	4	3	0	1	5	0	0	0	0
5/8/2025	2:30 PM	0	234	42	5	3	7	1	0	7	0	0	0	0
5/8/2025	2:45 PM	0	203	57	2	2	5	0	0	7	0	0	0	0
5/8/2025	3:00 PM	0	239	56	0	2	2	1	1	4	0	0	0	0
5/8/2025	3:15 PM	0	256	50	3	3	4	0	0	4	0	0	0	0
5/8/2025	3:30 PM	1	326	59	0	8	11	0	2	12	0	0	0	0
5/8/2025	3:45 PM	1	292	79	1	8	6	0	0	3	0	0	0	0
5/8/2025	4:00 PM	0	280	59	0	14	1	1	1	7	0	0	0	0
5/8/2025	4:15 PM	0	287	57	0	6	3	0	0	4	0	0	0	0
5/8/2025	4:30 PM	0	318	62	1	1	5	0	2	4	0	0	0	0
5/8/2025	4:45 PM	0	324	63	1	3	4	0	1	5	0	0	0	0
5/8/2025	5:00 PM	0	305	44	1	2	2	0	0	2	0	0	0	0
5/8/2025	5:15 PM	0	335	52	0	6	2	0	0	3	0	0	0	0
5/8/2025	5:30 PM	1	298	37	0	5	2	0	0	3	0	0	0	0
5/8/2025	5:45 PM	0	283	40	0	0	6	0	0	1	0	0	0	0
5/8/2025	6:00 PM	0	304	40	0	1	2	0	0	1	0	0	0	0
5/8/2025	6:15 PM	1	310	34	0	7	1	0	0	2	0	0	0	0
5/8/2025	6:30 PM	1	275	32	0	3	2	0	0	2	0	0	0	0
5/8/2025	6:45 PM	0	276	49	0	3	2	0	0	2	0	0	0	0
5/8/2025	7:00 PM	1	209	15	0	5	2	0	1	2	0	0	0	0
5/8/2025	7:15 PM	1	189	29	1	4	2	0	0	3	0	0	0	0
5/8/2025	7:30 PM	0	190	14	0	1	1	0	0	2	0	0	0	0
5/8/2025	7:45 PM	0	190	22	0	0	1	0	0	1	0	0	0	0
5/8/2025	8:00 PM	0	178	30	0	2	1	0	0	1	0	0	0	0
5/8/2025	8:15 PM	0	186	26	0	2	2	0	0	4	0	0	0	0
5/8/2025	8:30 PM	0	152	18	0	0	0	0	0	0	0	0	0	0
5/8/2025	8:45 PM	0	171	24	0	4	0	0	0	2	0	0	0	0
5/8/2025	9:00 PM	0	159	14	0	0	0	0	0	0	0	0	0	0
5/8/2025	9:15 PM	0	170	17	0	2	1	0	0	3	0	0	0	0
5/8/2025	9:30 PM	0	130	13	1	0	0	0	0	2	0	0	0	0
5/8/2025	9:45 PM	0	127	14	0	2	0	0	0	1	0	0	0	0
5/8/2025	10:00 PM	0	113	10	0	0	0	0	0	0	0	0	0	0
5/8/2025	10:15 PM	0	102	11	0	1	0	0	0	1	0	0	0	0
5/8/2025	10:30 PM	0	76	9	0	2	0	0	0	0	0	0	0	0
5/8/2025	10:45 PM	0	74	8	0	2	0	0	0	1	0	0	0	0
5/8/2025	11:00 PM	2	62	8	0	1	1	0	0	1	0	0	0	0
5/8/2025	11:15 PM	0	70	5	0	0	0	0	0	0	0	0	0	0
5/8/2025	11:30 PM	1	62	5	0	2	0	0	0	0	0	0	0	0
5/8/2025	11:45 PM	0	41	4	0	1	1	0	0	0	0	0	0	0

NB
File Name:
Start Date: 5/8/2025
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: GA-124 Rock Chapel Rd, north of Knoll Hollow Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/8/2025	12:00 AM	0	141	9	0	3	6	0	0	3	0	0	0	0
5/8/2025	12:15 AM	0	125	8	0	2	7	0	0	2	0	0	0	0
5/8/2025	12:30 AM	0	113	2	0	1	4	0	0	1	0	0	0	0
5/8/2025	12:45 AM	0	96	2	0	2	4	0	0	1	0	0	0	0
5/8/2025	1:00 AM	0	79	2	0	1	2	0	0	2	0	0	0	0
5/8/2025	1:15 AM	0	73	4	0	1	1	0	0	2	0	0	0	0
5/8/2025	1:30 AM	0	73	6	0	1	1	0	0	2	0	0	0	0
5/8/2025	1:45 AM	0	78	9	0	0	0	0	0	3	0	0	0	0
5/8/2025	2:00 AM	0	77	8	0	0	0	0	0	1	0	0	0	0
5/8/2025	2:15 AM	0	83	7	0	0	0	0	0	1	0	0	0	0
5/8/2025	2:30 AM	0	91	7	0	0	0	0	0	2	0	0	0	0
5/8/2025	2:45 AM	0	97	8	0	0	0	0	0	1	0	0	0	0
5/8/2025	3:00 AM	0	127	9	0	1	0	0	0	1	0	0	0	0
5/8/2025	3:15 AM	0	144	10	0	1	1	0	0	2	0	0	0	0
5/8/2025	3:30 AM	0	143	10	0	2	2	0	0	1	0	0	0	0
5/8/2025	3:45 AM	0	173	8	1	2	5	0	0	3	0	0	0	0
5/8/2025	4:00 AM	0	184	10	1	1	6	0	0	5	0	0	0	0
5/8/2025	4:15 AM	0	204	14	1	2	9	0	0	6	0	0	0	0
5/8/2025	4:30 AM	0	239	21	1	2	11	0	0	7	0	0	0	0
5/8/2025	4:45 AM	0	290	29	0	2	10	0	0	8	0	0	0	0
5/8/2025	5:00 AM	0	335	30	0	2	13	0	0	9	0	0	0	0
5/8/2025	5:15 AM	0	422	48	0	1	12	1	0	12	0	0	0	0
5/8/2025	5:30 AM	0	547	66	6	1	15	1	0	21	1	0	0	0
5/8/2025	5:45 AM	0	642	95	6	3	26	1	0	26	1	0	0	0
5/8/2025	6:00 AM	0	767	147	8	10	25	1	1	28	1	0	0	0
5/8/2025	6:15 AM	0	918	157	9	14	29	0	3	26	1	0	0	0
5/8/2025	6:30 AM	0	1037	187	4	19	26	0	3	21	1	0	0	0
5/8/2025	6:45 AM	0	1209	207	7	25	17	0	6	15	1	0	0	0
5/8/2025	7:00 AM	0	1286	195	6	25	16	0	6	11	2	0	0	0
5/8/2025	7:15 AM	0	1302	224	6	29	17	0	6	18	3	0	0	0
5/8/2025	7:30 AM	0	1261	222	5	32	19	0	7	16	2	0	0	0
5/8/2025	7:45 AM	0	1095	196	2	25	24	0	8	15	2	0	0	0
5/8/2025	8:00 AM	0	959	199	1	23	31	0	8	20	1	0	0	0
5/8/2025	8:15 AM	0	800	183	0	19	26	0	7	14	0	0	0	0
5/8/2025	8:30 AM	0	663	163	0	17	25	0	6	15	0	0	0	0
5/8/2025	8:45 AM	0	560	164	0	23	20	1	2	20	0	0	0	0
5/8/2025	9:00 AM	0	519	146	0	20	18	1	1	19	2	0	0	0
5/8/2025	9:15 AM	0	483	131	0	20	15	1	2	18	2	0	0	0
5/8/2025	9:30 AM	0	469	117	0	17	17	1	4	21	2	0	0	0
5/8/2025	9:45 AM	1	485	111	0	17	15	0	5	19	2	0	0	0
5/8/2025	10:00 AM	1	489	118	0	17	14	0	5	19	0	0	0	0
5/8/2025	10:15 AM	1	490	115	0	17	17	0	6	19	0	0	0	0
5/8/2025	10:30 AM	3	508	119	0	17	17	0	5	17	0	0	0	0
5/8/2025	10:45 AM	4	529	114	0	17	19	0	4	15	0	0	0	0
5/8/2025	11:00 AM	5	533	106	0	21	20	0	4	14	0	0	0	0
5/8/2025	11:15 AM	5	554	108	0	18	19	0	1	15	0	0	0	0
5/8/2025	11:30 AM	3	553	112	1	16	18	0	3	16	0	0	0	0
5/8/2025	11:45 AM	1	547	121	1	16	20	0	4	18	0	0	0	0
5/8/2025	12:00 PM	0	550	127	1	12	16	0	6	20	0	0	0	0
5/8/2025	12:15 PM	0	555	129	1	16	19	0	8	22	0	0	0	0
5/8/2025	12:30 PM	0	586	137	0	26	18	0	5	19	0	0	0	0
5/8/2025	12:45 PM	1	629	136	0	25	17	0	5	18	1	0	0	0
5/8/2025	1:00 PM	1	676	154	1	29	19	0	4	16	1	0	0	0
5/8/2025	1:15 PM	1	707	163	2	30	19	0	3	16	1	0	0	0
5/8/2025	1:30 PM	1	730	178	2	20	17	0	4	21	1	0	0	0
5/8/2025	1:45 PM	0	765	179	5	17	14	0	3	21	0	0	0	0
5/8/2025	2:00 PM	0	762	174	5	17	14	0	2	21	0	0	0	0
5/8/2025	2:15 PM	2	781	164	7	17	10	0	2	20	0	0	0	0
5/8/2025	2:30 PM	5	805	159	8	24	12	0	5	23	1	0	0	0
5/8/2025	2:45 PM	5	802	182	6	28	12	0	6	25	1	0	0	0
5/8/2025	3:00 PM	5	837	172	8	27	9	0	6	26	1	0	0	0
5/8/2025	3:15 PM	3	899	187	7	29	11	0	5	25	1	0	0	0
5/8/2025	3:30 PM	2	959	189	7	27	13	0	1	18	0	0	0	0
5/8/2025	3:45 PM	4	1019	208	9	26	15	0	0	15	0	0	0	0
5/8/2025	4:00 PM	4	1052	223	7	24	16	0	1	16	0	0	0	0
5/8/2025	4:15 PM	4	1085	238	5	24	14	1	2	16	0	0	0	0
5/8/2025	4:30 PM	2	1097	256	5	28	12	1	5	12	0	0	0	0
5/8/2025	4:45 PM	0	1123	216	2	22	9	2	5	16	0	0	0	0
5/8/2025	5:00 PM	0	1163	202	1	22	9	2	4	12	0	0	0	0
5/8/2025	5:15 PM	0	1054	177	1	14	9	1	4	9	0	0	0	0
5/8/2025	5:30 PM	0	999	179	0	4	8	1	1	11	0	0	0	0
5/8/2025	5:45 PM	0	917	195	0	5	7	0	1	11	0	0	0	0
5/8/2025	6:00 PM	0	892	209	0	2	4	4	1	9	0	0	0	0
5/8/2025	6:15 PM	0	892	233	0	7	4	4	2	17	0	0	0	0
5/8/2025	6:30 PM	0	833	221	0	6	3	4	2	17	0	0	0	0
5/8/2025	6:45 PM	0	776	218	1	6	4	4	5	13	0	0	0	0
5/8/2025	7:00 PM	0	685	206	1	6	6	0	7	15	0	0	0	0
5/8/2025	7:15 PM	0	678	189	3	3	6	0	7	7	0	0	0	0
5/8/2025	7:30 PM	0	667	166	3	3	5	0	7	7	0	0	0	0
5/8/2025	7:45 PM	0	677	144	2	5	5	0	4	6	0	0	0	0
5/8/2025	8:00 PM	0	619	126	2	5	5	0	2	5	0	0	0	0
5/8/2025	8:15 PM	0	587	104	0	3	4	0	0	5	0	0	0	0
5/8/2025	8:30 PM	0	572	92	0	3	4	0	0	4	0	0	0	0
5/8/2025	8:45 PM	0	539	86	0	0	3	0	0	4	0	0	0	0
5/8/2025	9:00 PM	0	566	81	0	0	1	0	0	4	0	0	0	0
5/8/2025	9:15 PM	0	531	85	0	1	3	0	0	5	0	0	0	0
5/8/2025	9:30 PM	0	478	90	0	4	4	1	0	6	0	0	0	0
5/8/2025	9:45 PM	0	460	89	0	4	5	1	0	6	0	0	0	0
5/8/2025	10:00 PM	0	389	85	0	5	6	1	0	6	0	0	0	0
5/8/2025	10:15 PM	0	337	73	0	4	4	1	0	5	0	0	0	0
5/8/2025	10:30 PM	0	311	60	0	1	2	0	0	3	0	0	0	0
5/8/2025	10:45 PM	0	255	57	0	1	1	0	0	3	0	0	0	0
5/8/2025	11:00 PM	0	236	58	0	0	0	0	0	3	0	0	0	0
5/8/2025	11:15 PM	0	182	43	0	0	0	0	0	2	0	0	0	0
5/8/2025	11:30 PM	0	116	29	0	0	0	0	0	2	0	0	0	0
5/8/2025	11:45 PM	0	51	14	0	0	0	0	0	1	0	0	0	0

SB
File Name:
Start Date: 5/8/2025
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: GA-124 Rock Chapel Rd, north of Knoll Hollow Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/8/2025	12:00 AM	0	136	2	0	2	2	0	0	1	0	0	0	0
5/8/2025	12:15 AM	0	121	2	0	2	2	0	0	1	0	0	0	0
5/8/2025	12:30 AM	0	93	2	0	2	1	0	0	1	0	0	0	0
5/8/2025	12:45 AM	0	108	0	0	0	0	0	0	2	0	0	0	0
5/8/2025	1:00 AM	0	107	0	0	0	0	0	0	1	0	0	0	0
5/8/2025	1:15 AM	0	100	0	0	0	0	0	0	1	0	0	0	0
5/8/2025	1:30 AM	0	114	0	0	2	0	0	0	3	0	0	0	0
5/8/2025	1:45 AM	0	101	0	0	2	0	0	0	3	0	0	0	0
5/8/2025	2:00 AM	0	92	0	0	2	0	0	0	3	0	0	0	0
5/8/2025	2:15 AM	0	87	0	0	2	0	0	0	6	0	0	0	0
5/8/2025	2:30 AM	0	80	0	0	1	0	0	0	4	0	0	0	0
5/8/2025	2:45 AM	0	100	0	0	1	0	0	0	4	0	0	0	0
5/8/2025	3:00 AM	0	104	1	0	1	0	0	0	6	0	0	0	0
5/8/2025	3:15 AM	0	123	1	0	2	1	0	0	3	0	0	0	0
5/8/2025	3:30 AM	0	134	2	0	2	2	0	0	8	0	0	0	0
5/8/2025	3:45 AM	0	132	2	0	3	3	0	0	9	0	0	0	0
5/8/2025	4:00 AM	0	159	2	0	6	5	0	1	9	0	0	0	0
5/8/2025	4:15 AM	0	212	5	1	5	5	0	2	13	0	0	0	0
5/8/2025	4:30 AM	0	259	6	1	6	5	0	2	12	0	0	0	0
5/8/2025	4:45 AM	0	324	10	1	5	6	0	2	14	0	0	0	0
5/8/2025	5:00 AM	0	373	12	4	4	7	0	1	17	0	0	0	0
5/8/2025	5:15 AM	0	379	15	4	4	7	0	0	16	0	0	0	0
5/8/2025	5:30 AM	0	379	33	4	2	16	0	3	20	0	0	0	0
5/8/2025	5:45 AM	0	400	62	4	4	18	0	3	20	0	0	0	0
5/8/2025	6:00 AM	0	417	83	1	5	18	0	4	18	0	0	0	0
5/8/2025	6:15 AM	0	450	114	4	13	18	0	4	17	0	0	0	0
5/8/2025	6:30 AM	0	570	142	5	23	14	0	3	13	0	0	0	0
5/8/2025	6:45 AM	0	626	159	5	28	11	0	4	16	0	0	0	0
5/8/2025	7:00 AM	0	717	196	5	30	11	0	4	18	0	0	0	0
5/8/2025	7:15 AM	1	773	225	1	29	12	0	6	26	0	0	0	0
5/8/2025	7:30 AM	1	753	234	0	24	19	0	6	28	0	0	0	0
5/8/2025	7:45 AM	1	748	234	0	19	27	0	6	25	0	0	0	0
5/8/2025	8:00 AM	1	722	231	0	20	32	0	5	27	0	0	0	0
5/8/2025	8:15 AM	1	713	211	2	17	35	0	3	23	0	0	0	0
5/8/2025	8:30 AM	1	699	199	2	14	30	0	4	26	0	0	0	0
5/8/2025	8:45 AM	1	649	204	3	15	25	1	3	26	0	0	0	0
5/8/2025	9:00 AM	1	643	194	3	13	20	1	6	25	0	0	0	0
5/8/2025	9:15 AM	0	639	196	1	13	22	1	7	28	0	0	0	0
5/8/2025	9:30 AM	0	612	202	1	12	19	1	5	23	1	0	0	0
5/8/2025	9:45 AM	0	627	185	0	14	21	0	5	26	3	0	0	0
5/8/2025	10:00 AM	0	610	185	0	18	24	0	3	27	3	0	0	0
5/8/2025	10:15 AM	0	589	177	0	20	22	0	2	22	3	0	0	0
5/8/2025	10:30 AM	2	617	165	0	26	21	0	3	25	2	0	0	0
5/8/2025	10:45 AM	2	606	171	0	27	18	0	7	26	0	0	0	0
5/8/2025	11:00 AM	2	602	166	0	26	17	0	7	29	0	0	0	0
5/8/2025	11:15 AM	2	607	180	0	24	17	0	7	27	0	0	0	0
5/8/2025	11:30 AM	0	627	189	0	21	20	0	5	23	0	0	0	0
5/8/2025	11:45 AM	0	633	187	0	22	23	0	2	24	0	0	0	0
5/8/2025	12:00 PM	0	643	202	0	19	23	0	2	20	0	0	0	0
5/8/2025	12:15 PM	0	630	187	0	22	27	0	2	21	0	0	0	0
5/8/2025	12:30 PM	0	577	185	0	22	23	0	5	19	0	0	0	0
5/8/2025	12:45 PM	0	580	181	0	19	26	0	6	17	0	0	0	0
5/8/2025	1:00 PM	0	569	179	0	17	26	1	5	13	0	0	0	0
5/8/2025	1:15 PM	2	609	186	1	11	20	2	5	15	0	0	0	0
5/8/2025	1:30 PM	3	680	188	2	11	20	2	3	19	0	0	0	0
5/8/2025	1:45 PM	3	771	192	7	10	18	3	1	19	0	0	0	0
5/8/2025	2:00 PM	3	821	193	9	10	18	2	1	24	0	0	0	0
5/8/2025	2:15 PM	1	882	203	8	11	17	2	2	23	0	0	0	0
5/8/2025	2:30 PM	0	932	205	10	10	18	2	1	22	0	0	0	0
5/8/2025	2:45 PM	1	1024	222	5	15	22	1	3	27	0	0	0	0
5/8/2025	3:00 PM	2	1113	244	4	21	23	1	3	23	0	0	0	0
5/8/2025	3:15 PM	2	1154	247	4	33	22	1	3	26	0	0	0	0
5/8/2025	3:30 PM	2	1185	254	1	36	21	1	3	26	0	0	0	0
5/8/2025	3:45 PM	1	1177	257	2	29	15	1	3	18	0	0	0	0
5/8/2025	4:00 PM	0	1209	241	2	24	13	1	4	20	0	0	0	0
5/8/2025	4:15 PM	0	1234	226	3	12	14	0	3	15	0	0	0	0
5/8/2025	4:30 PM	0	1282	221	3	12	13	0	3	14	0	0	0	0
5/8/2025	4:45 PM	1	1262	196	2	16	10	0	1	13	0	0	0	0
5/8/2025	5:00 PM	1	1221	173	1	13	12	0	0	9	0	0	0	0
5/8/2025	5:15 PM	1	1220	169	0	12	12	0	0	8	0	0	0	0
5/8/2025	5:30 PM	2	1195	151	0	13	11	0	0	7	0	0	0	0
5/8/2025	5:45 PM	2	1172	146	0	11	11	0	0	6	0	0	0	0
5/8/2025	6:00 PM	2	1165	155	0	14	7	0	0	7	0	0	0	0
5/8/2025	6:15 PM	3	1070	130	0	18	7	0	1	8	0	0	0	0
5/8/2025	6:30 PM	3	949	125	1	15	8	0	1	9	0	0	0	0
5/8/2025	6:45 PM	2	864	107	1	13	7	0	1	9	0	0	0	0
5/8/2025	7:00 PM	2	778	80	1	10	6	0	1	8	0	0	0	0
5/8/2025	7:15 PM	1	747	95	1	7	5	0	0	7	0	0	0	0
5/8/2025	7:30 PM	0	744	92	0	5	5	0	0	8	0	0	0	0
5/8/2025	7:45 PM	0	706	96	0	4	4	0	0	6	0	0	0	0
5/8/2025	8:00 PM	0	687	98	0	8	3	0	0	7	0	0	0	0
5/8/2025	8:15 PM	0	668	82	0	6	2	0	0	6	0	0	0	0
5/8/2025	8:30 PM	0	652	73	0	6	1	0	0	5	0	0	0	0
5/8/2025	8:45 PM	0	630	68	1	6	1	0	0	7	0	0	0	0
5/8/2025	9:00 PM	0	586	58	1	4	1	0	0	6	0	0	0	0
5/8/2025	9:15 PM	0	540	54	1	4	1	0	0	6	0	0	0	0
5/8/2025	9:30 PM	0	472	48	1	3	0	0	0	4	0	0	0	0
5/8/2025	9:45 PM	0	418	44	0	5	0	0	0	2	0	0	0	0
5/8/2025	10:00 PM	0	365	38	0	5	0	0	0	2	0	0	0	0
5/8/2025	10:15 PM	2	314	36	0	6	1	0	0	3	0	0	0	0
5/8/2025	10:30 PM	2	282	30	0	5	1	0	0	2	0	0	0	0
5/8/2025	10:45 PM	3	268	26	0	5	1	0	0	2	0	0	0	0
5/8/2025	11:00 PM	3	235	22	0	4	2	0	0	1	0	0	0	0
5/8/2025	11:15 PM	1	173	14	0	3	1	0	0	0	0	0	0	0
5/8/2025	11:30 PM	1	103	9	0	3	1	0	0	0	0	0	0	0
5/8/2025	11:45 PM	0	41	4	0	1	1	0	0	0	0	0	0	0

Bi-Directional Class Count || Location Overview

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 2

Pleasant Hill Rd,
west of Providence Point Dr

Lat/Long

33.733561°, -84.067929°

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

	Thu
	05/08
DF	1.00
MF	1.00
DF*MF	**1.00**

Bi-Directional Class Count || NB EB 15min

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 2
Pleasant Hill Rd,
west of Providence Point Dr

Date
Thursday, May 8, 2025

Lat/Long
33.733561°, -84.067929°

Click here for Map

Weather
Fair
69°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (05-08-2025)
NB EB 15min

	Eastbound (Movement 2.1)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0015 - 0030	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**	
0030 - 0045	0	19	3	0	1	1	0	0	0	0	0	0	0	**24**	
0045 - 0100	0	10	2	0	1	0	0	0	0	0	0	0	0	**13**	**46**
0100 - 0115	0	10	5	0	0	0	0	0	1	0	0	0	0	**16**	
0115 - 0130	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**	
0130 - 0145	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**	
0145 - 0200	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**45**
0200 - 0215	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	
0215 - 0230	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	
0230 - 0245	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	
0245 - 0300	0	5	2	0	2	0	0	0	0	0	0	0	0	**9**	**41**
0300 - 0315	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	
0315 - 0330	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**	
0330 - 0345	0	18	2	0	0	0	0	0	0	0	0	0	0	**20**	
0345 - 0400	0	5	1	0	0	0	0	0	1	0	0	0	0	**7**	**40**
0400 - 0415	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	
0415 - 0430	0	8	1	0	0	0	0	0	1	0	0	0	0	**10**	
0430 - 0445	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**	
0445 - 0500	0	4	1	0	1	0	0	0	0	0	0	0	0	**6**	**27**
0500 - 0515	0	6	3	0	0	0	0	0	1	0	0	0	0	**10**	
0515 - 0530	0	15	2	0	0	0	0	0	0	0	0	0	0	**17**	
0530 - 0545	0	18	4	0	1	0	0	0	0	0	0	0	0	**23**	
0545 - 0600	0	12	2	0	0	1	0	0	2	0	0	0	0	**17**	**67**
0600 - 0615	0	18	7	2	0	1	0	0	0	0	0	0	0	**28**	
0615 - 0630	0	25	4	0	1	1	0	0	1	0	0	0	0	**32**	
0630 - 0645	0	26	6	1	2	0	0	0	1	0	0	0	0	**36**	
0645 - 0700	0	34	5	0	3	0	0	1	0	0	0	0	0	**43**	**139**
0700 - 0715	0	26	13	0	2	1	0	0	1	0	0	0	0	**43**	
0715 - 0730	0	53	10	2	6	3	0	2	0	0	0	0	0	**76**	
0730 - 0745	0	45	9	0	1	2	0	0	0	0	0	0	0	**57**	
0745 - 0800	0	47	15	0	2	0	0	1	2	0	0	0	0	**67**	**243**
0800 - 0815	0	56	9	1	4	0	0	0	0	0	0	0	0	**70**	
0815 - 0830	0	51	15	0	3	4	0	2	2	0	0	0	0	**77**	
0830 - 0845	0	43	11	0	3	0	0	1	1	0	0	0	0	**59**	
0845 - 0900	0	45	21	0	4	1	0	1	1	0	0	0	0	**73**	**279**
0900 - 0915	0	45	14	0	4	0	0	0	2	0	0	0	0	**65**	
0915 - 0930	1	34	16	0	1	2	0	1	2	0	0	0	0	**57**	
0930 - 0945	0	35	13	1	1	1	1	1	1	0	0	0	0	**54**	
0945 - 1000	0	34	10	0	4	0	0	4	1	0	0	0	0	**53**	**229**
1000 - 1015	0	41	8	0	2	0	0	0	1	0	0	0	0	**52**	
1015 - 1030	0	44	13	0	3	1	0	0	0	0	0	0	0	**61**	
1030 - 1045	0	33	10	0	1	1	0	1	0	0	0	0	0	**46**	
1045 - 1100	2	37	13	0	1	0	0	0	1	0	0	0	0	**54**	**213**
1100 - 1115	0	39	7	0	0	0	0	0	2	0	0	0	0	**48**	
1115 - 1130	0	48	12	0	4	2	0	0	0	0	0	0	0	**66**	
1130 - 1145	0	34	7	0	4	0	0	0	1	0	0	0	0	**46**	
1145 - 1200	0	37	15	0	3	0	0	1	0	0	0	0	0	**56**	**216**
1200 - 1215	0	49	12	0	2	0	0	0	2	0	0	0	0	**65**	
1215 - 1230	0	59	18	0	2	0	0	0	1	0	0	0	0	**80**	
1230 - 1245	0	44	13	0	3	1	0	1	0	0	0	0	0	**62**	
1245 - 1300	0	61	14	0	2	0	0	0	1	0	0	0	0	**78**	**285**
1300 - 1315	0	60	15	0	0	1	0	0	1	0	0	0	0	**77**	
1315 - 1330	0	46	14	0	2	1	0	0	0	0	0	0	0	**63**	
1330 - 1345	0	58	13	1	2	0	0	0	0	0	0	0	0	**74**	
1345 - 1400	0	59	15	0	1	0	0	3	0	0	0	0	0	**78**	**292**
1400 - 1415	0	61	19	0	4	1	0	2	0	0	0	0	0	**87**	
1415 - 1430	0	64	16	0	3	0	0	1	0	0	0	0	0	**84**	
1430 - 1445	0	75	18	2	2	1	0	2	1	0	0	0	0	**101**	
1445 - 1500	0	63	17	3	1	0	0	0	0	0	0	0	0	**84**	**356**
1500 - 1515	0	120	23	0	2	0	0	2	2	0	0	0	0	**149**	
1515 - 1530	1	90	28	1	3	1	0	2	1	0	0	0	0	**127**	
1530 - 1545	0	121	34	1	0	0	0	1	0	0	0	0	0	**157**	
1545 - 1600	1	124	35	0	3	1	0	1	1	0	0	0	0	**166**	**599**
1600 - 1615	0	105	27	0	2	2	0	0	1	0	0	0	0	**137**	
1615 - 1630	1	98	24	0	3	0	0	0	0	0	0	0	0	**126**	
1630 - 1645	1	101	29	0	1	3	0	2	0	0	0	0	0	**137**	
1645 - 1700	0	104	34	0	1	1	0	0	0	0	0	0	0	**140**	**540**
1700 - 1715	0	129	35	1	3	0	0	3	0	0	0	0	0	**171**	
1715 - 1730	0	101	23	0	0	0	0	2	0	0	0	0	0	**126**	
1730 - 1745	0	108	34	0	0	1	0	0	1	0	0	0	0	**144**	
1745 - 1800	0	94	23	0	0	0	0	0	0	0	0	0	0	**117**	**558**
1800 - 1815	0	108	24	0	3	0	0	1	0	0	0	0	0	**136**	
1815 - 1830	0	114	34	0	2	0	0	0	0	0	0	0	0	**150**	
1830 - 1845	0	99	20	0	3	0	0	3	2	0	0	0	0	**127**	
1845 - 1900	1	97	21	0	2	1	0	2	0	0	0	0	0	**124**	**537**
1900 - 1915	0	90	18	0	0	0	0	1	0	0	0	0	0	**109**	
1915 - 1930	1	83	17	0	3	0	0	1	0	0	0	0	0	**105**	
1930 - 1945	0	72	16	0	2	0	0	0	0	0	0	0	0	**90**	
1945 - 2000	0	75	17	0	1	0	0	0	0	0	0	0	0	**93**	**397**
2000 - 2015	0	86	11	0	1	0	0	1	0	0	0	0	0	**99**	
2015 - 2030	0	59	9	0	0	0	0	0	0	0	0	0	0	**68**	
2030 - 2045	0	61	10	0	0	0	0	0	0	0	0	0	0	**71**	
2045 - 2100	0	65	11	0	0	0	0	1	0	0	0	0	0	**77**	**315**
2100 - 2115	0	68	12	0	0	0	0	0	0	0	0	0	0	**80**	
2115 - 2130	0	52	8	0	0	1	0	0	0	0	0	0	0	**61**	
2130 - 2145	0	60	10	0	1	0	0	0	0	0	0	0	0	**71**	
2145 - 2200	0	45	5	0	1	1	0	0	0	0	0	0	0	**52**	**264**
2200 - 2215	1	33	4	0	2	0	0	1	0	0	0	0	0	**41**	
2215 - 2230	0	47	5	0	3	0	0	0	0	0	0	0	0	**55**	
2230 - 2245	0	35	4	0	1	0	0	0	0	0	0	0	0	**40**	
2245 - 2300	0	33	4	0	0	0	0	1	0	0	0	0	0	**38**	**174**
2300 - 2315	0	35	4	0	0	0	0	0	0	0	0	0	0	**39**	
2315 - 2330	0	33	3	0	0	0	0	0	0	0	0	0	0	**36**	
2330 - 2345	0	25	3	0	0	0	0	0	0	0	0	0	0	**28**	
2345 - 0000	0	21	2	0	0	0	0	0	0	0	0	0	0	**23**	**126**

Session Total	10	4632	1107	16	133	39	1	50	40	0	0	0	0	6028
Session Average	0.10	48.25	11.53	0.17	1.39	0.41	0.01	0.52	0.42	0.00	0.00	0.00	0.00	**62.79**
Session Percentage	0.17	76.84	18.36	0.27	2.21	0.65	0.02	0.83	0.66	0.00	0.00	0.00	0.00	

AM Peak Hour	0830 - 0930	0715 - 0815	0845 - 0945	0545 - 0645	0800 - 0900	0645 - 0745	0845 - 0945	0900 - 1000	0815 - 0915	-	-	-	-	**0800 - 0900**
AM Peak Volume	1	201	64	3	14	6	1	6	6	0	0	0	0	**279**
AM Peak %age	0.36	72.04	22.94	1.08	5.02	2.15	0.36	2.15	2.15	0.00	0.00	0.00	0.00	

Noon Peak Hour	1000 - 1100	1445 - 1545	1445 - 1545	1430 - 1530	1115 - 1215	1030 - 1130	-	1345 - 1445	1045 - 1145	-	-	-	-	**1445 - 1545**
Noon Peak Volume	2	394	102	6	13	3	0	8	4	0	0	0	0	**517**
Noon Peak %age	0.39	76.21	19.73	1.16	2.51	0.58	0.00	1.55	0.77	0.00	0.00	0.00	0.00	

PM Peak Hour	1545 - 1645	1500 - 1600	1645 - 1745	1500 - 1600	1800 - 1900	1545 - 1645	-	1630 - 1730	1500 - 1600	-	-	-	-	**1500 - 1600**
PM Peak Volume	3	455	126	2	10	6	0	7	4	0	0	0	0	**599**
PM Peak %age	0.50	75.96	21.04	0.33	1.67	1.00	0.00	1.17	0.67	0.00	0.00	0.00	0.00	

User Peak Volume	0	36	7	0	2	1	0	0	0	0	0	0	0	**46**
User Peak %age	0.00	78.26	15.22	0.00	4.35	2.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || SB WB 15min

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 2
Pleasant Hill Rd,
west of Providence Point Dr

Date
Thursday, May 8, 2025

Lat/Long
33.733561°, -84.067929°

Click here for Map

Weather
Fair
69°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (05-08-2025)
SB WB 15min

	Westbound (Movement 2.2)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0015 - 0030	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
0030 - 0045	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	
0045 - 0100	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**19**
0100 - 0115	0	9	1	0	1	0	0	0	0	0	0	0	0	**11**	
0115 - 0130	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**	
0130 - 0145	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	
0145 - 0200	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**24**
0200 - 0215	0	3	3	0	0	0	0	0	0	0	0	0	0	**6**	
0215 - 0230	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	
0230 - 0245	0	5	1	0	2	0	0	0	0	0	0	0	0	**8**	
0245 - 0300	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**28**
0300 - 0315	0	6	4	0	0	0	0	0	0	0	0	0	0	**10**	
0315 - 0330	0	9	6	0	0	0	0	0	0	0	0	0	0	**15**	
0330 - 0345	0	10	3	0	0	0	0	0	0	0	0	0	0	**13**	
0345 - 0400	0	13	9	0	0	0	0	0	0	0	0	0	0	**22**	**60**
0400 - 0415	0	11	2	0	2	0	0	0	0	0	0	0	0	**15**	
0415 - 0430	0	26	10	0	1	0	0	0	0	0	0	0	0	**37**	
0430 - 0445	0	28	10	0	1	0	0	0	0	0	0	0	0	**39**	
0445 - 0500	0	28	18	0	1	0	0	0	1	0	0	0	0	**48**	**139**
0500 - 0515	0	39	12	0	0	0	0	0	0	0	0	0	0	**51**	
0515 - 0530	0	49	16	0	1	0	0	0	0	0	0	0	0	**66**	
0530 - 0545	0	53	30	0	0	0	0	0	0	0	0	0	0	**83**	
0545 - 0600	0	73	32	1	0	1	0	0	0	0	0	0	0	**107**	**307**
0600 - 0615	0	64	27	0	1	1	0	1	0	0	0	0	0	**94**	
0615 - 0630	0	67	27	1	1	1	0	1	4	0	0	0	0	**102**	
0630 - 0645	0	83	26	0	1	0	0	2	2	0	0	0	0	**114**	
0645 - 0700	0	104	33	2	2	0	0	0	1	0	0	0	0	**142**	**452**
0700 - 0715	0	91	31	0	3	0	0	0	0	0	0	0	0	**125**	
0715 - 0730	0	110	37	0	1	2	0	0	2	0	0	0	0	**152**	
0730 - 0745	0	126	32	2	2	1	0	0	0	0	0	0	0	**163**	
0745 - 0800	2	89	36	1	2	2	0	1	0	0	0	0	0	**133**	**573**
0800 - 0815	0	74	30	0	2	0	0	0	1	0	0	0	0	**107**	
0815 - 0830	0	75	43	0	0	1	0	3	1	0	0	0	0	**123**	
0830 - 0845	0	74	32	1	5	1	1	0	0	0	0	0	0	**114**	
0845 - 0900	0	73	18	0	4	0	0	0	2	0	0	0	0	**97**	**441**
0900 - 0915	0	59	24	1	1	0	0	0	1	0	0	0	0	**86**	
0915 - 0930	0	65	18	0	4	2	0	0	1	0	0	0	0	**90**	
0930 - 0945	0	64	24	0	5	1	0	0	1	0	0	0	0	**95**	
0945 - 1000	0	58	16	0	3	0	0	0	0	0	0	0	0	**77**	**348**
1000 - 1015	0	39	21	0	0	1	0	0	2	0	0	0	0	**63**	
1015 - 1030	0	48	22	0	2	0	0	1	0	0	0	0	0	**73**	
1030 - 1045	1	45	19	0	1	2	0	1	0	0	0	0	0	**69**	
1045 - 1100	0	51	19	0	3	0	0	2	1	0	0	0	0	**76**	**281**
1100 - 1115	0	47	11	0	2	0	0	0	1	0	0	0	0	**61**	
1115 - 1130	0	50	13	0	6	2	0	0	4	0	0	0	0	**75**	
1130 - 1145	0	46	19	0	2	0	0	0	1	0	0	0	0	**68**	
1145 - 1200	0	52	22	0	3	0	0	0	0	0	0	0	0	**77**	**281**
1200 - 1215	0	55	13	0	3	1	0	0	1	0	0	0	0	**73**	
1215 - 1230	0	45	14	0	3	1	0	0	1	0	0	0	0	**64**	
1230 - 1245	0	67	16	0	0	4	0	0	3	0	0	0	0	**90**	
1245 - 1300	1	54	14	0	3	0	0	0	0	0	0	0	0	**72**	**299**
1300 - 1315	0	53	14	0	1	0	0	0	0	0	0	0	0	**68**	
1315 - 1330	0	69	18	0	2	0	0	0	1	0	0	0	0	**90**	
1330 - 1345	1	42	10	0	3	1	0	1	1	0	0	0	0	**59**	
1345 - 1400	0	50	14	0	2	0	0	0	1	0	0	0	0	**67**	**284**
1400 - 1415	0	47	11	0	1	3	0	1	3	0	0	0	0	**66**	
1415 - 1430	0	57	15	0	4	0	0	0	1	0	0	0	0	**77**	
1430 - 1445	0	44	11	2	0	0	0	0	1	0	0	0	0	**58**	
1445 - 1500	0	56	22	3	2	0	0	0	0	0	0	0	0	**83**	**284**
1500 - 1515	0	58	21	2	3	1	0	1	4	0	0	0	0	**90**	
1515 - 1530	0	55	16	0	1	0	0	2	1	0	0	0	0	**75**	
1530 - 1545	0	45	12	0	2	1	0	0	0	0	0	0	0	**60**	
1545 - 1600	1	54	16	3	5	0	0	0	0	0	0	0	0	**79**	**304**
1600 - 1615	0	52	19	0	0	1	0	1	1	0	0	0	0	**74**	
1615 - 1630	0	62	17	0	6	2	0	2	0	0	0	0	0	**89**	
1630 - 1645	0	66	18	1	1	0	0	2	0	0	0	0	0	**88**	
1645 - 1700	1	46	17	1	1	0	0	0	1	0	0	0	0	**67**	**318**
1700 - 1715	0	43	14	0	0	2	0	0	0	0	0	0	0	**59**	
1715 - 1730	0	55	16	1	1	4	0	0	0	0	0	0	0	**77**	
1730 - 1745	0	60	14	0	2	1	0	0	0	0	0	0	0	**77**	
1745 - 1800	0	77	18	0	3	1	0	1	0	0	0	0	0	**100**	**313**
1800 - 1815	0	65	17	0	2	1	0	1	0	0	0	0	0	**86**	
1815 - 1830	0	52	18	0	0	0	0	0	0	0	0	0	0	**70**	
1830 - 1845	0	62	16	0	0	0	0	0	0	0	0	0	0	**78**	
1845 - 1900	0	45	10	0	2	0	0	0	0	0	0	0	0	**57**	**291**
1900 - 1915	0	47	13	0	1	0	0	0	0	0	0	0	0	**61**	
1915 - 1930	0	40	12	0	0	0	0	0	3	0	0	0	0	**55**	
1930 - 1945	0	46	11	0	0	0	0	0	0	0	0	0	0	**57**	
1945 - 2000	0	38	15	0	1	0	0	1	0	0	0	0	0	**55**	**228**
2000 - 2015	0	36	9	0	2	0	0	0	0	0	0	0	0	**47**	
2015 - 2030	0	44	11	0	2	1	0	0	0	0	0	0	0	**58**	
2030 - 2045	0	47	10	0	1	0	0	0	0	0	0	0	0	**58**	
2045 - 2100	0	44	7	0	0	0	0	1	0	0	0	0	0	**52**	**215**
2100 - 2115	0	41	6	0	0	0	0	0	1	0	0	0	0	**48**	
2115 - 2130	0	40	7	0	0	0	0	0	0	0	0	0	0	**47**	
2130 - 2145	0	30	5	0	1	0	0	0	0	0	0	0	0	**36**	
2145 - 2200	0	40	6	0	0	1	0	0	0	0	0	0	0	**47**	**178**
2200 - 2215	0	26	3	0	3	0	0	0	1	0	0	0	0	**33**	
2215 - 2230	0	22	4	0	0	0	0	0	0	0	0	0	0	**26**	
2230 - 2245	0	19	2	0	1	0	0	0	0	0	0	0	0	**22**	
2245 - 2300	0	18	2	0	0	0	0	0	0	0	0	0	0	**20**	**101**
2300 - 2315	0	19	2	0	0	0	0	0	1	0	0	0	0	**22**	
2315 - 2330	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**	
2330 - 2345	0	22	3	0	0	0	0	0	0	0	0	0	0	**25**	
2345 - 0000	0	16	2	0	0	0	0	0	0	0	0	0	0	**18**	**80**

Session Total	7	4239	1327	22	130	44	1	26	52	0	0	0	0	**5848**
Session Average	0.07	44.16	13.82	0.23	1.35	0.46	0.01	0.27	0.54	0.00	0.00	0.00	0.00	**60.92**
Session Percentage	0.12	72.49	22.69	0.38	2.22	0.75	0.02	0.44	0.89	0.00	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0645 - 0745	0730 - 0830	0645 - 0745	0830 - 0930	0700 - 0800	0745 - 0845	0545 - 0645	0600 - 0700	-	-	-	-	**0645 - 0745**
AM Peak Volume	2	431	141	4	14	5	1	4	7	0	0	0	0	**582**
AM Peak %age	0.34	74.05	24.23	0.69	2.41	0.86	0.17	0.69	1.20	0.00	0.00	0.00	0.00	

Noon Peak Hour	1245 - 1345	1230 - 1330	1000 - 1100	1415 - 1515	1115 - 1215	1145 - 1245	-	1000 - 1100	1045 - 1145	-	-	-	-	**1230 - 1330**
Noon Peak Volume	2	243	81	7	14	6	0	4	7	0	0	0	0	**320**
Noon Peak %age	0.63	75.94	25.31	2.19	4.38	1.88	0.00	1.25	2.19	0.00	0.00	0.00	0.00	

PM Peak Hour	1500 - 1600	1715 - 1815	1600 - 1700	1500 - 1600	1530 - 1630	1700 - 1800	-	1545 - 1645	1500 - 1600	-	-	-	-	**1715 - 1815**
PM Peak Volume	1	257	71	5	13	8	0	5	5	0	0	0	0	**340**
PM Peak %age	0.29	75.59	20.88	1.47	3.82	2.35	0.00	1.47	1.47	0.00	0.00	0.00	0.00	

User Peak Volume	0	17	2	0	0	0	0	0	0	0	0	0	0	**19**
User Peak %age	0.00	89.47	10.53	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

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 2
Pleasant Hill Rd,
west of Providence Point Dr

Date
Thursday, May 8, 2025

Lat/Long
33.733561°, -84.067929°

Weather
Fair
69°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (05-08-2025)
Bi-Directional 15min

	Bi-Directional 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	
0015 - 0030	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	
0030 - 0045	0	24	4	0	1	1	0	0	0	0	0	0	0	**30**	
0045 - 0100	0	14	3	0	1	0	0	0	0	0	0	0	0	**18**	**65**
0100 - 0115	0	19	6	0	1	0	0	0	1	0	0	0	0	**27**	
0115 - 0130	0	13	3	0	0	0	0	0	0	0	0	0	0	**16**	
0130 - 0145	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**	
0145 - 0200	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	**69**
0200 - 0215	0	11	5	0	0	0	0	0	0	0	0	0	0	**16**	
0215 - 0230	0	18	2	0	0	0	0	0	0	0	0	0	0	**20**	
0230 - 0245	0	17	1	0	2	0	0	0	0	0	0	0	0	**20**	
0245 - 0300	0	8	3	0	2	0	0	0	0	0	0	0	0	**13**	**69**
0300 - 0315	0	11	5	0	0	0	0	0	0	0	0	0	0	**16**	
0315 - 0330	0	14	8	0	0	0	0	0	0	0	0	0	0	**22**	
0330 - 0345	0	28	5	0	0	0	0	0	0	0	0	0	0	**33**	
0345 - 0400	0	18	10	0	0	0	0	0	1	0	0	0	0	**29**	**100**
0400 - 0415	0	18	2	0	2	0	0	0	0	0	0	0	0	**22**	
0415 - 0430	0	34	11	0	1	0	0	0	1	0	0	0	0	**47**	
0430 - 0445	0	31	10	0	2	0	0	0	0	0	0	0	0	**43**	
0445 - 0500	0	32	19	0	2	0	0	0	1	0	0	0	0	**54**	**166**
0500 - 0515	0	45	15	0	0	0	0	0	1	0	0	0	0	**61**	
0515 - 0530	0	64	18	0	1	0	0	0	0	0	0	0	0	**83**	
0530 - 0545	0	71	34	0	1	0	0	0	0	0	0	0	0	**106**	
0545 - 0600	0	85	34	1	0	2	0	0	2	0	0	0	0	**124**	**374**
0600 - 0615	0	82	34	2	1	2	0	1	0	0	0	0	0	**122**	
0615 - 0630	0	92	31	1	2	2	0	1	5	0	0	0	0	**134**	
0630 - 0645	0	109	32	1	3	0	0	2	3	0	0	0	0	**150**	
0645 - 0700	0	138	38	2	5	0	0	1	1	0	0	0	0	**185**	**591**
0700 - 0715	0	117	44	0	5	1	0	0	1	0	0	0	0	**168**	
0715 - 0730	0	163	47	2	7	5	0	2	2	0	0	0	0	**228**	
0730 - 0745	0	171	41	2	3	3	0	0	0	0	0	0	0	**220**	
0745 - 0800	2	136	51	1	4	2	0	2	2	0	0	0	0	**200**	**816**
0800 - 0815	0	130	39	1	6	0	0	0	1	0	0	0	0	**177**	
0815 - 0830	0	126	58	0	3	5	0	5	3	0	0	0	0	**200**	
0830 - 0845	0	117	43	1	8	1	1	1	1	0	0	0	0	**173**	
0845 - 0900	0	118	39	0	8	1	0	1	3	0	0	0	0	**170**	**720**
0900 - 0915	0	104	38	1	5	0	0	0	3	0	0	0	0	**151**	
0915 - 0930	1	99	34	0	5	4	0	1	3	0	0	0	0	**147**	
0930 - 0945	0	99	37	1	6	2	1	1	2	0	0	0	0	**149**	
0945 - 1000	0	92	26	0	7	0	0	4	1	0	0	0	0	**130**	**577**
1000 - 1015	0	80	29	0	2	1	0	0	3	0	0	0	0	**115**	
1015 - 1030	0	92	35	0	5	1	0	1	0	0	0	0	0	**134**	
1030 - 1045	1	78	29	0	2	3	0	2	0	0	0	0	0	**115**	
1045 - 1100	2	88	32	0	4	0	0	2	2	0	0	0	0	**130**	**494**
1100 - 1115	0	86	18	0	2	0	0	0	3	0	0	0	0	**109**	
1115 - 1130	0	98	25	0	10	4	0	0	4	0	0	0	0	**141**	
1130 - 1145	0	80	26	0	6	0	0	0	2	0	0	0	0	**114**	
1145 - 1200	0	89	37	0	6	0	0	1	0	0	0	0	0	**133**	**497**
1200 - 1215	0	104	25	0	5	1	0	0	3	0	0	0	0	**138**	
1215 - 1230	0	104	32	0	5	1	0	0	2	0	0	0	0	**144**	
1230 - 1245	0	111	29	0	3	5	0	1	3	0	0	0	0	**152**	
1245 - 1300	1	115	28	0	5	0	0	0	1	0	0	0	0	**150**	**584**
1300 - 1315	0	113	29	0	1	1	0	0	1	0	0	0	0	**145**	
1315 - 1330	0	115	32	0	4	1	0	0	1	0	0	0	0	**153**	
1330 - 1345	1	100	23	1	5	1	0	1	1	0	0	0	0	**133**	
1345 - 1400	0	109	29	0	3	0	0	3	1	0	0	0	0	**145**	**576**
1400 - 1415	0	108	30	0	5	4	0	3	3	0	0	0	0	**153**	
1415 - 1430	0	121	31	0	7	0	0	1	1	0	0	0	0	**161**	
1430 - 1445	0	119	29	4	2	1	0	2	2	0	0	0	0	**159**	
1445 - 1500	0	119	39	6	3	0	0	0	0	0	0	0	0	**167**	**640**
1500 - 1515	0	178	44	2	5	1	0	3	6	0	0	0	0	**239**	
1515 - 1530	1	145	44	1	4	1	0	4	2	0	0	0	0	**202**	
1530 - 1545	0	166	46	1	2	1	0	1	0	0	0	0	0	**217**	
1545 - 1600	2	178	51	3	8	1	0	1	1	0	0	0	0	**245**	**903**
1600 - 1615	0	157	46	0	2	3	0	1	2	0	0	0	0	**211**	
1615 - 1630	1	160	41	0	9	2	0	2	0	0	0	0	0	**215**	
1630 - 1645	1	167	47	1	2	3	0	4	0	0	0	0	0	**225**	
1645 - 1700	1	150	51	1	2	1	0	0	1	0	0	0	0	**207**	**858**
1700 - 1715	0	172	49	1	3	2	0	3	0	0	0	0	0	**230**	
1715 - 1730	0	156	39	1	1	4	0	2	0	0	0	0	0	**203**	
1730 - 1745	0	168	48	0	2	2	0	0	1	0	0	0	0	**221**	
1745 - 1800	0	171	41	0	3	1	0	1	0	0	0	0	0	**217**	**871**
1800 - 1815	0	173	41	0	5	1	0	2	0	0	0	0	0	**222**	
1815 - 1830	0	166	52	0	2	0	0	0	0	0	0	0	0	**220**	
1830 - 1845	0	161	36	0	3	0	0	3	2	0	0	0	0	**205**	
1845 - 1900	1	142	31	0	4	1	0	2	0	0	0	0	0	**181**	**828**
1900 - 1915	0	137	31	0	1	0	0	1	0	0	0	0	0	**170**	
1915 - 1930	1	123	29	0	3	0	0	1	3	0	0	0	0	**160**	
1930 - 1945	0	118	27	0	2	0	0	0	0	0	0	0	0	**147**	
1945 - 2000	0	113	32	0	2	0	0	1	0	0	0	0	0	**148**	**625**
2000 - 2015	0	122	20	0	3	0	0	1	0	0	0	0	0	**146**	
2015 - 2030	0	103	20	0	2	1	0	0	0	0	0	0	0	**126**	
2030 - 2045	0	108	20	0	1	0	0	0	0	0	0	0	0	**129**	
2045 - 2100	0	109	18	0	0	0	0	2	0	0	0	0	0	**129**	**530**
2100 - 2115	0	109	18	0	0	0	0	0	1	0	0	0	0	**128**	
2115 - 2130	0	92	15	0	0	1	0	0	0	0	0	0	0	**108**	
2130 - 2145	0	90	15	0	2	0	0	0	0	0	0	0	0	**107**	
2145 - 2200	0	85	11	0	1	2	0	0	0	0	0	0	0	**99**	**442**
2200 - 2215	1	59	7	0	5	0	0	1	1	0	0	0	0	**74**	
2215 - 2230	0	69	9	0	3	0	0	0	0	0	0	0	0	**81**	
2230 - 2245	0	54	6	0	2	0	0	0	0	0	0	0	0	**62**	
2245 - 2300	0	51	6	0	0	0	0	1	0	0	0	0	0	**58**	**275**
2300 - 2315	0	54	6	0	0	0	0	0	1	0	0	0	0	**61**	
2315 - 2330	0	46	5	0	0	0	0	0	0	0	0	0	0	**51**	
2330 - 2345	0	47	6	0	0	0	0	0	0	0	0	0	0	**53**	
2345 - 0000	0	37	4	0	0	0	0	0	0	0	0	0	0	**41**	**206**

Session Total	17	8871	2434	38	263	83	2	76	92	0	0	0	0	**11876**
Session Average	0.18	92.41	25.35	0.40	2.74	0.86	0.02	0.79	0.96	0.00	0.00	0.00	0.00	**123.71**
Session Percentage	0.14	74.70	20.50	0.32	2.21	0.70	0.02	0.64	0.77	0.00	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0715 - 0815	0745 - 0845	0600 - 0700	0830 - 0930	0700 - 0800	0745 - 0845	0745 - 0845	0845 - 0945	-	-	-	-	**0715 - 0815**
AM Peak Volume	2	600	191	6	26	11	1	8	11	0	0	0	0	**825**
AM Peak %age	0.24	72.73	23.15	0.73	3.15	1.33	0.12	0.97	1.33	0.00	0.00	0.00	0.00	

Noon Peak Hour	1000 - 1100	1445 - 1545	1445 - 1545	1430 - 1530	1115 - 1215	1030 - 1130	-	1345 - 1445	1045 - 1145	-	-	-	-	**1445 - 1545**
Noon Peak Volume	3	608	173	13	27	7	0	9	11	0	0	0	0	**825**
Noon Peak %age	0.36	73.70	20.97	1.58	3.27	0.85	0.00	1.09	1.33	0.00	0.00	0.00	0.00	

PM Peak Hour	1545 - 1645	1730 - 1830	1615 - 1715	1500 - 1600	1530 - 1630	1630 - 1730	-	1500 - 1600	1500 - 1600	-	-	-	-	**1500 - 1600**
PM Peak Volume	4	678	188	7	21	10	0	9	9	0	0	0	0	**903**
PM Peak %age	0.44	75.08	20.82	0.78	2.33	1.11	0.00	1.00	1.00	0.00	0.00	0.00	0.00	

User Peak Volume	0	53	9	0	2	1	0	0	0	0	0	0	0	**65**
User Peak %age	0.00	81.54	13.85	0.00	3.08	1.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Volume Summary 15min

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

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Site 2
Pleasant Hill Rd,
west of Providence Point Dr

Date
Thursday, May 8, 2025

Lat/Long
33.733561°, -84.067929°

Weather
Fair
69°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (05-08-2025)

Volume Summary 15min

	Volume Summary 15min		15min	60min
TIME	EB	WB	Total	Total
0000 - 0015	4	3	**7**	
0015 - 0030	5	5	**10**	
0030 - 0045	24	6	**30**	
0045 - 0100	13	5	**18**	**65**
0100 - 0115	16	11	**27**	
0115 - 0130	13	3	**16**	
0130 - 0145	12	4	**16**	
0145 - 0200	4	6	**10**	**69**
0200 - 0215	10	6	**16**	
0215 - 0230	10	10	**20**	
0230 - 0245	12	8	**20**	
0245 - 0300	9	4	**13**	**69**
0300 - 0315	6	10	**16**	
0315 - 0330	7	15	**22**	
0330 - 0345	20	13	**33**	
0345 - 0400	7	22	**29**	**100**
0400 - 0415	7	15	**22**	
0415 - 0430	10	37	**47**	
0430 - 0445	4	39	**43**	
0445 - 0500	6	48	**54**	**166**
0500 - 0515	10	51	**61**	
0515 - 0530	17	66	**83**	
0530 - 0545	23	83	**106**	
0545 - 0600	17	107	**124**	**374**
0600 - 0615	28	94	**122**	
0615 - 0630	32	102	**134**	
0630 - 0645	36	114	**150**	
0645 - 0700	43	142	**185**	**591**
0700 - 0715	43	125	**168**	
0715 - 0730	76	152	**228**	
0730 - 0745	57	163	**220**	
0745 - 0800	67	133	**200**	**816**
0800 - 0815	70	107	**177**	
0815 - 0830	77	123	**200**	
0830 - 0845	59	114	**173**	
0845 - 0900	73	97	**170**	**720**
0900 - 0915	65	86	**151**	
0915 - 0930	57	90	**147**	
0930 - 0945	54	95	**149**	
0945 - 1000	53	77	**130**	**577**
1000 - 1015	52	63	**115**	
1015 - 1030	61	73	**134**	
1030 - 1045	46	69	**115**	
1045 - 1100	54	76	**130**	**494**
1100 - 1115	48	61	**109**	
1115 - 1130	66	75	**141**	
1130 - 1145	46	68	**114**	
1145 - 1200	56	77	**133**	**497**

	Volume Summary 15min		15min	60min
Time	EB	WB	Total	Total
1200 - 1215	65	73	**138**	
1215 - 1230	80	64	**144**	
1230 - 1245	62	90	**152**	
1245 - 1300	78	72	**150**	**584**
1300 - 1315	77	68	**145**	
1315 - 1330	63	90	**153**	
1330 - 1345	74	59	**133**	
1345 - 1400	78	67	**145**	**576**
1400 - 1415	87	66	**153**	
1415 - 1430	84	77	**161**	
1430 - 1445	101	58	**159**	
1445 - 1500	84	83	**167**	**640**
1500 - 1515	149	90	**239**	
1515 - 1530	127	75	**202**	
1530 - 1545	157	60	**217**	
1545 - 1600	166	79	**245**	**903**
1600 - 1615	137	74	**211**	
1615 - 1630	126	89	**215**	
1630 - 1645	137	88	**225**	
1645 - 1700	140	67	**207**	**858**
1700 - 1715	171	59	**230**	
1715 - 1730	126	77	**203**	
1730 - 1745	144	77	**221**	
1745 - 1800	117	100	**217**	**871**
1800 - 1815	136	86	**222**	
1815 - 1830	150	70	**220**	
1830 - 1845	127	78	**205**	
1845 - 1900	124	57	**181**	**828**
1900 - 1915	109	61	**170**	
1915 - 1930	105	55	**160**	
1930 - 1945	90	57	**147**	
1945 - 2000	93	55	**148**	**625**
2000 - 2015	99	47	**146**	
2015 - 2030	68	58	**126**	
2030 - 2045	71	58	**129**	
2045 - 2100	77	52	**129**	**530**
2100 - 2115	80	48	**128**	
2115 - 2130	61	47	**108**	
2130 - 2145	71	36	**107**	
2145 - 2200	52	47	**99**	**442**
2200 - 2215	41	33	**74**	
2215 - 2230	55	26	**81**	
2230 - 2245	40	22	**62**	
2245 - 2300	38	20	**58**	**275**
2300 - 2315	39	22	**61**	
2315 - 2330	36	15	**51**	
2330 - 2345	28	25	**53**	
2345 - 0000	23	18	**41**	**206**

Session Total	6028	5848	**11876**
Session Average	62.79	60.92	**123.71**
Session Percentage	50.76	49.24	

Bi-Directional Class Count || NB EB 60min

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

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Site 2
Pleasant Hill Rd,
west of Providence Point Dr

Date
Thursday, May 8, 2025

Lat/Long
33.733561°, -84.067929°

Weather
Fair
69°F

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0000 - 2400 (Weekday 24h Session) (05-08-2025)

NB EB 60min

	Eastbound (Movement 2.1)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	36	7	0	2	1	0	0	0	0	0	0	0	**46**
0100 - 0200	0	36	8	0	0	0	0	0	1	0	0	0	0	**45**
0200 - 0300	0	34	5	0	2	0	0	0	0	0	0	0	0	**41**
0300 - 0400	0	33	6	0	0	0	0	0	1	0	0	0	0	**40**
0400 - 0500	0	22	2	0	2	0	0	0	1	0	0	0	0	**27**
0500 - 0600	0	51	11	0	1	1	0	0	3	0	0	0	0	**67**
0600 - 0700	0	103	22	3	6	2	0	1	2	0	0	0	0	**139**
0700 - 0800	0	171	47	2	11	6	0	3	3	0	0	0	0	**243**
0800 - 0900	0	195	56	1	14	5	0	4	4	0	0	0	0	**279**
0900 - 1000	1	148	53	1	10	3	1	6	6	0	0	0	0	**229**
1000 - 1100	2	155	44	0	7	2	0	1	2	0	0	0	0	**213**
1100 - 1200	0	158	41	0	11	2	0	1	3	0	0	0	0	**216**
1200 - 1300	0	213	57	0	9	1	0	1	4	0	0	0	0	**285**
1300 - 1400	0	223	57	1	5	2	0	3	1	0	0	0	0	**292**
1400 - 1500	0	263	70	5	10	2	0	5	1	0	0	0	0	**356**
1500 - 1600	2	455	120	2	8	2	0	6	4	0	0	0	0	**599**
1600 - 1700	2	408	114	0	7	6	0	2	1	0	0	0	0	**540**
1700 - 1800	0	432	115	1	3	1	0	5	1	0	0	0	0	**558**
1800 - 1900	1	418	99	0	10	1	0	6	2	0	0	0	0	**537**
1900 - 2000	1	320	68	0	6	0	0	2	0	0	0	0	0	**397**
2000 - 2100	0	271	41	0	1	0	0	2	0	0	0	0	0	**315**
2100 - 2200	0	225	35	0	2	2	0	0	0	0	0	0	0	**264**
2200 - 2300	1	148	17	0	6	0	0	2	0	0	0	0	0	**174**
2300 - 2400	0	114	12	0	0	0	0	0	0	0	0	0	0	**126**

Session Total	10	4632	1107	16	133	39	1	50	40	0	0	0	0	**6028**
Session Average	0.42	193.00	46.13	0.67	5.54	1.63	0.04	2.08	1.67	0.00	0.00	0.00	0.00	**251.17**
Session Percentage	0.17	76.84	18.36	0.27	2.21	0.65	0.02	0.83	0.66	0.00	0.00	0.00	0.00	

AM Peak Hour	0900 - 1000	0800 - 0900	0800 - 0900	0600 - 0700	0800 - 0900	0700 - 0800	0900 - 1000	0900 - 1000	0900 - 1000	-	-	-	-	**0800 - 0900**
AM Peak Volume	1	195	56	3	14	6	1	6	6	0	0	0	0	**279**
AM Peak %age	0.36	69.89	20.07	1.08	5.02	2.15	0.36	2.15	2.15	0.00	0.00	0.00	0.00	

Noon Peak Hour	1000 - 1100	1400 - 1500	1400 - 1500	1400 - 1500	1100 - 1200	1000 - 1100	-	1400 - 1500	1200 - 1300	-	-	-	-	**1400 - 1500**
Noon Peak Volume	2	263	70	5	11	2	0	5	4	0	0	0	0	**356**
Noon Peak %age	0.56	73.88	19.66	1.40	3.09	0.56	0.00	1.40	1.12	0.00	0.00	0.00	0.00	

PM Peak Hour	1500 - 1600	1500 - 1600	1500 - 1600	1500 - 1600	1800 - 1900	1600 - 1700	-	1500 - 1600	1500 - 1600	-	-	-	-	**1500 - 1600**
PM Peak Volume	2	455	120	2	10	6	0	6	4	0	0	0	0	**599**
PM Peak %age	0.33	75.96	20.03	0.33	1.67	1.00	0.00	1.00	0.67	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || SB WB 60min

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

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Site 2
Pleasant Hill Rd,
west of Providence Point Dr

Date
Thursday, May 8, 2025

Lat/Long
33.733561°, -84.067929°

Weather
Fair
69°F

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0000 - 2400 (Weekday 24h Session) (05-08-2025)

SB WB 60min

	Westbound (Movement 2.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	17	2	0	0	0	0	0	0	0	0	0	0	**19**
0100 - 0200	0	19	4	0	1	0	0	0	0	0	0	0	0	**24**
0200 - 0300	0	20	6	0	2	0	0	0	0	0	0	0	0	**28**
0300 - 0400	0	38	22	0	0	0	0	0	0	0	0	0	0	**60**
0400 - 0500	0	93	40	0	5	0	0	0	1	0	0	0	0	**139**
0500 - 0600	0	214	90	1	1	1	0	0	0	0	0	0	0	**307**
0600 - 0700	0	318	113	3	5	2	0	4	7	0	0	0	0	**452**
0700 - 0800	2	416	136	3	8	5	0	1	2	0	0	0	0	**573**
0800 - 0900	0	296	123	1	11	2	1	3	4	0	0	0	0	**441**
0900 - 1000	0	246	82	1	13	3	0	0	3	0	0	0	0	**348**
1000 - 1100	1	183	81	0	6	3	0	4	3	0	0	0	0	**281**
1100 - 1200	0	195	65	0	13	2	0	0	6	0	0	0	0	**281**
1200 - 1300	1	221	57	0	9	6	0	0	5	0	0	0	0	**299**
1300 - 1400	1	214	56	0	8	1	0	1	3	0	0	0	0	**284**
1400 - 1500	0	204	59	5	7	3	0	1	5	0	0	0	0	**284**
1500 - 1600	1	212	65	5	11	2	0	3	5	0	0	0	0	**304**
1600 - 1700	1	226	71	2	8	3	0	5	2	0	0	0	0	**318**
1700 - 1800	0	235	62	1	6	8	0	1	0	0	0	0	0	**313**
1800 - 1900	0	224	61	0	4	1	0	1	0	0	0	0	0	**291**
1900 - 2000	0	171	51	0	2	0	0	1	3	0	0	0	0	**228**
2000 - 2100	0	171	37	0	5	1	0	1	0	0	0	0	0	**215**
2100 - 2200	0	151	24	0	1	1	0	0	1	0	0	0	0	**178**
2200 - 2300	0	85	11	0	4	0	0	0	1	0	0	0	0	**101**
2300 - 2400	0	70	9	0	0	0	0	0	1	0	0	0	0	**80**

Session Total	7	4239	1327	22	130	44	1	26	52	0	0	0	0	**5848**
Session Average	0.29	176.63	55.29	0.92	5.42	1.83	0.04	1.08	2.17	0.00	0.00	0.00	0.00	**243.67**
Session Percentage	0.12	72.49	22.69	0.38	2.22	0.75	0.02	0.44	0.89	0.00	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0700 - 0800	0700 - 0800	0600 - 0700	0900 - 1000	0700 - 0800	0800 - 0900	0600 - 0700	0600 - 0700	-	-	-	-	**0700 - 0800**
AM Peak Volume	2	416	136	3	13	5	1	4	7	0	0	0	0	**573**
AM Peak %age	0.35	72.60	23.73	0.52	2.27	0.87	0.17	0.70	1.22	0.00	0.00	0.00	0.00	

Noon Peak Hour	1000 - 1100	1200 - 1300	1000 - 1100	1400 - 1500	1100 - 1200	1200 - 1300	-	1000 - 1100	1100 - 1200	-	-	-	-	**1200 - 1300**
Noon Peak Volume	1	221	81	5	13	6	0	4	6	0	0	0	0	**299**
Noon Peak %age	0.33	73.91	27.09	1.67	4.35	2.01	0.00	1.34	2.01	0.00	0.00	0.00	0.00	

PM Peak Hour	1500 - 1600	1700 - 1800	1600 - 1700	1500 - 1600	1500 - 1600	1700 - 1800	-	1600 - 1700	1500 - 1600	-	-	-	-	**1600 - 1700**
PM Peak Volume	1	235	71	5	11	8	0	5	5	0	0	0	0	**318**
PM Peak %age	0.31	73.90	22.33	1.57	3.46	2.52	0.00	1.57	1.57	0.00	0.00	0.00	0.00	

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

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

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Site 2
Pleasant Hill Rd,
west of Providence Point Dr

Date
Thursday, May 8, 2025

Lat/Long
33.733561°, -84.067929°

Weather
Fair
69°F

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0000 - 2400 (Weekday 24h Session) (05-08-2025)

Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	53	9	0	2	1	0	0	0	0	0	0	0	**65**
0100 - 0200	0	55	12	0	1	0	0	0	1	0	0	0	0	**69**
0200 - 0300	0	54	11	0	4	0	0	0	0	0	0	0	0	**69**
0300 - 0400	0	71	28	0	0	0	0	0	1	0	0	0	0	**100**
0400 - 0500	0	115	42	0	7	0	0	0	2	0	0	0	0	**166**
0500 - 0600	0	265	101	1	2	2	0	0	3	0	0	0	0	**374**
0600 - 0700	0	421	135	6	11	4	0	5	9	0	0	0	0	**591**
0700 - 0800	2	587	183	5	19	11	0	4	5	0	0	0	0	**816**
0800 - 0900	0	491	179	2	25	7	1	7	8	0	0	0	0	**720**
0900 - 1000	1	394	135	2	23	6	1	6	9	0	0	0	0	**577**
1000 - 1100	3	338	125	0	13	5	0	5	5	0	0	0	0	**494**
1100 - 1200	0	353	106	0	24	4	0	1	9	0	0	0	0	**497**
1200 - 1300	1	434	114	0	18	7	0	1	9	0	0	0	0	**584**
1300 - 1400	1	437	113	1	13	3	0	4	4	0	0	0	0	**576**
1400 - 1500	0	467	129	10	17	5	0	6	6	0	0	0	0	**640**
1500 - 1600	3	667	185	7	19	4	0	9	9	0	0	0	0	**903**
1600 - 1700	3	634	185	2	15	9	0	7	3	0	0	0	0	**858**
1700 - 1800	0	667	177	2	9	9	0	6	1	0	0	0	0	**871**
1800 - 1900	1	642	160	0	14	2	0	7	2	0	0	0	0	**828**
1900 - 2000	1	491	119	0	8	0	0	3	3	0	0	0	0	**625**
2000 - 2100	0	442	78	0	6	1	0	3	0	0	0	0	0	**530**
2100 - 2200	0	376	59	0	3	3	0	0	1	0	0	0	0	**442**
2200 - 2300	1	233	28	0	10	0	0	2	1	0	0	0	0	**275**
2300 - 2400	0	184	21	0	0	0	0	0	1	0	0	0	0	**206**

Session Total	17	8871	2434	38	263	83	2	76	92	0	0	0	0	**11876**
Session Average	0.71	369.63	101.42	1.58	10.96	3.46	0.08	3.17	3.83	0.00	0.00	0.00	0.00	**494.83**
Session Percentage	0.14	74.70	20.50	0.32	2.21	0.70	0.02	0.64	0.77	0.00	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0700 - 0800	0700 - 0800	0600 - 0700	0800 - 0900	0700 - 0800	0800 - 0900	0800 - 0900	0600 - 0700	-	-	-	-	**0700 - 0800**
AM Peak Volume	2	587	183	6	25	11	1	7	9	0	0	0	0	**816**
AM Peak %age	0.25	71.94	22.43	0.74	3.06	1.35	0.12	0.86	1.10	0.00	0.00	0.00	0.00	

Noon Peak Hour	1000 - 1100	1400 - 1500	1400 - 1500	1400 - 1500	1100 - 1200	1200 - 1300	-	1400 - 1500	1100 - 1200	-	-	-	-	**1400 - 1500**
Noon Peak Volume	3	467	129	10	24	7	0	6	9	0	0	0	0	**640**
Noon Peak %age	0.47	72.97	20.16	1.56	3.75	1.09	0.00	0.94	1.41	0.00	0.00	0.00	0.00	

PM Peak Hour	1500 - 1600	1500 - 1600	1500 - 1600	1500 - 1600	1500 - 1600	1600 - 1700	-	1500 - 1600	1500 - 1600	-	-	-	-	**1500 - 1600**
PM Peak Volume	3	667	185	7	19	9	0	9	9	0	0	0	0	**903**
PM Peak %age	0.33	73.86	20.49	0.78	2.10	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Volume Summary 60min

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

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Site 2
Pleasant Hill Rd,
west of Providence Point Dr

Date
Thursday, May 8, 2025

Lat/Long
33.733561°, -84.067929°

Weather
Fair
69°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (05-08-2025)
Volume Summary 60min

	Volume Summary 60min		
TIME	EB	WB	**Total**
0000 - 0100	46	19	**65**
0100 - 0200	45	24	**69**
0200 - 0300	41	28	**69**
0300 - 0400	40	60	**100**
0400 - 0500	27	139	**166**
0500 - 0600	67	307	**374**
0600 - 0700	139	452	**591**
0700 - 0800	243	573	**816**
0800 - 0900	279	441	**720**
0900 - 1000	229	348	**577**
1000 - 1100	213	281	**494**
1100 - 1200	216	281	**497**

Session Total	6028	5848	**11876**
Session Average	251.17	243.67	**494.83**
Session Percentage	50.76	49.24	

	Volume Summary 60min		
Time	EB	WB	**Total**
1200 - 1300	285	299	**584**
1300 - 1400	292	284	**576**
1400 - 1500	356	284	**640**
1500 - 1600	599	304	**903**
1600 - 1700	540	318	**858**
1700 - 1800	558	313	**871**
1800 - 1900	537	291	**828**
1900 - 2000	397	228	**625**
2000 - 2100	315	215	**530**
2100 - 2200	264	178	**442**
2200 - 2300	174	101	**275**
2300 - 2400	126	80	**206**

Bi-Directional Class Count || Graphical Analysis NB EB

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

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Site 2

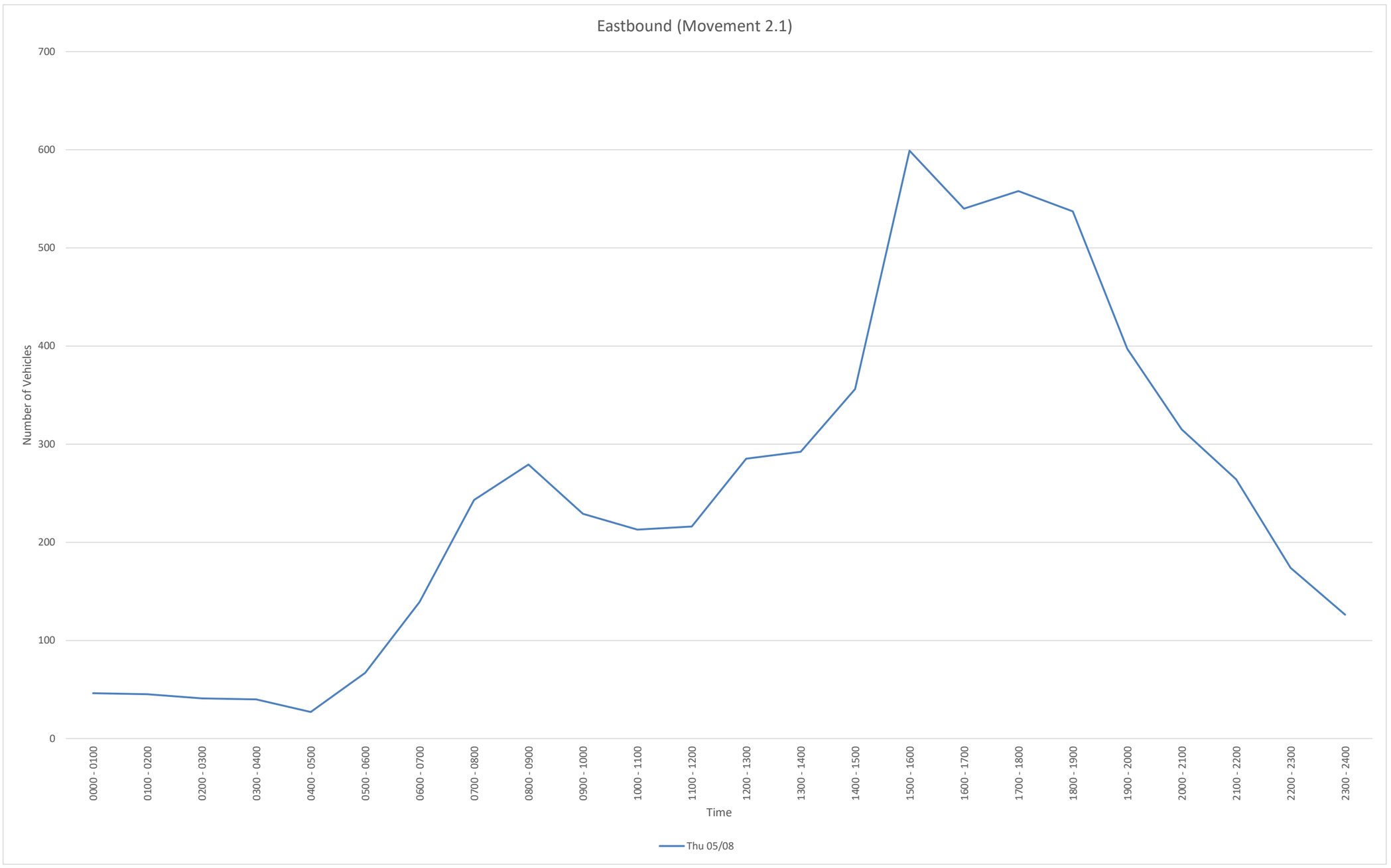
Pleasant Hill Rd,
west of Providence Point Dr

Lat/Long

33.733561°, -84.067929°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Time	Thu 05/08						
0000 - 0100	46						
0100 - 0200	45						
0200 - 0300	41						
0300 - 0400	40						
0400 - 0500	27						
0500 - 0600	67						
0600 - 0700	139						
0700 - 0800	243						
0800 - 0900	279						
0900 - 1000	229						
1000 - 1100	213						
1100 - 1200	216						
1200 - 1300	285						
1300 - 1400	292						
1400 - 1500	356						
1500 - 1600	599						
1600 - 1700	540						
1700 - 1800	558						
1800 - 1900	537						
1900 - 2000	397						
2000 - 2100	315						
2100 - 2200	264						
2200 - 2300	174						
2300 - 2400	126						

Daily Total	6028						

Bi-Directional Class Count || Graphical Analysis SB WB

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

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Site 2

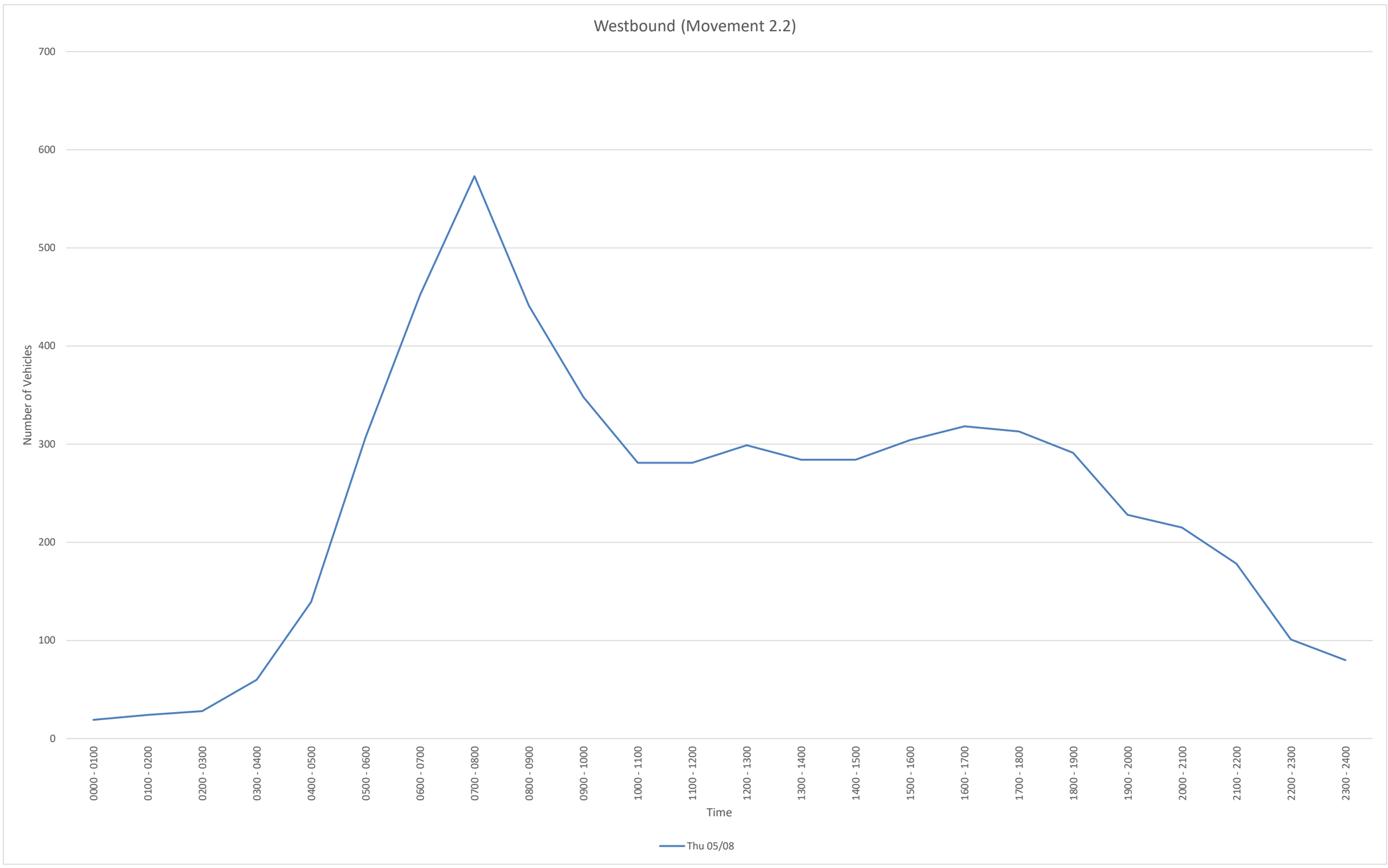
Pleasant Hill Rd,
west of Providence Point Dr

Lat/Long

33.733561°, -84.067929°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



Time	Thu 05/08						
0000 - 0100	19						
0100 - 0200	24						
0200 - 0300	28						
0300 - 0400	60						
0400 - 0500	139						
0500 - 0600	307						
0600 - 0700	452						
0700 - 0800	573						
0800 - 0900	441						
0900 - 1000	348						
1000 - 1100	281						
1100 - 1200	281						
1200 - 1300	299						
1300 - 1400	284						
1400 - 1500	284						
1500 - 1600	304						
1600 - 1700	318						
1700 - 1800	313						
1800 - 1900	291						
1900 - 2000	228						
2000 - 2100	215						
2100 - 2200	178						
2200 - 2300	101						
2300 - 2400	80						

Daily Total	5848						

Bi-Directional Class Count || Graphical Analysis BiDir

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

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Site 2

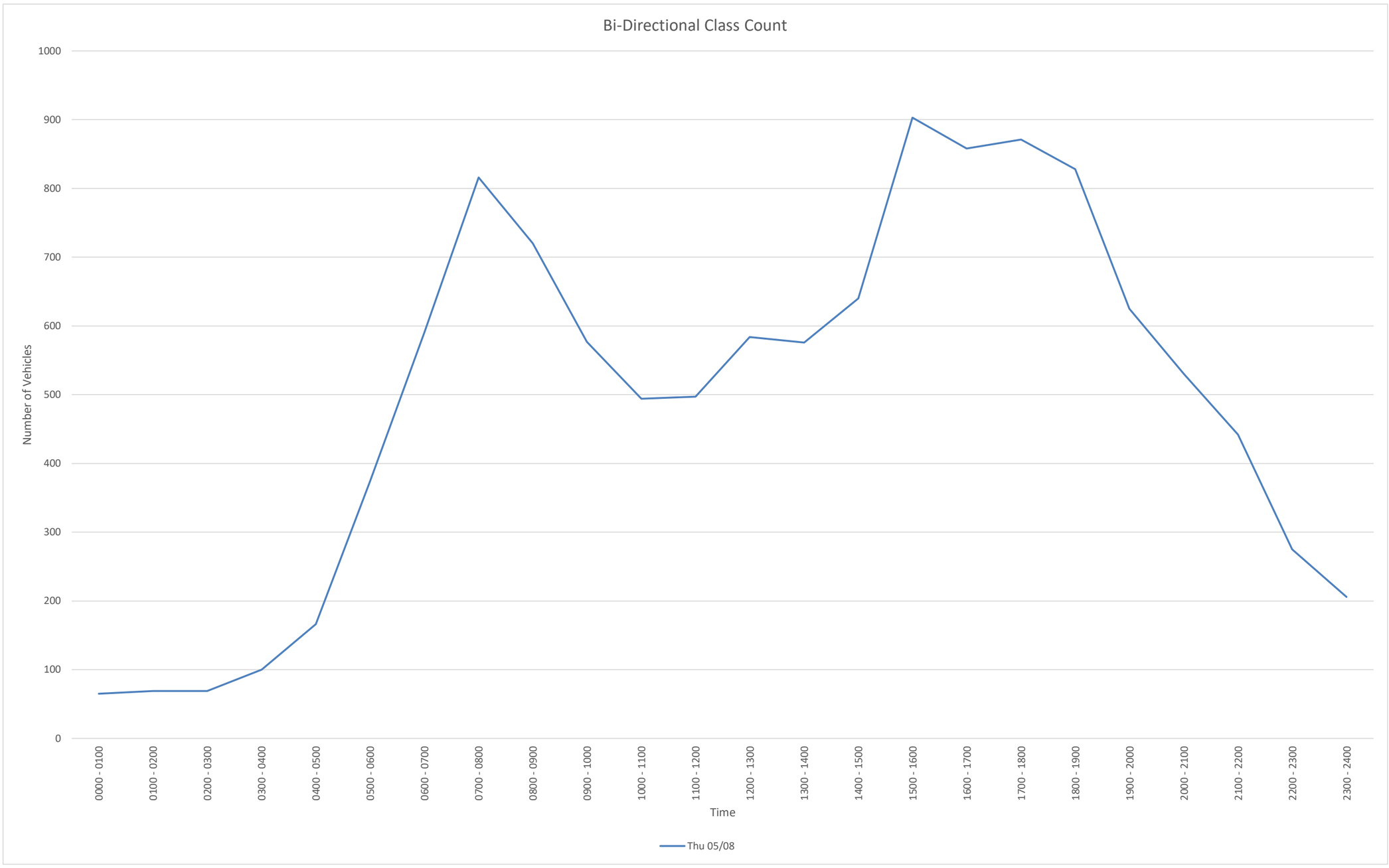
Pleasant Hill Rd,
west of Providence Point Dr

Lat/Long

33.733561°, -84.067929°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis BiDir



Time	Thu 05/08						
0000 - 0100	65						
0100 - 0200	69						
0200 - 0300	69						
0300 - 0400	100						
0400 - 0500	166						
0500 - 0600	374						
0600 - 0700	591						
0700 - 0800	816						
0800 - 0900	720						
0900 - 1000	577						
1000 - 1100	494						
1100 - 1200	497						
1200 - 1300	584						
1300 - 1400	576						
1400 - 1500	640						
1500 - 1600	903						
1600 - 1700	858						
1700 - 1800	871						
1800 - 1900	828						
1900 - 2000	625						
2000 - 2100	530						
2100 - 2200	442						
2200 - 2300	275						
2300 - 2400	206						

Daily Total	11876						

EB
File Name:
Start Date: 5/8/2025
Start Time: 0
Site Code: 2
Station ID: 1
Location 1: Pleasant Hill Rd, west of Providence Point Dr
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/8/2025	12:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/8/2025	12:15 AM	0	3	2	0	0	0	0	0	0	0	0	0	0
5/8/2025	12:30 AM	0	19	3	0	1	1	0	0	0	0	0	0	0
5/8/2025	12:45 AM	0	10	2	0	1	0	0	0	0	0	0	0	0
5/8/2025	1:00 AM	0	10	5	0	0	0	0	0	1	0	0	0	0
5/8/2025	1:15 AM	0	12	1	0	0	0	0	0	0	0	0	0	0
5/8/2025	1:30 AM	0	11	1	0	0	0	0	0	0	0	0	0	0
5/8/2025	1:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
5/8/2025	2:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0
5/8/2025	2:15 AM	0	9	1	0	0	0	0	0	0	0	0	0	0
5/8/2025	2:30 AM	0	12	0	0	0	0	0	0	0	0	0	0	0
5/8/2025	2:45 AM	0	5	2	0	2	0	0	0	0	0	0	0	0
5/8/2025	3:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0
5/8/2025	3:15 AM	0	5	2	0	0	0	0	0	0	0	0	0	0
5/8/2025	3:30 AM	0	18	2	0	0	0	0	0	0	0	0	0	0
5/8/2025	3:45 AM	0	5	1	0	0	0	0	0	1	0	0	0	0
5/8/2025	4:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
5/8/2025	4:15 AM	0	8	1	0	0	0	0	0	1	0	0	0	0
5/8/2025	4:30 AM	0	3	0	0	1	0	0	0	0	0	0	0	0
5/8/2025	4:45 AM	0	4	1	0	1	0	0	0	0	0	0	0	0
5/8/2025	5:00 AM	0	6	3	0	0	0	0	0	1	0	0	0	0
5/8/2025	5:15 AM	0	15	2	0	0	0	0	0	0	0	0	0	0
5/8/2025	5:30 AM	0	18	4	0	1	0	0	0	0	0	0	0	0
5/8/2025	5:45 AM	0	12	2	0	0	1	0	0	2	0	0	0	0
5/8/2025	6:00 AM	0	18	7	2	0	1	0	0	0	0	0	0	0
5/8/2025	6:15 AM	0	25	4	0	1	1	0	0	1	0	0	0	0
5/8/2025	6:30 AM	0	26	6	1	2	0	0	0	1	0	0	0	0
5/8/2025	6:45 AM	0	34	5	0	3	0	0	1	0	0	0	0	0
5/8/2025	7:00 AM	0	26	13	0	2	1	0	0	1	0	0	0	0
5/8/2025	7:15 AM	0	53	10	2	6	3	0	2	0	0	0	0	0
5/8/2025	7:30 AM	0	45	9	0	1	2	0	0	0	0	0	0	0
5/8/2025	7:45 AM	0	47	15	0	2	0	0	1	2	0	0	0	0
5/8/2025	8:00 AM	0	56	9	1	4	0	0	0	0	0	0	0	0
5/8/2025	8:15 AM	0	51	15	0	3	4	0	2	2	0	0	0	0
5/8/2025	8:30 AM	0	43	11	0	3	0	0	1	1	0	0	0	0
5/8/2025	8:45 AM	0	45	21	0	4	1	0	1	1	0	0	0	0
5/8/2025	9:00 AM	0	45	14	0	4	0	0	0	2	0	0	0	0
5/8/2025	9:15 AM	1	34	16	0	1	2	0	1	2	0	0	0	0
5/8/2025	9:30 AM	0	35	13	1	1	1	1	1	1	0	0	0	0
5/8/2025	9:45 AM	0	34	10	0	4	0	0	4	1	0	0	0	0
5/8/2025	10:00 AM	0	41	8	0	2	0	0	0	1	0	0	0	0
5/8/2025	10:15 AM	0	44	13	0	3	1	0	0	0	0	0	0	0
5/8/2025	10:30 AM	0	33	10	0	1	1	0	1	0	0	0	0	0
5/8/2025	10:45 AM	2	37	13	0	1	0	0	0	1	0	0	0	0
5/8/2025	11:00 AM	0	39	7	0	0	0	0	0	2	0	0	0	0
5/8/2025	11:15 AM	0	48	12	0	4	2	0	0	0	0	0	0	0
5/8/2025	11:30 AM	0	34	7	0	4	0	0	0	1	0	0	0	0
5/8/2025	11:45 AM	0	37	15	0	3	0	0	1	0	0	0	0	0
5/8/2025	12:00 PM	0	49	12	0	2	0	0	0	2	0	0	0	0
5/8/2025	12:15 PM	0	59	18	0	2	0	0	0	1	0	0	0	0
5/8/2025	12:30 PM	0	44	13	0	3	1	0	1	0	0	0	0	0
5/8/2025	12:45 PM	0	61	14	0	2	0	0	0	1	0	0	0	0
5/8/2025	1:00 PM	0	60	15	0	0	1	0	0	1	0	0	0	0
5/8/2025	1:15 PM	0	46	14	0	2	1	0	0	0	0	0	0	0
5/8/2025	1:30 PM	0	58	13	1	2	0	0	0	0	0	0	0	0
5/8/2025	1:45 PM	0	59	15	0	1	0	0	3	0	0	0	0	0
5/8/2025	2:00 PM	0	61	19	0	4	1	0	2	0	0	0	0	0
5/8/2025	2:15 PM	0	64	16	0	3	0	0	1	0	0	0	0	0
5/8/2025	2:30 PM	0	75	18	2	2	1	0	2	1	0	0	0	0
5/8/2025	2:45 PM	0	63	17	3	1	0	0	0	0	0	0	0	0
5/8/2025	3:00 PM	0	120	23	0	2	0	0	2	2	0	0	0	0
5/8/2025	3:15 PM	1	90	28	1	3	1	0	2	1	0	0	0	0
5/8/2025	3:30 PM	0	121	34	1	0	0	0	1	0	0	0	0	0
5/8/2025	3:45 PM	1	124	35	0	3	1	0	1	1	0	0	0	0
5/8/2025	4:00 PM	0	105	27	0	2	2	0	0	1	0	0	0	0
5/8/2025	4:15 PM	1	98	24	0	3	0	0	0	0	0	0	0	0
5/8/2025	4:30 PM	1	101	29	0	1	3	0	2	0	0	0	0	0
5/8/2025	4:45 PM	0	104	34	0	1	1	0	0	0	0	0	0	0
5/8/2025	5:00 PM	0	129	35	1	3	0	0	3	0	0	0	0	0
5/8/2025	5:15 PM	0	101	23	0	0	0	0	2	0	0	0	0	0
5/8/2025	5:30 PM	0	108	34	0	0	1	0	0	1	0	0	0	0
5/8/2025	5:45 PM	0	94	23	0	0	0	0	0	0	0	0	0	0
5/8/2025	6:00 PM	0	108	24	0	3	0	0	1	0	0	0	0	0
5/8/2025	6:15 PM	0	114	34	0	2	0	0	0	0	0	0	0	0
5/8/2025	6:30 PM	0	99	20	0	3	0	0	3	2	0	0	0	0
5/8/2025	6:45 PM	1	97	21	0	2	1	0	2	0	0	0	0	0
5/8/2025	7:00 PM	0	90	18	0	0	0	0	1	0	0	0	0	0
5/8/2025	7:15 PM	1	83	17	0	3	0	0	1	0	0	0	0	0
5/8/2025	7:30 PM	0	72	16	0	2	0	0	0	0	0	0	0	0
5/8/2025	7:45 PM	0	75	17	0	1	0	0	0	0	0	0	0	0
5/8/2025	8:00 PM	0	86	11	0	1	0	0	1	0	0	0	0	0
5/8/2025	8:15 PM	0	59	9	0	0	0	0	0	0	0	0	0	0
5/8/2025	8:30 PM	0	61	10	0	0	0	0	0	0	0	0	0	0
5/8/2025	8:45 PM	0	65	11	0	0	0	0	1	0	0	0	0	0
5/8/2025	9:00 PM	0	68	12	0	0	0	0	0	0	0	0	0	0
5/8/2025	9:15 PM	0	52	8	0	0	1	0	0	0	0	0	0	0
5/8/2025	9:30 PM	0	60	10	0	1	0	0	0	0	0	0	0	0
5/8/2025	9:45 PM	0	45	5	0	1	1	0	0	0	0	0	0	0
5/8/2025	10:00 PM	1	33	4	0	2	0	0	1	0	0	0	0	0
5/8/2025	10:15 PM	0	47	5	0	3	0	0	0	0	0	0	0	0
5/8/2025	10:30 PM	0	35	4	0	1	0	0	0	0	0	0	0	0
5/8/2025	10:45 PM	0	33	4	0	0	0	0	1	0	0	0	0	0
5/8/2025	11:00 PM	0	35	4	0	0	0	0	0	0	0	0	0	0
5/8/2025	11:15 PM	0	33	3	0	0	0	0	0	0	0	0	0	0
5/8/2025	11:30 PM	0	25	3	0	0	0	0	0	0	0	0	0	0
5/8/2025	11:45 PM	0	21	2	0	0	0	0	0	0	0	0	0	0

WB
File Name:
Start Date: 5/8/2025
Start Time: 0
Site Code: 2
Station ID: 1
Location 1: Pleasant Hill Rd, west of Providence Point Dr
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/8/2025	12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/8/2025	12:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
5/8/2025	12:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0
5/8/2025	12:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
5/8/2025	1:00 AM	0	9	1	0	1	0	0	0	0	0	0	0	0
5/8/2025	1:15 AM	0	1	2	0	0	0	0	0	0	0	0	0	0
5/8/2025	1:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
5/8/2025	1:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
5/8/2025	2:00 AM	0	3	3	0	0	0	0	0	0	0	0	0	0
5/8/2025	2:15 AM	0	9	1	0	0	0	0	0	0	0	0	0	0
5/8/2025	2:30 AM	0	5	1	0	2	0	0	0	0	0	0	0	0
5/8/2025	2:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
5/8/2025	3:00 AM	0	6	4	0	0	0	0	0	0	0	0	0	0
5/8/2025	3:15 AM	0	9	6	0	0	0	0	0	0	0	0	0	0
5/8/2025	3:30 AM	0	10	3	0	0	0	0	0	0	0	0	0	0
5/8/2025	3:45 AM	0	13	9	0	0	0	0	0	0	0	0	0	0
5/8/2025	4:00 AM	0	11	2	0	2	0	0	0	0	0	0	0	0
5/8/2025	4:15 AM	0	26	10	0	1	0	0	0	0	0	0	0	0
5/8/2025	4:30 AM	0	28	10	0	1	0	0	0	0	0	0	0	0
5/8/2025	4:45 AM	0	28	18	0	1	0	0	0	1	0	0	0	0
5/8/2025	5:00 AM	0	39	12	0	0	0	0	0	0	0	0	0	0
5/8/2025	5:15 AM	0	49	16	0	1	0	0	0	0	0	0	0	0
5/8/2025	5:30 AM	0	53	30	0	0	0	0	0	0	0	0	0	0
5/8/2025	5:45 AM	0	73	32	1	0	1	0	0	0	0	0	0	0
5/8/2025	6:00 AM	0	64	27	0	1	1	0	1	0	0	0	0	0
5/8/2025	6:15 AM	0	67	27	1	1	1	0	1	4	0	0	0	0
5/8/2025	6:30 AM	0	83	26	0	1	0	0	2	2	0	0	0	0
5/8/2025	6:45 AM	0	104	33	2	2	0	0	0	1	0	0	0	0
5/8/2025	7:00 AM	0	91	31	0	3	0	0	0	0	0	0	0	0
5/8/2025	7:15 AM	0	110	37	0	1	2	0	0	2	0	0	0	0
5/8/2025	7:30 AM	0	126	32	2	2	1	0	0	0	0	0	0	0
5/8/2025	7:45 AM	2	89	36	1	2	2	0	1	0	0	0	0	0
5/8/2025	8:00 AM	0	74	30	0	2	0	0	0	1	0	0	0	0
5/8/2025	8:15 AM	0	75	43	0	0	1	0	3	1	0	0	0	0
5/8/2025	8:30 AM	0	74	32	1	5	1	1	0	0	0	0	0	0
5/8/2025	8:45 AM	0	73	18	0	4	0	0	0	2	0	0	0	0
5/8/2025	9:00 AM	0	59	24	1	1	0	0	0	1	0	0	0	0
5/8/2025	9:15 AM	0	65	18	0	4	2	0	0	1	0	0	0	0
5/8/2025	9:30 AM	0	64	24	0	5	1	0	0	1	0	0	0	0
5/8/2025	9:45 AM	0	58	16	0	3	0	0	0	0	0	0	0	0
5/8/2025	10:00 AM	0	39	21	0	0	1	0	0	2	0	0	0	0
5/8/2025	10:15 AM	0	48	22	0	2	0	0	1	0	0	0	0	0
5/8/2025	10:30 AM	1	45	19	0	1	2	0	1	0	0	0	0	0
5/8/2025	10:45 AM	0	51	19	0	3	0	0	2	1	0	0	0	0
5/8/2025	11:00 AM	0	47	11	0	2	0	0	0	1	0	0	0	0
5/8/2025	11:15 AM	0	50	13	0	6	2	0	0	4	0	0	0	0
5/8/2025	11:30 AM	0	46	19	0	2	0	0	0	1	0	0	0	0
5/8/2025	11:45 AM	0	52	22	0	3	0	0	0	0	0	0	0	0
5/8/2025	12:00 PM	0	55	13	0	3	1	0	0	1	0	0	0	0
5/8/2025	12:15 PM	0	45	14	0	3	1	0	0	1	0	0	0	0
5/8/2025	12:30 PM	0	67	16	0	0	4	0	0	3	0	0	0	0
5/8/2025	12:45 PM	1	54	14	0	3	0	0	0	0	0	0	0	0
5/8/2025	1:00 PM	0	53	14	0	1	0	0	0	0	0	0	0	0
5/8/2025	1:15 PM	0	69	18	0	2	0	0	0	1	0	0	0	0
5/8/2025	1:30 PM	1	42	10	0	3	1	0	1	1	0	0	0	0
5/8/2025	1:45 PM	0	50	14	0	2	0	0	0	1	0	0	0	0
5/8/2025	2:00 PM	0	47	11	0	1	3	0	1	3	0	0	0	0
5/8/2025	2:15 PM	0	57	15	0	4	0	0	0	1	0	0	0	0
5/8/2025	2:30 PM	0	44	11	2	0	0	0	0	1	0	0	0	0
5/8/2025	2:45 PM	0	56	22	3	2	0	0	0	0	0	0	0	0
5/8/2025	3:00 PM	0	58	21	2	3	1	0	1	4	0	0	0	0
5/8/2025	3:15 PM	0	55	16	0	1	0	0	2	1	0	0	0	0
5/8/2025	3:30 PM	0	45	12	0	2	1	0	0	0	0	0	0	0
5/8/2025	3:45 PM	1	54	16	3	5	0	0	0	0	0	0	0	0
5/8/2025	4:00 PM	0	52	19	0	0	1	0	1	1	0	0	0	0
5/8/2025	4:15 PM	0	62	17	0	6	2	0	2	0	0	0	0	0
5/8/2025	4:30 PM	0	66	18	1	1	0	0	2	0	0	0	0	0
5/8/2025	4:45 PM	1	46	17	1	1	0	0	0	1	0	0	0	0
5/8/2025	5:00 PM	0	43	14	0	0	2	0	0	0	0	0	0	0
5/8/2025	5:15 PM	0	55	16	1	1	4	0	0	0	0	0	0	0
5/8/2025	5:30 PM	0	60	14	0	2	1	0	0	0	0	0	0	0
5/8/2025	5:45 PM	0	77	18	0	3	1	0	1	0	0	0	0	0
5/8/2025	6:00 PM	0	65	17	0	2	1	0	1	0	0	0	0	0
5/8/2025	6:15 PM	0	52	18	0	0	0	0	0	0	0	0	0	0
5/8/2025	6:30 PM	0	62	16	0	0	0	0	0	0	0	0	0	0
5/8/2025	6:45 PM	0	45	10	0	2	0	0	0	0	0	0	0	0
5/8/2025	7:00 PM	0	47	13	0	1	0	0	0	0	0	0	0	0
5/8/2025	7:15 PM	0	40	12	0	0	0	0	0	3	0	0	0	0
5/8/2025	7:30 PM	0	46	11	0	0	0	0	0	0	0	0	0	0
5/8/2025	7:45 PM	0	38	15	0	1	0	0	1	0	0	0	0	0
5/8/2025	8:00 PM	0	36	9	0	2	0	0	0	0	0	0	0	0
5/8/2025	8:15 PM	0	44	11	0	2	1	0	0	0	0	0	0	0
5/8/2025	8:30 PM	0	47	10	0	1	0	0	0	0	0	0	0	0
5/8/2025	8:45 PM	0	44	7	0	0	0	0	1	0	0	0	0	0
5/8/2025	9:00 PM	0	41	6	0	0	0	0	0	1	0	0	0	0
5/8/2025	9:15 PM	0	40	7	0	0	0	0	0	0	0	0	0	0
5/8/2025	9:30 PM	0	30	5	0	1	0	0	0	0	0	0	0	0
5/8/2025	9:45 PM	0	40	6	0	0	1	0	0	0	0	0	0	0
5/8/2025	10:00 PM	0	26	3	0	3	0	0	0	1	0	0	0	0
5/8/2025	10:15 PM	0	22	4	0	0	0	0	0	0	0	0	0	0
5/8/2025	10:30 PM	0	19	2	0	1	0	0	0	0	0	0	0	0
5/8/2025	10:45 PM	0	18	2	0	0	0	0	0	0	0	0	0	0
5/8/2025	11:00 PM	0	19	2	0	0	0	0	0	1	0	0	0	0
5/8/2025	11:15 PM	0	13	2	0	0	0	0	0	0	0	0	0	0
5/8/2025	11:30 PM	0	22	3	0	0	0	0	0	0	0	0	0	0
5/8/2025	11:45 PM	0	16	2	0	0	0	0	0	0	0	0	0	0

EB
File Name:
Start Date: 5/8/2025
Start Time: 0
Site Code: 2
Station ID: 1
Location 1: Pleasant Hill Rd, west of Providence Point Dr
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/8/2025	12:00 AM	0	36	7	0	2	1	0	0	0	0	0	0	0
5/8/2025	12:15 AM	0	42	12	0	2	1	0	0	1	0	0	0	0
5/8/2025	12:30 AM	0	51	11	0	2	1	0	0	1	0	0	0	0
5/8/2025	12:45 AM	0	43	9	0	1	0	0	0	1	0	0	0	0
5/8/2025	1:00 AM	0	36	8	0	0	0	0	0	1	0	0	0	0
5/8/2025	1:15 AM	0	34	5	0	0	0	0	0	0	0	0	0	0
5/8/2025	1:30 AM	0	31	5	0	0	0	0	0	0	0	0	0	0
5/8/2025	1:45 AM	0	32	4	0	0	0	0	0	0	0	0	0	0
5/8/2025	2:00 AM	0	34	5	0	2	0	0	0	0	0	0	0	0
5/8/2025	2:15 AM	0	31	4	0	2	0	0	0	0	0	0	0	0
5/8/2025	2:30 AM	0	27	5	0	2	0	0	0	0	0	0	0	0
5/8/2025	2:45 AM	0	33	7	0	2	0	0	0	0	0	0	0	0
5/8/2025	3:00 AM	0	33	6	0	0	0	0	0	1	0	0	0	0
5/8/2025	3:15 AM	0	35	5	0	0	0	0	0	1	0	0	0	0
5/8/2025	3:30 AM	0	38	4	0	0	0	0	0	2	0	0	0	0
5/8/2025	3:45 AM	0	23	2	0	1	0	0	0	2	0	0	0	0
5/8/2025	4:00 AM	0	22	2	0	2	0	0	0	1	0	0	0	0
5/8/2025	4:15 AM	0	21	5	0	2	0	0	0	2	0	0	0	0
5/8/2025	4:30 AM	0	28	6	0	2	0	0	0	1	0	0	0	0
5/8/2025	4:45 AM	0	43	10	0	2	0	0	0	1	0	0	0	0
5/8/2025	5:00 AM	0	51	11	0	1	1	0	0	3	0	0	0	0
5/8/2025	5:15 AM	0	63	15	2	1	2	0	0	2	0	0	0	0
5/8/2025	5:30 AM	0	73	17	2	2	3	0	0	3	0	0	0	0
5/8/2025	5:45 AM	0	81	19	3	3	3	0	0	4	0	0	0	0
5/8/2025	6:00 AM	0	103	22	3	6	2	0	1	2	0	0	0	0
5/8/2025	6:15 AM	0	111	28	1	8	2	0	1	3	0	0	0	0
5/8/2025	6:30 AM	0	139	34	3	13	4	0	3	2	0	0	0	0
5/8/2025	6:45 AM	0	158	37	2	12	6	0	3	1	0	0	0	0
5/8/2025	7:00 AM	0	171	47	2	11	6	0	3	3	0	0	0	0
5/8/2025	7:15 AM	0	201	43	3	13	5	0	3	2	0	0	0	0
5/8/2025	7:30 AM	0	199	48	1	10	6	0	3	4	0	0	0	0
5/8/2025	7:45 AM	0	197	50	1	12	4	0	4	5	0	0	0	0
5/8/2025	8:00 AM	0	195	56	1	14	5	0	4	4	0	0	0	0
5/8/2025	8:15 AM	0	184	61	0	14	5	0	4	6	0	0	0	0
5/8/2025	8:30 AM	1	167	62	0	12	3	0	3	6	0	0	0	0
5/8/2025	8:45 AM	1	159	64	1	10	4	1	3	6	0	0	0	0
5/8/2025	9:00 AM	1	148	53	1	10	3	1	6	6	0	0	0	0
5/8/2025	9:15 AM	1	144	47	1	8	3	1	6	5	0	0	0	0
5/8/2025	9:30 AM	0	154	44	1	10	2	1	5	3	0	0	0	0
5/8/2025	9:45 AM	0	152	41	0	10	2	0	5	2	0	0	0	0
5/8/2025	10:00 AM	2	155	44	0	7	2	0	1	2	0	0	0	0
5/8/2025	10:15 AM	2	153	43	0	5	2	0	1	3	0	0	0	0
5/8/2025	10:30 AM	2	157	42	0	6	3	0	1	3	0	0	0	0
5/8/2025	10:45 AM	2	158	39	0	9	2	0	0	4	0	0	0	0
5/8/2025	11:00 AM	0	158	41	0	11	2	0	1	3	0	0	0	0
5/8/2025	11:15 AM	0	168	46	0	13	2	0	1	3	0	0	0	0
5/8/2025	11:30 AM	0	179	52	0	11	0	0	1	4	0	0	0	0
5/8/2025	11:45 AM	0	189	58	0	10	1	0	2	3	0	0	0	0
5/8/2025	12:00 PM	0	213	57	0	9	1	0	1	4	0	0	0	0
5/8/2025	12:15 PM	0	224	60	0	7	2	0	1	3	0	0	0	0
5/8/2025	12:30 PM	0	211	56	0	7	3	0	1	2	0	0	0	0
5/8/2025	12:45 PM	0	225	56	1	6	2	0	0	2	0	0	0	0
5/8/2025	1:00 PM	0	223	57	1	5	2	0	3	1	0	0	0	0
5/8/2025	1:15 PM	0	224	61	1	9	2	0	5	0	0	0	0	0
5/8/2025	1:30 PM	0	242	63	1	10	1	0	6	0	0	0	0	0
5/8/2025	1:45 PM	0	259	68	2	10	2	0	8	1	0	0	0	0
5/8/2025	2:00 PM	0	263	70	5	10	2	0	5	1	0	0	0	0
5/8/2025	2:15 PM	0	322	74	5	8	1	0	5	3	0	0	0	0
5/8/2025	2:30 PM	1	348	86	6	8	2	0	6	4	0	0	0	0
5/8/2025	2:45 PM	1	394	102	5	6	1	0	5	3	0	0	0	0
5/8/2025	3:00 PM	2	455	120	2	8	2	0	6	4	0	0	0	0
5/8/2025	3:15 PM	2	440	124	2	8	4	0	4	3	0	0	0	0
5/8/2025	3:30 PM	2	448	120	1	8	3	0	2	2	0	0	0	0
5/8/2025	3:45 PM	3	428	115	0	9	6	0	3	2	0	0	0	0
5/8/2025	4:00 PM	2	408	114	0	7	6	0	2	1	0	0	0	0
5/8/2025	4:15 PM	2	432	122	1	8	4	0	5	0	0	0	0	0
5/8/2025	4:30 PM	1	435	121	1	5	4	0	7	0	0	0	0	0
5/8/2025	4:45 PM	0	442	126	1	4	2	0	5	1	0	0	0	0
5/8/2025	5:00 PM	0	432	115	1	3	1	0	5	1	0	0	0	0
5/8/2025	5:15 PM	0	411	104	0	3	1	0	3	1	0	0	0	0
5/8/2025	5:30 PM	0	424	115	0	5	1	0	1	1	0	0	0	0
5/8/2025	5:45 PM	0	415	101	0	8	0	0	4	2	0	0	0	0
5/8/2025	6:00 PM	1	418	99	0	10	1	0	6	2	0	0	0	0
5/8/2025	6:15 PM	1	400	93	0	7	1	0	6	2	0	0	0	0
5/8/2025	6:30 PM	2	369	76	0	8	1	0	7	2	0	0	0	0
5/8/2025	6:45 PM	2	342	72	0	7	1	0	4	0	0	0	0	0
5/8/2025	7:00 PM	1	320	68	0	6	0	0	2	0	0	0	0	0
5/8/2025	7:15 PM	1	316	61	0	7	0	0	2	0	0	0	0	0
5/8/2025	7:30 PM	0	292	53	0	4	0	0	1	0	0	0	0	0
5/8/2025	7:45 PM	0	281	47	0	2	0	0	1	0	0	0	0	0
5/8/2025	8:00 PM	0	271	41	0	1	0	0	2	0	0	0	0	0
5/8/2025	8:15 PM	0	253	42	0	0	0	0	1	0	0	0	0	0
5/8/2025	8:30 PM	0	246	41	0	0	1	0	1	0	0	0	0	0
5/8/2025	8:45 PM	0	245	41	0	1	1	0	1	0	0	0	0	0
5/8/2025	9:00 PM	0	225	35	0	2	2	0	0	0	0	0	0	0
5/8/2025	9:15 PM	1	190	27	0	4	2	0	1	0	0	0	0	0
5/8/2025	9:30 PM	1	185	24	0	7	1	0	1	0	0	0	0	0
5/8/2025	9:45 PM	1	160	18	0	7	1	0	1	0	0	0	0	0
5/8/2025	10:00 PM	1	148	17	0	6	0	0	2	0	0	0	0	0
5/8/2025	10:15 PM	0	150	17	0	4	0	0	1	0	0	0	0	0
5/8/2025	10:30 PM	0	136	15	0	1	0	0	1	0	0	0	0	0
5/8/2025	10:45 PM	0	126	14	0	0	0	0	1	0	0	0	0	0
5/8/2025	11:00 PM	0	114	12	0	0	0	0	0	0	0	0	0	0
5/8/2025	11:15 PM	0	79	8	0	0	0	0	0	0	0	0	0	0
5/8/2025	11:30 PM	0	46	5	0	0	0	0	0	0	0	0	0	0
5/8/2025	11:45 PM	0	21	2	0	0	0	0	0	0	0	0	0	0

WB
File Name:
Start Date: 5/8/2025
Start Time: 0
Site Code: 2
Station ID: 1
Location 1: Pleasant Hill Rd, west of Providence Point Dr
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/8/2025	12:00 AM	0	17	2	0	0	0	0	0	0	0	0	0	0
5/8/2025	12:15 AM	0	23	3	0	1	0	0	0	0	0	0	0	0
5/8/2025	12:30 AM	0	19	5	0	1	0	0	0	0	0	0	0	0
5/8/2025	12:45 AM	0	17	5	0	1	0	0	0	0	0	0	0	0
5/8/2025	1:00 AM	0	19	4	0	1	0	0	0	0	0	0	0	0
5/8/2025	1:15 AM	0	13	6	0	0	0	0	0	0	0	0	0	0
5/8/2025	1:30 AM	0	21	5	0	0	0	0	0	0	0	0	0	0
5/8/2025	1:45 AM	0	23	5	0	2	0	0	0	0	0	0	0	0
5/8/2025	2:00 AM	0	20	6	0	2	0	0	0	0	0	0	0	0
5/8/2025	2:15 AM	0	23	7	0	2	0	0	0	0	0	0	0	0
5/8/2025	2:30 AM	0	23	12	0	2	0	0	0	0	0	0	0	0
5/8/2025	2:45 AM	0	28	14	0	0	0	0	0	0	0	0	0	0
5/8/2025	3:00 AM	0	38	22	0	0	0	0	0	0	0	0	0	0
5/8/2025	3:15 AM	0	43	20	0	2	0	0	0	0	0	0	0	0
5/8/2025	3:30 AM	0	60	24	0	3	0	0	0	0	0	0	0	0
5/8/2025	3:45 AM	0	78	31	0	4	0	0	0	0	0	0	0	0
5/8/2025	4:00 AM	0	93	40	0	5	0	0	0	1	0	0	0	0
5/8/2025	4:15 AM	0	121	50	0	3	0	0	0	1	0	0	0	0
5/8/2025	4:30 AM	0	144	56	0	3	0	0	0	1	0	0	0	0
5/8/2025	4:45 AM	0	169	76	0	2	0	0	0	1	0	0	0	0
5/8/2025	5:00 AM	0	214	90	1	1	1	0	0	0	0	0	0	0
5/8/2025	5:15 AM	0	239	105	1	2	2	0	1	0	0	0	0	0
5/8/2025	5:30 AM	0	257	116	2	2	3	0	2	4	0	0	0	0
5/8/2025	5:45 AM	0	287	112	2	3	3	0	4	6	0	0	0	0
5/8/2025	6:00 AM	0	318	113	3	5	2	0	4	7	0	0	0	0
5/8/2025	6:15 AM	0	345	117	3	7	1	0	3	7	0	0	0	0
5/8/2025	6:30 AM	0	388	127	2	7	2	0	2	5	0	0	0	0
5/8/2025	6:45 AM	0	431	133	4	8	3	0	0	3	0	0	0	0
5/8/2025	7:00 AM	2	416	136	3	8	5	0	1	2	0	0	0	0
5/8/2025	7:15 AM	2	399	135	3	7	5	0	1	3	0	0	0	0
5/8/2025	7:30 AM	2	364	141	3	6	4	0	4	2	0	0	0	0
5/8/2025	7:45 AM	2	312	141	2	9	4	1	4	2	0	0	0	0
5/8/2025	8:00 AM	0	296	123	1	11	2	1	3	4	0	0	0	0
5/8/2025	8:15 AM	0	281	117	2	10	2	1	3	4	0	0	0	0
5/8/2025	8:30 AM	0	271	92	2	14	3	1	0	4	0	0	0	0
5/8/2025	8:45 AM	0	261	84	1	14	3	0	0	5	0	0	0	0
5/8/2025	9:00 AM	0	246	82	1	13	3	0	0	3	0	0	0	0
5/8/2025	9:15 AM	0	226	79	0	12	4	0	0	4	0	0	0	0
5/8/2025	9:30 AM	0	209	83	0	10	2	0	1	3	0	0	0	0
5/8/2025	9:45 AM	1	190	78	0	6	3	0	2	2	0	0	0	0
5/8/2025	10:00 AM	1	183	81	0	6	3	0	4	3	0	0	0	0
5/8/2025	10:15 AM	1	191	71	0	8	2	0	4	2	0	0	0	0
5/8/2025	10:30 AM	1	193	62	0	12	4	0	3	6	0	0	0	0
5/8/2025	10:45 AM	0	194	62	0	13	2	0	2	7	0	0	0	0
5/8/2025	11:00 AM	0	195	65	0	13	2	0	0	6	0	0	0	0
5/8/2025	11:15 AM	0	203	67	0	14	3	0	0	6	0	0	0	0
5/8/2025	11:30 AM	0	198	68	0	11	2	0	0	3	0	0	0	0
5/8/2025	11:45 AM	0	219	65	0	9	6	0	0	5	0	0	0	0
5/8/2025	12:00 PM	1	221	57	0	9	6	0	0	5	0	0	0	0
5/8/2025	12:15 PM	1	219	58	0	7	5	0	0	4	0	0	0	0
5/8/2025	12:30 PM	1	243	62	0	6	4	0	0	4	0	0	0	0
5/8/2025	12:45 PM	2	218	56	0	9	1	0	1	2	0	0	0	0
5/8/2025	1:00 PM	1	214	56	0	8	1	0	1	3	0	0	0	0
5/8/2025	1:15 PM	1	208	53	0	8	4	0	2	6	0	0	0	0
5/8/2025	1:30 PM	1	196	50	0	10	4	0	2	6	0	0	0	0
5/8/2025	1:45 PM	0	198	51	2	7	3	0	1	6	0	0	0	0
5/8/2025	2:00 PM	0	204	59	5	7	3	0	1	5	0	0	0	0
5/8/2025	2:15 PM	0	215	69	7	9	1	0	1	6	0	0	0	0
5/8/2025	2:30 PM	0	213	70	7	6	1	0	3	6	0	0	0	0
5/8/2025	2:45 PM	0	214	71	5	8	2	0	3	5	0	0	0	0
5/8/2025	3:00 PM	1	212	65	5	11	2	0	3	5	0	0	0	0
5/8/2025	3:15 PM	1	206	63	3	8	2	0	3	2	0	0	0	0
5/8/2025	3:30 PM	1	213	64	3	13	4	0	3	1	0	0	0	0
5/8/2025	3:45 PM	1	234	70	4	12	3	0	5	1	0	0	0	0
5/8/2025	4:00 PM	1	226	71	2	8	3	0	5	2	0	0	0	0
5/8/2025	4:15 PM	1	217	66	2	8	4	0	4	1	0	0	0	0
5/8/2025	4:30 PM	1	210	65	3	3	6	0	2	1	0	0	0	0
5/8/2025	4:45 PM	1	204	61	2	4	7	0	0	1	0	0	0	0
5/8/2025	5:00 PM	0	235	62	1	6	8	0	1	0	0	0	0	0
5/8/2025	5:15 PM	0	257	65	1	8	7	0	2	0	0	0	0	0
5/8/2025	5:30 PM	0	254	67	0	7	3	0	2	0	0	0	0	0
5/8/2025	5:45 PM	0	256	69	0	5	2	0	2	0	0	0	0	0
5/8/2025	6:00 PM	0	224	61	0	4	1	0	1	0	0	0	0	0
5/8/2025	6:15 PM	0	206	57	0	3	0	0	0	0	0	0	0	0
5/8/2025	6:30 PM	0	194	51	0	3	0	0	0	3	0	0	0	0
5/8/2025	6:45 PM	0	178	46	0	3	0	0	0	3	0	0	0	0
5/8/2025	7:00 PM	0	171	51	0	2	0	0	1	3	0	0	0	0
5/8/2025	7:15 PM	0	160	47	0	3	0	0	1	3	0	0	0	0
5/8/2025	7:30 PM	0	164	46	0	5	1	0	1	0	0	0	0	0
5/8/2025	7:45 PM	0	165	45	0	6	1	0	1	0	0	0	0	0
5/8/2025	8:00 PM	0	171	37	0	5	1	0	1	0	0	0	0	0
5/8/2025	8:15 PM	0	176	34	0	3	1	0	1	1	0	0	0	0
5/8/2025	8:30 PM	0	172	30	0	1	0	0	1	1	0	0	0	0
5/8/2025	8:45 PM	0	155	25	0	1	0	0	1	1	0	0	0	0
5/8/2025	9:00 PM	0	151	24	0	1	1	0	0	1	0	0	0	0
5/8/2025	9:15 PM	0	136	21	0	4	1	0	0	1	0	0	0	0
5/8/2025	9:30 PM	0	118	18	0	4	1	0	0	1	0	0	0	0
5/8/2025	9:45 PM	0	107	15	0	4	1	0	0	1	0	0	0	0
5/8/2025	10:00 PM	0	85	11	0	4	0	0	0	1	0	0	0	0
5/8/2025	10:15 PM	0	78	10	0	1	0	0	0	1	0	0	0	0
5/8/2025	10:30 PM	0	69	8	0	1	0	0	0	1	0	0	0	0
5/8/2025	10:45 PM	0	72	9	0	0	0	0	0	1	0	0	0	0
5/8/2025	11:00 PM	0	70	9	0	0	0	0	0	1	0	0	0	0
5/8/2025	11:15 PM	0	51	7	0	0	0	0	0	0	0	0	0	0
5/8/2025	11:30 PM	0	38	5	0	0	0	0	0	0	0	0	0	0
5/8/2025	11:45 PM	0	16	2	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Lithonia, GA Batch 1

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, May 8, 2025		
Fair		69°F
Period	0700 - 0900	**APPLY**
Peak Hour	0715 - 0815	**APPLY**
Global PH	0715 - 0815	**APPLY**

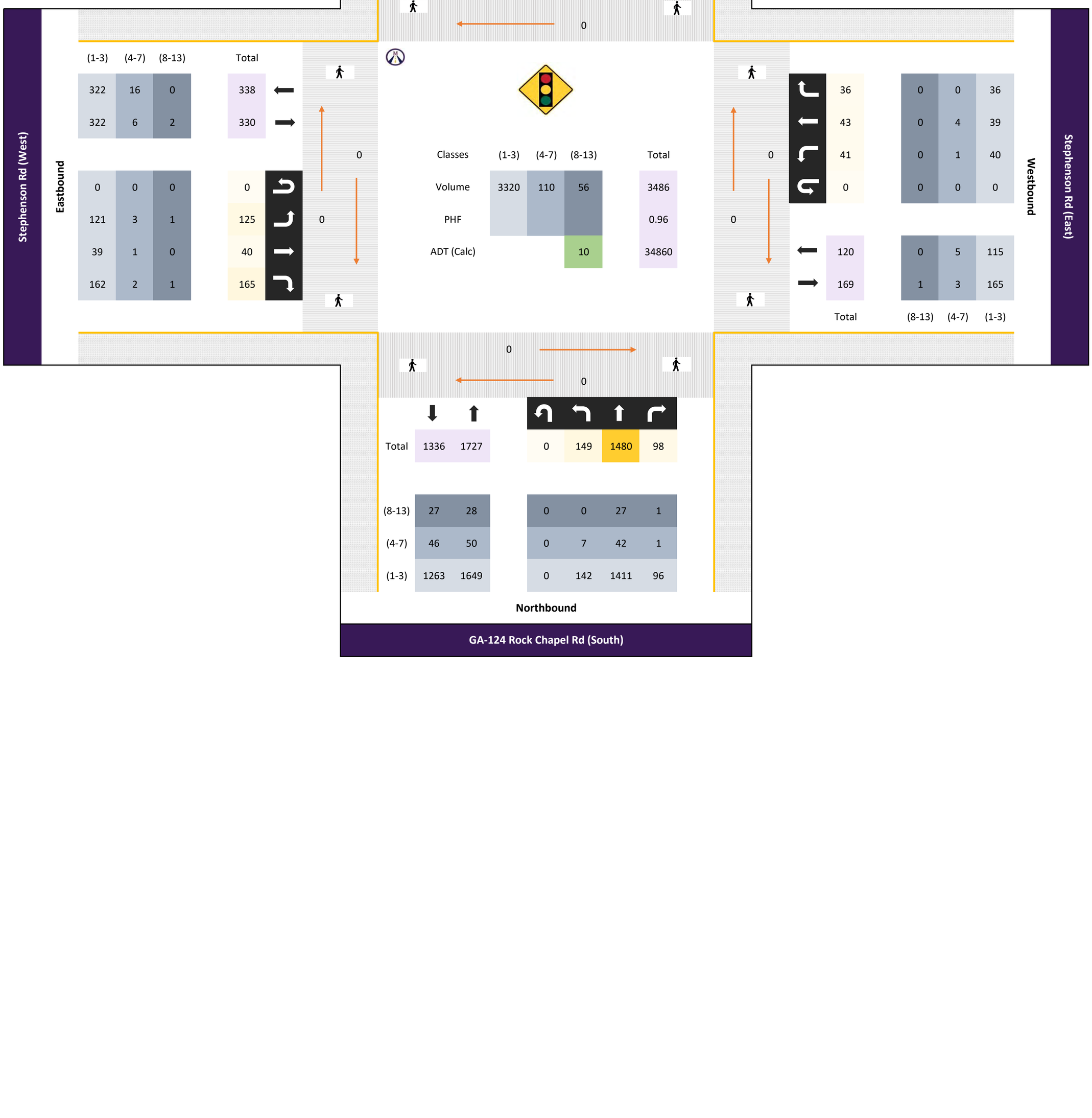
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Stephenson Rd (West)						Stephenson Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0715 - 0730	29	373	43	-	0	445	9	300	40	-	0	349	27	12	37	-	0	76	4	6	2	-	0	12	882
0730 - 0745	46	366	38	-	0	450	15	254	31	-	0	300	36	19	27	-	0	82	28	25	24	-	0	77	909
0745 - 0800	40	370	14	-	0	424	6	302	36	-	1	345	30	7	40	-	0	77	5	9	7	-	0	21	867
0800 - 0815	34	371	3	-	0	408	1	274	39	-	1	315	32	2	61	-	0	95	4	3	3	-	0	10	828
Total	149	1480	98	0	0	1727	31	1130	146	0	2	1309	125	40	165	0	0	330	41	43	36	0	0	120	3486
Approach %	8.63	85.70	5.67	0.00	0.00	-	2.37	86.33	11.15	0.00	0.15	-	37.88	12.12	50.00	0.00	0.00	-	34.17	35.83	30.00	0.00	0.00	-	
PHF	0.81	0.99	0.57	0.00	0.00	**0.96**	0.52	0.94	0.91	0.00	0.50	**0.94**	0.87	0.53	0.68	0.00	0.00	**0.87**	0.37	0.43	0.38	0.00	0.00	**0.39**	**0.96**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Stephenson Rd (West)						Stephenson Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0715 - 0730	27	359	43	-	0	429	8	285	40	-	0	333	26	11	36	-	0	73	3	2	2	-	0	7	842
0730 - 0745	42	350	37	-	0	429	15	240	30	-	0	285	35	19	27	-	0	81	28	25	24	-	0	77	872
0745 - 0800	40	357	14	-	0	411	6	286	34	-	1	327	30	7	39	-	0	76	5	9	7	-	0	21	835
0800 - 0815	33	345	2	-	0	380	1	250	37	-	1	289	30	2	60	-	0	92	4	3	3	-	0	10	771
Total	142	1411	96	0	0	1649	30	1061	141	0	2	1234	121	39	162	0	0	322	40	39	36	0	0	115	3320
Approach %	8.61	85.57	5.82	0.00	0.00	-	2.43	85.98	11.43	0.00	0.16	-	37.58	12.11	50.31	0.00	0.00	-	34.78	33.91	31.30	0.00	0.00	-	
PHF	0.85	0.98	0.56	0.00	0.00	**0.96**	0.50	0.93	0.88	0.00	0.50	**0.93**	0.86	0.51	0.68	0.00	0.00	**0.88**	0.36	0.39	0.38	0.00	0.00	**0.37**	**0.95**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Stephenson Rd (West)						Stephenson Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0715 - 0730	2	8	0	-	0	10	1	11	0	-	0	12	1	1	1	-	0	3	1	4	0	-	0	5	30
0730 - 0745	4	11	1	-	0	16	0	8	1	-	0	9	1	0	0	-	0	1	0	0	0	-	0	0	26
0745 - 0800	0	8	0	-	0	8	0	11	2	-	0	13	0	0	0	-	0	0	0	0	0	-	0	0	21
0800 - 0815	1	15	0	-	0	16	0	13	2	-	0	15	1	0	1	-	0	2	0	0	0	-	0	0	33
Total	7	42	1	0	0	50	1	43	5	0	0	49	3	1	2	0	0	6	1	4	0	0	0	5	110
Approach %	14.00	84.00	2.00	0.00	0.00	-	2.04	87.76	10.20	0.00	0.00	-	50.00	16.67	33.33	0.00	0.00	-	20.00	80.00	0.00	0.00	0.00	-	
PHF	0.44	0.70	0.25	0.00	0.00	**0.78**	0.25	0.83	0.63	0.00	0.00	**0.82**	0.75	0.25	0.50	0.00	0.00	**0.50**	0.25	0.25	0.00	0.00	0.00	**0.25**	**0.83**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Stephenson Rd (West)						Stephenson Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0715 - 0730	0	6	0	-	0	6	0	4	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	10
0730 - 0745	0	5	0	-	0	5	0	6	0	-	0	6	0	0	0	-	0	0	0	0	0	-	0	0	11
0745 - 0800	0	5	0	-	0	5	0	5	0	-	0	5	0	0	1	-	0	1	0	0	0	-	0	0	11
0800 - 0815	0	11	1	-	0	12	0	11	0	-	0	11	1	0	0	-	0	1	0	0	0	-	0	0	24
Total	0	27	1	0	0	28	0	26	0	0	0	26	1	0	1	0	0	2	0	0	0	0	0	0	56
Approach %	0.00	96.43	3.57	0.00	0.00	-	0.00	100.00	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	0.61	0.25	0.00	0.00	**0.58**	0.00	0.59	0.00	0.00	0.00	**0.59**	0.25	0.00	0.25	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.58**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Stephenson Rd (West)						Stephenson Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
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
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Click here for Map

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

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Thursday, May 8, 2025		
	Fair	69°F
Period	1600 - 1800	**APPLY**
Peak Hour	1645 - 1745	**APPLY**
Global PH	1630 - 1730	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Global Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Stephenson Rd (West)						Stephenson Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1645 - 1700	32	387	2	-	0	421	1	357	46	-	0	404	34	0	56	-	0	90	4	2	0	-	0	6	921
1700 - 1715	43	441	0	-	0	484	0	348	49	-	0	397	55	2	60	-	0	117	3	2	3	-	0	8	1006
1715 - 1730	33	428	3	-	0	464	1	393	30	-	0	424	24	2	48	-	0	74	1	3	4	-	0	8	970
1730 - 1745	35	417	4	-	0	456	6	355	38	-	1	400	40	0	70	-	0	110	2	4	7	-	0	13	979
Total	143	1673	9	0	0	1825	8	1453	163	0	1	1625	153	4	234	0	0	391	10	11	14	0	0	35	3876
Approach %	7.84	91.67	0.49	0.00	0.00	-	0.49	89.42	10.03	0.00	0.06	-	39.13	1.02	59.85	0.00	0.00	-	28.57	31.43	40.00	0.00	0.00	-	
PHF	0.83	0.95	0.56	0.00	0.00	**0.94**	0.33	0.92	0.83	0.00	0.25	**0.96**	0.70	0.50	0.84	0.00	0.00	**0.84**	0.63	0.69	0.50	0.00	0.00	**0.67**	**0.96**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Stephenson Rd (West)						Stephenson Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1645 - 1700	32	377	2	-	0	411	1	340	46	-	0	387	34	0	56	-	0	90	4	2	0	-	0	6	894
1700 - 1715	43	430	0	-	0	473	0	337	46	-	0	383	55	2	60	-	0	117	3	2	3	-	0	8	981
1715 - 1730	32	416	3	-	0	451	1	379	30	-	0	410	24	2	48	-	0	74	1	3	4	-	0	8	943
1730 - 1745	35	407	4	-	0	446	6	343	37	-	1	387	40	0	68	-	0	108	2	4	7	-	0	13	954
Total	142	1630	9	0	0	1781	8	1399	159	0	1	1567	153	4	232	0	0	389	10	11	14	0	0	35	3772
Approach %	7.97	91.52	0.51	0.00	0.00	-	0.51	89.28	10.15	0.00	0.06	-	39.33	1.03	59.64	0.00	0.00	-	28.57	31.43	40.00	0.00	0.00	-	
PHF	0.83	0.95	0.56	0.00	0.00	**0.94**	0.33	0.92	0.86	0.00	0.25	**0.96**	0.70	0.50	0.85	0.00	0.00	**0.83**	0.63	0.69	0.50	0.00	0.00	**0.67**	**0.96**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Stephenson Rd (West)						Stephenson Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1645 - 1700	0	6	0	-	0	6	0	10	0	-	0	10	0	0	0	-	0	0	0	0	0	-	0	0	16
1700 - 1715	0	9	0	-	0	9	0	7	3	-	0	10	0	0	0	-	0	0	0	0	0	-	0	0	19
1715 - 1730	1	10	0	-	0	11	0	10	0	-	0	10	0	0	0	-	0	0	0	0	0	-	0	0	21
1730 - 1745	0	6	0	-	0	6	0	9	1	-	0	10	0	0	2	-	0	2	0	0	0	-	0	0	18
Total	1	31	0	0	0	32	0	36	4	0	0	40	0	0	2	0	0	2	0	0	0	0	0	0	74
Approach %	3.13	96.88	0.00	0.00	0.00	-	0.00	90.00	10.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.78	0.00	0.00	0.00	**0.73**	0.00	0.90	0.33	0.00	0.00	**1.00**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.88**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Stephenson Rd (West)						Stephenson Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1645 - 1700	0	4	0	-	0	4	0	7	0	-	0	7	0	0	0	-	0	0	0	0	0	-	0	0	11
1700 - 1715	0	2	0	-	0	2	0	4	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	6
1715 - 1730	0	2	0	-	0	2	0	4	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	6
1730 - 1745	0	4	0	-	0	4	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	7
Total	0	12	0	0	0	12	0	18	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	30
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.64	0.00	0.00	0.00	**0.64**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.68**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Stephenson Rd (West)						Stephenson Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
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
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 1
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Stephenson Rd (West)
Stephenson Rd (East)

Date
Thursday, May 8, 2025

Lat/Long
33.760217°, -84.081302°
Click here for Map

Weather
Fair
69°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-08-2025)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Stephenson Rd (West)					Stephenson Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	30	302	23	0	355	21	247	24	0	292	38	14	29	0	81	2	5	3	0	10	738
0715 - 0730	29	373	43	0	445	9	300	40	0	349	27	12	37	0	76	4	6	2	0	12	882
0730 - 0745	46	366	38	0	450	15	254	31	0	300	36	19	27	0	82	28	25	24	0	77	909
0745 - 0800	40	370	14	0	424	6	302	36	1	345	30	7	40	0	77	5	9	7	0	21	867
Hourly Total	145	1411	118	0	**1674**	51	1103	131	1	**1286**	131	52	133	0	**316**	39	45	36	0	**120**	**3396**
0800 - 0815	34	371	3	0	408	1	274	39	1	315	32	2	61	0	95	4	3	3	0	10	828
0815 - 0830	30	373	2	0	405	0	290	23	0	313	33	3	44	0	80	0	3	0	0	3	801
0830 - 0845	30	297	1	0	328	0	271	33	1	305	38	2	41	0	81	0	2	3	0	5	719
0845 - 0900	17	245	1	0	263	0	255	31	1	287	26	3	44	0	73	3	2	0	0	5	628
Hourly Total	111	1286	7	0	**1404**	1	1090	126	3	**1220**	129	10	190	0	**329**	7	10	6	0	**23**	**2976**
Grand Total	256	2697	125	0	**3078**	52	2193	257	4	**2506**	260	62	323	0	**645**	46	55	42	0	**143**	**6372**
Approach %	8.32	87.62	4.06	0.00	-	2.08	87.51	10.26	0.16	-	40.31	9.61	50.08	0.00	-	32.17	38.46	29.37	0.00	-	
Intersection %	4.02	42.33	1.96	0.00	48.31	0.82	34.42	4.03	0.06	39.33	4.08	0.97	5.07	0.00	10.12	0.72	0.86	0.66	0.00	2.24	
Heavy Vehicle %	3	6	3	-	**5**	4	6	3	0	**6**	4	8	3	-	**4**	7	15	2	-	**8**	**5**
PHF	0.81	0.99	0.57	0.00	**0.96**	0.52	0.94	0.91	0.50	**0.94**	0.87	0.53	0.68	0.00	**0.87**	0.37	0.43	0.38	0.00	**0.39**	**0.96**
Peak Hour Total	149	1480	98	0	**1727**	31	1130	146	2	**1309**	125	40	165	0	**330**	41	43	36	0	**120**	**3486**
Peak Hour HV %	5	5	2	0	**5**	3	6	3	0	**6**	3	3	2	0	**2**	2	9	0	0	**4**	**5**

1600 - 1800 (Weekday 2h Session) (05-08-2025)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Stephenson Rd (West)					Stephenson Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	40	352	1	0	393	1	368	46	0	415	36	1	41	0	78	4	4	12	0	20	906
1615 - 1630	31	391	0	0	422	3	385	38	1	427	31	1	56	0	88	2	2	2	0	6	943
1630 - 1645	35	387	0	0	422	0	382	38	0	420	29	3	58	0	90	2	1	0	0	3	935
1645 - 1700	32	387	2	0	421	1	357	46	0	404	34	0	56	0	90	4	2	0	0	6	921
Hourly Total	138	1517	3	0	**1658**	5	1492	168	1	**1666**	130	5	211	0	**346**	12	9	14	0	**35**	**3705**
1700 - 1715	43	441	0	0	484	0	348	49	0	397	55	2	60	0	117	3	2	3	0	8	1006
1715 - 1730	33	428	3	0	464	1	393	30	0	424	24	2	48	0	74	1	3	4	0	8	970
1730 - 1745	35	417	4	0	456	6	355	38	1	400	40	0	70	0	110	2	4	7	0	13	979
1745 - 1800	27	374	7	0	408	4	361	29	0	394	28	1	41	0	70	0	3	0	0	3	875
Hourly Total	138	1660	14	0	**1812**	11	1457	146	1	**1615**	147	5	219	0	**371**	6	12	14	0	**32**	**3830**
Grand Total	276	3177	17	0	**3470**	16	2949	314	2	**3281**	277	10	430	0	**717**	18	21	28	0	**67**	**7535**
Approach %	7.95	91.56	0.49	0.00	-	0.49	89.88	9.57	0.06	-	38.63	1.39	59.97	0.00	-	26.87	31.34	41.79	0.00	-	
Intersection %	3.66	42.16	0.23	0.00	46.05	0.21	39.14	4.17	0.03	43.54	3.68	0.13	5.71	0.00	9.52	0.24	0.28	0.37	0.00	0.89	
Heavy Vehicle %	1	3	0	-	**3**	6	4	2	0	**4**	0	0	1	-	**1**	0	0	0	-	**0**	**3**
PHF	0.83	0.95	0.56	0.00	**0.94**	0.33	0.92	0.83	0.25	**0.96**	0.70	0.50	0.84	0.00	**0.84**	0.63	0.69	0.50	0.00	**0.67**	**0.96**
Peak Hour Total	143	1673	9	0	**1825**	8	1453	163	1	**1625**	153	4	234	0	**391**	10	11	14	0	**35**	**3876**
Peak Hour HV %	1	3	0	0	**2**	0	4	2	0	**4**	0	0	1	0	**1**	0	0	0	0	**0**	**3**

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Lithonia, GA Batch 1

Site 1
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Stephenson Rd (West)
Stephenson Rd (East)

Date
Thursday, May 8, 2025

Lat/Long
33.760217°, -84.081302°
Click here for Map

Weather
Fair
69°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-08-2025)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Stephenson Rd (West)					Stephenson Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	30	287	21	0	338	20	231	24	0	275	37	11	26	0	74	0	3	2	0	5	692
0715 - 0730	27	359	43	0	429	8	285	40	0	333	26	11	36	0	73	3	2	2	0	7	842
0730 - 0745	42	350	37	0	429	15	240	30	0	285	35	19	27	0	81	28	25	24	0	77	872
0745 - 0800	40	357	14	0	411	6	286	34	1	327	30	7	39	0	76	5	9	7	0	21	835
Hourly Total	139	1353	115	0	**1607**	49	1042	128	1	**1220**	128	48	128	0	**304**	36	39	35	0	**110**	**3241**
0800 - 0815	33	345	2	0	380	1	250	37	1	289	30	2	60	0	92	4	3	3	0	10	771
0815 - 0830	30	346	2	0	378	0	270	22	0	292	32	3	42	0	77	0	2	0	0	2	749
0830 - 0845	30	275	1	0	306	0	256	33	1	290	35	2	40	0	77	0	2	3	0	5	678
0845 - 0900	16	224	1	0	241	0	242	29	1	272	25	2	42	0	69	3	1	0	0	4	586
Hourly Total	109	1190	6	0	**1305**	1	1018	121	3	**1143**	122	9	184	0	**315**	7	8	6	0	**21**	**2784**
Grand Total	248	2543	121	0	**2912**	50	2060	249	4	**2363**	250	57	312	0	**619**	43	47	41	0	**131**	**6025**
Approach %	8.52	87.33	4.16	0.00	-	2.12	87.18	10.54	0.17	-	40.39	9.21	50.40	0.00	-	32.82	35.88	31.30	0.00	-	
Intersection %	4.12	42.21	2.01	0.00	48.33	0.83	34.19	4.13	0.07	39.22	4.15	0.95	5.18	0.00	10.27	0.71	0.78	0.68	0.00	2.17	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Stephenson Rd (West)					Stephenson Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	40	336	1	0	377	1	351	45	0	397	36	1	40	0	77	4	4	12	0	20	871
1615 - 1630	31	375	0	0	406	2	372	37	1	412	30	1	55	0	86	2	2	2	0	6	910
1630 - 1645	34	377	0	0	411	0	366	37	0	403	29	3	57	0	89	2	1	0	0	3	906
1645 - 1700	32	377	2	0	411	1	340	46	0	387	34	0	56	0	90	4	2	0	0	6	894
Hourly Total	137	1465	3	0	**1605**	4	1429	165	1	**1599**	129	5	208	0	**342**	12	9	14	0	**35**	**3581**
1700 - 1715	43	430	0	0	473	0	337	46	0	383	55	2	60	0	117	3	2	3	0	8	981
1715 - 1730	32	416	3	0	451	1	379	30	0	410	24	2	48	0	74	1	3	4	0	8	943
1730 - 1745	35	407	4	0	446	6	343	37	1	387	40	0	68	0	108	2	4	7	0	13	954
1745 - 1800	27	364	7	0	398	4	350	29	0	383	28	1	41	0	70	0	3	0	0	3	854
Hourly Total	137	1617	14	0	**1768**	11	1409	142	1	**1563**	147	5	217	0	**369**	6	12	14	0	**32**	**3732**
Grand Total	274	3082	17	0	**3373**	15	2838	307	2	**3162**	276	10	425	0	**711**	18	21	28	0	**67**	**7313**
Approach %	8.12	91.37	0.50	0.00	-	0.47	89.75	9.71	0.06	-	38.82	1.41	59.77	0.00	-	26.87	31.34	41.79	0.00	-	
Intersection %	3.75	42.14	0.23	0.00	46.12	0.21	38.81	4.20	0.03	43.24	3.77	0.14	5.81	0.00	9.72	0.25	0.29	0.38	0.00	0.92	

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

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 1
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Stephenson Rd (West)
Stephenson Rd (East)

Date
Thursday, May 8, 2025

Lat/Long
33.760217°, -84.081302°
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0700 - 0900 (Weekday 2h Session) (05-08-2025)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Stephenson Rd (West)					Stephenson Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	11	2	0	13	1	12	0	0	13	1	3	3	0	7	2	2	1	0	5	38
0715 - 0730	2	8	0	0	10	1	11	0	0	12	1	1	1	0	3	1	4	0	0	5	30
0730 - 0745	4	11	1	0	16	0	8	1	0	9	1	0	0	0	1	0	0	0	0	0	26
0745 - 0800	0	8	0	0	8	0	11	2	0	13	0	0	0	0	0	0	0	0	0	0	21
Hourly Total	6	38	3	0	**47**	2	42	3	0	**47**	3	4	4	0	**11**	3	6	1	0	**10**	**115**
0800 - 0815	1	15	0	0	16	0	13	2	0	15	1	0	1	0	2	0	0	0	0	0	33
0815 - 0830	0	20	0	0	20	0	14	1	0	15	1	0	2	0	3	0	1	0	0	1	39
0830 - 0845	0	12	0	0	12	0	12	0	0	12	3	0	1	0	4	0	0	0	0	0	28
0845 - 0900	1	17	0	0	18	0	10	2	0	12	1	1	2	0	4	0	1	0	0	1	35
Hourly Total	2	64	0	0	**66**	0	49	5	0	**54**	6	1	6	0	**13**	0	2	0	0	**2**	**135**
Grand Total	8	102	3	0	**113**	2	91	8	0	**101**	9	5	10	0	**24**	3	8	1	0	**12**	**250**
Approach %	7.08	90.27	2.65	0.00	-	1.98	90.10	7.92	0.00	-	37.50	20.83	41.67	0.00	-	25.00	66.67	8.33	0.00	-	
Intersection %	3.20	40.80	1.20	0.00	45.20	0.80	36.40	3.20	0.00	40.40	3.60	2.00	4.00	0.00	9.60	1.20	3.20	0.40	0.00	4.80	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Stephenson Rd (West)					Stephenson Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	11	0	0	11	0	11	1	0	12	0	0	1	0	1	0	0	0	0	0	24
1615 - 1630	0	12	0	0	12	1	6	1	0	8	1	0	1	0	2	0	0	0	0	0	22
1630 - 1645	1	8	0	0	9	0	8	1	0	9	0	0	1	0	1	0	0	0	0	0	19
1645 - 1700	0	6	0	0	6	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	16
Hourly Total	1	37	0	0	**38**	1	35	3	0	**39**	1	0	3	0	**4**	0	0	0	0	**0**	**81**
1700 - 1715	0	9	0	0	9	0	7	3	0	10	0	0	0	0	0	0	0	0	0	0	19
1715 - 1730	1	10	0	0	11	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	21
1730 - 1745	0	6	0	0	6	0	9	1	0	10	0	0	2	0	2	0	0	0	0	0	18
1745 - 1800	0	8	0	0	8	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	1	33	0	0	**34**	0	32	4	0	**36**	0	0	2	0	**2**	0	0	0	0	**0**	**72**
Grand Total	2	70	0	0	**72**	1	67	7	0	**75**	1	0	5	0	**6**	0	0	0	0	**0**	**153**
Approach %	2.78	97.22	0.00	0.00	-	1.33	89.33	9.33	0.00	-	16.67	0.00	83.33	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	1.31	45.75	0.00	0.00	47.06	0.65	43.79	4.58	0.00	49.02	0.65	0.00	3.27	0.00	3.92	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 1
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Stephenson Rd (West)
Stephenson Rd (East)

Date
Thursday, May 8, 2025

Lat/Long
33.760217°, -84.081302°
Click here for Map

Weather
Fair
69°F
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0700 - 0900 (Weekday 2h Session) (05-08-2025)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Stephenson Rd (West)					Stephenson Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
0715 - 0730	0	6	0	0	6	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	10
0730 - 0745	0	5	0	0	5	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	11
0745 - 0800	0	5	0	0	5	0	5	0	0	5	0	0	1	0	1	0	0	0	0	0	11
Hourly Total	0	20	0	0	**20**	0	19	0	0	**19**	0	0	1	0	**1**	0	0	0	0	**0**	**40**
0800 - 0815	0	11	1	0	12	0	11	0	0	11	1	0	0	0	1	0	0	0	0	0	24
0815 - 0830	0	7	0	0	7	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	13
0830 - 0845	0	10	0	0	10	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	13
0845 - 0900	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	32	1	0	**33**	0	23	0	0	**23**	1	0	0	0	**1**	0	0	0	0	**0**	**57**
Grand Total	0	52	1	0	**53**	0	42	0	0	**42**	1	0	1	0	**2**	0	0	0	0	**0**	**97**
Approach %	0.00	98.11	1.89	0.00	-	0.00	100.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	53.61	1.03	0.00	54.64	0.00	43.30	0.00	0.00	43.30	1.03	0.00	1.03	0.00	2.06	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Stephenson Rd (West)					Stephenson Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	5	0	0	5	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	11
1615 - 1630	0	4	0	0	4	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	11
1630 - 1645	0	2	0	0	2	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	10
1645 - 1700	0	4	0	0	4	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	0	15	0	0	**15**	0	28	0	0	**28**	0	0	0	0	**0**	0	0	0	0	**0**	**43**
1700 - 1715	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
1715 - 1730	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
1730 - 1745	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
1745 - 1800	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	10	0	0	**10**	0	16	0	0	**16**	0	0	0	0	**0**	0	0	0	0	**0**	**26**
Grand Total	0	25	0	0	**25**	0	44	0	0	**44**	0	0	0	0	**0**	0	0	0	0	**0**	**69**
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	36.23	0.00	0.00	36.23	0.00	63.77	0.00	0.00	63.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Bicycles

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 1
GA-124 Rock Chapel Rd (South)
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Stephenson Rd (West)
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0700 - 0900 (Weekday 2h Session) (05-08-2025)
Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Stephenson Rd (West)					Stephenson Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Stephenson Rd (West)					Stephenson Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 1
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Stephenson Rd (West)
Stephenson Rd (East)

Date
Thursday, May 8, 2025

Lat/Long
33.760217°, -84.081302°
Click here for Map

Weather
Fair
69°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-08-2025)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Stephenson Rd (West)					Stephenson Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	15	2	0	17	1	16	0	0	17	1	3	3	0	7	2	2	1	0	5	46
0715 - 0730	2	14	0	0	16	1	15	0	0	16	1	1	1	0	3	1	4	0	0	5	40
0730 - 0745	4	16	1	0	21	0	14	1	0	15	1	0	0	0	1	0	0	0	0	0	37
0745 - 0800	0	13	0	0	13	0	16	2	0	18	0	0	1	0	1	0	0	0	0	0	32
Hourly Total	6	58	3	0	**67**	2	61	3	0	**66**	3	4	5	0	**12**	3	6	1	0	**10**	**155**
0800 - 0815	1	26	1	0	28	0	24	2	0	26	2	0	1	0	3	0	0	0	0	0	57
0815 - 0830	0	27	0	0	27	0	20	1	0	21	1	0	2	0	3	0	1	0	0	1	52
0830 - 0845	0	22	0	0	22	0	15	0	0	15	3	0	1	0	4	0	0	0	0	0	41
0845 - 0900	1	21	0	0	22	0	13	2	0	15	1	1	2	0	4	0	1	0	0	1	42
Hourly Total	2	96	1	0	**99**	0	72	5	0	**77**	7	1	6	0	**14**	0	2	0	0	**2**	**192**
Grand Total	8	154	4	0	**166**	2	133	8	0	**143**	10	5	11	0	**26**	3	8	1	0	**12**	**347**
Approach %	4.82	92.77	2.41	0.00	-	1.40	93.01	5.59	0.00	-	38.46	19.23	42.31	0.00	-	25.00	66.67	8.33	0.00	-	
Intersection %	2.31	44.38	1.15	0.00	47.84	0.58	38.33	2.31	0.00	41.21	2.88	1.44	3.17	0.00	7.49	0.86	2.31	0.29	0.00	3.46	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Stephenson Rd (West)					Stephenson Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	16	0	0	16	0	17	1	0	18	0	0	1	0	1	0	0	0	0	0	35
1615 - 1630	0	16	0	0	16	1	13	1	0	15	1	0	1	0	2	0	0	0	0	0	33
1630 - 1645	1	10	0	0	11	0	16	1	0	17	0	0	1	0	1	0	0	0	0	0	29
1645 - 1700	0	10	0	0	10	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	27
Hourly Total	1	52	0	0	**53**	1	63	3	0	**67**	1	0	3	0	**4**	0	0	0	0	**0**	**124**
1700 - 1715	0	11	0	0	11	0	11	3	0	14	0	0	0	0	0	0	0	0	0	0	25
1715 - 1730	1	12	0	0	13	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	27
1730 - 1745	0	10	0	0	10	0	12	1	0	13	0	0	2	0	2	0	0	0	0	0	25
1745 - 1800	0	10	0	0	10	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	21
Hourly Total	1	43	0	0	**44**	0	48	4	0	**52**	0	0	2	0	**2**	0	0	0	0	**0**	**98**
Grand Total	2	95	0	0	**97**	1	111	7	0	**119**	1	0	5	0	**6**	0	0	0	0	**0**	**222**
Approach %	2.06	97.94	0.00	0.00	-	0.84	93.28	5.88	0.00	-	16.67	0.00	83.33	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.90	42.79	0.00	0.00	43.69	0.45	50.00	3.15	0.00	53.60	0.45	0.00	2.25	0.00	2.70	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Lithonia, GA Batch 1

Site 1
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Stephenson Rd (West)
Stephenson Rd (East)

Date
Thursday, May 8, 2025

Lat/Long
33.760217°, -84.081302°
Click here for Map

Weather
Fair
69°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-08-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Stephenson Rd (West)			Stephenson Rd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Stephenson Rd (West)			Stephenson Rd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	1	1	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	1	**1**	0	0	**0**	**1**
1700 - 1715	0	0	0	0	0	0	0	0	0	1	0	1	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	1	0	**1**	**1**
Grand Total	0	0	**0**	0	0	**0**	0	1	**1**	1	0	**1**	**2**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50.00	50.00	50.00	0.00	50.00	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 1
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Stephenson Rd (West)
Stephenson Rd (East)

Date
Thursday, May 8, 2025

Lat/Long
33.760217°, -84.081302°
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0700 - 0900 (Weekday 2h Session) (05-08-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Stephenson Rd (West)			Stephenson Rd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Stephenson Rd (West)			Stephenson Rd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 1
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Stephenson Rd (West)
Stephenson Rd (East)

Date
Thursday, May 8, 2025

Lat/Long
33.760217°, -84.081302°
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0700 - 0900 (Weekday 2h Session) (05-08-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Stephenson Rd (West)			Stephenson Rd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Stephenson Rd (West)			Stephenson Rd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 5/8/2025	Stephenson Rd (West) Eastbound			Stephenson Rd (East) Westbound			GA-124 Rock Chapel Rd (South) Northbound			GA-124 Rock Chapel 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	38	14	29	2	5	3	30	302	23	21	247	24	738
07:15 AM - 07:30 AM	27	12	37	4	6	2	29	373	43	9	300	40	882
07:30 AM - 07:45 AM	36	19	27	28	25	24	46	366	38	15	254	31	909
07:45 AM - 08:00 AM	30	7	40	5	9	7	40	370	14	6	302	36	866
08:00 AM - 08:15 AM	32	2	61	4	3	3	34	371	3	1	274	39	827
08:15 AM - 08:30 AM	33	3	44	0	3	0	30	373	2	0	290	23	801
08:30 AM - 08:45 AM	38	2	41	0	2	3	30	297	1	0	271	33	718
08:45 AM - 09:00 AM	26	3	44	3	2	0	17	245	1	0	255	31	627
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	36	1	41	4	4	12	40	352	1	1	368	46	906
04:15 PM - 04:30 PM	31	1	56	2	2	2	31	391	0	3	385	38	942
04:30 PM - 04:45 PM	29	3	58	2	1	0	35	387	0	0	382	38	935
04:45 PM - 05:00 PM	34	0	56	4	2	0	32	387	2	1	357	46	921
05:00 PM - 05:15 PM	55	2	60	3	2	3	43	441	0	0	348	49	1006
05:15 PM - 05:30 PM	24	2	48	1	3	4	33	428	3	1	393	30	970
05:30 PM - 05:45 PM	40	0	70	2	4	7	35	417	4	6	355	38	978
05:45 PM - 06:00 PM	28	1	41	0	3	0	27	374	7	4	361	29	875
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

Peak Hour Turning Movement Count

Lithonia, GA Batch 1

Click here for Map

Marr Traffic DATA COLLECTION

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Thursday, May 8, 2025		
Fair		69°F
Period	0700 - 0900	**APPLY**
Peak Hour	0715 - 0815	**APPLY**
Global PH	0715 - 0815	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Driveway						Rock Mountain Rd						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
0715 - 0730	0	461	11	-	2	474	0	350	0	-	0	350	0	0	0	-	0	0	5	0	2	-	0	7	831
0730 - 0745	0	440	2	-	2	444	1	323	0	-	0	324	0	0	0	-	0	0	9	0	4	-	0	13	781
0745 - 0800	0	426	8	-	1	435	2	348	0	-	1	351	0	0	0	-	0	0	3	0	3	-	0	6	792
0800 - 0815	0	404	8	-	0	412	1	341	0	-	1	343	0	0	0	-	0	0	4	0	2	-	0	6	761
Total	0	1731	29	0	5	1765	4	1362	0	0	2	1368	0	0	0	0	0	0	21	0	11	0	0	32	3165
Approach %	0.00	98.07	1.64	0.00	0.28	-	0.29	99.56	0.00	0.00	0.15	-	0.00	0.00	0.00	0.00	0.00	-	65.63	0.00	34.38	0.00	0.00	-	
PHF	0.00	0.94	0.66	0.00	0.63	**0.93**	0.50	0.97	0.00	0.00	0.50	**0.97**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.58	0.00	0.69	0.00	0.00	**0.62**	**0.95**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Driveway						Rock Mountain Rd						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
0715 - 0730	0	451	4	-	2	457	0	330	0	-	0	330	0	0	0	-	0	0	1	0	1	-	0	2	789
0730 - 0745	0	419	2	-	2	423	1	308	0	-	0	309	0	0	0	-	0	0	4	0	1	-	0	5	737
0745 - 0800	0	412	5	-	1	418	0	334	0	-	1	335	0	0	0	-	0	0	0	0	1	-	0	1	754
0800 - 0815	0	378	3	-	0	381	0	315	0	-	1	316	0	0	0	-	0	0	1	0	0	-	0	1	698
Total	0	1660	14	0	5	1679	1	1287	0	0	2	1290	0	0	0	0	0	0	6	0	3	0	0	9	2978
Approach %	0.00	98.87	0.83	0.00	0.30	-	0.08	99.77	0.00	0.00	0.16	-	0.00	0.00	0.00	0.00	0.00	-	66.67	0.00	33.33	0.00	0.00	-	
PHF	0.00	0.92	0.70	0.00	0.63	**0.92**	0.25	0.96	0.00	0.00	0.50	**0.96**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.38	0.00	0.75	0.00	0.00	**0.45**	**0.94**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Driveway						Rock Mountain Rd						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
0715 - 0730	0	5	3	-	0	8	0	16	0	-	0	16	0	0	0	-	0	0	1	0	0	-	0	1	25
0730 - 0745	0	18	0	-	0	18	0	9	0	-	0	9	0	0	0	-	0	0	1	0	1	-	0	2	29
0745 - 0800	0	10	2	-	0	12	2	7	0	-	0	9	0	0	0	-	0	0	1	0	1	-	0	2	23
0800 - 0815	0	16	2	-	0	18	1	15	0	-	0	16	0	0	0	-	0	0	0	0	2	-	0	2	36
Total	0	49	7	0	0	56	3	47	0	0	0	50	0	0	0	0	0	0	3	0	4	0	0	7	113
Approach %	0.00	87.50	12.50	0.00	0.00	-	6.00	94.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	42.86	0.00	57.14	0.00	0.00	-	
PHF	0.00	0.68	0.58	0.00	0.00	**0.78**	0.38	0.73	0.00	0.00	0.00	**0.78**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.75	0.00	0.50	0.00	0.00	**0.88**	**0.78**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Driveway						Rock Mountain Rd						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
0715 - 0730	0	5	4	-	0	9	0	4	0	-	0	4	0	0	0	-	0	0	3	0	1	-	0	4	17
0730 - 0745	0	3	0	-	0	3	0	6	0	-	0	6	0	0	0	-	0	0	4	0	2	-	0	6	15
0745 - 0800	0	4	1	-	0	5	0	7	0	-	0	7	0	0	0	-	0	0	2	0	1	-	0	3	15
0800 - 0815	0	10	3	-	0	13	0	11	0	-	0	11	0	0	0	-	0	0	3	0	0	-	0	3	27
Total	0	22	8	0	0	30	0	28	0	0	0	28	0	0	0	0	0	0	12	0	4	0	0	16	74
Approach %	0.00	73.33	26.67	0.00	0.00	-	0.00	100.00	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	0.55	0.50	0.00	0.00	**0.58**	0.00	0.64	0.00	0.00	0.00	**0.64**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.75	0.00	0.50	0.00	0.00	**0.67**	**0.69**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Driveway						Rock Mountain Rd						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
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
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Lithonia, GA Batch 1

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Marr Traffic DATA COLLECTION

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Thursday, May 8, 2025		
Fair		69°F
Period	1600 - 1800	**APPLY**
Peak Hour	1630 - 1730	**APPLY**
Global PH	1630 - 1730	**APPLY**

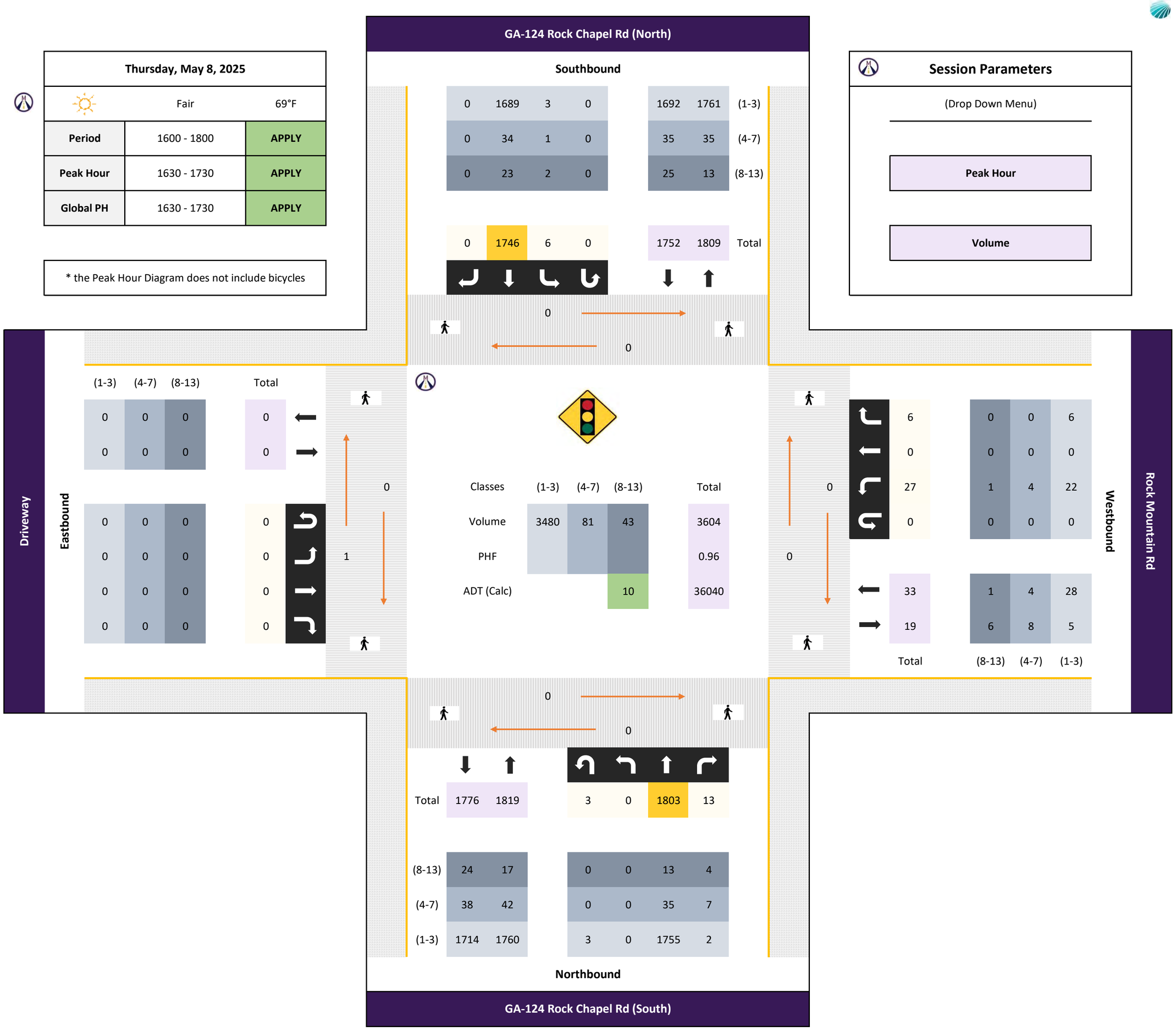
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound GA-124 Rock Chapel Rd (South)						Southbound GA-124 Rock Chapel Rd (North)						Eastbound Driveway						Westbound Rock Mountain Rd						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1630 - 1645	0	439	3	-	0	442	3	437	0	-	0	440	0	0	0	-	0	0	8	0	2	-	0	10	892
1645 - 1700	0	418	4	-	1	423	1	434	0	-	0	435	0	0	0	-	0	0	6	0	1	-	0	7	865
1700 - 1715	0	466	4	-	0	470	1	429	0	-	0	430	0	0	0	-	0	0	5	0	1	-	0	6	906
1715 - 1730	0	480	2	-	2	484	1	446	0	-	0	447	0	0	0	-	0	0	8	0	2	-	0	10	941
Total	0	1803	13	0	3	1819	6	1746	0	0	0	1752	0	0	0	0	0	0	27	0	6	0	0	33	3604
Approach %	0.00	99.12	0.71	0.00	0.16	-	0.34	99.66	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	81.82	0.00	18.18	0.00	0.00	-	
PHF	0.00	0.94	0.81	0.00	0.38	**0.94**	0.50	0.98	0.00	0.00	0.00	**0.98**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.84	0.00	0.75	0.00	0.00	**0.83**	**0.96**

Passenger Vehicles (1-3)

Time	Northbound GA-124 Rock Chapel Rd (South)						Southbound GA-124 Rock Chapel Rd (North)						Eastbound Driveway						Westbound Rock Mountain Rd						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1630 - 1645	0	428	1	-	0	429	1	424	0	-	0	425	0	0	0	-	0	0	7	0	2	-	0	9	863
1645 - 1700	0	406	1	-	1	408	0	418	0	-	0	418	0	0	0	-	0	0	3	0	1	-	0	4	830
1700 - 1715	0	454	0	-	0	454	1	416	0	-	0	417	0	0	0	-	0	0	5	0	1	-	0	6	877
1715 - 1730	0	467	0	-	2	469	1	431	0	-	0	432	0	0	0	-	0	0	7	0	2	-	0	9	910
Total	0	1755	2	0	3	1760	3	1689	0	0	0	1692	0	0	0	0	0	0	22	0	6	0	0	28	3480
Approach %	0.00	99.72	0.11	0.00	0.17	-	0.18	99.82	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	78.57	0.00	21.43	0.00	0.00	-	
PHF	0.00	0.94	0.50	0.00	0.38	**0.94**	0.75	0.98	0.00	0.00	0.00	**0.98**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.79	0.00	0.75	0.00	0.00	**0.78**	**0.96**

Single Unit Trucks (4-7)

Time	Northbound GA-124 Rock Chapel Rd (South)						Southbound GA-124 Rock Chapel Rd (North)						Eastbound Driveway						Westbound Rock Mountain Rd						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1630 - 1645	0	8	2	-	0	10	1	6	0	-	0	7	0	0	0	-	0	0	1	0	0	-	0	1	18
1645 - 1700	0	6	2	-	0	8	0	10	0	-	0	10	0	0	0	-	0	0	2	0	0	-	0	2	20
1700 - 1715	0	10	2	-	0	12	0	8	0	-	0	8	0	0	0	-	0	0	0	0	0	-	0	0	20
1715 - 1730	0	11	1	-	0	12	0	10	0	-	0	10	0	0	0	-	0	0	1	0	0	-	0	1	23
Total	0	35	7	0	0	42	1	34	0	0	0	35	0	0	0	0	0	0	4	0	0	0	0	4	81
Approach %	0.00	83.33	16.67	0.00	0.00	-	2.86	97.14	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.80	0.88	0.00	0.00	**0.88**	0.25	0.85	0.00	0.00	0.00	**0.88**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.50	0.00	0.00	0.00	0.00	**0.50**	**0.88**

Combination Trucks (8-13)

Time	Northbound GA-124 Rock Chapel Rd (South)						Southbound GA-124 Rock Chapel Rd (North)						Eastbound Driveway						Westbound Rock Mountain Rd						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1630 - 1645	0	3	0	-	0	3	1	7	0	-	0	8	0	0	0	-	0	0	0	0	0	-	0	0	11
1645 - 1700	0	6	1	-	0	7	1	6	0	-	0	7	0	0	0	-	0	0	1	0	0	-	0	1	15
1700 - 1715	0	2	2	-	0	4	0	5	0	-	0	5	0	0	0	-	0	0	0	0	0	-	0	0	9
1715 - 1730	0	2	1	-	0	3	0	5	0	-	0	5	0	0	0	-	0	0	0	0	0	-	0	0	8
Total	0	13	4	0	0	17	2	23	0	0	0	25	0	0	0	0	0	0	1	0	0	0	0	1	43
Approach %	0.00	76.47	23.53	0.00	0.00	-	8.00	92.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.54	0.50	0.00	0.00	**0.61**	0.50	0.82	0.00	0.00	0.00	**0.78**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.00	0.00	0.00	**0.25**	**0.72**

Bicycles

Time	Northbound GA-124 Rock Chapel Rd (South)						Southbound GA-124 Rock Chapel Rd (North)						Eastbound Driveway						Westbound Rock Mountain Rd						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 2
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Driveway
Rock Mountain Rd

Date
Thursday, May 8, 2025

Lat/Long
33.748928°, -84.083373°
Click here for Map

Weather
Fair
69°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-08-2025)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Driveway					Rock Mountain Rd					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0700 - 0715	1	340	8	1	350	1	265	0	0	266	0	0	1	0	1	3	0	3	0	6	623
0715 - 0730	0	461	11	2	474	0	350	0	0	350	0	0	0	0	0	5	0	2	0	7	831
0730 - 0745	0	440	2	2	444	1	323	0	0	324	0	0	0	0	0	9	0	4	0	13	781
0745 - 0800	0	426	8	1	435	2	348	0	1	351	0	0	0	0	0	3	0	3	0	6	792
Hourly Total	1	1667	29	6	**1703**	4	1286	0	1	**1291**	0	0	1	0	**1**	20	0	12	0	**32**	**3027**
0800 - 0815	0	404	8	0	412	1	341	0	1	343	0	0	0	0	0	4	0	2	0	6	761
0815 - 0830	0	398	1	0	399	2	324	0	0	326	0	0	0	0	0	5	0	1	0	6	731
0830 - 0845	0	321	4	1	326	1	318	0	0	319	0	0	0	0	0	4	0	1	0	5	650
0845 - 0900	0	245	6	1	252	2	305	0	1	308	0	0	0	0	0	2	0	4	0	6	566
Hourly Total	0	1368	19	2	**1389**	6	1288	0	2	**1296**	0	0	0	0	**0**	15	0	8	0	**23**	**2708**
Grand Total	1	3035	48	8	**3092**	10	2574	0	3	**2587**	0	0	1	0	**1**	35	0	20	0	**55**	**5735**
Approach %	0.03	98.16	1.55	0.26	-	0.39	99.50	0.00	0.12	-	0.00	0.00	100.00	0.00	-	63.64	0.00	36.36	0.00	-	
Intersection %	0.02	52.92	0.84	0.14	53.91	0.17	44.88	0.00	0.05	45.11	0.00	0.00	0.02	0.00	0.02	0.61	0.00	0.35	0.00	0.96	
Heavy Vehicle %	0	5	58	0	**6**	60	5	-	0	**6**	-	-	0	-	**0**	77	-	80	-	**78**	**6**
PHF	0.00	0.94	0.66	0.63	**0.93**	0.50	0.97	0.00	0.50	**0.97**	0.00	0.00	0.00	0.00	**0.00**	0.58	0.00	0.69	0.00	**0.62**	**0.95**
Peak Hour Total	0	1731	29	5	**1765**	4	1362	0	2	**1368**	0	0	0	0	**0**	21	0	11	0	**32**	**3165**
Peak Hour HV %	0	4	52	0	**5**	75	6	0	0	**6**	0	0	0	0	**0**	71	0	73	0	**72**	**6**

1600 - 1800 (Weekday 2h Session) (05-08-2025)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Driveway					Rock Mountain Rd					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1600 - 1615	0	390	7	0	397	0	422	0	0	422	0	0	0	0	0	7	0	2	0	9	828
1615 - 1630	0	443	4	0	447	0	409	0	0	409	0	0	0	0	0	9	0	0	0	9	865
1630 - 1645	0	439	3	0	442	3	437	0	0	440	0	0	0	0	0	8	0	2	0	10	892
1645 - 1700	0	418	4	1	423	1	434	0	0	435	0	0	0	0	0	6	0	1	0	7	865
Hourly Total	0	1690	18	1	**1709**	4	1702	0	0	**1706**	0	0	0	0	**0**	30	0	5	0	**35**	**3450**
1700 - 1715	0	466	4	0	470	1	429	0	0	430	0	0	0	0	0	5	0	1	0	6	906
1715 - 1730	0	480	2	2	484	1	446	0	0	447	0	0	0	0	0	8	0	2	0	10	941
1730 - 1745	0	455	1	1	457	0	408	0	0	408	0	0	0	0	0	7	0	0	0	7	872
1745 - 1800	0	390	0	1	391	0	394	0	0	394	0	0	0	0	0	5	0	0	0	5	790
Hourly Total	0	1791	7	4	**1802**	2	1677	0	0	**1679**	0	0	0	0	**0**	25	0	3	0	**28**	**3509**
Grand Total	0	3481	25	5	**3511**	6	3379	0	0	**3385**	0	0	0	0	**0**	55	0	8	0	**63**	**6959**
Approach %	0.00	99.15	0.71	0.14	-	0.18	99.82	0.00	0.00	-	0.00	0.00	0.00	0.00	-	87.30	0.00	12.70	0.00	-	
Intersection %	0.00	50.02	0.36	0.07	50.45	0.09	48.56	0.00	0.00	48.64	0.00	0.00	0.00	0.00	0.00	0.79	0.00	0.11	0.00	0.91	
Heavy Vehicle %	-	3	80	0	**3**	50	3	-	-	**3**	-	-	-	-	**-**	29	-	0	-	**25**	**4**
PHF	0.00	0.94	0.81	0.38	**0.94**	0.50	0.98	0.00	0.00	**0.98**	0.00	0.00	0.00	0.00	**0.00**	0.84	0.00	0.75	0.00	**0.83**	**0.96**
Peak Hour Total	0	1803	13	3	**1819**	6	1746	0	0	**1752**	0	0	0	0	**0**	27	0	6	0	**33**	**3604**
Peak Hour HV %	0	3	85	0	**3**	50	3	0	0	**3**	0	0	0	0	**0**	19	0	0	0	**15**	**3**

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

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 2
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Driveway
Rock Mountain Rd

Date
Thursday, May 8, 2025

Lat/Long
33.748928°, -84.083373°
Click here for Map

Weather
Fair
69°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-08-2025)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Driveway					Rock Mountain Rd					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0700 - 0715	1	327	2	1	331	1	247	0	0	248	0	0	1	0	1	0	0	0	0	0	580
0715 - 0730	0	451	4	2	457	0	330	0	0	330	0	0	0	0	0	1	0	1	0	2	789
0730 - 0745	0	419	2	2	423	1	308	0	0	309	0	0	0	0	0	4	0	1	0	5	737
0745 - 0800	0	412	5	1	418	0	334	0	1	335	0	0	0	0	0	0	0	1	0	1	754
Hourly Total	1	1609	13	6	**1629**	2	1219	0	1	**1222**	0	0	1	0	**1**	5	0	3	0	**8**	**2860**
0800 - 0815	0	378	3	0	381	0	315	0	1	316	0	0	0	0	0	1	0	0	0	1	698
0815 - 0830	0	377	0	0	377	0	307	0	0	307	0	0	0	0	0	0	0	0	0	0	684
0830 - 0845	0	297	2	1	300	0	301	0	0	301	0	0	0	0	0	2	0	0	0	2	603
0845 - 0900	0	225	2	1	228	2	291	0	1	294	0	0	0	0	0	0	0	1	0	1	523
Hourly Total	0	1277	7	2	**1286**	2	1214	0	2	**1218**	0	0	0	0	**0**	3	0	1	0	**4**	**2508**
Grand Total	1	2886	20	8	**2915**	4	2433	0	3	**2440**	0	0	1	0	**1**	8	0	4	0	**12**	**5368**
Approach %	0.03	99.01	0.69	0.27	-	0.16	99.71	0.00	0.12	-	0.00	0.00	100.00	0.00	-	66.67	0.00	33.33	0.00	-	
Intersection %	0.02	53.76	0.37	0.15	54.30	0.07	45.32	0.00	0.06	45.45	0.00	0.00	0.02	0.00	0.02	0.15	0.00	0.07	0.00	0.22	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Driveway					Rock Mountain Rd					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1600 - 1615	0	375	2	0	377	0	405	0	0	405	0	0	0	0	0	3	0	2	0	5	787
1615 - 1630	0	427	1	0	428	0	392	0	0	392	0	0	0	0	0	6	0	0	0	6	826
1630 - 1645	0	428	1	0	429	1	424	0	0	425	0	0	0	0	0	7	0	2	0	9	863
1645 - 1700	0	406	1	1	408	0	418	0	0	418	0	0	0	0	0	3	0	1	0	4	830
Hourly Total	0	1636	5	1	**1642**	1	1639	0	0	**1640**	0	0	0	0	**0**	19	0	5	0	**24**	**3306**
1700 - 1715	0	454	0	0	454	1	416	0	0	417	0	0	0	0	0	5	0	1	0	6	877
1715 - 1730	0	467	0	2	469	1	431	0	0	432	0	0	0	0	0	7	0	2	0	9	910
1730 - 1745	0	444	0	1	445	0	398	0	0	398	0	0	0	0	0	5	0	0	0	5	848
1745 - 1800	0	382	0	1	383	0	382	0	0	382	0	0	0	0	0	3	0	0	0	3	768
Hourly Total	0	1747	0	4	**1751**	2	1627	0	0	**1629**	0	0	0	0	**0**	20	0	3	0	**23**	**3403**
Grand Total	0	3383	5	5	**3393**	3	3266	0	0	**3269**	0	0	0	0	**0**	39	0	8	0	**47**	**6709**
Approach %	0.00	99.71	0.15	0.15	-	0.09	99.91	0.00	0.00	-	0.00	0.00	0.00	0.00	-	82.98	0.00	17.02	0.00	-	
Intersection %	0.00	50.42	0.07	0.07	50.57	0.04	48.68	0.00	0.00	48.73	0.00	0.00	0.00	0.00	0.00	0.58	0.00	0.12	0.00	0.70	

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

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 2
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Driveway
Rock Mountain Rd

Date
Thursday, May 8, 2025

Lat/Long
33.748928°, -84.083373°
Click here for Map

Weather
Fair
69°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-08-2025)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Driveway					Rock Mountain Rd					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0700 - 0715	0	9	6	0	15	0	15	0	0	15	0	0	0	0	0	2	0	3	0	5	35
0715 - 0730	0	5	3	0	8	0	16	0	0	16	0	0	0	0	0	1	0	0	0	1	25
0730 - 0745	0	18	0	0	18	0	9	0	0	9	0	0	0	0	0	1	0	1	0	2	29
0745 - 0800	0	10	2	0	12	2	7	0	0	9	0	0	0	0	0	1	0	1	0	2	23
Hourly Total	0	42	11	0	**53**	2	47	0	0	**49**	0	0	0	0	**0**	5	0	5	0	**10**	**112**
0800 - 0815	0	16	2	0	18	1	15	0	0	16	0	0	0	0	0	0	0	2	0	2	36
0815 - 0830	0	14	0	0	14	2	11	0	0	13	0	0	0	0	0	3	0	1	0	4	31
0830 - 0845	0	13	1	0	14	1	14	0	0	15	0	0	0	0	0	1	0	1	0	2	31
0845 - 0900	0	15	1	0	16	0	11	0	0	11	0	0	0	0	0	2	0	3	0	5	32
Hourly Total	0	58	4	0	**62**	4	51	0	0	**55**	0	0	0	0	**0**	6	0	7	0	**13**	**130**
Grand Total	0	100	15	0	**115**	6	98	0	0	**104**	0	0	0	0	**0**	11	0	12	0	**23**	**242**
Approach %	0.00	86.96	13.04	0.00	-	5.77	94.23	0.00	0.00	-	0.00	0.00	0.00	0.00	-	47.83	0.00	52.17	0.00	-	
Intersection %	0.00	41.32	6.20	0.00	47.52	2.48	40.50	0.00	0.00	42.98	0.00	0.00	0.00	0.00	0.00	4.55	0.00	4.96	0.00	9.50	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Driveway					Rock Mountain Rd					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1600 - 1615	0	11	3	0	14	0	12	0	0	12	0	0	0	0	0	3	0	0	0	3	29
1615 - 1630	0	14	1	0	15	0	9	0	0	9	0	0	0	0	0	3	0	0	0	3	27
1630 - 1645	0	8	2	0	10	1	6	0	0	7	0	0	0	0	0	1	0	0	0	1	18
1645 - 1700	0	6	2	0	8	0	10	0	0	10	0	0	0	0	0	2	0	0	0	2	20
Hourly Total	0	39	8	0	**47**	1	37	0	0	**38**	0	0	0	0	**0**	9	0	0	0	**9**	**94**
1700 - 1715	0	10	2	0	12	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	20
1715 - 1730	0	11	1	0	12	0	10	0	0	10	0	0	0	0	0	1	0	0	0	1	23
1730 - 1745	0	6	0	0	6	0	9	0	0	9	0	0	0	0	0	1	0	0	0	1	16
1745 - 1800	0	7	0	0	7	0	7	0	0	7	0	0	0	0	0	2	0	0	0	2	16
Hourly Total	0	34	3	0	**37**	0	34	0	0	**34**	0	0	0	0	**0**	4	0	0	0	**4**	**75**
Grand Total	0	73	11	0	**84**	1	71	0	0	**72**	0	0	0	0	**0**	13	0	0	0	**13**	**169**
Approach %	0.00	86.90	13.10	0.00	-	1.39	98.61	0.00	0.00	-	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	
Intersection %	0.00	43.20	6.51	0.00	49.70	0.59	42.01	0.00	0.00	42.60	0.00	0.00	0.00	0.00	0.00	7.69	0.00	0.00	0.00	7.69	

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

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 2
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Driveway
Rock Mountain Rd

Date
Thursday, May 8, 2025

Lat/Long
33.748928°, -84.083373°
Click here for Map

Weather
Fair
69°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-08-2025)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Driveway					Rock Mountain Rd					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0700 - 0715	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	8
0715 - 0730	0	5	4	0	9	0	4	0	0	4	0	0	0	0	0	3	0	1	0	4	17
0730 - 0745	0	3	0	0	3	0	6	0	0	6	0	0	0	0	0	4	0	2	0	6	15
0745 - 0800	0	4	1	0	5	0	7	0	0	7	0	0	0	0	0	2	0	1	0	3	15
Hourly Total	0	16	5	0	**21**	0	20	0	0	**20**	0	0	0	0	**0**	10	0	4	0	**14**	**55**
0800 - 0815	0	10	3	0	13	0	11	0	0	11	0	0	0	0	0	3	0	0	0	3	27
0815 - 0830	0	7	1	0	8	0	6	0	0	6	0	0	0	0	0	2	0	0	0	2	16
0830 - 0845	0	11	1	0	12	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	16
0845 - 0900	0	5	3	0	8	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	0	33	8	0	**41**	0	23	0	0	**23**	0	0	0	0	**0**	6	0	0	0	**6**	**70**
Grand Total	0	49	13	0	**62**	0	43	0	0	**43**	0	0	0	0	**0**	16	0	4	0	**20**	**125**
Approach %	0.00	79.03	20.97	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	80.00	0.00	20.00	0.00	-	
Intersection %	0.00	39.20	10.40	0.00	49.60	0.00	34.40	0.00	0.00	34.40	0.00	0.00	0.00	0.00	0.00	12.80	0.00	3.20	0.00	16.00	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Driveway					Rock Mountain Rd					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1600 - 1615	0	4	2	0	6	0	5	0	0	5	0	0	0	0	0	1	0	0	0	1	12
1615 - 1630	0	2	2	0	4	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	12
1630 - 1645	0	3	0	0	3	1	7	0	0	8	0	0	0	0	0	0	0	0	0	0	11
1645 - 1700	0	6	1	0	7	1	6	0	0	7	0	0	0	0	0	1	0	0	0	1	15
Hourly Total	0	15	5	0	**20**	2	26	0	0	**28**	0	0	0	0	**0**	2	0	0	0	**2**	**50**
1700 - 1715	0	2	2	0	4	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	9
1715 - 1730	0	2	1	0	3	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	8
1730 - 1745	0	5	1	0	6	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	8
1745 - 1800	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	10	4	0	**14**	0	16	0	0	**16**	0	0	0	0	**0**	1	0	0	0	**1**	**31**
Grand Total	0	25	9	0	**34**	2	42	0	0	**44**	0	0	0	0	**0**	3	0	0	0	**3**	**81**
Approach %	0.00	73.53	26.47	0.00	-	4.55	95.45	0.00	0.00	-	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	
Intersection %	0.00	30.86	11.11	0.00	41.98	2.47	51.85	0.00	0.00	54.32	0.00	0.00	0.00	0.00	0.00	3.70	0.00	0.00	0.00	3.70	

Classified Turn Movement Count || Bicycles

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 2
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Driveway
Rock Mountain Rd

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0700 - 0900 (Weekday 2h Session) (05-08-2025)
Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Driveway					Rock Mountain Rd					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	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) (05-08-2025)
Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Driveway					Rock Mountain Rd					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 2
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Driveway
Rock Mountain Rd

Date
Thursday, May 8, 2025

Lat/Long
33.748928°, -84.083373°
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Weather
Fair
69°F
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0700 - 0900 (Weekday 2h Session) (05-08-2025)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Driveway					Rock Mountain Rd					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0700 - 0715	0	13	6	0	19	0	18	0	0	18	0	0	0	0	0	3	0	3	0	6	43
0715 - 0730	0	10	7	0	17	0	20	0	0	20	0	0	0	0	0	4	0	1	0	5	42
0730 - 0745	0	21	0	0	21	0	15	0	0	15	0	0	0	0	0	5	0	3	0	8	44
0745 - 0800	0	14	3	0	17	2	14	0	0	16	0	0	0	0	0	3	0	2	0	5	38
Hourly Total	0	58	16	0	**74**	2	67	0	0	**69**	0	0	0	0	**0**	15	0	9	0	**24**	**167**
0800 - 0815	0	26	5	0	31	1	26	0	0	27	0	0	0	0	0	3	0	2	0	5	63
0815 - 0830	0	21	1	0	22	2	17	0	0	19	0	0	0	0	0	5	0	1	0	6	47
0830 - 0845	0	24	2	0	26	1	17	0	0	18	0	0	0	0	0	2	0	1	0	3	47
0845 - 0900	0	20	4	0	24	0	14	0	0	14	0	0	0	0	0	2	0	3	0	5	43
Hourly Total	0	91	12	0	**103**	4	74	0	0	**78**	0	0	0	0	**0**	12	0	7	0	**19**	**200**
Grand Total	0	149	28	0	**177**	6	141	0	0	**147**	0	0	0	0	**0**	27	0	16	0	**43**	**367**
Approach %	0.00	84.18	15.82	0.00	-	4.08	95.92	0.00	0.00	-	0.00	0.00	0.00	0.00	-	62.79	0.00	37.21	0.00	-	
Intersection %	0.00	40.60	7.63	0.00	48.23	1.63	38.42	0.00	0.00	40.05	0.00	0.00	0.00	0.00	0.00	7.36	0.00	4.36	0.00	11.72	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Driveway					Rock Mountain Rd					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1600 - 1615	0	15	5	0	20	0	17	0	0	17	0	0	0	0	0	4	0	0	0	4	41
1615 - 1630	0	16	3	0	19	0	17	0	0	17	0	0	0	0	0	3	0	0	0	3	39
1630 - 1645	0	11	2	0	13	2	13	0	0	15	0	0	0	0	0	1	0	0	0	1	29
1645 - 1700	0	12	3	0	15	1	16	0	0	17	0	0	0	0	0	3	0	0	0	3	35
Hourly Total	0	54	13	0	**67**	3	63	0	0	**66**	0	0	0	0	**0**	11	0	0	0	**11**	**144**
1700 - 1715	0	12	4	0	16	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	29
1715 - 1730	0	13	2	0	15	0	15	0	0	15	0	0	0	0	0	1	0	0	0	1	31
1730 - 1745	0	11	1	0	12	0	10	0	0	10	0	0	0	0	0	2	0	0	0	2	24
1745 - 1800	0	8	0	0	8	0	12	0	0	12	0	0	0	0	0	2	0	0	0	2	22
Hourly Total	0	44	7	0	**51**	0	50	0	0	**50**	0	0	0	0	**0**	5	0	0	0	**5**	**106**
Grand Total	0	98	20	0	**118**	3	113	0	0	**116**	0	0	0	0	**0**	16	0	0	0	**16**	**250**
Approach %	0.00	83.05	16.95	0.00	-	2.59	97.41	0.00	0.00	-	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	
Intersection %	0.00	39.20	8.00	0.00	47.20	1.20	45.20	0.00	0.00	46.40	0.00	0.00	0.00	0.00	0.00	6.40	0.00	0.00	0.00	6.40	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 2
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Driveway
Rock Mountain Rd

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0700 - 0900 (Weekday 2h Session) (05-08-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Driveway			Rock Mountain Rd			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	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) (05-08-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Driveway			Rock Mountain Rd			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

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Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Driveway			Rock Mountain Rd			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	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) (05-08-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Driveway			Rock Mountain Rd			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	1	0	1	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	1	0	**1**	0	0	**0**	**1**
Grand Total	0	0	**0**	0	0	**0**	1	0	**1**	0	0	**0**	**1**
Approach %	0.00	0.00	-	0.00	0.00	-	100.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 2
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Driveway
Rock Mountain Rd

Date
Thursday, May 8, 2025

Lat/Long
33.748928°, -84.083373°
Click here for Map

Weather
Fair
69°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-08-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Driveway			Rock Mountain Rd			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	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) (05-08-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Driveway			Rock Mountain Rd			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	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: 5/8/2025	Driveway Eastbound			Rock Mountain Rd Westbound			GA-124 Rock Chapel Rd (South) Northbound			GA-124 Rock Chapel 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	1	3	0	3	1	340	8	1	265	0	622
07:15 AM - 07:30 AM	0	0	0	5	0	2	0	461	11	0	350	0	829
07:30 AM - 07:45 AM	0	0	0	9	0	4	0	440	2	1	323	0	779
07:45 AM - 08:00 AM	0	0	0	3	0	3	0	426	8	2	348	0	790
08:00 AM - 08:15 AM	0	0	0	4	0	2	0	404	8	1	341	0	760
08:15 AM - 08:30 AM	0	0	0	5	0	1	0	398	1	2	324	0	731
08:30 AM - 08:45 AM	0	0	0	4	0	1	0	321	4	1	318	0	649
08:45 AM - 09:00 AM	0	0	0	2	0	4	0	245	6	2	305	0	564
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	7	0	2	0	390	7	0	422	0	828
04:15 PM - 04:30 PM	0	0	0	9	0	0	0	443	4	0	409	0	865
04:30 PM - 04:45 PM	0	0	0	8	0	2	0	439	3	3	437	0	892
04:45 PM - 05:00 PM	0	0	0	6	0	1	0	418	4	1	434	0	864
05:00 PM - 05:15 PM	0	0	0	5	0	1	0	466	4	1	429	0	906
05:15 PM - 05:30 PM	0	0	0	8	0	2	0	480	2	1	446	0	939
05:30 PM - 05:45 PM	0	0	0	7	0	0	0	455	1	0	408	0	871
05:45 PM - 06:00 PM	0	0	0	5	0	0	0	390	0	0	394	0	789
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

Peak Hour Turning Movement Count

Lithonia, GA Batch 1

Click here for Map

Marr Traffic DATA COLLECTION

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Thursday, May 8, 2025		
Fair		69°F
Period	0700 - 0900	**APPLY**
Peak Hour	0715 - 0815	**APPLY**
Global PH	0715 - 0815	**APPLY**

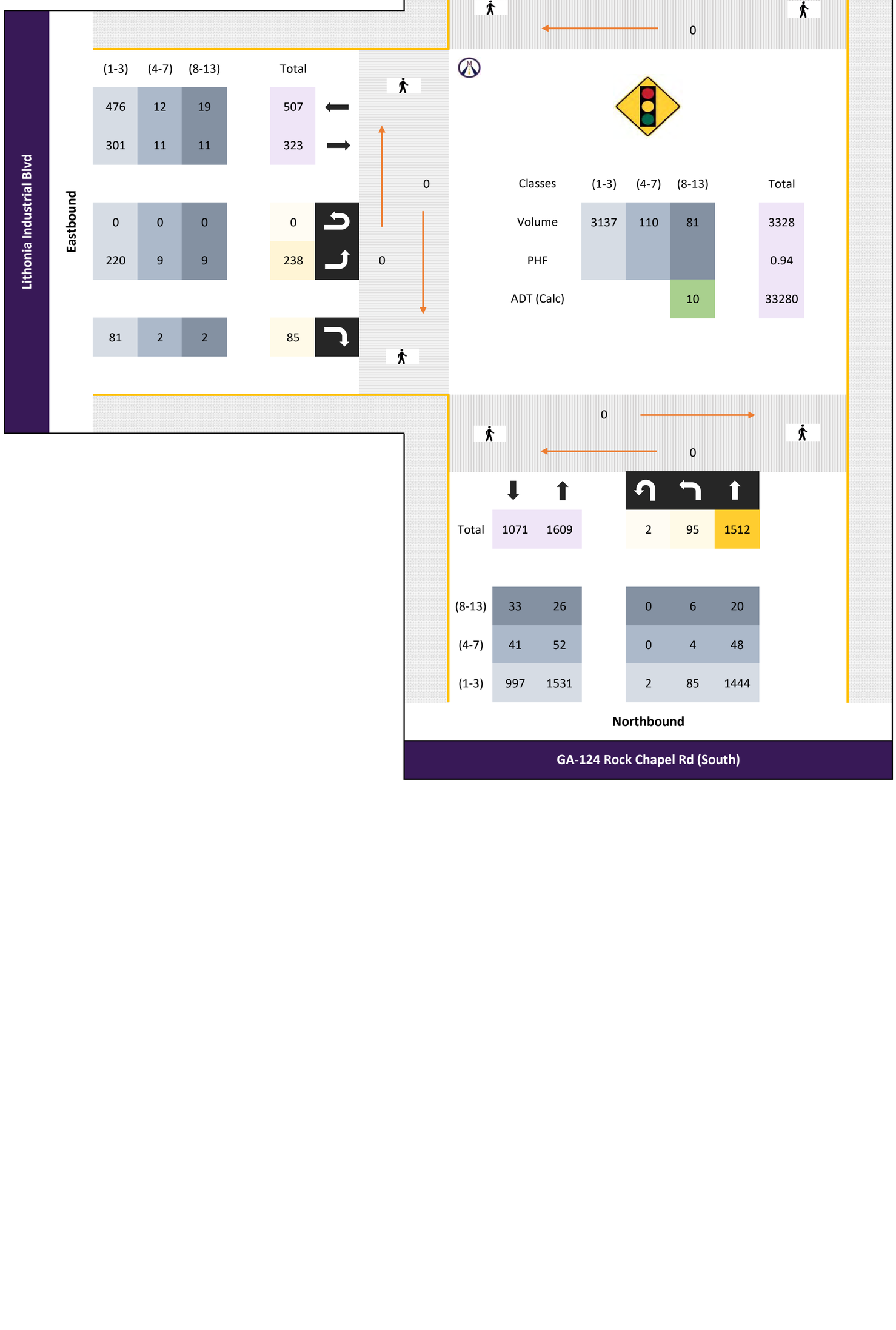
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound												
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Lithonia Industrial Blvd												
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total						App Total	Int Total
0715 - 0730	25	378	-	-	0	403	-	227	106	-	0	333	68	-	20	-	0	88	-	-	-	-	-	0	824
0730 - 0745	32	407	-	-	1	440	-	252	112	-	0	364	55	-	22	-	0	77	-	-	-	-	-	0	881
0745 - 0800	20	337	-	-	1	358	-	233	110	-	0	343	68	-	27	-	0	95	-	-	-	-	-	0	796
0800 - 0815	18	390	-	-	0	408	-	272	84	-	0	356	47	-	16	-	0	63	-	-	-	-	-	0	827
Total	95	1512	0	0	2	1609	0	984	412	0	0	1396	238	0	85	0	0	323	0	0	0	0	0	0	3328
Approach %	5.90	93.97	0.00	0.00	0.12	-	0.00	70.49	29.51	0.00	0.00	-	73.68	0.00	26.32	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.74	0.93	0.00	0.00	0.50	**0.91**	0.00	0.90	0.92	0.00	0.00	**0.96**	0.88	0.00	0.79	0.00	0.00	**0.85**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.94**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Lithonia Industrial Blvd												
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total						App Total	Int Total
0715 - 0730	25	363	-	-	0	388	-	208	102	-	0	310	65	-	19	-	0	84	-	-	-	-	-	0	782
0730 - 0745	27	393	-	-	1	421	-	236	106	-	0	342	49	-	21	-	0	70	-	-	-	-	-	0	833
0745 - 0800	17	323	-	-	1	341	-	219	105	-	0	324	63	-	27	-	0	90	-	-	-	-	-	0	755
0800 - 0815	16	365	-	-	0	381	-	251	78	-	0	329	43	-	14	-	0	57	-	-	-	-	-	0	767
Total	85	1444	0	0	2	1531	0	914	391	0	0	1305	220	0	81	0	0	301	0	0	0	0	0	0	3137
Approach %	5.55	94.32	0.00	0.00	0.13	-	0.00	70.04	29.96	0.00	0.00	-	73.09	0.00	26.91	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.79	0.92	0.00	0.00	0.50	**0.91**	0.00	0.91	0.92	0.00	0.00	**0.95**	0.85	0.00	0.75	0.00	0.00	**0.84**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.94**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Lithonia Industrial Blvd												
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total						App Total	Int Total
0715 - 0730	0	10	-	-	0	10	-	14	0	-	0	14	0	-	0	-	0	0	-	-	-	-	-	0	24
0730 - 0745	2	11	-	-	0	13	-	9	3	-	0	12	6	-	1	-	0	7	-	-	-	-	-	0	32
0745 - 0800	2	11	-	-	0	13	-	7	2	-	0	9	2	-	0	-	0	2	-	-	-	-	-	0	24
0800 - 0815	0	16	-	-	0	16	-	9	3	-	0	12	1	-	1	-	0	2	-	-	-	-	-	0	30
Total	4	48	0	0	0	52	0	39	8	0	0	47	9	0	2	0	0	11	0	0	0	0	0	0	110
Approach %	7.69	92.31	0.00	0.00	0.00	-	0.00	82.98	17.02	0.00	0.00	-	81.82	0.00	18.18	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.50	0.75	0.00	0.00	0.00	**0.81**	0.00	0.70	0.67	0.00	0.00	**0.84**	0.38	0.00	0.50	0.00	0.00	**0.39**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.86**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Lithonia Industrial Blvd												
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total						App Total	Int Total
0715 - 0730	0	5	-	-	0	5	-	5	4	-	0	9	3	-	1	-	0	4	-	-	-	-	-	0	18
0730 - 0745	3	3	-	-	0	6	-	7	3	-	0	10	0	-	0	-	0	0	-	-	-	-	-	0	16
0745 - 0800	1	3	-	-	0	4	-	7	3	-	0	10	3	-	0	-	0	3	-	-	-	-	-	0	17
0800 - 0815	2	9	-	-	0	11	-	12	3	-	0	15	3	-	1	-	0	4	-	-	-	-	-	0	30
Total	6	20	0	0	0	26	0	31	13	0	0	44	9	0	2	0	0	11	0	0	0	0	0	0	81
Approach %	23.08	76.92	0.00	0.00	0.00	-	0.00	70.45	29.55	0.00	0.00	-	81.82	0.00	18.18	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.50	0.56	0.00	0.00	0.00	**0.59**	0.00	0.65	0.81	0.00	0.00	**0.73**	0.75	0.00	0.50	0.00	0.00	**0.69**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.68**

Bicycles

	Northbound						Southbound						Eastbound												
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Lithonia Industrial Blvd												
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total						App Total	Int Total
0715 - 0730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0730 - 0745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0745 - 0800	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0800 - 0815	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Lithonia, GA Batch 1

Click here for Map

Marr Traffic DATA COLLECTION

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Thursday, May 8, 2025		
Fair		69°F
Period	1600 - 1800	**APPLY**
Peak Hour	1630 - 1730	**APPLY**
Global PH	1630 - 1730	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

GA-124 Rock Chapel Rd (North)

Southbound

347	1352		1		1700	1750	(1-3)
13	26		0		39	42	(4-7)
7	15		0		22	14	(8-13)
367	1393		1		1761	1806	Total

0

0

Lithonia Industrial Blvd

Eastbound

(1-3)	(4-7)	(8-13)	Total	
433	25	13	471	←
646	13	6	665	→
0	0	0	0	↰
504	9	4	517	↱
142	4	2	148	↱

1

1

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	3680	97	44	3821
PHF				0.97
ADT (Calc)			10	38210

0

0

Total	1544	1395		3	104	1288
(8-13)	17	16		0	6	10
(4-7)	30	45		0	12	33
(1-3)	1497	1334		3	86	1245

Northbound

GA-124 Rock Chapel Rd (South)

All vehicles

	Northbound						Southbound						Eastbound												
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Lithonia Industrial Blvd												
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total						App Total	Int Total
1630 - 1645	26	322	-	-	1	349	-	377	95	-	0	472	111	-	36	-	0	147	-	-	-	-	-	0	968
1645 - 1700	33	269	-	-	1	303	-	325	90	-	1	416	143	-	52	-	0	195	-	-	-	-	-	0	914
1700 - 1715	23	356	-	-	1	380	-	339	84	-	0	423	129	-	24	-	0	153	-	-	-	-	-	0	956
1715 - 1730	22	341	-	-	0	363	-	352	98	-	0	450	134	-	36	-	0	170	-	-	-	-	-	0	983
Total	104	1288	0	0	3	1395	0	1393	367	0	1	1761	517	0	148	0	0	665	0	0	0	0	0	0	3821
Approach %	7.46	92.33	0.00	0.00	0.22	-	0.00	79.10	20.84	0.00	0.06	-	77.74	0.00	22.26	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.79	0.90	0.00	0.00	0.75	**0.92**	0.00	0.92	0.94	0.00	0.25	**0.93**	0.90	0.00	0.71	0.00	0.00	**0.85**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.97**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Lithonia Industrial Blvd												
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total						App Total	Int Total
1630 - 1645	20	312	-	-	1	333	-	364	93	-	0	457	109	-	33	-	0	142	-	-	-	-	-	0	932
1645 - 1700	29	261	-	-	1	291	-	315	84	-	1	400	140	-	50	-	0	190	-	-	-	-	-	0	881
1700 - 1715	19	342	-	-	1	362	-	332	77	-	0	409	125	-	23	-	0	148	-	-	-	-	-	0	919
1715 - 1730	18	330	-	-	0	348	-	341	93	-	0	434	130	-	36	-	0	166	-	-	-	-	-	0	948
Total	86	1245	0	0	3	1334	0	1352	347	0	1	1700	504	0	142	0	0	646	0	0	0	0	0	0	3680
Approach %	6.45	93.33	0.00	0.00	0.22	-	0.00	79.53	20.41	0.00	0.06	-	78.02	0.00	21.98	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.74	0.91	0.00	0.00	0.75	**0.92**	0.00	0.93	0.93	0.00	0.25	**0.93**	0.90	0.00	0.71	0.00	0.00	**0.85**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.97**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Lithonia Industrial Blvd												
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total						App Total	Int Total
1630 - 1645	5	8	-	-	0	13	-	7	1	-	0	8	1	-	1	-	0	2	-	-	-	-	-	0	23
1645 - 1700	3	4	-	-	0	7	-	6	5	-	0	11	3	-	2	-	0	5	-	-	-	-	-	0	23
1700 - 1715	1	12	-	-	0	13	-	5	4	-	0	9	2	-	1	-	0	3	-	-	-	-	-	0	25
1715 - 1730	3	9	-	-	0	12	-	8	3	-	0	11	3	-	0	-	0	3	-	-	-	-	-	0	26
Total	12	33	0	0	0	45	0	26	13	0	0	39	9	0	4	0	0	13	0	0	0	0	0	0	97
Approach %	26.67	73.33	0.00	0.00	0.00	-	0.00	66.67	33.33	0.00	0.00	-	69.23	0.00	30.77	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.60	0.69	0.00	0.00	0.00	**0.87**	0.00	0.81	0.65	0.00	0.00	**0.89**	0.75	0.00	0.50	0.00	0.00	**0.65**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.93**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Lithonia Industrial Blvd												
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total						App Total	Int Total
1630 - 1645	1	2	-	-	0	3	-	6	1	-	0	7	1	-	2	-	0	3	-	-	-	-	-	0	13
1645 - 1700	1	4	-	-	0	5	-	4	1	-	0	5	0	-	0	-	0	0	-	-	-	-	-	0	10
1700 - 1715	3	2	-	-	0	5	-	2	3	-	0	5	2	-	0	-	0	2	-	-	-	-	-	0	12
1715 - 1730	1	2	-	-	0	3	-	3	2	-	0	5	1	-	0	-	0	1	-	-	-	-	-	0	9
Total	6	10	0	0	0	16	0	15	7	0	0	22	4	0	2	0	0	6	0	0	0	0	0	0	44
Approach %	37.50	62.50	0.00	0.00	0.00	-	0.00	68.18	31.82	0.00	0.00	-	66.67	0.00	33.33	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.50	0.63	0.00	0.00	0.00	**0.80**	0.00	0.63	0.58	0.00	0.00	**0.79**	0.50	0.00	0.25	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.85**

Bicycles

	Northbound						Southbound						Eastbound												
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Lithonia Industrial Blvd												
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total						App Total	Int Total
1630 - 1645	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1645 - 1700	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1700 - 1715	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1715 - 1730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 3
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Lithonia Industrial Blvd

Date
Thursday, May 8, 2025

Lat/Long
33.745659°, -84.083531°
Click here for Map

Weather
Fair
69°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-08-2025)
All vehicles

	Northbound				Southbound				Eastbound				
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)				Lithonia Industrial Blvd				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
0700 - 0715	25	311	0	336	181	90	1	272	56	9	0	65	673
0715 - 0730	25	378	0	403	227	106	0	333	68	20	0	88	824
0730 - 0745	32	407	1	440	252	112	0	364	55	22	0	77	881
0745 - 0800	20	337	1	358	233	110	0	343	68	27	0	95	796
Hourly Total	102	1433	2	**1537**	893	418	1	**1312**	247	78	0	**325**	**3174**
0800 - 0815	18	390	0	408	272	84	0	356	47	16	0	63	827
0815 - 0830	19	327	1	347	230	85	0	315	61	28	0	89	751
0830 - 0845	19	235	0	254	232	81	0	313	84	17	0	101	668
0845 - 0900	13	229	0	242	232	91	0	323	36	16	0	52	617
Hourly Total	69	1181	1	**1251**	966	341	0	**1307**	228	77	0	**305**	**2863**
Grand Total	171	2614	3	**2788**	1859	759	1	**2619**	475	155	0	**630**	**6037**
Approach %	6.13	93.76	0.11	-	70.98	28.98	0.04	-	75.40	24.60	0.00	-	
Intersection %	2.83	43.30	0.05	46.18	30.79	12.57	0.02	43.38	7.87	2.57	0.00	10.44	
Heavy Vehicle %	6	5	0	**5**	7	5	0	**6**	8	13	-	**9**	**6**
PHF	0.74	0.93	0.50	**0.91**	0.90	0.92	0.00	**0.96**	0.88	0.79	0.00	**0.85**	**0.94**
Peak Hour Total	95	1512	2	**1609**	984	412	0	**1396**	238	85	0	**323**	**3328**
Peak Hour HV %	11	4	0	**5**	7	5	0	**7**	8	5	0	**7**	**6**

1600 - 1800 (Weekday 2h Session) (05-08-2025)
All vehicles

	Northbound				Southbound				Eastbound				
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)				Lithonia Industrial Blvd				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
1600 - 1615	17	309	1	327	342	84	0	426	89	24	0	113	866
1615 - 1630	31	328	0	359	323	99	0	422	113	19	0	132	913
1630 - 1645	26	322	1	349	377	95	0	472	111	36	0	147	968
1645 - 1700	33	269	1	303	325	90	1	416	143	52	0	195	914
Hourly Total	107	1228	3	**1338**	1367	368	1	**1736**	456	131	0	**587**	**3661**
1700 - 1715	23	356	1	380	339	84	0	423	129	24	0	153	956
1715 - 1730	22	341	0	363	352	98	0	450	134	36	0	170	983
1730 - 1745	22	332	0	354	321	101	0	422	128	36	0	164	940
1745 - 1800	25	296	0	321	304	102	0	406	109	32	1	142	869
Hourly Total	92	1325	1	**1418**	1316	385	0	**1701**	500	128	1	**629**	**3748**
Grand Total	199	2553	4	**2756**	2683	753	1	**3437**	956	259	1	**1216**	**7409**
Approach %	7.22	92.63	0.15	-	78.06	21.91	0.03	-	78.62	21.30	0.08	-	
Intersection %	2.69	34.46	0.05	37.20	36.21	10.16	0.01	46.39	12.90	3.50	0.01	16.41	
Heavy Vehicle %	13	3	0	**4**	3	6	0	**4**	3	5	0	**3**	**4**
PHF	0.79	0.90	0.75	**0.92**	0.92	0.94	0.25	**0.93**	0.90	0.71	0.00	**0.85**	**0.97**
Peak Hour Total	104	1288	3	**1395**	1393	367	1	**1761**	517	148	0	**665**	**3821**
Peak Hour HV %	17	3	0	**4**	3	5	0	**3**	3	4	0	**3**	**4**

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

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 3
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Lithonia Industrial Blvd

Date
Thursday, May 8, 2025

Lat/Long
33.745659°, -84.083531°
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69°F
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0700 - 0900 (Weekday 2h Session) (05-08-2025)
Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)				Lithonia Industrial Blvd				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
0700 - 0715	25	296	0	321	166	87	1	254	54	7	0	61	636
0715 - 0730	25	363	0	388	208	102	0	310	65	19	0	84	782
0730 - 0745	27	393	1	421	236	106	0	342	49	21	0	70	833
0745 - 0800	17	323	1	341	219	105	0	324	63	27	0	90	755
Hourly Total	94	1375	2	**1471**	829	400	1	**1230**	231	74	0	**305**	**3006**
0800 - 0815	16	365	0	381	251	78	0	329	43	14	0	57	767
0815 - 0830	19	309	1	329	211	82	0	293	57	22	0	79	701
0830 - 0845	19	217	0	236	219	76	0	295	74	14	0	88	619
0845 - 0900	13	208	0	221	217	87	0	304	33	11	0	44	569
Hourly Total	67	1099	1	**1167**	898	323	0	**1221**	207	61	0	**268**	**2656**
Grand Total	161	2474	3	**2638**	1727	723	1	**2451**	438	135	0	**573**	**5662**
Approach %	6.10	93.78	0.11	-	70.46	29.50	0.04	-	76.44	23.56	0.00	-	
Intersection %	2.84	43.69	0.05	46.59	30.50	12.77	0.02	43.29	7.74	2.38	0.00	10.12	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)				Lithonia Industrial Blvd				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
1600 - 1615	16	294	1	311	320	81	0	401	84	23	0	107	819
1615 - 1630	27	312	0	339	312	92	0	404	105	17	0	122	865
1630 - 1645	20	312	1	333	364	93	0	457	109	33	0	142	932
1645 - 1700	29	261	1	291	315	84	1	400	140	50	0	190	881
Hourly Total	92	1179	3	**1274**	1311	350	1	**1662**	438	123	0	**561**	**3497**
1700 - 1715	19	342	1	362	332	77	0	409	125	23	0	148	919
1715 - 1730	18	330	0	348	341	93	0	434	130	36	0	166	948
1730 - 1745	20	325	0	345	316	95	0	411	126	34	0	160	916
1745 - 1800	24	289	0	313	296	96	0	392	107	31	1	139	844
Hourly Total	81	1286	1	**1368**	1285	361	0	**1646**	488	124	1	**613**	**3627**
Grand Total	173	2465	4	**2642**	2596	711	1	**3308**	926	247	1	**1174**	**7124**
Approach %	6.55	93.30	0.15	-	78.48	21.49	0.03	-	78.88	21.04	0.09	-	
Intersection %	2.43	34.60	0.06	37.09	36.44	9.98	0.01	46.43	13.00	3.47	0.01	16.48	

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

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 3
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0700 - 0900 (Weekday 2h Session) (05-08-2025)
Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)				Lithonia Industrial Blvd				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
0700 - 0715	0	11	0	11	14	3	0	17	2	1	0	3	31
0715 - 0730	0	10	0	10	14	0	0	14	0	0	0	0	24
0730 - 0745	2	11	0	13	9	3	0	12	6	1	0	7	32
0745 - 0800	2	11	0	13	7	2	0	9	2	0	0	2	24
Hourly Total	4	43	0	**47**	44	8	0	**52**	10	2	0	**12**	**111**
0800 - 0815	0	16	0	16	9	3	0	12	1	1	0	2	30
0815 - 0830	0	14	0	14	14	2	0	16	2	4	0	6	36
0830 - 0845	0	12	0	12	10	4	0	14	2	1	0	3	29
0845 - 0900	0	13	0	13	11	4	0	15	2	2	0	4	32
Hourly Total	0	55	0	**55**	44	13	0	**57**	7	8	0	**15**	**127**
Grand Total	4	98	0	**102**	88	21	0	**109**	17	10	0	**27**	**238**
Approach %	3.92	96.08	0.00	-	80.73	19.27	0.00	-	62.96	37.04	0.00	-	
Intersection %	1.68	41.18	0.00	42.86	36.97	8.82	0.00	45.80	7.14	4.20	0.00	11.34	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)				Lithonia Industrial Blvd				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
1600 - 1615	1	11	0	12	15	2	0	17	1	0	0	1	30
1615 - 1630	2	13	0	15	7	3	0	10	6	2	0	8	33
1630 - 1645	5	8	0	13	7	1	0	8	1	1	0	2	23
1645 - 1700	3	4	0	7	6	5	0	11	3	2	0	5	23
Hourly Total	11	36	0	**47**	35	11	0	**46**	11	5	0	**16**	**109**
1700 - 1715	1	12	0	13	5	4	0	9	2	1	0	3	25
1715 - 1730	3	9	0	12	8	3	0	11	3	0	0	3	26
1730 - 1745	1	2	0	3	4	5	0	9	1	0	0	1	13
1745 - 1800	0	6	0	6	7	2	0	9	2	1	0	3	18
Hourly Total	5	29	0	**34**	24	14	0	**38**	8	2	0	**10**	**82**
Grand Total	16	65	0	**81**	59	25	0	**84**	19	7	0	**26**	**191**
Approach %	19.75	80.25	0.00	-	70.24	29.76	0.00	-	73.08	26.92	0.00	-	
Intersection %	8.38	34.03	0.00	42.41	30.89	13.09	0.00	43.98	9.95	3.66	0.00	13.61	

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

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 3
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Lithonia Industrial Blvd

Date
Thursday, May 8, 2025

Lat/Long
33.745659°, -84.083531°
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0700 - 0900 (Weekday 2h Session) (05-08-2025)
Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)				Lithonia Industrial Blvd				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
0700 - 0715	0	4	0	4	1	0	0	1	0	1	0	1	6
0715 - 0730	0	5	0	5	5	4	0	9	3	1	0	4	18
0730 - 0745	3	3	0	6	7	3	0	10	0	0	0	0	16
0745 - 0800	1	3	0	4	7	3	0	10	3	0	0	3	17
Hourly Total	4	15	0	**19**	20	10	0	**30**	6	2	0	**8**	**57**
0800 - 0815	2	9	0	11	12	3	0	15	3	1	0	4	30
0815 - 0830	0	4	0	4	5	1	0	6	2	2	0	4	14
0830 - 0845	0	6	0	6	3	1	0	4	8	2	0	10	20
0845 - 0900	0	8	0	8	4	0	0	4	1	3	0	4	16
Hourly Total	2	27	0	**29**	24	5	0	**29**	14	8	0	**22**	**80**
Grand Total	6	42	0	**48**	44	15	0	**59**	20	10	0	**30**	**137**
Approach %	12.50	87.50	0.00	-	74.58	25.42	0.00	-	66.67	33.33	0.00	-	
Intersection %	4.38	30.66	0.00	35.04	32.12	10.95	0.00	43.07	14.60	7.30	0.00	21.90	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)				Lithonia Industrial Blvd				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
1600 - 1615	0	4	0	4	7	1	0	8	4	1	0	5	17
1615 - 1630	2	3	0	5	4	4	0	8	2	0	0	2	15
1630 - 1645	1	2	0	3	6	1	0	7	1	2	0	3	13
1645 - 1700	1	4	0	5	4	1	0	5	0	0	0	0	10
Hourly Total	4	13	0	**17**	21	7	0	**28**	7	3	0	**10**	**55**
1700 - 1715	3	2	0	5	2	3	0	5	2	0	0	2	12
1715 - 1730	1	2	0	3	3	2	0	5	1	0	0	1	9
1730 - 1745	1	5	0	6	1	1	0	2	1	2	0	3	11
1745 - 1800	1	1	0	2	1	4	0	5	0	0	0	0	7
Hourly Total	6	10	0	**16**	7	10	0	**17**	4	2	0	**6**	**39**
Grand Total	10	23	0	**33**	28	17	0	**45**	11	5	0	**16**	**94**
Approach %	30.30	69.70	0.00	-	62.22	37.78	0.00	-	68.75	31.25	0.00	-	
Intersection %	10.64	24.47	0.00	35.11	29.79	18.09	0.00	47.87	11.70	5.32	0.00	17.02	

Classified Turn Movement Count || Bicycles

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

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Site 3
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Lithonia Industrial Blvd

Date
Thursday, May 8, 2025

Lat/Long
33.745659°, -84.083531°
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0700 - 0900 (Weekday 2h Session) (05-08-2025)
Bicycles

	Northbound				Southbound				Eastbound				
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)				Lithonia Industrial Blvd				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
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) (05-08-2025)
Bicycles

	Northbound				Southbound				Eastbound				
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)				Lithonia Industrial Blvd				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 3
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Lithonia Industrial Blvd

Date
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Lat/Long
33.745659°, -84.083531°
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0700 - 0900 (Weekday 2h Session) (05-08-2025)
All Trucks (4-13)

	Northbound				Southbound				Eastbound				
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)				Lithonia Industrial Blvd				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
0700 - 0715	0	15	0	15	15	3	0	18	2	2	0	4	37
0715 - 0730	0	15	0	15	19	4	0	23	3	1	0	4	42
0730 - 0745	5	14	0	19	16	6	0	22	6	1	0	7	48
0745 - 0800	3	14	0	17	14	5	0	19	5	0	0	5	41
Hourly Total	8	58	0	**66**	64	18	0	**82**	16	4	0	**20**	**168**
0800 - 0815	2	25	0	27	21	6	0	27	4	2	0	6	60
0815 - 0830	0	18	0	18	19	3	0	22	4	6	0	10	50
0830 - 0845	0	18	0	18	13	5	0	18	10	3	0	13	49
0845 - 0900	0	21	0	21	15	4	0	19	3	5	0	8	48
Hourly Total	2	82	0	**84**	68	18	0	**86**	21	16	0	**37**	**207**
Grand Total	10	140	0	**150**	132	36	0	**168**	37	20	0	**57**	**375**
Approach %	6.67	93.33	0.00	-	78.57	21.43	0.00	-	64.91	35.09	0.00	-	
Intersection %	2.67	37.33	0.00	40.00	35.20	9.60	0.00	44.80	9.87	5.33	0.00	15.20	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
All Trucks (4-13)

	Northbound				Southbound				Eastbound				
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)				Lithonia Industrial Blvd				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
1600 - 1615	1	15	0	16	22	3	0	25	5	1	0	6	47
1615 - 1630	4	16	0	20	11	7	0	18	8	2	0	10	48
1630 - 1645	6	10	0	16	13	2	0	15	2	3	0	5	36
1645 - 1700	4	8	0	12	10	6	0	16	3	2	0	5	33
Hourly Total	15	49	0	**64**	56	18	0	**74**	18	8	0	**26**	**164**
1700 - 1715	4	14	0	18	7	7	0	14	4	1	0	5	37
1715 - 1730	4	11	0	15	11	5	0	16	4	0	0	4	35
1730 - 1745	2	7	0	9	5	6	0	11	2	2	0	4	24
1745 - 1800	1	7	0	8	8	6	0	14	2	1	0	3	25
Hourly Total	11	39	0	**50**	31	24	0	**55**	12	4	0	**16**	**121**
Grand Total	26	88	0	**114**	87	42	0	**129**	30	12	0	**42**	**285**
Approach %	22.81	77.19	0.00	-	67.44	32.56	0.00	-	71.43	28.57	0.00	-	
Intersection %	9.12	30.88	0.00	40.00	30.53	14.74	0.00	45.26	10.53	4.21	0.00	14.74	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 3
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Lithonia Industrial Blvd

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0700 - 0900 (Weekday 2h Session) (05-08-2025)
Pedestrians

	Northbound			Southbound			Eastbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Lithonia Industrial Blvd			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
Pedestrians

	Northbound			Southbound			Eastbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Lithonia Industrial Blvd			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	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	1	1	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	1	**1**	**1**
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	1	**1**	**1**
Approach %	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	100.00	100.00	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 3
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
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0700 - 0900 (Weekday 2h Session) (05-08-2025)
Bicycles

	Northbound			Southbound			Eastbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Lithonia Industrial Blvd			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
Bicycles

	Northbound			Southbound			Eastbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Lithonia Industrial Blvd			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	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	1	0	1	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	1	0	**1**	**1**
Grand Total	0	0	**0**	0	0	**0**	1	0	**1**	**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	0.00	100.00	0.00	100.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Lithonia, GA Batch 1

Site 3
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Lithonia Industrial Blvd

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0700 - 0900 (Weekday 2h Session) (05-08-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Lithonia Industrial Blvd			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Lithonia Industrial Blvd			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	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: 5/8/2025	Lithonia Industrial Blvd Eastbound			Westbound			GA-124 Rock Chapel Rd (South) Northbound			GA-124 Rock Chapel 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	56	0	9	0	0	0	25	311	0	0	181	90	672
07:15 AM - 07:30 AM	68	0	20	0	0	0	25	378	0	0	227	106	824
07:30 AM - 07:45 AM	55	0	22	0	0	0	32	407	0	0	252	112	880
07:45 AM - 08:00 AM	68	0	27	0	0	0	20	337	0	0	233	110	795
08:00 AM - 08:15 AM	47	0	16	0	0	0	18	390	0	0	272	84	827
08:15 AM - 08:30 AM	61	0	28	0	0	0	19	327	0	0	230	85	750
08:30 AM - 08:45 AM	84	0	17	0	0	0	19	235	0	0	232	81	668
08:45 AM - 09:00 AM	36	0	16	0	0	0	13	229	0	0	232	91	617
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	89	0	24	0	0	0	17	309	0	0	342	84	865
04:15 PM - 04:30 PM	113	0	19	0	0	0	31	328	0	0	323	99	913
04:30 PM - 04:45 PM	111	0	36	0	0	0	26	322	0	0	377	95	967
04:45 PM - 05:00 PM	143	0	52	0	0	0	33	269	0	0	325	90	912
05:00 PM - 05:15 PM	129	0	24	0	0	0	23	356	0	0	339	84	955
05:15 PM - 05:30 PM	134	0	36	0	0	0	22	341	0	0	352	98	983
05:30 PM - 05:45 PM	128	0	36	0	0	0	22	332	0	0	321	101	940
05:45 PM - 06:00 PM	109	0	32	0	0	0	25	296	0	0	304	102	868
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

Peak Hour Turning Movement Count

Lithonia, GA Batch 1

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Marr Traffic DATA COLLECTION

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Thursday, May 8, 2025		
Fair		69°F
Period	0700 - 0900	**APPLY**
Peak Hour	0715 - 0815	**APPLY**
Global PH	0715 - 0815	**APPLY**

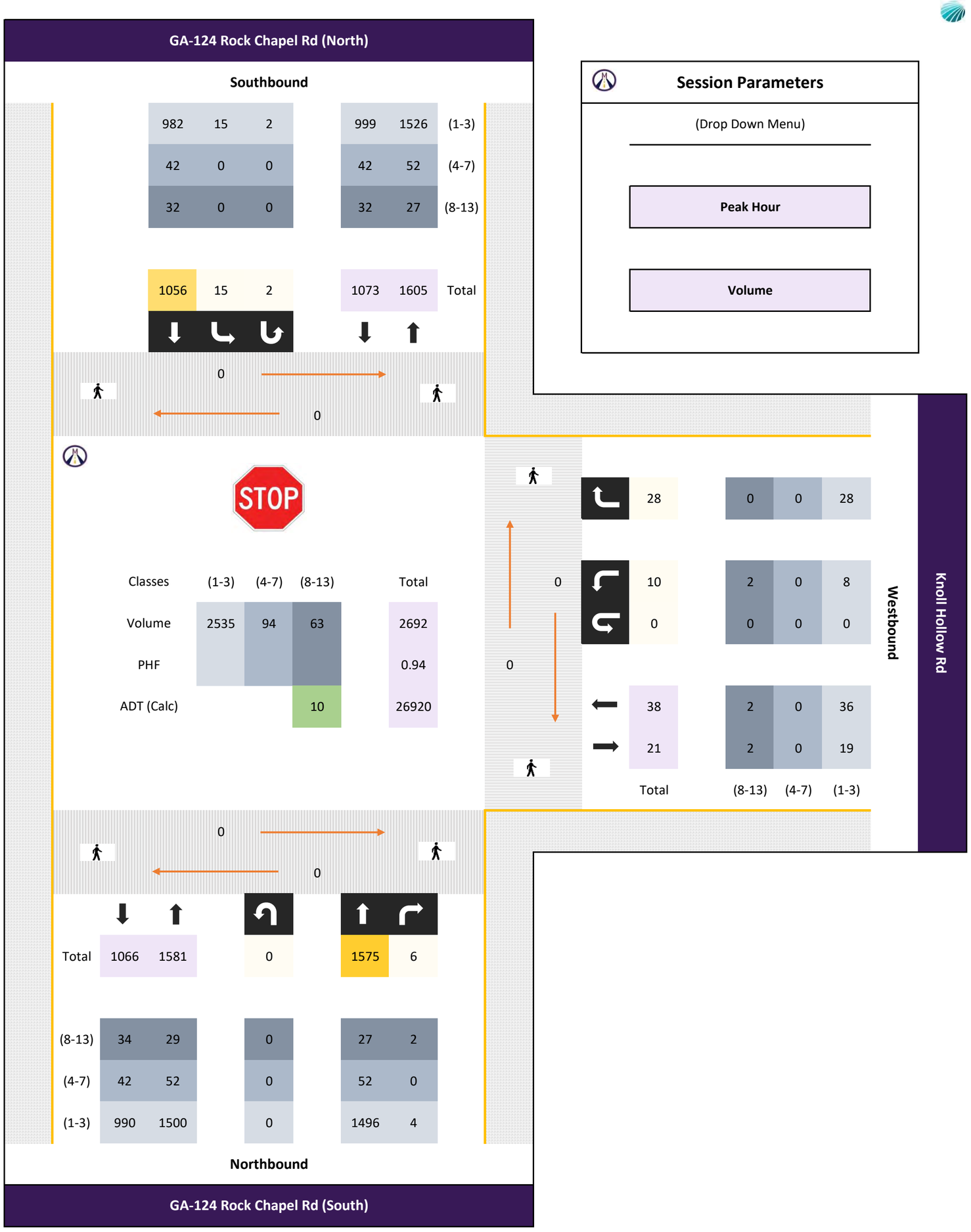
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound												Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)												Knoll Hollow Rd						
Time		Thru 4.1	Right 4.2		U-Turn 4.3	App Total	Left 4.4	Thru 4.5			U-Turn 4.6	App Total						App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total	Int Total
0715 - 0730	-	377	1	-	0	378	2	270	-	-	0	272	-	-	-	-	-	0	1	-	6	-	0	7	657
0730 - 0745	-	450	2	-	0	452	4	246	-	-	1	251	-	-	-	-	-	0	4	-	6	-	0	10	713
0745 - 0800	-	345	1	-	0	346	3	279	-	-	0	282	-	-	-	-	-	0	3	-	14	-	0	17	645
0800 - 0815	-	403	2	-	0	405	6	261	-	-	1	268	-	-	-	-	-	0	2	-	2	-	0	4	677
Total	0	1575	6	0	0	1581	15	1056	0	0	2	1073	0	0	0	0	0	0	10	0	28	0	0	38	2692
Approach %	0.00	99.62	0.38	0.00	0.00	-	1.40	98.42	0.00	0.00	0.19	-	0.00	0.00	0.00	0.00	0.00	-	26.32	0.00	73.68	0.00	0.00	-	
PHF	0.00	0.88	0.75	0.00	0.00	**0.87**	0.63	0.95	0.00	0.00	0.50	**0.95**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.63	0.00	0.50	0.00	0.00	**0.56**	**0.94**

Passenger Vehicles (1-3)

	Northbound						Southbound												Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)												Knoll Hollow Rd						
Time		Thru 4.1	Right 4.2		U-Turn 4.3	App Total	Left 4.4	Thru 4.5			U-Turn 4.6	App Total						App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total	Int Total
0715 - 0730	-	361	0	-	0	361	2	247	-	-	0	249	-	-	-	-	-	0	1	-	6	-	0	7	617
0730 - 0745	-	430	1	-	0	431	4	230	-	-	1	235	-	-	-	-	-	0	4	-	6	-	0	10	676
0745 - 0800	-	332	1	-	0	333	3	265	-	-	0	268	-	-	-	-	-	0	2	-	14	-	0	16	617
0800 - 0815	-	373	2	-	0	375	6	240	-	-	1	247	-	-	-	-	-	0	1	-	2	-	0	3	625
Total	0	1496	4	0	0	1500	15	982	0	0	2	999	0	0	0	0	0	0	8	0	28	0	0	36	2535
Approach %	0.00	99.73	0.27	0.00	0.00	-	1.50	98.30	0.00	0.00	0.20	-	0.00	0.00	0.00	0.00	0.00	-	22.22	0.00	77.78	0.00	0.00	-	
PHF	0.00	0.87	0.50	0.00	0.00	**0.87**	0.63	0.93	0.00	0.00	0.50	**0.93**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.50	0.00	0.50	0.00	0.00	**0.56**	**0.94**

Single Unit Trucks (4-7)

	Northbound						Southbound												Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)												Knoll Hollow Rd						
Time		Thru 4.1	Right 4.2		U-Turn 4.3	App Total	Left 4.4	Thru 4.5			U-Turn 4.6	App Total						App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total	Int Total
0715 - 0730	-	10	0	-	0	10	0	17	-	-	0	17	-	-	-	-	-	0	0	-	0	-	0	0	27
0730 - 0745	-	15	0	-	0	15	0	8	-	-	0	8	-	-	-	-	-	0	0	-	0	-	0	0	23
0745 - 0800	-	10	0	-	0	10	0	8	-	-	0	8	-	-	-	-	-	0	0	-	0	-	0	0	18
0800 - 0815	-	17	0	-	0	17	0	9	-	-	0	9	-	-	-	-	-	0	0	-	0	-	0	0	26
Total	0	52	0	0	0	52	0	42	0	0	0	42	0	0	0	0	0	0	0	0	0	0	0	0	94
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.76	0.00	0.00	0.00	**0.76**	0.00	0.62	0.00	0.00	0.00	**0.62**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.87**

Combination Trucks (8-13)

	Northbound						Southbound												Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)												Knoll Hollow Rd						
Time		Thru 4.1	Right 4.2		U-Turn 4.3	App Total	Left 4.4	Thru 4.5			U-Turn 4.6	App Total						App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total	Int Total
0715 - 0730	-	6	1	-	0	7	0	6	-	-	0	6	-	-	-	-	-	0	0	-	0	-	0	0	13
0730 - 0745	-	5	1	-	0	6	0	8	-	-	0	8	-	-	-	-	-	0	0	-	0	-	0	0	14
0745 - 0800	-	3	0	-	0	3	0	6	-	-	0	6	-	-	-	-	-	0	1	-	0	-	0	1	10
0800 - 0815	-	13	0	-	0	13	0	12	-	-	0	12	-	-	-	-	-	0	1	-	0	-	0	1	26
Total	0	27	2	0	0	29	0	32	0	0	0	32	0	0	0	0	0	0	2	0	0	0	0	2	63
Approach %	0.00	93.10	6.90	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.52	0.50	0.00	0.00	**0.56**	0.00	0.67	0.00	0.00	0.00	**0.67**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.50	0.00	0.00	0.00	0.00	**0.50**	**0.61**

Bicycles

	Northbound						Southbound												Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)												Knoll Hollow Rd						
Time		Thru 4.1	Right 4.2		U-Turn 4.3	App Total	Left 4.4	Thru 4.5			U-Turn 4.6	App Total						App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total	Int Total
0715 - 0730	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
0730 - 0745	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
0745 - 0800	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
0800 - 0815	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Lithonia, GA Batch 1

Click here for Map

Marr Traffic DATA COLLECTION

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Thursday, May 8, 2025		
Fair		69°F
Period	1600 - 1800	**APPLY**
Peak Hour	1630 - 1730	**APPLY**
Global PH	1630 - 1730	**APPLY**

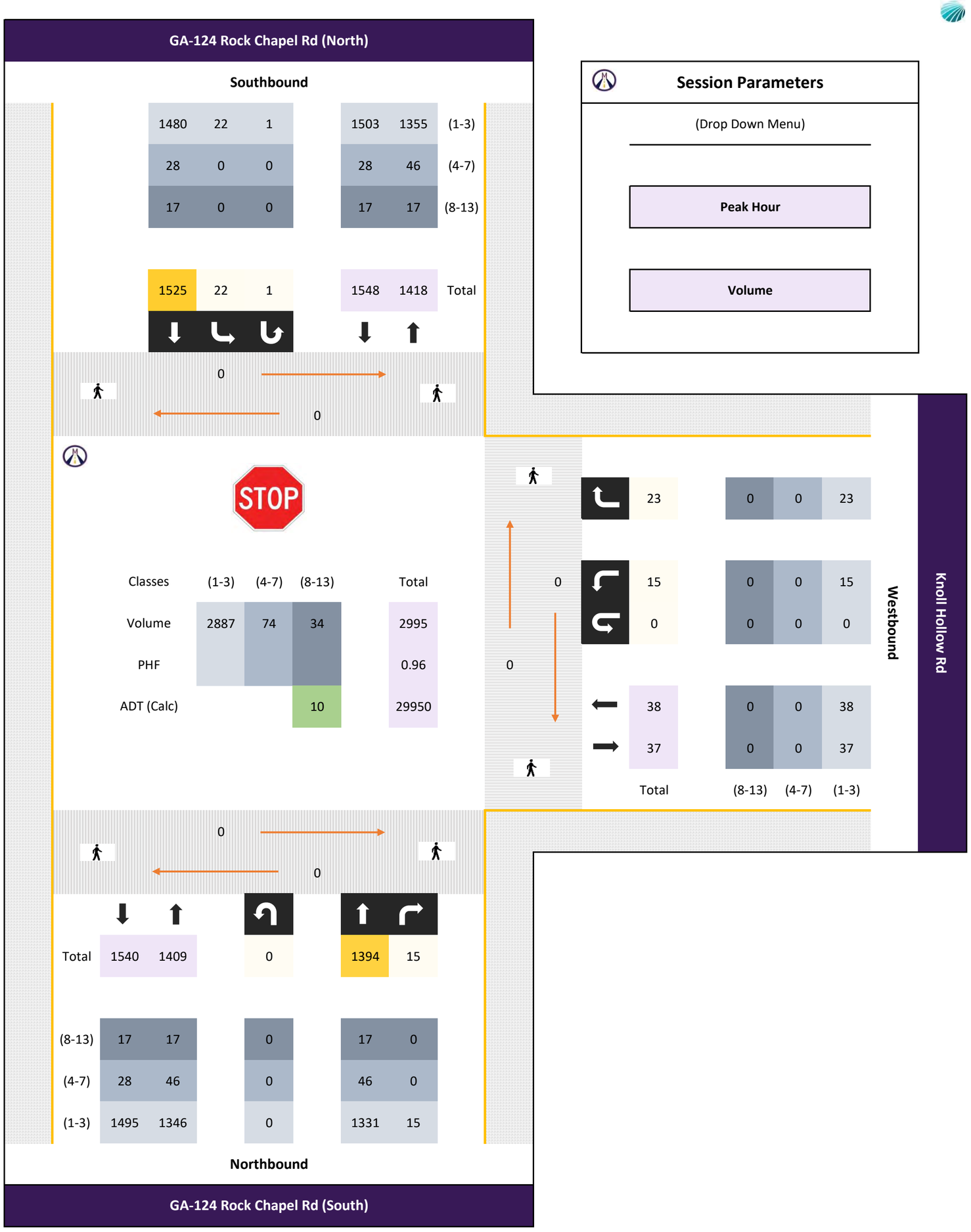
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound												Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)												Knoll Hollow Rd						
Time		Thru 4.1	Right 4.2		U-Turn 4.3	App Total	Left 4.4	Thru 4.5			U-Turn 4.6	App Total						App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total	Int Total
1630 - 1645	-	360	5	-	0	365	7	385	-	-	1	393	-	-	-	-	-	0	4	-	5	-	0	9	767
1645 - 1700	-	307	3	-	0	310	5	396	-	-	0	401	-	-	-	-	-	0	3	-	7	-	0	10	721
1700 - 1715	-	362	4	-	0	366	5	351	-	-	0	356	-	-	-	-	-	0	3	-	5	-	0	8	730
1715 - 1730	-	365	3	-	0	368	5	393	-	-	0	398	-	-	-	-	-	0	5	-	6	-	0	11	777
Total	0	1394	15	0	0	1409	22	1525	0	0	1	1548	0	0	0	0	0	0	15	0	23	0	0	38	2995
Approach %	0.00	98.94	1.06	0.00	0.00	-	1.42	98.51	0.00	0.00	0.06	-	0.00	0.00	0.00	0.00	0.00	-	39.47	0.00	60.53	0.00	0.00	-	
PHF	0.00	0.95	0.75	0.00	0.00	**0.96**	0.79	0.96	0.00	0.00	0.25	**0.97**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.75	0.00	0.82	0.00	0.00	**0.86**	**0.96**

Passenger Vehicles (1-3)

	Northbound						Southbound												Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)												Knoll Hollow Rd						
Time		Thru 4.1	Right 4.2		U-Turn 4.3	App Total	Left 4.4	Thru 4.5			U-Turn 4.6	App Total						App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total	Int Total
1630 - 1645	-	345	5	-	0	350	7	372	-	-	1	380	-	-	-	-	-	0	4	-	5	-	0	9	739
1645 - 1700	-	293	3	-	0	296	5	382	-	-	0	387	-	-	-	-	-	0	3	-	7	-	0	10	693
1700 - 1715	-	347	4	-	0	351	5	344	-	-	0	349	-	-	-	-	-	0	3	-	5	-	0	8	708
1715 - 1730	-	346	3	-	0	349	5	382	-	-	0	387	-	-	-	-	-	0	5	-	6	-	0	11	747
Total	0	1331	15	0	0	1346	22	1480	0	0	1	1503	0	0	0	0	0	0	15	0	23	0	0	38	2887
Approach %	0.00	98.89	1.11	0.00	0.00	-	1.46	98.47	0.00	0.00	0.07	-	0.00	0.00	0.00	0.00	0.00	-	39.47	0.00	60.53	0.00	0.00	-	
PHF	0.00	0.96	0.75	0.00	0.00	**0.96**	0.79	0.97	0.00	0.00	0.25	**0.97**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.75	0.00	0.82	0.00	0.00	**0.86**	**0.97**

Single Unit Trucks (4-7)

	Northbound						Southbound												Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)												Knoll Hollow Rd						
Time		Thru 4.1	Right 4.2		U-Turn 4.3	App Total	Left 4.4	Thru 4.5			U-Turn 4.6	App Total						App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total	Int Total
1630 - 1645	-	13	0	-	0	13	0	7	-	-	0	7	-	-	-	-	-	0	0	-	0	-	0	0	20
1645 - 1700	-	7	0	-	0	7	0	8	-	-	0	8	-	-	-	-	-	0	0	-	0	-	0	0	15
1700 - 1715	-	10	0	-	0	10	0	5	-	-	0	5	-	-	-	-	-	0	0	-	0	-	0	0	15
1715 - 1730	-	16	0	-	0	16	0	8	-	-	0	8	-	-	-	-	-	0	0	-	0	-	0	0	24
Total	0	46	0	0	0	46	0	28	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	74
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.72	0.00	0.00	0.00	**0.72**	0.00	0.88	0.00	0.00	0.00	**0.88**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.77**

Combination Trucks (8-13)

	Northbound						Southbound												Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)												Knoll Hollow Rd						
Time		Thru 4.1	Right 4.2		U-Turn 4.3	App Total	Left 4.4	Thru 4.5			U-Turn 4.6	App Total						App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total	Int Total
1630 - 1645	-	2	0	-	0	2	0	6	-	-	0	6	-	-	-	-	-	0	0	-	0	-	0	0	8
1645 - 1700	-	7	0	-	0	7	0	6	-	-	0	6	-	-	-	-	-	0	0	-	0	-	0	0	13
1700 - 1715	-	5	0	-	0	5	0	2	-	-	0	2	-	-	-	-	-	0	0	-	0	-	0	0	7
1715 - 1730	-	3	0	-	0	3	0	3	-	-	0	3	-	-	-	-	-	0	0	-	0	-	0	0	6
Total	0	17	0	0	0	17	0	17	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	34
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.61	0.00	0.00	0.00	**0.61**	0.00	0.71	0.00	0.00	0.00	**0.71**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.65**

Bicycles

	Northbound						Southbound												Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)												Knoll Hollow Rd						
Time		Thru 4.1	Right 4.2		U-Turn 4.3	App Total	Left 4.4	Thru 4.5			U-Turn 4.6	App Total						App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total	Int Total
1630 - 1645	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
1645 - 1700	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
1700 - 1715	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
1715 - 1730	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 4
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)

Knoll Hollow Rd

Date
Thursday, May 8, 2025

Lat/Long
33.740973°, -84.084426°
Click here for Map

Weather
Fair
69°F
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0700 - 0900 (Weekday 2h Session) (05-08-2025)
All vehicles

TIME	Northbound GA-124 Rock Chapel Rd (South) Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Southbound GA-124 Rock Chapel Rd (North) Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Westbound Knoll Hollow Rd Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0700 - 0715	342	2	0	344	2	174	0	176	8	6	0	14	534
0715 - 0730	377	1	0	378	2	270	0	272	1	6	0	7	657
0730 - 0745	450	2	0	452	4	246	1	251	4	6	0	10	713
0745 - 0800	345	1	0	346	3	279	0	282	3	14	0	17	645
Hourly Total	1514	6	0	**1520**	11	969	1	**981**	16	32	0	**48**	**2549**
0800 - 0815	403	2	0	405	6	261	1	268	2	2	0	4	677
0815 - 0830	338	2	0	340	5	259	0	264	2	4	0	6	610
0830 - 0845	253	3	0	256	4	242	0	246	3	7	0	10	512
0845 - 0900	229	4	0	233	3	257	0	260	1	5	0	6	499
Hourly Total	1223	11	0	**1234**	18	1019	1	**1038**	8	18	0	**26**	**2298**
Grand Total	2737	17	0	**2754**	29	1988	2	**2019**	24	50	0	**74**	**4847**
Approach %	99.38	0.62	0.00	-	1.44	98.46	0.10	-	32.43	67.57	0.00	-	
Intersection %	56.47	0.35	0.00	56.82	0.60	41.02	0.04	41.65	0.50	1.03	0.00	1.53	
Heavy Vehicle %	5	18	-	**6**	0	8	0	**8**	17	0	-	**5**	**6**
PHF	0.88	0.75	0.00	**0.87**	0.63	0.95	0.50	**0.95**	0.63	0.50	0.00	**0.56**	**0.94**
Peak Hour Total	1575	6	0	**1581**	15	1056	2	**1073**	10	28	0	**38**	**2692**
Peak Hour HV %	5	33	0	**5**	0	7	0	**7**	20	0	0	**5**	**6**

1600 - 1800 (Weekday 2h Session) (05-08-2025)
All vehicles

TIME	Northbound GA-124 Rock Chapel Rd (South) Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Southbound GA-124 Rock Chapel Rd (North) Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Westbound Knoll Hollow Rd Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
1600 - 1615	314	2	0	316	6	356	1	363	1	6	0	7	686
1615 - 1630	339	6	1	346	6	351	0	357	1	3	0	4	707
1630 - 1645	360	5	0	365	7	385	1	393	4	5	0	9	767
1645 - 1700	307	3	0	310	5	396	0	401	3	7	0	10	721
Hourly Total	1320	16	1	**1337**	24	1488	2	**1514**	9	21	0	**30**	**2881**
1700 - 1715	362	4	0	366	5	351	0	356	3	5	0	8	730
1715 - 1730	365	3	0	368	5	393	0	398	5	6	0	11	777
1730 - 1745	341	8	0	349	1	345	0	346	1	2	0	3	698
1745 - 1800	330	4	1	335	7	323	0	330	3	4	0	7	672
Hourly Total	1398	19	1	**1418**	18	1412	0	**1430**	12	17	0	**29**	**2877**
Grand Total	2718	35	2	**2755**	42	2900	2	**2944**	21	38	0	**59**	**5758**
Approach %	98.66	1.27	0.07	-	1.43	98.51	0.07	-	35.59	64.41	0.00	-	
Intersection %	47.20	0.61	0.03	47.85	0.73	50.36	0.03	51.13	0.36	0.66	0.00	1.02	
Heavy Vehicle %	4	0	0	**4**	0	3	0	**3**	0	0	-	**0**	**4**
PHF	0.95	0.75	0.00	**0.96**	0.79	0.96	0.25	**0.97**	0.75	0.82	0.00	**0.86**	**0.96**
Peak Hour Total	1394	15	0	**1409**	22	1525	1	**1548**	15	23	0	**38**	**2995**
Peak Hour HV %	5	0	0	**4**	0	3	0	**3**	0	0	0	**0**	**4**

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

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 4
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)

Knoll Hollow Rd

Date
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Lat/Long
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0700 - 0900 (Weekday 2h Session) (05-08-2025)
Passenger Vehicles (1-3)

TIME	Northbound GA-124 Rock Chapel Rd (South) Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Southbound GA-124 Rock Chapel Rd (North) Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Westbound Knoll Hollow Rd Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0700 - 0715	325	2	0	327	2	159	0	161	7	6	0	13	501
0715 - 0730	361	0	0	361	2	247	0	249	1	6	0	7	617
0730 - 0745	430	1	0	431	4	230	1	235	4	6	0	10	676
0745 - 0800	332	1	0	333	3	265	0	268	2	14	0	16	617
Hourly Total	1448	4	0	**1452**	11	901	1	**913**	14	32	0	**46**	**2411**
0800 - 0815	373	2	0	375	6	240	1	247	1	2	0	3	625
0815 - 0830	320	1	0	321	5	233	0	238	2	4	0	6	565
0830 - 0845	238	3	0	241	4	226	0	230	2	7	0	9	480
0845 - 0900	208	4	0	212	3	236	0	239	1	5	0	6	457
Hourly Total	1139	10	0	**1149**	18	935	1	**954**	6	18	0	**24**	**2127**
Grand Total	2587	14	0	**2601**	29	1836	2	**1867**	20	50	0	**70**	**4538**
Approach %	99.46	0.54	0.00	-	1.55	98.34	0.11	-	28.57	71.43	0.00	-	
Intersection %	57.01	0.31	0.00	57.32	0.64	40.46	0.04	41.14	0.44	1.10	0.00	1.54	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
Passenger Vehicles (1-3)

TIME	Northbound GA-124 Rock Chapel Rd (South) Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Southbound GA-124 Rock Chapel Rd (North) Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Westbound Knoll Hollow Rd Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
1600 - 1615	297	2	0	299	6	332	1	339	1	6	0	7	645
1615 - 1630	321	6	1	328	6	338	0	344	1	3	0	4	676
1630 - 1645	345	5	0	350	7	372	1	380	4	5	0	9	739
1645 - 1700	293	3	0	296	5	382	0	387	3	7	0	10	693
Hourly Total	1256	16	1	**1273**	24	1424	2	**1450**	9	21	0	**30**	**2753**
1700 - 1715	347	4	0	351	5	344	0	349	3	5	0	8	708
1715 - 1730	346	3	0	349	5	382	0	387	5	6	0	11	747
1730 - 1745	333	8	0	341	1	335	0	336	1	2	0	3	680
1745 - 1800	322	4	1	327	7	316	0	323	3	4	0	7	657
Hourly Total	1348	19	1	**1368**	18	1377	0	**1395**	12	17	0	**29**	**2792**
Grand Total	2604	35	2	**2641**	42	2801	2	**2845**	21	38	0	**59**	**5545**
Approach %	98.60	1.33	0.08	-	1.48	98.45	0.07	-	35.59	64.41	0.00	-	
Intersection %	46.96	0.63	0.04	47.63	0.76	50.51	0.04	51.31	0.38	0.69	0.00	1.06	

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

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

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Site 4

GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)

Knoll Hollow Rd

Date

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0700 - 0900 (Weekday 2h Session) (05-08-2025)

Single Unit Trucks (4-7)

TIME	Northbound GA-124 Rock Chapel Rd (South) Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Southbound GA-124 Rock Chapel Rd (North) Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Westbound Knoll Hollow Rd Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0700 - 0715	12	0	0	12	0	13	0	13	1	0	0	1	26
0715 - 0730	10	0	0	10	0	17	0	17	0	0	0	0	27
0730 - 0745	15	0	0	15	0	8	0	8	0	0	0	0	23
0745 - 0800	10	0	0	10	0	8	0	8	0	0	0	0	18
Hourly Total	47	0	0	**47**	0	46	0	**46**	1	0	0	**1**	**94**
0800 - 0815	17	0	0	17	0	9	0	9	0	0	0	0	26
0815 - 0830	14	0	0	14	0	18	0	18	0	0	0	0	32
0830 - 0845	10	0	0	10	0	11	0	11	0	0	0	0	21
0845 - 0900	14	0	0	14	0	14	0	14	0	0	0	0	28
Hourly Total	55	0	0	**55**	0	52	0	**52**	0	0	0	**0**	**107**
Grand Total	102	0	0	**102**	0	98	0	**98**	1	0	0	**1**	**201**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	50.75	0.00	0.00	50.75	0.00	48.76	0.00	48.76	0.50	0.00	0.00	0.50	

1600 - 1800 (Weekday 2h Session) (05-08-2025)

Single Unit Trucks (4-7)

TIME	Northbound GA-124 Rock Chapel Rd (South) Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Southbound GA-124 Rock Chapel Rd (North) Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Westbound Knoll Hollow Rd Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
1600 - 1615	13	0	0	13	0	16	0	16	0	0	0	0	29
1615 - 1630	14	0	0	14	0	9	0	9	0	0	0	0	23
1630 - 1645	13	0	0	13	0	7	0	7	0	0	0	0	20
1645 - 1700	7	0	0	7	0	8	0	8	0	0	0	0	15
Hourly Total	47	0	0	**47**	0	40	0	**40**	0	0	0	**0**	**87**
1700 - 1715	10	0	0	10	0	5	0	5	0	0	0	0	15
1715 - 1730	16	0	0	16	0	8	0	8	0	0	0	0	24
1730 - 1745	2	0	0	2	0	7	0	7	0	0	0	0	9
1745 - 1800	6	0	0	6	0	6	0	6	0	0	0	0	12
Hourly Total	34	0	0	**34**	0	26	0	**26**	0	0	0	**0**	**60**
Grand Total	81	0	0	**81**	0	66	0	**66**	0	0	0	**0**	**147**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	55.10	0.00	0.00	55.10	0.00	44.90	0.00	44.90	0.00	0.00	0.00	0.00	

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

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Combination Trucks (8-13)

TIME	Northbound GA-124 Rock Chapel Rd (South)				Southbound GA-124 Rock Chapel Rd (North)				Westbound Knoll Hollow Rd				
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0700 - 0715	5	0	0	5	0	2	0	2	0	0	0	0	7
0715 - 0730	6	1	0	7	0	6	0	6	0	0	0	0	13
0730 - 0745	5	1	0	6	0	8	0	8	0	0	0	0	14
0745 - 0800	3	0	0	3	0	6	0	6	1	0	0	1	10
Hourly Total	19	2	0	**21**	0	22	0	**22**	1	0	0	**1**	**44**
0800 - 0815	13	0	0	13	0	12	0	12	1	0	0	1	26
0815 - 0830	4	1	0	5	0	8	0	8	0	0	0	0	13
0830 - 0845	5	0	0	5	0	5	0	5	1	0	0	1	11
0845 - 0900	7	0	0	7	0	7	0	7	0	0	0	0	14
Hourly Total	29	1	0	**30**	0	32	0	**32**	2	0	0	**2**	**64**
Grand Total	48	3	0	**51**	0	54	0	**54**	3	0	0	**3**	**108**
Approach %	94.12	5.88	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	44.44	2.78	0.00	47.22	0.00	50.00	0.00	50.00	2.78	0.00	0.00	2.78	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
Combination Trucks (8-13)

TIME	Northbound GA-124 Rock Chapel Rd (South)				Southbound GA-124 Rock Chapel Rd (North)				Westbound Knoll Hollow Rd				
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
1600 - 1615	4	0	0	4	0	8	0	8	0	0	0	0	12
1615 - 1630	4	0	0	4	0	4	0	4	0	0	0	0	8
1630 - 1645	2	0	0	2	0	6	0	6	0	0	0	0	8
1645 - 1700	7	0	0	7	0	6	0	6	0	0	0	0	13
Hourly Total	17	0	0	**17**	0	24	0	**24**	0	0	0	**0**	**41**
1700 - 1715	5	0	0	5	0	2	0	2	0	0	0	0	7
1715 - 1730	3	0	0	3	0	3	0	3	0	0	0	0	6
1730 - 1745	6	0	0	6	0	3	0	3	0	0	0	0	9
1745 - 1800	2	0	0	2	0	1	0	1	0	0	0	0	3
Hourly Total	16	0	0	**16**	0	9	0	**9**	0	0	0	**0**	**25**
Grand Total	33	0	0	**33**	0	33	0	**33**	0	0	0	**0**	**66**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	50.00	0.00	0.00	50.00	0.00	50.00	0.00	50.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Bicycles

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 4
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)

Knoll Hollow Rd

Date
Thursday, May 8, 2025

Lat/Long
33.740973°, -84.084426°
Click here for Map

Weather
Fair
69°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-08-2025)
Bicycles

TIME	Northbound GA-124 Rock Chapel Rd (South)				Southbound GA-124 Rock Chapel Rd (North)				Westbound Knoll Hollow Rd				
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	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) (05-08-2025)
Bicycles

TIME	Northbound GA-124 Rock Chapel Rd (South)				Southbound GA-124 Rock Chapel Rd (North)				Westbound Knoll Hollow Rd				
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Lithonia, GA Batch 1

Site 4
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)

Knoll Hollow Rd

Date
Thursday, May 8, 2025

Lat/Long
33.740973°, -84.084426°
Click here for Map

Weather
Fair
69°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-08-2025)
All Trucks (4-13)

TIME	Northbound GA-124 Rock Chapel Rd (South)				Southbound GA-124 Rock Chapel Rd (North)				Westbound Knoll Hollow Rd				
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0700 - 0715	17	0	0	17	0	15	0	15	1	0	0	1	33
0715 - 0730	16	1	0	17	0	23	0	23	0	0	0	0	40
0730 - 0745	20	1	0	21	0	16	0	16	0	0	0	0	37
0745 - 0800	13	0	0	13	0	14	0	14	1	0	0	1	28
Hourly Total	66	2	0	**68**	0	68	0	**68**	2	0	0	**2**	**138**
0800 - 0815	30	0	0	30	0	21	0	21	1	0	0	1	52
0815 - 0830	18	1	0	19	0	26	0	26	0	0	0	0	45
0830 - 0845	15	0	0	15	0	16	0	16	1	0	0	1	32
0845 - 0900	21	0	0	21	0	21	0	21	0	0	0	0	42
Hourly Total	84	1	0	**85**	0	84	0	**84**	2	0	0	**2**	**171**
Grand Total	150	3	0	**153**	0	152	0	**152**	4	0	0	**4**	**309**
Approach %	98.04	1.96	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	48.54	0.97	0.00	49.51	0.00	49.19	0.00	49.19	1.29	0.00	0.00	1.29	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
All Trucks (4-13)

TIME	Northbound GA-124 Rock Chapel Rd (South)				Southbound GA-124 Rock Chapel Rd (North)				Westbound Knoll Hollow Rd				
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
1600 - 1615	17	0	0	17	0	24	0	24	0	0	0	0	41
1615 - 1630	18	0	0	18	0	13	0	13	0	0	0	0	31
1630 - 1645	15	0	0	15	0	13	0	13	0	0	0	0	28
1645 - 1700	14	0	0	14	0	14	0	14	0	0	0	0	28
Hourly Total	64	0	0	**64**	0	64	0	**64**	0	0	0	**0**	**128**
1700 - 1715	15	0	0	15	0	7	0	7	0	0	0	0	22
1715 - 1730	19	0	0	19	0	11	0	11	0	0	0	0	30
1730 - 1745	8	0	0	8	0	10	0	10	0	0	0	0	18
1745 - 1800	8	0	0	8	0	7	0	7	0	0	0	0	15
Hourly Total	50	0	0	**50**	0	35	0	**35**	0	0	0	**0**	**85**
Grand Total	114	0	0	**114**	0	99	0	**99**	0	0	0	**0**	**213**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	53.52	0.00	0.00	53.52	0.00	46.48	0.00	46.48	0.00	0.00	0.00	0.00	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 4
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)

Knoll Hollow Rd

Date
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Lat/Long
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0700 - 0900 (Weekday 2h Session) (05-08-2025)
Pedestrians

	Northbound			Southbound			Westbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Knoll Hollow Rd			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4g	SB 4h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
Pedestrians

	Northbound			Southbound			Westbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Knoll Hollow Rd			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4g	SB 4h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

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0700 - 0900 (Weekday 2h Session) (05-08-2025)
Bicycles

	Northbound			Southbound			Westbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Knoll Hollow Rd			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4g	SB 4h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
Bicycles

	Northbound			Southbound			Westbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Knoll Hollow Rd			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4g	SB 4h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Lithonia, GA Batch 1

Site 4
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)

Knoll Hollow Rd

Date
Thursday, May 8, 2025

Lat/Long
33.740973°, -84.084426°
Click here for Map

Weather
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69°F
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0700 - 0900 (Weekday 2h Session) (05-08-2025)
Motorized Vehicles

	Northbound			Southbound			Westbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Knoll Hollow Rd			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4g	SB 4h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
Motorized Vehicles

	Northbound			Southbound			Westbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Knoll Hollow Rd			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4g	SB 4h	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: 5/8/2025	Eastbound			Knoll Hollow Rd Westbound			GA-124 Rock Chapel Rd (South) Northbound			GA-124 Rock Chapel 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	8	0	6	0	342	2	2	174	0	534
07:15 AM - 07:30 AM	0	0	0	1	0	6	0	377	1	2	270	0	657
07:30 AM - 07:45 AM	0	0	0	4	0	6	0	450	2	4	246	0	712
07:45 AM - 08:00 AM	0	0	0	3	0	14	0	345	1	3	279	0	645
08:00 AM - 08:15 AM	0	0	0	2	0	2	0	403	2	6	261	0	676
08:15 AM - 08:30 AM	0	0	0	2	0	4	0	338	2	5	259	0	610
08:30 AM - 08:45 AM	0	0	0	3	0	7	0	253	3	4	242	0	512
08:45 AM - 09:00 AM	0	0	0	1	0	5	0	229	4	3	257	0	499
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	1	0	6	0	314	2	6	356	0	685
04:15 PM - 04:30 PM	0	0	0	1	0	3	0	339	6	6	351	0	706
04:30 PM - 04:45 PM	0	0	0	4	0	5	0	360	5	7	385	0	766
04:45 PM - 05:00 PM	0	0	0	3	0	7	0	307	3	5	396	0	721
05:00 PM - 05:15 PM	0	0	0	3	0	5	0	362	4	5	351	0	730
05:15 PM - 05:30 PM	0	0	0	5	0	6	0	365	3	5	393	0	777
05:30 PM - 05:45 PM	0	0	0	1	0	2	0	341	8	1	345	0	698
05:45 PM - 06:00 PM	0	0	0	3	0	4	0	330	4	7	323	0	671
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

Peak Hour Turning Movement Count

Lithonia, GA Batch 1

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Marr Traffic DATA COLLECTION

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Thursday, May 8, 2025		
Fair		69°F
Period	0700 - 0900	**APPLY**
Peak Hour	0715 - 0815	**APPLY**
Global PH	0715 - 0815	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound GA-124 Rock Chapel Rd (South)						Southbound GA-124 Rock Chapel Rd (North)						Eastbound Maddox Rd						Westbound Driveway						Int Total
	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	
0715 - 0730	16	399	0	-	1	416	0	245	7	-	0	252	2	0	9	-	0	11	0	0	0	-	0	0	679
0730 - 0745	27	413	0	-	1	441	0	246	7	-	1	254	5	0	8	-	0	13	0	0	0	-	0	0	708
0745 - 0800	30	373	0	-	0	403	0	269	9	-	0	278	1	0	11	-	0	12	0	0	0	-	0	0	693
0800 - 0815	16	384	0	-	1	401	2	252	7	-	2	263	4	0	8	-	0	12	0	0	0	-	0	0	676
Total	89	1569	0	0	3	1661	2	1012	30	0	3	1047	12	0	36	0	0	48	0	0	0	0	0	0	2756
Approach %	5.36	94.46	0.00	0.00	0.18	-	0.19	96.66	2.87	0.00	0.29	-	25.00	0.00	75.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.74	0.95	0.00	0.00	0.75	**0.94**	0.25	0.94	0.83	0.00	0.38	**0.94**	0.60	0.00	0.82	0.00	0.00	**0.92**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.97**

Passenger Vehicles (1-3)

Time	Northbound GA-124 Rock Chapel Rd (South)						Southbound GA-124 Rock Chapel Rd (North)						Eastbound Maddox Rd						Westbound Driveway						Int Total
	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	
0715 - 0730	14	380	0	-	1	395	0	228	4	-	0	232	2	0	4	-	0	6	0	0	0	-	0	0	633
0730 - 0745	23	399	0	-	0	422	0	232	6	-	1	239	2	0	4	-	0	6	0	0	0	-	0	0	667
0745 - 0800	26	358	0	-	0	384	0	255	8	-	0	263	0	0	6	-	0	6	0	0	0	-	0	0	653
0800 - 0815	16	361	0	-	0	377	2	234	6	-	2	244	2	0	7	-	0	9	0	0	0	-	0	0	630
Total	79	1498	0	0	1	1578	2	949	24	0	3	978	6	0	21	0	0	27	0	0	0	0	0	0	2583
Approach %	5.01	94.93	0.00	0.00	0.06	-	0.20	97.03	2.45	0.00	0.31	-	22.22	0.00	77.78	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.76	0.94	0.00	0.00	0.25	**0.93**	0.25	0.93	0.75	0.00	0.38	**0.93**	0.75	0.00	0.75	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.97**

Single Unit Trucks (4-7)

Time	Northbound GA-124 Rock Chapel Rd (South)						Southbound GA-124 Rock Chapel Rd (North)						Eastbound Maddox Rd						Westbound Driveway						Int Total
	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	
0715 - 0730	0	12	0	-	0	12	0	12	3	-	0	15	0	0	5	-	0	5	0	0	0	-	0	0	32
0730 - 0745	2	10	0	-	0	12	0	6	1	-	0	7	2	0	4	-	0	6	0	0	0	-	0	0	25
0745 - 0800	3	11	0	-	0	14	0	9	1	-	0	10	1	0	4	-	0	5	0	0	0	-	0	0	29
0800 - 0815	0	13	0	-	1	14	0	7	0	-	0	7	1	0	1	-	0	2	0	0	0	-	0	0	23
Total	5	46	0	0	1	52	0	34	5	0	0	39	4	0	14	0	0	18	0	0	0	0	0	0	109
Approach %	9.62	88.46	0.00	0.00	1.92	-	0.00	87.18	12.82	0.00	0.00	-	22.22	0.00	77.78	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.42	0.88	0.00	0.00	0.25	**0.93**	0.00	0.71	0.42	0.00	0.00	**0.65**	0.50	0.00	0.70	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.85**

Combination Trucks (8-13)

Time	Northbound GA-124 Rock Chapel Rd (South)						Southbound GA-124 Rock Chapel Rd (North)						Eastbound Maddox Rd						Westbound Driveway						Int Total
	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	
0715 - 0730	2	7	0	-	0	9	0	5	0	-	0	5	0	0	0	-	0	0	0	0	0	-	0	0	14
0730 - 0745	2	4	0	-	1	7	0	8	0	-	0	8	1	0	0	-	0	1	0	0	0	-	0	0	16
0745 - 0800	1	4	0	-	0	5	0	5	0	-	0	5	0	0	1	-	0	1	0	0	0	-	0	0	11
0800 - 0815	0	10	0	-	0	10	0	11	1	-	0	12	1	0	0	-	0	1	0	0	0	-	0	0	23
Total	5	25	0	0	1	31	0	29	1	0	0	30	2	0	1	0	0	3	0	0	0	0	0	0	64
Approach %	16.13	80.65	0.00	0.00	3.23	-	0.00	96.67	3.33	0.00	0.00	-	66.67	0.00	33.33	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.63	0.63	0.00	0.00	0.25	**0.78**	0.00	0.66	0.25	0.00	0.00	**0.63**	0.50	0.00	0.25	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.70**

Bicycles

Time	Northbound GA-124 Rock Chapel Rd (South)						Southbound GA-124 Rock Chapel Rd (North)						Eastbound Maddox Rd						Westbound Driveway						Int Total
	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	
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
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Lithonia, GA Batch 1

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Thursday, May 8, 2025		
Fair		69°F
Period	1600 - 1800	**APPLY**
Peak Hour	1630 - 1730	**APPLY**
Global PH	1630 - 1730	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Maddox Rd						Driveway						
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
1630 - 1645	27	343	1	-	4	375	1	397	3	-	0	401	9	0	34	-	0	43	0	0	0	-	0	0	819
1645 - 1700	10	312	0	-	0	322	0	397	6	-	2	405	10	0	25	-	0	35	0	0	0	-	0	0	762
1700 - 1715	26	356	0	-	3	385	0	355	6	-	0	361	12	0	29	-	0	41	1	0	1	-	0	2	789
1715 - 1730	11	356	0	-	3	370	0	410	3	-	0	413	7	0	17	-	0	24	0	0	0	-	0	0	807
Total	74	1367	1	0	10	1452	1	1559	18	0	2	1580	38	0	105	0	0	143	1	0	1	0	0	2	3177
Approach %	5.10	94.15	0.07	0.00	0.69	-	0.06	98.67	1.14	0.00	0.13	-	26.57	0.00	73.43	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	
PHF	0.69	0.96	0.25	0.00	0.63	**0.94**	0.25	0.95	0.75	0.00	0.25	**0.96**	0.79	0.00	0.77	0.00	0.00	**0.83**	0.25	0.00	0.25	0.00	0.00	**0.25**	**0.97**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Maddox Rd						Driveway						
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
1630 - 1645	11	328	1	-	4	344	1	384	2	-	0	387	7	0	30	-	0	37	0	0	0	-	0	0	768
1645 - 1700	8	301	0	-	0	309	0	385	3	-	2	390	9	0	25	-	0	34	0	0	0	-	0	0	733
1700 - 1715	15	341	0	-	3	359	0	347	5	-	0	352	10	0	28	-	0	38	1	0	1	-	0	2	751
1715 - 1730	5	340	0	-	2	347	0	400	2	-	0	402	7	0	14	-	0	21	0	0	0	-	0	0	770
Total	39	1310	1	0	9	1359	1	1516	12	0	2	1531	33	0	97	0	0	130	1	0	1	0	0	2	3022
Approach %	2.87	96.39	0.07	0.00	0.66	-	0.07	99.02	0.78	0.00	0.13	-	25.38	0.00	74.62	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	
PHF	0.65	0.96	0.25	0.00	0.56	**0.95**	0.25	0.95	0.60	0.00	0.25	**0.95**	0.83	0.00	0.81	0.00	0.00	**0.86**	0.25	0.00	0.25	0.00	0.00	**0.25**	**0.98**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Maddox Rd						Driveway						
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
1630 - 1645	9	12	0	-	0	21	0	8	1	-	0	9	2	0	3	-	0	5	0	0	0	-	0	0	35
1645 - 1700	2	8	0	-	0	10	0	7	2	-	0	9	0	0	0	-	0	0	0	0	0	-	0	0	19
1700 - 1715	10	11	0	-	0	21	0	6	1	-	0	7	0	0	0	-	0	0	0	0	0	-	0	0	28
1715 - 1730	5	13	0	-	1	19	0	7	1	-	0	8	0	0	0	-	0	0	0	0	0	-	0	0	27
Total	26	44	0	0	1	71	0	28	5	0	0	33	2	0	3	0	0	5	0	0	0	0	0	0	109
Approach %	36.62	61.97	0.00	0.00	1.41	-	0.00	84.85	15.15	0.00	0.00	-	40.00	0.00	60.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.65	0.85	0.00	0.00	0.25	**0.85**	0.00	0.88	0.63	0.00	0.00	**0.92**	0.25	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.78**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Maddox Rd						Driveway						
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
1630 - 1645	7	3	0	-	0	10	0	5	0	-	0	5	0	0	1	-	0	1	0	0	0	-	0	0	16
1645 - 1700	0	3	0	-	0	3	0	5	1	-	0	6	1	0	0	-	0	1	0	0	0	-	0	0	10
1700 - 1715	1	4	0	-	0	5	0	2	0	-	0	2	2	0	1	-	0	3	0	0	0	-	0	0	10
1715 - 1730	1	3	0	-	0	4	0	3	0	-	0	3	0	0	3	-	0	3	0	0	0	-	0	0	10
Total	9	13	0	0	0	22	0	15	1	0	0	16	3	0	5	0	0	8	0	0	0	0	0	0	46
Approach %	40.91	59.09	0.00	0.00	0.00	-	0.00	93.75	6.25	0.00	0.00	-	37.50	0.00	62.50	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.32	0.81	0.00	0.00	0.00	**0.55**	0.00	0.75	0.25	0.00	0.00	**0.67**	0.38	0.00	0.42	0.00	0.00	**0.67**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.72**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Maddox Rd						Driveway						
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
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 5
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Maddox Rd
Driveway

Date
Thursday, May 8, 2025

Lat/Long
33.737844°, -84.085952°
Click here for Map

Weather
Fair
69°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-08-2025)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Maddox Rd					Driveway					
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	16	331	0	0	347	0	199	7	0	206	4	0	13	0	17	0	0	0	0	0	570
0715 - 0730	16	399	0	1	416	0	245	7	0	252	2	0	9	0	11	0	0	0	0	0	679
0730 - 0745	27	413	0	1	441	0	246	7	1	254	5	0	8	0	13	0	0	0	0	0	708
0745 - 0800	30	373	0	0	403	0	269	9	0	278	1	0	11	0	12	0	0	0	0	0	693
Hourly Total	89	1516	0	2	**1607**	0	959	30	1	**990**	12	0	41	0	**53**	0	0	0	0	**0**	**2650**
0800 - 0815	16	384	0	1	401	2	252	7	2	263	4	0	8	0	12	0	0	0	0	0	676
0815 - 0830	22	356	0	2	380	1	279	0	1	281	4	0	8	0	12	0	0	0	0	0	673
0830 - 0845	18	262	0	0	280	0	228	5	0	233	2	0	21	0	23	0	0	0	0	0	536
0845 - 0900	13	239	0	3	255	0	259	7	1	267	5	0	9	0	14	0	0	0	0	0	536
Hourly Total	69	1241	0	6	**1316**	3	1018	19	4	**1044**	15	0	46	0	**61**	0	0	0	0	**0**	**2421**
Grand Total	158	2757	0	8	**2923**	3	1977	49	5	**2034**	27	0	87	0	**114**	0	0	0	0	**0**	**5071**
Approach %	5.41	94.32	0.00	0.27	-	0.15	97.20	2.41	0.25	-	23.68	0.00	76.32	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	3.12	54.37	0.00	0.16	57.64	0.06	38.99	0.97	0.10	40.11	0.53	0.00	1.72	0.00	2.25	0.00	0.00	0.00	0.00	0.00	
Heavy Vehicle %	11	5	-	25	**5**	0	8	14	0	**8**	56	-	48	-	**50**	-	-	-	-	**-**	**7**
PHF	0.74	0.95	0.00	0.75	**0.94**	0.25	0.94	0.83	0.38	**0.94**	0.60	0.00	0.82	0.00	**0.92**	0.00	0.00	0.00	0.00	**0.00**	**0.97**
Peak Hour Total	89	1569	0	3	**1661**	2	1012	30	3	**1047**	12	0	36	0	**48**	0	0	0	0	**0**	**2756**
Peak Hour HV %	11	5	0	67	**5**	0	6	20	0	**7**	50	0	42	0	**44**	0	0	0	0	**0**	**6**

1600 - 1800 (Weekday 2h Session) (05-08-2025)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Maddox Rd					Driveway					
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	19	300	0	0	319	0	369	5	0	374	5	0	23	0	28	0	0	0	0	0	721
1615 - 1630	21	370	0	0	391	0	355	0	1	356	6	0	20	0	26	0	0	0	0	0	773
1630 - 1645	27	343	1	4	375	1	397	3	0	401	9	0	34	0	43	0	0	0	0	0	819
1645 - 1700	10	312	0	0	322	0	397	6	2	405	10	0	25	0	35	0	0	0	0	0	762
Hourly Total	77	1325	1	4	**1407**	1	1518	14	3	**1536**	30	0	102	0	**132**	0	0	0	0	**0**	**3075**
1700 - 1715	26	356	0	3	385	0	355	6	0	361	12	0	29	0	41	1	0	1	0	2	789
1715 - 1730	11	356	0	3	370	0	410	3	0	413	7	0	17	0	24	0	0	0	0	0	807
1730 - 1745	18	379	0	1	398	0	355	4	0	359	5	1	14	0	20	0	0	0	0	0	777
1745 - 1800	11	302	0	2	315	1	346	4	0	351	6	0	14	0	20	0	0	0	0	0	686
Hourly Total	66	1393	0	9	**1468**	1	1466	17	0	**1484**	30	1	74	0	**105**	1	0	1	0	**2**	**3059**
Grand Total	143	2718	1	13	**2875**	2	2984	31	3	**3020**	60	1	176	0	**237**	1	0	1	0	**2**	**6134**
Approach %	4.97	94.54	0.03	0.45	-	0.07	98.81	1.03	0.10	-	25.32	0.42	74.26	0.00	-	50.00	0.00	50.00	0.00	-	
Intersection %	2.33	44.31	0.02	0.21	46.87	0.03	48.65	0.51	0.05	49.23	0.98	0.02	2.87	0.00	3.86	0.02	0.00	0.02	0.00	0.03	
Heavy Vehicle %	38	4	0	8	**6**	0	3	35	0	**3**	12	0	9	-	**9**	0	-	0	-	**0**	**5**
PHF	0.69	0.96	0.25	0.63	**0.94**	0.25	0.95	0.75	0.25	**0.96**	0.79	0.00	0.77	0.00	**0.83**	0.25	0.00	0.25	0.00	**0.25**	**0.97**
Peak Hour Total	74	1367	1	10	**1452**	1	1559	18	2	**1580**	38	0	105	0	**143**	1	0	1	0	**2**	**3177**
Peak Hour HV %	47	4	0	10	**6**	0	3	33	0	**3**	13	0	8	0	**9**	0	0	0	0	**0**	**5**

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

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 5
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Maddox Rd
Driveway

Date
Thursday, May 8, 2025

Lat/Long
33.737844°, -84.085952°
Click here for Map

Weather
Fair
69°F
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0700 - 0900 (Weekday 2h Session) (05-08-2025)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Maddox Rd					Driveway					
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	16	317	0	0	333	0	180	6	0	186	2	0	2	0	4	0	0	0	0	0	523
0715 - 0730	14	380	0	1	395	0	228	4	0	232	2	0	4	0	6	0	0	0	0	0	633
0730 - 0745	23	399	0	0	422	0	232	6	1	239	2	0	4	0	6	0	0	0	0	0	667
0745 - 0800	26	358	0	0	384	0	255	8	0	263	0	0	6	0	6	0	0	0	0	0	653
Hourly Total	79	1454	0	1	**1534**	0	895	24	1	**920**	6	0	16	0	**22**	0	0	0	0	**0**	**2476**
0800 - 0815	16	361	0	0	377	2	234	6	2	244	2	0	7	0	9	0	0	0	0	0	630
0815 - 0830	19	341	0	2	362	1	252	0	1	254	0	0	3	0	3	0	0	0	0	0	619
0830 - 0845	16	243	0	0	259	0	210	5	0	215	2	0	15	0	17	0	0	0	0	0	491
0845 - 0900	10	219	0	3	232	0	237	7	1	245	2	0	4	0	6	0	0	0	0	0	483
Hourly Total	61	1164	0	5	**1230**	3	933	18	4	**958**	6	0	29	0	**35**	0	0	0	0	**0**	**2223**
Grand Total	140	2618	0	6	**2764**	3	1828	42	5	**1878**	12	0	45	0	**57**	0	0	0	0	**0**	**4699**
Approach %	5.07	94.72	0.00	0.22	-	0.16	97.34	2.24	0.27	-	21.05	0.00	78.95	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	2.98	55.71	0.00	0.13	58.82	0.06	38.90	0.89	0.11	39.97	0.26	0.00	0.96	0.00	1.21	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Maddox Rd					Driveway					
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	14	284	0	0	298	0	347	3	0	350	5	0	20	0	25	0	0	0	0	0	673
1615 - 1630	15	352	0	0	367	0	343	0	1	344	5	0	19	0	24	0	0	0	0	0	735
1630 - 1645	11	328	1	4	344	1	384	2	0	387	7	0	30	0	37	0	0	0	0	0	768
1645 - 1700	8	301	0	0	309	0	385	3	2	390	9	0	25	0	34	0	0	0	0	0	733
Hourly Total	48	1265	1	4	**1318**	1	1459	8	3	**1471**	26	0	94	0	**120**	0	0	0	0	**0**	**2909**
1700 - 1715	15	341	0	3	359	0	347	5	0	352	10	0	28	0	38	1	0	1	0	2	751
1715 - 1730	5	340	0	2	347	0	400	2	0	402	7	0	14	0	21	0	0	0	0	0	770
1730 - 1745	14	369	0	1	384	0	348	3	0	351	4	1	11	0	16	0	0	0	0	0	751
1745 - 1800	7	296	0	2	305	1	340	2	0	343	6	0	14	0	20	0	0	0	0	0	668
Hourly Total	41	1346	0	8	**1395**	1	1435	12	0	**1448**	27	1	67	0	**95**	1	0	1	0	**2**	**2940**
Grand Total	89	2611	1	12	**2713**	2	2894	20	3	**2919**	53	1	161	0	**215**	1	0	1	0	**2**	**5849**
Approach %	3.28	96.24	0.04	0.44	-	0.07	99.14	0.69	0.10	-	24.65	0.47	74.88	0.00	-	50.00	0.00	50.00	0.00	-	
Intersection %	1.52	44.64	0.02	0.21	46.38	0.03	49.48	0.34	0.05	49.91	0.91	0.02	2.75	0.00	3.68	0.02	0.00	0.02	0.00	0.03	

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

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 5
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Maddox Rd
Driveway

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0700 - 0900 (Weekday 2h Session) (05-08-2025)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Maddox Rd					Driveway					
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	14	1	0	15	1	0	9	0	10	0	0	0	0	0	35
0715 - 0730	0	12	0	0	12	0	12	3	0	15	0	0	5	0	5	0	0	0	0	0	32
0730 - 0745	2	10	0	0	12	0	6	1	0	7	2	0	4	0	6	0	0	0	0	0	25
0745 - 0800	3	11	0	0	14	0	9	1	0	10	1	0	4	0	5	0	0	0	0	0	29
Hourly Total	5	43	0	0	**48**	0	41	6	0	**47**	4	0	22	0	**26**	0	0	0	0	**0**	**121**
0800 - 0815	0	13	0	1	14	0	7	0	0	7	1	0	1	0	2	0	0	0	0	0	23
0815 - 0830	0	11	0	0	11	0	19	0	0	19	3	0	3	0	6	0	0	0	0	0	36
0830 - 0845	1	13	0	0	14	0	10	0	0	10	0	0	5	0	5	0	0	0	0	0	29
0845 - 0900	2	14	0	0	16	0	16	0	0	16	1	0	2	0	3	0	0	0	0	0	35
Hourly Total	3	51	0	1	**55**	0	52	0	0	**52**	5	0	11	0	**16**	0	0	0	0	**0**	**123**
Grand Total	8	94	0	1	**103**	0	93	6	0	**99**	9	0	33	0	**42**	0	0	0	0	**0**	**244**
Approach %	7.77	91.26	0.00	0.97	-	0.00	93.94	6.06	0.00	-	21.43	0.00	78.57	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	3.28	38.52	0.00	0.41	42.21	0.00	38.11	2.46	0.00	40.57	3.69	0.00	13.52	0.00	17.21	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Maddox Rd					Driveway					
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	2	12	0	0	14	0	15	2	0	17	0	0	2	0	2	0	0	0	0	0	33
1615 - 1630	5	13	0	0	18	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	24
1630 - 1645	9	12	0	0	21	0	8	1	0	9	2	0	3	0	5	0	0	0	0	0	35
1645 - 1700	2	8	0	0	10	0	7	2	0	9	0	0	0	0	0	0	0	0	0	0	19
Hourly Total	18	45	0	0	**63**	0	36	5	0	**41**	2	0	5	0	**7**	0	0	0	0	**0**	**111**
1700 - 1715	10	11	0	0	21	0	6	1	0	7	0	0	0	0	0	0	0	0	0	0	28
1715 - 1730	5	13	0	1	19	0	7	1	0	8	0	0	0	0	0	0	0	0	0	0	27
1730 - 1745	3	6	0	0	9	0	4	1	0	5	0	0	3	0	3	0	0	0	0	0	17
1745 - 1800	3	4	0	0	7	0	5	2	0	7	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	21	34	0	1	**56**	0	22	5	0	**27**	0	0	3	0	**3**	0	0	0	0	**0**	**86**
Grand Total	39	79	0	1	**119**	0	58	10	0	**68**	2	0	8	0	**10**	0	0	0	0	**0**	**197**
Approach %	32.77	66.39	0.00	0.84	-	0.00	85.29	14.71	0.00	-	20.00	0.00	80.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	19.80	40.10	0.00	0.51	60.41	0.00	29.44	5.08	0.00	34.52	1.02	0.00	4.06	0.00	5.08	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 5
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Maddox Rd
Driveway

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0700 - 0900 (Weekday 2h Session) (05-08-2025)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Maddox Rd					Driveway					
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	4	0	0	4	0	5	0	0	5	1	0	2	0	3	0	0	0	0	0	12
0715 - 0730	2	7	0	0	9	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	14
0730 - 0745	2	4	0	1	7	0	8	0	0	8	1	0	0	0	1	0	0	0	0	0	16
0745 - 0800	1	4	0	0	5	0	5	0	0	5	0	0	1	0	1	0	0	0	0	0	11
Hourly Total	5	19	0	1	**25**	0	23	0	0	**23**	2	0	3	0	**5**	0	0	0	0	**0**	**53**
0800 - 0815	0	10	0	0	10	0	11	1	0	12	1	0	0	0	1	0	0	0	0	0	23
0815 - 0830	3	4	0	0	7	0	8	0	0	8	1	0	2	0	3	0	0	0	0	0	18
0830 - 0845	1	6	0	0	7	0	8	0	0	8	0	0	1	0	1	0	0	0	0	0	16
0845 - 0900	1	6	0	0	7	0	6	0	0	6	2	0	3	0	5	0	0	0	0	0	18
Hourly Total	5	26	0	0	**31**	0	33	1	0	**34**	4	0	6	0	**10**	0	0	0	0	**0**	**75**
Grand Total	10	45	0	1	**56**	0	56	1	0	**57**	6	0	9	0	**15**	0	0	0	0	**0**	**128**
Approach %	17.86	80.36	0.00	1.79	-	0.00	98.25	1.75	0.00	-	40.00	0.00	60.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	7.81	35.16	0.00	0.78	43.75	0.00	43.75	0.78	0.00	44.53	4.69	0.00	7.03	0.00	11.72	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Maddox Rd					Driveway					
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	3	4	0	0	7	0	7	0	0	7	0	0	1	0	1	0	0	0	0	0	15
1615 - 1630	1	5	0	0	6	0	6	0	0	6	1	0	1	0	2	0	0	0	0	0	14
1630 - 1645	7	3	0	0	10	0	5	0	0	5	0	0	1	0	1	0	0	0	0	0	16
1645 - 1700	0	3	0	0	3	0	5	1	0	6	1	0	0	0	1	0	0	0	0	0	10
Hourly Total	11	15	0	0	**26**	0	23	1	0	**24**	2	0	3	0	**5**	0	0	0	0	**0**	**55**
1700 - 1715	1	4	0	0	5	0	2	0	0	2	2	0	1	0	3	0	0	0	0	0	10
1715 - 1730	1	3	0	0	4	0	3	0	0	3	0	0	3	0	3	0	0	0	0	0	10
1730 - 1745	1	4	0	0	5	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	9
1745 - 1800	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	4	13	0	0	**17**	0	9	0	0	**9**	3	0	4	0	**7**	0	0	0	0	**0**	**33**
Grand Total	15	28	0	0	**43**	0	32	1	0	**33**	5	0	7	0	**12**	0	0	0	0	**0**	**88**
Approach %	34.88	65.12	0.00	0.00	-	0.00	96.97	3.03	0.00	-	41.67	0.00	58.33	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	17.05	31.82	0.00	0.00	48.86	0.00	36.36	1.14	0.00	37.50	5.68	0.00	7.95	0.00	13.64	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Bicycles

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 5
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Maddox Rd
Driveway

Date
Thursday, May 8, 2025

Lat/Long
33.737844°, -84.085952°
Click here for Map

Weather
Fair
69°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-08-2025)
Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Maddox Rd					Driveway					
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	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) (05-08-2025)
Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Maddox Rd					Driveway					
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	

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

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 5
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Maddox Rd
Driveway

Date
Thursday, May 8, 2025

Lat/Long
33.737844°, -84.085952°
Click here for Map

Weather
Fair
69°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-08-2025)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Maddox Rd					Driveway					
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	14	0	0	14	0	19	1	0	20	2	0	11	0	13	0	0	0	0	0	47
0715 - 0730	2	19	0	0	21	0	17	3	0	20	0	0	5	0	5	0	0	0	0	0	46
0730 - 0745	4	14	0	1	19	0	14	1	0	15	3	0	4	0	7	0	0	0	0	0	41
0745 - 0800	4	15	0	0	19	0	14	1	0	15	1	0	5	0	6	0	0	0	0	0	40
Hourly Total	10	62	0	1	**73**	0	64	6	0	**70**	6	0	25	0	**31**	0	0	0	0	**0**	**174**
0800 - 0815	0	23	0	1	24	0	18	1	0	19	2	0	1	0	3	0	0	0	0	0	46
0815 - 0830	3	15	0	0	18	0	27	0	0	27	4	0	5	0	9	0	0	0	0	0	54
0830 - 0845	2	19	0	0	21	0	18	0	0	18	0	0	6	0	6	0	0	0	0	0	45
0845 - 0900	3	20	0	0	23	0	22	0	0	22	3	0	5	0	8	0	0	0	0	0	53
Hourly Total	8	77	0	1	**86**	0	85	1	0	**86**	9	0	17	0	**26**	0	0	0	0	**0**	**198**
Grand Total	18	139	0	2	**159**	0	149	7	0	**156**	15	0	42	0	**57**	0	0	0	0	**0**	**372**
Approach %	11.32	87.42	0.00	1.26	-	0.00	95.51	4.49	0.00	-	26.32	0.00	73.68	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	4.84	37.37	0.00	0.54	42.74	0.00	40.05	1.88	0.00	41.94	4.03	0.00	11.29	0.00	15.32	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Maddox Rd					Driveway					
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	5	16	0	0	21	0	22	2	0	24	0	0	3	0	3	0	0	0	0	0	48
1615 - 1630	6	18	0	0	24	0	12	0	0	12	1	0	1	0	2	0	0	0	0	0	38
1630 - 1645	16	15	0	0	31	0	13	1	0	14	2	0	4	0	6	0	0	0	0	0	51
1645 - 1700	2	11	0	0	13	0	12	3	0	15	1	0	0	0	1	0	0	0	0	0	29
Hourly Total	29	60	0	0	**89**	0	59	6	0	**65**	4	0	8	0	**12**	0	0	0	0	**0**	**166**
1700 - 1715	11	15	0	0	26	0	8	1	0	9	2	0	1	0	3	0	0	0	0	0	38
1715 - 1730	6	16	0	1	23	0	10	1	0	11	0	0	3	0	3	0	0	0	0	0	37
1730 - 1745	4	10	0	0	14	0	7	1	0	8	1	0	3	0	4	0	0	0	0	0	26
1745 - 1800	4	6	0	0	10	0	6	2	0	8	0	0	0	0	0	0	0	0	0	0	18
Hourly Total	25	47	0	1	**73**	0	31	5	0	**36**	3	0	7	0	**10**	0	0	0	0	**0**	**119**
Grand Total	54	107	0	1	**162**	0	90	11	0	**101**	7	0	15	0	**22**	0	0	0	0	**0**	**285**
Approach %	33.33	66.05	0.00	0.62	-	0.00	89.11	10.89	0.00	-	31.82	0.00	68.18	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	18.95	37.54	0.00	0.35	56.84	0.00	31.58	3.86	0.00	35.44	2.46	0.00	5.26	0.00	7.72	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Lithonia, GA Batch 1

Site 5
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Maddox Rd
Driveway

Date
Thursday, May 8, 2025

Lat/Long
33.737844°, -84.085952°
Click here for Map

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69°F
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0700 - 0900 (Weekday 2h Session) (05-08-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Maddox Rd			Driveway			
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	1	1	2	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	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	1	1	**2**	0	0	**0**	**2**
Grand Total	0	0	**0**	0	0	**0**	1	1	**2**	0	0	**0**	**2**
Approach %	0.00	0.00	-	0.00	0.00	-	50.00	50.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	50.00	50.00	100.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Maddox Rd			Driveway			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 5
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Maddox Rd
Driveway

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0700 - 0900 (Weekday 2h Session) (05-08-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Maddox Rd			Driveway			
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) (05-08-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Maddox Rd			Driveway			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

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Lithonia, GA Batch 1

Site 5
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Maddox Rd
Driveway

Date
Thursday, May 8, 2025

Lat/Long
33.737844°, -84.085952°
Click here for Map

Weather
Fair
69°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-08-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Maddox Rd			Driveway			
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) (05-08-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Maddox Rd			Driveway			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 5/8/2025	Maddox Rd Eastbound			Driveway Westbound			GA-124 Rock Chapel Rd (South) Northbound			GA-124 Rock Chapel 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	4	0	13	0	0	0	16	331	0	0	199	7	570
07:15 AM - 07:30 AM	2	0	9	0	0	0	16	399	0	0	245	7	678
07:30 AM - 07:45 AM	5	0	8	0	0	0	27	413	0	0	246	7	706
07:45 AM - 08:00 AM	1	0	11	0	0	0	30	373	0	0	269	9	693
08:00 AM - 08:15 AM	4	0	8	0	0	0	16	384	0	2	252	7	673
08:15 AM - 08:30 AM	4	0	8	0	0	0	22	356	0	1	279	0	670
08:30 AM - 08:45 AM	2	0	21	0	0	0	18	262	0	0	228	5	536
08:45 AM - 09:00 AM	5	0	9	0	0	0	13	239	0	0	259	7	532
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	5	0	23	0	0	0	19	300	0	0	369	5	721
04:15 PM - 04:30 PM	6	0	20	0	0	0	21	370	0	0	355	0	772
04:30 PM - 04:45 PM	9	0	34	0	0	0	27	343	1	1	397	3	815
04:45 PM - 05:00 PM	10	0	25	0	0	0	10	312	0	0	397	6	760
05:00 PM - 05:15 PM	12	0	29	1	0	1	26	356	0	0	355	6	786
05:15 PM - 05:30 PM	7	0	17	0	0	0	11	356	0	0	410	3	804
05:30 PM - 05:45 PM	5	1	14	0	0	0	18	379	0	0	355	4	776
05:45 PM - 06:00 PM	6	0	14	0	0	0	11	302	0	1	346	4	684
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

Peak Hour Turning Movement Count

Lithonia, GA Batch 1

Click here for Map

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Thursday, May 8, 2025		
Fair		69°F
Period	0700 - 0900	**APPLY**
Peak Hour	0715 - 0815	**APPLY**
Global PH	0715 - 0815	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Driveway						Pleasant Hill 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
0715 - 0730	1	333	39	-	0	373	27	240	0	-	1	268	1	0	2	-	0	3	105	1	75	-	0	181	825
0730 - 0745	0	361	37	-	0	398	31	223	0	-	0	254	1	0	2	-	0	3	111	0	81	-	0	192	847
0745 - 0800	0	329	59	-	0	388	32	242	0	-	0	274	0	0	0	-	0	0	107	0	61	-	0	168	830
0800 - 0815	3	355	49	-	0	407	30	247	2	-	1	280	1	0	0	-	0	1	73	0	48	-	0	121	809
Total	4	1378	184	0	0	1566	120	952	2	0	2	1076	3	0	4	0	0	7	396	1	265	0	0	662	3311
Approach %	0.26	87.99	11.75	0.00	0.00	-	11.15	88.48	0.19	0.00	0.19	-	42.86	0.00	57.14	0.00	0.00	-	59.82	0.15	40.03	0.00	0.00	-	
PHF	0.33	0.95	0.78	0.00	0.00	**0.96**	0.94	0.96	0.25	0.00	0.50	**0.96**	0.75	0.00	0.50	0.00	0.00	**0.58**	0.89	0.25	0.82	0.00	0.00	**0.86**	**0.98**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Driveway						Pleasant Hill 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
0715 - 0730	0	317	36	-	0	353	23	216	0	-	1	240	0	0	1	-	0	1	99	1	74	-	0	174	768
0730 - 0745	0	343	34	-	0	377	28	207	0	-	0	235	0	0	0	-	0	0	109	0	77	-	0	186	798
0745 - 0800	0	315	53	-	0	368	32	224	0	-	0	256	0	0	0	-	0	0	103	0	59	-	0	162	786
0800 - 0815	3	330	45	-	0	378	30	224	2	-	1	257	0	0	0	-	0	0	71	0	48	-	0	119	754
Total	3	1305	168	0	0	1476	113	871	2	0	2	988	0	0	1	0	0	1	382	1	258	0	0	641	3106
Approach %	0.20	88.41	11.38	0.00	0.00	-	11.44	88.16	0.20	0.00	0.20	-	0.00	0.00	100.00	0.00	0.00	-	59.59	0.16	40.25	0.00	0.00	-	
PHF	0.25	0.95	0.79	0.00	0.00	**0.98**	0.88	0.97	0.25	0.00	0.50	**0.96**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.88	0.25	0.84	0.00	0.00	**0.86**	**0.97**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Driveway						Pleasant Hill 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
0715 - 0730	1	8	2	-	0	11	4	18	0	-	0	22	0	0	0	-	0	0	4	0	1	-	0	5	38
0730 - 0745	0	10	2	-	0	12	3	6	0	-	0	9	1	0	0	-	0	1	1	0	4	-	0	5	27
0745 - 0800	0	9	3	-	0	12	0	12	0	-	0	12	0	0	0	-	0	0	4	0	2	-	0	6	30
0800 - 0815	0	15	4	-	0	19	0	10	0	-	0	10	0	0	0	-	0	0	1	0	0	-	0	1	30
Total	1	42	11	0	0	54	7	46	0	0	0	53	1	0	0	0	0	1	10	0	7	0	0	17	125
Approach %	1.85	77.78	20.37	0.00	0.00	-	13.21	86.79	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	58.82	0.00	41.18	0.00	0.00	-	
PHF	0.25	0.70	0.69	0.00	0.00	**0.71**	0.44	0.64	0.00	0.00	0.00	**0.60**	0.25	0.00	0.00	0.00	0.00	**0.25**	0.63	0.00	0.44	0.00	0.00	**0.71**	**0.82**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Driveway						Pleasant Hill 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
0715 - 0730	0	8	1	-	0	9	0	6	0	-	0	6	1	0	1	-	0	2	2	0	0	-	0	2	19
0730 - 0745	0	8	1	-	0	9	0	10	0	-	0	10	0	0	2	-	0	2	1	0	0	-	0	1	22
0745 - 0800	0	5	3	-	0	8	0	6	0	-	0	6	0	0	0	-	0	0	0	0	0	-	0	0	14
0800 - 0815	0	10	0	-	0	10	0	13	0	-	0	13	1	0	0	-	0	1	1	0	0	-	0	1	25
Total	0	31	5	0	0	36	0	35	0	0	0	35	2	0	3	0	0	5	4	0	0	0	0	4	80
Approach %	0.00	86.11	13.89	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	40.00	0.00	60.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.78	0.42	0.00	0.00	**0.90**	0.00	0.67	0.00	0.00	0.00	**0.67**	0.50	0.00	0.38	0.00	0.00	**0.63**	0.50	0.00	0.00	0.00	0.00	**0.50**	**0.80**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Driveway						Pleasant Hill 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
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
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Click here for Map

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

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Thursday, May 8, 2025		
	Fair	69°F
Period	1600 - 1800	**APPLY**
Peak Hour	1615 - 1715	**APPLY**
Global PH	1630 - 1730	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Global Peak Hour

Volume

GA-124 Rock Chapel Rd (North)

Southbound

2	1354	255	6	1617	1361	(1-3)
1	25	2	0	28	69	(4-7)
0	16	3	0	19	20	(8-13)
3	1395	260	6	1664	1450	Total

1

0

Driveway

	(1-3)	(4-7)	(8-13)	Total
	10	3	0	13
	13	1	0	14
Eastbound	0	0	0	0
	6	0	0	6
	4	1	0	5
	3	0	0	3

0

0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	3606	115	44	3765
PHF				0.96
ADT (Calc)			10	37650

0

0

	179	1	15	163
	5	0	0	5
	211	2	5	204
	0	0	0	0
	395	3	20	372
	690	6	13	671
	Total	(8-13)	(4-7)	(1-3)

Westbound

Pleasant Hill Rd

0

0

Total	1612	1692	3	5	1259	425
(8-13)	18	22	0	0	19	3
(4-7)	30	66	0	2	54	10
(1-3)	1564	1604	3	3	1186	412

Northbound

GA-124 Rock Chapel Rd (South)

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Driveway						Pleasant Hill 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
1615 - 1630	2	323	102	-	0	427	60	328	0	-	2	390	0	1	3	-	0	4	63	0	49	-	0	112	933
1630 - 1645	0	330	98	-	0	428	61	378	2	-	1	442	3	1	1	-	0	5	48	2	44	-	0	94	969
1645 - 1700	4	266	112	-	3	385	72	348	0	-	1	421	1	1	2	-	0	4	69	1	39	-	0	109	919
1700 - 1715	1	360	124	-	0	485	62	343	1	-	1	407	2	2	0	-	0	4	42	0	44	-	0	86	982
Total	7	1279	436	0	3	1725	255	1397	3	0	5	1660	6	5	6	0	0	17	222	3	176	0	0	401	3803
Approach %	0.41	74.14	25.28	0.00	0.17	-	15.36	84.16	0.18	0.00	0.30	-	35.29	29.41	35.29	0.00	0.00	-	55.36	0.75	43.89	0.00	0.00	-	
PHF	0.44	0.89	0.88	0.00	0.25	**0.89**	0.89	0.92	0.38	0.00	0.63	**0.94**	0.50	0.63	0.50	0.00	0.00	**0.85**	0.80	0.38	0.90	0.00	0.00	**0.90**	**0.97**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Driveway						Pleasant Hill 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
1615 - 1630	2	303	98	-	0	403	59	315	0	-	2	376	0	1	3	-	0	4	60	0	46	-	0	106	889
1630 - 1645	0	311	94	-	0	405	60	364	1	-	1	426	3	1	1	-	0	5	46	2	39	-	0	87	923
1645 - 1700	3	251	109	-	3	366	72	335	0	-	1	408	1	0	2	-	0	3	69	1	35	-	0	105	882
1700 - 1715	0	342	118	-	0	460	60	336	1	-	1	398	2	2	0	-	0	4	39	0	42	-	0	81	943
Total	5	1207	419	0	3	1634	251	1350	2	0	5	1608	6	4	6	0	0	16	214	3	162	0	0	379	3637
Approach %	0.31	73.87	25.64	0.00	0.18	-	15.61	83.96	0.12	0.00	0.31	-	37.50	25.00	37.50	0.00	0.00	-	56.46	0.79	42.74	0.00	0.00	-	
PHF	0.42	0.88	0.89	0.00	0.25	**0.89**	0.87	0.93	0.50	0.00	0.63	**0.94**	0.50	0.50	0.50	0.00	0.00	**0.80**	0.78	0.38	0.88	0.00	0.00	**0.89**	**0.96**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Driveway						Pleasant Hill 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
1615 - 1630	0	15	4	-	0	19	1	7	0	-	0	8	0	0	0	-	0	0	1	0	2	-	0	3	30
1630 - 1645	0	11	4	-	0	15	0	8	1	-	0	9	0	0	0	-	0	0	1	0	5	-	0	6	30
1645 - 1700	1	11	3	-	0	15	0	8	0	-	0	8	0	1	0	-	0	1	0	0	3	-	0	3	27
1700 - 1715	1	14	3	-	0	18	2	5	0	-	0	7	0	0	0	-	0	0	2	0	2	-	0	4	29
Total	2	51	14	0	0	67	3	28	1	0	0	32	0	1	0	0	0	1	4	0	12	0	0	16	116
Approach %	2.99	76.12	20.90	0.00	0.00	-	9.38	87.50	3.13	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	25.00	0.00	75.00	0.00	0.00	-	
PHF	0.50	0.85	0.88	0.00	0.00	**0.88**	0.38	0.88	0.25	0.00	0.00	**0.89**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.50	0.00	0.60	0.00	0.00	**0.67**	**0.97**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Driveway						Pleasant Hill 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
1615 - 1630	0	5	0	-	0	5	0	6	0	-	0	6	0	0	0	-	0	0	2	0	1	-	0	3	14
1630 - 1645	0	8	0	-	0	8	1	6	0	-	0	7	0	0	0	-	0	0	1	0	0	-	0	1	16
1645 - 1700	0	4	0	-	0	4	0	5	0	-	0	5	0	0	0	-	0	0	0	0	1	-	0	1	10
1700 - 1715	0	4	3	-	0	7	0	2	0	-	0	2	0	0	0	-	0	0	1	0	0	-	0	1	10
Total	0	21	3	0	0	24	1	19	0	0	0	20	0	0	0	0	0	0	4	0	2	0	0	6	50
Approach %	0.00	87.50	12.50	0.00	0.00	-	5.00	95.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	66.67	0.00	33.33	0.00	0.00	-	
PHF	0.00	0.66	0.25	0.00	0.00	**0.75**	0.25	0.79	0.00	0.00	0.00	**0.71**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.50	0.00	0.50	0.00	0.00	**0.50**	**0.78**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Driveway						Pleasant Hill 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
1615 - 1630	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 6
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Driveway
Pleasant Hill Rd

Date
Thursday, May 8, 2025

Lat/Long
33.735179°, -84.088232°
Click here for Map

Weather
Fair
69°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-08-2025)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Driveway					Pleasant Hill 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	3	272	36	0	311	12	168	2	1	183	0	0	1	0	1	110	1	58	0	169	664
0715 - 0730	1	333	39	0	373	27	240	0	1	268	1	0	2	0	3	105	1	75	0	181	825
0730 - 0745	0	361	37	0	398	31	223	0	0	254	1	0	2	0	3	111	0	81	0	192	847
0745 - 0800	0	329	59	0	388	32	242	0	0	274	0	0	0	0	0	107	0	61	0	168	830
Hourly Total	4	1295	171	0	**1470**	102	873	2	2	**979**	2	0	5	0	**7**	433	2	275	0	**710**	**3166**
0800 - 0815	3	355	49	0	407	30	247	2	1	280	1	0	0	0	1	73	0	48	0	121	809
0815 - 0830	2	308	58	0	368	31	228	3	0	262	0	0	1	0	1	99	0	60	0	159	790
0830 - 0845	1	250	57	0	308	23	251	0	0	274	0	0	0	0	0	78	0	41	0	119	701
0845 - 0900	0	198	64	0	262	23	231	1	1	256	2	0	3	0	5	102	2	32	0	136	659
Hourly Total	6	1111	228	0	**1345**	107	957	6	2	**1072**	3	0	4	0	**7**	352	2	181	0	**535**	**2959**
Grand Total	10	2406	399	0	**2815**	209	1830	8	4	**2051**	5	0	9	0	**14**	785	4	456	0	**1245**	**6125**
Approach %	0.36	85.47	14.17	0.00	-	10.19	89.22	0.39	0.20	-	35.71	0.00	64.29	0.00	-	63.05	0.32	36.63	0.00	-	
Intersection %	0.16	39.28	6.51	0.00	45.96	3.41	29.88	0.13	0.07	33.49	0.08	0.00	0.15	0.00	0.23	12.82	0.07	7.44	0.00	20.33	
Heavy Vehicle %	10	6	9	-	**6**	10	9	0	0	**9**	80	-	67	-	**71**	4	25	3	-	**4**	**7**
PHF	0.33	0.95	0.78	0.00	**0.96**	0.94	0.96	0.25	0.50	**0.96**	0.75	0.00	0.50	0.00	**0.58**	0.89	0.25	0.82	0.00	**0.86**	**0.98**
Peak Hour Total	4	1378	184	0	**1566**	120	952	2	2	**1076**	3	0	4	0	**7**	396	1	265	0	**662**	**3311**
Peak Hour HV %	25	5	9	0	**6**	6	9	0	0	**8**	100	0	75	0	**86**	4	0	3	0	**3**	**6**

1600 - 1800 (Weekday 2h Session) (05-08-2025)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Driveway					Pleasant Hill 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	262	124	0	386	51	318	3	2	374	0	0	3	0	3	64	0	41	0	105	868
1615 - 1630	2	323	102	0	427	60	328	0	2	390	0	1	3	0	4	63	0	49	0	112	933
1630 - 1645	0	330	98	0	428	61	378	2	1	442	3	1	1	0	5	48	2	44	0	94	969
1645 - 1700	4	266	112	3	385	72	348	0	1	421	1	1	2	0	4	69	1	39	0	109	919
Hourly Total	6	1181	436	3	**1626**	244	1372	5	6	**1627**	4	3	9	0	**16**	244	3	173	0	**420**	**3689**
1700 - 1715	1	360	124	0	485	62	343	1	1	407	2	2	0	0	4	42	0	44	0	86	982
1715 - 1730	0	303	91	0	394	65	326	0	3	394	0	1	0	0	1	52	2	52	0	106	895
1730 - 1745	0	345	105	0	450	68	339	0	1	408	4	0	0	0	4	54	0	35	0	89	951
1745 - 1800	2	274	100	0	376	57	297	2	0	356	1	0	0	0	1	67	0	33	0	100	833
Hourly Total	3	1282	420	0	**1705**	252	1305	3	5	**1565**	7	3	0	0	**10**	215	2	164	0	**381**	**3661**
Grand Total	9	2463	856	3	**3331**	496	2677	8	11	**3192**	11	6	9	0	**26**	459	5	337	0	**801**	**7350**
Approach %	0.27	73.94	25.70	0.09	-	15.54	83.87	0.25	0.34	-	42.31	23.08	34.62	0.00	-	57.30	0.62	42.07	0.00	-	
Intersection %	0.12	33.51	11.65	0.04	45.32	6.75	36.42	0.11	0.15	43.43	0.15	0.08	0.12	0.00	0.35	6.24	0.07	4.59	0.00	10.90	
Heavy Vehicle %	22	6	3	0	**5**	1	4	38	0	**3**	9	17	0	-	**8**	3	0	7	-	**5**	**4**
PHF	0.44	0.89	0.88	0.25	**0.89**	0.89	0.92	0.38	0.63	**0.94**	0.50	0.63	0.50	0.00	**0.85**	0.80	0.38	0.90	0.00	**0.90**	**0.97**
Peak Hour Total	7	1279	436	3	**1725**	255	1397	3	5	**1660**	6	5	6	0	**17**	222	3	176	0	**401**	**3803**
Peak Hour HV %	29	6	4	0	**5**	2	3	33	0	**3**	0	20	0	0	**6**	4	0	8	0	**5**	**4**

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

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 6
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Driveway
Pleasant Hill Rd

Date
Thursday, May 8, 2025

Lat/Long
33.735179°, -84.088232°
Click here for Map

Weather
Fair
69°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-08-2025)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Driveway					Pleasant Hill 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	3	257	33	0	293	8	147	2	1	158	0	0	0	0	0	107	1	58	0	166	617
0715 - 0730	0	317	36	0	353	23	216	0	1	240	0	0	1	0	1	99	1	74	0	174	768
0730 - 0745	0	343	34	0	377	28	207	0	0	235	0	0	0	0	0	109	0	77	0	186	798
0745 - 0800	0	315	53	0	368	32	224	0	0	256	0	0	0	0	0	103	0	59	0	162	786
Hourly Total	3	1232	156	0	**1391**	91	794	2	2	**889**	0	0	1	0	**1**	418	2	268	0	**688**	**2969**
0800 - 0815	3	330	45	0	378	30	224	2	1	257	0	0	0	0	0	71	0	48	0	119	754
0815 - 0830	2	293	52	0	347	25	204	3	0	232	0	0	1	0	1	95	0	57	0	152	732
0830 - 0845	1	233	51	0	285	23	227	0	0	250	0	0	0	0	0	71	0	39	0	110	645
0845 - 0900	0	176	60	0	236	20	208	1	1	230	1	0	1	0	2	97	1	32	0	130	598
Hourly Total	6	1032	208	0	**1246**	98	863	6	2	**969**	1	0	2	0	**3**	334	1	176	0	**511**	**2729**
Grand Total	9	2264	364	0	**2637**	189	1657	8	4	**1858**	1	0	3	0	**4**	752	3	444	0	**1199**	**5698**
Approach %	0.34	85.86	13.80	0.00	-	10.17	89.18	0.43	0.22	-	25.00	0.00	75.00	0.00	-	62.72	0.25	37.03	0.00	-	
Intersection %	0.16	39.73	6.39	0.00	46.28	3.32	29.08	0.14	0.07	32.61	0.02	0.00	0.05	0.00	0.07	13.20	0.05	7.79	0.00	21.04	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Driveway					Pleasant Hill 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	242	119	0	361	51	295	2	2	350	0	0	3	0	3	61	0	39	0	100	814
1615 - 1630	2	303	98	0	403	59	315	0	2	376	0	1	3	0	4	60	0	46	0	106	889
1630 - 1645	0	311	94	0	405	60	364	1	1	426	3	1	1	0	5	46	2	39	0	87	923
1645 - 1700	3	251	109	3	366	72	335	0	1	408	1	0	2	0	3	69	1	35	0	105	882
Hourly Total	5	1107	420	3	**1535**	242	1309	3	6	**1560**	4	2	9	0	**15**	236	3	159	0	**398**	**3508**
1700 - 1715	0	342	118	0	460	60	336	1	1	398	2	2	0	0	4	39	0	42	0	81	943
1715 - 1730	0	282	91	0	373	63	319	0	3	385	0	1	0	0	1	50	2	47	0	99	858
1730 - 1745	0	332	103	0	435	67	328	0	1	396	3	0	0	0	3	53	0	34	0	87	921
1745 - 1800	2	263	100	0	365	57	289	1	0	347	1	0	0	0	1	65	0	32	0	97	810
Hourly Total	2	1219	412	0	**1633**	247	1272	2	5	**1526**	6	3	0	0	**9**	207	2	155	0	**364**	**3532**
Grand Total	7	2326	832	3	**3168**	489	2581	5	11	**3086**	10	5	9	0	**24**	443	5	314	0	**762**	**7040**
Approach %	0.22	73.42	26.26	0.09	-	15.85	83.64	0.16	0.36	-	41.67	20.83	37.50	0.00	-	58.14	0.66	41.21	0.00	-	
Intersection %	0.10	33.04	11.82	0.04	45.00	6.95	36.66	0.07	0.16	43.84	0.14	0.07	0.13	0.00	0.34	6.29	0.07	4.46	0.00	10.82	

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

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 6
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Driveway
Pleasant Hill Rd

Date
Thursday, May 8, 2025

Lat/Long
33.735179°, -84.088232°
Click here for Map

Weather
Fair
69°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-08-2025)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Driveway					Pleasant Hill 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	12	3	0	15	3	17	0	0	20	0	0	0	0	0	3	0	0	0	3	38
0715 - 0730	1	8	2	0	11	4	18	0	0	22	0	0	0	0	0	4	0	1	0	5	38
0730 - 0745	0	10	2	0	12	3	6	0	0	9	1	0	0	0	1	1	0	4	0	5	27
0745 - 0800	0	9	3	0	12	0	12	0	0	12	0	0	0	0	0	4	0	2	0	6	30
Hourly Total	1	39	10	0	**50**	10	53	0	0	**63**	1	0	0	0	**1**	12	0	7	0	**19**	**133**
0800 - 0815	0	15	4	0	19	0	10	0	0	10	0	0	0	0	0	1	0	0	0	1	30
0815 - 0830	0	10	5	0	15	3	18	0	0	21	0	0	0	0	0	2	0	1	0	3	39
0830 - 0845	0	11	4	0	15	0	16	0	0	16	0	0	0	0	0	7	0	2	0	9	40
0845 - 0900	0	16	4	0	20	1	16	0	0	17	0	0	1	0	1	4	0	0	0	4	42
Hourly Total	0	52	17	0	**69**	4	60	0	0	**64**	0	0	1	0	**1**	14	0	3	0	**17**	**151**
Grand Total	1	91	27	0	**119**	14	113	0	0	**127**	1	0	1	0	**2**	26	0	10	0	**36**	**284**
Approach %	0.84	76.47	22.69	0.00	-	11.02	88.98	0.00	0.00	-	50.00	0.00	50.00	0.00	-	72.22	0.00	27.78	0.00	-	
Intersection %	0.35	32.04	9.51	0.00	41.90	4.93	39.79	0.00	0.00	44.72	0.35	0.00	0.35	0.00	0.70	9.15	0.00	3.52	0.00	12.68	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Driveway					Pleasant Hill 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	14	3	0	17	0	15	1	0	16	0	0	0	0	0	2	0	1	0	3	36
1615 - 1630	0	15	4	0	19	1	7	0	0	8	0	0	0	0	0	1	0	2	0	3	30
1630 - 1645	0	11	4	0	15	0	8	1	0	9	0	0	0	0	0	1	0	5	0	6	30
1645 - 1700	1	11	3	0	15	0	8	0	0	8	0	1	0	0	1	0	0	3	0	3	27
Hourly Total	1	51	14	0	**66**	1	38	2	0	**41**	0	1	0	0	**1**	4	0	11	0	**15**	**123**
1700 - 1715	1	14	3	0	18	2	5	0	0	7	0	0	0	0	0	2	0	2	0	4	29
1715 - 1730	0	18	0	0	18	0	4	0	0	4	0	0	0	0	0	2	0	5	0	7	29
1730 - 1745	0	6	1	0	7	1	7	0	0	8	1	0	0	0	1	1	0	1	0	2	18
1745 - 1800	0	8	0	0	8	0	6	1	0	7	0	0	0	0	0	2	0	1	0	3	18
Hourly Total	1	46	4	0	**51**	3	22	1	0	**26**	1	0	0	0	**1**	7	0	9	0	**16**	**94**
Grand Total	2	97	18	0	**117**	4	60	3	0	**67**	1	1	0	0	**2**	11	0	20	0	**31**	**217**
Approach %	1.71	82.91	15.38	0.00	-	5.97	89.55	4.48	0.00	-	50.00	50.00	0.00	0.00	-	35.48	0.00	64.52	0.00	-	
Intersection %	0.92	44.70	8.29	0.00	53.92	1.84	27.65	1.38	0.00	30.88	0.46	0.46	0.00	0.00	0.92	5.07	0.00	9.22	0.00	14.29	

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

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 6
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Driveway
Pleasant Hill Rd

Date
Thursday, May 8, 2025

Lat/Long
33.735179°, -84.088232°
Click here for Map

Weather
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0700 - 0900 (Weekday 2h Session) (05-08-2025)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Driveway					Pleasant Hill 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	3	0	0	3	1	4	0	0	5	0	0	1	0	1	0	0	0	0	0	9
0715 - 0730	0	8	1	0	9	0	6	0	0	6	1	0	1	0	2	2	0	0	0	2	19
0730 - 0745	0	8	1	0	9	0	10	0	0	10	0	0	2	0	2	1	0	0	0	1	22
0745 - 0800	0	5	3	0	8	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	0	24	5	0	**29**	1	26	0	0	**27**	1	0	4	0	**5**	3	0	0	0	**3**	**64**
0800 - 0815	0	10	0	0	10	0	13	0	0	13	1	0	0	0	1	1	0	0	0	1	25
0815 - 0830	0	5	1	0	6	3	6	0	0	9	0	0	0	0	0	2	0	2	0	4	19
0830 - 0845	0	6	2	0	8	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	16
0845 - 0900	0	6	0	0	6	2	7	0	0	9	1	0	1	0	2	1	1	0	0	2	19
Hourly Total	0	27	3	0	**30**	5	34	0	0	**39**	2	0	1	0	**3**	4	1	2	0	**7**	**79**
Grand Total	0	51	8	0	**59**	6	60	0	0	**66**	3	0	5	0	**8**	7	1	2	0	**10**	**143**
Approach %	0.00	86.44	13.56	0.00	-	9.09	90.91	0.00	0.00	-	37.50	0.00	62.50	0.00	-	70.00	10.00	20.00	0.00	-	
Intersection %	0.00	35.66	5.59	0.00	41.26	4.20	41.96	0.00	0.00	46.15	2.10	0.00	3.50	0.00	5.59	4.90	0.70	1.40	0.00	6.99	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Driveway					Pleasant Hill 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	6	2	0	8	0	8	0	0	8	0	0	0	0	0	1	0	1	0	2	18
1615 - 1630	0	5	0	0	5	0	6	0	0	6	0	0	0	0	0	2	0	1	0	3	14
1630 - 1645	0	8	0	0	8	1	6	0	0	7	0	0	0	0	0	1	0	0	0	1	16
1645 - 1700	0	4	0	0	4	0	5	0	0	5	0	0	0	0	0	0	0	1	0	1	10
Hourly Total	0	23	2	0	**25**	1	25	0	0	**26**	0	0	0	0	**0**	4	0	3	0	**7**	**58**
1700 - 1715	0	4	3	0	7	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	10
1715 - 1730	0	3	0	0	3	2	3	0	0	5	0	0	0	0	0	0	0	0	0	0	8
1730 - 1745	0	7	1	0	8	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	12
1745 - 1800	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	17	4	0	**21**	2	11	0	0	**13**	0	0	0	0	**0**	1	0	0	0	**1**	**35**
Grand Total	0	40	6	0	**46**	3	36	0	0	**39**	0	0	0	0	**0**	5	0	3	0	**8**	**93**
Approach %	0.00	86.96	13.04	0.00	-	7.69	92.31	0.00	0.00	-	0.00	0.00	0.00	0.00	-	62.50	0.00	37.50	0.00	-	
Intersection %	0.00	43.01	6.45	0.00	49.46	3.23	38.71	0.00	0.00	41.94	0.00	0.00	0.00	0.00	0.00	5.38	0.00	3.23	0.00	8.60	

Classified Turn Movement Count || Bicycles

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 6
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Driveway
Pleasant Hill Rd

Date
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Lat/Long
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0700 - 0900 (Weekday 2h Session) (05-08-2025)
Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Driveway					Pleasant Hill 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) (05-08-2025)
Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Driveway					Pleasant Hill 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)

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 6
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Driveway
Pleasant Hill Rd

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0700 - 0900 (Weekday 2h Session) (05-08-2025)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Driveway					Pleasant Hill 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	15	3	0	18	4	21	0	0	25	0	0	1	0	1	3	0	0	0	3	47
0715 - 0730	1	16	3	0	20	4	24	0	0	28	1	0	1	0	2	6	0	1	0	7	57
0730 - 0745	0	18	3	0	21	3	16	0	0	19	1	0	2	0	3	2	0	4	0	6	49
0745 - 0800	0	14	6	0	20	0	18	0	0	18	0	0	0	0	0	4	0	2	0	6	44
Hourly Total	1	63	15	0	**79**	11	79	0	0	**90**	2	0	4	0	**6**	15	0	7	0	**22**	**197**
0800 - 0815	0	25	4	0	29	0	23	0	0	23	1	0	0	0	1	2	0	0	0	2	55
0815 - 0830	0	15	6	0	21	6	24	0	0	30	0	0	0	0	0	4	0	3	0	7	58
0830 - 0845	0	17	6	0	23	0	24	0	0	24	0	0	0	0	0	7	0	2	0	9	56
0845 - 0900	0	22	4	0	26	3	23	0	0	26	1	0	2	0	3	5	1	0	0	6	61
Hourly Total	0	79	20	0	**99**	9	94	0	0	**103**	2	0	2	0	**4**	18	1	5	0	**24**	**230**
Grand Total	1	142	35	0	**178**	20	173	0	0	**193**	4	0	6	0	**10**	33	1	12	0	**46**	**427**
Approach %	0.56	79.78	19.66	0.00	-	10.36	89.64	0.00	0.00	-	40.00	0.00	60.00	0.00	-	71.74	2.17	26.09	0.00	-	
Intersection %	0.23	33.26	8.20	0.00	41.69	4.68	40.52	0.00	0.00	45.20	0.94	0.00	1.41	0.00	2.34	7.73	0.23	2.81	0.00	10.77	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Driveway					Pleasant Hill 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	20	5	0	25	0	23	1	0	24	0	0	0	0	0	3	0	2	0	5	54
1615 - 1630	0	20	4	0	24	1	13	0	0	14	0	0	0	0	0	3	0	3	0	6	44
1630 - 1645	0	19	4	0	23	1	14	1	0	16	0	0	0	0	0	2	0	5	0	7	46
1645 - 1700	1	15	3	0	19	0	13	0	0	13	0	1	0	0	1	0	0	4	0	4	37
Hourly Total	1	74	16	0	**91**	2	63	2	0	**67**	0	1	0	0	**1**	8	0	14	0	**22**	**181**
1700 - 1715	1	18	6	0	25	2	7	0	0	9	0	0	0	0	0	3	0	2	0	5	39
1715 - 1730	0	21	0	0	21	2	7	0	0	9	0	0	0	0	0	2	0	5	0	7	37
1730 - 1745	0	13	2	0	15	1	11	0	0	12	1	0	0	0	1	1	0	1	0	2	30
1745 - 1800	0	11	0	0	11	0	8	1	0	9	0	0	0	0	0	2	0	1	0	3	23
Hourly Total	1	63	8	0	**72**	5	33	1	0	**39**	1	0	0	0	**1**	8	0	9	0	**17**	**129**
Grand Total	2	137	24	0	**163**	7	96	3	0	**106**	1	1	0	0	**2**	16	0	23	0	**39**	**310**
Approach %	1.23	84.05	14.72	0.00	-	6.60	90.57	2.83	0.00	-	50.00	50.00	0.00	0.00	-	41.03	0.00	58.97	0.00	-	
Intersection %	0.65	44.19	7.74	0.00	52.58	2.26	30.97	0.97	0.00	34.19	0.32	0.32	0.00	0.00	0.65	5.16	0.00	7.42	0.00	12.58	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Lithonia, GA Batch 1

Site 6
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Driveway
Pleasant Hill Rd

Date
Thursday, May 8, 2025

Lat/Long
33.735179°, -84.088232°
Click here for Map

Weather
Fair
69°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-08-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Driveway			Pleasant Hill 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
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) (05-08-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Driveway			Pleasant Hill 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	1	0	1	0	0	0	0	0	0	1
1730 - 1745	0	0	0	0	1	1	0	0	0	0	0	0	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	1	1	**2**	0	0	**0**	0	0	**0**	**2**
Grand Total	0	0	**0**	1	1	**2**	0	0	**0**	0	0	**0**	**2**
Approach %	0.00	0.00	-	50.00	50.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	50.00	50.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Lithonia, GA Batch 1

Site 6
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Driveway
Pleasant Hill Rd

Date
Thursday, May 8, 2025

Lat/Long
33.735179°, -84.088232°
Click here for Map

Weather
Fair
69°F
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0700 - 0900 (Weekday 2h Session) (05-08-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Driveway			Pleasant Hill 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
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) (05-08-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Driveway			Pleasant Hill 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	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Lithonia, GA Batch 1

Site 6
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Driveway
Pleasant Hill Rd

Date
Thursday, May 8, 2025

Lat/Long
33.735179°, -84.088232°
Click here for Map

Weather
Fair
69°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-08-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Driveway			Pleasant Hill 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
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) (05-08-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			Driveway			Pleasant Hill 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	

Start Date: 5/8/2025	Driveway Eastbound			Pleasant Hill Rd Westbound			GA-124 Rock Chapel Rd (South) Northbound			GA-124 Rock Chapel 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	1	110	1	58	3	272	36	12	168	2	663
07:15 AM - 07:30 AM	1	0	2	105	1	75	1	333	39	27	240	0	824
07:30 AM - 07:45 AM	1	0	2	111	0	81	0	361	37	31	223	0	847
07:45 AM - 08:00 AM	0	0	0	107	0	61	0	329	59	32	242	0	830
08:00 AM - 08:15 AM	1	0	0	73	0	48	3	355	49	30	247	2	808
08:15 AM - 08:30 AM	0	0	1	99	0	60	2	308	58	31	228	3	790
08:30 AM - 08:45 AM	0	0	0	78	0	41	1	250	57	23	251	0	701
08:45 AM - 09:00 AM	2	0	3	102	2	32	0	198	64	23	231	1	658
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	3	64	0	41	0	262	124	51	318	3	866
04:15 PM - 04:30 PM	0	1	3	63	0	49	2	323	102	60	328	0	931
04:30 PM - 04:45 PM	3	1	1	48	2	44	0	330	98	61	378	2	968
04:45 PM - 05:00 PM	1	1	2	69	1	39	4	266	112	72	348	0	915
05:00 PM - 05:15 PM	2	2	0	42	0	44	1	360	124	62	343	1	981
05:15 PM - 05:30 PM	0	1	0	52	2	52	0	303	91	65	326	0	892
05:30 PM - 05:45 PM	4	0	0	54	0	35	0	345	105	68	339	0	950
05:45 PM - 06:00 PM	1	0	0	67	0	33	2	274	100	57	297	2	833
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

Peak Hour Turning Movement Count

Lithonia, GA Batch 1

Click here for Map

Marr Traffic DATA COLLECTION

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Thursday, May 8, 2025		
Fair		69°F
Period	0700 - 0900	**APPLY**
Peak Hour	0715 - 0815	**APPLY**
Global PH	0715 - 0815	**APPLY**

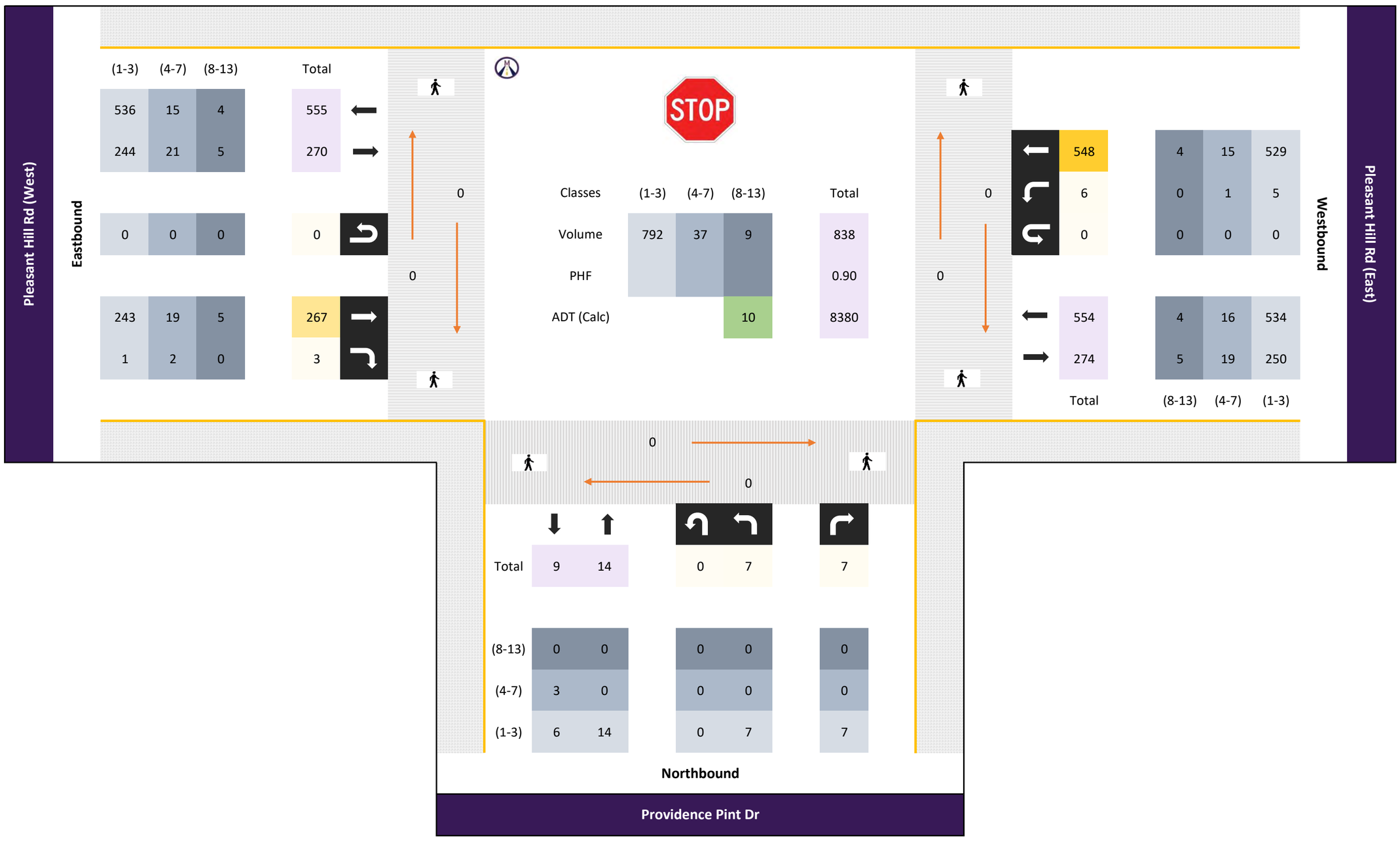
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound Providence Pint Dr Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total	Eastbound Pleasant Hill Rd (West)	Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Westbound Pleasant Hill Rd (East) Left 7.7	Thru 7.8			U-Turn 7.9	App Total	Int Total
0715 - 0730	1	-	1	-	0	2	-	-	-	-	-	0	-	73	3	-	0	76	3	151	-	-	0	154	232
0730 - 0745	3	-	4	-	0	7	-	-	-	-	-	0	-	57	0	-	0	57	0	160	-	-	0	160	224
0745 - 0800	1	-	2	-	0	3	-	-	-	-	-	0	-	67	0	-	0	67	0	132	-	-	0	132	202
0800 - 0815	2	-	0	-	0	2	-	-	-	-	-	0	-	70	0	-	0	70	3	105	-	-	0	108	180
Total	7	0	7	0	0	14	0	0	0	0	0	0	0	267	3	0	0	270	6	548	0	0	0	554	838
Approach %	50.00	0.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	98.89	1.11	0.00	0.00	-	1.08	98.92	0.00	0.00	0.00	-	
PHF	0.58	0.00	0.44	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.91	0.25	0.00	0.00	**0.89**	0.50	0.86	0.00	0.00	0.00	**0.87**	**0.90**

Passenger Vehicles (1-3)

Time	Northbound Providence Pint Dr Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total	Eastbound Pleasant Hill Rd (West)	Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Westbound Pleasant Hill Rd (East) Left 7.7	Thru 7.8			U-Turn 7.9	App Total	Int Total
0715 - 0730	1	-	1	-	0	2	-	-	-	-	-	0	-	62	1	-	0	63	3	146	-	-	0	149	214
0730 - 0745	3	-	4	-	0	7	-	-	-	-	-	0	-	54	0	-	0	54	0	155	-	-	0	155	216
0745 - 0800	1	-	2	-	0	3	-	-	-	-	-	0	-	62	0	-	0	62	0	126	-	-	0	126	191
0800 - 0815	2	-	0	-	0	2	-	-	-	-	-	0	-	65	0	-	0	65	2	102	-	-	0	104	171
Total	7	0	7	0	0	14	0	0	0	0	0	0	0	243	1	0	0	244	5	529	0	0	0	534	792
Approach %	50.00	0.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	99.59	0.41	0.00	0.00	-	0.94	99.06	0.00	0.00	0.00	-	
PHF	0.58	0.00	0.44	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.93	0.25	0.00	0.00	**0.94**	0.42	0.85	0.00	0.00	0.00	**0.86**	**0.92**

Single Unit Trucks (4-7)

Time	Northbound Providence Pint Dr Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total	Eastbound Pleasant Hill Rd (West)	Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Westbound Pleasant Hill Rd (East) Left 7.7	Thru 7.8			U-Turn 7.9	App Total	Int Total
0715 - 0730	0	-	0	-	0	0	-	-	-	-	-	0	-	9	2	-	0	11	0	3	-	-	0	3	14
0730 - 0745	0	-	0	-	0	0	-	-	-	-	-	0	-	3	0	-	0	3	0	5	-	-	0	5	8
0745 - 0800	0	-	0	-	0	0	-	-	-	-	-	0	-	2	0	-	0	2	0	5	-	-	0	5	7
0800 - 0815	0	-	0	-	0	0	-	-	-	-	-	0	-	5	0	-	0	5	1	2	-	-	0	3	8
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	19	2	0	0	21	1	15	0	0	0	16	37
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	90.48	9.52	0.00	0.00	-	6.25	93.75	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	0.53	0.25	0.00	0.00	**0.48**	0.25	0.75	0.00	0.00	0.00	**0.80**	**0.66**

Combination Trucks (8-13)

Time	Northbound Providence Pint Dr Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total	Eastbound Pleasant Hill Rd (West)	Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Westbound Pleasant Hill Rd (East) Left 7.7	Thru 7.8			U-Turn 7.9	App Total	Int Total
0715 - 0730	0	-	0	-	0	0	-	-	-	-	-	0	-	2	0	-	0	2	0	2	-	-	0	2	4
0730 - 0745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0745 - 0800	0	-	0	-	0	0	-	-	-	-	-	0	-	3	0	-	0	3	0	1	-	-	0	1	4
0800 - 0815	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	1	-	-	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	4	0	0	0	4	9
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	0.42	0.00	0.00	0.00	**0.42**	0.00	0.50	0.00	0.00	0.00	**0.50**	**0.56**

Bicycles

Time	Northbound Providence Pint Dr Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total	Eastbound Pleasant Hill Rd (West)	Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Westbound Pleasant Hill Rd (East) Left 7.7	Thru 7.8			U-Turn 7.9	App Total	Int Total
0715 - 0730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0730 - 0745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0745 - 0800	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0800 - 0815	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Click here for Map

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

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Thursday, May 8, 2025		
	Fair	69°F
Period	1600 - 1800	**APPLY**
Peak Hour	1700 - 1800	**APPLY**
Global PH	1630 - 1730	**APPLY**

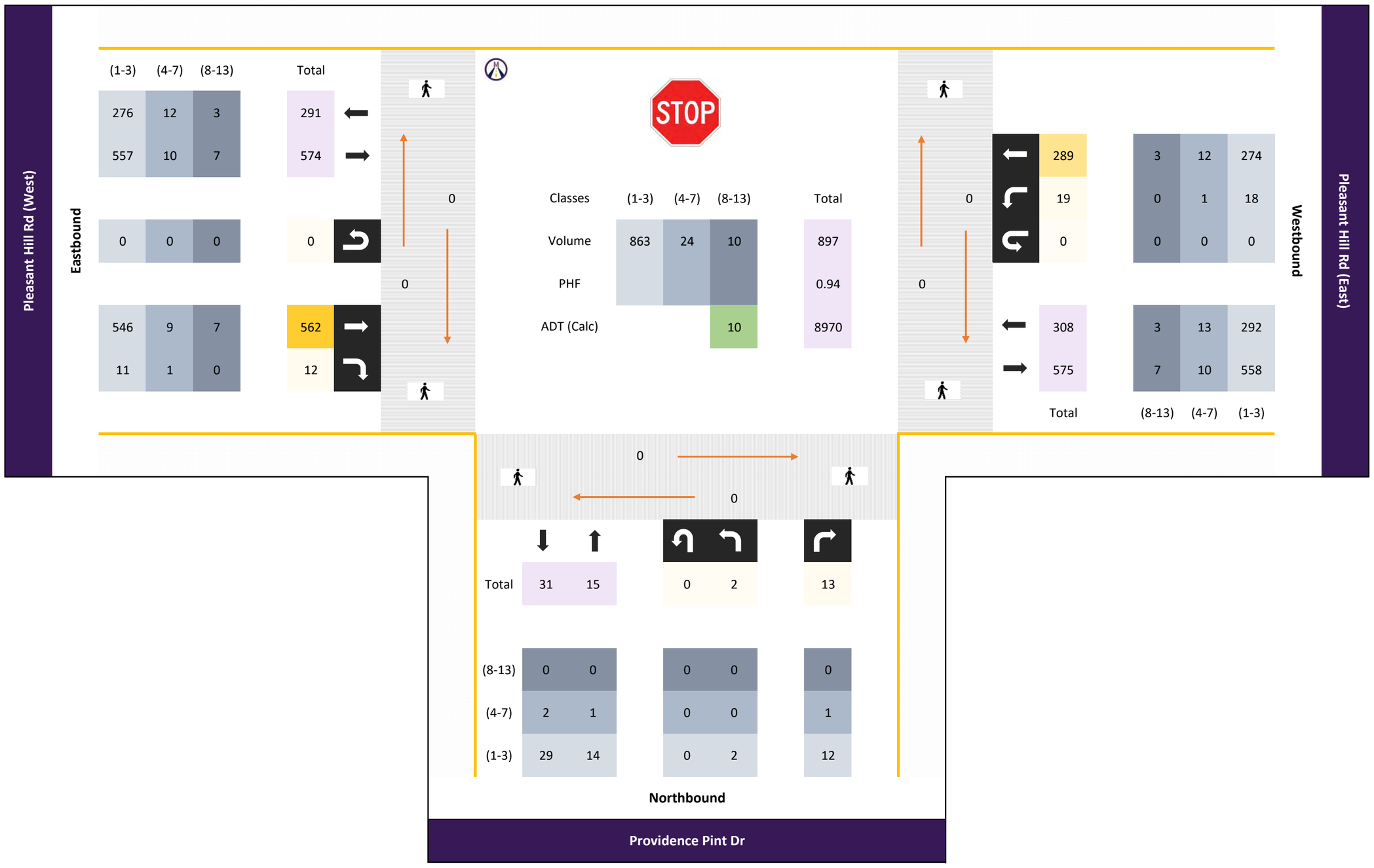
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Global Peak Hour

Volume



All vehicles

Time	Northbound Providence Pint Dr Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total	Eastbound Pleasant Hill Rd (West)	Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Westbound Pleasant Hill Rd (East) Left 7.7	Thru 7.8			U-Turn 7.9	App Total	Int Total
1700 - 1715	0	-	4	-	0	4	-	-	-	-	-	0	-	166	5	-	0	171	5	59	-	-	0	64	239
1715 - 1730	1	-	6	-	0	7	-	-	-	-	-	0	-	124	2	-	0	126	4	76	-	-	0	80	213
1730 - 1745	1	-	6	-	0	7	-	-	-	-	-	0	-	143	1	-	0	144	4	76	-	-	0	80	231
1745 - 1800	1	-	2	-	0	3	-	-	-	-	-	0	-	115	2	-	0	117	3	99	-	-	0	102	222
Total	3	0	18	0	0	21	0	0	0	0	0	0	0	548	10	0	0	558	16	310	0	0	0	326	905
Approach %	14.29	0.00	85.71	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	98.21	1.79	0.00	0.00	-	4.91	95.09	0.00	0.00	0.00	-	
PHF	0.75	0.00	0.75	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.83	0.50	0.00	0.00	**0.82**	0.80	0.78	0.00	0.00	0.00	**0.80**	**0.95**

Passenger Vehicles (1-3)

Time	Northbound Providence Pint Dr Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total	Eastbound Pleasant Hill Rd (West)	Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Westbound Pleasant Hill Rd (East) Left 7.7	Thru 7.8			U-Turn 7.9	App Total	Int Total
1700 - 1715	0	-	4	-	0	4	-	-	-	-	-	0	-	160	4	-	0	164	5	57	-	-	0	62	230
1715 - 1730	1	-	5	-	0	6	-	-	-	-	-	0	-	122	2	-	0	124	3	70	-	-	0	73	203
1730 - 1745	1	-	6	-	0	7	-	-	-	-	-	0	-	141	1	-	0	142	4	73	-	-	0	77	226
1745 - 1800	1	-	2	-	0	3	-	-	-	-	-	0	-	115	2	-	0	117	3	94	-	-	0	97	217
Total	3	0	17	0	0	20	0	0	0	0	0	0	0	538	9	0	0	547	15	294	0	0	0	309	876
Approach %	15.00	0.00	85.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	98.35	1.65	0.00	0.00	-	4.85	95.15	0.00	0.00	0.00	-	
PHF	0.75	0.00	0.71	0.00	0.00	**0.71**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.84	0.56	0.00	0.00	**0.83**	0.75	0.78	0.00	0.00	0.00	**0.80**	**0.95**

Single Unit Trucks (4-7)

Time	Northbound Providence Pint Dr Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total	Eastbound Pleasant Hill Rd (West)	Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Westbound Pleasant Hill Rd (East) Left 7.7	Thru 7.8			U-Turn 7.9	App Total	Int Total
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	3	1	-	0	4	0	2	-	-	0	2	6
1715 - 1730	0	-	1	-	0	1	-	-	-	-	-	0	-	0	0	-	0	0	1	6	-	-	0	7	8
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	3	-	-	0	3	4
1745 - 1800	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	4	-	-	0	4	4
Total	0	0	1	0	0	1	0	0	0	0	0	0	0	4	1	0	0	5	1	15	0	0	0	16	22
Approach %	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	80.00	20.00	0.00	0.00	-	6.25	93.75	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.33	0.25	0.00	0.00	**0.31**	0.25	0.63	0.00	0.00	0.00	**0.57**	**0.69**

Combination Trucks (8-13)

Time	Northbound Providence Pint Dr Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total	Eastbound Pleasant Hill Rd (West)	Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Westbound Pleasant Hill Rd (East) Left 7.7	Thru 7.8			U-Turn 7.9	App Total	Int Total
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	3	0	-	0	3	0	0	-	-	0	0	3
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	2	0	-	0	2	0	0	-	-	0	0	2
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	0	-	-	0	0	1
1745 - 1800	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	1	-	-	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	1	0	0	0	1	7
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	0.50	0.00	0.00	0.00	**0.50**	0.00	0.25	0.00	0.00	0.00	**0.25**	**0.58**

Bicycles

Time	Northbound Providence Pint Dr Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total	Eastbound Pleasant Hill Rd (West)	Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Westbound Pleasant Hill Rd (East) Left 7.7	Thru 7.8			U-Turn 7.9	App Total	Int Total
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1745 - 1800	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 7
Providence Pint Dr

Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

Date
Thursday, May 8, 2025

Lat/Long
33.732957°, -84.066504°
Click here for Map

Weather
Fair
69°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-08-2025)
All vehicles

	Northbound				Eastbound				Westbound				
	Providence Pint Dr				Pleasant Hill Rd (West)				Pleasant Hill Rd (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
0700 - 0715	1	6	0	7	43	0	0	43	0	124	0	124	174
0715 - 0730	1	1	0	2	73	3	0	76	3	151	0	154	232
0730 - 0745	3	4	0	7	57	0	0	57	0	160	0	160	224
0745 - 0800	1	2	0	3	67	0	0	67	0	132	0	132	202
Hourly Total	6	13	0	**19**	240	3	0	**243**	3	567	0	**570**	**832**
0800 - 0815	2	0	0	2	70	0	0	70	3	105	0	108	180
0815 - 0830	4	2	0	6	75	2	0	77	3	119	0	122	205
0830 - 0845	3	2	0	5	57	2	0	59	1	111	0	112	176
0845 - 0900	2	4	0	6	71	2	0	73	1	95	0	96	175
Hourly Total	11	8	0	**19**	273	6	0	**279**	8	430	0	**438**	**736**
Grand Total	17	21	0	**38**	513	9	0	**522**	11	997	0	**1008**	**1568**
Approach %	44.74	55.26	0.00	-	98.28	1.72	0.00	-	1.09	98.91	0.00	-	
Intersection %	1.08	1.34	0.00	2.42	32.72	0.57	0.00	33.29	0.70	63.58	0.00	64.29	
Heavy Vehicle %	0	0	-	**0**	10	33	-	**10**	9	4	-	**4**	**6**
PHF	0.58	0.44	0.00	**0.50**	0.91	0.25	0.00	**0.89**	0.50	0.86	0.00	**0.87**	**0.90**
Peak Hour Total	7	7	0	**14**	267	3	0	**270**	6	548	0	**554**	**838**
Peak Hour HV %	0	0	0	**0**	9	67	0	**10**	17	3	0	**4**	**5**

1600 - 1800 (Weekday 2h Session) (05-08-2025)
All vehicles

	Northbound				Eastbound				Westbound				
	Providence Pint Dr				Pleasant Hill Rd (West)				Pleasant Hill Rd (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
1600 - 1615	1	0	0	1	135	2	0	137	7	73	0	80	218
1615 - 1630	2	1	0	3	122	4	0	126	0	87	0	87	216
1630 - 1645	1	2	0	3	133	4	0	137	3	87	0	90	230
1645 - 1700	0	1	0	1	139	1	0	140	7	67	0	74	215
Hourly Total	4	4	0	**8**	529	11	0	**540**	17	314	0	**331**	**879**
1700 - 1715	0	4	0	4	166	5	0	171	5	59	0	64	239
1715 - 1730	1	6	0	7	124	2	0	126	4	76	0	80	213
1730 - 1745	1	6	0	7	143	1	0	144	4	76	0	80	231
1745 - 1800	1	2	0	3	115	2	0	117	3	99	0	102	222
Hourly Total	3	18	0	**21**	548	10	0	**558**	16	310	0	**326**	**905**
Grand Total	7	22	0	**29**	1077	21	0	**1098**	33	624	0	**657**	**1784**
Approach %	24.14	75.86	0.00	-	98.09	1.91	0.00	-	5.02	94.98	0.00	-	
Intersection %	0.39	1.23	0.00	1.63	60.37	1.18	0.00	61.55	1.85	34.98	0.00	36.83	
Heavy Vehicle %	0	5	-	**3**	2	5	-	**2**	3	6	-	**6**	**4**
PHF	0.75	0.75	0.00	**0.75**	0.83	0.50	0.00	**0.82**	0.80	0.78	0.00	**0.80**	**0.95**
Peak Hour Total	3	18	0	**21**	548	10	0	**558**	16	310	0	**326**	**905**
Peak Hour HV %	0	6	0	**5**	2	10	0	**2**	6	5	0	**5**	**3**

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

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 7
Providence Pint Dr

Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

Date
Thursday, May 8, 2025

Lat/Long
33.732957°, -84.066504°
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0700 - 0900 (Weekday 2h Session) (05-08-2025)
Passenger Vehicles (1-3)

	Northbound				Eastbound				Westbound				
	Providence Pint Dr				Pleasant Hill Rd (West)				Pleasant Hill Rd (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
0700 - 0715	1	6	0	7	39	0	0	39	0	121	0	121	167
0715 - 0730	1	1	0	2	62	1	0	63	3	146	0	149	214
0730 - 0745	3	4	0	7	54	0	0	54	0	155	0	155	216
0745 - 0800	1	2	0	3	62	0	0	62	0	126	0	126	191
Hourly Total	6	13	0	**19**	217	1	0	**218**	3	548	0	**551**	**788**
0800 - 0815	2	0	0	2	65	0	0	65	2	102	0	104	171
0815 - 0830	4	2	0	6	65	1	0	66	3	114	0	117	189
0830 - 0845	3	2	0	5	52	2	0	54	1	103	0	104	163
0845 - 0900	2	4	0	6	64	2	0	66	1	89	0	90	162
Hourly Total	11	8	0	**19**	246	5	0	**251**	7	408	0	**415**	**685**
Grand Total	17	21	0	**38**	463	6	0	**469**	10	956	0	**966**	**1473**
Approach %	44.74	55.26	0.00	-	98.72	1.28	0.00	-	1.04	98.96	0.00	-	
Intersection %	1.15	1.43	0.00	2.58	31.43	0.41	0.00	31.84	0.68	64.90	0.00	65.58	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
Passenger Vehicles (1-3)

	Northbound				Eastbound				Westbound				
	Providence Pint Dr				Pleasant Hill Rd (West)				Pleasant Hill Rd (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
1600 - 1615	1	0	0	1	130	2	0	132	7	70	0	77	210
1615 - 1630	2	1	0	3	119	4	0	123	0	77	0	77	203
1630 - 1645	1	2	0	3	127	4	0	131	3	83	0	86	220
1645 - 1700	0	1	0	1	137	1	0	138	7	64	0	71	210
Hourly Total	4	4	0	**8**	513	11	0	**524**	17	294	0	**311**	**843**
1700 - 1715	0	4	0	4	160	4	0	164	5	57	0	62	230
1715 - 1730	1	5	0	6	122	2	0	124	3	70	0	73	203
1730 - 1745	1	6	0	7	141	1	0	142	4	73	0	77	226
1745 - 1800	1	2	0	3	115	2	0	117	3	94	0	97	217
Hourly Total	3	17	0	**20**	538	9	0	**547**	15	294	0	**309**	**876**
Grand Total	7	21	0	**28**	1051	20	0	**1071**	32	588	0	**620**	**1719**
Approach %	25.00	75.00	0.00	-	98.13	1.87	0.00	-	5.16	94.84	0.00	-	
Intersection %	0.41	1.22	0.00	1.63	61.14	1.16	0.00	62.30	1.86	34.21	0.00	36.07	

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

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 7
Providence Pint Dr

Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

Date
Thursday, May 8, 2025

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0700 - 0900 (Weekday 2h Session) (05-08-2025)
Single Unit Trucks (4-7)

TIME	Northbound Providence Pint Dr Left 7.1	Right 7.2	U-Turn 7.3	App Total	Eastbound Pleasant Hill Rd (West) Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Westbound Pleasant Hill Rd (East) Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
0700 - 0715	0	0	0	0	3	0	0	3	0	3	0	3	6
0715 - 0730	0	0	0	0	9	2	0	11	0	3	0	3	14
0730 - 0745	0	0	0	0	3	0	0	3	0	5	0	5	8
0745 - 0800	0	0	0	0	2	0	0	2	0	5	0	5	7
Hourly Total	0	0	0	**0**	17	2	0	**19**	0	16	0	**16**	**35**
0800 - 0815	0	0	0	0	5	0	0	5	1	2	0	3	8
0815 - 0830	0	0	0	0	6	1	0	7	0	1	0	1	8
0830 - 0845	0	0	0	0	3	0	0	3	0	8	0	8	11
0845 - 0900	0	0	0	0	5	0	0	5	0	4	0	4	9
Hourly Total	0	0	0	**0**	19	1	0	**20**	1	15	0	**16**	**36**
Grand Total	0	0	0	**0**	36	3	0	**39**	1	31	0	**32**	**71**
Approach %	0.00	0.00	0.00	-	92.31	7.69	0.00	-	3.13	96.88	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	50.70	4.23	0.00	54.93	1.41	43.66	0.00	45.07	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
Single Unit Trucks (4-7)

TIME	Northbound Providence Pint Dr Left 7.1	Right 7.2	U-Turn 7.3	App Total	Eastbound Pleasant Hill Rd (West) Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Westbound Pleasant Hill Rd (East) Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
1600 - 1615	0	0	0	0	4	0	0	4	0	1	0	1	5
1615 - 1630	0	0	0	0	3	0	0	3	0	8	0	8	11
1630 - 1645	0	0	0	0	4	0	0	4	0	2	0	2	6
1645 - 1700	0	0	0	0	2	0	0	2	0	2	0	2	4
Hourly Total	0	0	0	**0**	13	0	0	**13**	0	13	0	**13**	**26**
1700 - 1715	0	0	0	0	3	1	0	4	0	2	0	2	6
1715 - 1730	0	1	0	1	0	0	0	0	1	6	0	7	8
1730 - 1745	0	0	0	0	1	0	0	1	0	3	0	3	4
1745 - 1800	0	0	0	0	0	0	0	0	0	4	0	4	4
Hourly Total	0	1	0	**1**	4	1	0	**5**	1	15	0	**16**	**22**
Grand Total	0	1	0	**1**	17	1	0	**18**	1	28	0	**29**	**48**
Approach %	0.00	100.00	0.00	-	94.44	5.56	0.00	-	3.45	96.55	0.00	-	
Intersection %	0.00	2.08	0.00	2.08	35.42	2.08	0.00	37.50	2.08	58.33	0.00	60.42	

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

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 7
Providence Pint Dr

Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

Date
Thursday, May 8, 2025

Lat/Long
33.732957°, -84.066504°
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0700 - 0900 (Weekday 2h Session) (05-08-2025)
Combination Trucks (8-13)

TIME	Northbound Providence Pint Dr Left 7.1	Right 7.2	U-Turn 7.3	App Total	Eastbound Pleasant Hill Rd (West) Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Westbound Pleasant Hill Rd (East) Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
0700 - 0715	0	0	0	0	1	0	0	1	0	0	0	0	1
0715 - 0730	0	0	0	0	2	0	0	2	0	2	0	2	4
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	3	0	0	3	0	1	0	1	4
Hourly Total	0	0	0	**0**	6	0	0	**6**	0	3	0	**3**	**9**
0800 - 0815	0	0	0	0	0	0	0	0	0	1	0	1	1
0815 - 0830	0	0	0	0	4	0	0	4	0	4	0	4	8
0830 - 0845	0	0	0	0	2	0	0	2	0	0	0	0	2
0845 - 0900	0	0	0	0	2	0	0	2	0	2	0	2	4
Hourly Total	0	0	0	**0**	8	0	0	**8**	0	7	0	**7**	**15**
Grand Total	0	0	0	**0**	14	0	0	**14**	0	10	0	**10**	**24**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	58.33	0.00	0.00	58.33	0.00	41.67	0.00	41.67	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
Combination Trucks (8-13)

TIME	Northbound Providence Pint Dr Left 7.1	Right 7.2	U-Turn 7.3	App Total	Eastbound Pleasant Hill Rd (West) Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Westbound Pleasant Hill Rd (East) Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
1600 - 1615	0	0	0	0	1	0	0	1	0	2	0	2	3
1615 - 1630	0	0	0	0	0	0	0	0	0	2	0	2	2
1630 - 1645	0	0	0	0	2	0	0	2	0	2	0	2	4
1645 - 1700	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	0	**0**	3	0	0	**3**	0	7	0	**7**	**10**
1700 - 1715	0	0	0	0	3	0	0	3	0	0	0	0	3
1715 - 1730	0	0	0	0	2	0	0	2	0	0	0	0	2
1730 - 1745	0	0	0	0	1	0	0	1	0	0	0	0	1
1745 - 1800	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	0	**0**	6	0	0	**6**	0	1	0	**1**	**7**
Grand Total	0	0	0	**0**	9	0	0	**9**	0	8	0	**8**	**17**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	52.94	0.00	0.00	52.94	0.00	47.06	0.00	47.06	

Classified Turn Movement Count || Bicycles

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

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Providence Pint Dr

Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

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0700 - 0900 (Weekday 2h Session) (05-08-2025)
Bicycles

	Northbound				Eastbound				Westbound				
	Providence Pint Dr				Pleasant Hill Rd (West)				Pleasant Hill Rd (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	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) (05-08-2025)
Bicycles

	Northbound				Eastbound				Westbound				
	Providence Pint Dr				Pleasant Hill Rd (West)				Pleasant Hill Rd (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 7
Providence Pint Dr

Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

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0700 - 0900 (Weekday 2h Session) (05-08-2025)
All Trucks (4-13)

TIME	Northbound Providence Pint Dr Left 7.1	Right 7.2	U-Turn 7.3	App Total	Eastbound Pleasant Hill Rd (West) Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Westbound Pleasant Hill Rd (East) Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
0700 - 0715	0	0	0	0	4	0	0	4	0	3	0	3	7
0715 - 0730	0	0	0	0	11	2	0	13	0	5	0	5	18
0730 - 0745	0	0	0	0	3	0	0	3	0	5	0	5	8
0745 - 0800	0	0	0	0	5	0	0	5	0	6	0	6	11
Hourly Total	0	0	0	**0**	23	2	0	**25**	0	19	0	**19**	**44**
0800 - 0815	0	0	0	0	5	0	0	5	1	3	0	4	9
0815 - 0830	0	0	0	0	10	1	0	11	0	5	0	5	16
0830 - 0845	0	0	0	0	5	0	0	5	0	8	0	8	13
0845 - 0900	0	0	0	0	7	0	0	7	0	6	0	6	13
Hourly Total	0	0	0	**0**	27	1	0	**28**	1	22	0	**23**	**51**
Grand Total	0	0	0	**0**	50	3	0	**53**	1	41	0	**42**	**95**
Approach %	0.00	0.00	0.00	-	94.34	5.66	0.00	-	2.38	97.62	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	52.63	3.16	0.00	55.79	1.05	43.16	0.00	44.21	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
All Trucks (4-13)

TIME	Northbound Providence Pint Dr Left 7.1	Right 7.2	U-Turn 7.3	App Total	Eastbound Pleasant Hill Rd (West) Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Westbound Pleasant Hill Rd (East) Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
1600 - 1615	0	0	0	0	5	0	0	5	0	3	0	3	8
1615 - 1630	0	0	0	0	3	0	0	3	0	10	0	10	13
1630 - 1645	0	0	0	0	6	0	0	6	0	4	0	4	10
1645 - 1700	0	0	0	0	2	0	0	2	0	3	0	3	5
Hourly Total	0	0	0	**0**	16	0	0	**16**	0	20	0	**20**	**36**
1700 - 1715	0	0	0	0	6	1	0	7	0	2	0	2	9
1715 - 1730	0	1	0	1	2	0	0	2	1	6	0	7	10
1730 - 1745	0	0	0	0	2	0	0	2	0	3	0	3	5
1745 - 1800	0	0	0	0	0	0	0	0	0	5	0	5	5
Hourly Total	0	1	0	**1**	10	1	0	**11**	1	16	0	**17**	**29**
Grand Total	0	1	0	**1**	26	1	0	**27**	1	36	0	**37**	**65**
Approach %	0.00	100.00	0.00	-	96.30	3.70	0.00	-	2.70	97.30	0.00	-	
Intersection %	0.00	1.54	0.00	1.54	40.00	1.54	0.00	41.54	1.54	55.38	0.00	56.92	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

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Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

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0700 - 0900 (Weekday 2h Session) (05-08-2025)
Pedestrians

	Northbound			Eastbound			Westbound			
	Providence Pint Dr			Pleasant Hill Rd (West)			Pleasant Hill Rd (East)			
TIME	EB 7a	WB 7b	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
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
Pedestrians

	Northbound			Eastbound			Westbound			
	Providence Pint Dr			Pleasant Hill Rd (West)			Pleasant Hill Rd (East)			
TIME	EB 7a	WB 7b	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
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

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Lithonia, GA Batch 1

Site 7
Providence Pint Dr

Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

Date
Thursday, May 8, 2025

Lat/Long
33.732957°, -84.066504°
Click here for Map

Weather
Fair
69°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-08-2025)
Bicycles

	Northbound			Eastbound			Westbound			
	Providence Pint Dr			Pleasant Hill Rd (West)			Pleasant Hill Rd (East)			
TIME	EB 7a	WB 7b	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
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
Bicycles

	Northbound			Eastbound			Westbound			
	Providence Pint Dr			Pleasant Hill Rd (West)			Pleasant Hill Rd (East)			
TIME	EB 7a	WB 7b	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
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 1

Site 7
Providence Pint Dr

Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

Date
Thursday, May 8, 2025

Lat/Long
33.732957°, -84.066504°
Click here for Map

Weather
Fair
69°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-08-2025)
Motorized Vehicles

	Northbound			Eastbound			Westbound			
	Providence Pint Dr			Pleasant Hill Rd (West)			Pleasant Hill Rd (East)			
TIME	EB 7a	WB 7b	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
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-08-2025)
Motorized Vehicles

	Northbound			Eastbound			Westbound			
	Providence Pint Dr			Pleasant Hill Rd (West)			Pleasant Hill Rd (East)			
TIME	EB 7a	WB 7b	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
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: 5/8/2025	Pleasant Hill Rd (West) Eastbound			Pleasant Hill Rd (East) Westbound			Providence Pint Dr 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	43	0	0	124	0	1	0	6	0	0	0	174
07:15 AM - 07:30 AM	0	73	3	3	151	0	1	0	1	0	0	0	232
07:30 AM - 07:45 AM	0	57	0	0	160	0	3	0	4	0	0	0	224
07:45 AM - 08:00 AM	0	67	0	0	132	0	1	0	2	0	0	0	202
08:00 AM - 08:15 AM	0	70	0	3	105	0	2	0	0	0	0	0	180
08:15 AM - 08:30 AM	0	75	2	3	119	0	4	0	2	0	0	0	205
08:30 AM - 08:45 AM	0	57	2	1	111	0	3	0	2	0	0	0	176
08:45 AM - 09:00 AM	0	71	2	1	95	0	2	0	4	0	0	0	175
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	135	2	7	73	0	1	0	0	0	0	0	218
04:15 PM - 04:30 PM	0	122	4	0	87	0	2	0	1	0	0	0	216
04:30 PM - 04:45 PM	0	133	4	3	87	0	1	0	2	0	0	0	230
04:45 PM - 05:00 PM	0	139	1	7	67	0	0	0	1	0	0	0	215
05:00 PM - 05:15 PM	0	166	5	5	59	0	0	0	4	0	0	0	239
05:15 PM - 05:30 PM	0	124	2	4	76	0	1	0	6	0	0	0	213
05:30 PM - 05:45 PM	0	143	1	4	76	0	1	0	6	0	0	0	231
05:45 PM - 06:00 PM	0	115	2	3	99	0	1	0	2	0	0	0	222
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

Peak Hour Turning Movement Count

Lithonia, GA Batch 2

Click here for Map

Marr Traffic DATA COLLECTION

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Wednesday, May 14, 2025		
	Fair	70°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)

0715 - 0815

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Humphries Rd						Norris Lake Dr						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
Time	Left 8.1	Thru 8.2	Right 8.3		U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7		U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11		U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15		U-Turn 8.16	App Total	Int Total
0700 - 0715	10	39	2	-	0	51	1	10	7	-	0	18	19	48	1	-	0	68	0	114	1	-	0	115	252
0715 - 0730	10	66	2	-	0	78	1	16	6	-	0	23	13	54	2	-	0	69	1	106	1	-	0	108	278
0730 - 0745	7	57	1	-	0	65	0	20	5	-	0	25	10	52	3	-	0	65	1	118	2	-	0	121	276
0745 - 0800	10	46	1	-	0	57	0	18	6	-	0	24	12	51	4	-	0	67	1	82	0	-	0	83	231
Total	37	208	6	0	0	251	2	64	24	0	0	90	54	205	10	0	0	269	3	420	4	0	0	427	1037
Approach %	14.74	82.87	2.39	0.00	0.00	-	2.22	71.11	26.67	0.00	0.00	-	20.07	76.21	3.72	0.00	0.00	-	0.70	98.36	0.94	0.00	0.00	-	
PHF	0.93	0.79	0.75	0.00	0.00	**0.80**	0.50	0.80	0.86	0.00	0.00	**0.90**	0.71	0.95	0.63	0.00	0.00	**0.97**	0.75	0.89	0.50	0.00	0.00	**0.88**	**0.93**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Humphries Rd						Norris Lake Dr						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
Time	Left 8.1	Thru 8.2	Right 8.3		U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7		U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11		U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15		U-Turn 8.16	App Total	Int Total
0700 - 0715	10	38	2	-	0	50	1	10	7	-	0	18	17	48	1	-	0	66	0	106	1	-	0	107	241
0715 - 0730	9	66	1	-	0	76	1	16	5	-	0	22	13	51	2	-	0	66	1	100	1	-	0	102	266
0730 - 0745	6	55	1	-	0	62	0	20	5	-	0	25	10	50	3	-	0	63	1	113	2	-	0	116	266
0745 - 0800	9	46	1	-	0	56	0	18	6	-	0	24	12	47	4	-	0	63	0	77	0	-	0	77	220
Total	34	205	5	0	0	244	2	64	23	0	0	89	52	196	10	0	0	258	2	396	4	0	0	402	993
Approach %	13.93	84.02	2.05	0.00	0.00	-	2.25	71.91	25.84	0.00	0.00	-	20.16	75.97	3.88	0.00	0.00	-	0.50	98.51	1.00	0.00	0.00	-	
PHF	0.85	0.78	0.63	0.00	0.00	**0.80**	0.50	0.80	0.82	0.00	0.00	**0.89**	0.76	0.96	0.63	0.00	0.00	**0.98**	0.50	0.88	0.50	0.00	0.00	**0.87**	**0.93**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Humphries Rd						Norris Lake Dr						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
Time	Left 8.1	Thru 8.2	Right 8.3		U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7		U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11		U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15		U-Turn 8.16	App Total	Int Total
0700 - 0715	0	1	0	-	0	1	0	0	0	-	0	0	2	0	0	-	0	2	0	5	0	-	0	5	8
0715 - 0730	1	0	1	-	0	2	0	0	1	-	0	1	0	3	0	-	0	3	0	3	0	-	0	3	9
0730 - 0745	0	2	0	-	0	2	0	0	0	-	0	0	0	2	0	-	0	2	0	4	0	-	0	4	8
0745 - 0800	1	0	0	-	0	1	0	0	0	-	0	0	0	4	0	-	0	4	1	1	0	-	0	2	7
Total	2	3	1	0	0	6	0	0	1	0	0	1	2	9	0	0	0	11	1	13	0	0	0	14	32
Approach %	33.33	50.00	16.67	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	18.18	81.82	0.00	0.00	0.00	-	7.14	92.86	0.00	0.00	0.00	-	
PHF	0.50	0.38	0.25	0.00	0.00	**0.75**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.25	0.56	0.00	0.00	0.00	**0.69**	0.25	0.65	0.00	0.00	0.00	**0.70**	**0.89**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Humphries Rd						Norris Lake Dr						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
Time	Left 8.1	Thru 8.2	Right 8.3		U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7		U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11		U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15		U-Turn 8.16	App Total	Int Total
0700 - 0715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	0	3	3
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	0	3	3
0730 - 0745	1	0	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	2
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	0	4	4
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	12
Approach %	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.25	0.00	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.69	0.00	0.00	0.00	**0.69**	**0.75**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Humphries Rd						Norris Lake Dr						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
Time	Left 8.1	Thru 8.2	Right 8.3		U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7		U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11		U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15		U-Turn 8.16	App Total	Int Total
0700 - 0715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Lithonia, GA Batch 2

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Marr Traffic DATA COLLECTION

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Wednesday, May 14, 2025		
	Fair	70°F
Period	1600 - 1800	APPLY
Peak Hour	1700 - 1800	APPLY
Global PH	1700 - 1800	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

1630 - 1730

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Humphries Rd						Norris Lake Dr						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
Time	Left 8.1	Thru 8.2	Right 8.3		U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7		U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11		U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15		U-Turn 8.16	App Total	Int Total
1700 - 1715	6	23	2	-	0	31	2	62	15	-	0	79	5	96	6	-	0	107	1	70	1	-	0	72	289
1715 - 1730	3	30	2	-	0	35	1	58	13	-	0	72	11	98	4	-	0	113	4	49	3	-	0	56	276
1730 - 1745	6	24	0	-	0	30	1	44	21	-	0	66	6	111	4	-	0	121	3	51	2	-	0	56	273
1745 - 1800	2	27	0	-	0	29	0	48	18	-	0	66	11	108	4	-	0	123	1	60	2	-	0	63	281
Total	17	104	4	0	0	125	4	212	67	0	0	283	33	413	18	0	0	464	9	230	8	0	0	247	1119
Approach %	13.60	83.20	3.20	0.00	0.00	-	1.41	74.91	23.67	0.00	0.00	-	7.11	89.01	3.88	0.00	0.00	-	3.64	93.12	3.24	0.00	0.00	-	
PHF	0.71	0.87	0.50	0.00	0.00	**0.89**	0.50	0.85	0.80	0.00	0.00	**0.90**	0.75	0.93	0.75	0.00	0.00	**0.94**	0.56	0.82	0.67	0.00	0.00	**0.86**	**0.97**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Humphries Rd						Norris Lake Dr						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
Time	Left 8.1	Thru 8.2	Right 8.3		U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7		U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11		U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15		U-Turn 8.16	App Total	Int Total
1700 - 1715	6	22	2	-	0	30	2	62	14	-	0	78	5	92	6	-	0	103	1	66	1	-	0	68	279
1715 - 1730	3	30	2	-	0	35	1	57	13	-	0	71	11	94	4	-	0	109	4	48	3	-	0	55	270
1730 - 1745	6	24	0	-	0	30	1	43	20	-	0	64	5	109	4	-	0	118	3	46	2	-	0	51	263
1745 - 1800	2	27	0	-	0	29	0	47	18	-	0	65	11	104	4	-	0	119	1	54	2	-	0	57	270
Total	17	103	4	0	0	124	4	209	65	0	0	278	32	399	18	0	0	449	9	214	8	0	0	231	1082
Approach %	13.71	83.06	3.23	0.00	0.00	-	1.44	75.18	23.38	0.00	0.00	-	7.13	88.86	4.01	0.00	0.00	-	3.90	92.64	3.46	0.00	0.00	-	
PHF	0.71	0.86	0.50	0.00	0.00	**0.89**	0.50	0.84	0.81	0.00	0.00	**0.89**	0.73	0.92	0.75	0.00	0.00	**0.94**	0.56	0.81	0.67	0.00	0.00	**0.85**	**0.97**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Humphries Rd						Norris Lake Dr						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
Time	Left 8.1	Thru 8.2	Right 8.3		U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7		U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11		U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15		U-Turn 8.16	App Total	Int Total
1700 - 1715	0	0	0	-	0	0	0	0	1	-	0	1	0	4	0	-	0	4	0	3	0	-	0	3	8
1715 - 1730	0	0	0	-	0	0	0	1	0	-	0	1	0	4	0	-	0	4	0	1	0	-	0	1	6
1730 - 1745	0	0	0	-	0	0	0	1	1	-	0	2	1	2	0	-	0	3	0	4	0	-	0	4	9
1745 - 1800	0	0	0	-	0	0	0	1	0	-	0	1	0	3	0	-	0	3	0	4	0	-	0	4	8
Total	0	0	0	0	0	0	0	3	2	0	0	5	1	13	0	0	0	14	0	12	0	0	0	12	31
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	60.00	40.00	0.00	0.00	-	7.14	92.86	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	0.75	0.50	0.00	0.00	**0.63**	0.25	0.81	0.00	0.00	0.00	**0.88**	0.00	0.75	0.00	0.00	0.00	**0.75**	**0.86**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Humphries Rd						Norris Lake Dr						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
Time	Left 8.1	Thru 8.2	Right 8.3		U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7		U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11		U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15		U-Turn 8.16	App Total	Int Total
1700 - 1715	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	2
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	1
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	2	0	-	0	2	3
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	4	0	0	0	4	6
Approach %	0.00	100.00	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	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.50	0.00	0.00	0.00	**0.50**	**0.50**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Humphries Rd						Norris Lake Dr						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
Time	Left 8.1	Thru 8.2	Right 8.3		U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7		U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11		U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15		U-Turn 8.16	App Total	Int Total
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
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

Lithonia, GA Batch 2

Marr Traffic DATA COLLECTION

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Site 8

Humphries Rd
Norris Lake Dr
Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

Date

Wednesday, May 14, 2025

Lat/Long

33.742795°, -84.037463°
Click here for Map

Weather

Fair
70°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Humphries Rd					Norris Lake Dr					Pleasant Hill Rd (West)					Pleasant Hill Rd (East)					
TIME	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total	Int Total
0700 - 0715	10	39	2	0	51	1	10	7	0	18	19	48	1	0	68	0	114	1	0	115	252
0715 - 0730	10	66	2	0	78	1	16	6	0	23	13	54	2	0	69	1	106	1	0	108	278
0730 - 0745	7	57	1	0	65	0	20	5	0	25	10	52	3	0	65	1	118	2	0	121	276
0745 - 0800	10	46	1	0	57	0	18	6	0	24	12	51	4	0	67	1	82	0	0	83	231
Hourly Total	37	208	6	0	**251**	2	64	24	0	**90**	54	205	10	0	**269**	3	420	4	0	**427**	**1037**
0800 - 0815	6	39	0	0	45	1	27	6	0	34	6	72	2	0	80	1	88	1	0	90	249
0815 - 0830	4	35	1	0	40	2	19	8	0	29	9	71	3	0	83	1	73	1	0	75	227
0830 - 0845	1	32	0	0	33	0	21	4	0	25	9	66	4	0	79	1	118	1	0	120	257
0845 - 0900	5	24	0	0	29	2	16	6	0	24	4	54	4	0	62	1	74	0	0	75	190
Hourly Total	16	130	1	0	**147**	5	83	24	0	**112**	28	263	13	0	**304**	4	353	3	0	**360**	**923**
Grand Total	53	338	7	0	**398**	7	147	48	0	**202**	82	468	23	0	**573**	7	773	7	0	**787**	**1960**
Approach %	13.32	84.92	1.76	0.00	-	3.47	72.77	23.76	0.00	-	14.31	81.68	4.01	0.00	-	0.89	98.22	0.89	0.00	-	
Intersection %	2.70	17.24	0.36	0.00	20.31	0.36	7.50	2.45	0.00	10.31	4.18	23.88	1.17	0.00	29.23	0.36	39.44	0.36	0.00	40.15	
Heavy Vehicle %	8	2	14	-	**3**	0	1	6	-	**2**	2	5	0	-	**5**	14	7	0	-	**7**	**5**
PHF	0.93	0.79	0.75	0.00	**0.80**	0.50	0.80	0.86	0.00	**0.90**	0.71	0.95	0.63	0.00	**0.97**	0.75	0.89	0.50	0.00	**0.88**	**0.93**
Peak Hour Total	37	208	6	0	**251**	2	64	24	0	**90**	54	205	10	0	**269**	3	420	4	0	**427**	**1037**
Peak Hour HV %	8	1	17	0	**3**	0	0	4	0	**1**	4	4	0	0	**4**	33	6	0	0	**6**	**4**

1600 - 1800 (Weekday 2h Session) (05-14-2025)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Humphries Rd					Norris Lake Dr					Pleasant Hill Rd (West)					Pleasant Hill Rd (East)					
TIME	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total	Int Total
1600 - 1615	2	18	0	0	20	1	47	12	0	60	7	115	6	0	128	3	53	1	0	57	265
1615 - 1630	3	24	1	0	28	0	36	3	0	39	6	117	4	0	127	1	75	0	0	76	270
1630 - 1645	3	11	3	0	17	3	48	11	0	62	9	107	4	0	120	2	57	3	0	62	261
1645 - 1700	8	24	1	0	33	1	42	11	0	54	6	96	8	0	110	1	70	2	0	73	270
Hourly Total	16	77	5	0	**98**	5	173	37	0	**215**	28	435	22	0	**485**	7	255	6	0	**268**	**1066**
1700 - 1715	6	23	2	0	31	2	62	15	0	79	5	96	6	0	107	1	70	1	0	72	289
1715 - 1730	3	30	2	0	35	1	58	13	0	72	11	98	4	0	113	4	49	3	0	56	276
1730 - 1745	6	24	0	0	30	1	44	21	0	66	6	111	4	0	121	3	51	2	0	56	273
1745 - 1800	2	27	0	0	29	0	48	18	0	66	11	108	4	0	123	1	60	2	0	63	281
Hourly Total	17	104	4	0	**125**	4	212	67	0	**283**	33	413	18	0	**464**	9	230	8	0	**247**	**1119**
Grand Total	33	181	9	0	**223**	9	385	104	0	**498**	61	848	40	0	**949**	16	485	14	0	**515**	**2185**
Approach %	14.80	81.17	4.04	0.00	-	1.81	77.31	20.88	0.00	-	6.43	89.36	4.21	0.00	-	3.11	94.17	2.72	0.00	-	
Intersection %	1.51	8.28	0.41	0.00	10.21	0.41	17.62	4.76	0.00	22.79	2.79	38.81	1.83	0.00	43.43	0.73	22.20	0.64	0.00	23.57	
Heavy Vehicle %	0	3	11	-	**3**	0	1	3	-	**2**	2	3	8	-	**3**	0	8	0	-	**8**	**4**
PHF	0.71	0.87	0.50	0.00	**0.89**	0.50	0.85	0.80	0.00	**0.90**	0.75	0.93	0.75	0.00	**0.94**	0.56	0.82	0.67	0.00	**0.86**	**0.97**
Peak Hour Total	17	104	4	0	**125**	4	212	67	0	**283**	33	413	18	0	**464**	9	230	8	0	**247**	**1119**
Peak Hour HV %	0	1	0	0	**1**	0	1	3	0	**2**	3	3	0	0	**3**	0	7	0	0	**6**	**3**

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

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 2

Site 8

Humphries Rd
Norris Lake Dr
Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

Date

Wednesday, May 14, 2025

Lat/Long

33.742795°, -84.037463°
Click here for Map

Weather

Fair
70°F
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0700 - 0900 (Weekday 2h Session) (05-14-2025)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Humphries Rd					Norris Lake Dr					Pleasant Hill Rd (West)					Pleasant Hill Rd (East)					
TIME	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total	Int Total
0700 - 0715	10	38	2	0	50	1	10	7	0	18	17	48	1	0	66	0	106	1	0	107	241
0715 - 0730	9	66	1	0	76	1	16	5	0	22	13	51	2	0	66	1	100	1	0	102	266
0730 - 0745	6	55	1	0	62	0	20	5	0	25	10	50	3	0	63	1	113	2	0	116	266
0745 - 0800	9	46	1	0	56	0	18	6	0	24	12	47	4	0	63	0	77	0	0	77	220
Hourly Total	34	205	5	0	**244**	2	64	23	0	**89**	52	196	10	0	**258**	2	396	4	0	**402**	**993**
0800 - 0815	5	39	0	0	44	1	27	5	0	33	6	67	2	0	75	1	79	1	0	81	233
0815 - 0830	4	33	1	0	38	2	18	7	0	27	9	67	3	0	79	1	66	1	0	68	212
0830 - 0845	1	31	0	0	32	0	20	4	0	24	9	63	4	0	76	1	110	1	0	112	244
0845 - 0900	5	24	0	0	29	2	16	6	0	24	4	51	4	0	59	1	70	0	0	71	183
Hourly Total	15	127	1	0	**143**	5	81	22	0	**108**	28	248	13	0	**289**	4	325	3	0	**332**	**872**
Grand Total	49	332	6	0	**387**	7	145	45	0	**197**	80	444	23	0	**547**	6	721	7	0	**734**	**1865**
Approach %	12.66	85.79	1.55	0.00	-	3.55	73.60	22.84	0.00	-	14.63	81.17	4.20	0.00	-	0.82	98.23	0.95	0.00	-	
Intersection %	2.63	17.80	0.32	0.00	20.75	0.38	7.77	2.41	0.00	10.56	4.29	23.81	1.23	0.00	29.33	0.32	38.66	0.38	0.00	39.36	

1600 - 1800 (Weekday 2h Session) (05-14-2025)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Humphries Rd					Norris Lake Dr					Pleasant Hill Rd (West)					Pleasant Hill Rd (East)					
TIME	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total	Int Total
1600 - 1615	2	17	0	0	19	1	46	12	0	59	7	111	6	0	124	3	46	1	0	50	252
1615 - 1630	3	22	1	0	26	0	36	3	0	39	6	114	3	0	123	1	68	0	0	69	257
1630 - 1645	3	11	2	0	16	3	48	11	0	62	9	101	2	0	112	2	53	3	0	58	248
1645 - 1700	8	23	1	0	32	1	41	10	0	52	6	94	8	0	108	1	63	2	0	66	258
Hourly Total	16	73	4	0	**93**	5	171	36	0	**212**	28	420	19	0	**467**	7	230	6	0	**243**	**1015**
1700 - 1715	6	22	2	0	30	2	62	14	0	78	5	92	6	0	103	1	66	1	0	68	279
1715 - 1730	3	30	2	0	35	1	57	13	0	71	11	94	4	0	109	4	48	3	0	55	270
1730 - 1745	6	24	0	0	30	1	43	20	0	64	5	109	4	0	118	3	46	2	0	51	263
1745 - 1800	2	27	0	0	29	0	47	18	0	65	11	104	4	0	119	1	54	2	0	57	270
Hourly Total	17	103	4	0	**124**	4	209	65	0	**278**	32	399	18	0	**449**	9	214	8	0	**231**	**1082**
Grand Total	33	176	8	0	**217**	9	380	101	0	**490**	60	819	37	0	**916**	16	444	14	0	**474**	**2097**
Approach %	15.21	81.11	3.69	0.00	-	1.84	77.55	20.61	0.00	-	6.55	89.41	4.04	0.00	-	3.38	93.67	2.95	0.00	-	
Intersection %	1.57	8.39	0.38	0.00	10.35	0.43	18.12	4.82	0.00	23.37	2.86	39.06	1.76	0.00	43.68	0.76	21.17	0.67	0.00	22.60	

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

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 2

Site 8

Humphries Rd
Norris Lake Dr
Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

Date

Wednesday, May 14, 2025

Lat/Long

33.742795°, -84.037463°
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Weather

Fair
70°F
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0700 - 0900 (Weekday 2h Session) (05-14-2025)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Humphries Rd					Norris Lake Dr					Pleasant Hill Rd (West)					Pleasant Hill Rd (East)					
TIME	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total	Int Total
0700 - 0715	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	5	0	0	5	8
0715 - 0730	1	0	1	0	2	0	0	1	0	1	0	3	0	0	3	0	3	0	0	3	9
0730 - 0745	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	8
0745 - 0800	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	1	1	0	0	2	7
Hourly Total	2	3	1	0	**6**	0	0	1	0	**1**	2	9	0	0	**11**	1	13	0	0	**14**	**32**
0800 - 0815	1	0	0	0	1	0	0	1	0	1	0	3	0	0	3	0	5	0	0	5	10
0815 - 0830	0	2	0	0	2	0	1	1	0	2	0	3	0	0	3	0	3	0	0	3	10
0830 - 0845	0	1	0	0	1	0	1	0	0	1	0	3	0	0	3	0	6	0	0	6	11
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
Hourly Total	1	3	0	0	**4**	0	2	2	0	**4**	0	11	0	0	**11**	0	17	0	0	**17**	**36**
Grand Total	3	6	1	0	**10**	0	2	3	0	**5**	2	20	0	0	**22**	1	30	0	0	**31**	**68**
Approach %	30.00	60.00	10.00	0.00	-	0.00	40.00	60.00	0.00	-	9.09	90.91	0.00	0.00	-	3.23	96.77	0.00	0.00	-	
Intersection %	4.41	8.82	1.47	0.00	14.71	0.00	2.94	4.41	0.00	7.35	2.94	29.41	0.00	0.00	32.35	1.47	44.12	0.00	0.00	45.59	

1600 - 1800 (Weekday 2h Session) (05-14-2025)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Humphries Rd					Norris Lake Dr					Pleasant Hill Rd (West)					Pleasant Hill Rd (East)					
TIME	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	0	7	0	0	7	12
1615 - 1630	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	7
1630 - 1645	0	0	1	0	1	0	0	0	0	0	0	5	2	0	7	0	4	0	0	4	12
1645 - 1700	0	1	0	0	1	0	1	1	0	2	0	2	0	0	2	0	5	0	0	5	10
Hourly Total	0	3	1	0	**4**	0	2	1	0	**3**	0	12	2	0	**14**	0	20	0	0	**20**	**41**
1700 - 1715	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	0	3	0	0	3	8
1715 - 1730	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	0	1	0	0	1	6
1730 - 1745	0	0	0	0	0	0	1	1	0	2	1	2	0	0	3	0	4	0	0	4	9
1745 - 1800	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	0	4	0	0	4	8
Hourly Total	0	0	0	0	**0**	0	3	2	0	**5**	1	13	0	0	**14**	0	12	0	0	**12**	**31**
Grand Total	0	3	1	0	**4**	0	5	3	0	**8**	1	25	2	0	**28**	0	32	0	0	**32**	**72**
Approach %	0.00	75.00	25.00	0.00	-	0.00	62.50	37.50	0.00	-	3.57	89.29	7.14	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	4.17	1.39	0.00	5.56	0.00	6.94	4.17	0.00	11.11	1.39	34.72	2.78	0.00	38.89	0.00	44.44	0.00	0.00	44.44	

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

Lithonia, GA Batch 2

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 8

Humphries Rd
Norris Lake Dr
Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

Date

Wednesday, May 14, 2025

Lat/Long

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Click here for Map

Weather

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0700 - 0900 (Weekday 2h Session) (05-14-2025)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Humphries Rd					Norris Lake Dr					Pleasant Hill Rd (West)					Pleasant Hill Rd (East)					
TIME	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
0730 - 0745	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
Hourly Total	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	11	0	0	**11**	**12**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	6
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	5
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	4	0	0	**4**	0	11	0	0	**11**	**15**
Grand Total	1	0	0	0	**1**	0	0	0	0	**0**	0	4	0	0	**4**	0	22	0	0	**22**	**27**
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	3.70	0.00	0.00	0.00	3.70	0.00	0.00	0.00	0.00	0.00	0.00	14.81	0.00	0.00	14.81	0.00	81.48	0.00	0.00	81.48	

1600 - 1800 (Weekday 2h Session) (05-14-2025)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Humphries Rd					Norris Lake Dr					Pleasant Hill Rd (West)					Pleasant Hill Rd (East)					
TIME	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total	Int Total
1600 - 1615	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	3	0	0	3	6
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Hourly Total	0	1	0	0	**1**	0	0	0	0	**0**	0	3	1	0	**4**	0	5	0	0	**5**	**10**
1700 - 1715	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
Hourly Total	0	1	0	0	**1**	0	0	0	0	**0**	0	1	0	0	**1**	0	4	0	0	**4**	**6**
Grand Total	0	2	0	0	**2**	0	0	0	0	**0**	0	4	1	0	**5**	0	9	0	0	**9**	**16**
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	80.00	20.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	12.50	0.00	0.00	12.50	0.00	0.00	0.00	0.00	0.00	0.00	25.00	6.25	0.00	31.25	0.00	56.25	0.00	0.00	56.25	

Classified Turn Movement Count || Bicycles

Lithonia, GA Batch 2

Marr Traffic DATA COLLECTION

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Site 8

Humphries Rd
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Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

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0700 - 0900 (Weekday 2h Session) (05-14-2025)

Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Humphries Rd					Norris Lake Dr					Pleasant Hill Rd (West)					Pleasant Hill Rd (East)					
TIME	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	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) (05-14-2025)

Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Humphries Rd					Norris Lake Dr					Pleasant Hill Rd (West)					Pleasant Hill Rd (East)					
TIME	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 2

Site 8

Humphries Rd
Norris Lake Dr
Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

Date

Wednesday, May 14, 2025

Lat/Long

33.742795°, -84.037463°
Click here for Map

Weather

Fair
70°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Humphries Rd					Norris Lake Dr					Pleasant Hill Rd (West)					Pleasant Hill Rd (East)					
TIME	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total	Int Total
0700 - 0715	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	8	0	0	8	11
0715 - 0730	1	0	1	0	2	0	0	1	0	1	0	3	0	0	3	0	6	0	0	6	12
0730 - 0745	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	0	5	0	0	5	10
0745 - 0800	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	1	5	0	0	6	11
Hourly Total	3	3	1	0	**7**	0	0	1	0	**1**	2	9	0	0	**11**	1	24	0	0	**25**	**44**
0800 - 0815	1	0	0	0	1	0	0	1	0	1	0	5	0	0	5	0	9	0	0	9	16
0815 - 0830	0	2	0	0	2	0	1	1	0	2	0	4	0	0	4	0	7	0	0	7	15
0830 - 0845	0	1	0	0	1	0	1	0	0	1	0	3	0	0	3	0	8	0	0	8	13
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	7
Hourly Total	1	3	0	0	**4**	0	2	2	0	**4**	0	15	0	0	**15**	0	28	0	0	**28**	**51**
Grand Total	4	6	1	0	**11**	0	2	3	0	**5**	2	24	0	0	**26**	1	52	0	0	**53**	**95**
Approach %	36.36	54.55	9.09	0.00	-	0.00	40.00	60.00	0.00	-	7.69	92.31	0.00	0.00	-	1.89	98.11	0.00	0.00	-	
Intersection %	4.21	6.32	1.05	0.00	11.58	0.00	2.11	3.16	0.00	5.26	2.11	25.26	0.00	0.00	27.37	1.05	54.74	0.00	0.00	55.79	

1600 - 1800 (Weekday 2h Session) (05-14-2025)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Humphries Rd					Norris Lake Dr					Pleasant Hill Rd (West)					Pleasant Hill Rd (East)					
TIME	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total	Int Total
1600 - 1615	0	1	0	0	1	0	1	0	0	1	0	4	0	0	4	0	7	0	0	7	13
1615 - 1630	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	0	7	0	0	7	13
1630 - 1645	0	0	1	0	1	0	0	0	0	0	0	6	2	0	8	0	4	0	0	4	13
1645 - 1700	0	1	0	0	1	0	1	1	0	2	0	2	0	0	2	0	7	0	0	7	12
Hourly Total	0	4	1	0	**5**	0	2	1	0	**3**	0	15	3	0	**18**	0	25	0	0	**25**	**51**
1700 - 1715	0	1	0	0	1	0	0	1	0	1	0	4	0	0	4	0	4	0	0	4	10
1715 - 1730	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	0	1	0	0	1	6
1730 - 1745	0	0	0	0	0	0	1	1	0	2	1	2	0	0	3	0	5	0	0	5	10
1745 - 1800	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	0	6	0	0	6	11
Hourly Total	0	1	0	0	**1**	0	3	2	0	**5**	1	14	0	0	**15**	0	16	0	0	**16**	**37**
Grand Total	0	5	1	0	**6**	0	5	3	0	**8**	1	29	3	0	**33**	0	41	0	0	**41**	**88**
Approach %	0.00	83.33	16.67	0.00	-	0.00	62.50	37.50	0.00	-	3.03	87.88	9.09	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	5.68	1.14	0.00	6.82	0.00	5.68	3.41	0.00	9.09	1.14	32.95	3.41	0.00	37.50	0.00	46.59	0.00	0.00	46.59	

Crosswalk Counts || Pedestrians

Lithonia, GA Batch 2

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 8

Humphries Rd
Norris Lake Dr
Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

Date

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0700 - 0900 (Weekday 2h Session) (05-14-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Humphries Rd			Norris Lake Dr			Pleasant Hill Rd (West)			Pleasant Hill Rd (East)			
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	App Total	NB 8g	SB 8h	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) (05-14-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Humphries Rd			Norris Lake Dr			Pleasant Hill Rd (West)			Pleasant Hill Rd (East)			
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	App Total	NB 8g	SB 8h	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	1	1	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	1	**1**	0	0	**0**	**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	1	**1**	0	0	**0**	**1**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Lithonia, GA Batch 2

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Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Humphries Rd			Norris Lake Dr			Pleasant Hill Rd (West)			Pleasant Hill Rd (East)			
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	App Total	NB 8g	SB 8h	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) (05-14-2025)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Humphries Rd			Norris Lake Dr			Pleasant Hill Rd (West)			Pleasant Hill Rd (East)			
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	App Total	NB 8g	SB 8h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 2

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Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Humphries Rd			Norris Lake Dr			Pleasant Hill Rd (West)			Pleasant Hill Rd (East)			
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	App Total	NB 8g	SB 8h	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) (05-14-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Humphries Rd			Norris Lake Dr			Pleasant Hill Rd (West)			Pleasant Hill Rd (East)			
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	App Total	NB 8g	SB 8h	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: 5/14/2025	Pleasant Hill Rd (West) Eastbound			Pleasant Hill Rd (East) Westbound			Humphries Rd Northbound			Norris Lake Dr 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	19	48	1	0	114	1	10	39	2	1	10	7	252
07:15 AM - 07:30 AM	13	54	2	1	106	1	10	66	2	1	16	6	278
07:30 AM - 07:45 AM	10	52	3	1	118	2	7	57	1	0	20	5	276
07:45 AM - 08:00 AM	12	51	4	1	82	0	10	46	1	0	18	6	231
08:00 AM - 08:15 AM	6	72	2	1	88	1	6	39	0	1	27	6	249
08:15 AM - 08:30 AM	9	71	3	1	73	1	4	35	1	2	19	8	227
08:30 AM - 08:45 AM	9	66	4	1	118	1	1	32	0	0	21	4	257
08:45 AM - 09:00 AM	4	54	4	1	74	0	5	24	0	2	16	6	190
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	7	115	6	3	53	1	2	18	0	1	47	12	265
04:15 PM - 04:30 PM	6	117	4	1	75	0	3	24	1	0	36	3	270
04:30 PM - 04:45 PM	9	107	4	2	57	3	3	11	3	3	48	11	261
04:45 PM - 05:00 PM	6	96	8	1	70	2	8	24	1	1	42	11	270
05:00 PM - 05:15 PM	5	96	6	1	70	1	6	23	2	2	62	15	289
05:15 PM - 05:30 PM	11	98	4	4	49	3	3	30	2	1	58	13	276
05:30 PM - 05:45 PM	6	111	4	3	51	2	6	24	0	1	44	21	273
05:45 PM - 06:00 PM	11	108	4	1	60	2	2	27	0	0	48	18	281
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

Peak Hour Turning Movement Count

Lithonia, GA Batch 2

Click here for Map

Marr Traffic DATA COLLECTION

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Wednesday, May 14, 2025		
	Fair	70°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)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
Time	Left 9.1	Thru 9.2	Right 9.3		U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7		U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11		U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15		U-Turn 9.16	App Total	Int Total
0715 - 0730	1	0	1	-	0	2	0	0	7	-	0	7	0	61	1	-	0	62	0	173	2	-	0	175	246
0730 - 0745	3	0	2	-	0	5	0	0	8	-	0	8	1	64	1	-	0	66	0	166	0	-	0	166	245
0745 - 0800	2	0	0	-	0	2	0	0	4	-	0	4	1	91	1	-	0	93	0	142	0	-	0	142	241
0800 - 0815	5	0	2	-	0	7	0	0	4	-	0	4	4	79	3	-	0	86	0	135	1	-	0	136	233
Total	11	0	5	0	0	16	0	0	23	0	0	23	6	295	6	0	0	307	0	616	3	0	0	619	965
Approach %	68.75	0.00	31.25	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	1.95	96.09	1.95	0.00	0.00	-	0.00	99.52	0.48	0.00	0.00	-	
PHF	0.55	0.00	0.63	0.00	0.00	**0.57**	0.00	0.00	0.72	0.00	0.00	**0.72**	0.38	0.81	0.50	0.00	0.00	**0.83**	0.00	0.89	0.38	0.00	0.00	**0.88**	**0.98**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
Time	Left 9.1	Thru 9.2	Right 9.3		U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7		U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11		U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15		U-Turn 9.16	App Total	Int Total
0715 - 0730	1	0	1	-	0	2	0	0	7	-	0	7	0	58	1	-	0	59	0	165	2	-	0	167	235
0730 - 0745	3	0	2	-	0	5	0	0	7	-	0	7	1	61	1	-	0	63	0	161	0	-	0	161	236
0745 - 0800	2	0	0	-	0	2	0	0	4	-	0	4	1	87	1	-	0	89	0	132	0	-	0	132	227
0800 - 0815	5	0	2	-	0	7	0	0	4	-	0	4	4	73	3	-	0	80	0	126	1	-	0	127	218
Total	11	0	5	0	0	16	0	0	22	0	0	22	6	279	6	0	0	291	0	584	3	0	0	587	916
Approach %	68.75	0.00	31.25	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	2.06	95.88	2.06	0.00	0.00	-	0.00	99.49	0.51	0.00	0.00	-	
PHF	0.55	0.00	0.63	0.00	0.00	**0.57**	0.00	0.00	0.79	0.00	0.00	**0.79**	0.38	0.80	0.50	0.00	0.00	**0.82**	0.00	0.88	0.38	0.00	0.00	**0.88**	**0.97**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
Time	Left 9.1	Thru 9.2	Right 9.3		U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7		U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11		U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15		U-Turn 9.16	App Total	Int Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	0	3	0	4	0	-	0	4	7
0730 - 0745	0	0	0	-	0	0	0	0	1	-	0	1	0	3	0	-	0	3	0	4	0	-	0	4	8
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	0	4	0	6	0	-	0	6	10
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	0	4	0	6	0	-	0	6	10
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	14	0	0	0	14	0	20	0	0	0	20	35
Approach %	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	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	0.25	0.00	0.00	**0.25**	0.00	0.88	0.00	0.00	0.00	**0.88**	0.00	0.83	0.00	0.00	0.00	**0.83**	**0.88**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
Time	Left 9.1	Thru 9.2	Right 9.3		U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7		U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11		U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15		U-Turn 9.16	App Total	Int Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	0	4	4
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	1
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	0	4	4
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	3	0	-	0	3	5
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	12	0	0	0	12	14
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	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	0.25	0.00	0.00	0.00	**0.25**	0.00	0.75	0.00	0.00	0.00	**0.75**	**0.70**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
Time	Left 9.1	Thru 9.2	Right 9.3		U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7		U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11		U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15		U-Turn 9.16	App Total	Int Total
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
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Lithonia, GA Batch 2

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Wednesday, May 14, 2025		
	Fair	70°F
Period	1600 - 1800	**APPLY**
Peak Hour	1700 - 1800	**APPLY**
Global PH	1700 - 1800	**APPLY**

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

1630 - 1730

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
Time	Left 9.1	Thru 9.2	Right 9.3		U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7		U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11		U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15		U-Turn 9.16	App Total	Int Total
1700 - 1715	2	0	0	-	0	2	2	1	6	-	0	9	6	142	4	-	0	152	0	95	1	-	0	96	259
1715 - 1730	1	0	0	-	0	1	0	0	1	-	0	1	6	158	1	-	0	165	0	84	0	-	0	84	251
1730 - 1745	1	0	0	-	0	1	0	0	3	-	0	3	1	167	5	-	0	173	0	93	1	-	0	94	271
1745 - 1800	1	0	0	-	0	1	0	0	3	-	0	3	6	142	2	-	0	150	0	92	2	-	0	94	248
Total	5	0	0	0	0	5	2	1	13	0	0	16	19	609	12	0	0	640	0	364	4	0	0	368	1029
Approach %	100.00	0.00	0.00	0.00	0.00	-	12.50	6.25	81.25	0.00	0.00	-	2.97	95.16	1.88	0.00	0.00	-	0.00	98.91	1.09	0.00	0.00	-	
PHF	0.63	0.00	0.00	0.00	0.00	**0.63**	0.25	0.25	0.54	0.00	0.00	**0.44**	0.79	0.91	0.60	0.00	0.00	**0.92**	0.00	0.96	0.50	0.00	0.00	**0.96**	**0.95**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
Time	Left 9.1	Thru 9.2	Right 9.3		U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7		U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11		U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15		U-Turn 9.16	App Total	Int Total
1700 - 1715	2	0	0	-	0	2	2	1	5	-	0	8	6	136	4	-	0	146	0	87	1	-	0	88	244
1715 - 1730	1	0	0	-	0	1	0	0	1	-	0	1	6	153	1	-	0	160	0	83	0	-	0	83	245
1730 - 1745	1	0	0	-	0	1	0	0	3	-	0	3	1	163	5	-	0	169	0	87	1	-	0	88	261
1745 - 1800	1	0	0	-	0	1	0	0	3	-	0	3	6	139	2	-	0	147	0	88	2	-	0	90	241
Total	5	0	0	0	0	5	2	1	12	0	0	15	19	591	12	0	0	622	0	345	4	0	0	349	991
Approach %	100.00	0.00	0.00	0.00	0.00	-	13.33	6.67	80.00	0.00	0.00	-	3.05	95.02	1.93	0.00	0.00	-	0.00	98.85	1.15	0.00	0.00	-	
PHF	0.63	0.00	0.00	0.00	0.00	**0.63**	0.25	0.25	0.60	0.00	0.00	**0.47**	0.79	0.91	0.60	0.00	0.00	**0.92**	0.00	0.98	0.50	0.00	0.00	**0.97**	**0.95**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
Time	Left 9.1	Thru 9.2	Right 9.3		U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7		U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11		U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15		U-Turn 9.16	App Total	Int Total
1700 - 1715	0	0	0	-	0	0	0	0	1	-	0	1	0	6	0	-	0	6	0	5	0	-	0	5	12
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	5	0	-	0	5	0	1	0	-	0	1	6
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	0	4	0	5	0	-	0	5	9
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	4	0	-	0	4	6
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	17	0	0	0	17	0	15	0	0	0	15	33
Approach %	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	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	0.25	0.00	0.00	**0.25**	0.00	0.71	0.00	0.00	0.00	**0.71**	0.00	0.75	0.00	0.00	0.00	**0.75**	**0.69**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
Time	Left 9.1	Thru 9.2	Right 9.3		U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7		U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11		U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15		U-Turn 9.16	App Total	Int Total
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	0	3	3
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	1	0	-	0	1	1
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	4	0	0	0	4	5
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	0.25	0.00	0.00	0.00	**0.25**	0.00	0.33	0.00	0.00	0.00	**0.33**	**0.42**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
Time	Left 9.1	Thru 9.2	Right 9.3		U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7		U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11		U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15		U-Turn 9.16	App Total	Int Total
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
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

Lithonia, GA Batch 2

Marr Traffic DATA COLLECTION

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Site 9

Piedmont Pointe Dr
Stone Meadow Rd
Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

Date

Wednesday, May 14, 2025

Lat/Long

33.734617°, -84.074622°
Click here for Map

Weather

Fair
70°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Piedmont Pointe Dr					Stone Meadow Rd					Pleasant Hill Rd (West)					Pleasant Hill Rd (East)					
TIME	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	Int Total
0700 - 0715	2	0	0	0	2	0	0	11	0	11	2	47	1	0	50	0	166	1	0	167	230
0715 - 0730	1	0	1	0	2	0	0	7	0	7	0	61	1	0	62	0	173	2	0	175	246
0730 - 0745	3	0	2	0	5	0	0	8	0	8	1	64	1	0	66	0	166	0	0	166	245
0745 - 0800	2	0	0	0	2	0	0	4	0	4	1	91	1	0	93	0	142	0	0	142	241
Hourly Total	8	0	3	0	**11**	0	0	30	0	**30**	4	263	4	0	**271**	0	647	3	0	**650**	**962**
0800 - 0815	5	0	2	0	7	0	0	4	0	4	4	79	3	0	86	0	135	1	0	136	233
0815 - 0830	1	0	0	0	1	1	0	2	0	3	4	90	1	1	96	0	119	0	0	119	219
0830 - 0845	1	0	1	0	2	1	0	3	0	4	3	79	2	0	84	0	136	0	0	136	226
0845 - 0900	2	0	0	0	2	0	0	2	0	2	2	71	2	0	75	0	110	0	0	110	189
Hourly Total	9	0	3	0	**12**	2	0	11	0	**13**	13	319	8	1	**341**	0	500	1	0	**501**	**867**
Grand Total	17	0	6	0	**23**	2	0	41	0	**43**	17	582	12	1	**612**	0	1147	4	0	**1151**	**1829**
Approach %	73.91	0.00	26.09	0.00	-	4.65	0.00	95.35	0.00	-	2.78	95.10	1.96	0.16	-	0.00	99.65	0.35	0.00	-	
Intersection %	0.93	0.00	0.33	0.00	1.26	0.11	0.00	2.24	0.00	2.35	0.93	31.82	0.66	0.05	33.46	0.00	62.71	0.22	0.00	62.93	
Heavy Vehicle %	0	-	0	-	**0**	0	-	5	-	**5**	0	4	0	0	**4**	-	6	0	-	**6**	**5**
PHF	0.55	0.00	0.63	0.00	**0.57**	0.00	0.00	0.72	0.00	**0.72**	0.38	0.81	0.50	0.00	**0.83**	0.00	0.89	0.38	0.00	**0.88**	**0.98**
Peak Hour Total	11	0	5	0	**16**	0	0	23	0	**23**	6	295	6	0	**307**	0	616	3	0	**619**	**965**
Peak Hour HV %	0	0	0	0	**0**	0	0	4	0	**4**	0	5	0	0	**5**	0	5	0	0	**5**	**5**

1600 - 1800 (Weekday 2h Session) (05-14-2025)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Piedmont Pointe Dr					Stone Meadow Rd					Pleasant Hill Rd (West)					Pleasant Hill Rd (East)					
TIME	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	8	0	8	6	165	1	0	172	1	73	0	0	74	254
1615 - 1630	3	0	1	0	4	0	0	5	0	5	8	132	3	0	143	0	88	1	0	89	241
1630 - 1645	2	0	1	0	3	0	1	4	0	5	6	151	4	0	161	1	93	2	0	96	265
1645 - 1700	3	0	1	0	4	0	0	6	0	6	6	136	3	0	145	0	86	0	0	86	241
Hourly Total	8	0	3	0	**11**	0	1	23	0	**24**	26	584	11	0	**621**	2	340	3	0	**345**	**1001**
1700 - 1715	2	0	0	0	2	2	1	6	0	9	6	142	4	0	152	0	95	1	0	96	259
1715 - 1730	1	0	0	0	1	0	0	1	0	1	6	158	1	0	165	0	84	0	0	84	251
1730 - 1745	1	0	0	0	1	0	0	3	0	3	1	167	5	0	173	0	93	1	0	94	271
1745 - 1800	1	0	0	0	1	0	0	3	0	3	6	142	2	0	150	0	92	2	0	94	248
Hourly Total	5	0	0	0	**5**	2	1	13	0	**16**	19	609	12	0	**640**	0	364	4	0	**368**	**1029**
Grand Total	13	0	3	0	**16**	2	2	36	0	**40**	45	1193	23	0	**1261**	2	704	7	0	**713**	**2030**
Approach %	81.25	0.00	18.75	0.00	-	5.00	5.00	90.00	0.00	-	3.57	94.61	1.82	0.00	-	0.28	98.74	0.98	0.00	-	
Intersection %	0.64	0.00	0.15	0.00	0.79	0.10	0.10	1.77	0.00	1.97	2.22	58.77	1.13	0.00	62.12	0.10	34.68	0.34	0.00	35.12	
Heavy Vehicle %	0	-	0	-	**0**	0	0	6	-	**5**	0	3	0	-	**3**	0	7	0	-	**6**	**4**
PHF	0.63	0.00	0.00	0.00	**0.63**	0.25	0.25	0.54	0.00	**0.44**	0.79	0.91	0.60	0.00	**0.92**	0.00	0.96	0.50	0.00	**0.96**	**0.95**
Peak Hour Total	5	0	0	0	**5**	2	1	13	0	**16**	19	609	12	0	**640**	0	364	4	0	**368**	**1029**
Peak Hour HV %	0	0	0	0	**0**	0	0	8	0	**6**	0	3	0	0	**3**	0	5	0	0	**5**	**4**

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

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 2

Site 9

Piedmont Pointe Dr
Stone Meadow Rd
Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

Date

Wednesday, May 14, 2025

Lat/Long

33.734617°, -84.074622°
Click here for Map

Weather

Fair
70°F
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0700 - 0900 (Weekday 2h Session) (05-14-2025)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Piedmont Pointe Dr					Stone Meadow Rd					Pleasant Hill Rd (West)					Pleasant Hill Rd (East)					
TIME	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	Int Total
0700 - 0715	2	0	0	0	2	0	0	11	0	11	2	46	1	0	49	0	158	1	0	159	221
0715 - 0730	1	0	1	0	2	0	0	7	0	7	0	58	1	0	59	0	165	2	0	167	235
0730 - 0745	3	0	2	0	5	0	0	7	0	7	1	61	1	0	63	0	161	0	0	161	236
0745 - 0800	2	0	0	0	2	0	0	4	0	4	1	87	1	0	89	0	132	0	0	132	227
Hourly Total	8	0	3	0	**11**	0	0	29	0	**29**	4	252	4	0	**260**	0	616	3	0	**619**	**919**
0800 - 0815	5	0	2	0	7	0	0	4	0	4	4	73	3	0	80	0	126	1	0	127	218
0815 - 0830	1	0	0	0	1	1	0	2	0	3	4	86	1	1	92	0	114	0	0	114	210
0830 - 0845	1	0	1	0	2	1	0	2	0	3	3	77	2	0	82	0	125	0	0	125	212
0845 - 0900	2	0	0	0	2	0	0	2	0	2	2	68	2	0	72	0	102	0	0	102	178
Hourly Total	9	0	3	0	**12**	2	0	10	0	**12**	13	304	8	1	**326**	0	467	1	0	**468**	**818**
Grand Total	17	0	6	0	**23**	2	0	39	0	**41**	17	556	12	1	**586**	0	1083	4	0	**1087**	**1737**
Approach %	73.91	0.00	26.09	0.00	-	4.88	0.00	95.12	0.00	-	2.90	94.88	2.05	0.17	-	0.00	99.63	0.37	0.00	-	
Intersection %	0.98	0.00	0.35	0.00	1.32	0.12	0.00	2.25	0.00	2.36	0.98	32.01	0.69	0.06	33.74	0.00	62.35	0.23	0.00	62.58	

1600 - 1800 (Weekday 2h Session) (05-14-2025)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Piedmont Pointe Dr					Stone Meadow Rd					Pleasant Hill Rd (West)					Pleasant Hill Rd (East)					
TIME	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	7	0	7	6	160	1	0	167	1	67	0	0	68	242
1615 - 1630	3	0	1	0	4	0	0	5	0	5	8	127	3	0	138	0	78	1	0	79	226
1630 - 1645	2	0	1	0	3	0	1	4	0	5	6	145	4	0	155	1	86	2	0	89	252
1645 - 1700	3	0	1	0	4	0	0	6	0	6	6	132	3	0	141	0	82	0	0	82	233
Hourly Total	8	0	3	0	**11**	0	1	22	0	**23**	26	564	11	0	**601**	2	313	3	0	**318**	**953**
1700 - 1715	2	0	0	0	2	2	1	5	0	8	6	136	4	0	146	0	87	1	0	88	244
1715 - 1730	1	0	0	0	1	0	0	1	0	1	6	153	1	0	160	0	83	0	0	83	245
1730 - 1745	1	0	0	0	1	0	0	3	0	3	1	163	5	0	169	0	87	1	0	88	261
1745 - 1800	1	0	0	0	1	0	0	3	0	3	6	139	2	0	147	0	88	2	0	90	241
Hourly Total	5	0	0	0	**5**	2	1	12	0	**15**	19	591	12	0	**622**	0	345	4	0	**349**	**991**
Grand Total	13	0	3	0	**16**	2	2	34	0	**38**	45	1155	23	0	**1223**	2	658	7	0	**667**	**1944**
Approach %	81.25	0.00	18.75	0.00	-	5.26	5.26	89.47	0.00	-	3.68	94.44	1.88	0.00	-	0.30	98.65	1.05	0.00	-	
Intersection %	0.67	0.00	0.15	0.00	0.82	0.10	0.10	1.75	0.00	1.95	2.31	59.41	1.18	0.00	62.91	0.10	33.85	0.36	0.00	34.31	

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

Lithonia, GA Batch 2

Marr Traffic DATA COLLECTION

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Site 9

Piedmont Pointe Dr
Stone Meadow Rd
Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

Date

Wednesday, May 14, 2025

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Weather

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0700 - 0900 (Weekday 2h Session) (05-14-2025)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Piedmont Pointe Dr					Stone Meadow Rd					Pleasant Hill Rd (West)					Pleasant Hill Rd (East)					
TIME	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	5	0	0	5	6
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	7
0730 - 0745	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	0	4	0	0	4	8
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	6	0	0	6	10
Hourly Total	0	0	0	0	**0**	0	0	1	0	**1**	0	11	0	0	**11**	0	19	0	0	**19**	**31**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	6	0	0	6	10
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	6
0830 - 0845	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	6	0	0	6	9
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	7	0	0	7	9
Hourly Total	0	0	0	0	**0**	0	0	1	0	**1**	0	11	0	0	**11**	0	22	0	0	**22**	**34**
Grand Total	0	0	0	0	**0**	0	0	2	0	**2**	0	22	0	0	**22**	0	41	0	0	**41**	**65**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	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	3.08	0.00	3.08	0.00	33.85	0.00	0.00	33.85	0.00	63.08	0.00	0.00	63.08	

1600 - 1800 (Weekday 2h Session) (05-14-2025)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Piedmont Pointe Dr					Stone Meadow Rd					Pleasant Hill Rd (West)					Pleasant Hill Rd (East)					
TIME	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	0	6	0	0	6	11
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	7	0	0	7	10
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	6	0	0	6	11
1645 - 1700	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	1	0	**1**	0	16	0	0	**16**	0	22	0	0	**22**	**39**
1700 - 1715	0	0	0	0	0	0	0	1	0	1	0	6	0	0	6	0	5	0	0	5	12
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	6
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	5	0	0	5	9
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	6
Hourly Total	0	0	0	0	**0**	0	0	1	0	**1**	0	17	0	0	**17**	0	15	0	0	**15**	**33**
Grand Total	0	0	0	0	**0**	0	0	2	0	**2**	0	33	0	0	**33**	0	37	0	0	**37**	**72**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	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	2.78	0.00	2.78	0.00	45.83	0.00	0.00	45.83	0.00	51.39	0.00	0.00	51.39	

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

Lithonia, GA Batch 2

Marr Traffic DATA COLLECTION

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Site 9

Piedmont Pointe Dr
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Pleasant Hill Rd (West)
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0700 - 0900 (Weekday 2h Session) (05-14-2025)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Piedmont Pointe Dr					Stone Meadow Rd					Pleasant Hill Rd (West)					Pleasant Hill Rd (East)					
TIME	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	12	0	0	**12**	**12**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	4	0	0	**4**	0	11	0	0	**11**	**15**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	4	0	0	**4**	0	23	0	0	**23**	**27**
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	14.81	0.00	0.00	14.81	0.00	85.19	0.00	0.00	85.19	

1600 - 1800 (Weekday 2h Session) (05-14-2025)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Piedmont Pointe Dr					Stone Meadow Rd					Pleasant Hill Rd (West)					Pleasant Hill Rd (East)					
TIME	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	4	0	0	**4**	0	5	0	0	**5**	**9**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
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	1	0	0	1	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	4	0	0	**4**	**5**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	5	0	0	**5**	0	9	0	0	**9**	**14**
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	35.71	0.00	0.00	35.71	0.00	64.29	0.00	0.00	64.29	

Classified Turn Movement Count || Bicycles

Lithonia, GA Batch 2

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 9

Piedmont Pointe Dr
Stone Meadow Rd
Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

Date

Wednesday, May 14, 2025

Lat/Long

33.734617°, -84.074622°
Click here for Map

Weather

Fair
70°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)

Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Piedmont Pointe Dr					Stone Meadow Rd					Pleasant Hill Rd (West)					Pleasant Hill Rd (East)					
TIME	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	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) (05-14-2025)

Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Piedmont Pointe Dr					Stone Meadow Rd					Pleasant Hill Rd (West)					Pleasant Hill Rd (East)					
TIME	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 2

Site 9

Piedmont Pointe Dr
Stone Meadow Rd
Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

Date

Wednesday, May 14, 2025

Lat/Long

33.734617°, -84.074622°
Click here for Map

Weather

Fair
70°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Piedmont Pointe Dr					Stone Meadow Rd					Pleasant Hill Rd (West)					Pleasant Hill Rd (East)					
TIME	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	8	0	0	8	9
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	8	0	0	8	11
0730 - 0745	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	0	5	0	0	5	9
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	10	0	0	10	14
Hourly Total	0	0	0	0	**0**	0	0	1	0	**1**	0	11	0	0	**11**	0	31	0	0	**31**	**43**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	9	0	0	9	15
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	5	0	0	5	9
0830 - 0845	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	11	0	0	11	14
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	8	0	0	8	11
Hourly Total	0	0	0	0	**0**	0	0	1	0	**1**	0	15	0	0	**15**	0	33	0	0	**33**	**49**
Grand Total	0	0	0	0	**0**	0	0	2	0	**2**	0	26	0	0	**26**	0	64	0	0	**64**	**92**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	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	2.17	0.00	2.17	0.00	28.26	0.00	0.00	28.26	0.00	69.57	0.00	0.00	69.57	

1600 - 1800 (Weekday 2h Session) (05-14-2025)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Piedmont Pointe Dr					Stone Meadow Rd					Pleasant Hill Rd (West)					Pleasant Hill Rd (East)					
TIME	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	1	0	1	0	5	0	0	5	0	6	0	0	6	12
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	10	0	0	10	15
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	7	0	0	7	13
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	8
Hourly Total	0	0	0	0	**0**	0	0	1	0	**1**	0	20	0	0	**20**	0	27	0	0	**27**	**48**
1700 - 1715	0	0	0	0	0	0	0	1	0	1	0	6	0	0	6	0	8	0	0	8	15
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	6
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	6	0	0	6	10
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	7
Hourly Total	0	0	0	0	**0**	0	0	1	0	**1**	0	18	0	0	**18**	0	19	0	0	**19**	**38**
Grand Total	0	0	0	0	**0**	0	0	2	0	**2**	0	38	0	0	**38**	0	46	0	0	**46**	**86**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	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	2.33	0.00	2.33	0.00	44.19	0.00	0.00	44.19	0.00	53.49	0.00	0.00	53.49	

Crosswalk Counts || Pedestrians

Lithonia, GA Batch 2

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 9

Piedmont Pointe Dr
Stone Meadow Rd
Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

Date

Wednesday, May 14, 2025

Lat/Long

33.734617°, -84.074622°
Click here for Map

Weather

Fair
70°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Piedmont Pointe Dr			Stone Meadow Rd			Pleasant Hill Rd (West)			Pleasant Hill Rd (East)			
TIME	EB 9a	WB 9b	App Total	EB 9c	WB 9d	App Total	NB 9e	SB 9f	App Total	NB 9g	SB 9h	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	3	0	3	1	0	1	4
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	3	0	**3**	1	0	**1**	**4**
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**	3	0	**3**	1	0	**1**	**4**
Approach %	0.00	0.00	-	0.00	0.00	-	100.00	0.00	-	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	75.00	0.00	75.00	25.00	0.00	25.00	

1600 - 1800 (Weekday 2h Session) (05-14-2025)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Piedmont Pointe Dr			Stone Meadow Rd			Pleasant Hill Rd (West)			Pleasant Hill Rd (East)			
TIME	EB 9a	WB 9b	App Total	EB 9c	WB 9d	App Total	NB 9e	SB 9f	App Total	NB 9g	SB 9h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	1	1	0	0	0	1
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	1	**1**	0	0	**0**	**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	1	**1**	0	0	**0**	**1**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Lithonia, GA Batch 2

Marr Traffic DATA COLLECTION

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Piedmont Pointe Dr
Stone Meadow Rd
Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

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0700 - 0900 (Weekday 2h Session) (05-14-2025)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Piedmont Pointe Dr			Stone Meadow Rd			Pleasant Hill Rd (West)			Pleasant Hill Rd (East)			
TIME	EB 9a	WB 9b	App Total	EB 9c	WB 9d	App Total	NB 9e	SB 9f	App Total	NB 9g	SB 9h	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) (05-14-2025)

Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Piedmont Pointe Dr			Stone Meadow Rd			Pleasant Hill Rd (West)			Pleasant Hill Rd (East)			
TIME	EB 9a	WB 9b	App Total	EB 9c	WB 9d	App Total	NB 9e	SB 9f	App Total	NB 9g	SB 9h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

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Lithonia, GA Batch 2

Site 9

Piedmont Pointe Dr
Stone Meadow Rd
Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

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0700 - 0900 (Weekday 2h Session) (05-14-2025)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Piedmont Pointe Dr			Stone Meadow Rd			Pleasant Hill Rd (West)			Pleasant Hill Rd (East)			
TIME	EB 9a	WB 9b	App Total	EB 9c	WB 9d	App Total	NB 9e	SB 9f	App Total	NB 9g	SB 9h	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) (05-14-2025)

Motorized Vehicles

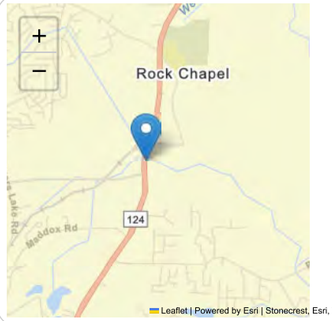
	Northbound			Southbound			Eastbound			Westbound			
	Piedmont Pointe Dr			Stone Meadow Rd			Pleasant Hill Rd (West)			Pleasant Hill Rd (East)			
TIME	EB 9a	WB 9b	App Total	EB 9c	WB 9d	App Total	NB 9e	SB 9f	App Total	NB 9g	SB 9h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	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: 5/14/2025	Pleasant Hill Rd (West) Eastbound			Pleasant Hill Rd (East) Westbound			Piedmont Pointe Dr Northbound			Stone Meadow Rd 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	2	47	1	0	166	1	2	0	0	0	0	11	230
07:15 AM - 07:30 AM	0	61	1	0	173	2	1	0	1	0	0	7	246
07:30 AM - 07:45 AM	1	64	1	0	166	0	3	0	2	0	0	8	245
07:45 AM - 08:00 AM	1	91	1	0	142	0	2	0	0	0	0	4	241
08:00 AM - 08:15 AM	4	79	3	0	135	1	5	0	2	0	0	4	233
08:15 AM - 08:30 AM	4	90	1	0	119	0	1	0	0	1	0	2	218
08:30 AM - 08:45 AM	3	79	2	0	136	0	1	0	1	1	0	3	226
08:45 AM - 09:00 AM	2	71	2	0	110	0	2	0	0	0	0	2	189
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	6	165	1	1	73	0	0	0	0	0	0	8	254
04:15 PM - 04:30 PM	8	132	3	0	88	1	3	0	1	0	0	5	241
04:30 PM - 04:45 PM	6	151	4	1	93	2	2	0	1	0	1	4	265
04:45 PM - 05:00 PM	6	136	3	0	86	0	3	0	1	0	0	6	241
05:00 PM - 05:15 PM	6	142	4	0	95	1	2	0	0	2	1	6	259
05:15 PM - 05:30 PM	6	158	1	0	84	0	1	0	0	0	0	1	251
05:30 PM - 05:45 PM	1	167	5	0	93	1	1	0	0	0	0	3	271
05:45 PM - 06:00 PM	6	142	2	0	92	2	1	0	0	0	0	3	248
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

0000089_0158 - 089-0158

- SR124/Rock Chapel Rd N of Lithonia Ind Blvd
County: DeKalb
Route number: 00000124
LRS section: 0891012400
Functional class: 3U - Principal Arterial - Other (Urban)
Coordinates: 33.747195, -84.083521

Site Data

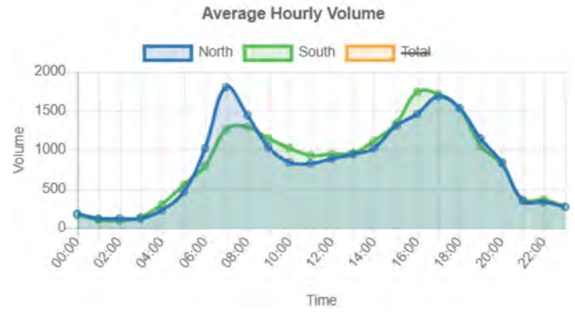


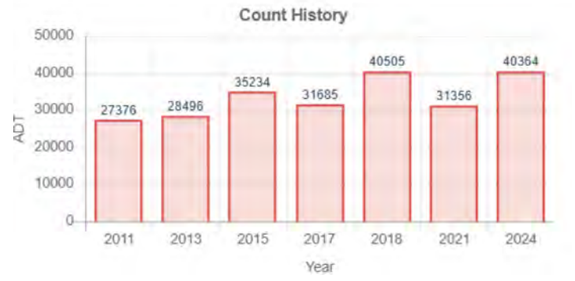
Count History

Year	Month	Count type	Duration	Count	ADT
2024	September	Class	48 hours	80,727	40,364
2021	March	Class	48 hours	62,711	31,356
2018	December	Class	48 hours	81,010	40,505
2017	January	Class	48 hours	63,370	31,685
2015	September	Class	48 hours	70,468	35,234
2013	March	Class	48 hours	56,993	28,496
2011	March	Class	48 hours	54,753	27,376

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	**Estimated**
AADT	26,300	33,200	34,300	31,600	31,500	40,500	37,400	29,100	30,300	**30,600**
SU AADT	847	1,092	1,128	1,328	1,326	1,733	1,598	1,255	1,307	**1,321**
CU AADT	423	421	435	488	487	565	521	548	570	**576**
K-Factor	0.090	0.089	0.089	0.093	0.093	0.084	0.084	0.096	0.096	**0.096**
D-Factor	0.500	0.500	0.500	0.520	0.520	0.500	0.500	0.510	0.510	**0.510**
Future AADT	-	-	50,400	57,600	58,000	68,200	68,200	75,300	49,900	**38,600**







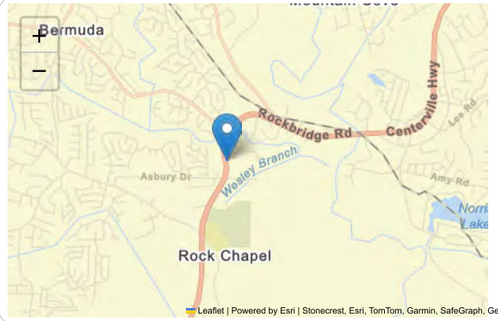
Vehicle Classification 2024

1. Motorcycles 2 axles, 2 or 3 wheels.	**0.23%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**75.61%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**16.69%**
4. Buses 2- or 3-axle, full length.	**0.53%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**2.71%**
6. Single-unit trucks 3-axle, single-unit trucks.	**2.11%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**0.10%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**0.59%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**1.30%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**0.09%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0.00%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0.04%**

0000089_0161 - 089-0161

- Rock Chapel Rd
County: DeKalb
Route number: 00012400
LRS section: 0891012400
Functional class: 3U - Principal Arterial - Other (Urban)
Coordinates: 33.76937691, -84.07774481

Site Data

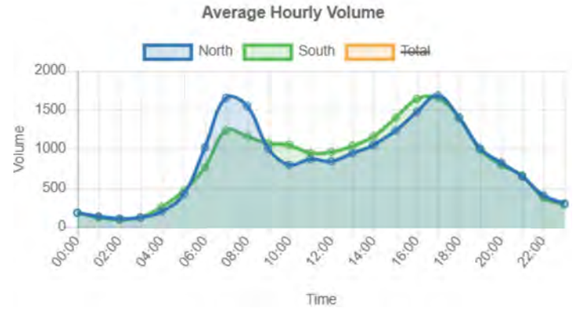


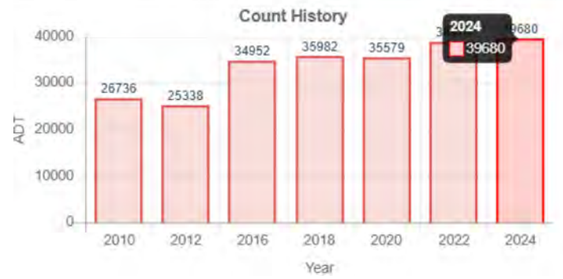
Count History

Year	Month	Count type	Duration	Count	ADT
2024	April	Volume	48 hours	79,360	39,680
2022	April	Class	48 hours	77,953	38,976
2020	January	Class	48 hours	71,158	35,579
2018	January	Class	48 hours	71,965	35,982
2016	June	Class	48 hours	69,905	34,952
2012	February	Class	48 hours	50,677	25,338
2010	March	Volume	48 hours	53,472	26,736

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	24,200	25,000	32,000	33,900	36,600	36,800	33,000	35,700	36,500	**36,900**
SU AADT	559	559	1,152	-	1,080	1,088	1,216	1,315	1,274	**1,288**
CU AADT	191	191	514	-	446	449	553	597	481	**486**
K-Factor	-	-	0.090	-	0.085	0.085	0.099	0.099	0.091	**0.091**
D-Factor	-	-	0.500	-	0.510	0.510	0.500	0.500	0.510	**0.510**
Future AADT	-	-	35,300	42,700	58,700	69,400	69,400	86,400	75,200	**66,600**



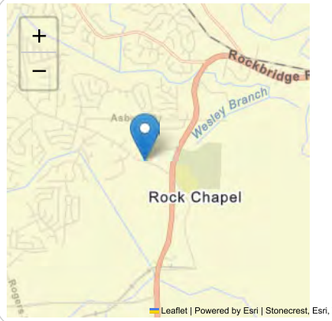




0000089_0461 - 089-0461

- CR 921700 BEG AT
County: DeKalb
Route number: 00067600
LRS section: 0892067600
Functional class: 5U - Major Collector (Urban)
Coordinates: 33.7622449506921, -84.085338162115

Site Data

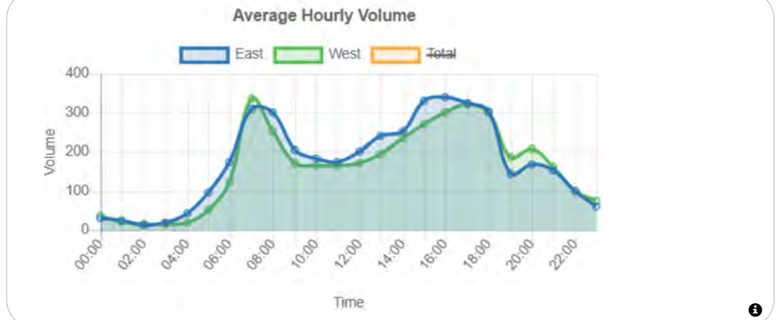


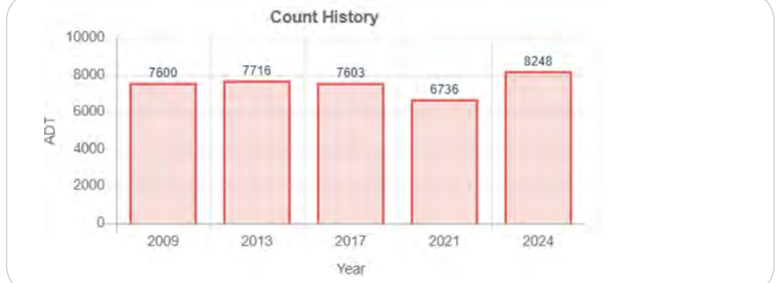
Count History

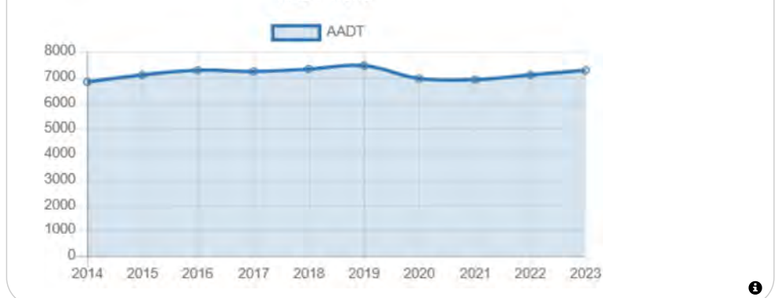
Year	Month	Count type	Duration	Count	ADT
2024	April	Class	48 hours	16,497	8,248
2021	January	Volume	48 hours	13,472	6,736
2017	January	Volume	48 hours	15,206	7,603
2013	March	Volume	48 hours	15,431	7,716
2009	May	Volume	48 hours	15,199	7,600

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	6,810	7,090	7,260	7,210	7,320	7,470	6,940	6,900	7,070	**7,260**
K-Factor	0.090	0.090	0.090	0.093	0.093	0.093	0.093	0.086	0.086	**0.086**
D-Factor	-	-	-	0.500	0.500	0.500	0.500	0.530	0.530	**0.530**
Future AADT	-	-	8,180	9,090	9,220	9,550	9,550	10,200	8,910	**9,150**







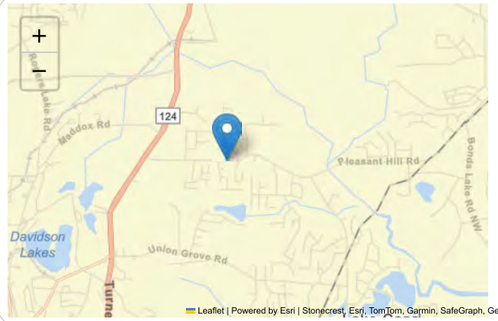
Vehicle Classification 2024

1. Motorcycles 2 axles, 2 or 3 wheels.	**0.15%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**81.60%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**14.50%**
4. Buses 2- or 3-axle, full length.	**0.58%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**2.14%**
6. Single-unit trucks 3-axle, single-unit trucks.	**0.44%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**0.03%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**0.41%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**0.11%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**0.01%**
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.	**0.02%**

0000089_0492 - 089-0492

- SR 012400 BEG AT
County: DeKalb
Route number: 00516300
LRS section: 0892516300
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 33.73459971, -84.07631127

Site Data



Count History

Year	Month	Count type	Duration	Count	ADT
2024	August	Volume	48 hours	26,769	13,384
2022	March	Volume	48 hours	25,170	12,585
2018	May	Volume	48 hours	27,423	13,712
2015	March	Volume	48 hours	21,580	10,790
2011	March	Volume	48 hours	18,741	9,370

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Actual	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Actual	**Estimated**
AADT	8,340	9,880	10,200	10,800	12,300	12,400	11,400	12,300	11,100	**11,200**
K-Factor	-	0.099	0.099	-	0.091	0.091	0.091	0.091	0.093	**0.093**
D-Factor	-	0.500	0.500	-	0.660	0.660	0.660	0.660	0.690	**0.690**
Future AADT	-	-	10,700	13,600	17,100	20,900	20,900	27,000	21,000	**17,300**



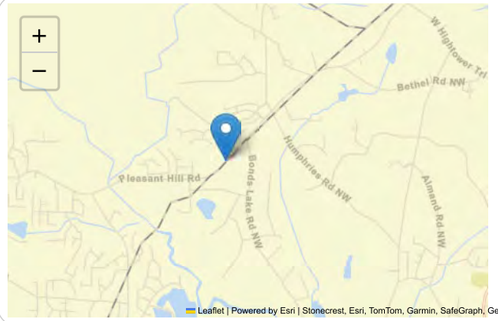




0000089_0494 - 089-0494

- Pleasant Hill Rd E of Union Grove Rd
County: DeKalb
Route number: 00516300
LRS section: 0892516300
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 33.736675, -84.044187

Site Data

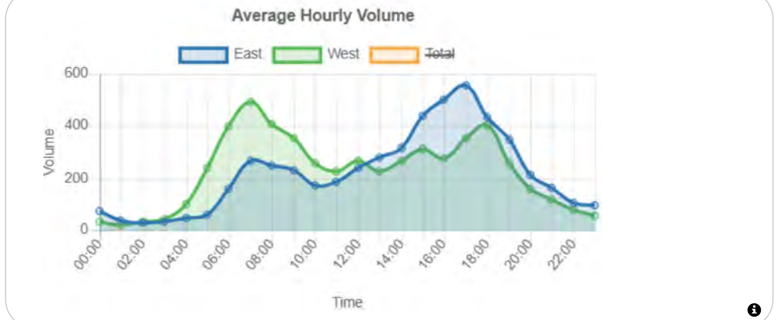


Count History

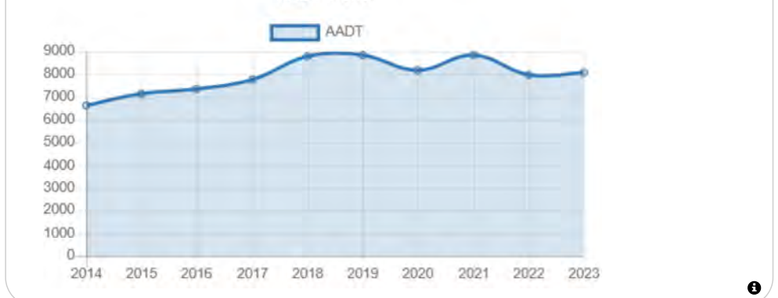
Year	Month	Count type	Duration	Count	ADT
2024	June	Volume	48 hours	21,856	10,928
2024	October	Volume	48 hours	21,074	10,537
2022	March	Class	48 hours	17,701	8,850
2018	January	Class	48 hours	17,274	8,637
2014	February	Volume	48 hours	13,458	6,729
2010	March	Volume	48 hours	13,507	6,754

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Actual	**Estimated**
AADT	6,620	7,120	7,350	7,780	8,800	8,860	8,170	8,830	7,960	**8,050**
SU AADT	-	-	-	-	445	448	413	446	553	**559**
CU AADT	-	-	-	-	100	101	93	101	139	**140**
K-Factor	0.094	0.094	0.094	-	0.094	0.094	0.094	0.094	0.103	**0.103**
D-Factor	0.500	0.500	0.500	-	0.680	0.680	0.680	0.680	0.660	**0.660**
Future AADT	-	-	7,720	8,650	13,600	16,300	16,300	19,400	14,600	**11,500**



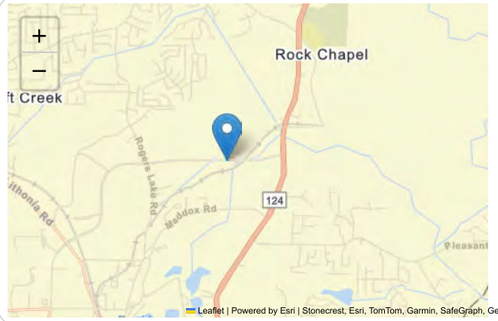




0000089_4064 - 089-4064

- Lithonia Ind Blvd E of Rogers Lake Rd
City: Atlanta **County:** DeKalb
LRS section: 0893298900
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 33.744867, -84.091946

Site Data

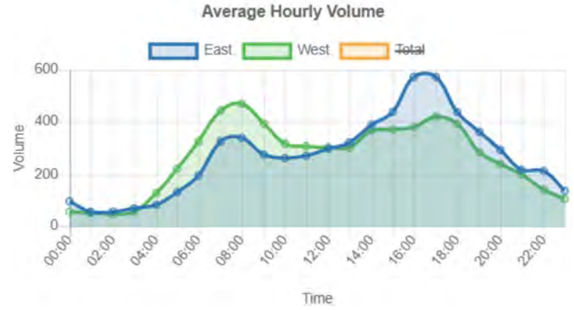


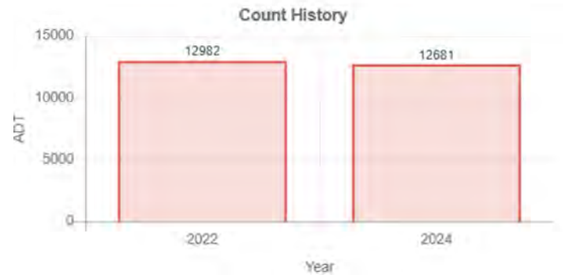
Count History

Year	Month	Count type	Duration	Count	ADT
2024	June	Volume	48 hours	25,362	12,681
2022	October	Class	48 hours	25,965	12,982

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	-	-	-	-	-	-	-	Actual	**Estimated**
AADT	-	-	-	-	-	-	-	-	11,700	**11,800**
SU AADT	-	-	-	-	-	-	-	-	633	**639**
CU AADT	-	-	-	-	-	-	-	-	396	**400**
K-Factor	-	-	-	-	-	-	-	-	0.097	**0.097**
D-Factor	-	-	-	-	-	-	-	-	0.600	**0.600**
Future AADT	-	-	-	-	-	-	-	-	19,000	**14,900**



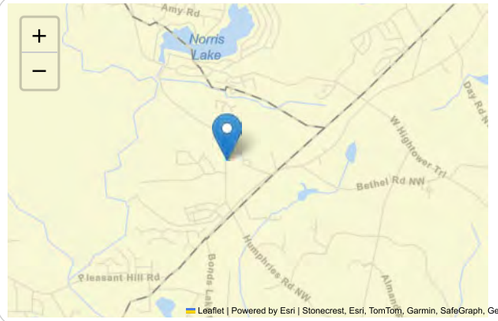




0000089_7157 - 089-7157

- Norris Lake Dr
County: DeKalb
Route number: 00066600
LRS section: 0892066600
Functional class: 5U - Major Collector (Urban)
Coordinates: 33.748776, -84.038237

Site Data

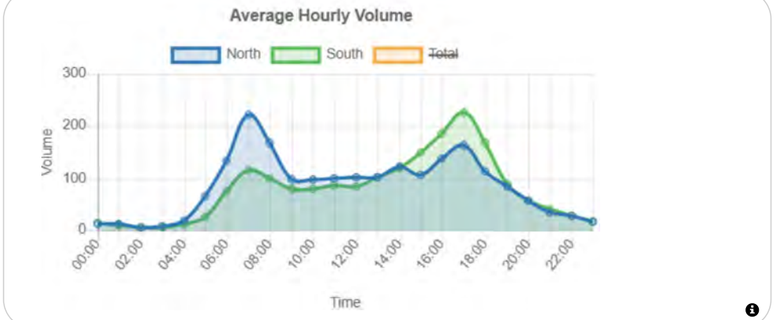


Count History

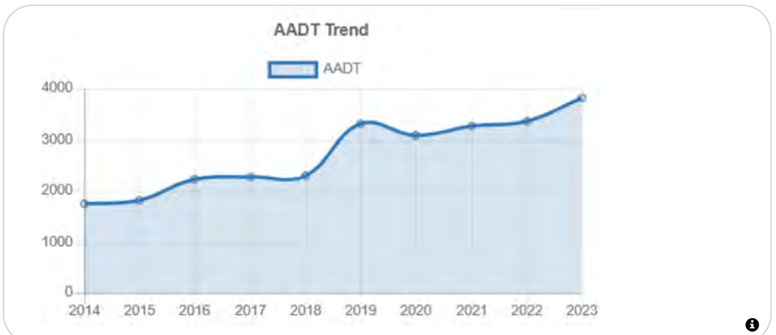
Year	Month	Count type	Duration	Count	ADT
2022	December	Volume	48 hours	7,686	3,843
2019	May	Volume	48 hours	7,510	3,755
2016	June	Volume	48 hours	5,026	2,513
2012	February	Volume	48 hours	3,789	1,894

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Actual	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	**Actual**
AADT	1,740	1,810	2,230	2,270	2,310	3,310	3,080	3,270	3,350	**3,820**
K-Factor	-	-	0.112	-	-	0.108	0.108	0.108	0.108	**0.102**
D-Factor	-	-	0.500	-	-	0.650	0.650	0.650	0.650	**0.600**
Future AADT	-	-	2,560	3,340	3,330	5,210	5,210	7,040	7,580	**8,400**







APPENDIX C: Growth Factor(s) Calculations & Analysis

HISTORICAL TRAFFIC COUNTS
Creekside Village DRI 4xxx
DeKalb 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	2025	2025	2028	2025-2028	Percent
SR 124 N/O Lithonia Industrial Blvd	089-0158			27,376		28,496		35,234		31,685	40,505						40,364		43,179	46,376	2.41%	32.26%
SR 124 S/O Rockbridge Rd	089-0161		26,736		25,338				34,952		35,982		35,579				39,680		41,655	44,755	2.42%	31.13%
Stephenson Rd W/O SR 124	089-0461	7,600				7,716				7,603							8,248		8,171	8,294	0.50%	5.77%
Pleasant Hill Rd W/O Stone Meadow Rd	089-0492			9,370				10,790			13,712						13,384		14,445	15,432	2.23%	10.73%
Pleasant Hill Rd W/O Norris Lake Dr	089-0494		6,754				6,729				8,637						10,537		10,647	11,524	2.67%	8.02%
Lithonia Industrial Blvd W/O SR 124	089-4064														12,982		12,681		12,531	12,079	-1.22%	8.40%
Norris Lake Dr N/O Pleasant Hill Rd	089-7157				1,894				2,513			3,755			3,843				4,663	5,307	4.41%	3.69%
																			135,291	**143,767**	**2.1%**	**100.00%**

APPENDIX D: Trip Generation

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	DRI 4XXX Creekside Village	**Organization:**	NV5
Project Location:	DeKalb County, GA	**Performed By:**	JP
Scenario Description:	Build	**Date:**	5/7/2025
Analysis Year:	2028	**Checked By:**	
Analysis Period:	**Daily**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	821, 945	70,000	SF	5,422	2,711	2,711
Restaurant				0		
Cinema/Entertainment				0		
Residential	210, 215	551	DU	4,556	2,278	2,278
Hotel				0		
All Other Land Uses[2]				0		
				9,978	4,989	4,989

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	0%	0%	1.00	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses[2]	1.00	0%	0%	1.00	0%	0%

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	46	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	23	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	9,978	4,989	4,989
Internal Capture Percentage	1%	1%	1%
External Vehicle-Trips[5]	9,840	4,920	4,920
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	1%	2%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	2%	1%
Hotel	N/A	N/A

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

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

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

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

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

[6]Person-Trips

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

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

Project Name:	DRI 4XXX Creekside Village
Analysis Period:	**Daily**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	2711	2711	1.00	2711	2711
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	2278	2278	1.00	2278	2278
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	786		352	0	380	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	46	23	456	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		868	0	0	0	0
Retail	0		0	0	46	0
Restaurant	0	217		0	114	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	461	0	0		0
Hotel	0	108	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	23	2688	2711	2688	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	46	2232	2278	2232	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	46	2665	2711	2665	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	23	2255	2278	2255	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

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

[2]Person-Trips

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

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

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	DRI 4XXX Creekside Village	**Organization:**	NV5
Project Location:	DeKalb County, GA	**Performed By:**	JP
Scenario Description:	Build	**Date:**	5/7/2025
Analysis Year:	2028	**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	821, 945	70,000	SF	314	184	130
Restaurant				0		
Cinema/Entertainment				0		
Residential	210, 215	551	DU	319	91	228
Hotel				0		
All Other Land Uses[2]				0		
				633	275	358

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	0%	0%	1.00	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses[2]	1.00	0%	0%	1.00	0%	0%

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	2	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	2	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	633	275	358
Internal Capture Percentage	1%	1%	1%
External Vehicle-Trips[5]	625	271	354
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	1%	2%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	2%	1%
Hotel	N/A	N/A

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

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

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

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

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

[6]Person-Trips

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

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

Project Name:	DRI 4XXX Creekside Village
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	184	184	1.00	130	130
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	91	91	1.00	228	228
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	38		17	0	18	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	5	2	46	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		59	0	0	0	0
Retail	0		0	0	2	0
Restaurant	0	15		0	5	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	31	0	0		0
Hotel	0	7	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	2	182	184	182	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	2	89	91	89	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	2	128	130	128	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	2	226	228	226	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

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

[2]Person-Trips

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

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

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	DRI 4XXX Creekside Village	**Organization:**	NV5
Project Location:	DeKalb County, GA	**Performed By:**	JP
Scenario Description:	Build	**Date:**	5/7/2025
Analysis Year:	2028	**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	821, 945	70,000	SF	502	243	259
Restaurant				0		
Cinema/Entertainment				0		
Residential	210, 215	551	DU	404	243	161
Hotel				0		
All Other Land Uses[2]				0		
				906	486	420

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	0%	0%	1.00	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses[2]	1.00	0%	0%	1.00	0%	0%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		2000	2000		2000	
Retail					2000	
Restaurant					2000	
Cinema/Entertainment					2000	
Residential		2000	2000			
Hotel					2000	

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	42	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	8	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	906	486	420
Internal Capture Percentage	11%	10%	12%
External Vehicle-Trips[5]	806	436	370
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	3%	16%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	17%	5%
Hotel	N/A	N/A

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

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

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

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made

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

[6]Person-Trips

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

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

Project Name:	DRI 4XXX Creekside Village
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	243	243	1.00	259	259
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	243	243	1.00	161	161
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	5		75	10	42	13
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	6	22	11	0		5
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		6	0	0	10	0
Retail	0		0	0	112	0
Restaurant	0	122		0	39	0
Cinema/Entertainment	0	10	0		10	0
Residential	0	8	0	0		0
Hotel	0	5	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	8	235	243	235	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	42	201	243	201	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	42	217	259	217	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	8	153	161	153	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

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

[2]Person-Trips

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

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

Single-Family Detached Housing (210)

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						
Single-Family Detached Housing	220 DU				210	Dwelling Units				
Daily		**2,084**	1,042	1,042			LN(T) = 0.92 * LN(X) + 2.68	50%	50%	9.43
AM Peak Hour		**153**	40	113			LN(T) = 0.91 * LN(X) + 0.12	26%	74%	0.70
PM Peak Hour		**209**	132	77			LN(T) = 0.94 * LN(X) + 0.27	63%	37%	0.94
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		**2,084**	1,042	1,042						
AM Peak Hour		**153**	40	113						
PM Peak Hour		**209**	132	77						

Note:

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

Single-Family Attached Housing (215)

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						
Single-Family Attached Housing	331 DU				215	Dwelling Units				
Daily		**2,472**	1,236	1,236			T = 7.62 * X - 50.48	50%	50%	7.20
AM Peak Hour (One Hour from 7-9)		**166**	51	115			T = 0.52 * X - 5.7	31%	69%	0.48
PM Peak Hour (One Hour from 4-6)		**195**	111	84			T = 0.6 * X - 3.93	57%	43%	0.57
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		**2,472**	1,236	1,236						
AM Peak Hour		**166**	51	115						
PM Peak Hour		**195**	111	84						

Note:

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

Shopping Plaza (40-150K) (821)

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

With Supermarket Project Land Use	Project Density	Project Trips Total	Inbound	Outbound	ITE Code	Variable	Equation Used[1]	In/Out Distribution		Average Rate
Shopping Plaza (40-150K)	63,000 SF				821	1,000 SF				
Daily		**6,262**	3,131	3,131			T = 76.96 * X/1000 + 1412.79	50%	50%	94.49
AM Peak Hour		**222**	138	84			T = 3.53 * X/1000	62%	38%	3.53
PM Peak Hour		**602**	289	313			T = 7.67 * X/1000 + 118.86	48%	52%	9.03
Reductions for Pass-By Trips										
Daily	30%	**1,878**	939	939						
AM Peak Hour		**0**	0	0						
PM Peak Hour	30%	**180**	86	94						
TOTAL PROJECT TRIPS										
Daily		**4,384**	2,192	2,192						
AM Peak Hour		**222**	138	84						
PM Peak Hour		**422**	203	219						

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

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

Convenience Store/Gas Station (945)

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

GFA (5.5-10K) Project Land Use	Project Density	Project Trips Total	Inbound	Outbound	ITE Code	Variable	Equation Used[1]	In/Out Distribution		Average Rate
Convenience Store/Gas Station	12 VPF				945	Vehicle Fueling				
Daily		**4,150**	2,075	2,075		Positions	T = 345.75 * X	50%	50%	345.75
AM Peak Hour		**380**	190	190			T = 31.6 * X	50%	50%	31.60
PM Peak Hour		**322**	161	161			T = 26.9 * X	50%	50%	26.90
Reductions for Pass-By Trips										
Daily	75%	**3,112**	1,556	1,556						
AM Peak Hour	76%	**288**	144	144						
PM Peak Hour	75%	**242**	121	121						
TOTAL PROJECT TRIPS										
Daily		**1,038**	519	519						
AM Peak Hour		**92**	46	46						
PM Peak Hour		**80**	40	40						

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

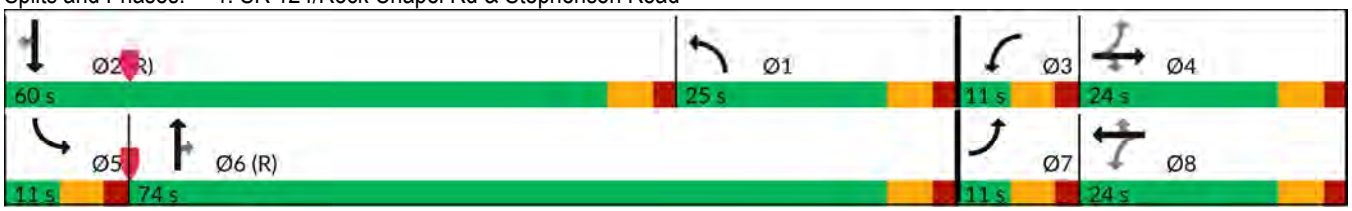
[1] Where: T = Trips; X = Density by Variable

APPENDIX E: Capacity Analyses Reports

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	40	165	41	43	36	149	1480	98	31	1130	146
Future Volume (vph)	125	40	165	41	43	36	149	1480	98	31	1130	146
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8			6			2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	25.0	74.0	74.0	11.0	60.0	60.0
Total Split (%)	9.2%	20.0%	20.0%	9.2%	20.0%	20.0%	20.8%	61.7%	61.7%	9.2%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	12.5	8.5	8.5	12.4	8.5	8.5	19.0	81.8	81.8	7.7	65.7	65.7
Actuated g/C Ratio	0.10	0.07	0.07	0.10	0.07	0.07	0.16	0.68	0.68	0.06	0.55	0.55
v/c Ratio	0.89	0.32	0.60	0.27	0.37	0.13	0.57	0.66	0.09	0.29	0.63	0.16
Control Delay (s/veh)	98.6	58.6	14.2	46.9	60.6	0.9	57.1	17.9	4.0	59.2	21.7	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	98.6	58.6	14.2	46.9	60.6	0.9	57.1	17.9	4.0	59.2	21.7	2.8
LOS	F	E	B	D	E	A	E	B	A	E	C	A
Approach Delay (s/veh)		51.5			37.9			20.5			20.5	
Approach LOS		D			D			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 47 (39%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay (s/veh): 24.0	Intersection LOS: C
Intersection Capacity Utilization 73.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: SR 124/Rock Chapel Rd & Stephenson Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	40	165	41	43	36	149	1480	98	31	1130	146
Future Volume (veh/h)	125	40	165	41	43	36	149	1480	98	31	1130	146
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1870	1870	1767	1900	1826	1826	1870	1856	1811	1856
Adj Flow Rate, veh/h	130	42	172	43	45	38	155	1542	102	32	1177	152
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	2	2	9	0	5	5	2	3	6	3
Cap, veh/h	253	232	198	239	203	185	336	2137	976	48	1548	708
Arrive On Green	0.04	0.12	0.12	0.03	0.11	0.11	0.19	0.62	0.62	0.03	0.45	0.45
Sat Flow, veh/h	1767	1856	1585	1781	1767	1610	1739	3469	1585	1767	3441	1572
Grp Volume(v), veh/h	130	42	172	43	45	38	155	1542	102	32	1177	152
Grp Sat Flow(s),veh/h/ln	1767	1856	1585	1781	1767	1610	1739	1735	1585	1767	1721	1572
Q Serve(g_s), s	5.0	2.4	12.8	2.5	2.8	1.7	9.5	36.9	3.2	2.2	34.3	5.4
Cycle Q Clear(g_c), s	5.0	2.4	12.8	2.5	2.8	1.7	9.5	36.9	3.2	2.2	34.3	5.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	253	232	198	239	203	185	336	2137	976	48	1548	708
V/C Ratio(X)	0.51	0.18	0.87	0.18	0.22	0.21	0.46	0.72	0.10	0.66	0.76	0.21
Avail Cap(c_a), veh/h	253	278	238	256	265	242	336	2137	976	74	1548	708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.3	47.0	51.5	44.8	48.2	21.5	42.9	15.9	9.5	57.8	27.6	11.6
Incr Delay (d2), s/veh	1.8	0.4	24.2	0.4	0.5	0.5	1.0	2.1	0.2	14.4	3.6	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	1.1	6.4	1.2	1.3	1.1	4.1	13.5	1.2	1.1	14.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.0	47.4	75.7	45.1	48.8	22.1	43.8	18.1	9.7	72.3	31.2	12.3
LnGrp LOS	D	D	E	D	D	C	D	B	A	E	C	B
Approach Vol, veh/h		344			126			1799			1361	
Approach Delay, s/veh		62.2			39.5			19.8			30.0	
Approach LOS		E			D			B			C	

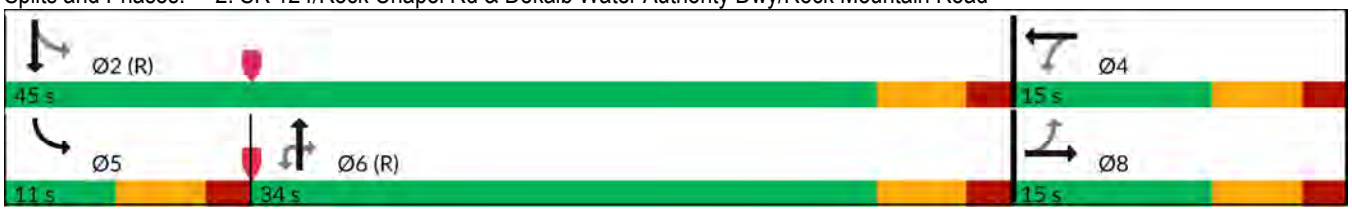
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.2	60.0	9.8	21.0	9.3	79.9	11.0	19.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	54.0	5.0	18.0	5.0	68.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	11.5	36.3	4.5	14.8	4.2	38.9	7.0	4.8
Green Ext Time (p_c), s	0.2	8.0	0.0	0.2	0.0	14.0	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	28.3
HCM 7th LOS	C

Lane Group	WBL	WBT	NBU	NBT	NBR	SBL	SBT	Ø8
Lane Configurations								
Traffic Volume (vph)	21	0	5	1731	29	4	1362	
Future Volume (vph)	21	0	5	1731	29	4	1362	
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	
Protected Phases		4		6		5	2	8
Permitted Phases	4		6		6	2		
Detector Phase	4	4	6	6	6	5	2	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	15.0	24.0	24.0	24.0	11.0	24.0	15.0
Total Split (s)	15.0	15.0	34.0	34.0	34.0	11.0	45.0	15.0
Total Split (%)	25.0%	25.0%	56.7%	56.7%	56.7%	18.3%	75.0%	25%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag			Lag	Lag	Lag	Lead		
Lead-Lag Optimize?			Yes	Yes	Yes	Yes		
Recall Mode	None	None	C-Max	C-Max	C-Max	None	C-Max	None
Act Effct Green (s)		5.5	50.6	50.6	50.6	49.4	53.0	
Actuated g/C Ratio		0.09	0.84	0.84	0.84	0.82	0.88	
v/c Ratio		0.14	0.02	0.62	0.03	0.02	0.48	
Control Delay (s/veh)		1.2	3.2	6.8	0.1	2.5	7.2	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		1.2	3.2	6.8	0.1	2.5	7.2	
LOS		A	A	A	A	A	A	
Approach Delay (s/veh)		1.2		6.7			7.2	
Approach LOS		A		A			A	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTU, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay (s/veh): 6.8	Intersection LOS: A
Intersection Capacity Utilization 62.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: SR 124/Rock Chapel Rd & Dekalb Water Authority Dwy/Rock Mountain Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	21	0	11	5	0	1731	29	4	1362
Future Volume (veh/h)	0	0	0	21	0	11	5	0	1731	29	4	1362
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No				No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	848	1900	818		0	1841	1129	789	1811
Adj Flow Rate, veh/h	0	0	0	22	0	0		0	1822	31	4	1434
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
Percent Heavy Veh, %	0	0	0	71	0	73		0	4	52	75	6
Cap, veh/h	0	49	0	157	0			0	2340	640	194	2665
Arrive On Green	0.00	0.00	0.00	0.03	0.00	0.00		0.00	1.00	1.00	0.01	0.77
Sat Flow, veh/h	0	1900	0	1440	0	0		0	3589	957	751	3532
Grp Volume(v), veh/h	0	0	0	22	0	0		0	1822	31	4	1434
Grp Sat Flow(s),veh/h/ln	0	1900	0	1440	0	0		0	1749	957	751	1721
Q Serve(g_s), s	0.0	0.0	0.0	0.9	0.0	0.0		0.0	0.0	0.0	0.1	9.7
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.9	0.0	0.0		0.0	0.0	0.0	0.1	9.7
Prop In Lane	0.00		0.00	1.00		0.00		0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	0	49	0	157	0			0	2340	640	194	2665
V/C Ratio(X)	0.00	0.00	0.00	0.14	0.00			0.00	0.78	0.05	0.02	0.54
Avail Cap(c_a), veh/h	0	285	0	336	0			0	2340	640	253	2665
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	0.00		0.00	0.77	0.77	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	28.9	0.0	0.0		0.0	0.0	0.0	2.6	2.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0		0.0	2.0	0.1	0.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.3	0.0	0.0		0.0	0.7	0.0	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	29.3	0.0	0.0		0.0	2.0	0.1	2.7	3.4
LnGrp LOS				C					A	A	A	A
Approach Vol, veh/h		0			22				1853			1438
Approach Delay, s/veh		0.0			29.3				2.0			3.4
Approach LOS					C				A			A

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	52.5	7.5	6.3	46.1	7.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	39.0	9.0	5.0	28.0	9.0
Max Q Clear Time (g_c+I1), s	11.7	2.9	2.1	2.0	0.0
Green Ext Time (p_c), s	11.9	0.0	0.0	15.9	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	2.8
HCM 7th LOS	A

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

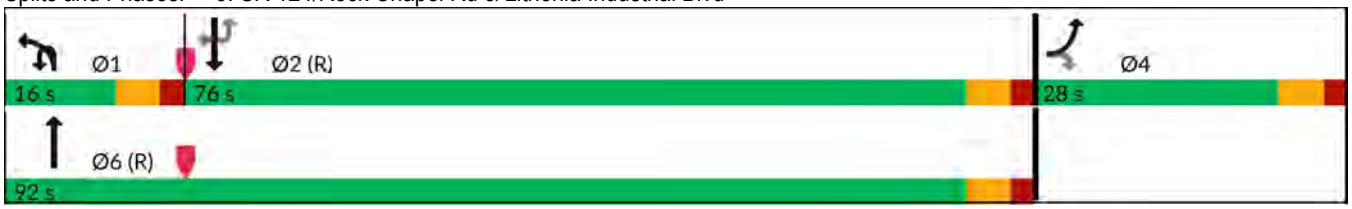


Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.95
Percent Heavy Veh, %	0
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	238	85	95	1512	984	412
Future Volume (vph)	238	85	95	1512	984	412
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		1	6	2	
Permitted Phases		4				2
Detector Phase	4	4	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	16.0	92.0	76.0	76.0
Total Split (%)	23.3%	23.3%	13.3%	76.7%	63.3%	63.3%
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 Effct Green (s)	14.6	14.6	9.3	93.4	78.1	78.1
Actuated g/C Ratio	0.12	0.12	0.08	0.78	0.65	0.65
v/c Ratio	0.64	0.34	0.42	0.60	0.33	0.38
Control Delay (s/veh)	57.5	12.8	66.5	3.6	6.3	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.5	12.8	66.5	3.6	6.3	2.2
LOS	E	B	E	A	A	A
Approach Delay (s/veh)	45.8			7.4	5.1	
Approach LOS	D			A	A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 115 (96%), Referenced to phase 2:SBTU and 6:NBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 10.2	Intersection LOS: B
Intersection Capacity Utilization 58.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd



Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (veh/h)	238	85	2	95	1512	0	984	412
Future Volume (veh/h)	238	85	2	95	1512	0	984	412
Initial Q (Qb), veh	0	0		0	0		0	0
Lane Width Adj.	1.00	1.00		1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00				1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00		1.00	1.00
Work Zone On Approach	No				No		No	
Adj Sat Flow, veh/h/ln	1781	1826		1737	1841		1796	1826
Adj Flow Rate, veh/h	253	90		101	1609		1047	438
Peak Hour Factor	0.94	0.94		0.94	0.94		0.94	0.94
Percent Heavy Veh, %	8	5		11	4		7	5
Cap, veh/h	326	153		150	2802		3454	1090
Arrive On Green	0.10	0.10		0.05	0.80		1.00	1.00
Sat Flow, veh/h	3291	1547		3209	3589		5065	1547
Grp Volume(v), veh/h	253	90		101	1609		1047	438
Grp Sat Flow(s),veh/h/ln	1646	1547		1605	1749		1635	1547
Q Serve(g_s), s	9.0	6.7		3.7	20.3		0.0	0.0
Cycle Q Clear(g_c), s	9.0	6.7		3.7	20.3		0.0	0.0
Prop In Lane	1.00	1.00		1.00				1.00
Lane Grp Cap(c), veh/h	326	153		150	2802		3454	1090
V/C Ratio(X)	0.78	0.59		0.67	0.57		0.30	0.40
Avail Cap(c_a), veh/h	603	284		267	2802		3454	1090
HCM Platoon Ratio	1.00	1.00		1.00	1.00		2.00	2.00
Upstream Filter(I)	1.00	1.00		1.00	1.00		0.88	0.88
Uniform Delay (d), s/veh	52.8	51.7		56.3	4.4		0.0	0.0
Incr Delay (d2), s/veh	4.0	3.6		5.2	0.9		0.2	1.0
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	2.7		1.6	4.9		0.1	0.3
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh	56.8	55.3		61.5	5.3		0.2	1.0
LnGrp LOS	E	E		E	A		A	A
Approach Vol, veh/h	343				1710		1485	
Approach Delay, s/veh	56.4				8.6		0.4	
Approach LOS	E				A		A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	11.6	90.5	17.9	102.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.0	70.0	22.0	86.0
Max Q Clear Time (g_c+I1), s	5.7	2.0	11.0	22.3
Green Ext Time (p_c), s	0.1	11.5	0.9	18.7

Intersection Summary	
HCM 7th Control Delay, s/veh	9.8
HCM 7th LOS	A

Notes

User approved ignoring U-Turning movement.

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	10	28	0	1575	6	15	1056
Future Vol, veh/h	10	28	0	1575	6	15	1056
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	None	-	None
Storage Length	0	50	190	-	235	165	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	20	0	0	5	33	0	7
Mvmt Flow	11	30	0	1676	6	16	1123

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	2157	838	820	0	0	1682	0
Stage 1	1676	-	-	-	-	-	-
Stage 2	481	-	-	-	-	-	-
Critical Hdwy	6.65	6.9	5.6	-	-	4.1	-
Critical Hdwy Stg 1	6.2	-	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-	-
Follow-up Hdwy	3.85	3.3	2.3	-	-	2.2	-
Pot Cap-1 Maneuver	45	314	562	-	-	386	-
Stage 1	112	-	-	-	-	-	-
Stage 2	508	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	43	314	562	-	-	386	-
Mov Cap-2 Maneuver	43	-	-	-	-	-	-
Stage 1	112	-	-	-	-	-	-
Stage 2	487	-	-	-	-	-	-

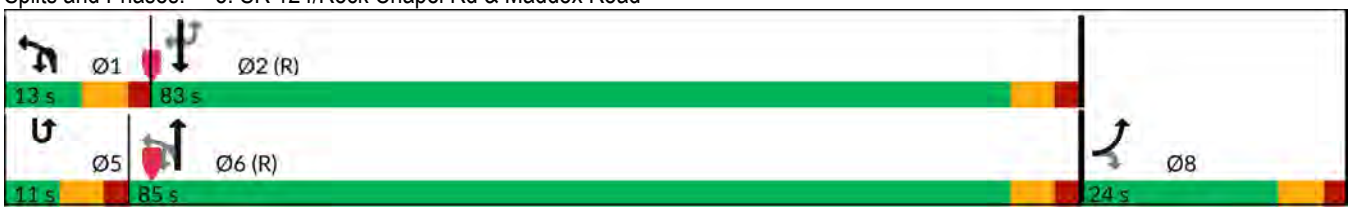
Approach	WB	NB	SB
HCM Ctrl Dly, s/v	43.33	0	0.21
HCM LOS	E		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	562	-	-	43	314	386	-
HCM Lane V/C Ratio	-	-	-	0.249	0.095	0.041	-
HCM Ctrl Dly (s/v)	0	-	-	115.2	17.7	14.7	-
HCM Lane LOS	A	-	-	F	C	B	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.3	0.1	-

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	12	36	3	89	1569	3	1012	30
Future Volume (vph)	12	36	3	89	1569	3	1012	30
Turn Type	Prot	Perm	pm+pt	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	8		1	1	6	5	2	
Permitted Phases		8	6	6		2		2
Detector Phase	8	8	1	1	6	5	2	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	10.0	10.0	24.0	11.0	24.0	24.0
Total Split (s)	24.0	24.0	13.0	13.0	85.0	11.0	83.0	83.0
Total Split (%)	20.0%	20.0%	10.8%	10.8%	70.8%	9.2%	69.2%	69.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.1	7.1		102.5	102.1	96.1	90.6	90.6
Actuated g/C Ratio	0.06	0.06		0.85	0.85	0.80	0.76	0.76
v/c Ratio	0.17	0.37		0.23	0.55	0.01	0.41	0.03
Control Delay (s/veh)	58.0	26.5		4.5	9.5	3.3	6.3	2.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	58.0	26.5		4.5	9.5	3.3	6.3	2.8
LOS	E	C		A	A	A	A	A
Approach Delay (s/veh)	34.2				9.2		6.2	
Approach LOS	C				A		A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:SBTU and 6:NBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay (s/veh): 8.5	Intersection LOS: A
Intersection Capacity Utilization 66.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: SR 124/Rock Chapel Rd & Maddox Road



Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (veh/h)	12	36	3	89	1569	3	1012	30
Future Volume (veh/h)	12	36	3	89	1569	3	1012	30
Initial Q (Qb), veh	0	0		0	0		0	0
Lane Width Adj.	1.00	1.00		1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00				1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00		1.00	1.00
Work Zone On Approach	No				No		No	
Adj Sat Flow, veh/h/ln	1159	1278		1737	1826		1811	1604
Adj Flow Rate, veh/h	12	37		92	1618		1043	31
Peak Hour Factor	0.97	0.97		0.97	0.97		0.97	0.97
Percent Heavy Veh, %	50	42		11	5		6	20
Cap, veh/h	45	45		136	2979		2674	1056
Arrive On Green	0.04	0.04		0.04	1.00		1.00	1.00
Sat Flow, veh/h	1104	1083		1654	3561		3532	1359
Grp Volume(v), veh/h	12	37		92	1618		1043	31
Grp Sat Flow(s),veh/h/ln	1104	1083		1654	1735		1721	1359
Q Serve(g_s), s	1.3	4.1		0.8	0.0		0.0	0.0
Cycle Q Clear(g_c), s	1.3	4.1		0.8	0.0		0.0	0.0
Prop In Lane	1.00	1.00		1.00				1.00
Lane Grp Cap(c), veh/h	45	45		136	2979		2674	1056
V/C Ratio(X)	0.26	0.83		0.68	0.54		0.39	0.03
Avail Cap(c_a), veh/h	166	162		180	2979		2674	1056
HCM Platoon Ratio	1.00	1.00		1.33	1.33		2.00	2.00
Upstream Filter(I)	1.00	1.00		0.42	0.42		1.00	1.00
Uniform Delay (d), s/veh	55.8	57.1		43.8	0.0		0.0	0.0
Incr Delay (d2), s/veh	3.0	30.5		2.6	0.3		0.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.5		2.4	0.1		0.2	0.0
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh	58.8	87.6		46.4	0.3		0.4	0.1
LnGrp LOS	E	F		D	A		A	A
Approach Vol, veh/h	49				1710		1074	
Approach Delay, s/veh	80.6				2.8		0.4	
Approach LOS	F				A		A	

Timer - Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.8	99.2				109.1		10.9
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0
Max Green Setting (Gmax), s	7.0	77.0				79.0		18.0
Max Q Clear Time (g_c+I1), s	2.8	2.0				2.0		6.1
Green Ext Time (p_c), s	0.1	9.0				19.5		0.1

Intersection Summary		
HCM 7th Control Delay, s/veh	3.2	
HCM 7th LOS	A	

Notes

User approved ignoring U-Turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	3	0	396	1	4	1378	184	2	120	952	2
Future Volume (vph)	3	0	396	1	4	1378	184	2	120	952	2
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm
Protected Phases		4		8	1	6		5	5	2	
Permitted Phases	4		8		6		6	2	2		2
Detector Phase	4	4	8	8	1	6	6	5	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	11.0	24.0	24.0	11.0	11.0	24.0	24.0
Total Split (s)	46.0	46.0	46.0	46.0	11.0	62.0	62.0	12.0	12.0	63.0	63.0
Total Split (%)	38.3%	38.3%	38.3%	38.3%	9.2%	51.7%	51.7%	10.0%	10.0%	52.5%	52.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag					Lead	Lead	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	None	C-Max	C-Max
Act Effct Green (s)		37.9	37.9	37.9	58.1	58.1	58.1		67.9	67.9	67.9
Actuated g/C Ratio		0.32	0.32	0.32	0.48	0.48	0.48		0.57	0.57	0.57
v/c Ratio		0.02	0.93	0.46	0.02	0.84	0.24		0.80	0.52	0.00
Control Delay (s/veh)		0.1	68.9	18.9	17.5	33.5	5.5		61.1	9.3	0.0
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		0.1	68.9	18.9	17.5	33.5	5.5		61.1	9.3	0.0
LOS		A	E	B	B	C	A		E	A	A
Approach Delay (s/veh)		0.1		48.9		30.2				15.1	
Approach LOS		A		D		C				B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 46 (38%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay (s/veh): 29.0	Intersection LOS: C
Intersection Capacity Utilization 88.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 6: SR 124/Rock Chapel Rd & Pleasant Hill Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	3	0	4	396	1	265	4	1378	184	2	120	952
Future Volume (veh/h)	3	0	4	396	1	265	4	1378	184	2	120	952
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	418	1900	789	1841	1900	1856	1530	1826	1767		1811	1767
Adj Flow Rate, veh/h	3	0	4	404	1	270	4	1406	188		122	971
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98		0.98	0.98
Percent Heavy Veh, %	100	0	75	4	0	3	25	5	9		6	9
Cap, veh/h	159	16	176	451	2	535	136	1619	699		173	1717
Arrive On Green	0.33	0.00	0.33	0.33	0.33	0.33	0.01	0.47	0.47		0.02	0.17
Sat Flow, veh/h	347	49	528	1390	6	1605	1457	3469	1497		1725	3357
Grp Volume(v), veh/h	7	0	0	404	0	271	4	1406	188		122	971
Grp Sat Flow(s),veh/h/ln	925	0	0	1390	0	1611	1457	1735	1497		1725	1678
Q Serve(g_s), s	0.1	0.0	0.0	23.8	0.0	16.2	0.2	43.6	9.2		2.4	31.9
Cycle Q Clear(g_c), s	16.2	0.0	0.0	40.0	0.0	16.2	0.2	43.6	9.2		2.4	31.9
Prop In Lane	0.43		0.57	1.00		1.00	1.00		1.00		1.00	
Lane Grp Cap(c), veh/h	351	0	0	451	0	537	136	1619	699		173	1717
V/C Ratio(X)	0.02	0.00	0.00	0.90	0.00	0.50	0.03	0.87	0.27		0.71	0.57
Avail Cap(c_a), veh/h	351	0	0	451	0	537	190	1619	699		173	1717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00		0.92	0.92
Uniform Delay (d), s/veh	27.5	0.0	0.0	42.8	0.0	32.1	24.1	28.7	19.5		55.2	37.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	20.0	0.0	0.8	0.1	6.6	0.9		11.3	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	14.1	0.0	6.2	0.1	18.3	3.2		4.1	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.6	0.0	0.0	62.8	0.0	32.8	24.2	35.3	20.5		66.6	38.9
LnGrp LOS	C			E		C	C	D	C		E	D
Approach Vol, veh/h		7			675			1598				1095
Approach Delay, s/veh		27.6			50.7			33.5				41.9
Approach LOS		C			D			C				D

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	67.4		46.0	12.0	62.0		46.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	57.0		40.0	6.0	56.0		40.0				
Max Q Clear Time (g_c+I1), s	2.2	33.9		18.2	4.4	45.6		42.0				
Green Ext Time (p_c), s	0.0	6.7		0.0	0.0	6.8		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		39.7
HCM 7th LOS		D

Notes

User approved ignoring U-Turning movement.



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	2
Future Volume (veh/h)	2
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	2
Peak Hour Factor	0.98
Percent Heavy Veh, %	0
Cap, veh/h	824
Arrive On Green	0.17
Sat Flow, veh/h	1610
Grp Volume(v), veh/h	2
Grp Sat Flow(s),veh/h/ln	1610
Q Serve(g_s), s	0.1
Cycle Q Clear(g_c), s	0.1
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	824
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	824
HCM Platoon Ratio	0.33
Upstream Filter(I)	0.92
Uniform Delay (d), s/veh	24.4
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	24.4
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	267	3	6	548	7	7
Future Vol, veh/h	267	3	6	548	7	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	120	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	9	67	17	3	0	0
Mvmt Flow	297	3	7	609	8	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	300	0	919	297
Stage 1	-	-	-	-	297	-
Stage 2	-	-	-	-	622	-
Critical Hdwy	-	-	4.27	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.353	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1180	-	304	747
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	539	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1180	-	301	747
Mov Cap-2 Maneuver	-	-	-	-	301	-
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	534	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.09	13.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	429	-	-	19	-
HCM Lane V/C Ratio	0.036	-	-	0.006	-
HCM Ctrl Dly (s/v)	13.7	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Intersection Delay, s/veh	19.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	229	11	4	394	4	33	208	4	2	81	23
Future Vol, veh/h	41	229	11	4	394	4	33	208	4	2	81	23
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	6	0	25	6	0	12	1	25	0	0	9
Mvmt Flow	44	246	12	4	424	4	35	224	4	2	87	25
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	15.4	25.8	15.9	11.7
HCM LOS	C	D	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	15%	1%	2%
Vol Thru, %	85%	81%	98%	76%
Vol Right, %	2%	4%	1%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	245	281	402	106
LT Vol	33	41	4	2
Through Vol	208	229	394	81
RT Vol	4	11	4	23
Lane Flow Rate	263	302	432	114
Geometry Grp	1	1	1	1
Degree of Util (X)	0.487	0.511	0.752	0.214
Departure Headway (Hd)	6.657	6.088	6.264	6.767
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	540	592	579	529
Service Time	4.712	4.139	4.264	4.833
HCM Lane V/C Ratio	0.487	0.51	0.746	0.216
HCM Control Delay, s/veh	15.9	15.4	25.8	11.7
HCM Lane LOS	C	C	D	B
HCM 95th-tile Q	2.6	2.9	6.6	0.8

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	6	295	6	0	616	3	11	0	5	0	0	23
Future Vol, veh/h	6	295	6	0	616	3	11	0	5	0	0	23
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	100	-	150	-	-	165	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	5	0	0	5	0	0	0	0	0	0	4
Mvmt Flow	6	301	6	0	629	3	11	0	5	0	0	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	632	0	0	307	0	0	942	945	301	942	948	629
Stage 1	-	-	-	-	-	-	313	313	-	629	629	-
Stage 2	-	-	-	-	-	-	629	632	-	313	319	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.24
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.336
Pot Cap-1 Maneuver	961	-	-	1265	-	-	245	264	743	245	263	479
Stage 1	-	-	-	-	-	-	702	660	-	474	479	-
Stage 2	-	-	-	-	-	-	474	477	-	702	656	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	961	-	-	1265	-	-	232	262	743	242	261	479
Mov Cap-2 Maneuver	-	-	-	-	-	-	232	262	-	242	261	-
Stage 1	-	-	-	-	-	-	697	656	-	474	479	-
Stage 2	-	-	-	-	-	-	451	477	-	692	652	-

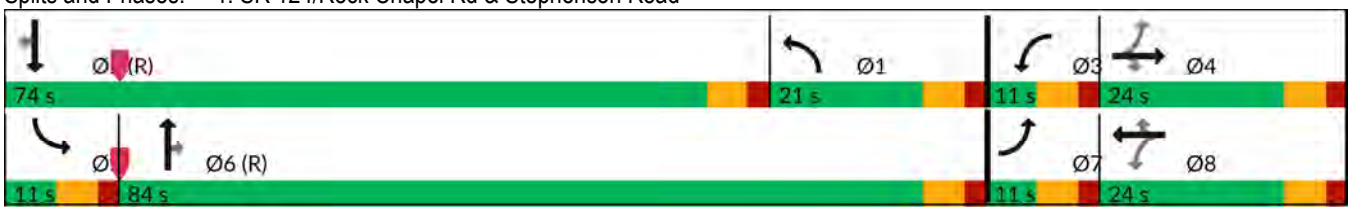
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.17	0	17.91	12.9
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	295	961	-	-	1265	-	-	479
HCM Lane V/C Ratio	0.055	0.006	-	-	-	-	-	0.049
HCM Ctrl Dly (s/v)	17.9	8.8	-	-	0	-	-	12.9
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	7	222	10	8	7	143	1643	5	2	1480	163
Future Volume (vph)	142	7	222	10	8	7	143	1643	5	2	1480	163
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8			6			2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	21.0	84.0	84.0	11.0	74.0	74.0
Total Split (%)	8.5%	18.5%	18.5%	8.5%	18.5%	18.5%	16.2%	64.6%	64.6%	8.5%	56.9%	56.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	10.2	8.2	8.2	9.8	8.2	8.2	15.0	102.9	102.9	5.8	84.4	84.4
Actuated g/C Ratio	0.08	0.06	0.06	0.08	0.06	0.06	0.12	0.79	0.79	0.04	0.65	0.65
v/c Ratio	1.37	0.06	0.73	0.09	0.07	0.03	0.73	0.62	0.00	0.03	0.69	0.16
Control Delay (s/veh)	256.8	55.1	20.5	48.7	55.5	0.1	69.1	7.8	0.0	60.0	18.3	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	256.8	55.1	20.5	48.7	55.5	0.1	69.1	7.8	0.0	60.0	18.3	2.2
LOS	F	E	C	D	E	A	E	A	A	E	B	A
Approach Delay (s/veh)		111.4			37.7			12.7			16.7	
Approach LOS		F			D			B			B	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 25 (19%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.37	
Intersection Signal Delay (s/veh): 24.1	Intersection LOS: C
Intersection Capacity Utilization 79.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: SR 124/Rock Chapel Rd & Stephenson Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	7	222	10	8	7	143	1643	5	2	1480	163
Future Volume (veh/h)	142	7	222	10	8	7	143	1643	5	2	1480	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1885	1856	1900	1900	1841	1870
Adj Flow Rate, veh/h	149	7	234	11	8	7	151	1729	5	2	1558	172
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
Percent Heavy Veh, %	0	0	0	0	0	0	1	3	0	0	4	2
Cap, veh/h	280	263	223	208	214	181	254	2333	1065	5	1829	829
Arrive On Green	0.04	0.14	0.14	0.01	0.11	0.11	0.14	0.66	0.66	0.00	0.52	0.52
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1795	3526	1610	1810	3497	1585
Grp Volume(v), veh/h	149	7	234	11	8	7	151	1729	5	2	1558	172
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1795	1763	1610	1810	1749	1585
Q Serve(g_s), s	5.0	0.4	18.0	0.7	0.5	0.4	10.3	42.3	0.1	0.1	49.8	5.9
Cycle Q Clear(g_c), s	5.0	0.4	18.0	0.7	0.5	0.4	10.3	42.3	0.1	0.1	49.8	5.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	280	263	223	208	214	181	254	2333	1065	5	1829	829
V/C Ratio(X)	0.53	0.03	1.05	0.05	0.04	0.04	0.60	0.74	0.00	0.41	0.85	0.21
Avail Cap(c_a), veh/h	280	263	223	255	263	223	254	2333	1065	70	1829	829
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.6	48.4	56.0	50.0	51.4	27.9	52.3	14.6	7.5	64.7	26.7	10.1
Incr Delay (d2), s/veh	1.9	0.0	73.9	0.1	0.1	0.1	3.7	2.2	0.0	47.7	5.2	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.2	11.9	0.3	0.2	0.2	4.8	15.4	0.1	0.1	20.5	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.5	48.5	129.9	50.1	51.5	28.0	56.1	16.8	7.5	112.4	31.9	10.7
LnGrp LOS	D	D	F	D	D	C	E	B	A	F	C	B
Approach Vol, veh/h		390			26			1885			1732	
Approach Delay, s/veh		99.3			44.6			19.9			29.9	
Approach LOS		F			D			B			C	

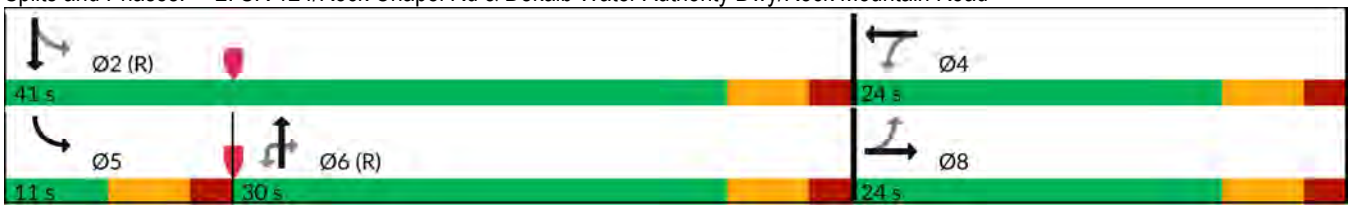
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.4	74.0	7.6	24.0	6.3	92.0	11.0	20.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	15.0	68.0	5.0	18.0	5.0	78.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	12.3	51.8	2.7	20.0	2.1	44.3	7.0	2.5
Green Ext Time (p_c), s	0.1	10.2	0.0	0.0	0.0	17.1	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	32.0
HCM 7th LOS	C

Lane Group	WBL	WBT	NBU	NBT	NBR	SBL	SBT	Ø8
Lane Configurations								
Traffic Volume (vph)	27	0	3	1803	13	6	1746	
Future Volume (vph)	27	0	3	1803	13	6	1746	
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	
Protected Phases		4		6		5	2	8
Permitted Phases	4		6		6	2		
Detector Phase	4	4	6	6	6	5	2	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	11.0	24.0	15.0
Total Split (s)	24.0	24.0	30.0	30.0	30.0	11.0	41.0	24.0
Total Split (%)	36.9%	36.9%	46.2%	46.2%	46.2%	16.9%	63.1%	37%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag			Lag	Lag	Lag	Lead		
Lead-Lag Optimize?			Yes	Yes	Yes	Yes		
Recall Mode	None	None	C-Max	C-Max	C-Max	None	C-Max	None
Act Effct Green (s)		5.5	55.6	55.6	55.6	54.4	58.0	
Actuated g/C Ratio		0.08	0.86	0.86	0.86	0.84	0.89	
v/c Ratio		0.12	0.02	0.63	0.02	0.03	0.58	
Control Delay (s/veh)		0.9	5.7	8.5	0.0	2.3	7.2	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		0.9	5.7	8.5	0.0	2.3	7.2	
LOS		A	A	A	A	A	A	
Approach Delay (s/veh)		0.9		8.4			7.2	
Approach LOS		A		A			A	

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 65	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTU, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay (s/veh): 7.7	Intersection LOS: A
Intersection Capacity Utilization 64.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: SR 124/Rock Chapel Rd & Dekalb Water Authority Dwy/Rock Mountain Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	27	0	6	3	0	1803	13	6	1746
Future Volume (veh/h)	0	0	0	27	0	6	3	0	1803	13	6	1746
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No				No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1618	1900	1900		0	1856	640	1159	1856
Adj Flow Rate, veh/h	0	0	0	28	0	0		0	1878	14	6	1819
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	19	0	0		0	3	85	50	3
Cap, veh/h	0	58	0	155	0			0	2414	372	221	2767
Arrive On Green	0.00	0.00	0.00	0.03	0.00	0.00		0.00	1.00	1.00	0.01	0.78
Sat Flow, veh/h	0	1900	0	1440	0	0		0	3618	543	1104	3618
Grp Volume(v), veh/h	0	0	0	28	0	0		0	1878	14	6	1819
Grp Sat Flow(s),veh/h/ln	0	1900	0	1440	0	0		0	1763	543	1104	1763
Q Serve(g_s), s	0.0	0.0	0.0	1.2	0.0	0.0		0.0	0.0	0.0	0.1	14.9
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.2	0.0	0.0		0.0	0.0	0.0	0.1	14.9
Prop In Lane	0.00		0.00	1.00		0.00		0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	0	58	0	155	0			0	2414	372	221	2767
V/C Ratio(X)	0.00	0.00	0.00	0.18	0.00			0.00	0.78	0.04	0.03	0.66
Avail Cap(c_a), veh/h	0	526	0	510	0			0	2414	372	297	2767
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	0.00		0.00	0.75	0.75	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	31.2	0.0	0.0		0.0	0.0	0.0	2.5	3.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.6	0.0	0.0		0.0	1.9	0.1	0.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.4	0.0	0.0		0.0	0.6	0.0	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	31.7	0.0	0.0		0.0	1.9	0.1	2.6	4.3
LnGrp LOS				C					A	A	A	A
Approach Vol, veh/h		0			28				1892			1825
Approach Delay, s/veh		0.0			31.7				1.9			4.3
Approach LOS					C				A			A

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	57.0	8.0	6.5	50.5	8.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	35.0	18.0	5.0	24.0	18.0
Max Q Clear Time (g_c+I1), s	16.9	3.2	2.1	2.0	0.0
Green Ext Time (p_c), s	12.3	0.1	0.0	14.7	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	3.3
HCM 7th LOS	A

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

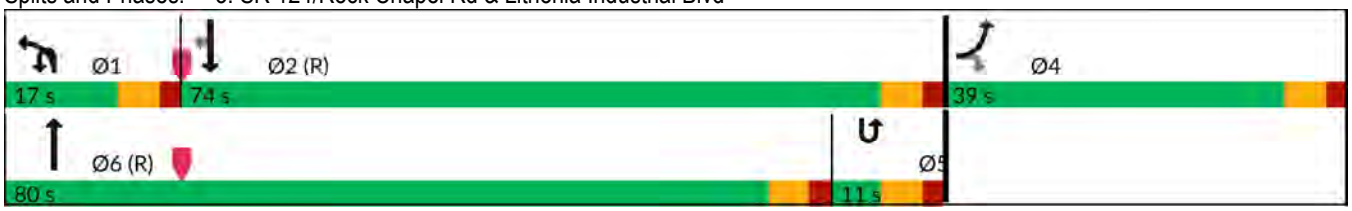


Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.96
Percent Heavy Veh, %	0
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	517	148	104	1288	1	1393	367
Future Volume (vph)	517	148	104	1288	1	1393	367
Turn Type	Prot	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	4		1	6	5	2	
Permitted Phases		4					2
Detector Phase	4	4	1	6	5	2	2
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	11.0	24.0	24.0
Total Split (s)	39.0	39.0	17.0	80.0	11.0	74.0	74.0
Total Split (%)	30.0%	30.0%	13.1%	61.5%	8.5%	56.9%	56.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	25.9	25.9	9.9	89.9	5.0	76.3	76.3
Actuated g/C Ratio	0.20	0.20	0.08	0.69	0.04	0.59	0.59
v/c Ratio	0.79	0.35	0.48	0.55	0.01	0.49	0.36
Control Delay (s/veh)	58.0	8.3	66.3	11.1	61.0	13.2	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	58.0	8.3	66.3	11.1	61.0	13.2	4.3
LOS	E	A	E	B	E	B	A
Approach Delay (s/veh)	46.9			15.4		11.4	
Approach LOS	D			B		B	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 112 (86%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay (s/veh): 19.0	Intersection LOS: B
Intersection Capacity Utilization 69.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd



Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (veh/h)	517	148	3	104	1288	1	1393	367
Future Volume (veh/h)	517	148	3	104	1288	1	1393	367
Initial Q (Qb), veh	0	0		0	0		0	0
Lane Width Adj.	1.00	1.00		1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00				1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00		1.00	1.00
Work Zone On Approach	No				No		No	
Adj Sat Flow, veh/h/ln	1856	1841		1648	1856		1856	1826
Adj Flow Rate, veh/h	533	153		107	1328		1436	378
Peak Hour Factor	0.97	0.97		0.97	0.97		0.97	0.97
Percent Heavy Veh, %	3	4		17	3		3	5
Cap, veh/h	621	283		152	2561		3194	976
Arrive On Green	0.18	0.18		0.03	0.49		1.00	1.00
Sat Flow, veh/h	3428	1560		3045	3618		5233	1547
Grp Volume(v), veh/h	533	153		107	1328		1436	378
Grp Sat Flow(s),veh/h/ln	1714	1560		1522	1763		1689	1547
Q Serve(g_s), s	19.6	11.6		4.5	33.6		0.0	0.0
Cycle Q Clear(g_c), s	19.6	11.6		4.5	33.6		0.0	0.0
Prop In Lane	1.00	1.00		1.00				1.00
Lane Grp Cap(c), veh/h	621	283		152	2561		3194	976
V/C Ratio(X)	0.86	0.54		0.70	0.52		0.45	0.39
Avail Cap(c_a), veh/h	870	396		258	2561		3194	976
HCM Platoon Ratio	1.00	1.00		0.67	0.67		2.00	2.00
Upstream Filter(I)	1.00	1.00		1.00	1.00		0.79	0.79
Uniform Delay (d), s/veh	51.6	48.3		61.9	17.8		0.0	0.0
Incr Delay (d2), s/veh	6.3	1.6		5.9	0.8		0.4	0.9
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	10.2		1.9	14.6		0.1	0.2
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh	57.9	49.9		67.7	18.5		0.4	0.9
LnGrp LOS	E	D		E	B		A	A
Approach Vol, veh/h	686				1435		1814	
Approach Delay, s/veh	56.1				22.2		0.5	
Approach LOS	E				C		A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	12.5	88.0	29.6	100.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	11.0	68.0	33.0	74.0
Max Q Clear Time (g_c+I1), s	6.5	2.0	21.6	35.6
Green Ext Time (p_c), s	0.1	17.4	2.0	11.9

Intersection Summary	
HCM 7th Control Delay, s/veh	18.1
HCM 7th LOS	B

Notes

User approved ignoring U-Turning movement.

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Vol, veh/h	15	23	0	1394	15	1	22	1525
Future Vol, veh/h	15	23	0	1394	15	1	22	1525
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	None	-	-	None
Storage Length	0	50	190	-	235	-	165	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	5	0	0	0	3
Mvmt Flow	16	24	0	1452	16	1	23	1589

Major/Minor	Minor1		Major1			Major2		
Conflicting Flow All	2135	726	1160	0	0	1452	1468	0
Stage 1	1452	-	-	-	-	-	-	-
Stage 2	683	-	-	-	-	-	-	-
Critical Hdwy	6.25	6.9	5.6	-	-	6.4	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	3.3	2.3	-	-	2.5	2.2	-
Pot Cap-1 Maneuver	59	372	365	-	-	173	466	-
Stage 1	182	-	-	-	-	-	-	-
Stage 2	438	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	56	372	365	-	-	431	431	-
Mov Cap-2 Maneuver	56	-	-	-	-	-	-	-
Stage 1	182	-	-	-	-	-	-	-
Stage 2	413	-	-	-	-	-	-	-

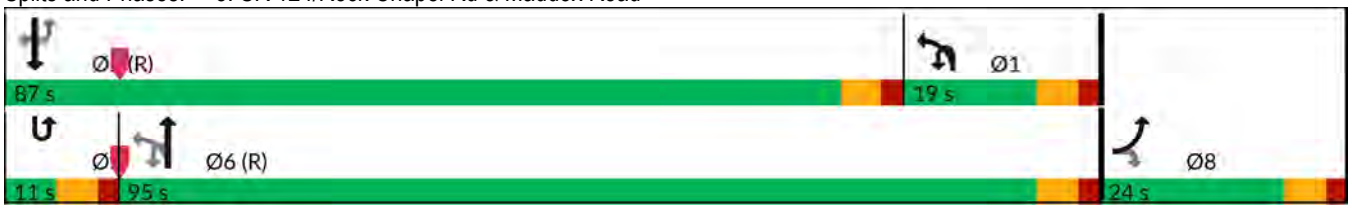
Approach	WB	NB	SB
HCM Ctrl Dly, s/v	45.88	0	0.21
HCM LOS	E		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	365	-	-	56	372	431	-
HCM Lane V/C Ratio	-	-	-	0.279	0.064	0.056	-
HCM Ctrl Dly (s/v)	0	-	-	92.7	15.4	13.9	-
HCM Lane LOS	A	-	-	F	C	B	-
HCM 95th %tile Q(veh)	0	-	-	1	0.2	0.2	-

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	38	105	10	74	1367	2	1559	18
Future Volume (vph)	38	105	10	74	1367	2	1559	18
Turn Type	Prot	Perm	pm+pt	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	8		1	1	6	5	2	
Permitted Phases		8	6	6		2		2
Detector Phase	8	8	1	1	6	5	2	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	10.0	10.0	24.0	11.0	24.0	24.0
Total Split (s)	24.0	24.0	19.0	19.0	95.0	11.0	87.0	87.0
Total Split (%)	18.5%	18.5%	14.6%	14.6%	73.1%	8.5%	66.9%	66.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	8.6	8.6		107.0	107.0	90.4	90.4	90.4
Actuated g/C Ratio	0.07	0.07		0.82	0.82	0.70	0.70	0.70
v/c Ratio	0.37	0.54		0.38	0.49	0.01	0.66	0.02
Control Delay (s/veh)	67.1	20.6		14.3	0.8	1.5	7.1	0.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	67.1	20.6		14.3	0.8	1.5	7.1	0.1
LOS	E	C		B	A	A	A	A
Approach Delay (s/veh)	32.9				1.6		7.0	
Approach LOS	C				A		A	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 17 (13%), Referenced to phase 2:SBTU and 6:NBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay (s/veh): 5.7	Intersection LOS: A
Intersection Capacity Utilization 69.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: SR 124/Rock Chapel Rd & Maddox Road



Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (veh/h)	38	105	10	74	1367	2	1559	18
Future Volume (veh/h)	38	105	10	74	1367	2	1559	18
Initial Q (Qb), veh	0	0		0	0		0	0
Lane Width Adj.	1.00	1.00		1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00				1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00		1.00	1.00
Work Zone On Approach	No				No		No	
Adj Sat Flow, veh/h/ln	1707	1781		1203	1841		1856	1411
Adj Flow Rate, veh/h	39	108		76	1409		1607	19
Peak Hour Factor	0.97	0.97		0.97	0.97		0.97	0.97
Percent Heavy Veh, %	13	8		47	4		3	33
Cap, veh/h	141	131		229	2871		2197	745
Arrive On Green	0.09	0.09		0.30	1.00		1.00	1.00
Sat Flow, veh/h	1626	1510		1146	3589		3618	1196
Grp Volume(v), veh/h	39	108		76	1409		1607	19
Grp Sat Flow(s),veh/h/ln	1626	1510		1146	1749		1763	1196
Q Serve(g_s), s	2.9	9.1		0.0	0.0		0.0	0.0
Cycle Q Clear(g_c), s	2.9	9.1		0.0	0.0		0.0	0.0
Prop In Lane	1.00	1.00		1.00				1.00
Lane Grp Cap(c), veh/h	141	131		229	2871		2197	745
V/C Ratio(X)	0.28	0.82		0.33	0.49		0.73	0.03
Avail Cap(c_a), veh/h	225	209		229	2871		2197	745
HCM Platoon Ratio	1.00	1.00		2.00	2.00		2.00	2.00
Upstream Filter(I)	1.00	1.00		0.59	0.59		1.00	1.00
Uniform Delay (d), s/veh	55.5	58.4		38.4	0.0		0.0	0.0
Incr Delay (d2), s/veh	1.0	13.3		0.5	0.4		2.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.0		1.7	0.1		0.7	0.0
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh	56.6	71.6		38.9	0.4		2.2	0.1
LnGrp LOS	E	E		D	A		A	A
Approach Vol, veh/h	147				1485		1626	
Approach Delay, s/veh	67.6				2.3		2.2	
Approach LOS	E				A		A	

Timer - Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	25.7	87.0				112.7		17.3
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0
Max Green Setting (Gmax), s	13.0	81.0				89.0		18.0
Max Q Clear Time (g_c+I1), s	2.0	2.0				2.0		11.1
Green Ext Time (p_c), s	0.1	19.4				14.8		0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	5.2
HCM 7th LOS	A

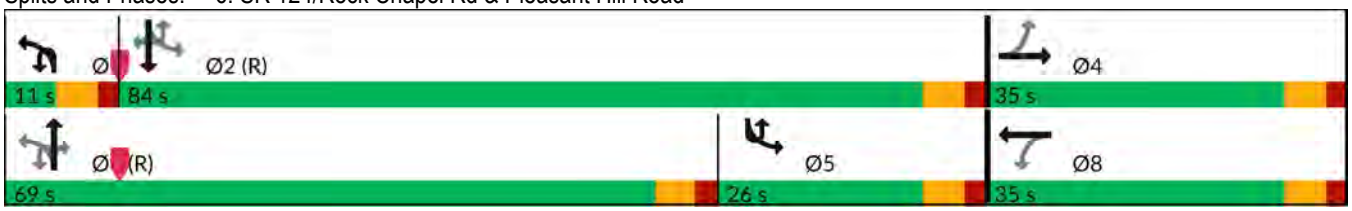
Notes

User approved ignoring U-Turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	5	211	5	3	5	1259	425	6	260	1395	3
Future Volume (vph)	6	5	211	5	3	5	1259	425	6	260	1395	3
Turn Type	Perm	NA	Perm	NA	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm
Protected Phases		4		8	1	1	6		5	5	2	
Permitted Phases	4		8		6	6		6	2	2		2
Detector Phase	4	4	8	8	1	1	6	6	5	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	11.0	11.0	24.0	24.0	11.0	11.0	24.0	24.0
Total Split (s)	35.0	35.0	35.0	35.0	11.0	11.0	69.0	69.0	26.0	26.0	84.0	84.0
Total Split (%)	26.9%	26.9%	26.9%	26.9%	8.5%	8.5%	53.1%	53.1%	20.0%	20.0%	64.6%	64.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag					Lead	Lead	Lead	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	None	C-Max	C-Max
Act Effct Green (s)		24.7	24.7	24.7		67.3	67.3	67.3		91.1	91.1	91.1
Actuated g/C Ratio		0.19	0.19	0.19		0.52	0.52	0.52		0.70	0.70	0.70
v/c Ratio		0.05	0.84	0.44		0.07	0.74	0.45		0.72	0.59	0.00
Control Delay (s/veh)		34.7	77.0	9.6		18.4	28.7	5.5		25.5	1.8	0.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		34.7	77.0	9.6		18.4	28.7	5.5		25.5	1.8	0.0
LOS		C	E	A		B	C	A		C	A	A
Approach Delay (s/veh)		34.7		45.7			22.8				5.6	
Approach LOS		C		D			C				A	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 27 (21%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 17.6	Intersection LOS: B
Intersection Capacity Utilization 82.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 6: SR 124/Rock Chapel Rd & Pleasant Hill Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	6	5	3	211	5	179	3	5	1259	425	6	260
Future Volume (veh/h)	6	5	3	211	5	179	3	5	1259	425	6	260
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1900	1604	1900	1856	1900	1767		1307	1811	1856		1870
Adj Flow Rate, veh/h	6	5	3	220	5	186		5	1311	443		271
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		0.96	0.96	0.96		0.96
Percent Heavy Veh, %	0	20	0	3	0	9		40	6	3		2
Cap, veh/h	96	72	35	297	9	332		174	1668	762		393
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21		0.01	0.48	0.48		0.33
Sat Flow, veh/h	267	341	166	1396	42	1574		1245	3441	1572		1781
Grp Volume(v), veh/h	14	0	0	220	0	191		5	1311	443		271
Grp Sat Flow(s),veh/h/ln	774	0	0	1396	0	1617		1245	1721	1572		1781
Q Serve(g_s), s	0.1	0.0	0.0	11.2	0.0	13.7		0.3	41.2	26.3		8.8
Cycle Q Clear(g_c), s	13.9	0.0	0.0	25.0	0.0	13.7		0.3	41.2	26.3		8.8
Prop In Lane	0.43		0.21	1.00		0.97		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	203	0	0	297	0	341		174	1668	762		393
V/C Ratio(X)	0.07	0.00	0.00	0.74	0.00	0.56		0.03	0.79	0.58		0.69
Avail Cap(c_a), veh/h	218	0	0	314	0	361		214	1668	762		393
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00		1.00	1.00	1.00		0.71
Uniform Delay (d), s/veh	41.3	0.0	0.0	51.7	0.0	45.9		19.5	27.9	24.0		36.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	8.6	0.0	1.8		0.1	3.8	3.2		3.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	7.6	0.0	5.6		0.1	16.8	9.9		6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.5	0.0	0.0	60.3	0.0	47.7		19.5	31.7	27.3		39.7
LnGrp LOS	D			E		D		B	C	C		D
Approach Vol, veh/h		14			411				1759			
Approach Delay, s/veh		41.5			54.4				30.6			
Approach LOS		D			D				C			

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	89.8		33.4	27.6	69.0		33.4				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	78.0		29.0	20.0	63.0		29.0				
Max Q Clear Time (g_c+I1), s	2.3	2.0		15.9	10.8	43.2		27.0				
Green Ext Time (p_c), s	0.0	15.6		0.0	0.5	10.8		0.4				

Intersection Summary			
HCM 7th Control Delay, s/veh		22.7	
HCM 7th LOS		C	

Notes

User approved ignoring U-Turning movement.



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1395	3
Future Volume (veh/h)	1395	3
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1856	1411
Adj Flow Rate, veh/h	1453	3
Peak Hour Factor	0.96	0.96
Percent Heavy Veh, %	3	33
Cap, veh/h	2272	770
Arrive On Green	1.00	1.00
Sat Flow, veh/h	3526	1196
Grp Volume(v), veh/h	1453	3
Grp Sat Flow(s),veh/h/ln	1763	1196
Q Serve(g_s), s	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2272	770
V/C Ratio(X)	0.64	0.00
Avail Cap(c_a), veh/h	2272	770
HCM Platoon Ratio	2.00	2.00
Upstream Filter(I)	0.71	0.71
Uniform Delay (d), s/veh	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	1.0	0.0
LnGrp LOS	A	A
Approach Vol, veh/h	1727	
Approach Delay, s/veh	7.1	
Approach LOS	A	
Timer - Assigned Phs		

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	562	12	19	289	2	13
Future Vol, veh/h	562	12	19	289	2	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	120	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	8	5	5	0	8
Mvmt Flow	598	13	20	307	2	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	611	0	946	598
Stage 1	-	-	-	-	598	-
Stage 2	-	-	-	-	348	-
Critical Hdwy	-	-	4.15	-	6.4	6.28
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.245	-	3.5	3.372
Pot Cap-1 Maneuver	-	-	954	-	293	491
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	719	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	954	-	285	491
Mov Cap-2 Maneuver	-	-	-	-	285	-
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	701	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.55	13.33
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	448	-	-	111	-
HCM Lane V/C Ratio	0.036	-	-	0.021	-
HCM Ctrl Dly (s/v)	13.3	-	-	8.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	18.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	397	22	8	246	9	20	88	8	7	210	50
Future Vol, veh/h	31	397	22	8	246	9	20	88	8	7	210	50
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	4	9	0	7	0	0	2	13	0	1	4
Mvmt Flow	33	418	23	8	259	9	21	93	8	7	221	53
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	24.9	14.6	12	15.4
HCM LOS	C	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	7%	3%	3%
Vol Thru, %	76%	88%	94%	79%
Vol Right, %	7%	5%	3%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	116	450	263	267
LT Vol	20	31	8	7
Through Vol	88	397	246	210
RT Vol	8	22	9	50
Lane Flow Rate	122	474	277	281
Geometry Grp	1	1	1	1
Degree of Util (X)	0.232	0.76	0.472	0.492
Departure Headway (Hd)	6.841	5.777	6.133	6.306
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	524	625	587	571
Service Time	4.903	3.818	4.182	4.355
HCM Lane V/C Ratio	0.233	0.758	0.472	0.492
HCM Control Delay, s/veh	12	24.9	14.6	15.4
HCM Lane LOS	B	C	B	C
HCM 95th-tile Q	0.9	6.9	2.5	2.7

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	24	587	12	1	358	3	8	0	2	2	2	17
Future Vol, veh/h	24	587	12	1	358	3	8	0	2	2	2	17
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	100	-	150	-	-	165	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	4	0	0	6	0	0	0	0	0	0	6
Mvmt Flow	25	611	13	1	373	3	8	0	2	2	2	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	376	0	0	624	0	0	1038	1040	611	1036	1049	373
Stage 1	-	-	-	-	-	-	661	661	-	375	375	-
Stage 2	-	-	-	-	-	-	376	378	-	661	674	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.26
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.354
Pot Cap-1 Maneuver	1194	-	-	967	-	-	211	232	497	211	229	664
Stage 1	-	-	-	-	-	-	455	463	-	650	621	-
Stage 2	-	-	-	-	-	-	649	619	-	455	457	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1194	-	-	967	-	-	199	227	497	206	224	664
Mov Cap-2 Maneuver	-	-	-	-	-	-	199	227	-	206	224	-
Stage 1	-	-	-	-	-	-	445	453	-	649	620	-
Stage 2	-	-	-	-	-	-	629	618	-	443	447	-

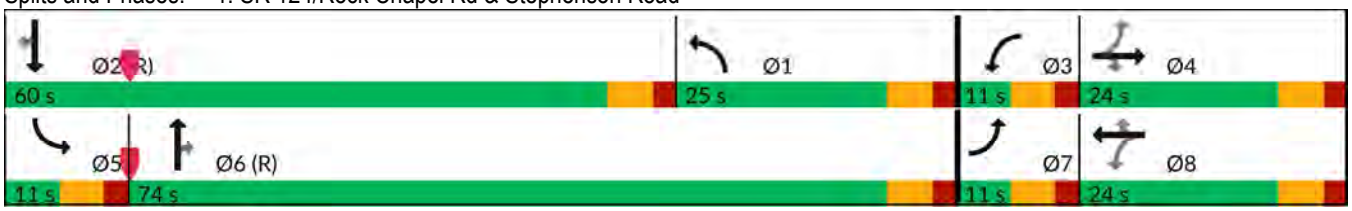
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.31	0.02	21.69	12.95
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	226	1194	-	-	5	-	-	475
HCM Lane V/C Ratio	0.046	0.021	-	-	0.001	-	-	0.046
HCM Ctrl Dly (s/v)	21.7	8.1	-	-	8.7	0	-	12.9
HCM Lane LOS	C	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	43	176	44	46	38	159	1575	104	33	1203	155
Future Volume (vph)	133	43	176	44	46	38	159	1575	104	33	1203	155
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8			6			2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	25.0	74.0	74.0	11.0	60.0	60.0
Total Split (%)	9.2%	20.0%	20.0%	9.2%	20.0%	20.0%	20.8%	61.7%	61.7%	9.2%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	12.9	8.9	8.9	12.8	8.9	8.9	19.0	81.4	81.4	7.8	65.3	65.3
Actuated g/C Ratio	0.11	0.07	0.07	0.11	0.07	0.07	0.16	0.68	0.68	0.07	0.54	0.54
v/c Ratio	0.93	0.33	0.62	0.29	0.38	0.14	0.61	0.70	0.10	0.30	0.68	0.17
Control Delay (s/veh)	105.6	58.2	16.2	46.7	60.2	0.9	59.1	20.4	4.4	59.6	23.1	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	105.6	58.2	16.2	46.7	60.2	0.9	59.1	20.4	4.4	59.6	23.1	2.9
LOS	F	E	B	D	E	A	E	C	A	E	C	A
Approach Delay (s/veh)		55.2			37.9			22.9			21.7	
Approach LOS		E			D			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 47 (39%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay (s/veh): 26.0	Intersection LOS: C
Intersection Capacity Utilization 76.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: SR 124/Rock Chapel Rd & Stephenson Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	43	176	44	46	38	159	1575	104	33	1203	155
Future Volume (veh/h)	133	43	176	44	46	38	159	1575	104	33	1203	155
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1870	1870	1767	1900	1826	1826	1870	1856	1811	1856
Adj Flow Rate, veh/h	139	45	183	46	48	40	166	1641	108	34	1253	161
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	2	2	9	0	5	5	2	3	6	3
Cap, veh/h	261	244	208	245	216	197	323	2108	963	50	1548	708
Arrive On Green	0.04	0.13	0.13	0.03	0.12	0.12	0.19	0.61	0.61	0.03	0.45	0.45
Sat Flow, veh/h	1767	1856	1585	1781	1767	1610	1739	3469	1585	1767	3441	1572
Grp Volume(v), veh/h	139	45	183	46	48	40	166	1641	108	34	1253	161
Grp Sat Flow(s),veh/h/ln	1767	1856	1585	1781	1767	1610	1739	1735	1585	1767	1721	1572
Q Serve(g_s), s	5.0	2.6	13.6	2.7	2.9	1.8	10.3	42.3	3.4	2.3	37.8	5.7
Cycle Q Clear(g_c), s	5.0	2.6	13.6	2.7	2.9	1.8	10.3	42.3	3.4	2.3	37.8	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	261	244	208	245	216	197	323	2108	963	50	1548	708
V/C Ratio(X)	0.53	0.18	0.88	0.19	0.22	0.20	0.51	0.78	0.11	0.68	0.81	0.23
Avail Cap(c_a), veh/h	261	278	238	261	265	242	323	2108	963	74	1548	708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.9	46.4	51.2	44.0	47.5	21.5	44.0	17.5	9.9	57.8	28.5	11.6
Incr Delay (d2), s/veh	2.1	0.4	26.7	0.4	0.5	0.5	1.4	2.9	0.2	15.1	4.7	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.2	7.0	1.2	1.3	1.1	4.4	15.6	1.3	1.2	15.5	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.0	46.7	77.9	44.3	48.0	22.0	45.4	20.5	10.2	72.8	33.2	12.4
LnGrp LOS	D	D	E	D	D	C	D	C	B	E	C	B
Approach Vol, veh/h		367			134			1915			1448	
Approach Delay, s/veh		63.1			39.0			22.0			31.8	
Approach LOS		E			D			C			C	

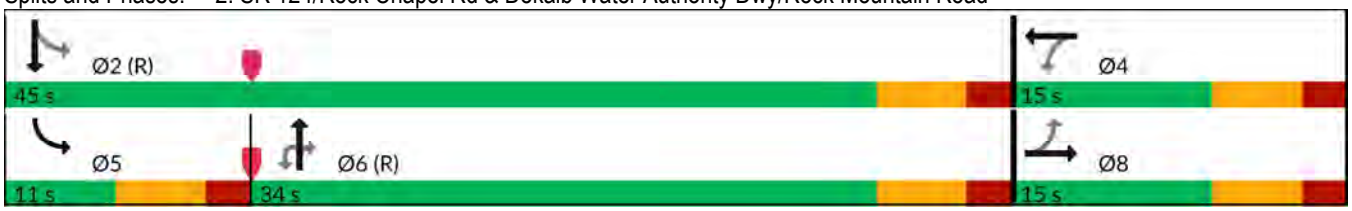
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.3	60.0	9.9	21.8	9.4	78.9	11.0	20.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	54.0	5.0	18.0	5.0	68.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	12.3	39.8	4.7	15.6	4.3	44.3	7.0	4.9
Green Ext Time (p_c), s	0.2	7.6	0.0	0.2	0.0	13.6	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	30.2
HCM 7th LOS	C

Lane Group	WBL	WBT	NBU	NBT	NBR	SBL	SBT	Ø8
Lane Configurations								
Traffic Volume (vph)	22	0	5	1842	31	4	1450	
Future Volume (vph)	22	0	5	1842	31	4	1450	
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	
Protected Phases		4		6		5	2	8
Permitted Phases	4		6		6	2		
Detector Phase	4	4	6	6	6	5	2	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	15.0	24.0	24.0	24.0	11.0	24.0	15.0
Total Split (s)	15.0	15.0	34.0	34.0	34.0	11.0	45.0	15.0
Total Split (%)	25.0%	25.0%	56.7%	56.7%	56.7%	18.3%	75.0%	25%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag			Lag	Lag	Lag	Lead		
Lead-Lag Optimize?			Yes	Yes	Yes	Yes		
Recall Mode	None	None	C-Max	C-Max	C-Max	None	C-Max	None
Act Effct Green (s)		5.5	50.6	50.6	50.6	49.4	53.0	
Actuated g/C Ratio		0.09	0.84	0.84	0.84	0.82	0.88	
v/c Ratio		0.15	0.02	0.66	0.04	0.02	0.51	
Control Delay (s/veh)		1.3	4.0	7.1	0.1	2.3	7.6	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		1.3	4.0	7.1	0.1	2.3	7.6	
LOS		A	A	A	A	A	A	
Approach Delay (s/veh)		1.3		7.0			7.6	
Approach LOS		A		A			A	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTU, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay (s/veh): 7.2	Intersection LOS: A
Intersection Capacity Utilization 65.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: SR 124/Rock Chapel Rd & Dekalb Water Authority Dwy/Rock Mountain Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	22	0	12	5	0	1842	31	4	1450
Future Volume (veh/h)	0	0	0	22	0	12	5	0	1842	31	4	1450
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No				No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	848	1900	818		0	1841	1129	789	1811
Adj Flow Rate, veh/h	0	0	0	23	0	0		0	1939	33	4	1526
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
Percent Heavy Veh, %	0	0	0	71	0	73		0	4	52	75	6
Cap, veh/h	0	50	0	158	0			0	2337	639	186	2662
Arrive On Green	0.00	0.00	0.00	0.03	0.00	0.00		0.00	1.00	1.00	0.01	0.77
Sat Flow, veh/h	0	1900	0	1440	0	0		0	3589	957	751	3532
Grp Volume(v), veh/h	0	0	0	23	0	0		0	1939	33	4	1526
Grp Sat Flow(s),veh/h/ln	0	1900	0	1440	0	0		0	1749	957	751	1721
Q Serve(g_s), s	0.0	0.0	0.0	0.9	0.0	0.0		0.0	0.0	0.0	0.1	10.8
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.9	0.0	0.0		0.0	0.0	0.0	0.1	10.8
Prop In Lane	0.00		0.00	1.00		0.00		0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	0	50	0	158	0			0	2337	639	186	2662
V/C Ratio(X)	0.00	0.00	0.00	0.15	0.00			0.00	0.83	0.05	0.02	0.57
Avail Cap(c_a), veh/h	0	285	0	336	0			0	2337	639	245	2662
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	0.00		0.00	0.72	0.72	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	28.9	0.0	0.0		0.0	0.0	0.0	2.6	2.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0		0.0	2.6	0.1	0.0	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	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.3	0.0	0.0		0.0	0.8	0.0	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	29.3	0.0	0.0		0.0	2.6	0.1	2.7	3.7
LnGrp LOS				C					A	A	A	A
Approach Vol, veh/h		0			23				1972			1530
Approach Delay, s/veh		0.0			29.3				2.6			3.7
Approach LOS					C				A			A

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	52.4	7.6	6.3	46.1	7.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	39.0	9.0	5.0	28.0	9.0
Max Q Clear Time (g_c+I1), s	12.8	2.9	2.1	2.0	0.0
Green Ext Time (p_c), s	12.7	0.0	0.0	17.2	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	3.2
HCM 7th LOS	A

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

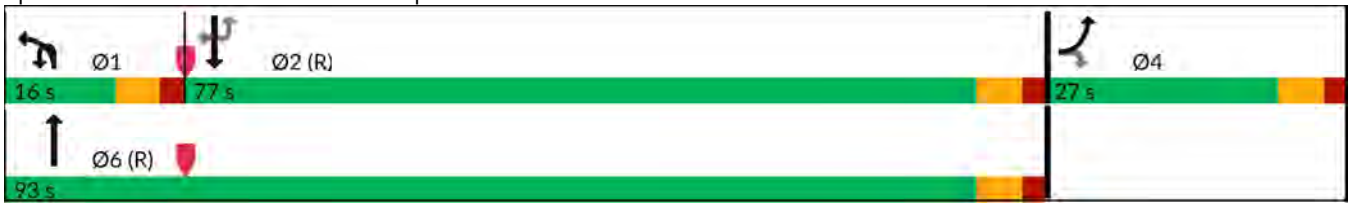


Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.95
Percent Heavy Veh, %	0
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	253	90	101	1609	1047	439
Future Volume (vph)	253	90	101	1609	1047	439
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		1	6	2	
Permitted Phases		4				2
Detector Phase	4	4	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)	27.0	27.0	16.0	93.0	77.0	77.0
Total Split (%)	22.5%	22.5%	13.3%	77.5%	64.2%	64.2%
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 Effct Green (s)	15.2	15.2	9.4	92.8	77.4	77.4
Actuated g/C Ratio	0.13	0.13	0.08	0.77	0.65	0.65
v/c Ratio	0.66	0.35	0.44	0.64	0.36	0.40
Control Delay (s/veh)	57.5	12.4	64.5	4.4	7.0	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.5	12.4	64.5	4.4	7.0	2.5
LOS	E	B	E	A	A	A
Approach Delay (s/veh)	45.6			8.0	5.7	
Approach LOS	D			A	A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 115 (96%), Referenced to phase 2:SBTU and 6:NBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay (s/veh): 10.7	Intersection LOS: B
Intersection Capacity Utilization 61.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd



Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (veh/h)	253	90	2	101	1609	0	1047	439
Future Volume (veh/h)	253	90	2	101	1609	0	1047	439
Initial Q (Qb), veh	0	0		0	0		0	0
Lane Width Adj.	1.00	1.00		1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00				1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00		1.00	1.00
Work Zone On Approach	No				No		No	
Adj Sat Flow, veh/h/ln	1781	1826		1737	1841		1796	1826
Adj Flow Rate, veh/h	269	96		107	1712		1114	467
Peak Hour Factor	0.94	0.94		0.94	0.94		0.94	0.94
Percent Heavy Veh, %	8	5		11	4		7	5
Cap, veh/h	341	160		157	2785		3421	1079
Arrive On Green	0.10	0.10		0.05	0.80		1.00	1.00
Sat Flow, veh/h	3291	1547		3209	3589		5065	1547
Grp Volume(v), veh/h	269	96		107	1712		1114	467
Grp Sat Flow(s),veh/h/ln	1646	1547		1605	1749		1635	1547
Q Serve(g_s), s	9.6	7.1		3.9	23.4		0.0	0.0
Cycle Q Clear(g_c), s	9.6	7.1		3.9	23.4		0.0	0.0
Prop In Lane	1.00	1.00		1.00				1.00
Lane Grp Cap(c), veh/h	341	160		157	2785		3421	1079
V/C Ratio(X)	0.79	0.60		0.68	0.61		0.33	0.43
Avail Cap(c_a), veh/h	576	271		267	2785		3421	1079
HCM Platoon Ratio	1.00	1.00		1.00	1.00		2.00	2.00
Upstream Filter(I)	1.00	1.00		1.00	1.00		0.85	0.85
Uniform Delay (d), s/veh	52.5	51.4		56.2	4.9		0.0	0.0
Incr Delay (d2), s/veh	4.1	3.5		5.2	1.0		0.2	1.1
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	2.9		1.7	5.8		0.1	0.3
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh	56.6	54.9		61.3	5.9		0.2	1.1
LnGrp LOS	E	D		E	A		A	A
Approach Vol, veh/h	365				1819		1581	
Approach Delay, s/veh	56.2				9.2		0.5	
Approach LOS	E				A		A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	11.9	89.7	18.4	101.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.0	71.0	21.0	87.0
Max Q Clear Time (g_c+I1), s	5.9	2.0	11.6	25.4
Green Ext Time (p_c), s	0.1	12.8	0.9	21.0

Intersection Summary	
HCM 7th Control Delay, s/veh	10.1
HCM 7th LOS	B

Notes

User approved ignoring U-Turning movement.

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	11	30	0	1676	6	16	1124
Future Vol, veh/h	11	30	0	1676	6	16	1124
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	None	-	None
Storage Length	0	50	190	-	235	165	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	20	0	0	5	33	0	7
Mvmt Flow	12	32	0	1783	6	17	1196

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	2295	891	873	0	0	1789	0
Stage 1	1783	-	-	-	-	-	-
Stage 2	512	-	-	-	-	-	-
Critical Hdwy	6.65	6.9	5.6	-	-	4.1	-
Critical Hdwy Stg 1	6.2	-	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-	-
Follow-up Hdwy	3.85	3.3	2.3	-	-	2.2	-
Pot Cap-1 Maneuver	36	289	525	-	-	351	-
Stage 1	97	-	-	-	-	-	-
Stage 2	488	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	34	289	525	-	-	351	-
Mov Cap-2 Maneuver	34	-	-	-	-	-	-
Stage 1	97	-	-	-	-	-	-
Stage 2	465	-	-	-	-	-	-

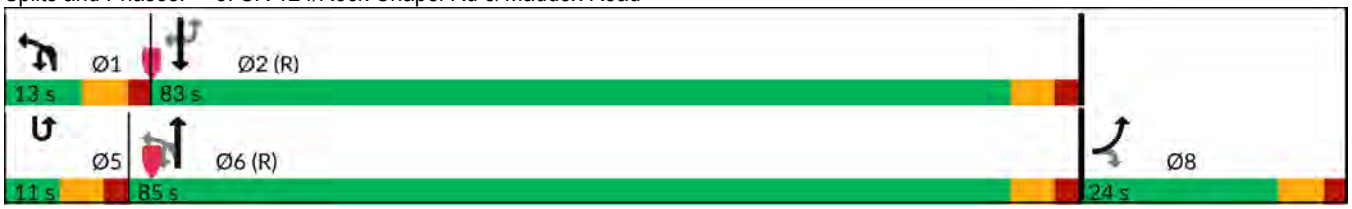
Approach	WB	NB	SB
HCM Ctrl Dly, s/v	55.79	0	0.22
HCM LOS	F		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	525	-	-	34	289	351	-
HCM Lane V/C Ratio	-	-	-	0.34	0.11	0.049	-
HCM Ctrl Dly (s/v)	0	-	-	156.1	19	15.8	-
HCM Lane LOS	A	-	-	F	C	C	-
HCM 95th %tile Q(veh)	0	-	-	1.1	0.4	0.2	-

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	13	38	3	95	1670	3	1077	32
Future Volume (vph)	13	38	3	95	1670	3	1077	32
Turn Type	Prot	Perm	pm+pt	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	8		1	1	6	5	2	
Permitted Phases		8	6	6		2		2
Detector Phase	8	8	1	1	6	5	2	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	10.0	10.0	24.0	11.0	24.0	24.0
Total Split (s)	24.0	24.0	13.0	13.0	85.0	11.0	83.0	83.0
Total Split (%)	20.0%	20.0%	10.8%	10.8%	70.8%	9.2%	69.2%	69.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.2	7.2		102.4	102.0	95.9	90.4	90.4
Actuated g/C Ratio	0.06	0.06		0.85	0.85	0.80	0.75	0.75
v/c Ratio	0.18	0.38		0.26	0.59	0.01	0.43	0.03
Control Delay (s/veh)	58.3	26.3		4.5	10.6	3.0	6.6	2.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	58.3	26.3		4.5	10.6	3.0	6.6	2.6
LOS	E	C		A	B	A	A	A
Approach Delay (s/veh)	34.3				10.2		6.4	
Approach LOS	C				B		A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:SBTU and 6:NBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay (s/veh): 9.2	Intersection LOS: A
Intersection Capacity Utilization 69.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: SR 124/Rock Chapel Rd & Maddox Road



Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (veh/h)	13	38	3	95	1670	3	1077	32
Future Volume (veh/h)	13	38	3	95	1670	3	1077	32
Initial Q (Qb), veh	0	0		0	0		0	0
Lane Width Adj.	1.00	1.00		1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00				1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00		1.00	1.00
Work Zone On Approach	No				No		No	
Adj Sat Flow, veh/h/ln	1159	1278		1737	1826		1811	1604
Adj Flow Rate, veh/h	13	39		98	1722		1110	33
Peak Hour Factor	0.97	0.97		0.97	0.97		0.97	0.97
Percent Heavy Veh, %	50	42		11	5		6	20
Cap, veh/h	48	47		135	2971		2664	1052
Arrive On Green	0.04	0.04		0.02	0.57		1.00	1.00
Sat Flow, veh/h	1104	1083		1654	3561		3532	1359
Grp Volume(v), veh/h	13	39		98	1722		1110	33
Grp Sat Flow(s),veh/h/ln	1104	1083		1654	1735		1721	1359
Q Serve(g_s), s	1.4	4.3		1.0	38.0		0.0	0.0
Cycle Q Clear(g_c), s	1.4	4.3		1.0	38.0		0.0	0.0
Prop In Lane	1.00	1.00		1.00				1.00
Lane Grp Cap(c), veh/h	48	47		135	2971		2664	1052
V/C Ratio(X)	0.27	0.83		0.72	0.58		0.42	0.03
Avail Cap(c_a), veh/h	166	162		179	2971		2664	1052
HCM Platoon Ratio	1.00	1.00		0.67	0.67		2.00	2.00
Upstream Filter(I)	1.00	1.00		0.28	0.28		1.00	1.00
Uniform Delay (d), s/veh	55.5	56.9		45.0	11.8		0.0	0.0
Incr Delay (d2), s/veh	3.0	28.5		2.8	0.2		0.5	0.1
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.5		2.6	15.4		0.2	0.0
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh	58.5	85.5		47.8	12.0		0.5	0.1
LnGrp LOS	E	F		D	B		A	A
Approach Vol, veh/h	52				1820		1143	
Approach Delay, s/veh	78.7				13.9		0.5	
Approach LOS	E				B		A	

Timer - Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.8	98.9				108.8		11.2
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0
Max Green Setting (Gmax), s	7.0	77.0				79.0		18.0
Max Q Clear Time (g_c+I1), s	3.0	2.0				40.0		6.3
Green Ext Time (p_c), s	0.1	9.9				18.2		0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	10.0
HCM 7th LOS	A

Notes

User approved ignoring U-Turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	3	0	421	1	4	1467	196	2	128	1013	2
Future Volume (vph)	3	0	421	1	4	1467	196	2	128	1013	2
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm
Protected Phases		4		8	1	6		5	5	2	
Permitted Phases	4		8		6		6	2	2		2
Detector Phase	4	4	8	8	1	6	6	5	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	11.0	24.0	24.0	11.0	11.0	24.0	24.0
Total Split (s)	46.0	46.0	46.0	46.0	11.0	62.0	62.0	12.0	12.0	63.0	63.0
Total Split (%)	38.3%	38.3%	38.3%	38.3%	9.2%	51.7%	51.7%	10.0%	10.0%	52.5%	52.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag					Lead	Lead	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	None	C-Max	C-Max
Act Effct Green (s)		39.1	39.1	39.1	56.9	56.9	56.9		66.7	66.7	66.7
Actuated g/C Ratio		0.33	0.33	0.33	0.47	0.47	0.47		0.56	0.56	0.56
v/c Ratio		0.02	0.96	0.49	0.03	0.92	0.26		0.85	0.56	0.00
Control Delay (s/veh)		0.1	74.2	20.6	17.5	39.9	6.3		68.9	9.6	0.0
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		0.1	74.2	20.6	17.5	39.9	6.3		68.9	9.6	0.0
LOS		A	E	C	B	D	A		E	A	A
Approach Delay (s/veh)		0.1		52.6		35.9				16.4	
Approach LOS		A		D		D				B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 46 (38%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay (s/veh): 32.8	Intersection LOS: C
Intersection Capacity Utilization 92.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 6: SR 124/Rock Chapel Rd & Pleasant Hill Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	3	0	4	421	1	282	4	1467	196	2	128	1013
Future Volume (veh/h)	3	0	4	421	1	282	4	1467	196	2	128	1013
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	418	1900	789	1841	1900	1856	1530	1826	1767		1811	1767
Adj Flow Rate, veh/h	3	0	4	430	1	288	4	1497	200		131	1034
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98		0.98	0.98
Percent Heavy Veh, %	100	0	75	4	0	3	25	5	9		6	9
Cap, veh/h	151	16	166	443	2	535	124	1619	699		159	1717
Arrive On Green	0.33	0.00	0.33	0.33	0.33	0.33	0.01	0.47	0.47		0.02	0.17
Sat Flow, veh/h	325	49	499	1390	6	1605	1457	3469	1497		1725	3357
Grp Volume(v), veh/h	7	0	0	430	0	289	4	1497	200		131	1034
Grp Sat Flow(s),veh/h/ln	873	0	0	1390	0	1611	1457	1735	1497		1725	1678
Q Serve(g_s), s	0.1	0.0	0.0	22.4	0.0	17.5	0.2	48.6	9.9		4.0	34.2
Cycle Q Clear(g_c), s	17.6	0.0	0.0	40.0	0.0	17.5	0.2	48.6	9.9		4.0	34.2
Prop In Lane	0.43		0.57	1.00		1.00	1.00		1.00		1.00	
Lane Grp Cap(c), veh/h	334	0	0	443	0	537	124	1619	699		159	1717
V/C Ratio(X)	0.02	0.00	0.00	0.97	0.00	0.54	0.03	0.92	0.29		0.82	0.60
Avail Cap(c_a), veh/h	334	0	0	443	0	537	177	1619	699		159	1717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00		0.90	0.90
Uniform Delay (d), s/veh	27.7	0.0	0.0	44.3	0.0	32.5	24.8	30.0	19.7		56.7	38.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	34.8	0.0	1.1	0.1	10.4	1.0		26.1	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	17.1	0.0	6.7	0.1	21.1	3.5		5.0	15.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.7	0.0	0.0	79.1	0.0	33.6	24.9	40.5	20.7		82.7	40.0
LnGrp LOS	C			E		C	C	D	C		F	D
Approach Vol, veh/h		7			719			1701				1167
Approach Delay, s/veh		27.7			60.8			38.1				44.8
Approach LOS		C			E			D				D

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	67.4		46.0	12.0	62.0		46.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	57.0		40.0	6.0	56.0		40.0				
Max Q Clear Time (g_c+I1), s	2.2	36.2		19.6	6.0	50.6		42.0				
Green Ext Time (p_c), s	0.0	7.0		0.0	0.0	4.2		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			44.8									
HCM 7th LOS			D									

Notes

User approved ignoring U-Turning movement.



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	2
Future Volume (veh/h)	2
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	2
Peak Hour Factor	0.98
Percent Heavy Veh, %	0
Cap, veh/h	824
Arrive On Green	0.17
Sat Flow, veh/h	1610
Grp Volume(v), veh/h	2
Grp Sat Flow(s),veh/h/ln	1610
Q Serve(g_s), s	0.1
Cycle Q Clear(g_c), s	0.1
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	824
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	824
HCM Platoon Ratio	0.33
Upstream Filter(I)	0.90
Uniform Delay (d), s/veh	24.4
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	24.4
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	284	3	6	583	7	7
Future Vol, veh/h	284	3	6	583	7	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	120	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	9	67	17	3	0	0
Mvmt Flow	316	3	7	648	8	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	319	0	977	316
Stage 1	-	-	-	-	316	-
Stage 2	-	-	-	-	661	-
Critical Hdwy	-	-	4.27	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.353	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1161	-	281	730
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	517	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1161	-	278	730
Mov Cap-2 Maneuver	-	-	-	-	278	-
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	513	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.08	14.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	403	-	-	18	-
HCM Lane V/C Ratio	0.039	-	-	0.006	-
HCM Ctrl Dly (s/v)	14.3	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Intersection Delay, s/veh	22.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	244	12	4	419	4	35	221	4	2	86	24
Future Vol, veh/h	44	244	12	4	419	4	35	221	4	2	86	24
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	6	0	25	6	0	12	1	25	0	0	9
Mvmt Flow	47	262	13	4	451	4	38	238	4	2	92	26
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	17.4	32.6	17.8	12.4
HCM LOS	C	D	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	15%	1%	2%
Vol Thru, %	85%	81%	98%	77%
Vol Right, %	2%	4%	1%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	260	300	427	112
LT Vol	35	44	4	2
Through Vol	221	244	419	86
RT Vol	4	12	4	24
Lane Flow Rate	280	323	459	120
Geometry Grp	1	1	1	1
Degree of Util (X)	0.537	0.567	0.821	0.237
Departure Headway (Hd)	6.91	6.332	6.436	7.098
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	520	568	560	503
Service Time	4.973	4.396	4.492	5.182
HCM Lane V/C Ratio	0.538	0.569	0.82	0.239
HCM Control Delay, s/veh	17.8	17.4	32.6	12.4
HCM Lane LOS	C	C	D	B
HCM 95th-tile Q	3.1	3.5	8.3	0.9

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	6	314	6	0	656	3	12	0	5	0	0	24
Future Vol, veh/h	6	314	6	0	656	3	12	0	5	0	0	24
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	100	-	150	-	-	165	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	5	0	0	5	0	0	0	0	0	0	4
Mvmt Flow	6	320	6	0	669	3	12	0	5	0	0	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	672	0	0	327	0	0	1002	1005	320	1002	1008	669
Stage 1	-	-	-	-	-	-	333	333	-	669	669	-
Stage 2	-	-	-	-	-	-	669	672	-	333	339	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.24
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.336
Pot Cap-1 Maneuver	928	-	-	1244	-	-	223	243	725	223	242	454
Stage 1	-	-	-	-	-	-	685	648	-	450	459	-
Stage 2	-	-	-	-	-	-	450	457	-	685	644	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	928	-	-	1244	-	-	210	242	725	220	241	454
Mov Cap-2 Maneuver	-	-	-	-	-	-	210	242	-	220	241	-
Stage 1	-	-	-	-	-	-	681	643	-	450	459	-
Stage 2	-	-	-	-	-	-	426	457	-	676	639	-

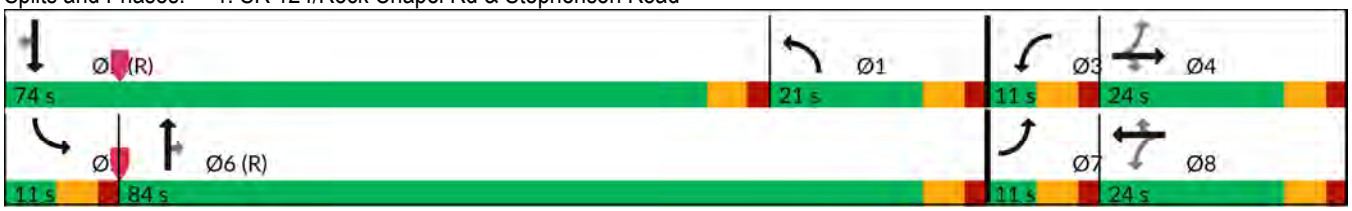
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.16	0	19.53	13.38
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	265	928	-	-	1244	-	-	454
HCM Lane V/C Ratio	0.065	0.007	-	-	-	-	-	0.054
HCM Ctrl Dly (s/v)	19.5	8.9	-	-	0	-	-	13.4
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	151	7	236	11	9	7	152	1749	5	2	1575	173
Future Volume (vph)	151	7	236	11	9	7	152	1749	5	2	1575	173
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8			6			2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	21.0	84.0	84.0	11.0	74.0	74.0
Total Split (%)	8.5%	18.5%	18.5%	8.5%	18.5%	18.5%	16.2%	64.6%	64.6%	8.5%	56.9%	56.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	10.3	8.3	8.3	10.0	8.4	8.4	15.0	102.8	102.8	5.8	84.3	84.3
Actuated g/C Ratio	0.08	0.06	0.06	0.08	0.06	0.06	0.12	0.79	0.79	0.04	0.65	0.65
v/c Ratio	1.46	0.06	0.74	0.09	0.07	0.03	0.78	0.66	0.00	0.03	0.74	0.17
Control Delay (s/veh)	291.4	54.9	20.4	48.7	55.4	0.1	71.5	9.0	0.0	60.0	19.8	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	291.4	54.9	20.4	48.7	55.4	0.1	71.5	9.0	0.0	60.0	19.8	2.2
LOS	F	D	C	D	E	A	E	A	A	E	B	A
Approach Delay (s/veh)		125.1			38.7			14.0			18.1	
Approach LOS		F			D			B			B	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 25 (19%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.46	
Intersection Signal Delay (s/veh): 26.6	Intersection LOS: C
Intersection Capacity Utilization 82.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: SR 124/Rock Chapel Rd & Stephenson Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	7	236	11	9	7	152	1749	5	2	1575	173
Future Volume (veh/h)	151	7	236	11	9	7	152	1749	5	2	1575	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1885	1856	1900	1900	1841	1870
Adj Flow Rate, veh/h	159	7	248	12	9	7	160	1841	5	2	1658	182
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
Percent Heavy Veh, %	0	0	0	0	0	0	1	3	0	0	4	2
Cap, veh/h	280	263	223	210	216	183	252	2329	1064	5	1829	829
Arrive On Green	0.04	0.14	0.14	0.01	0.11	0.11	0.14	0.66	0.66	0.00	0.52	0.52
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1795	3526	1610	1810	3497	1585
Grp Volume(v), veh/h	159	7	248	12	9	7	160	1841	5	2	1658	182
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1795	1763	1610	1810	1749	1585
Q Serve(g_s), s	5.0	0.4	18.0	0.8	0.5	0.4	10.9	48.2	0.1	0.1	55.9	6.3
Cycle Q Clear(g_c), s	5.0	0.4	18.0	0.8	0.5	0.4	10.9	48.2	0.1	0.1	55.9	6.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	280	263	223	210	216	183	252	2329	1064	5	1829	829
V/C Ratio(X)	0.57	0.03	1.11	0.06	0.04	0.04	0.64	0.79	0.00	0.41	0.91	0.22
Avail Cap(c_a), veh/h	280	263	223	255	263	223	252	2329	1064	70	1829	829
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.9	48.4	56.0	49.9	51.3	27.9	52.7	15.7	7.5	64.7	28.1	10.1
Incr Delay (d2), s/veh	2.7	0.0	93.7	0.1	0.1	0.1	5.2	2.8	0.0	47.7	8.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	13.2	0.4	0.3	0.2	5.2	17.7	0.1	0.1	23.5	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.6	48.5	149.7	50.0	51.4	28.0	57.9	18.5	7.5	112.4	36.1	10.7
LnGrp LOS	D	D	F	D	D	C	E	B	A	F	D	B
Approach Vol, veh/h		414			28			2006			1842	
Approach Delay, s/veh		111.5			44.9			21.6			33.7	
Approach LOS		F			D			C			C	

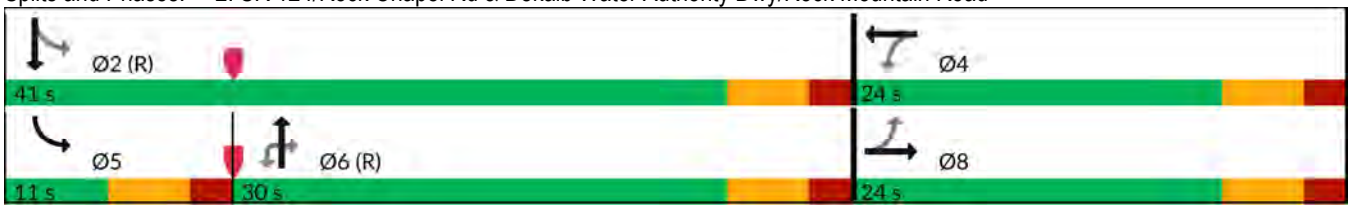
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.2	74.0	7.8	24.0	6.3	91.9	11.0	20.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	15.0	68.0	5.0	18.0	5.0	78.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	12.9	57.9	2.8	20.0	2.1	50.2	7.0	2.5
Green Ext Time (p_c), s	0.1	7.5	0.0	0.0	0.0	16.7	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	35.6
HCM 7th LOS	D

Lane Group	WBL	WBT	NBU	NBT	NBR	SBL	SBT	Ø8
Lane Configurations								
Traffic Volume (vph)	29	0	3	1919	14	6	1858	
Future Volume (vph)	29	0	3	1919	14	6	1858	
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	
Protected Phases		4		6		5	2	8
Permitted Phases	4		6		6	2		
Detector Phase	4	4	6	6	6	5	2	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	11.0	24.0	15.0
Total Split (s)	24.0	24.0	30.0	30.0	30.0	11.0	41.0	24.0
Total Split (%)	36.9%	36.9%	46.2%	46.2%	46.2%	16.9%	63.1%	37%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag			Lag	Lag	Lag	Lead		
Lead-Lag Optimize?			Yes	Yes	Yes	Yes		
Recall Mode	None	None	C-Max	C-Max	C-Max	None	C-Max	None
Act Effct Green (s)		5.5	55.6	55.6	55.6	54.4	58.0	
Actuated g/C Ratio		0.08	0.86	0.86	0.86	0.84	0.89	
v/c Ratio		0.13	0.02	0.67	0.02	0.03	0.62	
Control Delay (s/veh)		1.0	6.7	9.3	0.1	2.2	8.3	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		1.0	6.7	9.3	0.1	2.2	8.3	
LOS		A	A	A	A	A	A	
Approach Delay (s/veh)		1.0		9.2			8.3	
Approach LOS		A		A			A	

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 65	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTU, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay (s/veh): 8.7	Intersection LOS: A
Intersection Capacity Utilization 67.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: SR 124/Rock Chapel Rd & Dekalb Water Authority Dwy/Rock Mountain Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	29	0	6	3	0	1919	14	6	1858
Future Volume (veh/h)	0	0	0	29	0	6	3	0	1919	14	6	1858
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No				No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1618	1900	1900		0	1856	640	1159	1856
Adj Flow Rate, veh/h	0	0	0	30	0	0		0	1999	15	6	1935
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	19	0	0		0	3	85	50	3
Cap, veh/h	0	61	0	157	0			0	2408	371	209	2761
Arrive On Green	0.00	0.00	0.00	0.03	0.00	0.00		0.00	1.00	1.00	0.01	0.78
Sat Flow, veh/h	0	1900	0	1440	0	0		0	3618	543	1104	3618
Grp Volume(v), veh/h	0	0	0	30	0	0		0	1999	15	6	1935
Grp Sat Flow(s),veh/h/ln	0	1900	0	1440	0	0		0	1763	543	1104	1763
Q Serve(g_s), s	0.0	0.0	0.0	1.3	0.0	0.0		0.0	0.0	0.0	0.1	17.1
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.3	0.0	0.0		0.0	0.0	0.0	0.1	17.1
Prop In Lane	0.00		0.00	1.00		0.00		0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	0	61	0	157	0			0	2408	371	209	2761
V/C Ratio(X)	0.00	0.00	0.00	0.19	0.00			0.00	0.83	0.04	0.03	0.70
Avail Cap(c_a), veh/h	0	526	0	510	0			0	2408	371	286	2761
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	0.00		0.00	0.71	0.71	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	31.1	0.0	0.0		0.0	0.0	0.0	2.6	3.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.6	0.0	0.0		0.0	2.5	0.1	0.1	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.5	0.0	0.0		0.0	0.8	0.0	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	31.7	0.0	0.0		0.0	2.5	0.1	2.6	4.9
LnGrp LOS				C					A	A	A	A
Approach Vol, veh/h		0			30				2014			1941
Approach Delay, s/veh		0.0			31.7				2.5			4.9
Approach LOS					C				A			A

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	56.9	8.1	6.5	50.4	8.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	35.0	18.0	5.0	24.0	18.0
Max Q Clear Time (g_c+I1), s	19.1	3.3	2.1	2.0	0.0
Green Ext Time (p_c), s	11.8	0.1	0.0	15.7	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	3.9
HCM 7th LOS	A

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

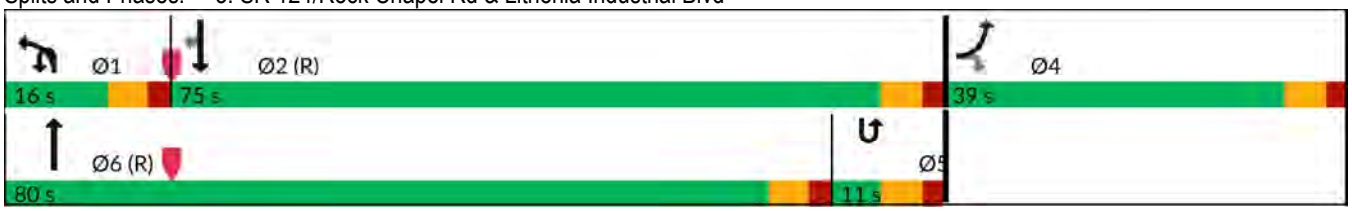


Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.96
Percent Heavy Veh, %	0
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	550	158	111	1371	1	1483	391
Future Volume (vph)	550	158	111	1371	1	1483	391
Turn Type	Prot	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	4		1	6	5	2	
Permitted Phases		4					2
Detector Phase	4	4	1	6	5	2	2
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	11.0	24.0	24.0
Total Split (s)	39.0	39.0	16.0	80.0	11.0	75.0	75.0
Total Split (%)	30.0%	30.0%	12.3%	61.5%	8.5%	57.7%	57.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	27.1	27.1	9.7	88.7	5.0	75.2	75.2
Actuated g/C Ratio	0.21	0.21	0.07	0.68	0.04	0.58	0.58
v/c Ratio	0.80	0.36	0.52	0.59	0.01	0.52	0.38
Control Delay (s/veh)	57.8	8.3	68.4	12.8	58.0	15.5	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.8	8.3	68.4	12.8	58.0	15.5	4.8
LOS	E	A	E	B	E	B	A
Approach Delay (s/veh)	46.7			17.0		13.3	
Approach LOS	D			B		B	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 112 (86%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 20.5	Intersection LOS: C
Intersection Capacity Utilization 72.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd



Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (veh/h)	550	158	3	111	1371	1	1483	391
Future Volume (veh/h)	550	158	3	111	1371	1	1483	391
Initial Q (Qb), veh	0	0		0	0		0	0
Lane Width Adj.	1.00	1.00		1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00				1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00		1.00	1.00
Work Zone On Approach	No				No		No	
Adj Sat Flow, veh/h/ln	1856	1841		1648	1856		1856	1826
Adj Flow Rate, veh/h	567	163		114	1413		1529	403
Peak Hour Factor	0.97	0.97		0.97	0.97		0.97	0.97
Percent Heavy Veh, %	3	4		17	3		3	5
Cap, veh/h	655	298		158	2526		3133	957
Arrive On Green	0.19	0.19		0.05	0.72		1.00	1.00
Sat Flow, veh/h	3428	1560		3045	3618		5233	1547
Grp Volume(v), veh/h	567	163		114	1413		1529	403
Grp Sat Flow(s),veh/h/ln	1714	1560		1522	1763		1689	1547
Q Serve(g_s), s	20.8	12.3		4.8	24.6		0.0	0.0
Cycle Q Clear(g_c), s	20.8	12.3		4.8	24.6		0.0	0.0
Prop In Lane	1.00	1.00		1.00				1.00
Lane Grp Cap(c), veh/h	655	298		158	2526		3133	957
V/C Ratio(X)	0.87	0.55		0.72	0.56		0.49	0.42
Avail Cap(c_a), veh/h	870	396		234	2526		3133	957
HCM Platoon Ratio	1.00	1.00		1.00	1.00		2.00	2.00
Upstream Filter(I)	1.00	1.00		1.00	1.00		0.75	0.75
Uniform Delay (d), s/veh	51.0	47.5		60.7	8.7		0.0	0.0
Incr Delay (d2), s/veh	7.2	1.6		6.0	0.9		0.4	1.0
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	10.8		1.9	8.2		0.1	0.3
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh	58.1	49.1		66.7	9.6		0.4	1.0
LnGrp LOS	E	D		E	A		A	A
Approach Vol, veh/h	730				1527		1932	
Approach Delay, s/veh	56.1				13.9		0.5	
Approach LOS	E				B		A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	12.8	86.4	30.8	99.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.0	69.0	33.0	74.0
Max Q Clear Time (g_c+I1), s	6.8	2.0	22.8	26.6
Green Ext Time (p_c), s	0.1	19.7	2.0	13.9

Intersection Summary	
HCM 7th Control Delay, s/veh	15.1
HCM 7th LOS	B

Notes

User approved ignoring U-Turning movement.

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Vol, veh/h	16	24	0	1484	16	1	23	1623
Future Vol, veh/h	16	24	0	1484	16	1	23	1623
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	None	-	-	None
Storage Length	0	50	190	-	235	-	165	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	5	0	0	0	3
Mvmt Flow	17	25	0	1546	17	1	24	1691

Major/Minor	Minor1		Major1			Major2		
Conflicting Flow All	2272	773	1234	0	0	1546	1563	0
Stage 1	1546	-	-	-	-	-	-	-
Stage 2	726	-	-	-	-	-	-	-
Critical Hdwy	6.25	6.9	5.6	-	-	6.4	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	3.3	2.3	-	-	2.5	2.2	-
Pot Cap-1 Maneuver	49	346	332	-	-	150	429	-
Stage 1	162	-	-	-	-	-	-	-
Stage 2	415	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	46	346	332	-	-	395	395	-
Mov Cap-2 Maneuver	46	-	-	-	-	-	-	-
Stage 1	162	-	-	-	-	-	-	-
Stage 2	389	-	-	-	-	-	-	-

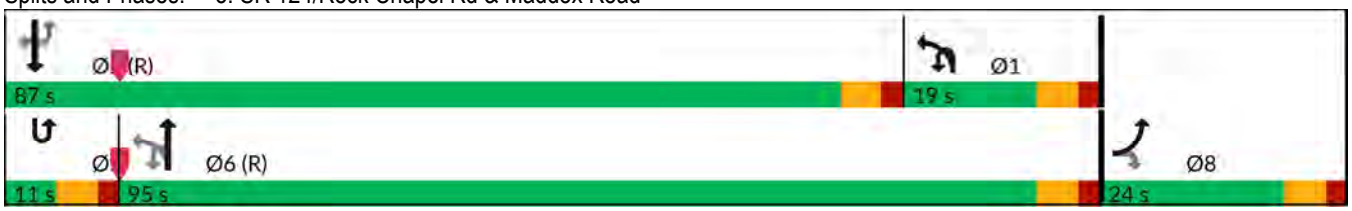
Approach	WB	NB	SB
HCM Ctrl Dly, s/v	59.01	0	0.21
HCM LOS	F		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	332	-	-	46	346	395	-
HCM Lane V/C Ratio	-	-	-	0.364	0.072	0.063	-
HCM Ctrl Dly (s/v)	0	-	-	123.2	16.2	14.7	-
HCM Lane LOS	A	-	-	F	C	B	-
HCM 95th %tile Q(veh)	0	-	-	1.3	0.2	0.2	-

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	40	112	11	79	1455	2	1659	19
Future Volume (vph)	40	112	11	79	1455	2	1659	19
Turn Type	Prot	Perm	pm+pt	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	8		1	1	6	5	2	
Permitted Phases		8	6	6		2		2
Detector Phase	8	8	1	1	6	5	2	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	10.0	10.0	24.0	11.0	24.0	24.0
Total Split (s)	24.0	24.0	19.0	19.0	95.0	11.0	87.0	87.0
Total Split (%)	18.5%	18.5%	14.6%	14.6%	73.1%	8.5%	66.9%	66.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	8.8	8.8		106.9	106.9	90.2	90.2	90.2
Actuated g/C Ratio	0.07	0.07		0.82	0.82	0.69	0.69	0.69
v/c Ratio	0.38	0.55		0.44	0.53	0.01	0.70	0.02
Control Delay (s/veh)	67.2	20.2		18.4	0.8	1.5	9.6	0.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	67.2	20.2		18.4	0.8	1.5	9.6	0.1
LOS	E	C		B	A	A	A	A
Approach Delay (s/veh)	32.6				1.8		9.5	
Approach LOS	C				A		A	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 17 (13%), Referenced to phase 2:SBTU and 6:NBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay (s/veh): 7.0	Intersection LOS: A
Intersection Capacity Utilization 72.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: SR 124/Rock Chapel Rd & Maddox Road



Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (veh/h)	40	112	11	79	1455	2	1659	19
Future Volume (veh/h)	40	112	11	79	1455	2	1659	19
Initial Q (Qb), veh	0	0		0	0		0	0
Lane Width Adj.	1.00	1.00		1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00				1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00		1.00	1.00
Work Zone On Approach	No				No		No	
Adj Sat Flow, veh/h/ln	1707	1781		1203	1841		1856	1411
Adj Flow Rate, veh/h	41	115		81	1500		1710	20
Peak Hour Factor	0.97	0.97		0.97	0.97		0.97	0.97
Percent Heavy Veh, %	13	8		47	4		3	33
Cap, veh/h	149	138		224	2854		2197	745
Arrive On Green	0.09	0.09		0.29	1.00		1.00	1.00
Sat Flow, veh/h	1626	1510		1146	3589		3618	1196
Grp Volume(v), veh/h	41	115		81	1500		1710	20
Grp Sat Flow(s),veh/h/ln	1626	1510		1146	1749		1763	1196
Q Serve(g_s), s	3.1	9.7		0.2	0.0		0.0	0.0
Cycle Q Clear(g_c), s	3.1	9.7		0.2	0.0		0.0	0.0
Prop In Lane	1.00	1.00		1.00				1.00
Lane Grp Cap(c), veh/h	149	138		224	2854		2197	745
V/C Ratio(X)	0.28	0.83		0.36	0.53		0.78	0.03
Avail Cap(c_a), veh/h	225	209		224	2854		2197	745
HCM Platoon Ratio	1.00	1.00		2.00	2.00		2.00	2.00
Upstream Filter(I)	1.00	1.00		0.49	0.49		1.00	1.00
Uniform Delay (d), s/veh	55.0	58.1		39.2	0.0		0.0	0.0
Incr Delay (d2), s/veh	1.0	15.7		0.5	0.3		2.8	0.1
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	4.3		1.9	0.1		0.9	0.0
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh	56.0	73.8		39.6	0.3		2.8	0.1
LnGrp LOS	E	E		D	A		A	A
Approach Vol, veh/h	156				1581		1730	
Approach Delay, s/veh	69.1				2.4		2.8	
Approach LOS	E				A		A	

Timer - Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	25.1	87.0				112.1		17.9
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0
Max Green Setting (Gmax), s	13.0	81.0				89.0		18.0
Max Q Clear Time (g_c+I1), s	2.2	2.0				2.0		11.7
Green Ext Time (p_c), s	0.1	22.2				16.8		0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	5.6
HCM 7th LOS	A

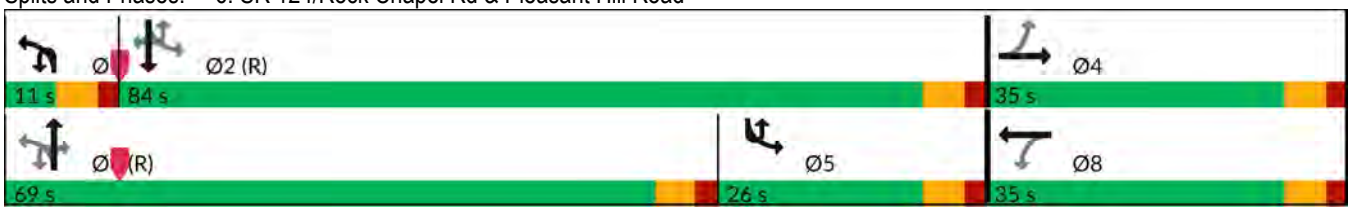
Notes

User approved ignoring U-Turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	5	225	5	3	5	1340	452	6	277	1485	3
Future Volume (vph)	6	5	225	5	3	5	1340	452	6	277	1485	3
Turn Type	Perm	NA	Perm	NA	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm
Protected Phases		4		8	1	1	6		5	5	2	
Permitted Phases	4		8		6	6		6	2	2		2
Detector Phase	4	4	8	8	1	1	6	6	5	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	11.0	11.0	24.0	24.0	11.0	11.0	24.0	24.0
Total Split (s)	35.0	35.0	35.0	35.0	11.0	11.0	69.0	69.0	26.0	26.0	84.0	84.0
Total Split (%)	26.9%	26.9%	26.9%	26.9%	8.5%	8.5%	53.1%	53.1%	20.0%	20.0%	64.6%	64.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag					Lead	Lead	Lead	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	None	C-Max	C-Max
Act Effct Green (s)		25.6	25.6	25.6		66.4	66.4	66.4		90.2	90.2	90.2
Actuated g/C Ratio		0.20	0.20	0.20		0.51	0.51	0.51		0.69	0.69	0.69
v/c Ratio		0.05	0.86	0.45		0.08	0.80	0.48		0.83	0.64	0.00
Control Delay (s/veh)		34.5	78.6	9.4		18.8	31.6	6.6		35.5	2.0	0.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		34.5	78.6	9.4		18.8	31.6	6.6		35.5	2.0	0.0
LOS		C	E	A		B	C	A		D	A	A
Approach Delay (s/veh)		34.5		46.4			25.3				7.4	
Approach LOS		C		D			C				A	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 27 (21%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay (s/veh): 19.6	Intersection LOS: B
Intersection Capacity Utilization 86.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 6: SR 124/Rock Chapel Rd & Pleasant Hill Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	6	5	3	225	5	191	3	5	1340	452	6	277
Future Volume (veh/h)	6	5	3	225	5	191	3	5	1340	452	6	277
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1900	1604	1900	1856	1900	1767		1307	1811	1856		1870
Adj Flow Rate, veh/h	6	5	3	234	5	199		5	1396	471		289
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		0.96	0.96	0.96		0.96
Percent Heavy Veh, %	0	20	0	3	0	9		40	6	3		2
Cap, veh/h	98	74	36	308	9	350		164	1668	762		360
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22		0.01	0.48	0.48		0.31
Sat Flow, veh/h	263	331	162	1396	40	1577		1245	3441	1572		1781
Grp Volume(v), veh/h	14	0	0	234	0	204		5	1396	471		289
Grp Sat Flow(s),veh/h/ln	757	0	0	1396	0	1616		1245	1721	1572		1781
Q Serve(g_s), s	0.1	0.0	0.0	12.1	0.0	14.6		0.3	45.7	28.6		12.5
Cycle Q Clear(g_c), s	14.7	0.0	0.0	26.8	0.0	14.6		0.3	45.7	28.6		12.5
Prop In Lane	0.43		0.21	1.00		0.98		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	208	0	0	308	0	359		164	1668	762		360
V/C Ratio(X)	0.07	0.00	0.00	0.76	0.00	0.57		0.03	0.84	0.62		0.80
Avail Cap(c_a), veh/h	209	0	0	309	0	361		204	1668	762		360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00		1.00	1.00	1.00		0.66
Uniform Delay (d), s/veh	40.2	0.0	0.0	51.3	0.0	45.0		19.5	29.1	24.6		39.7
Incr Delay (d2), s/veh	0.1	0.0	0.0	10.5	0.0	2.1		0.1	5.2	3.7		8.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	8.2	0.0	5.9		0.1	18.8	10.9		7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.4	0.0	0.0	61.8	0.0	47.1		19.6	34.2	28.4		48.2
LnGrp LOS	D			E		D		B	C	C		D
Approach Vol, veh/h		14			438				1872			
Approach Delay, s/veh		40.4			54.9				32.7			
Approach LOS		D			D				C			

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	88.3		34.9	26.1	69.0		34.9				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	78.0		29.0	20.0	63.0		29.0				
Max Q Clear Time (g_c+I1), s	2.3	2.0		16.7	14.5	47.7		28.8				
Green Ext Time (p_c), s	0.0	17.7		0.0	0.4	9.7		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		24.4
HCM 7th LOS		C

Notes

User approved ignoring U-Turning movement.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1485	3
Future Volume (veh/h)	1485	3
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1856	1411
Adj Flow Rate, veh/h	1547	3
Peak Hour Factor	0.96	0.96
Percent Heavy Veh, %	3	33
Cap, veh/h	2232	757
Arrive On Green	1.00	1.00
Sat Flow, veh/h	3526	1196
Grp Volume(v), veh/h	1547	3
Grp Sat Flow(s),veh/h/ln	1763	1196
Q Serve(g_s), s	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2232	757
V/C Ratio(X)	0.69	0.00
Avail Cap(c_a), veh/h	2232	757
HCM Platoon Ratio	2.00	2.00
Upstream Filter(I)	0.66	0.66
Uniform Delay (d), s/veh	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	1.2	0.0
LnGrp LOS	A	A
Approach Vol, veh/h	1839	
Approach Delay, s/veh	8.6	
Approach LOS	A	
Timer - Assigned Phs		

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	598	13	20	308	2	14
Future Vol, veh/h	598	13	20	308	2	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	120	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	8	5	5	0	8
Mvmt Flow	636	14	21	328	2	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	650	0	1006	636
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	370	-
Critical Hdwy	-	-	4.15	-	6.4	6.28
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.245	-	3.5	3.372
Pot Cap-1 Maneuver	-	-	922	-	269	467
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	703	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	922	-	262	467
Mov Cap-2 Maneuver	-	-	-	-	262	-
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	683	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.55	13.81
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	425	-	-	110	-
HCM Lane V/C Ratio	0.04	-	-	0.023	-
HCM Ctrl Dly (s/v)	13.8	-	-	9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	23.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	423	23	9	262	10	21	94	9	7	224	53
Future Vol, veh/h	33	423	23	9	262	10	21	94	9	7	224	53
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	4	9	0	7	0	0	2	13	0	1	4
Mvmt Flow	35	445	24	9	276	11	22	99	9	7	236	56
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	33.1	16.4	12.8	17.4
HCM LOS	D	C	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	7%	3%	2%
Vol Thru, %	76%	88%	93%	79%
Vol Right, %	7%	5%	4%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	124	479	281	284
LT Vol	21	33	9	7
Through Vol	94	423	262	224
RT Vol	9	23	10	53
Lane Flow Rate	131	504	296	299
Geometry Grp	1	1	1	1
Degree of Util (X)	0.261	0.841	0.526	0.546
Departure Headway (Hd)	7.185	6.002	6.405	6.576
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	497	600	559	547
Service Time	5.276	4.063	4.479	4.648
HCM Lane V/C Ratio	0.264	0.84	0.53	0.547
HCM Control Delay, s/veh	12.8	33.1	16.4	17.4
HCM Lane LOS	B	D	C	C
HCM 95th-tile Q	1	9	3	3.3

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	26	625	13	1	381	3	9	0	2	2	2	18
Future Vol, veh/h	26	625	13	1	381	3	9	0	2	2	2	18
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	100	-	150	-	-	165	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	4	0	0	6	0	0	0	0	0	0	6
Mvmt Flow	27	651	14	1	397	3	9	0	2	2	2	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	400	0	0	665	0	0	1105	1107	651	1104	1118	397
Stage 1	-	-	-	-	-	-	705	705	-	399	399	-
Stage 2	-	-	-	-	-	-	400	402	-	705	719	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.26
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.354
Pot Cap-1 Maneuver	1170	-	-	934	-	-	190	212	472	190	209	644
Stage 1	-	-	-	-	-	-	430	442	-	631	606	-
Stage 2	-	-	-	-	-	-	630	604	-	430	436	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1170	-	-	934	-	-	178	207	472	185	204	644
Mov Cap-2 Maneuver	-	-	-	-	-	-	178	207	-	185	204	-
Stage 1	-	-	-	-	-	-	420	432	-	630	605	-
Stage 2	-	-	-	-	-	-	609	603	-	418	426	-

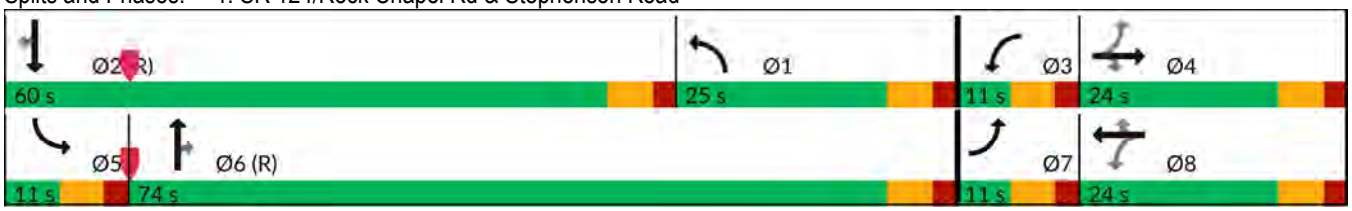
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.32	0.02	24.02	13.38
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	201	1170	-	-	5	-	-	453
HCM Lane V/C Ratio	0.057	0.023	-	-	0.001	-	-	0.051
HCM Ctrl Dly (s/v)	24	8.2	-	-	8.9	0	-	13.4
HCM Lane LOS	C	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	43	206	52	46	38	198	1653	115	33	1263	155
Future Volume (vph)	133	43	206	52	46	38	198	1653	115	33	1263	155
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8			6			2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	25.0	74.0	74.0	11.0	60.0	60.0
Total Split (%)	9.2%	20.0%	20.0%	9.2%	20.0%	20.0%	20.8%	61.7%	61.7%	9.2%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	13.2	9.2	9.2	13.1	9.2	9.2	19.0	81.4	81.4	7.5	65.0	65.0
Actuated g/C Ratio	0.11	0.08	0.08	0.11	0.08	0.08	0.16	0.68	0.68	0.06	0.54	0.54
v/c Ratio	0.91	0.32	0.67	0.33	0.36	0.13	0.75	0.73	0.11	0.31	0.71	0.17
Control Delay (s/veh)	100.5	57.1	17.7	47.6	58.9	0.9	47.1	7.0	1.1	60.9	24.5	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	100.5	57.1	17.7	47.6	58.9	0.9	47.1	7.0	1.1	60.9	24.5	3.0
LOS	F	E	B	D	E	A	D	A	A	E	C	A
Approach Delay (s/veh)		51.0			38.3			10.7			23.0	
Approach LOS		D			D			B			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 47 (39%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay (s/veh): 20.1	Intersection LOS: C
Intersection Capacity Utilization 78.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: SR 124/Rock Chapel Rd & Stephenson Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	43	206	52	46	38	198	1653	115	33	1263	155
Future Volume (veh/h)	133	43	206	52	46	38	198	1653	115	33	1263	155
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1870	1870	1767	1900	1841	1841	1870	1856	1811	1856
Adj Flow Rate, veh/h	139	45	215	54	48	40	206	1722	120	34	1316	161
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	2	2	9	0	4	4	2	3	6	3
Cap, veh/h	289	278	238	267	254	231	289	2051	929	50	1548	708
Arrive On Green	0.04	0.15	0.15	0.04	0.14	0.14	0.16	0.59	0.59	0.03	0.45	0.45
Sat Flow, veh/h	1767	1856	1585	1781	1767	1610	1753	3497	1585	1767	3441	1572
Grp Volume(v), veh/h	139	45	215	54	48	40	206	1722	120	34	1316	161
Grp Sat Flow(s),veh/h/ln	1767	1856	1585	1781	1767	1610	1753	1749	1585	1767	1721	1572
Q Serve(g_s), s	5.0	2.5	16.0	3.1	2.9	1.8	13.3	48.1	4.1	2.3	40.9	5.7
Cycle Q Clear(g_c), s	5.0	2.5	16.0	3.1	2.9	1.8	13.3	48.1	4.1	2.3	40.9	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	289	278	238	267	254	231	289	2051	929	50	1548	708
V/C Ratio(X)	0.48	0.16	0.90	0.20	0.19	0.17	0.71	0.84	0.13	0.68	0.85	0.23
Avail Cap(c_a), veh/h	289	278	238	278	265	242	289	2051	929	74	1548	708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.5	44.4	50.2	41.7	45.2	21.5	47.4	20.2	11.1	57.8	29.4	11.5
Incr Delay (d2), s/veh	1.2	0.3	34.0	0.4	0.4	0.4	8.1	4.3	0.3	15.1	6.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.2	8.6	1.4	1.3	1.1	6.3	18.6	1.5	1.2	17.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.8	44.7	84.1	42.1	45.6	21.9	55.5	24.6	11.4	72.8	35.4	12.2
LnGrp LOS	D	D	F	D	D	C	E	C	B	E	D	B
Approach Vol, veh/h		399			142			2048			1511	
Approach Delay, s/veh		66.3			37.6			26.9			33.8	
Approach LOS		E			D			C			C	

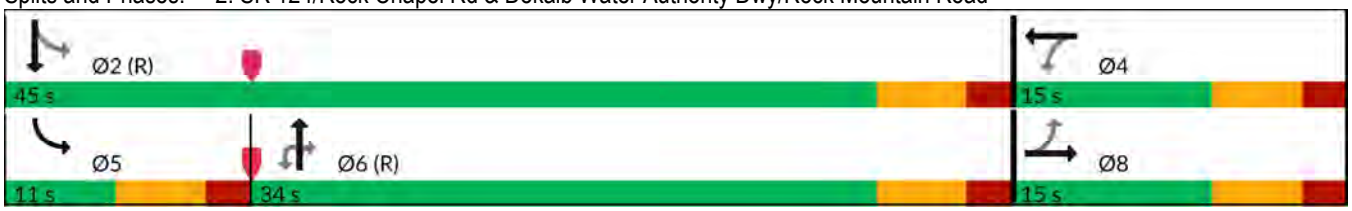
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.8	60.0	10.2	24.0	9.4	76.4	11.0	23.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	54.0	5.0	18.0	5.0	68.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	15.3	42.9	5.1	18.0	4.3	50.1	7.0	4.9
Green Ext Time (p_c), s	0.2	6.7	0.0	0.0	0.0	11.9	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	33.6
HCM 7th LOS	C

Lane Group	WBL	WBT	NBU	NBT	NBR	SBL	SBT	Ø8
Lane Configurations								
Traffic Volume (vph)	22	0	5	1969	31	4	1548	
Future Volume (vph)	22	0	5	1969	31	4	1548	
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	
Protected Phases		4		6		5	2	8
Permitted Phases	4		6		6	2		
Detector Phase	4	4	6	6	6	5	2	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	15.0	24.0	24.0	24.0	11.0	24.0	15.0
Total Split (s)	15.0	15.0	34.0	34.0	34.0	11.0	45.0	15.0
Total Split (%)	25.0%	25.0%	56.7%	56.7%	56.7%	18.3%	75.0%	25%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag			Lag	Lag	Lag	Lead		
Lead-Lag Optimize?			Yes	Yes	Yes	Yes		
Recall Mode	None	None	C-Max	C-Max	C-Max	None	C-Max	None
Act Effct Green (s)		5.5	50.6	50.6	50.6	49.4	53.0	
Actuated g/C Ratio		0.09	0.84	0.84	0.84	0.82	0.88	
v/c Ratio		0.15	0.02	0.71	0.04	0.02	0.54	
Control Delay (s/veh)		1.3	5.4	9.3	0.0	2.0	7.7	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		1.3	5.4	9.3	0.0	2.0	7.7	
LOS		A	A	A	A	A	A	
Approach Delay (s/veh)		1.3		9.2			7.7	
Approach LOS		A		A			A	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTU, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay (s/veh): 8.4	Intersection LOS: A
Intersection Capacity Utilization 68.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: SR 124/Rock Chapel Rd & Dekalb Water Authority Dwy/Rock Mountain Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	22	0	12	5	0	1969	31	4	1548
Future Volume (veh/h)	0	0	0	22	0	12	5	0	1969	31	4	1548
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No				No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	848	1900	818		0	1841	1129	789	1826
Adj Flow Rate, veh/h	0	0	0	23	0	0		0	2073	33	4	1629
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
Percent Heavy Veh, %	0	0	0	71	0	73		0	4	52	75	5
Cap, veh/h	0	50	0	158	0			0	2337	639	179	2683
Arrive On Green	0.00	0.00	0.00	0.03	0.00	0.00		0.00	1.00	1.00	0.01	0.77
Sat Flow, veh/h	0	1900	0	1440	0	0		0	3589	957	751	3561
Grp Volume(v), veh/h	0	0	0	23	0	0		0	2073	33	4	1629
Grp Sat Flow(s),veh/h/ln	0	1900	0	1440	0	0		0	1749	957	751	1735
Q Serve(g_s), s	0.0	0.0	0.0	0.9	0.0	0.0		0.0	0.0	0.0	0.1	12.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.9	0.0	0.0		0.0	0.0	0.0	0.1	12.0
Prop In Lane	0.00		0.00	1.00		0.00		0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	0	50	0	158	0			0	2337	639	179	2683
V/C Ratio(X)	0.00	0.00	0.00	0.15	0.00			0.00	0.89	0.05	0.02	0.61
Avail Cap(c_a), veh/h	0	285	0	336	0			0	2337	639	237	2683
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	0.00		0.00	0.10	0.10	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	28.9	0.0	0.0		0.0	0.0	0.0	2.6	2.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0		0.0	0.6	0.0	0.0	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.3	0.0	0.0		0.0	0.2	0.0	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	29.3	0.0	0.0		0.0	0.6	0.0	2.7	3.9
LnGrp LOS				C					A	A	A	A
Approach Vol, veh/h		0			23				2106			1633
Approach Delay, s/veh		0.0			29.3				0.6			3.9
Approach LOS					C				A			A

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	52.4	7.6	6.3	46.1	7.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	39.0	9.0	5.0	28.0	9.0
Max Q Clear Time (g_c+I1), s	14.0	2.9	2.1	2.0	0.0
Green Ext Time (p_c), s	13.4	0.0	0.0	18.5	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	2.2
HCM 7th LOS	A

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

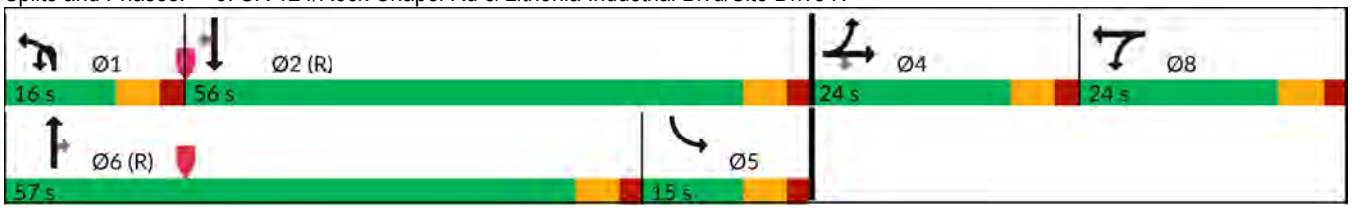


Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.95
Percent Heavy Veh, %	0
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	253	62	95	118	46	143	1572	82	156	989	439
Future Volume (vph)	253	62	95	118	46	143	1572	82	156	989	439
Turn Type	Split	NA	Perm	Split	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8	1	6		5	2	
Permitted Phases			4					6			2
Detector Phase	4	4	4	8	8	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	24.0	24.0	24.0	24.0	24.0	16.0	57.0	57.0	15.0	56.0	56.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	20.0%	13.3%	47.5%	47.5%	12.5%	46.7%	46.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	16.2	16.2	16.2	13.3	13.3	10.1	57.5	57.5	9.0	56.4	56.4
Actuated g/C Ratio	0.14	0.14	0.14	0.11	0.11	0.08	0.48	0.48	0.08	0.47	0.47
v/c Ratio	0.78	0.75	0.27	0.62	0.49	0.56	1.02	0.10	1.23	0.47	0.48
Control Delay (s/veh)	74.5	70.2	1.8	65.1	19.3	74.5	41.6	0.6	183.5	9.5	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	74.5	70.2	1.8	65.1	19.3	74.5	41.6	0.6	183.5	9.5	1.8
LOS	E	E	A	E	B	E	D	A	F	A	A
Approach Delay (s/veh)		56.0			34.1		42.4			24.5	
Approach LOS		E			C		D			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 115 (96%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.23	
Intersection Signal Delay (s/veh): 36.2	Intersection LOS: D
Intersection Capacity Utilization 87.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd/Site Drive N



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	253	62	95	118	46	164	2	143	1572	82	156	989
Future Volume (veh/h)	253	62	95	118	46	164	2	143	1572	82	156	989
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No				No			No
Adj Sat Flow, veh/h/ln	1781	1900	1841	1900	1900	1900		1796	1826	1900	1900	1781
Adj Flow Rate, veh/h	168	208	101	116	63	174		152	1672	87	166	1052
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	8	0	4	0	0	0		7	5	0	0	8
Cap, veh/h	219	245	201	230	242	205		204	1474	684	215	2346
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13		0.12	0.85	0.85	0.24	0.96
Sat Flow, veh/h	1697	1900	1560	1810	1900	1610		3319	3469	1610	1810	4863
Grp Volume(v), veh/h	168	208	101	116	63	174		152	1672	87	166	1052
Grp Sat Flow(s),veh/h/ln	1697	1900	1560	1810	1900	1610		1659	1735	1610	1810	1621
Q Serve(g_s), s	11.5	12.8	7.2	7.2	3.6	12.7		5.3	51.0	1.1	10.3	1.6
Cycle Q Clear(g_c), s	11.5	12.8	7.2	7.2	3.6	12.7		5.3	51.0	1.1	10.3	1.6
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	219	245	201	230	242	205		204	1474	684	215	2346
V/C Ratio(X)	0.77	0.85	0.50	0.50	0.26	0.85		0.75	1.13	0.13	0.77	0.45
Avail Cap(c_a), veh/h	254	285	234	271	285	242		277	1474	684	215	2346
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	0.84	0.84
Uniform Delay (d), s/veh	50.5	51.1	48.7	48.8	47.3	51.2		51.7	9.0	5.3	44.2	1.1
Incr Delay (d2), s/veh	11.5	18.7	1.9	1.7	0.6	21.2		7.2	69.3	0.4	13.5	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	7.2	3.0	3.4	1.8	6.4		2.3	17.6	0.4	4.8	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.0	69.8	50.6	50.5	47.8	72.4		58.9	78.3	5.6	57.7	1.6
LnGrp LOS	E	E	D	D	D	E		E	F	A	E	A
Approach Vol, veh/h		477			353				1911			1685
Approach Delay, s/veh		63.0			60.8				73.4			7.9
Approach LOS		E			E				E			A

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.4	63.9		21.5	20.3	57.0		21.3				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	10.0	50.0		18.0	9.0	51.0		18.0				
Max Q Clear Time (g_c+I1), s	7.3	5.2		14.8	12.3	53.0		14.7				
Green Ext Time (p_c), s	0.1	11.4		0.6	0.0	0.0		0.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			46.4									
HCM 7th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	439
Future Volume (veh/h)	439
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1826
Adj Flow Rate, veh/h	467
Peak Hour Factor	0.94
Percent Heavy Veh, %	5
Cap, veh/h	747
Arrive On Green	0.96
Sat Flow, veh/h	1547
Grp Volume(v), veh/h	467
Grp Sat Flow(s),veh/h/ln	1547
Q Serve(g_s), s	3.2
Cycle Q Clear(g_c), s	3.2
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	747
V/C Ratio(X)	0.63
Avail Cap(c_a), veh/h	747
HCM Platoon Ratio	2.00
Upstream Filter(I)	0.84
Uniform Delay (d), s/veh	1.1
Incr Delay (d2), s/veh	3.3
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	1.1
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	4.5
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	25	37	0	1722	17	21	1184
Future Vol, veh/h	25	37	0	1722	17	21	1184
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	None	-	None
Storage Length	0	50	190	-	235	165	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	9	0	0	5	12	0	7
Mvmt Flow	27	39	0	1832	18	22	1260

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	2380	916	919	0	0	1850	0
Stage 1	1832	-	-	-	-	-	-
Stage 2	549	-	-	-	-	-	-
Critical Hdwy	6.43	6.9	5.6	-	-	4.1	-
Critical Hdwy Stg 1	5.98	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	-	-	-	-	-	-
Follow-up Hdwy	3.74	3.3	2.3	-	-	2.2	-
Pot Cap-1 Maneuver	37	279	495	-	-	332	-
Stage 1	103	-	-	-	-	-	-
Stage 2	492	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	35	279	495	-	-	332	-
Mov Cap-2 Maneuver	35	-	-	-	-	-	-
Stage 1	103	-	-	-	-	-	-
Stage 2	459	-	-	-	-	-	-

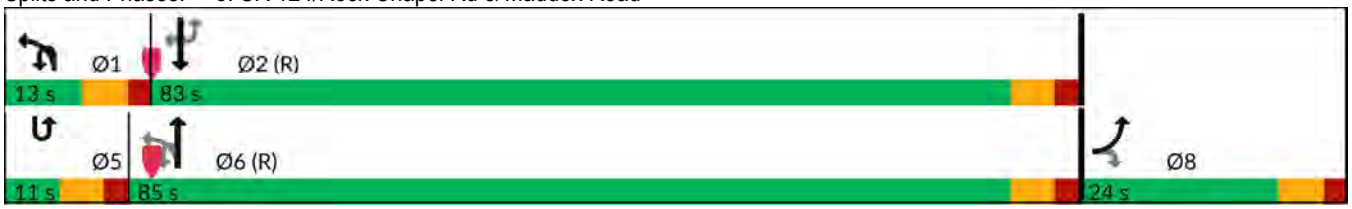
Approach	WB	NB	SB
HCM Ctrl Dly, s/v	114.6	0	0.29
HCM LOS	F		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	495	-	-	35	279	332	-
HCM Lane V/C Ratio	-	-	-	0.77	0.141	0.067	-
HCM Ctrl Dly (s/v)	0	-	-	254.6	20	16.6	-
HCM Lane LOS	A	-	-	F	C	C	-
HCM 95th %tile Q(veh)	0	-	-	2.7	0.5	0.2	-

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	21	38	3	95	1719	3	1141	43
Future Volume (vph)	21	38	3	95	1719	3	1141	43
Turn Type	Prot	Perm	pm+pt	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	8		1	1	6	5	2	
Permitted Phases		8	6	6		2		2
Detector Phase	8	8	1	1	6	5	2	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	10.0	10.0	24.0	11.0	24.0	24.0
Total Split (s)	24.0	24.0	13.0	13.0	85.0	11.0	83.0	83.0
Total Split (%)	20.0%	20.0%	10.8%	10.8%	70.8%	9.2%	69.2%	69.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.5	7.5		102.1	101.7	95.5	90.0	90.0
Actuated g/C Ratio	0.06	0.06		0.85	0.85	0.80	0.75	0.75
v/c Ratio	0.26	0.36		0.28	0.60	0.01	0.46	0.04
Control Delay (s/veh)	60.0	25.6		4.7	11.0	2.7	5.4	1.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	60.0	25.6		4.7	11.0	2.7	5.4	1.6
LOS	E	C		A	B	A	A	A
Approach Delay (s/veh)	38.0				10.6		5.3	
Approach LOS	D				B		A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:SBTU and 6:NBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay (s/veh): 9.1	Intersection LOS: A
Intersection Capacity Utilization 70.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: SR 124/Rock Chapel Rd & Maddox Road





Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (veh/h)	21	38	3	95	1719	3	1141	43
Future Volume (veh/h)	21	38	3	95	1719	3	1141	43
Initial Q (Qb), veh	0	0		0	0		0	0
Lane Width Adj.	1.00	1.00		1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00				1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00		1.00	1.00
Work Zone On Approach	No				No		No	
Adj Sat Flow, veh/h/ln	1441	1278		1737	1841		1811	1678
Adj Flow Rate, veh/h	22	39		98	1772		1176	44
Peak Hour Factor	0.97	0.97		0.97	0.97		0.97	0.97
Percent Heavy Veh, %	31	42		11	4		6	15
Cap, veh/h	63	50		134	2986		2656	1097
Arrive On Green	0.05	0.05		0.02	0.57		1.00	1.00
Sat Flow, veh/h	1372	1083		1654	3589		3532	1422
Grp Volume(v), veh/h	22	39		98	1772		1176	44
Grp Sat Flow(s),veh/h/ln	1372	1083		1654	1749		1721	1422
Q Serve(g_s), s	1.9	4.3		1.1	39.4		0.0	0.0
Cycle Q Clear(g_c), s	1.9	4.3		1.1	39.4		0.0	0.0
Prop In Lane	1.00	1.00		1.00				1.00
Lane Grp Cap(c), veh/h	63	50		134	2986		2656	1097
V/C Ratio(X)	0.35	0.78		0.73	0.59		0.44	0.04
Avail Cap(c_a), veh/h	206	162		177	2986		2656	1097
HCM Platoon Ratio	1.00	1.00		0.67	0.67		2.00	2.00
Upstream Filter(I)	1.00	1.00		0.19	0.19		1.00	1.00
Uniform Delay (d), s/veh	55.5	56.6		45.0	12.2		0.0	0.0
Incr Delay (d2), s/veh	3.2	22.6		2.1	0.2		0.5	0.1
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.5		2.5	16.1		0.2	0.0
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh	58.7	79.2		47.1	12.3		0.5	0.1
LnGrp LOS	E	E		D	B		A	A
Approach Vol, veh/h	61				1870		1220	
Approach Delay, s/veh	71.8				14.2		0.5	
Approach LOS	E				B		A	

Timer - Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.8	98.6				108.5		11.5
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0
Max Green Setting (Gmax), s	7.0	77.0				79.0		18.0
Max Q Clear Time (g_c+I1), s	3.1	2.0				41.4		6.3
Green Ext Time (p_c), s	0.1	10.9				18.7		0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	10.0
HCM 7th LOS	A

Notes

User approved ignoring U-Turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	3	0	460	1	4	1505	226	2	142	1063	2
Future Volume (vph)	3	0	460	1	4	1505	226	2	142	1063	2
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm
Protected Phases		4		8	1	6		5	5	2	
Permitted Phases	4		8		6		6	2	2		2
Detector Phase	4	4	8	8	1	6	6	5	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	11.0	24.0	24.0	11.0	11.0	24.0	24.0
Total Split (s)	46.0	46.0	46.0	46.0	11.0	62.0	62.0	12.0	12.0	63.0	63.0
Total Split (%)	38.3%	38.3%	38.3%	38.3%	9.2%	51.7%	51.7%	10.0%	10.0%	52.5%	52.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag					Lead	Lead	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	None	C-Max	C-Max
Act Effct Green (s)		40.0	40.0	40.0	56.0	56.0	56.0		65.8	65.8	65.8
Actuated g/C Ratio		0.33	0.33	0.33	0.47	0.47	0.47		0.55	0.55	0.55
v/c Ratio		0.02	1.01	0.50	0.03	0.96	0.29		0.94	0.59	0.00
Control Delay (s/veh)		0.1	85.4	21.3	17.5	45.7	6.7		77.1	5.7	0.0
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		0.1	85.4	21.3	17.5	45.7	6.7		77.1	5.7	0.0
LOS		A	F	C	B	D	A		E	A	A
Approach Delay (s/veh)		0.1		60.4		40.6				14.2	
Approach LOS		A		E		D				B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 46 (38%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay (s/veh): 35.9	Intersection LOS: D
Intersection Capacity Utilization 96.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 6: SR 124/Rock Chapel Rd & Pleasant Hill Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	3	0	4	460	1	293	4	1505	226	2	142	1063
Future Volume (veh/h)	3	0	4	460	1	293	4	1505	226	2	142	1063
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	418	1900	789	1856	1900	1856	1530	1826	1781		1826	1781
Adj Flow Rate, veh/h	3	0	4	469	1	299	4	1536	231		145	1085
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98		0.98	0.98
Percent Heavy Veh, %	100	0	75	3	0	3	25	5	8		5	8
Cap, veh/h	147	16	160	442	2	535	242	1619	705		154	1731
Arrive On Green	0.33	0.00	0.33	0.33	0.33	0.33	0.01	0.47	0.47		0.10	1.00
Sat Flow, veh/h	312	49	481	1401	5	1606	1457	3469	1510		1739	3385
Grp Volume(v), veh/h	7	0	0	469	0	300	4	1536	231		145	1085
Grp Sat Flow(s),veh/h/ln	842	0	0	1401	0	1611	1457	1735	1510		1739	1692
Q Serve(g_s), s	0.1	0.0	0.0	21.6	0.0	18.3	0.2	50.9	11.6		5.3	0.0
Cycle Q Clear(g_c), s	18.4	0.0	0.0	40.0	0.0	18.3	0.2	50.9	11.6		5.3	0.0
Prop In Lane	0.43		0.57	1.00		1.00	1.00		1.00		1.00	
Lane Grp Cap(c), veh/h	324	0	0	442	0	537	242	1619	705		154	1731
V/C Ratio(X)	0.02	0.00	0.00	1.06	0.00	0.56	0.02	0.95	0.33		0.94	0.63
Avail Cap(c_a), veh/h	324	0	0	442	0	537	295	1619	705		154	1731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00		0.89	0.89
Uniform Delay (d), s/veh	27.8	0.0	0.0	44.8	0.0	32.8	19.3	30.6	20.1		52.4	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	60.2	0.0	1.3	0.0	13.1	1.2		51.7	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	20.5	0.0	7.1	0.1	22.5	4.1		6.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.8	0.0	0.0	105.0	0.0	34.1	19.4	43.7	21.4		104.1	1.5
LnGrp LOS	C			F		C	B	D	C		F	A
Approach Vol, veh/h		7			769			1771				1232
Approach Delay, s/veh		27.8			77.4			40.8				13.6
Approach LOS		C			E			D				B

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	67.4		46.0	12.0	62.0		46.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	57.0		40.0	6.0	56.0		40.0				
Max Q Clear Time (g_c+I1), s	2.2	2.0		20.4	7.3	52.9		42.0				
Green Ext Time (p_c), s	0.0	9.3		0.0	0.0	2.6		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	39.3
HCM 7th LOS	D

Notes

User approved ignoring U-Turning movement.



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	2
Future Volume (veh/h)	2
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	2
Peak Hour Factor	0.98
Percent Heavy Veh, %	0
Cap, veh/h	824
Arrive On Green	1.00
Sat Flow, veh/h	1610
Grp Volume(v), veh/h	2
Grp Sat Flow(s),veh/h/ln	1610
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	824
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	824
HCM Platoon Ratio	2.00
Upstream Filter(I)	0.89
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	305	3	6	599	14	7	0	7	18	0	32
Future Vol, veh/h	24	305	3	6	599	14	7	0	7	18	0	32
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	235	-	120	-	-	175	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	8	67	17	3	0	0	0	0	0	0	0
Mvmt Flow	27	339	3	7	666	16	8	0	8	20	0	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	681	0	0	342	0	0	1071	1087	339	1071	1074	666
Stage 1	-	-	-	-	-	-	392	392	-	679	679	-
Stage 2	-	-	-	-	-	-	679	694	-	392	396	-
Critical Hdwy	4.1	-	-	4.27	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.353	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	921	-	-	1138	-	-	200	218	708	200	222	463
Stage 1	-	-	-	-	-	-	636	610	-	445	454	-
Stage 2	-	-	-	-	-	-	445	447	-	636	608	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	921	-	-	1138	-	-	178	210	708	190	213	463
Mov Cap-2 Maneuver	-	-	-	-	-	-	178	210	-	190	213	-
Stage 1	-	-	-	-	-	-	618	592	-	441	450	-
Stage 2	-	-	-	-	-	-	407	443	-	611	590	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.65	0.08	18.4	19.38
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	284	921	-	-	18	-	-	306
HCM Lane V/C Ratio	0.055	0.029	-	-	0.006	-	-	0.182
HCM Ctrl Dly (s/v)	18.4	9	-	-	8.2	0	-	19.4
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.7

Intersection	
Intersection Delay, s/veh	28.4
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	272	16	4	441	4	38	221	4	2	86	29
Future Vol, veh/h	51	272	16	4	441	4	38	221	4	2	86	29
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	5	0	25	6	0	11	1	25	0	0	7
Mvmt Flow	55	292	17	4	474	4	41	238	4	2	92	31
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	21.5	42.8	19.4	13.2
HCM LOS	C	E	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	15%	1%	2%
Vol Thru, %	84%	80%	98%	74%
Vol Right, %	2%	5%	1%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	263	339	449	117
LT Vol	38	51	4	2
Through Vol	221	272	441	86
RT Vol	4	16	4	29
Lane Flow Rate	283	365	483	126
Geometry Grp	1	1	1	1
Degree of Util (X)	0.566	0.66	0.892	0.264
Departure Headway (Hd)	7.2	6.523	6.652	7.559
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	498	550	541	478
Service Time	5.296	4.619	4.738	5.559
HCM Lane V/C Ratio	0.568	0.664	0.893	0.264
HCM Control Delay, s/veh	19.4	21.5	42.8	13.2
HCM Lane LOS	C	C	E	B
HCM 95th-tile Q	3.5	4.8	10.2	1.1

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	353	6	0	699	8	12	0	5	7	0	31
Future Vol, veh/h	11	353	6	0	699	8	12	0	5	7	0	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	100	-	150	-	-	165	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	5	0	0	5	0	0	0	0	0	0	3
Mvmt Flow	11	360	6	0	713	8	12	0	5	7	0	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	721	0	0	366	0	0	1096	1104	360	1096	1102	713
Stage 1	-	-	-	-	-	-	383	383	-	713	713	-
Stage 2	-	-	-	-	-	-	713	721	-	383	389	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.23
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.327
Pot Cap-1 Maneuver	890	-	-	1203	-	-	193	213	689	193	213	430
Stage 1	-	-	-	-	-	-	644	616	-	426	438	-
Stage 2	-	-	-	-	-	-	426	435	-	644	612	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	890	-	-	1203	-	-	176	210	689	189	211	430
Mov Cap-2 Maneuver	-	-	-	-	-	-	176	210	-	189	211	-
Stage 1	-	-	-	-	-	-	636	608	-	426	438	-
Stage 2	-	-	-	-	-	-	395	435	-	631	604	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.27	0	22.29	16.64
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	226	890	-	-	1203	-	-	348
HCM Lane V/C Ratio	0.077	0.013	-	-	-	-	-	0.111
HCM Ctrl Dly (s/v)	22.3	9.1	-	-	0	-	-	16.6
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	85	1710	51	0	1208
Future Vol, veh/h	0	85	1710	51	0	1208
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	175	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	5	0	0	7
Mvmt Flow	0	89	1800	54	0	1272

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	900	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	285	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	285	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

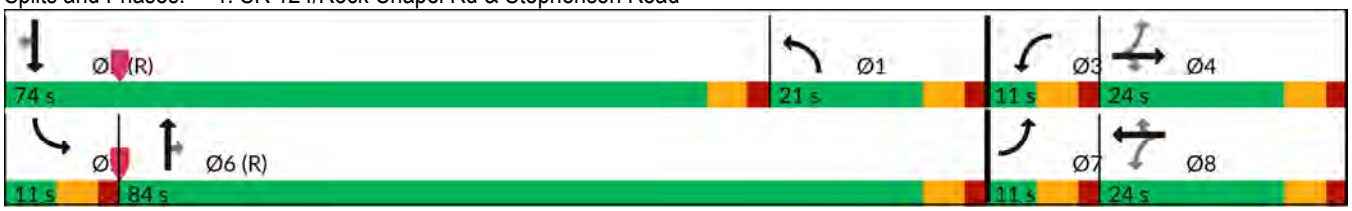
Approach	WB	NB	SB
HCM Ctrl Dly, s/v	23.27	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	285	-
HCM Lane V/C Ratio	-	0.313	-
HCM Ctrl Dly (s/v)	-	23.3	-
HCM Lane LOS	-	C	-
HCM 95th %tile Q(veh)	-	1.3	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	151	7	284	24	9	7	193	1830	16	2	1671	173
Future Volume (vph)	151	7	284	24	9	7	193	1830	16	2	1671	173
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8			6			2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	21.0	84.0	84.0	11.0	74.0	74.0
Total Split (%)	8.5%	18.5%	18.5%	8.5%	18.5%	18.5%	16.2%	64.6%	64.6%	8.5%	56.9%	56.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	14.5	10.3	10.3	11.3	9.7	9.7	15.0	98.9	98.9	5.5	80.1	80.1
Actuated g/C Ratio	0.11	0.08	0.08	0.09	0.07	0.07	0.12	0.76	0.76	0.04	0.62	0.62
v/c Ratio	1.05	0.05	0.81	0.18	0.06	0.02	0.99	0.72	0.01	0.03	0.82	0.17
Control Delay (s/veh)	139.4	51.7	27.9	49.9	52.8	0.1	97.2	5.7	0.0	60.5	25.6	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	139.4	51.7	27.9	49.9	52.8	0.1	97.2	5.7	0.0	60.5	25.6	2.7
LOS	F	D	C	D	D	A	F	A	A	E	C	A
Approach Delay (s/veh)		66.4			42.0			14.3			23.5	
Approach LOS		E			D			B			C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 25 (19%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay (s/veh): 23.7	Intersection LOS: C
Intersection Capacity Utilization 86.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: SR 124/Rock Chapel Rd & Stephenson Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	7	284	24	9	7	193	1830	16	2	1671	173
Future Volume (veh/h)	151	7	284	24	9	7	193	1830	16	2	1671	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1885	1856	1900	1900	1841	1870
Adj Flow Rate, veh/h	159	7	299	25	9	7	203	1926	17	2	1759	182
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
Percent Heavy Veh, %	0	0	0	0	0	0	1	3	0	0	4	2
Cap, veh/h	293	263	223	231	233	198	235	2296	1049	5	1829	829
Arrive On Green	0.04	0.14	0.14	0.02	0.12	0.12	0.13	0.65	0.65	0.00	0.52	0.52
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1795	3526	1610	1810	3497	1585
Grp Volume(v), veh/h	159	7	299	25	9	7	203	1926	17	2	1759	182
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1795	1763	1610	1810	1749	1585
Q Serve(g_s), s	5.0	0.4	18.0	1.6	0.5	0.4	14.4	54.6	0.5	0.1	62.7	6.1
Cycle Q Clear(g_c), s	5.0	0.4	18.0	1.6	0.5	0.4	14.4	54.6	0.5	0.1	62.7	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	293	263	223	231	233	198	235	2296	1049	5	1829	829
V/C Ratio(X)	0.54	0.03	1.34	0.11	0.04	0.04	0.86	0.84	0.02	0.41	0.96	0.22
Avail Cap(c_a), veh/h	293	263	223	259	263	223	235	2296	1049	70	1829	829
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.8	48.4	56.0	48.1	50.2	27.9	55.3	17.4	8.0	64.7	29.7	9.6
Incr Delay (d2), s/veh	2.0	0.0	180.5	0.2	0.1	0.1	26.5	3.9	0.0	47.7	13.7	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.2	18.5	0.7	0.3	0.2	8.1	20.4	0.2	0.1	27.6	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.8	48.5	236.5	48.3	50.3	28.0	81.9	21.3	8.0	112.4	43.5	10.2
LnGrp LOS	D	D	F	D	D	C	F	C	A	F	D	B
Approach Vol, veh/h		465			41			2146			1943	
Approach Delay, s/veh		170.9			45.3			26.9			40.4	
Approach LOS		F			D			C			D	

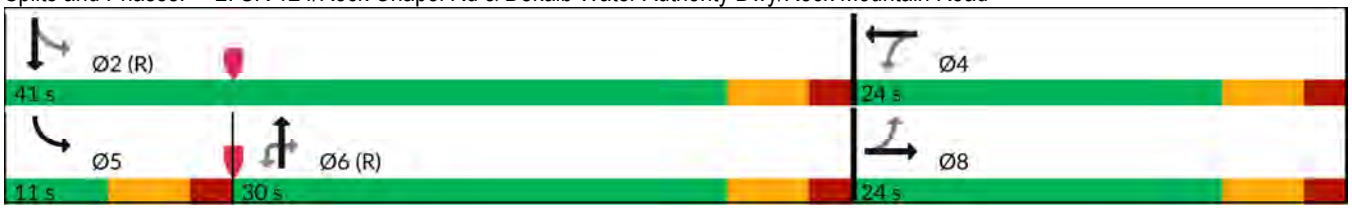
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	74.0	9.0	24.0	6.3	90.7	11.0	22.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	15.0	68.0	5.0	18.0	5.0	78.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	16.4	64.7	3.6	20.0	2.1	56.6	7.0	2.5
Green Ext Time (p_c), s	0.0	2.8	0.0	0.0	0.0	14.8	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	47.4
HCM 7th LOS	D

Lane Group	WBL	WBT	NBU	NBT	NBR	SBL	SBT	Ø8
Lane Configurations								
Traffic Volume (vph)	29	0	3	2052	14	6	2015	
Future Volume (vph)	29	0	3	2052	14	6	2015	
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	
Protected Phases		4		6		5	2	8
Permitted Phases	4		6		6	2		
Detector Phase	4	4	6	6	6	5	2	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	11.0	24.0	15.0
Total Split (s)	24.0	24.0	30.0	30.0	30.0	11.0	41.0	24.0
Total Split (%)	36.9%	36.9%	46.2%	46.2%	46.2%	16.9%	63.1%	37%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag			Lag	Lag	Lag	Lead		
Lead-Lag Optimize?			Yes	Yes	Yes	Yes		
Recall Mode	None	None	C-Max	C-Max	C-Max	None	C-Max	None
Act Effct Green (s)		5.5	55.6	55.6	55.6	54.4	58.0	
Actuated g/C Ratio		0.08	0.86	0.86	0.86	0.84	0.89	
v/c Ratio		0.13	0.02	0.71	0.02	0.03	0.67	
Control Delay (s/veh)		1.0	3.0	8.0	0.0	2.2	10.4	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		1.0	3.0	8.0	0.0	2.2	10.4	
LOS		A	A	A	A	A	B	
Approach Delay (s/veh)		1.0		7.9			10.4	
Approach LOS		A		A			B	

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 65	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTU, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay (s/veh): 9.1	Intersection LOS: A
Intersection Capacity Utilization 70.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: SR 124/Rock Chapel Rd & Dekalb Water Authority Dwy/Rock Mountain Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	29	0	6	3	0	2052	14	6	2015
Future Volume (veh/h)	0	0	0	29	0	6	3	0	2052	14	6	2015
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No				No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1618	1900	1900		0	1870	640	1159	1856
Adj Flow Rate, veh/h	0	0	0	30	0	0		0	2138	15	6	2099
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	19	0	0		0	2	85	50	3
Cap, veh/h	0	61	0	157	0			0	2427	371	198	2761
Arrive On Green	0.00	0.00	0.00	0.03	0.00	0.00		0.00	1.00	1.00	0.01	0.78
Sat Flow, veh/h	0	1900	0	1440	0	0		0	3647	543	1104	3618
Grp Volume(v), veh/h	0	0	0	30	0	0		0	2138	15	6	2099
Grp Sat Flow(s),veh/h/ln	0	1900	0	1440	0	0		0	1777	543	1104	1763
Q Serve(g_s), s	0.0	0.0	0.0	1.3	0.0	0.0		0.0	0.0	0.0	0.1	20.7
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.3	0.0	0.0		0.0	0.0	0.0	0.1	20.7
Prop In Lane	0.00		0.00	1.00		0.00		0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	0	61	0	157	0			0	2427	371	198	2761
V/C Ratio(X)	0.00	0.00	0.00	0.19	0.00			0.00	0.88	0.04	0.03	0.76
Avail Cap(c_a), veh/h	0	526	0	510	0			0	2427	371	274	2761
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	0.00		0.00	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	31.1	0.0	0.0		0.0	0.0	0.0	2.6	3.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.6	0.0	0.0		0.0	0.5	0.0	0.1	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.5	0.0	0.0		0.0	0.2	0.0	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	31.7	0.0	0.0		0.0	0.5	0.0	2.6	5.8
LnGrp LOS				C					A	A	A	A
Approach Vol, veh/h		0			30				2153			2105
Approach Delay, s/veh		0.0			31.7				0.5			5.8
Approach LOS					C				A			A

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	56.9	8.1	6.5	50.4	8.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	35.0	18.0	5.0	24.0	18.0
Max Q Clear Time (g_c+I1), s	22.7	3.3	2.1	2.0	0.0
Green Ext Time (p_c), s	10.1	0.1	0.0	16.7	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	3.3
HCM 7th LOS	A

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

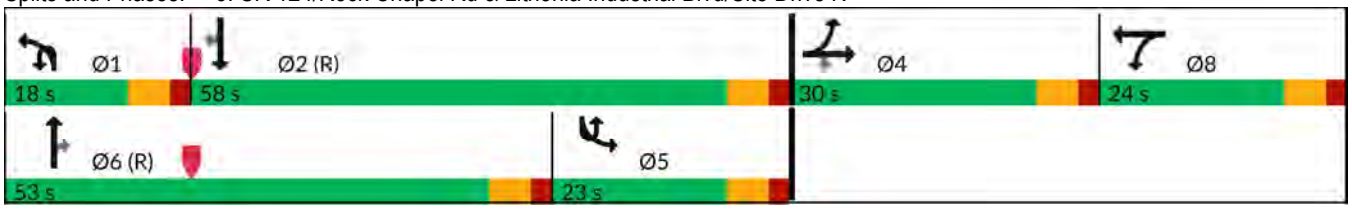


Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.96
Percent Heavy Veh, %	0
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	550	100	167	149	48	155	1304	122	240	1400	391
Future Volume (vph)	550	100	167	149	48	155	1304	122	240	1400	391
Turn Type	Split	NA	Perm	Split	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8	1	6		5	2	
Permitted Phases			4					6			2
Detector Phase	4	4	4	8	8	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	30.0	30.0	30.0	24.0	24.0	18.0	53.0	53.0	23.0	58.0	58.0
Total Split (%)	23.1%	23.1%	23.1%	18.5%	18.5%	13.8%	40.8%	40.8%	17.7%	44.6%	44.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	24.0	24.0	24.0	15.2	15.2	11.1	49.8	49.8	17.0	55.8	55.8
Actuated g/C Ratio	0.18	0.18	0.18	0.12	0.12	0.09	0.38	0.38	0.13	0.43	0.43
v/c Ratio	1.09	1.06	0.40	0.73	0.51	0.61	1.01	0.18	1.05	0.67	0.45
Control Delay (s/veh)	127.0	118.6	8.9	76.4	17.1	68.7	47.1	1.5	106.8	17.6	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	127.0	118.6	8.9	76.4	17.1	68.7	47.1	1.5	106.8	17.6	3.3
LOS	F	F	A	E	B	E	D	A	F	B	A
Approach Delay (s/veh)		99.5			37.0		45.7			25.4	
Approach LOS		F			D		D			C	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 112 (86%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay (s/veh): 45.6	Intersection LOS: D
Intersection Capacity Utilization 95.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd/Site Drive N



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	550	100	167	149	48	204	3	155	1304	122	1	240
Future Volume (veh/h)	550	100	167	149	48	204	3	155	1304	122	1	240
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1856	1900	1841	1900	1900	1900		1722	1841	1900		1900
Adj Flow Rate, veh/h	641	0	172	138	72	210		160	1344	126		247
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97		0.97
Percent Heavy Veh, %	3	0	4	0	0	0		12	4	0		0
Cap, veh/h	652	0	288	251	263	223		209	1264	582		237
Arrive On Green	0.18	0.00	0.18	0.14	0.14	0.14		0.07	0.36	0.36		0.26
Sat Flow, veh/h	3534	0	1560	1810	1900	1610		3182	3497	1610		1810
Grp Volume(v), veh/h	641	0	172	138	72	210		160	1344	126		247
Grp Sat Flow(s),veh/h/ln	1767	0	1560	1810	1900	1610		1591	1749	1610		1810
Q Serve(g_s), s	23.5	0.0	13.1	9.2	4.4	16.8		6.4	47.0	7.0		17.0
Cycle Q Clear(g_c), s	23.5	0.0	13.1	9.2	4.4	16.8		6.4	47.0	7.0		17.0
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	652	0	288	251	263	223		209	1264	582		237
V/C Ratio(X)	0.98	0.00	0.60	0.55	0.27	0.94		0.76	1.06	0.22		1.04
Avail Cap(c_a), veh/h	652	0	288	251	263	223		294	1264	582		237
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		0.71
Uniform Delay (d), s/veh	52.8	0.0	48.6	52.2	50.1	55.5		59.7	41.5	28.7		48.0
Incr Delay (d2), s/veh	30.7	0.0	3.4	2.6	0.6	44.2		7.5	43.8	0.9		61.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	12.9	0.0	5.4	4.4	2.2	9.6		2.8	27.0	2.8		10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	83.5	0.0	51.9	54.8	50.7	99.7		67.2	85.3	29.6		109.2
LnGrp LOS	F		D	D	D	F		E	F	C		F
Approach Vol, veh/h		813			420				1630			
Approach Delay, s/veh		76.8			76.5				79.3			
Approach LOS		E			E				E			

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.6	61.4		30.0	23.0	53.0		24.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	12.0	52.0		24.0	17.0	47.0		18.0				
Max Q Clear Time (g_c+I1), s	8.4	14.6		25.5	19.0	49.0		18.8				
Green Ext Time (p_c), s	0.1	15.4		0.0	0.0	0.0		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		53.6
HCM 7th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.



Movement	SBT	SBR
Lane Configurations	↑↑↑	↱
Traffic Volume (veh/h)	1400	391
Future Volume (veh/h)	1400	391
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1856	1826
Adj Flow Rate, veh/h	1443	403
Peak Hour Factor	0.97	0.97
Percent Heavy Veh, %	3	5
Cap, veh/h	2161	660
Arrive On Green	0.85	0.85
Sat Flow, veh/h	5066	1547
Grp Volume(v), veh/h	1443	403
Grp Sat Flow(s),veh/h/ln	1689	1547
Q Serve(g_s), s	12.6	10.4
Cycle Q Clear(g_c), s	12.6	10.4
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2161	660
V/C Ratio(X)	0.67	0.61
Avail Cap(c_a), veh/h	2161	660
HCM Platoon Ratio	2.00	2.00
Upstream Filter(I)	0.71	0.71
Uniform Delay (d), s/veh	6.4	6.2
Incr Delay (d2), s/veh	1.2	3.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	2.4
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	7.6	9.2
LnGrp LOS	A	A
Approach Vol, veh/h	2093	
Approach Delay, s/veh	19.9	
Approach LOS	B	
Timer - Assigned Phs		

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Vol, veh/h	31	31	0	1558	33	1	32	1686
Future Vol, veh/h	31	31	0	1558	33	1	32	1686
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	Yield	-	-	None	-	-	None
Storage Length	0	50	190	-	235	-	165	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	4	0	0	0	3
Mvmt Flow	32	32	0	1623	34	1	33	1756

Major/Minor	Minor1		Major1			Major2		
Conflicting Flow All	2394	811	1282	0	0	1623	1657	0
Stage 1	1623	-	-	-	-	-	-	-
Stage 2	771	-	-	-	-	-	-	-
Critical Hdwy	6.25	6.9	5.6	-	-	6.4	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	3.3	2.3	-	-	2.5	2.2	-
Pot Cap-1 Maneuver	41	327	312	-	-	134	394	-
Stage 1	147	-	-	-	-	-	-	-
Stage 2	393	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	37	327	312	-	-	369	369	-
Mov Cap-2 Maneuver	37	-	-	-	-	-	-	-
Stage 1	147	-	-	-	-	-	-	-
Stage 2	357	-	-	-	-	-	-	-

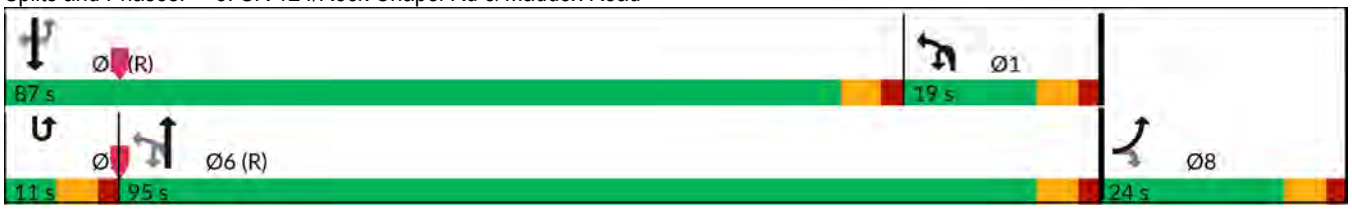
Approach	WB	NB	SB
HCM Ctrl Dly, s/v	142.43	0	0.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	312	-	-	37	327	369	-
HCM Lane V/C Ratio	-	-	-	0.866	0.099	0.093	-
HCM Ctrl Dly (s/v)	0	-	-	267.6	17.2	15.8	-
HCM Lane LOS	A	-	-	F	C	C	-
HCM 95th %tile Q(veh)	0	-	-	3.2	0.3	0.3	-

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	53	112	11	79	1533	2	1726	30
Future Volume (vph)	53	112	11	79	1533	2	1726	30
Turn Type	Prot	Perm	pm+pt	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	8		1	1	6	5	2	
Permitted Phases		8	6	6		2		2
Detector Phase	8	8	1	1	6	5	2	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	10.0	10.0	24.0	11.0	24.0	24.0
Total Split (s)	24.0	24.0	19.0	19.0	95.0	11.0	87.0	87.0
Total Split (%)	18.5%	18.5%	14.6%	14.6%	73.1%	8.5%	66.9%	66.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	9.7	9.7		105.9	105.9	89.3	89.3	89.3
Actuated g/C Ratio	0.07	0.07		0.81	0.81	0.69	0.69	0.69
v/c Ratio	0.45	0.53		0.47	0.56	0.01	0.74	0.03
Control Delay (s/veh)	68.2	18.7		20.8	1.0	2.5	10.3	0.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.2	18.7		20.8	1.0	2.5	10.3	0.3
LOS	E	B		C	A	A	B	A
Approach Delay (s/veh)	34.7				2.0		10.1	
Approach LOS	C				A		B	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 17 (13%), Referenced to phase 2:SBTU and 6:NBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay (s/veh): 7.6	Intersection LOS: A
Intersection Capacity Utilization 74.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: SR 124/Rock Chapel Rd & Maddox Road



Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (veh/h)	53	112	11	79	1533	2	1726	30
Future Volume (veh/h)	53	112	11	79	1533	2	1726	30
Initial Q (Qb), veh	0	0		0	0		0	0
Lane Width Adj.	1.00	1.00		1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00				1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00		1.00	1.00
Work Zone On Approach	No				No		No	
Adj Sat Flow, veh/h/ln	1752	1781		1203	1841		1856	1589
Adj Flow Rate, veh/h	55	115		81	1580		1779	31
Peak Hour Factor	0.97	0.97		0.97	0.97		0.97	0.97
Percent Heavy Veh, %	10	8		47	4		3	21
Cap, veh/h	153	139		223	2853		2197	839
Arrive On Green	0.09	0.09		0.29	1.00		1.00	1.00
Sat Flow, veh/h	1668	1510		1146	3589		3618	1346
Grp Volume(v), veh/h	55	115		81	1580		1779	31
Grp Sat Flow(s),veh/h/ln	1668	1510		1146	1749		1763	1346
Q Serve(g_s), s	4.0	9.7		0.2	0.0		0.0	0.0
Cycle Q Clear(g_c), s	4.0	9.7		0.2	0.0		0.0	0.0
Prop In Lane	1.00	1.00		1.00				1.00
Lane Grp Cap(c), veh/h	153	139		223	2853		2197	839
V/C Ratio(X)	0.36	0.83		0.36	0.55		0.81	0.04
Avail Cap(c_a), veh/h	231	209		223	2853		2197	839
HCM Platoon Ratio	1.00	1.00		2.00	2.00		2.00	2.00
Upstream Filter(I)	1.00	1.00		0.35	0.35		1.00	1.00
Uniform Delay (d), s/veh	55.4	58.0		39.2	0.0		0.0	0.0
Incr Delay (d2), s/veh	1.4	15.4		0.3	0.3		3.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.3		1.8	0.1		1.0	0.0
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh	56.8	73.5		39.6	0.3		3.4	0.1
LnGrp LOS	E	E		D	A		A	A
Approach Vol, veh/h	170				1661		1810	
Approach Delay, s/veh	68.1				2.2		3.3	
Approach LOS	E				A		A	

Timer - Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	25.1	87.0				112.1		17.9
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0
Max Green Setting (Gmax), s	13.0	81.0				89.0		18.0
Max Q Clear Time (g_c+I1), s	2.2	2.0				2.0		11.7
Green Ext Time (p_c), s	0.1	24.4				18.8		0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	5.8
HCM 7th LOS	A

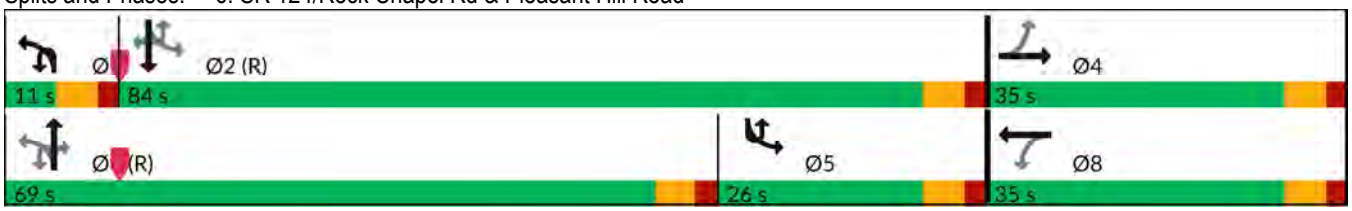
Notes

User approved ignoring U-Turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	5	266	5	3	5	1401	500	6	292	1537	3
Future Volume (vph)	6	5	266	5	3	5	1401	500	6	292	1537	3
Turn Type	Perm	NA	Perm	NA	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm
Protected Phases		4		8	1	1	6		5	5	2	
Permitted Phases	4		8		6	6		6	2	2		2
Detector Phase	4	4	8	8	1	1	6	6	5	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	11.0	11.0	24.0	24.0	11.0	11.0	24.0	24.0
Total Split (s)	35.0	35.0	35.0	35.0	11.0	11.0	69.0	69.0	26.0	26.0	84.0	84.0
Total Split (%)	26.9%	26.9%	26.9%	26.9%	8.5%	8.5%	53.1%	53.1%	20.0%	20.0%	64.6%	64.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag					Lead	Lead	Lead	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	None	C-Max	C-Max
Act Effct Green (s)		28.0	28.0	28.0		64.0	64.0	64.0		87.8	87.8	87.8
Actuated g/C Ratio		0.22	0.22	0.22		0.49	0.49	0.49		0.68	0.68	0.68
v/c Ratio		0.04	0.94	0.45		0.08	0.87	0.54		0.91	0.68	0.00
Control Delay (s/veh)		34.2	88.2	8.9		19.0	36.5	7.8		49.7	2.2	0.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		34.2	88.2	8.9		19.0	36.5	7.8		49.7	2.2	0.0
LOS		C	F	A		B	D	A		D	A	A
Approach Delay (s/veh)		34.2		52.9			28.9				9.9	
Approach LOS		C		D			C				A	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 27 (21%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay (s/veh): 23.4	Intersection LOS: C
Intersection Capacity Utilization 91.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 6: SR 124/Rock Chapel Rd & Pleasant Hill Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	6	5	3	266	5	208	3	5	1401	500	6	292
Future Volume (veh/h)	6	5	3	266	5	208	3	5	1401	500	6	292
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1900	1604	1900	1856	1900	1781		1307	1811	1856		1870
Adj Flow Rate, veh/h	6	5	3	277	5	217		5	1459	521		304
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		0.96	0.96	0.96		0.96
Percent Heavy Veh, %	0	20	0	3	0	8		40	6	3		2
Cap, veh/h	92	69	33	300	8	352		159	1668	762		349
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22		0.01	0.48	0.48		0.31
Sat Flow, veh/h	235	307	148	1396	36	1579		1245	3441	1572		1781
Grp Volume(v), veh/h	14	0	0	277	0	222		5	1459	521		304
Grp Sat Flow(s),veh/h/ln	690	0	0	1396	0	1616		1245	1721	1572		1781
Q Serve(g_s), s	0.2	0.0	0.0	12.8	0.0	16.1		0.3	49.3	33.2		15.0
Cycle Q Clear(g_c), s	16.2	0.0	0.0	29.0	0.0	16.1		0.3	49.3	33.2		15.0
Prop In Lane	0.43		0.21	1.00		0.98		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	194	0	0	300	0	360		159	1668	762		349
V/C Ratio(X)	0.07	0.00	0.00	0.92	0.00	0.62		0.03	0.87	0.68		0.87
Avail Cap(c_a), veh/h	194	0	0	300	0	360		199	1668	762		349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00		1.00	1.00	1.00		0.61
Uniform Delay (d), s/veh	40.3	0.0	0.0	53.7	0.0	45.5		19.5	30.0	25.8		41.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	32.4	0.0	3.1		0.1	6.7	4.9		13.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	11.7	0.0	6.6		0.1	20.6	12.8		8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.5	0.0	0.0	86.1	0.0	48.6		19.6	36.7	30.8		54.7
LnGrp LOS	D			F		D		B	D	C		D
Approach Vol, veh/h		14			499				1985			
Approach Delay, s/veh		40.5			69.4				35.1			
Approach LOS		D			E				D			

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	88.2		35.0	26.0	69.0		35.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	78.0		29.0	20.0	63.0		29.0				
Max Q Clear Time (g_c+I1), s	2.3	2.0		18.2	17.0	51.3		31.0				
Green Ext Time (p_c), s	0.0	19.0		0.0	0.3	8.4		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	28.0
HCM 7th LOS	C

Notes

User approved ignoring U-Turning movement.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1537	3
Future Volume (veh/h)	1537	3
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1856	1411
Adj Flow Rate, veh/h	1601	3
Peak Hour Factor	0.96	0.96
Percent Heavy Veh, %	3	33
Cap, veh/h	2229	756
Arrive On Green	1.00	1.00
Sat Flow, veh/h	3526	1196
Grp Volume(v), veh/h	1601	3
Grp Sat Flow(s),veh/h/ln	1763	1196
Q Serve(g_s), s	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2229	756
V/C Ratio(X)	0.72	0.00
Avail Cap(c_a), veh/h	2229	756
HCM Platoon Ratio	2.00	2.00
Upstream Filter(I)	0.61	0.61
Uniform Delay (d), s/veh	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	1.2	0.0
LnGrp LOS	A	A
Approach Vol, veh/h	1908	
Approach Delay, s/veh	9.8	
Approach LOS	A	
Timer - Assigned Phs		

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	620	13	20	334	22	2	0	14	19	0	33
Future Vol, veh/h	39	620	13	20	334	22	2	0	14	19	0	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	235	-	120	-	-	175	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	3	8	5	5	0	0	0	8	0	0	0
Mvmt Flow	41	660	14	21	355	23	2	0	15	20	0	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	379	0	0	673	0	0	1140	1164	660	1140	1154	355
Stage 1	-	-	-	-	-	-	743	743	-	398	398	-
Stage 2	-	-	-	-	-	-	398	421	-	743	756	-
Critical Hdwy	4.1	-	-	4.15	-	-	7.1	6.5	6.28	7.1	6.5	6.2
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	2.2	-	-	2.245	-	-	3.5	4	3.372	3.5	4	3.3
Pot Cap-1 Maneuver	1191	-	-	904	-	-	180	196	453	180	199	693
Stage 1	-	-	-	-	-	-	410	425	-	632	606	-
Stage 2	-	-	-	-	-	-	632	592	-	410	419	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1191	-	-	904	-	-	160	184	453	163	186	693
Mov Cap-2 Maneuver	-	-	-	-	-	-	160	184	-	163	186	-
Stage 1	-	-	-	-	-	-	396	410	-	613	588	-
Stage 2	-	-	-	-	-	-	582	574	-	383	404	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.47	0.48	15.25	18.79
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	368	1191	-	-	102	-	-	316
HCM Lane V/C Ratio	0.046	0.035	-	-	0.024	-	-	0.175
HCM Ctrl Dly (s/v)	15.2	8.1	-	-	9.1	0	-	18.8
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-	-	0.6

Intersection	
Intersection Delay, s/veh	34.8
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	453	27	9	297	10	25	94	9	7	224	62
Future Vol, veh/h	40	453	27	9	297	10	25	94	9	7	224	62
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	4	8	0	6	0	0	2	13	0	1	3
Mvmt Flow	42	477	28	9	313	11	26	99	9	7	236	65
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	56.4	20.8	14.1	20.4
HCM LOS	F	C	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	8%	3%	2%
Vol Thru, %	73%	87%	94%	76%
Vol Right, %	7%	5%	3%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	128	520	316	293
LT Vol	25	40	9	7
Through Vol	94	453	297	224
RT Vol	9	27	10	62
Lane Flow Rate	135	547	333	308
Geometry Grp	1	1	1	1
Degree of Util (X)	0.292	0.972	0.629	0.604
Departure Headway (Hd)	7.81	6.394	6.812	7.046
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	458	569	529	512
Service Time	5.891	4.394	4.875	5.108
HCM Lane V/C Ratio	0.295	0.961	0.629	0.602
HCM Control Delay, s/veh	14.1	56.4	20.8	20.4
HCM Lane LOS	B	F	C	C
HCM 95th-tile Q	1.2	13.4	4.3	4

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	679	13	1	432	12	9	0	2	9	2	25
Future Vol, veh/h	35	679	13	1	432	12	9	0	2	9	2	25
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	100	-	150	-	-	165	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	3	0	0	5	0	0	0	0	0	0	4
Mvmt Flow	36	707	14	1	450	13	9	0	2	9	2	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	463	0	0	721	0	0	1233	1245	707	1232	1246	450
Stage 1	-	-	-	-	-	-	780	780	-	452	452	-
Stage 2	-	-	-	-	-	-	453	465	-	780	794	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.24
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.336
Pot Cap-1 Maneuver	1109	-	-	890	-	-	155	176	439	155	175	605
Stage 1	-	-	-	-	-	-	391	409	-	591	574	-
Stage 2	-	-	-	-	-	-	590	567	-	391	403	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1109	-	-	890	-	-	142	170	439	149	169	605
Mov Cap-2 Maneuver	-	-	-	-	-	-	142	170	-	149	169	-
Stage 1	-	-	-	-	-	-	378	395	-	590	573	-
Stage 2	-	-	-	-	-	-	562	566	-	377	390	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.4	0.02	28.99	17.86
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	161	1109	-	-	4	-	-	317
HCM Lane V/C Ratio	0.071	0.033	-	-	0.001	-	-	0.118
HCM Ctrl Dly (s/v)	29	8.4	-	-	9	0	-	17.9
HCM Lane LOS	D	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	96	1515	76	0	1720
Future Vol, veh/h	0	96	1515	76	0	1720
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	175	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	4	0	0	3
Mvmt Flow	0	100	1578	79	0	1792

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	789	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	338	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	338	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	20.08	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	338	-
HCM Lane V/C Ratio	-	0.296	-
HCM Ctrl Dly (s/v)	-	20.1	-
HCM Lane LOS	-	C	-
HCM 95th %tile Q(veh)	-	1.2	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	43	176	44	46	38	159	1575	104	33	1203	155
Future Volume (vph)	133	43	176	44	46	38	159	1575	104	33	1203	155
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	1	3	8		1	6		5	2	
Permitted Phases	4		4	8		8			6			2
Detector Phase	7	4	1	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	11.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	11.0	24.0	20.0	11.0	24.0	24.0	20.0	64.0	64.0	11.0	55.0	55.0
Total Split (%)	10.0%	21.8%	18.2%	10.0%	21.8%	21.8%	18.2%	58.2%	58.2%	10.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	14.2	11.2	27.0	12.5	8.5	8.5	13.3	73.6	73.6	5.0	60.8	60.8
Actuated g/C Ratio	0.13	0.10	0.25	0.11	0.08	0.08	0.12	0.67	0.67	0.05	0.55	0.55
v/c Ratio	0.82	0.24	0.40	0.27	0.36	0.13	0.80	0.71	0.10	0.43	0.67	0.17
Control Delay (s/veh)	78.9	49.2	15.2	41.5	54.8	0.8	63.3	8.9	0.2	67.9	20.7	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	78.9	49.2	15.2	41.5	54.8	0.8	63.3	8.9	0.2	67.9	20.7	1.2
LOS	E	D	B	D	D	A	E	A	A	E	C	A
Approach Delay (s/veh)		43.5			34.1			13.1			19.6	
Approach LOS		D			C			B			B	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 97 (88%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 19.2	Intersection LOS: B
Intersection Capacity Utilization 76.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: SR 124/Rock Chapel Rd & Stephenson Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	43	176	44	46	38	159	1575	104	33	1203	155
Future Volume (veh/h)	133	43	176	44	46	38	159	1575	104	33	1203	155
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1870	1870	1767	1900	1826	1826	1870	1856	1811	1856
Adj Flow Rate, veh/h	139	45	183	46	48	40	166	1641	108	34	1253	161
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	2	2	9	0	5	5	2	3	6	3
Cap, veh/h	172	108	479	166	83	76	424	1829	836	287	1533	700
Arrive On Green	0.05	0.06	0.06	0.03	0.05	0.05	0.24	0.53	0.53	0.16	0.45	0.45
Sat Flow, veh/h	1767	1856	1585	1781	1767	1610	1739	3469	1585	1767	3441	1572
Grp Volume(v), veh/h	139	45	183	46	48	40	166	1641	108	34	1253	161
Grp Sat Flow(s),veh/h/ln	1767	1856	1585	1781	1767	1610	1739	1735	1585	1767	1721	1572
Q Serve(g_s), s	5.0	2.6	1.3	2.7	2.9	1.9	8.8	46.7	2.6	1.8	34.9	5.0
Cycle Q Clear(g_c), s	5.0	2.6	1.3	2.7	2.9	1.9	8.8	46.7	2.6	1.8	34.9	5.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	172	108	479	166	83	76	424	1829	836	287	1533	700
V/C Ratio(X)	0.81	0.42	0.38	0.28	0.58	0.53	0.39	0.90	0.13	0.12	0.82	0.23
Avail Cap(c_a), veh/h	172	304	646	186	289	263	424	1829	836	287	1533	700
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.4	50.0	16.0	47.7	51.4	26.2	34.8	23.3	6.4	39.4	26.6	9.8
Incr Delay (d2), s/veh	24.0	2.6	0.5	0.9	6.3	5.7	0.6	7.4	0.3	0.2	5.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	1.2	2.7	1.2	1.4	1.2	3.7	18.8	1.4	0.8	14.2	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.4	52.6	16.5	48.6	57.6	31.9	35.3	30.7	6.7	39.5	31.6	10.6
LnGrp LOS	E	D	B	D	E	C	D	C	A	D	C	B
Approach Vol, veh/h		367			134			1915			1448	
Approach Delay, s/veh		42.9			46.8			29.8			29.4	
Approach LOS		D			D			C			C	

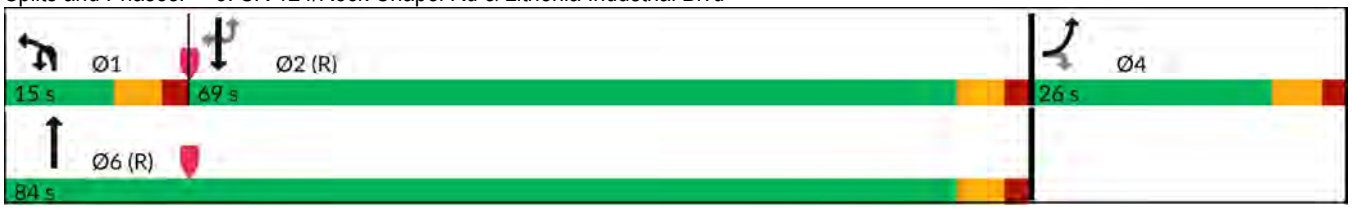
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.8	55.0	9.8	12.4	23.8	64.0	11.0	11.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	14.0	49.0	5.0	18.0	5.0	58.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	10.8	36.9	4.7	4.6	3.8	48.7	7.0	4.9
Green Ext Time (p_c), s	0.1	6.8	0.0	0.6	0.0	6.9	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	31.5
HCM 7th LOS	C

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	253	90	101	1609	1047	439
Future Volume (vph)	253	90	101	1609	1047	439
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		1	6	2	
Permitted Phases		4				2
Detector Phase	4	4	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)	26.0	26.0	15.0	84.0	69.0	69.0
Total Split (%)	23.6%	23.6%	13.6%	76.4%	62.7%	62.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	14.4	14.4	8.9	83.6	68.7	68.7
Actuated g/C Ratio	0.13	0.13	0.08	0.76	0.62	0.62
v/c Ratio	0.64	0.34	0.43	0.65	0.37	0.41
Control Delay (s/veh)	52.0	11.7	52.9	8.0	4.7	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.0	11.7	52.9	8.0	4.7	1.0
LOS	D	B	D	A	A	A
Approach Delay (s/veh)	41.4			10.7	3.7	
Approach LOS	D			B	A	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 48 (44%), Referenced to phase 2:SBTU and 6:NBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay (s/veh): 10.7	Intersection LOS: B
Intersection Capacity Utilization 61.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd



Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (veh/h)	253	90	2	101	1609	0	1047	439
Future Volume (veh/h)	253	90	2	101	1609	0	1047	439
Initial Q (Qb), veh	0	0		0	0		0	0
Lane Width Adj.	1.00	1.00		1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00				1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00		1.00	1.00
Work Zone On Approach	No				No		No	
Adj Sat Flow, veh/h/ln	1781	1826		1737	1841		1796	1826
Adj Flow Rate, veh/h	269	96		107	1712		1114	467
Peak Hour Factor	0.94	0.94		0.94	0.94		0.94	0.94
Percent Heavy Veh, %	8	5		11	4		7	5
Cap, veh/h	347	163		159	2747		3340	1054
Arrive On Green	0.11	0.11		0.05	0.79		1.00	1.00
Sat Flow, veh/h	3291	1547		3209	3589		5065	1547
Grp Volume(v), veh/h	269	96		107	1712		1114	467
Grp Sat Flow(s),veh/h/ln	1646	1547		1605	1749		1635	1547
Q Serve(g_s), s	8.8	6.5		3.6	22.6		0.0	0.0
Cycle Q Clear(g_c), s	8.8	6.5		3.6	22.6		0.0	0.0
Prop In Lane	1.00	1.00		1.00				1.00
Lane Grp Cap(c), veh/h	347	163		159	2747		3340	1054
V/C Ratio(X)	0.77	0.59		0.67	0.62		0.33	0.44
Avail Cap(c_a), veh/h	598	281		263	2747		3340	1054
HCM Platoon Ratio	1.00	1.00		1.00	1.00		2.00	2.00
Upstream Filter(I)	1.00	1.00		1.00	1.00		0.86	0.86
Uniform Delay (d), s/veh	47.9	46.9		51.4	5.0		0.0	0.0
Incr Delay (d2), s/veh	3.7	3.3		4.8	1.1		0.2	1.2
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	2.6		1.5	5.5		0.1	0.3
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh	51.6	50.3		56.2	6.0		0.2	1.2
LnGrp LOS	D	D		E	A		A	A
Approach Vol, veh/h	365				1819		1581	
Approach Delay, s/veh	51.3				9.0		0.5	
Approach LOS	D				A		A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	11.5	80.9	17.6	92.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	63.0	20.0	78.0
Max Q Clear Time (g_c+I1), s	5.6	2.0	10.8	24.6
Green Ext Time (p_c), s	0.1	12.7	0.9	20.2

Intersection Summary	
HCM 7th Control Delay, s/veh	9.5
HCM 7th LOS	A

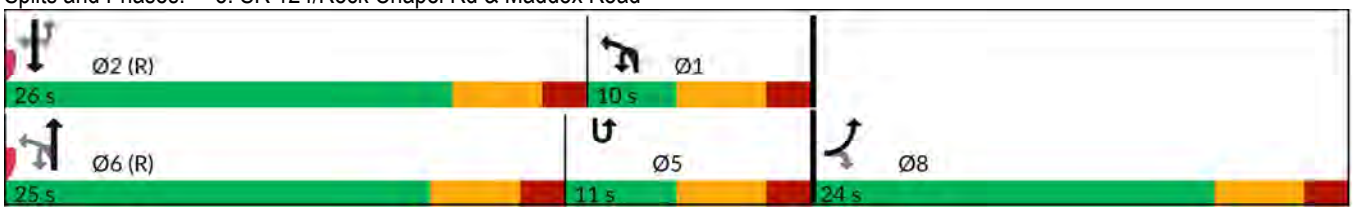
Notes

User approved ignoring U-Turning movement.

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	13	38	3	95	1670	3	1077	32
Future Volume (vph)	13	38	3	95	1670	3	1077	32
Turn Type	Prot	Perm	pm+pt	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	8		1	1	6	5	2	
Permitted Phases		8	6	6		2		2
Detector Phase	8	8	1	1	6	5	2	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	10.0	10.0	24.0	11.0	24.0	24.0
Total Split (s)	24.0	24.0	10.0	10.0	25.0	11.0	26.0	26.0
Total Split (%)	40.0%	40.0%	16.7%	16.7%	41.7%	18.3%	43.3%	43.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag	Lag	Lead	Lag	Lead	Lead
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	6.5	6.5		44.7	46.3	42.3	39.3	39.3
Actuated g/C Ratio	0.11	0.11		0.75	0.77	0.71	0.66	0.66
v/c Ratio	0.10	0.25		0.30	0.45	0.01	0.50	0.04
Control Delay (s/veh)	25.0	13.1		8.3	5.9	3.7	9.2	3.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.0	13.1		8.3	5.9	3.7	9.2	3.4
LOS	C	B		A	A	A	A	A
Approach Delay (s/veh)	16.1				6.1		9.1	
Approach LOS	B				A		A	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:SBTU and 6:NBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay (s/veh): 7.4	Intersection LOS: A
Intersection Capacity Utilization 55.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 5: SR 124/Rock Chapel Rd & Maddox Road





Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (veh/h)	13	38	3	95	1670	3	1077	32
Future Volume (veh/h)	13	38	3	95	1670	3	1077	32
Initial Q (Qb), veh	0	0		0	0		0	0
Lane Width Adj.	1.00	1.00		1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00				1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00		1.00	1.00
Work Zone On Approach	No				No		No	
Adj Sat Flow, veh/h/ln	1159	1278		1737	1826		1811	1604
Adj Flow Rate, veh/h	13	39		98	1722		1110	33
Peak Hour Factor	0.97	0.97		0.97	0.97		0.97	0.97
Percent Heavy Veh, %	50	42		11	5		6	20
Cap, veh/h	53	52		647	3747		1147	453
Arrive On Green	0.05	0.05		0.32	0.75		0.33	0.33
Sat Flow, veh/h	1104	1083		1654	5149		3532	1359
Grp Volume(v), veh/h	13	39		98	1722		1110	33
Grp Sat Flow(s),veh/h/ln	1104	1083		1654	1662		1721	1359
Q Serve(g_s), s	0.7	2.1		0.0	7.9		19.0	1.0
Cycle Q Clear(g_c), s	0.7	2.1		0.0	7.9		19.0	1.0
Prop In Lane	1.00	1.00		1.00				1.00
Lane Grp Cap(c), veh/h	53	52		647	3747		1147	453
V/C Ratio(X)	0.24	0.75		0.15	0.46		0.97	0.07
Avail Cap(c_a), veh/h	331	325		647	3747		1147	453
HCM Platoon Ratio	1.00	1.00		1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	1.00		0.60	0.60		1.00	1.00
Uniform Delay (d), s/veh	27.5	28.2		13.9	2.8		19.7	13.7
Incr Delay (d2), s/veh	2.3	18.7		0.1	0.2		19.9	0.3
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.8		0.8	0.6		9.3	0.3
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh	29.8	46.9		14.0	3.1		39.6	14.0
LnGrp LOS	C	D		B	A		D	B
Approach Vol, veh/h	52				1820		1143	
Approach Delay, s/veh	42.7				3.7		38.8	
Approach LOS	D				A		D	

Timer - Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	25.1	26.0				51.1		8.9
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0
Max Green Setting (Gmax), s	4.0	20.0				19.0		18.0
Max Q Clear Time (g_c+I1), s	2.0	21.0				9.9		4.1
Green Ext Time (p_c), s	0.0	0.0				6.7		0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	17.7
HCM 7th LOS	B

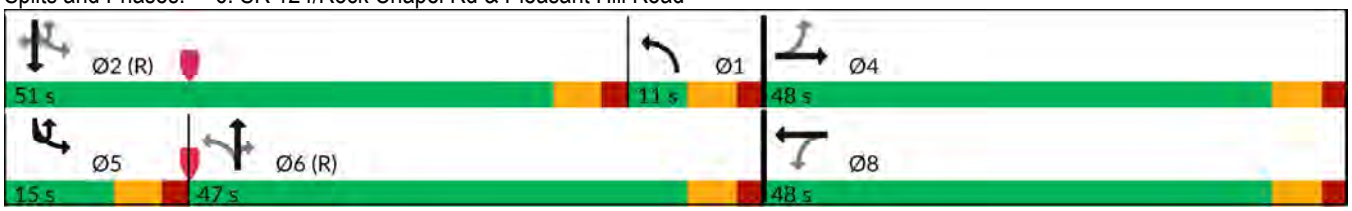
Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	3	0	421	1	4	1467	196	2	128	1013	2
Future Volume (vph)	3	0	421	1	4	1467	196	2	128	1013	2
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm
Protected Phases		4		8	1	6		5	5	2	
Permitted Phases	4		8		6		6	2	2		2
Detector Phase	4	4	8	8	1	6	6	5	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	11.0	24.0	24.0	11.0	11.0	24.0	24.0
Total Split (s)	48.0	48.0	48.0	48.0	11.0	47.0	47.0	15.0	15.0	51.0	51.0
Total Split (%)	43.6%	43.6%	43.6%	43.6%	10.0%	42.7%	42.7%	13.6%	13.6%	46.4%	46.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag					Lag	Lag	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	None	C-Max	C-Max
Act Effct Green (s)		38.2	38.2	38.2	45.1	45.1	45.1		57.6	57.6	57.6
Actuated g/C Ratio		0.35	0.35	0.35	0.41	0.41	0.41		0.52	0.52	0.52
v/c Ratio		0.02	0.90	0.42	0.02	0.74	0.28		0.64	0.60	0.00
Control Delay (s/veh)		0.1	56.9	8.4	22.8	31.2	4.3		33.2	21.6	0.0
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		0.1	56.9	8.4	22.8	31.2	4.3		33.2	21.6	0.0
LOS		A	E	A	C	C	A		C	C	A
Approach Delay (s/veh)		0.1		37.4		28.0				22.9	
Approach LOS		A		D		C				C	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay (s/veh): 28.2	Intersection LOS: C
Intersection Capacity Utilization 80.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 6: SR 124/Rock Chapel Rd & Pleasant Hill Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	3	0	4	421	1	282	4	1467	196	2	128	1013
Future Volume (veh/h)	3	0	4	421	1	282	4	1467	196	2	128	1013
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	418	1900	789	1841	1900	1856	1530	1826	1767		1811	1767
Adj Flow Rate, veh/h	3	0	4	430	1	288	4	1497	200		131	1034
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98		0.98	0.98
Percent Heavy Veh, %	100	0	75	4	0	3	25	5	9		6	9
Cap, veh/h	185	18	208	516	2	603	198	1954	587		191	1373
Arrive On Green	0.38	0.00	0.38	0.38	0.38	0.38	0.05	0.39	0.39		0.07	0.41
Sat Flow, veh/h	368	48	554	1390	6	1605	1457	4985	1497		1725	3357
Grp Volume(v), veh/h	7	0	0	430	0	289	4	1497	200		131	1034
Grp Sat Flow(s),veh/h/ln	969	0	0	1390	0	1611	1457	1662	1497		1725	1678
Q Serve(g_s), s	0.1	0.0	0.0	23.8	0.0	15.0	0.0	28.7	10.3		5.7	28.9
Cycle Q Clear(g_c), s	15.1	0.0	0.0	38.9	0.0	15.0	0.0	28.7	10.3		5.7	28.9
Prop In Lane	0.43		0.57	1.00		1.00	1.00		1.00		1.00	
Lane Grp Cap(c), veh/h	411	0	0	516	0	605	198	1954	587		191	1373
V/C Ratio(X)	0.02	0.00	0.00	0.83	0.00	0.48	0.02	0.77	0.34		0.69	0.75
Avail Cap(c_a), veh/h	419	0	0	525	0	615	198	1954	587		214	1373
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00		0.87	0.87
Uniform Delay (d), s/veh	22.2	0.0	0.0	35.6	0.0	26.1	37.4	29.1	23.5		28.4	27.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	10.8	0.0	0.6	0.0	2.9	1.6		6.7	3.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	12.2	0.0	5.6	0.1	11.2	3.7		2.6	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.3	0.0	0.0	46.4	0.0	26.7	37.4	32.0	25.0		35.2	31.1
LnGrp LOS	C			D		C	D	C	C		D	C
Approach Vol, veh/h		7			719			1701				1167
Approach Delay, s/veh		22.3			38.5			31.2				31.6
Approach LOS		C			D			C				C

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.7	51.0		47.3	13.6	49.1		47.3				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	45.0		42.0	9.0	41.0		42.0				
Max Q Clear Time (g_c+I1), s	2.0	30.9		17.1	7.7	30.7		40.9				
Green Ext Time (p_c), s	0.0	5.8		0.0	0.0	6.9		0.4				

Intersection Summary		
HCM 7th Control Delay, s/veh		32.7
HCM 7th LOS		C

Notes

User approved ignoring U-Turning movement.

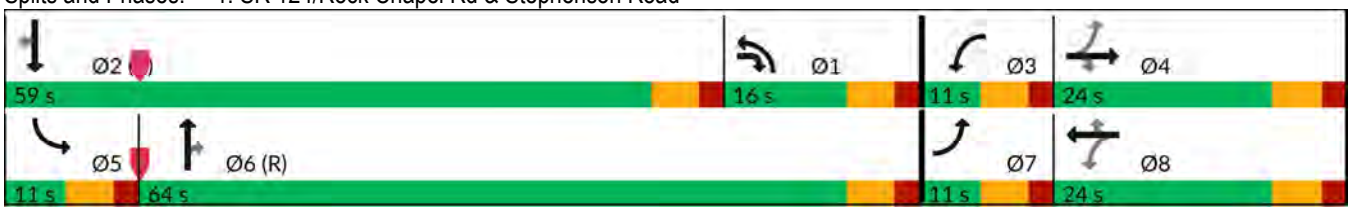


Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	2
Future Volume (veh/h)	2
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	2
Peak Hour Factor	0.98
Percent Heavy Veh, %	0
Cap, veh/h	659
Arrive On Green	0.41
Sat Flow, veh/h	1610
Grp Volume(v), veh/h	2
Grp Sat Flow(s),veh/h/ln	1610
Q Serve(g_s), s	0.1
Cycle Q Clear(g_c), s	0.1
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	659
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	659
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.87
Uniform Delay (d), s/veh	19.2
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	19.2
LnGrp LOS	B
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	151	7	236	11	9	7	152	1749	5	2	1575	173
Future Volume (vph)	151	7	236	11	9	7	152	1749	5	2	1575	173
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	1	3	8		1	6		5	2	
Permitted Phases	4		4	8		8			6			2
Detector Phase	7	4	1	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	11.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	11.0	24.0	16.0	11.0	24.0	24.0	16.0	64.0	64.0	11.0	59.0	59.0
Total Split (%)	10.0%	21.8%	14.5%	10.0%	21.8%	21.8%	14.5%	58.2%	58.2%	10.0%	53.6%	53.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	9.3	8.3	23.1	7.7	6.1	6.1	10.0	85.1	85.1	5.7	71.5	71.5
Actuated g/C Ratio	0.08	0.08	0.21	0.07	0.06	0.06	0.09	0.77	0.77	0.05	0.65	0.65
v/c Ratio	1.31	0.05	0.54	0.09	0.08	0.02	0.99	0.68	0.00	0.02	0.73	0.17
Control Delay (s/veh)	228.7	46.4	18.7	42.9	50.6	0.1	100.8	3.6	0.0	50.0	16.6	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	228.7	46.4	18.7	42.9	50.6	0.1	100.8	3.6	0.0	50.0	16.6	1.9
LOS	F	D	B	D	D	A	F	A	A	D	B	A
Approach Delay (s/veh)		99.8			34.7			11.3			15.2	
Approach LOS		F			C			B			B	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 5 (5%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.31	
Intersection Signal Delay (s/veh): 21.7	Intersection LOS: C
Intersection Capacity Utilization 82.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: SR 124/Rock Chapel Rd & Stephenson Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	7	236	11	9	7	152	1749	5	2	1575	173
Future Volume (veh/h)	151	7	236	11	9	7	152	1749	5	2	1575	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1885	1856	1900	1900	1841	1870
Adj Flow Rate, veh/h	159	7	248	12	9	7	160	1841	5	2	1658	182
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
Percent Heavy Veh, %	0	0	0	0	0	0	1	3	0	0	4	2
Cap, veh/h	206	146	461	143	86	73	375	2426	1108	5	1685	764
Arrive On Green	0.05	0.08	0.08	0.01	0.05	0.05	0.21	0.69	0.69	0.00	0.48	0.48
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1795	3526	1610	1810	3497	1585
Grp Volume(v), veh/h	159	7	248	12	9	7	160	1841	5	2	1658	182
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1795	1763	1610	1810	1749	1585
Q Serve(g_s), s	5.0	0.4	1.4	0.7	0.5	0.5	8.5	37.5	0.1	0.1	51.4	5.2
Cycle Q Clear(g_c), s	5.0	0.4	1.4	0.7	0.5	0.5	8.5	37.5	0.1	0.1	51.4	5.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	206	146	461	143	86	73	375	2426	1108	5	1685	764
V/C Ratio(X)	0.77	0.05	0.54	0.08	0.10	0.10	0.43	0.76	0.00	0.41	0.98	0.24
Avail Cap(c_a), veh/h	206	311	600	200	311	263	375	2426	1108	82	1685	764
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.3	47.0	19.0	49.0	50.4	50.3	37.8	11.2	5.4	54.8	28.1	8.2
Incr Delay (d2), s/veh	16.5	0.1	1.0	0.3	0.5	0.6	0.8	2.3	0.0	47.1	18.4	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.2	4.1	0.3	0.3	0.2	3.7	12.3	0.0	0.1	23.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.8	47.2	20.0	49.2	50.9	50.9	38.5	13.5	5.4	101.9	46.5	9.0
LnGrp LOS	E	D	B	D	D	D	D	B	A	F	D	A
Approach Vol, veh/h		414			28			2006			1842	
Approach Delay, s/veh		38.4			50.2			15.5			42.9	
Approach LOS		D			D			B			D	

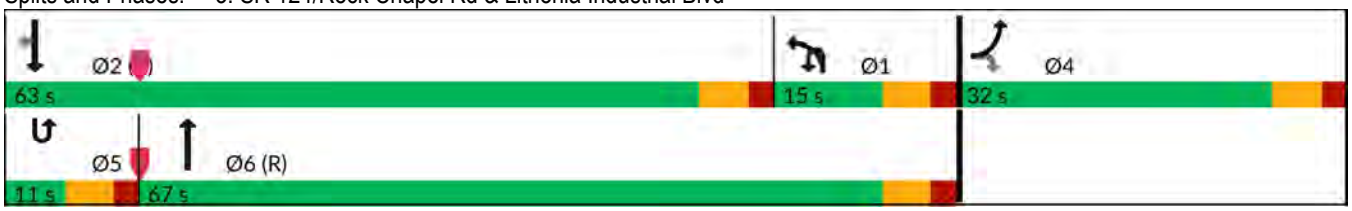
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.0	59.0	7.5	14.5	6.3	81.7	11.0	11.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.0	53.0	5.0	18.0	5.0	58.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	10.5	53.4	2.7	3.4	2.1	39.5	7.0	2.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.7	0.0	12.7	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	29.7
HCM 7th LOS	C

Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	550	158	111	1371	1	1483	391
Future Volume (vph)	550	158	111	1371	1	1483	391
Turn Type	Prot	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	4		1	6	5	2	
Permitted Phases		4					2
Detector Phase	4	4	1	6	5	2	2
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	11.0	24.0	24.0
Total Split (s)	32.0	32.0	15.0	67.0	11.0	63.0	63.0
Total Split (%)	29.1%	29.1%	13.6%	60.9%	10.0%	57.3%	57.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	22.9	22.9	9.0	72.9	5.3	60.1	60.1
Actuated g/C Ratio	0.21	0.21	0.08	0.66	0.05	0.55	0.55
v/c Ratio	0.80	0.36	0.48	0.61	0.01	0.56	0.39
Control Delay (s/veh)	50.5	7.7	48.1	7.2	61.0	14.8	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.5	7.7	48.1	7.2	61.0	14.8	3.5
LOS	D	A	D	A	E	B	A
Approach Delay (s/veh)	40.9			10.3		12.4	
Approach LOS	D			B		B	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 55 (50%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 16.6	Intersection LOS: B
Intersection Capacity Utilization 72.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd



Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (veh/h)	550	158	3	111	1371	1	1483	391
Future Volume (veh/h)	550	158	3	111	1371	1	1483	391
Initial Q (Qb), veh	0	0		0	0		0	0
Lane Width Adj.	1.00	1.00		1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00				1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00		1.00	1.00
Work Zone On Approach	No				No		No	
Adj Sat Flow, veh/h/ln	1856	1841		1648	1856		1856	1826
Adj Flow Rate, veh/h	567	163		114	1413		1529	403
Peak Hour Factor	0.97	0.97		0.97	0.97		0.97	0.97
Percent Heavy Veh, %	3	4		17	3		3	5
Cap, veh/h	659	300		383	2463		2625	802
Arrive On Green	0.19	0.19		0.08	0.47		1.00	1.00
Sat Flow, veh/h	3428	1560		3045	3618		5233	1547
Grp Volume(v), veh/h	567	163		114	1413		1529	403
Grp Sat Flow(s),veh/h/ln	1714	1560		1522	1763		1689	1547
Q Serve(g_s), s	17.6	10.4		3.9	32.1		0.0	0.0
Cycle Q Clear(g_c), s	17.6	10.4		3.9	32.1		0.0	0.0
Prop In Lane	1.00	1.00		1.00				1.00
Lane Grp Cap(c), veh/h	659	300		383	2463		2625	802
V/C Ratio(X)	0.86	0.54		0.30	0.57		0.58	0.50
Avail Cap(c_a), veh/h	810	369		383	2463		2625	802
HCM Platoon Ratio	1.00	1.00		0.67	0.67		2.00	2.00
Upstream Filter(I)	1.00	1.00		1.00	1.00		0.76	0.76
Uniform Delay (d), s/veh	43.0	40.1		45.8	17.3		0.0	0.0
Incr Delay (d2), s/veh	7.9	1.5		0.4	1.0		0.7	1.7
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	9.1		1.5	13.7		0.2	0.4
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh	50.9	41.6		46.2	18.3		0.7	1.7
LnGrp LOS	D	D		D	B		A	A
Approach Vol, veh/h	730				1527		1932	
Approach Delay, s/veh	48.8				20.4		0.9	
Approach LOS	D				C		A	

Timer - Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	19.8	63.0		27.2		82.8		
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		
Max Green Setting (Gmax), s	9.0	57.0		26.0		61.0		
Max Q Clear Time (g_c+I1), s	5.9	2.0		19.6		34.1		
Green Ext Time (p_c), s	0.1	18.9		1.6		11.5		

Intersection Summary								
HCM 7th Control Delay, s/veh			16.4					
HCM 7th LOS			B					

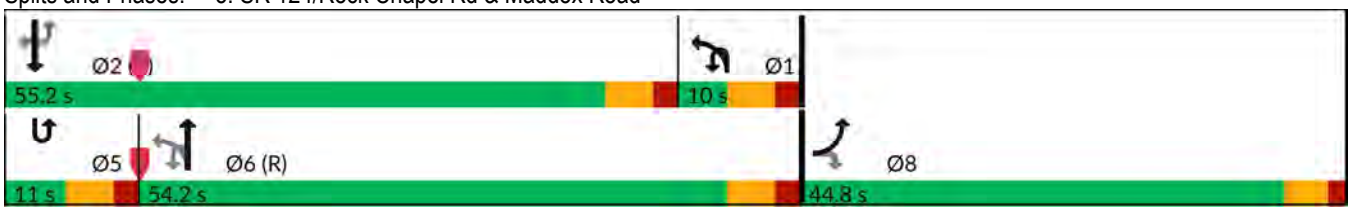
Notes

User approved ignoring U-Turning movement.

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	40	112	11	79	1455	2	1659	19
Future Volume (vph)	40	112	11	79	1455	2	1659	19
Turn Type	Prot	Perm	pm+pt	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	8		1	1	6	5	2	
Permitted Phases		8	6	6		2		2
Detector Phase	8	8	1	1	6	5	2	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	10.0	10.0	24.0	11.0	24.0	24.0
Total Split (s)	44.8	44.8	10.0	10.0	54.2	11.0	55.2	55.2
Total Split (%)	40.7%	40.7%	9.1%	9.1%	49.3%	10.0%	50.2%	50.2%
Yellow Time (s)	3.5	3.5	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	9.1	9.1		87.6	87.6	79.9	79.9	79.9
Actuated g/C Ratio	0.08	0.08		0.80	0.80	0.73	0.73	0.73
v/c Ratio	0.31	0.58		0.63	0.38	0.01	0.67	0.02
Control Delay (s/veh)	52.3	28.9		34.5	2.0	0.5	3.8	0.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.3	28.9		34.5	2.0	0.5	3.8	0.2
LOS	D	C		C	A	A	A	A
Approach Delay (s/veh)	35.0				3.9		3.7	
Approach LOS	D				A		A	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:SBTU and 6:NBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay (s/veh): 5.2	Intersection LOS: A
Intersection Capacity Utilization 71.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: SR 124/Rock Chapel Rd & Maddox Road



Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (veh/h)	40	112	11	79	1455	2	1659	19
Future Volume (veh/h)	40	112	11	79	1455	2	1659	19
Initial Q (Qb), veh	0	0		0	0		0	0
Lane Width Adj.	1.00	1.00		1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00				1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00		1.00	1.00
Work Zone On Approach	No				No		No	
Adj Sat Flow, veh/h/ln	1707	1781		1203	1841		1856	1411
Adj Flow Rate, veh/h	41	115		81	1500		1710	20
Peak Hour Factor	0.97	0.97		0.97	0.97		0.97	0.97
Percent Heavy Veh, %	13	8		47	4		3	33
Cap, veh/h	156	145		412	4039		1577	535
Arrive On Green	0.10	0.10		0.60	1.00		0.89	0.89
Sat Flow, veh/h	1626	1510		1146	5191		3618	1196
Grp Volume(v), veh/h	41	115		81	1500		1710	20
Grp Sat Flow(s),veh/h/ln	1626	1510		1146	1675		1763	1196
Q Serve(g_s), s	2.6	8.2		0.0	0.0		49.2	0.2
Cycle Q Clear(g_c), s	2.6	8.2		0.0	0.0		49.2	0.2
Prop In Lane	1.00	1.00		1.00				1.00
Lane Grp Cap(c), veh/h	156	145		412	4039		1577	535
V/C Ratio(X)	0.26	0.79		0.20	0.37		1.08	0.04
Avail Cap(c_a), veh/h	588	546		412	4039		1577	535
HCM Platoon Ratio	1.00	1.00		2.00	2.00		2.00	2.00
Upstream Filter(I)	1.00	1.00		0.76	0.76		1.00	1.00
Uniform Delay (d), s/veh	46.1	48.6		15.2	0.0		5.8	3.2
Incr Delay (d2), s/veh	0.9	9.3		0.2	0.2		49.3	0.1
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.4		0.8	0.1		13.0	0.1
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh	47.0	57.9		15.4	0.2		55.1	3.3
LnGrp LOS	D	E		B	A		F	A
Approach Vol, veh/h	156				1581		1730	
Approach Delay, s/veh	55.0				1.0		54.5	
Approach LOS	E				A		D	

Timer - Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	39.2	55.2				94.4		15.6
Change Period (Y+Rc), s	6.0	6.0				6.0		5.0
Max Green Setting (Gmax), s	4.0	49.2				48.2		39.8
Max Q Clear Time (g_c+I1), s	2.0	51.2				2.0		10.2
Green Ext Time (p_c), s	0.0	0.0				14.3		0.5

Intersection Summary								
HCM 7th Control Delay, s/veh			30.1					
HCM 7th LOS			C					

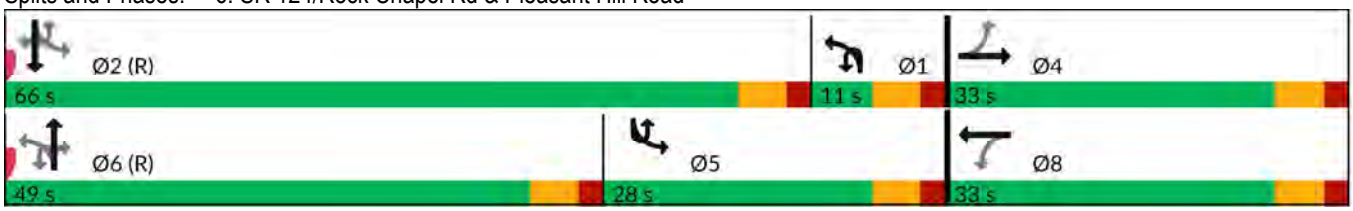
Notes

User approved ignoring U-Turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	5	225	5	3	5	1340	452	6	277	1485	3
Future Volume (vph)	6	5	225	5	3	5	1340	452	6	277	1485	3
Turn Type	Perm	NA	Perm	NA	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm
Protected Phases		4		8	1	1	6		5	5	2	
Permitted Phases	4		8		6	6		6	2	2		2
Detector Phase	4	4	8	8	1	1	6	6	5	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	11.0	11.0	24.0	24.0	11.0	11.0	24.0	24.0
Total Split (s)	33.0	33.0	33.0	33.0	11.0	11.0	49.0	49.0	28.0	28.0	66.0	66.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	10.0%	10.0%	44.5%	44.5%	25.5%	25.5%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag					Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	None	C-Max	C-Max
Act Effct Green (s)		22.8	22.8	22.8		56.8	51.8	51.8		75.2	73.0	73.0
Actuated g/C Ratio		0.21	0.21	0.21		0.52	0.47	0.47		0.68	0.66	0.66
v/c Ratio		0.04	0.82	0.44		0.06	0.61	0.48		0.75	0.66	0.00
Control Delay (s/veh)		27.8	64.0	8.4		11.4	24.5	3.8		30.7	3.4	0.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		27.8	64.0	8.4		11.4	24.5	3.8		30.7	3.4	0.0
LOS		C	E	A		B	C	A		C	A	A
Approach Delay (s/veh)		27.8		38.1			19.2				7.8	
Approach LOS		C		D			B				A	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 106 (96%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 16.2	Intersection LOS: B
Intersection Capacity Utilization 79.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 6: SR 124/Rock Chapel Rd & Pleasant Hill Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	6	5	3	225	5	191	3	5	1340	452	6	277
Future Volume (veh/h)	6	5	3	225	5	191	3	5	1340	452	6	277
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1900	1604	1900	1856	1900	1767		1307	1811	1856		1870
Adj Flow Rate, veh/h	6	5	3	234	5	199		5	1396	471		289
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		0.96	0.96	0.96		0.96
Percent Heavy Veh, %	0	20	0	3	0	9		40	6	3		2
Cap, veh/h	107	79	38	326	9	354		239	1933	615		492
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22		0.07	0.39	0.39		0.44
Sat Flow, veh/h	267	353	169	1396	40	1577		1245	4944	1572		1781
Grp Volume(v), veh/h	14	0	0	234	0	204		5	1396	471		289
Grp Sat Flow(s),veh/h/ln	789	0	0	1396	0	1616		1245	1648	1572		1781
Q Serve(g_s), s	0.1	0.0	0.0	9.7	0.0	12.3		0.0	26.4	28.6		5.8
Cycle Q Clear(g_c), s	12.4	0.0	0.0	22.2	0.0	12.3		0.0	26.4	28.6		5.8
Prop In Lane	0.43		0.21	1.00		0.98		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	224	0	0	326	0	363		239	1933	615		492
V/C Ratio(X)	0.06	0.00	0.00	0.72	0.00	0.56		0.02	0.72	0.77		0.59
Avail Cap(c_a), veh/h	250	0	0	355	0	397		239	1933	615		492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00		1.00	1.00	1.00		0.69
Uniform Delay (d), s/veh	33.8	0.0	0.0	42.8	0.0	37.8		16.6	28.4	29.1		23.7
Incr Delay (d2), s/veh	0.1	0.0	0.0	6.2	0.0	1.5		0.0	2.4	8.9		1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	6.5	0.0	4.8		0.1	10.2	11.6		4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.9	0.0	0.0	48.9	0.0	39.4		16.6	30.8	38.0		25.0
LnGrp LOS	C			D		D		B	C	D		C
Approach Vol, veh/h		14			438				1872			
Approach Delay, s/veh		33.9			44.5				32.6			
Approach LOS		C			D				C			

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.3	66.0		30.7	30.3	49.0		30.7				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	60.0		27.0	22.0	43.0		27.0				
Max Q Clear Time (g_c+I1), s	2.0	2.0		14.4	7.8	30.6		24.2				
Green Ext Time (p_c), s	0.0	17.0		0.0	0.7	8.2		0.5				

Intersection Summary		
HCM 7th Control Delay, s/veh	22.1	
HCM 7th LOS	C	

Notes

User approved ignoring U-Turning movement.



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1485	3
Future Volume (veh/h)	1485	3
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1856	1411
Adj Flow Rate, veh/h	1547	3
Peak Hour Factor	0.96	0.96
Percent Heavy Veh, %	3	33
Cap, veh/h	1923	652
Arrive On Green	1.00	1.00
Sat Flow, veh/h	3526	1196
Grp Volume(v), veh/h	1547	3
Grp Sat Flow(s),veh/h/ln	1763	1196
Q Serve(g_s), s	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	1923	652
V/C Ratio(X)	0.80	0.00
Avail Cap(c_a), veh/h	1923	652
HCM Platoon Ratio	2.00	2.00
Upstream Filter(I)	0.69	0.69
Uniform Delay (d), s/veh	0.0	0.0
Incr Delay (d2), s/veh	2.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	2.6	0.0
LnGrp LOS	A	A
Approach Vol, veh/h	1839	
Approach Delay, s/veh	6.1	
Approach LOS	A	
Timer - Assigned Phs		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	43	206	52	46	38	198	1653	115	33	1263	155
Future Volume (vph)	133	43	206	52	46	38	198	1653	115	33	1263	155
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	1	3	8		1	6		5	2	
Permitted Phases	4		4	8		8			6			2
Detector Phase	7	4	1	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	11.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	11.0	24.0	22.0	11.0	24.0	24.0	22.0	64.0	64.0	11.0	53.0	53.0
Total Split (%)	10.0%	21.8%	20.0%	10.0%	21.8%	21.8%	20.0%	58.2%	58.2%	10.0%	48.2%	48.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	10.6	8.1	23.1	13.0	8.1	8.1	14.9	62.0	62.0	5.0	47.3	47.3
Actuated g/C Ratio	0.11	0.08	0.24	0.13	0.08	0.08	0.15	0.64	0.64	0.05	0.49	0.49
v/c Ratio	0.83	0.29	0.48	0.27	0.33	0.12	0.77	0.78	0.11	0.38	0.79	0.18
Control Delay (s/veh)	76.1	48.1	17.2	37.3	49.4	0.8	60.9	18.3	1.2	59.0	26.5	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.1	48.1	17.2	37.3	49.4	0.8	60.9	18.3	1.2	59.0	26.5	1.4
LOS	E	D	B	D	D	A	E	B	A	E	C	A
Approach Delay (s/veh)		41.2			31.1			21.6			24.5	
Approach LOS		D			C			C			C	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 96.9	
Natural Cycle: 100	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay (s/veh): 24.9	Intersection LOS: C
Intersection Capacity Utilization 78.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: SR 124/Rock Chapel Rd & Stephenson Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	43	206	52	46	38	198	1653	115	33	1263	155
Future Volume (veh/h)	133	43	206	52	46	38	198	1653	115	33	1263	155
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1870	1870	1767	1900	1841	1841	1870	1856	1811	1856
Adj Flow Rate, veh/h	139	45	215	54	48	40	206	1722	120	34	1316	161
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	2	2	9	0	4	4	2	3	6	3
Cap, veh/h	203	121	337	194	93	85	258	2136	968	55	1703	778
Arrive On Green	0.05	0.07	0.07	0.04	0.05	0.05	0.15	0.61	0.61	0.03	0.49	0.49
Sat Flow, veh/h	1767	1856	1585	1781	1767	1610	1753	3497	1585	1767	3441	1572
Grp Volume(v), veh/h	139	45	215	54	48	40	206	1722	120	34	1316	161
Grp Sat Flow(s),veh/h/ln	1767	1856	1585	1781	1767	1610	1753	1749	1585	1767	1721	1572
Q Serve(g_s), s	5.0	2.2	1.5	2.7	2.5	1.9	10.8	35.8	1.7	1.8	29.7	3.5
Cycle Q Clear(g_c), s	5.0	2.2	1.5	2.7	2.5	1.9	10.8	35.8	1.7	1.8	29.7	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	121	337	194	93	85	258	2136	968	55	1703	778
V/C Ratio(X)	0.69	0.37	0.64	0.28	0.52	0.47	0.80	0.81	0.12	0.62	0.77	0.21
Avail Cap(c_a), veh/h	203	352	533	217	335	305	295	2136	968	93	1703	778
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.2	42.5	17.7	40.3	43.8	30.4	39.1	14.2	2.6	45.4	19.6	5.6
Incr Delay (d2), s/veh	9.2	1.9	2.0	0.8	4.4	4.0	12.8	3.4	0.3	10.7	3.5	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	1.0	3.2	1.2	1.2	1.0	5.3	12.4	1.0	0.9	11.2	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.3	44.4	19.7	41.1	48.2	34.4	51.9	17.5	2.8	56.1	23.1	6.2
LnGrp LOS	D	D	B	D	D	C	D	B	A	E	C	A
Approach Vol, veh/h		399			142			2048			1511	
Approach Delay, s/veh		33.5			41.6			20.1			22.0	
Approach LOS		C			D			C			C	

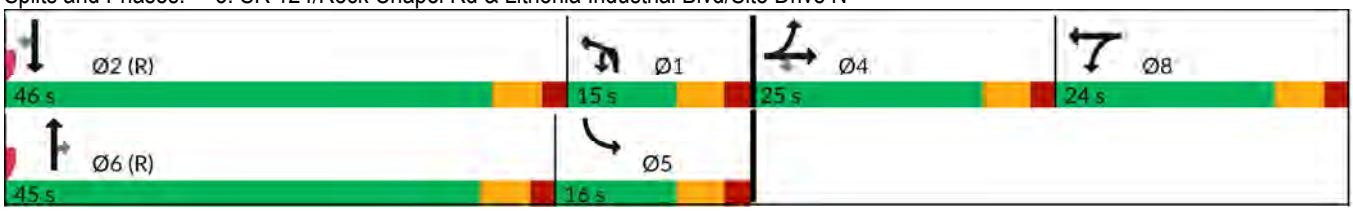
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	53.0	9.8	12.2	9.0	64.0	11.0	11.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	47.0	5.0	18.0	5.0	58.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	12.8	31.7	4.7	4.2	3.8	37.8	7.0	4.5
Green Ext Time (p_c), s	0.2	8.3	0.0	0.7	0.0	12.9	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	22.9
HCM 7th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	253	62	95	118	46	143	1572	82	156	989	439
Future Volume (vph)	253	62	95	118	46	143	1572	82	156	989	439
Turn Type	Split	NA	Perm	Split	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8	1	6		5	2	
Permitted Phases			4					6			2
Detector Phase	4	4	4	8	8	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	25.0	25.0	25.0	24.0	24.0	15.0	45.0	45.0	16.0	46.0	46.0
Total Split (%)	22.7%	22.7%	22.7%	21.8%	21.8%	13.6%	40.9%	40.9%	14.5%	41.8%	41.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	15.8	15.8	15.8	12.8	12.8	9.0	47.4	47.4	10.0	48.4	48.4
Actuated g/C Ratio	0.14	0.14	0.14	0.12	0.12	0.08	0.43	0.43	0.09	0.44	0.44
v/c Ratio	0.73	0.70	0.29	0.59	0.46	0.58	0.79	0.11	1.01	0.50	0.50
Control Delay (s/veh)	63.4	60.1	4.0	58.0	15.9	57.8	31.7	0.6	124.1	24.3	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.4	60.1	4.0	58.0	15.9	57.8	31.7	0.6	124.1	24.3	4.3
LOS	E	E	A	E	B	E	C	A	F	C	A
Approach Delay (s/veh)		48.4			29.5		32.4			28.6	
Approach LOS		D			C		C			C	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 57 (52%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 95	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay (s/veh): 32.3	Intersection LOS: C
Intersection Capacity Utilization 74.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd/Site Drive N



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	253	62	95	118	46	164	2	143	1572	82	156	989
Future Volume (veh/h)	253	62	95	118	46	164	2	143	1572	82	156	989
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No				No			No
Adj Sat Flow, veh/h/ln	1781	1900	1841	1900	1900	1900		1796	1826	1900	1900	1781
Adj Flow Rate, veh/h	168	208	101	116	63	174		152	1672	87	166	1052
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	8	0	4	0	0	0		7	5	0	0	8
Cap, veh/h	226	253	208	236	247	210		514	1767	571	297	1768
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13		0.15	0.35	0.35	0.16	0.36
Sat Flow, veh/h	1697	1900	1560	1810	1900	1610		3319	4985	1610	1810	4863
Grp Volume(v), veh/h	168	208	101	116	63	174		152	1672	87	166	1052
Grp Sat Flow(s),veh/h/ln	1697	1900	1560	1810	1900	1610		1659	1662	1610	1810	1621
Q Serve(g_s), s	10.5	11.7	6.6	6.6	3.3	11.6		4.5	35.8	4.1	9.3	19.3
Cycle Q Clear(g_c), s	10.5	11.7	6.6	6.6	3.3	11.6		4.5	35.8	4.1	9.3	19.3
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	226	253	208	236	247	210		514	1767	571	297	1768
V/C Ratio(X)	0.74	0.82	0.49	0.49	0.25	0.83		0.30	0.95	0.15	0.56	0.59
Avail Cap(c_a), veh/h	293	328	269	296	311	263		514	1767	571	297	1768
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	0.83	0.83
Uniform Delay (d), s/veh	45.9	46.4	44.2	44.5	43.0	46.7		41.2	34.5	24.2	42.3	28.4
Incr Delay (d2), s/veh	7.2	12.2	1.8	1.6	0.5	16.2		0.3	12.0	0.6	2.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	6.2	2.7	3.1	1.6	5.6		1.8	15.5	1.6	4.2	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.1	58.6	45.9	46.0	43.6	62.8		41.5	46.4	24.8	44.3	29.7
LnGrp LOS	D	E	D	D	D	E		D	D	C	D	C
Approach Vol, veh/h		477			353				1911			1685
Approach Delay, s/veh		54.0			53.9				45.1			34.8
Approach LOS		D			D				D			C

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.0	46.0		20.6	24.0	45.0		20.3				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	40.0		19.0	10.0	39.0		18.0				
Max Q Clear Time (g_c+I1), s	6.5	32.3		13.7	11.3	37.8		13.6				
Green Ext Time (p_c), s	0.1	4.8		0.9	0.0	1.0		0.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			42.8									
HCM 7th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

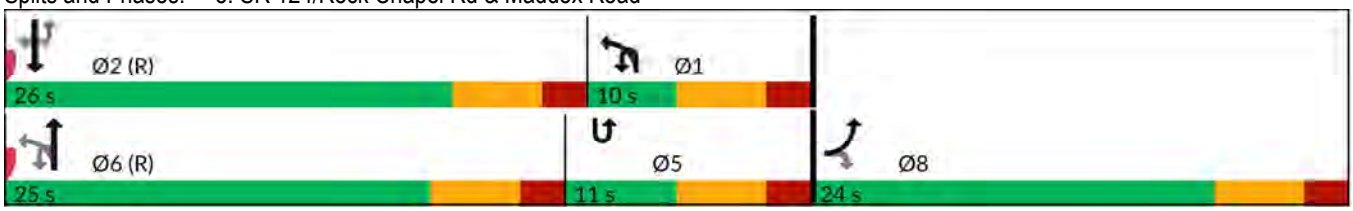


Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	439
Future Volume (veh/h)	439
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1826
Adj Flow Rate, veh/h	467
Peak Hour Factor	0.94
Percent Heavy Veh, %	5
Cap, veh/h	563
Arrive On Green	0.36
Sat Flow, veh/h	1547
Grp Volume(v), veh/h	467
Grp Sat Flow(s),veh/h/ln	1547
Q Serve(g_s), s	30.3
Cycle Q Clear(g_c), s	30.3
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	563
V/C Ratio(X)	0.83
Avail Cap(c_a), veh/h	563
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.83
Uniform Delay (d), s/veh	31.9
Incr Delay (d2), s/veh	11.3
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	12.4
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	43.2
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	21	38	3	95	1719	3	1141	43
Future Volume (vph)	21	38	3	95	1719	3	1141	43
Turn Type	Prot	Perm	pm+pt	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	8		1	1	6	5	2	
Permitted Phases		8	6	6		2		2
Detector Phase	8	8	1	1	6	5	2	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	10.0	10.0	24.0	11.0	24.0	24.0
Total Split (s)	24.0	24.0	10.0	10.0	25.0	11.0	26.0	26.0
Total Split (%)	40.0%	40.0%	16.7%	16.7%	41.7%	18.3%	43.3%	43.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag	Lag	Lead	Lag	Lead	Lead
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	6.7	6.7		44.5	46.1	42.1	39.1	39.1
Actuated g/C Ratio	0.11	0.11		0.74	0.77	0.70	0.65	0.65
v/c Ratio	0.14	0.24		0.32	0.46	0.01	0.53	0.05
Control Delay (s/veh)	25.6	12.9		9.8	6.1	4.0	9.7	3.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.6	12.9		9.8	6.1	4.0	9.7	3.1
LOS	C	B		A	A	A	A	A
Approach Delay (s/veh)	17.4				6.3		9.5	
Approach LOS	B				A		A	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:SBTU and 6:NBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay (s/veh): 7.7	Intersection LOS: A
Intersection Capacity Utilization 56.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 5: SR 124/Rock Chapel Rd & Maddox Road



Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (veh/h)	21	38	3	95	1719	3	1141	43
Future Volume (veh/h)	21	38	3	95	1719	3	1141	43
Initial Q (Qb), veh	0	0		0	0		0	0
Lane Width Adj.	1.00	1.00		1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00				1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00		1.00	1.00
Work Zone On Approach	No				No		No	
Adj Sat Flow, veh/h/ln	1441	1278		1737	1841		1811	1678
Adj Flow Rate, veh/h	22	39		98	1772		1176	44
Peak Hour Factor	0.97	0.97		0.97	0.97		0.97	0.97
Percent Heavy Veh, %	31	42		11	4		6	15
Cap, veh/h	73	58		639	3753		1147	474
Arrive On Green	0.05	0.05		0.31	0.75		0.33	0.33
Sat Flow, veh/h	1372	1083		1654	5191		3532	1422
Grp Volume(v), veh/h	22	39		98	1772		1176	44
Grp Sat Flow(s),veh/h/ln	1372	1083		1654	1675		1721	1422
Q Serve(g_s), s	0.9	2.1		0.0	8.3		20.0	1.3
Cycle Q Clear(g_c), s	0.9	2.1		0.0	8.3		20.0	1.3
Prop In Lane	1.00	1.00		1.00				1.00
Lane Grp Cap(c), veh/h	73	58		639	3753		1147	474
V/C Ratio(X)	0.30	0.68		0.15	0.47		1.03	0.09
Avail Cap(c_a), veh/h	412	325		639	3753		1147	474
HCM Platoon Ratio	1.00	1.00		1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	1.00		0.50	0.50		1.00	1.00
Uniform Delay (d), s/veh	27.3	27.9		14.1	3.0		20.0	13.8
Incr Delay (d2), s/veh	2.3	13.0		0.1	0.2		33.2	0.4
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.7		0.8	0.7		11.8	0.4
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh	29.6	40.9		14.2	3.2		53.2	14.1
LnGrp LOS	C	D		B	A		F	B
Approach Vol, veh/h	61				1870		1220	
Approach Delay, s/veh	36.8				3.8		51.8	
Approach LOS	D				A		D	

Timer - Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	24.8	26.0				50.8		9.2
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0
Max Green Setting (Gmax), s	4.0	20.0				19.0		18.0
Max Q Clear Time (g_c+I1), s	2.0	22.0				10.3		4.1
Green Ext Time (p_c), s	0.0	0.0				6.5		0.1

Intersection Summary		
HCM 7th Control Delay, s/veh	23.0	
HCM 7th LOS	C	

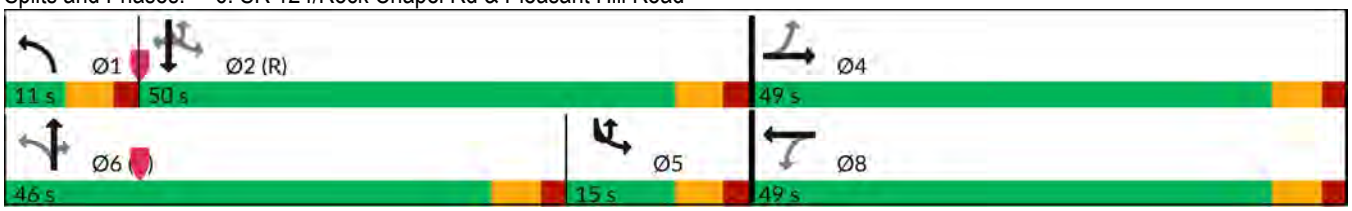
Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	3	0	460	1	4	1505	226	2	142	1063	2
Future Volume (vph)	3	0	460	1	4	1505	226	2	142	1063	2
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm
Protected Phases		4		8	1	6		5	5	2	
Permitted Phases	4		8		6		6	2	2		2
Detector Phase	4	4	8	8	1	6	6	5	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	11.0	24.0	24.0	11.0	11.0	24.0	24.0
Total Split (s)	49.0	49.0	49.0	49.0	11.0	46.0	46.0	15.0	15.0	50.0	50.0
Total Split (%)	44.5%	44.5%	44.5%	44.5%	10.0%	41.8%	41.8%	13.6%	13.6%	45.5%	45.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag					Lead	Lead	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	None	C-Max	C-Max
Act Effct Green (s)		40.3	40.3	40.3	42.7	42.7	42.7		55.5	55.5	55.5
Actuated g/C Ratio		0.37	0.37	0.37	0.39	0.39	0.39		0.50	0.50	0.50
v/c Ratio		0.02	0.92	0.42	0.03	0.80	0.32		0.66	0.64	0.00
Control Delay (s/veh)		0.1	58.6	8.3	23.0	34.4	4.9		50.3	23.7	0.0
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		0.1	58.6	8.3	23.0	34.4	4.9		50.3	23.7	0.0
LOS		A	E	A	C	C	A		D	C	A
Approach Delay (s/veh)		0.1		39.0		30.6				26.8	
Approach LOS		A		D		C				C	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 4 (4%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay (s/veh): 31.0	Intersection LOS: C
Intersection Capacity Utilization 84.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 6: SR 124/Rock Chapel Rd & Pleasant Hill Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	3	0	4	460	1	293	4	1505	226	2	142	1063
Future Volume (veh/h)	3	0	4	460	1	293	4	1505	226	2	142	1063
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	418	1900	789	1856	1900	1856	1530	1826	1781		1826	1781
Adj Flow Rate, veh/h	3	0	4	469	1	299	4	1536	231		145	1085
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98		0.98	0.98
Percent Heavy Veh, %	100	0	75	3	0	3	25	5	8		5	8
Cap, veh/h	191	18	217	540	2	628	90	1813	549		224	1490
Arrive On Green	0.39	0.00	0.39	0.39	0.39	0.39	0.01	0.36	0.36		0.08	0.44
Sat Flow, veh/h	370	46	554	1401	5	1606	1457	4985	1510		1739	3385
Grp Volume(v), veh/h	7	0	0	469	0	300	4	1536	231		145	1085
Grp Sat Flow(s),veh/h/ln	970	0	0	1401	0	1611	1457	1662	1510		1739	1692
Q Serve(g_s), s	0.1	0.0	0.0	27.0	0.0	15.3	0.2	31.2	12.6		3.5	29.1
Cycle Q Clear(g_c), s	15.4	0.0	0.0	42.4	0.0	15.3	0.2	31.2	12.6		3.5	29.1
Prop In Lane	0.43		0.57	1.00		1.00	1.00		1.00		1.00	
Lane Grp Cap(c), veh/h	426	0	0	540	0	630	90	1813	549		224	1490
V/C Ratio(X)	0.02	0.00	0.00	0.87	0.00	0.48	0.04	0.85	0.42		0.65	0.73
Avail Cap(c_a), veh/h	426	0	0	540	0	630	149	1813	549		224	1490
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00		0.84	0.84
Uniform Delay (d), s/veh	21.2	0.0	0.0	35.4	0.0	25.1	29.4	32.2	26.3		46.6	25.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	14.2	0.0	0.6	0.2	5.1	2.4		5.3	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	13.9	0.0	5.6	0.1	12.6	4.7		3.9	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.2	0.0	0.0	49.6	0.0	25.6	29.6	37.3	28.7		52.0	28.0
LnGrp LOS	C			D		C	C	D	C		D	C
Approach Vol, veh/h		7			769			1771				1232
Approach Delay, s/veh		21.2			40.3			36.2				30.8
Approach LOS		C			D			D				C

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	54.4		49.0	15.0	46.0		49.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	44.0		43.0	9.0	40.0		43.0				
Max Q Clear Time (g_c+I1), s	2.2	31.1		17.4	5.5	33.2		44.4				
Green Ext Time (p_c), s	0.0	5.8		0.0	0.1	5.1		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	35.2
HCM 7th LOS	D

Notes

User approved ignoring U-Turning movement.

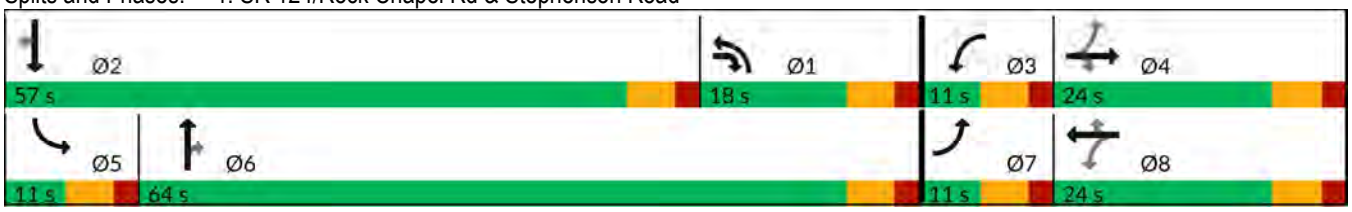


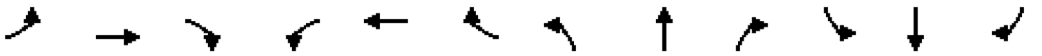
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	2
Future Volume (veh/h)	2
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	2
Peak Hour Factor	0.98
Percent Heavy Veh, %	0
Cap, veh/h	709
Arrive On Green	0.44
Sat Flow, veh/h	1610
Grp Volume(v), veh/h	2
Grp Sat Flow(s),veh/h/ln	1610
Q Serve(g_s), s	0.1
Cycle Q Clear(g_c), s	0.1
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	709
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	709
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.84
Uniform Delay (d), s/veh	17.3
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	17.3
LnGrp LOS	B
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	151	7	284	24	9	7	193	1830	16	2	1671	173
Future Volume (vph)	151	7	284	24	9	7	193	1830	16	2	1671	173
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	1	3	8		1	6		5	2	
Permitted Phases	4		4	8		8			6			2
Detector Phase	7	4	1	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	11.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	11.0	24.0	18.0	11.0	24.0	24.0	18.0	64.0	64.0	11.0	57.0	57.0
Total Split (%)	10.0%	21.8%	16.4%	10.0%	21.8%	21.8%	16.4%	58.2%	58.2%	10.0%	51.8%	51.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	6.7	6.0	20.7	8.6	6.0	6.0	12.0	67.2	67.2	5.0	51.2	51.2
Actuated g/C Ratio	0.07	0.07	0.23	0.09	0.07	0.07	0.13	0.74	0.74	0.05	0.56	0.56
v/c Ratio	1.24	0.06	0.62	0.15	0.07	0.02	0.86	0.75	0.01	0.02	0.91	0.19
Control Delay (s/veh)	194.3	43.4	22.1	37.2	43.7	0.1	74.0	12.0	0.0	44.5	27.4	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	194.3	43.4	22.1	37.2	43.7	0.1	74.0	12.0	0.0	44.5	27.4	2.4
LOS	F	D	C	D	D	A	E	B	A	D	C	A
Approach Delay (s/veh)		81.3			32.3			17.8			25.1	
Approach LOS		F			C			B			C	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 91.4	
Natural Cycle: 120	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.24	
Intersection Signal Delay (s/veh): 27.4	Intersection LOS: C
Intersection Capacity Utilization 86.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: SR 124/Rock Chapel Rd & Stephenson Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	7	284	24	9	7	193	1830	16	2	1671	173
Future Volume (veh/h)	151	7	284	24	9	7	193	1830	16	2	1671	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1885	1856	1900	1900	1841	1870
Adj Flow Rate, veh/h	159	7	299	25	9	7	203	1926	17	2	1759	182
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
Percent Heavy Veh, %	0	0	0	0	0	0	1	3	0	0	4	2
Cap, veh/h	234	148	325	176	98	83	222	2280	1041	5	1839	833
Arrive On Green	0.05	0.08	0.08	0.03	0.05	0.05	0.12	0.65	0.65	0.00	0.53	0.53
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1795	3526	1610	1810	3497	1585
Grp Volume(v), veh/h	159	7	299	25	9	7	203	1926	17	2	1759	182
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1795	1763	1610	1810	1749	1585
Q Serve(g_s), s	5.0	0.3	2.9	1.3	0.4	0.4	10.8	41.3	0.4	0.1	46.5	3.8
Cycle Q Clear(g_c), s	5.0	0.3	2.9	1.3	0.4	0.4	10.8	41.3	0.4	0.1	46.5	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	234	148	325	176	98	83	222	2280	1041	5	1839	833
V/C Ratio(X)	0.68	0.05	0.92	0.14	0.09	0.08	0.91	0.84	0.02	0.41	0.96	0.22
Avail Cap(c_a), veh/h	234	353	498	224	353	299	222	2280	1041	93	1839	833
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	41.4	21.5	41.9	43.8	43.8	42.0	13.3	6.1	48.3	21.9	4.9
Incr Delay (d2), s/veh	7.7	0.1	16.5	0.4	0.4	0.4	37.7	4.1	0.0	46.7	13.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.2	6.3	0.6	0.2	0.2	6.9	13.9	0.1	0.1	19.6	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.8	41.5	38.0	42.3	44.2	44.3	79.7	17.4	6.1	95.0	34.9	5.5
LnGrp LOS	D	D	D	D	D	D	E	B	A	F	C	A
Approach Vol, veh/h		465			41			2146			1943	
Approach Delay, s/veh		42.4			43.0			23.2			32.2	
Approach LOS		D			D			C			C	

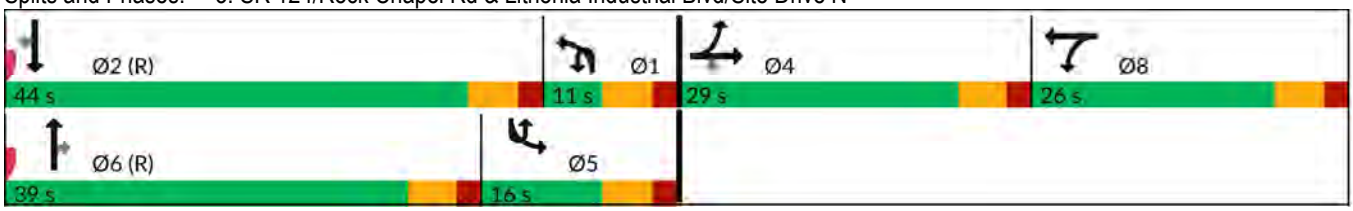
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	57.0	8.5	13.5	6.3	68.7	11.0	11.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	12.0	51.0	5.0	18.0	5.0	58.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	12.8	48.5	3.3	4.9	2.1	43.3	7.0	2.4
Green Ext Time (p_c), s	0.0	2.1	0.0	0.8	0.0	11.1	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	29.1
HCM 7th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	550	100	167	149	48	155	1304	122	240	1400	391
Future Volume (vph)	550	100	167	149	48	155	1304	122	240	1400	391
Turn Type	Split	NA	Perm	Split	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8	1	6		5	2	
Permitted Phases			4					6			2
Detector Phase	4	4	4	8	8	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	29.0	29.0	29.0	26.0	26.0	11.0	39.0	39.0	16.0	44.0	44.0
Total Split (%)	26.4%	26.4%	26.4%	23.6%	23.6%	10.0%	35.5%	35.5%	14.5%	40.0%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	23.0	23.0	23.0	14.7	14.7	5.0	38.3	38.3	10.0	43.3	43.3
Actuated g/C Ratio	0.21	0.21	0.21	0.13	0.13	0.05	0.35	0.35	0.09	0.39	0.39
v/c Ratio	0.96	0.94	0.37	0.63	0.55	1.15	0.77	0.19	1.51	0.73	0.47
Control Delay (s/veh)	83.8	78.1	8.0	57.5	31.6	157.5	17.8	0.8	294.7	31.7	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	83.8	78.1	8.0	57.5	31.6	157.5	17.8	0.8	294.7	31.7	4.6
LOS	F	E	A	E	C	F	B	A	F	C	A
Approach Delay (s/veh)		66.1			40.3		30.5			57.6	
Approach LOS		E			D		C			E	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 57 (52%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 95	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.51	
Intersection Signal Delay (s/veh): 48.7	Intersection LOS: D
Intersection Capacity Utilization 84.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd/Site Drive N



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	550	100	167	149	48	204	3	155	1304	122	1	240
Future Volume (veh/h)	550	100	167	149	48	204	3	155	1304	122	1	240
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1856	1900	1841	1900	1900	1900		1722	1841	1900		1900
Adj Flow Rate, veh/h	641	0	172	138	72	210		160	1344	126		247
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97		0.97
Percent Heavy Veh, %	3	0	4	0	0	0		12	4	0		0
Cap, veh/h	708	0	313	277	291	246		264	1508	483		233
Arrive On Green	0.20	0.00	0.20	0.15	0.15	0.15		0.03	0.10	0.10		0.13
Sat Flow, veh/h	3534	0	1560	1810	1900	1610		3182	5025	1610		1810
Grp Volume(v), veh/h	641	0	172	138	72	210		160	1344	126		247
Grp Sat Flow(s),veh/h/ln	1767	0	1560	1810	1900	1610		1591	1675	1610		1810
Q Serve(g_s), s	19.5	0.0	10.9	7.7	3.7	14.0		5.5	29.1	8.0		14.1
Cycle Q Clear(g_c), s	19.5	0.0	10.9	7.7	3.7	14.0		5.5	29.1	8.0		14.1
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	708	0	313	277	291	246		264	1508	483		233
V/C Ratio(X)	0.91	0.00	0.55	0.50	0.25	0.85		0.61	0.89	0.26		1.06
Avail Cap(c_a), veh/h	739	0	326	329	345	293		264	1508	483		233
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		0.33	0.33	0.33		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		0.69
Uniform Delay (d), s/veh	43.0	0.0	39.5	42.7	41.0	45.4		51.7	47.8	38.3		47.9
Incr Delay (d2), s/veh	14.4	0.0	1.8	1.4	0.4	18.5		3.9	8.4	1.3		66.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	9.6	0.0	4.4	3.6	1.8	6.9		2.3	14.1	3.4		10.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.3	0.0	41.3	44.1	41.5	63.9		55.6	56.2	39.6		114.3
LnGrp LOS	E		D	D	D	E		E	E	D		F
Approach Vol, veh/h		813			420				1630			
Approach Delay, s/veh		53.9			53.5				54.8			
Approach LOS		D			D				D			

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.1	44.0		28.0	20.1	39.0		22.8				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	38.0		23.0	10.0	33.0		20.0				
Max Q Clear Time (g_c+I1), s	7.5	30.7		21.5	16.1	31.1		16.0				
Green Ext Time (p_c), s	0.0	5.4		0.6	0.0	1.5		0.8				

Intersection Summary												
HCM 7th Control Delay, s/veh			50.8									
HCM 7th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

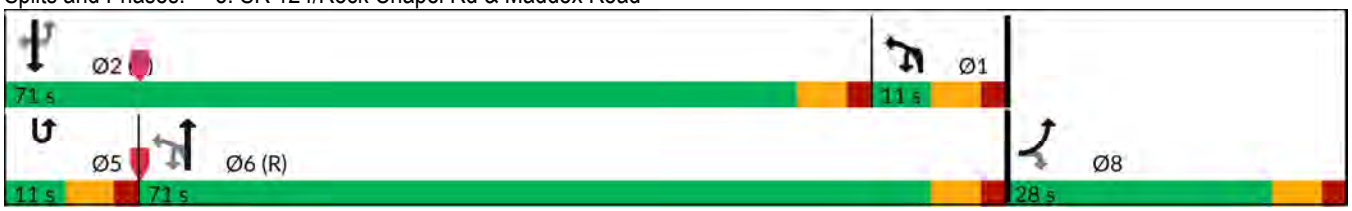


Movement	SBT	SBR
Lane Configurations	↑↑↑	↱
Traffic Volume (veh/h)	1400	391
Future Volume (veh/h)	1400	391
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1856	1826
Adj Flow Rate, veh/h	1443	403
Peak Hour Factor	0.97	0.97
Percent Heavy Veh, %	3	5
Cap, veh/h	1750	535
Arrive On Green	0.35	0.35
Sat Flow, veh/h	5066	1547
Grp Volume(v), veh/h	1443	403
Grp Sat Flow(s),veh/h/ln	1689	1547
Q Serve(g_s), s	28.7	25.4
Cycle Q Clear(g_c), s	28.7	25.4
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	1750	535
V/C Ratio(X)	0.82	0.75
Avail Cap(c_a), veh/h	1750	535
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.69	0.69
Uniform Delay (d), s/veh	32.9	31.9
Incr Delay (d2), s/veh	3.2	6.7
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.6	9.9
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	36.2	38.6
LnGrp LOS	D	D
Approach Vol, veh/h	2093	
Approach Delay, s/veh	45.8	
Approach LOS	D	
Timer - Assigned Phs		

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	53	112	11	79	1533	2	1726	30
Future Volume (vph)	53	112	11	79	1533	2	1726	30
Turn Type	Prot	Perm	pm+pt	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	8		1	1	6	5	2	
Permitted Phases		8	6	6		2		2
Detector Phase	8	8	1	1	6	5	2	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	10.0	10.0	24.0	11.0	24.0	24.0
Total Split (s)	28.0	28.0	11.0	11.0	71.0	11.0	71.0	71.0
Total Split (%)	25.5%	25.5%	10.0%	10.0%	64.5%	10.0%	64.5%	64.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	9.2	9.2		86.4	86.4	77.8	77.8	77.8
Actuated g/C Ratio	0.08	0.08		0.79	0.79	0.71	0.71	0.71
v/c Ratio	0.40	0.55		0.67	0.40	0.01	0.72	0.03
Control Delay (s/veh)	55.2	25.2		37.4	0.6	1.5	8.7	0.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.2	25.2		37.4	0.6	1.5	8.7	0.1
LOS	E	C		D	A	A	A	A
Approach Delay (s/veh)	34.9				2.6		8.5	
Approach LOS	C				A		A	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 97 (88%), Referenced to phase 2:SBTU and 6:NBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay (s/veh): 7.1	Intersection LOS: A
Intersection Capacity Utilization 74.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: SR 124/Rock Chapel Rd & Maddox Road



Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (veh/h)	53	112	11	79	1533	2	1726	30
Future Volume (veh/h)	53	112	11	79	1533	2	1726	30
Initial Q (Qb), veh	0	0		0	0		0	0
Lane Width Adj.	1.00	1.00		1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00				1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00		1.00	1.00
Work Zone On Approach	No				No		No	
Adj Sat Flow, veh/h/ln	1752	1781		1203	1841		1856	1589
Adj Flow Rate, veh/h	55	115		81	1580		1779	31
Peak Hour Factor	0.97	0.97		0.97	0.97		0.97	0.97
Percent Heavy Veh, %	10	8		47	4		3	21
Cap, veh/h	159	144		237	3997		2083	796
Arrive On Green	0.10	0.10		0.30	1.00		1.00	1.00
Sat Flow, veh/h	1668	1510		1146	5191		3618	1346
Grp Volume(v), veh/h	55	115		81	1580		1779	31
Grp Sat Flow(s),veh/h/ln	1668	1510		1146	1675		1763	1346
Q Serve(g_s), s	3.4	8.2		0.0	0.0		0.0	0.0
Cycle Q Clear(g_c), s	3.4	8.2		0.0	0.0		0.0	0.0
Prop In Lane	1.00	1.00		1.00				1.00
Lane Grp Cap(c), veh/h	159	144		237	3997		2083	796
V/C Ratio(X)	0.35	0.80		0.34	0.40		0.85	0.04
Avail Cap(c_a), veh/h	334	302		237	3997		2083	796
HCM Platoon Ratio	1.00	1.00		2.00	2.00		2.00	2.00
Upstream Filter(I)	1.00	1.00		0.67	0.67		1.00	1.00
Uniform Delay (d), s/veh	46.5	48.7		32.7	0.0		0.0	0.0
Incr Delay (d2), s/veh	1.3	9.6		0.6	0.2		4.7	0.1
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.4		1.5	0.1		1.4	0.0
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh	47.8	58.3		33.3	0.2		4.7	0.1
LnGrp LOS	D	E		C	A		A	A
Approach Vol, veh/h	170				1661		1810	
Approach Delay, s/veh	54.9				1.8		4.6	
Approach LOS	D				A		A	

Timer - Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	22.5	71.0				93.5		16.5
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0
Max Green Setting (Gmax), s	5.0	65.0				65.0		22.0
Max Q Clear Time (g_c+I1), s	2.0	2.0				2.0		10.2
Green Ext Time (p_c), s	0.0	23.1				16.6		0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	5.7
HCM 7th LOS	A

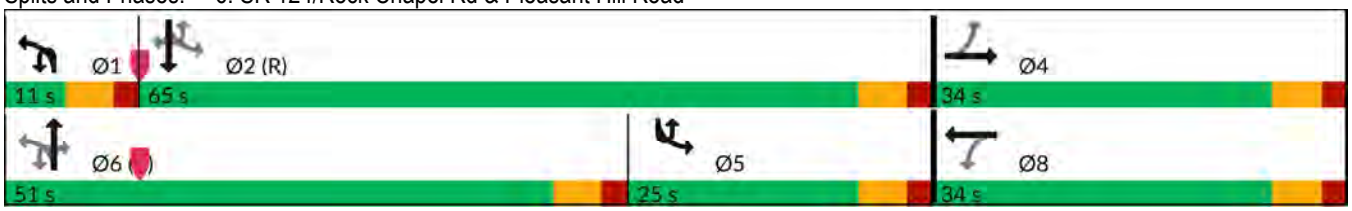
Notes

User approved ignoring U-Turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	5	266	5	3	5	1401	500	6	292	1537	3
Future Volume (vph)	6	5	266	5	3	5	1401	500	6	292	1537	3
Turn Type	Perm	NA	Perm	NA	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm
Protected Phases		4		8	1	1	6		5	5	2	
Permitted Phases	4		8		6	6		6	2	2		2
Detector Phase	4	4	8	8	1	1	6	6	5	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	11.0	11.0	24.0	24.0	11.0	11.0	24.0	24.0
Total Split (s)	34.0	34.0	34.0	34.0	11.0	11.0	51.0	51.0	25.0	25.0	65.0	65.0
Total Split (%)	30.9%	30.9%	30.9%	30.9%	10.0%	10.0%	46.4%	46.4%	22.7%	22.7%	59.1%	59.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0		6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag					Lead	Lead	Lead	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	None	C-Max	C-Max
Act Effct Green (s)		25.3	25.3	25.3		47.7	47.7	47.7		70.5	70.5	70.5
Actuated g/C Ratio		0.23	0.23	0.23		0.43	0.43	0.43		0.64	0.64	0.64
v/c Ratio		0.04	0.87	0.43		0.06	0.69	0.53		0.78	0.71	0.00
Control Delay (s/veh)		26.8	67.4	7.7		20.5	27.8	4.1		28.6	4.3	0.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		26.8	67.4	7.7		20.5	27.8	4.1		28.6	4.3	0.0
LOS		C	E	A		C	C	A		C	A	A
Approach Delay (s/veh)		26.8		40.8			21.6				8.2	
Approach LOS		C		D			C				A	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay (s/veh): 18.0	Intersection LOS: B
Intersection Capacity Utilization 83.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 6: SR 124/Rock Chapel Rd & Pleasant Hill Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	6	5	3	266	5	208	3	5	1401	500	6	292
Future Volume (veh/h)	6	5	3	266	5	208	3	5	1401	500	6	292
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1900	1604	1900	1856	1900	1781		1307	1811	1856		1870
Adj Flow Rate, veh/h	6	5	3	277	5	217		5	1459	521		304
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		0.96	0.96	0.96		0.96
Percent Heavy Veh, %	0	20	0	3	0	8		40	6	3		2
Cap, veh/h	118	89	44	363	9	402		150	2023	643		405
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25		0.01	0.41	0.41		0.35
Sat Flow, veh/h	282	350	172	1396	36	1579		1245	4944	1572		1781
Grp Volume(v), veh/h	14	0	0	277	0	222		5	1459	521		304
Grp Sat Flow(s),veh/h/ln	804	0	0	1396	0	1616		1245	1648	1572		1781
Q Serve(g_s), s	0.1	0.0	0.0	12.8	0.0	13.1		0.3	27.2	32.2		9.6
Cycle Q Clear(g_c), s	13.2	0.0	0.0	26.0	0.0	13.1		0.3	27.2	32.2		9.6
Prop In Lane	0.43		0.21	1.00		0.98		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	251	0	0	363	0	411		150	2023	643		405
V/C Ratio(X)	0.06	0.00	0.00	0.76	0.00	0.54		0.03	0.72	0.81		0.75
Avail Cap(c_a), veh/h	251	0	0	363	0	411		199	2023	643		405
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00		1.00	1.00	1.00		0.64
Uniform Delay (d), s/veh	31.3	0.0	0.0	41.6	0.0	35.4		21.7	27.2	28.7		30.6
Incr Delay (d2), s/veh	0.1	0.0	0.0	9.3	0.0	1.4		0.1	2.3	10.6		5.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	8.0	0.0	5.1		0.1	10.4	13.2		6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.4	0.0	0.0	50.9	0.0	36.9		21.8	29.5	39.3		35.6
LnGrp LOS	C			D		D		C	C	D		D
Approach Vol, veh/h		14			499				1985			
Approach Delay, s/veh		31.4			44.6				32.1			
Approach LOS		C			D				C			

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	69.3		34.0	25.0	51.0		34.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	59.0		28.0	19.0	45.0		28.0				
Max Q Clear Time (g_c+I1), s	2.3	2.0		15.2	11.6	34.2		28.0				
Green Ext Time (p_c), s	0.0	18.1		0.0	0.5	7.7		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	22.8
HCM 7th LOS	C

Notes

User approved ignoring U-Turning movement.



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1537	3
Future Volume (veh/h)	1537	3
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1856	1411
Adj Flow Rate, veh/h	1601	3
Peak Hour Factor	0.96	0.96
Percent Heavy Veh, %	3	33
Cap, veh/h	2029	688
Arrive On Green	1.00	1.00
Sat Flow, veh/h	3526	1196
Grp Volume(v), veh/h	1601	3
Grp Sat Flow(s),veh/h/ln	1763	1196
Q Serve(g_s), s	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2029	688
V/C Ratio(X)	0.79	0.00
Avail Cap(c_a), veh/h	2029	688
HCM Platoon Ratio	2.00	2.00
Upstream Filter(I)	0.64	0.64
Uniform Delay (d), s/veh	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	2.1	0.0
LnGrp LOS	A	A
Approach Vol, veh/h	1908	
Approach Delay, s/veh	7.4	
Approach LOS	A	
Timer - Assigned Phs		

Intersection: 1: SR 124/Rock Chapel Rd & Stephenson Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	R	L	T
Maximum Queue (ft)	224	67	99	69	90	22	201	354	412	360	46	408
Average Queue (ft)	89	15	35	20	17	2	78	165	223	65	6	206
95th Queue (ft)	192	47	85	52	53	11	154	300	372	257	27	331
Link Distance (ft)		1573			1241			1528	1528	1528		1240
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	275		275	300		260	330				400	
Storage Blk Time (%)	1							0				0
Queuing Penalty (veh)	1							0				0

Intersection: 1: SR 124/Rock Chapel Rd & Stephenson Road

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	360	31
Average Queue (ft)	181	1
95th Queue (ft)	298	22
Link Distance (ft)	1240	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		360
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd

Movement	EB	EB	NB	NB	NB	NB	B10	SB	SB	SB
Directions Served	L	L	UL	L	T	T	T	T	T	T
Maximum Queue (ft)	153	167	109	120	128	162	10	121	112	92
Average Queue (ft)	89	105	52	46	39	48	0	43	44	22
95th Queue (ft)	146	155	89	91	98	119	7	101	95	67
Link Distance (ft)		4758			719	719	920	1136	1136	1136
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	670		385	385						
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 4: SR 124/Rock Chapel Rd & Knoll Hollow Road

Movement	WB	WB	SB
Directions Served	L	R	UL
Maximum Queue (ft)	80	20	38
Average Queue (ft)	11	1	7
95th Queue (ft)	46	19	28
Link Distance (ft)	1910		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		50	165
Storage Blk Time (%)	4		
Queuing Penalty (veh)	1		

Intersection: 5: SR 124/Rock Chapel Rd & Maddox Road

Movement	EB	EB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	R	UL	T	T	U	T	T	R
Maximum Queue (ft)	72	66	95	243	276	27	214	237	95
Average Queue (ft)	18	5	40	48	52	3	59	64	6
95th Queue (ft)	57	33	81	165	180	16	173	186	43
Link Distance (ft)	1742			1142	1142		1170	1170	1170
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)		135	220			240			
Storage Blk Time (%)				0			0		
Queuing Penalty (veh)				0			0		

Zone Summary

Zone wide Queuing Penalty: 3

Intersection: 1: SR 124/Rock Chapel Rd & Stephenson Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	B21	SB
Directions Served	L	T	R	L	T	R	L	T	T	R	T	L
Maximum Queue (ft)	317	557	299	23	20	2	195	234	347	100	6	4
Average Queue (ft)	175	115	122	4	1	0	80	73	112	7	0	0
95th Queue (ft)	347	598	301	17	9	2	154	178	265	46	4	3
Link Distance (ft)		1573			1241			1528	1528	1528	1271	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	275		275	300		260	330					400
Storage Blk Time (%)	18		0					0				
Queuing Penalty (veh)	41		1					0				

Intersection: 1: SR 124/Rock Chapel Rd & Stephenson Road

Movement	SB	SB
Directions Served	T	T
Maximum Queue (ft)	423	378
Average Queue (ft)	220	185
95th Queue (ft)	359	318
Link Distance (ft)	1240	1240
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	0	0
Queuing Penalty (veh)	0	0

Intersection: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd

Movement	EB	EB	EB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	L	R	UL	L	T	T	U	T	T	T
Maximum Queue (ft)	252	275	105	123	134	233	244	10	262	251	194
Average Queue (ft)	167	188	6	58	61	85	105	1	127	123	76
95th Queue (ft)	242	260	54	105	114	177	211	6	220	216	146
Link Distance (ft)		4758	4758			719	719		1136	1136	1136
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	670			385	385			225			
Storage Blk Time (%)									1		
Queuing Penalty (veh)									0		

Intersection: 4: SR 124/Rock Chapel Rd & Knoll Hollow Road

Movement	WB	NB	SB	SB	SB
Directions Served	L	T	UL	T	T
Maximum Queue (ft)	41	6	43	3	24
Average Queue (ft)	10	0	10	0	1
95th Queue (ft)	30	4	34	2	12
Link Distance (ft)	1910	1170		920	920
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			165		
Storage Blk Time (%)	1				
Queuing Penalty (veh)	0				

Intersection: 5: SR 124/Rock Chapel Rd & Maddox Road

Movement	EB	EB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	R	UL	T	T	U	T	T	R
Maximum Queue (ft)	114	120	159	100	110	27	212	239	108
Average Queue (ft)	38	36	72	15	27	2	90	94	16
95th Queue (ft)	87	90	137	59	73	13	194	205	70
Link Distance (ft)	1742			1142	1142		1170	1170	1170
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)		135	220			240			
Storage Blk Time (%)	0	0					0		
Queuing Penalty (veh)	0	0					0		

Zone Summary

Zone wide Queuing Penalty: 43

Intersection: 1: SR 124/Rock Chapel Rd & Stephenson Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	R	L	T
Maximum Queue (ft)	216	76	126	83	90	42	209	462	472	534	52	405
Average Queue (ft)	103	14	41	24	23	3	94	220	271	100	9	227
95th Queue (ft)	191	49	96	62	64	20	168	394	447	374	33	353
Link Distance (ft)		1573			1241			1528	1528	1528		1240
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	275		275	300		260	330				400	
Storage Blk Time (%)	0							1				0
Queuing Penalty (veh)	1							1				0

Intersection: 1: SR 124/Rock Chapel Rd & Stephenson Road

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	349	105
Average Queue (ft)	197	5
95th Queue (ft)	307	43
Link Distance (ft)	1240	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		360
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd

Movement	EB	EB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	L	UL	L	T	T	T	T	T	R
Maximum Queue (ft)	172	187	102	110	172	219	151	149	114	30
Average Queue (ft)	94	115	54	48	55	71	53	55	33	1
95th Queue (ft)	153	172	95	94	132	168	118	118	87	21
Link Distance (ft)		4758			719	719	1136	1136	1136	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	670		385	385						370
Storage Blk Time (%)							0			
Queuing Penalty (veh)							0			

Intersection: 4: SR 124/Rock Chapel Rd & Knoll Hollow Road

Movement	WB	WB	SB	SB	SB
Directions Served	L	R	UL	T	T
Maximum Queue (ft)	44	9	46	7	20
Average Queue (ft)	10	0	11	0	1
95th Queue (ft)	34	7	35	5	14
Link Distance (ft)	1910			920	920
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		50	165		
Storage Blk Time (%)	2	0			
Queuing Penalty (veh)	1	0			

Intersection: 5: SR 124/Rock Chapel Rd & Maddox Road

Movement	EB	EB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	R	UL	T	T	U	T	T	R
Maximum Queue (ft)	61	41	100	268	284	27	236	255	157
Average Queue (ft)	17	4	41	66	74	2	72	82	13
95th Queue (ft)	50	27	83	196	218	14	200	210	73
Link Distance (ft)	1742			1142	1142		1170	1170	1170
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)		135	220			240			
Storage Blk Time (%)				0			0		
Queuing Penalty (veh)				0			0		

Zone Summary

Zone wide Queuing Penalty: 3

Intersection: 1: SR 124/Rock Chapel Rd & Stephenson Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	B21	SB
Directions Served	L	T	R	L	T	R	L	T	T	R	T	L
Maximum Queue (ft)	322	380	302	27	24	8	219	300	363	342	8	10
Average Queue (ft)	148	48	99	4	2	0	96	95	127	23	0	0
95th Queue (ft)	296	306	233	17	13	4	192	218	264	165	6	5
Link Distance (ft)		1573			1241			1528	1528	1528	1271	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	275		275	300		260	330					400
Storage Blk Time (%)	9		1					0				
Queuing Penalty (veh)	22		1					0				

Intersection: 1: SR 124/Rock Chapel Rd & Stephenson Road

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	463	409	128
Average Queue (ft)	258	214	5
95th Queue (ft)	408	356	68
Link Distance (ft)	1240	1240	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			360
Storage Blk Time (%)	1	0	
Queuing Penalty (veh)	0	1	

Intersection: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd

Movement	EB	EB	EB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	L	R	UL	L	T	T	U	T	T	T
Maximum Queue (ft)	269	291	203	114	125	224	261	22	263	241	187
Average Queue (ft)	171	196	23	58	60	85	107	1	128	125	80
95th Queue (ft)	241	265	132	104	112	172	205	9	224	204	156
Link Distance (ft)		4758	4758			719	719		1136	1136	1136
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	670			385	385			225			
Storage Blk Time (%)									0		
Queuing Penalty (veh)									0		

Intersection: 4: SR 124/Rock Chapel Rd & Knoll Hollow Road

Movement	WB	WB	NB	SB	SB	SB
Directions Served	L	R	T	UL	T	T
Maximum Queue (ft)	45	9	12	43	9	46
Average Queue (ft)	14	0	0	15	0	2
95th Queue (ft)	38	6	9	41	5	21
Link Distance (ft)	1910		1170		920	920
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		50		165		
Storage Blk Time (%)	4	0				
Queuing Penalty (veh)	1	0				

Intersection: 5: SR 124/Rock Chapel Rd & Maddox Road

Movement	EB	EB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	R	UL	T	T	U	T	T	R
Maximum Queue (ft)	110	112	202	88	77	30	315	358	201
Average Queue (ft)	41	36	77	12	23	3	118	127	32
95th Queue (ft)	96	91	162	49	62	17	252	286	128
Link Distance (ft)	1742			1142	1142		1170	1170	1170
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)		135	220			240			
Storage Blk Time (%)	0	0	0				1		
Queuing Penalty (veh)	0	0	1				0		

Zone Summary

Zone wide Queuing Penalty: 26

Intersection: 1: SR 124/Rock Chapel Rd & Stephenson Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	B21	SB
Directions Served	L	T	R	L	T	R	L	T	T	R	T	L
Maximum Queue (ft)	238	187	186	83	105	38	261	350	394	457	12	61
Average Queue (ft)	97	23	63	27	20	5	120	202	248	66	0	10
95th Queue (ft)	213	161	151	66	62	22	218	325	376	291	8	38
Link Distance (ft)		1573			1241			1528	1528	1528	1271	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	275		275	300		260	330					400
Storage Blk Time (%)	3		0				0	0				
Queuing Penalty (veh)	7		0				1	1				

Intersection: 1: SR 124/Rock Chapel Rd & Stephenson Road

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	396	380	81
Average Queue (ft)	244	211	4
95th Queue (ft)	376	335	62
Link Distance (ft)	1240	1240	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			360
Storage Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	

Intersection: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd/Site Drive N

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	LT	L	LT	TR	UL	L	T	T	R	L	T
Maximum Queue (ft)	186	211	116	109	147	136	582	744	789	275	335	610
Average Queue (ft)	100	119	68	54	28	73	202	572	604	107	265	341
95th Queue (ft)	162	187	106	88	95	120	605	837	883	321	428	815
Link Distance (ft)		4758	1488	1488	1488			732	732			1142
Upstream Blk Time (%)								7	18			
Queuing Penalty (veh)								64	161			
Storage Bay Dist (ft)	670					385	385			175	225	
Storage Blk Time (%)								38	48		52	1
Queuing Penalty (veh)								55	39		171	1

Intersection: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd/Site Drive N

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	571	368	264
Average Queue (ft)	302	129	25
95th Queue (ft)	745	367	153
Link Distance (ft)	1142	1142	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			370
Storage Blk Time (%)		0	0
Queuing Penalty (veh)		0	0

Intersection: 4: SR 124/Rock Chapel Rd & Knoll Hollow Road

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	R	UL
Maximum Queue (ft)	82	43	11	4	47
Average Queue (ft)	26	2	0	0	11
95th Queue (ft)	62	18	8	3	37
Link Distance (ft)			1170		
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		50		235	165
Storage Blk Time (%)	10	0			
Queuing Penalty (veh)	4	0			

Intersection: 5: SR 124/Rock Chapel Rd & Maddox Road

Movement	EB	EB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	R	UL	T	T	U	T	T	R
Maximum Queue (ft)	129	70	109	309	351	25	265	272	201
Average Queue (ft)	36	9	42	109	121	2	81	96	18
95th Queue (ft)	95	46	83	263	294	14	189	214	96
Link Distance (ft)	1742			1142	1142		1170	1170	1170
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)		135	220			240			
Storage Blk Time (%)	0			1			0		
Queuing Penalty (veh)	0			1			0		

Zone Summary

Zone wide Queuing Penalty: 505

Intersection: 1: SR 124/Rock Chapel Rd & Stephenson Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	B21	SB
Directions Served	L	T	R	L	T	R	L	T	T	R	T	L
Maximum Queue (ft)	203	15	260	56	24	10	302	306	358	178	4	0
Average Queue (ft)	102	1	116	13	2	0	148	111	155	13	0	0
95th Queue (ft)	185	7	220	41	11	4	254	227	290	80	3	0
Link Distance (ft)		1573			1241			1528	1528	1528	1271	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	275		275	300		260	330					400
Storage Blk Time (%)			0				0	0				
Queuing Penalty (veh)			0				1	0				

Intersection: 1: SR 124/Rock Chapel Rd & Stephenson Road

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	571	535	356
Average Queue (ft)	345	296	32
95th Queue (ft)	522	455	206
Link Distance (ft)	1240	1240	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			360
Storage Blk Time (%)	5	3	0
Queuing Penalty (veh)	0	5	0

Intersection: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd/Site Drive N

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	LT	R	L	LT	TR	UL	L	T	T	R	UL
Maximum Queue (ft)	581	760	659	138	135	168	142	434	666	689	275	355
Average Queue (ft)	413	480	215	75	60	28	78	161	428	447	121	305
95th Queue (ft)	680	919	729	123	107	101	129	503	753	795	335	429
Link Distance (ft)		4758	4758	1488	1488	1488			732	732		
Upstream Blk Time (%)									3	6		
Queuing Penalty (veh)									21	49		
Storage Bay Dist (ft)	670						385	385			175	225
Storage Blk Time (%)	8	9						0	21	45		60
Queuing Penalty (veh)	29	26						1	33	55		282

Intersection: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd/Site Drive N

Movement	SB	SB	SB	SB
Directions Served	T	T	T	R
Maximum Queue (ft)	828	796	584	34
Average Queue (ft)	434	397	207	1
95th Queue (ft)	865	807	433	24
Link Distance (ft)	1142	1142	1142	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				370
Storage Blk Time (%)	6		0	
Queuing Penalty (veh)	14		1	

Intersection: 4: SR 124/Rock Chapel Rd & Knoll Hollow Road

Movement	WB	WB	NB	NB	NB	SB
Directions Served	L	R	T	T	R	UL
Maximum Queue (ft)	80	83	28	8	17	42
Average Queue (ft)	28	5	2	0	1	13
95th Queue (ft)	66	40	18	6	9	37
Link Distance (ft)			1170	1170		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		50			235	165
Storage Blk Time (%)	13	0				
Queuing Penalty (veh)	4	0				

Intersection: 5: SR 124/Rock Chapel Rd & Maddox Road

Movement	EB	EB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	R	UL	T	T	U	T	T	R
Maximum Queue (ft)	116	147	202	66	90	28	331	355	368
Average Queue (ft)	47	44	79	15	33	3	129	138	48
95th Queue (ft)	101	111	157	48	74	15	267	281	199
Link Distance (ft)	1742			1142	1142		1170	1170	1170
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)		135	220			240			
Storage Blk Time (%)	0	1	0				2		
Queuing Penalty (veh)	1	1	0				0		

Zone Summary

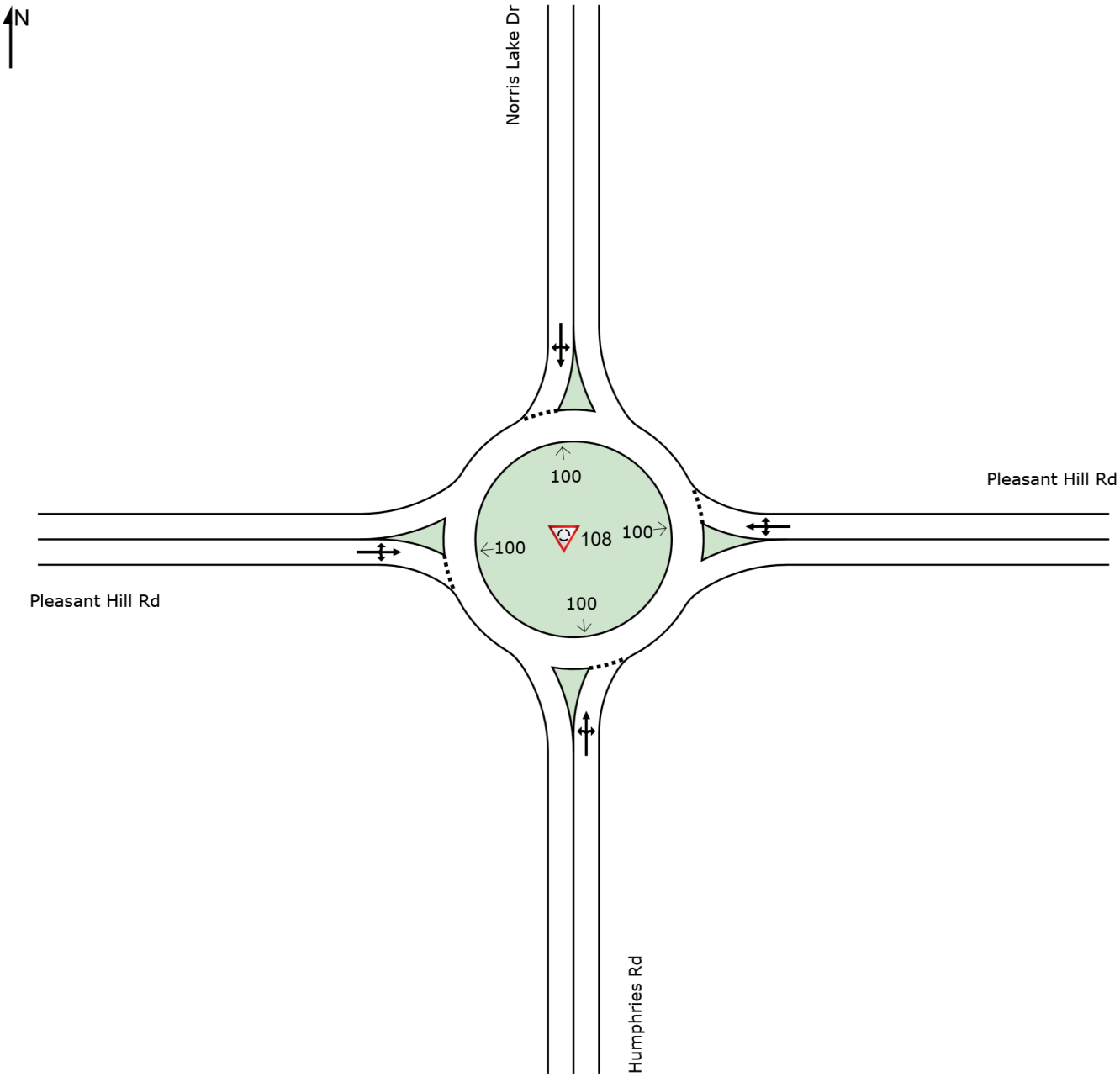
Zone wide Queuing Penalty: 522

SITE LAYOUT

Site: 108 [2028 Build AM - Mitigated (Site Folder: 08 Pleasant HIll Road & Humphries Road/Norris Lake Drive)]

New Site
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



LANE SUMMARY

Site: 108 [2028 Build AM - Mitigated (Site Folder: 08 Pleasant Hill Road & Humphries Road/Norris Lake Drive)]

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	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: Humphries Rd													
Lane 1[d]	283	2.8	926	0.305	100	7.1	LOS A	1.5	37.9	Full	1600	0.0	0.0
Approach	283	2.8		0.305		7.1	LOS A	1.5	37.9				
East: Pleasant Hill Rd													
Lane 1[d]	483	6.1	919	0.525	100	10.8	LOS B	3.9	102.9	Full	1600	0.0	0.0
Approach	483	6.1		0.525		10.8	LOS B	3.9	102.9				
North: Norris Lake Dr													
Lane 1[d]	126	1.7	771	0.163	100	6.4	LOS A	0.7	17.2	Full	1600	0.0	0.0
Approach	126	1.7		0.163		6.4	LOS A	0.7	17.2				
West: Pleasant Hill Rd													
Lane 1[d]	365	4.0	1198	0.304	100	5.8	LOS A	1.6	42.4	Full	1600	0.0	0.0
Approach	365	4.0		0.304		5.8	LOS A	1.6	42.4				
Intersection	1256	4.3		0.525		8.1	LOS A	3.9	102.9				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Humphries Rd

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	41	238	4	283	2.8	926	0.305	100	NA	NA
Approach	41	238	4	283	2.8		0.305			

East: Pleasant Hill Rd

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	4	474	4	483	6.1	919	0.525	100	NA	NA

Approach	4	474	4	483	6.1		0.525			
North: Norris Lake Dr										
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	2	92	31	126	1.7	771	0.163	100	NA	NA
Approach	2	92	31	126	1.7		0.163			
West: Pleasant Hill Rd										
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	55	292	17	365	4.0	1198	0.304	100	NA	NA
Approach	55	292	17	365	4.0		0.304			
	Total	%HV	Deg.Satn (v/c)							
Intersection	1256	4.3		0.525						

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	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Humphries Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Pleasant Hill Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: Norris Lake Dr Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Pleasant Hill Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

Site: 108 [2028 Build PM - Mitigated (Site Folder: 08 Pleasant Hill Road & Humphries Road/Norris Lake Drive)]

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	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: Humphries Rd													
Lane 1[d]	135	2.4	773	0.174	100	6.5	LOS A	0.7	18.5	Full	1600	0.0	0.0
Approach	135	2.4		0.174		6.5	LOS A	0.7	18.5				
East: Pleasant Hill Rd													
Lane 1[d]	333	5.6	1099	0.303	100	6.2	LOS A	1.5	40.4	Full	1600	0.0	0.0
Approach	333	5.6		0.303		6.2	LOS A	1.5	40.4				
North: Norris Lake Dr													
Lane 1[d]	308	1.4	936	0.330	100	7.4	LOS A	1.7	42.0	Full	1600	0.0	0.0
Approach	308	1.4		0.330		7.4	LOS A	1.7	42.0				
West: Pleasant Hill Rd													
Lane 1[d]	547	3.9	1024	0.535	100	10.2	LOS B	3.7	94.1	Full	1600	0.0	0.0
Approach	547	3.9		0.535		10.2	LOS B	3.7	94.1				
Intersection	1323	3.6		0.535		8.1	LOS A	3.7	94.1				

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: Humphries Rd

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	26	99	9	135	2.4	773	0.174	100	NA	NA
Approach	26	99	9	135	2.4		0.174			

East: Pleasant Hill Rd

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	9	313	11	333	5.6	1099	0.303	100	NA	NA

Approach	9	313	11	333	5.6		0.303			
North: Norris Lake Dr										
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	7	236	65	308	1.4	936	0.330	100	NA	NA
Approach	7	236	65	308	1.4		0.330			
West: Pleasant Hill Rd										
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	42	477	28	547	3.9	1024	0.535	100	NA	NA
Approach	42	477	28	547	3.9		0.535			
	Total	%HV	Deg.Satn (v/c)							
Intersection	1323	3.6		0.535						

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	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Humphries Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Pleasant Hill Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: Norris Lake Dr Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Pleasant Hill Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

HCS7 Two-Way Stop-Control Report

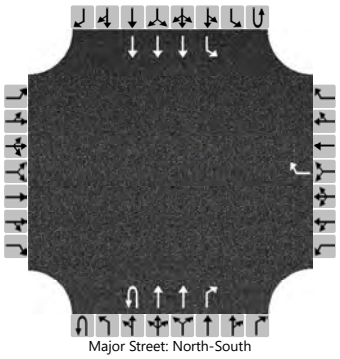
General Information

Analyst	JP
Agency/Co.	NV5
Date Performed	7/1/2025
Analysis Year	2028
Time Analyzed	2028 No-Build AM
Intersection Orientation	North-South
Project Description	DRI 4478 Creekside Village Mixed-Use Development

Site Information

Intersection	SR 124 & Knoll Hollow Rd
Jurisdiction	GDOT D7
East/West Street	Knoll Hollow Rd
North/South Street	SR 124/Rock Chapel Rd
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	1	0	2	1	0	1	3	0
Configuration								R	U		T	R		L	T	
Volume (veh/h)								41	0		1676	6	0	16	1124	
Percent Heavy Vehicles (%)								5	0				0	0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No					No					
Median Type | Storage			Left Only								7					

Critical and Follow-up Headways

Base Critical Headway (sec)								6.9	5.6					4.1		
Critical Headway (sec)								7.00	5.60					4.10		
Base Follow-Up Headway (sec)								3.3	2.3					2.2		
Follow-Up Headway (sec)								3.35	2.30					2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								44	0					17		
Capacity, c (veh/h)								279	525					351		
v/c Ratio								0.16	0.00					0.05		
95% Queue Length, Q_{95} (veh)								0.5	0.0					0.2		
Control Delay (s/veh)								20.3	11.9					15.8		
Level of Service (LOS)								C	B					C		
Approach Delay (s/veh)						20.3					0.0				0.2	
Approach LOS						C										

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HCS7 Two-Way Stop-Control Report

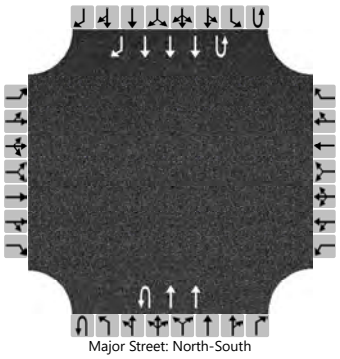
General Information

Analyst	JP
Agency/Co.	NV5
Date Performed	7/1/2025
Analysis Year	2028
Time Analyzed	2028 No-Build AM
Intersection Orientation	North-South
Project Description	DRI 4478 Creekside Village Mixed-Use Development

Site Information

Intersection	SR 124 & Lithonia Ind
Jurisdiction	GDOT D7
East/West Street	Lithonia Ind Blvd
North/South Street	SR 124/Rock Chapel Rd
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	1	0	2	0	1	0	3	1
Configuration									U		T		U		T	R
Volume (veh/h)									13		1609		0		1047	439
Percent Heavy Vehicles (%)									15				0			
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized													No			
Median Type | Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)									4.3				4.3			
Critical Headway (sec)									4.64				4.34			
Base Follow-Up Headway (sec)									2.6				2.6			
Follow-Up Headway (sec)									2.72				2.57			

Delay, Queue Length, and Level of Service

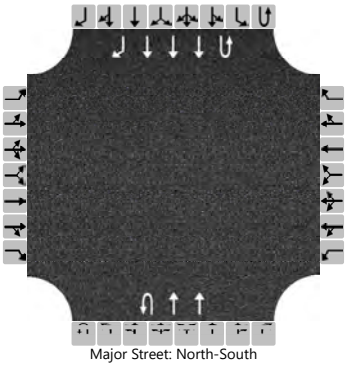
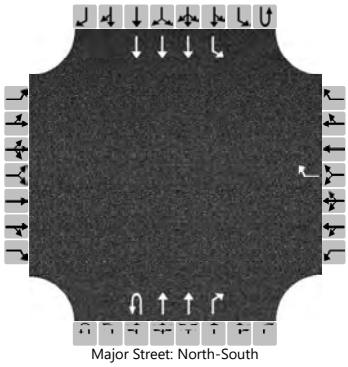
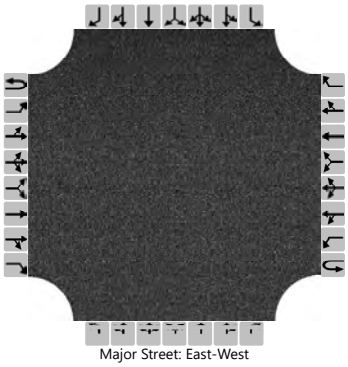
Flow Rate, v (veh/h)									13				0			
Capacity, c (veh/h)									636				324			
v/c Ratio									0.02				0.00			
95% Queue Length, Q_{95} (veh)									0.1				0.0			
Control Delay (s/veh)									10.8				16.1			
Level of Service (LOS)									B				C			
Approach Delay (s/veh)									0.1				0.0			
Approach LOS																

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HCS7 Alternative Intersections Results Summary

General Information				Alternative Intersection Information	
Agency	NV5			Intersection Type	RCUT with TWSC
Analyst	JP	Analysis Date	7/1/2025	Segment One Distance, ft	1700
Jurisdiction	GDOT D7	Duration, h	0.25	Segment Two Distance, ft	1150
Intersection	SR 124 & Knoll Hollow Rd	PHF	0.94	Arterial Direction	North-South
Main Intersection File	2028 No-Build AM_RCUT Main.xtw				
North Crossover File	2028 No-Build AM_RCUT N U-Turn.xtw				
South Crossover File					
Project Description	DRI 4478 Creekside Village Mixed-Use Development				

Demand	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Intersection One Demand (*v*), veh/h									13		1609		0		1047	439
Intersection Two Demand (*v*), veh/h								41	0		1676	6	0	16	1124	
Intersection Three Demand (*v*), veh/h																

(1) North Crossover	(2) Main Intersection	(3) South Crossover
 Major Street: North-South	 Major Street: North-South	 Major Street: East-West

Queue-to-Storage Ratio	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Intersection One (R_Q)									0.00							
Intersection Two (R_Q)														0.02		
Intersection Three (R_Q)																

Alternative Intesection Results

O-D	O-D Movements	Flow Rate (veh/h)	Control Delay (s/veh)	EDTT (s/veh)	ETT (s/veh)	v/c>1?	R_Q>1?	LOS
EBL	EBR(2) + SBU(3) + NBT(2)	0				No	No	
EBT	EBR(2) + SBU(3) + NBR(2)	0				No	No	
EBR	EBR(2)	0				No	No	
WBL	WBR(2) + NBU(1) + SBT(2)	12	31.0	51.4	82.4	No	No	F
WBT	WBR(2) + NBU(1) + SBR(2)	0				No	No	
WBR	WBR(2)	32	20.3	--	20.3	No	No	C
NBL	NBL(2)	0				No	No	
NBT	NBT(2)	1783	0.0	--	0.0	--	--	A
NBR	NBR(2)	6	0.0	--	0.0	--	--	A
SBL	SBL(2)	17	15.8	--	15.8	No	No	B
SBT	SBT(2)	1196	0.0	--	0.0	--	--	A
SBR	SBR(2)	0				--	--	

Overall Results	EB		WB		NB		SB	
Approach ETT, s/veh | LOS			37.2	D	0.0	A	0.2	A
Intersection ETT, s/veh | LOS	0.6				A			

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HCS7 Two-Way Stop-Control Report

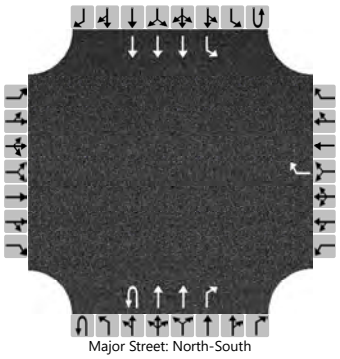
General Information

Analyst	JP
Agency/Co.	NV5
Date Performed	7/1/2025
Analysis Year	2028
Time Analyzed	2028 No-Build PM
Intersection Orientation	North-South
Project Description	DRI 4478 Creekside Village Mixed-Use Development

Site Information

Intersection	SR 124 & Knoll Hollow Rd
Jurisdiction	GDOT D7
East/West Street	Knoll Hollow Rd
North/South Street	SR 124/Rock Chapel Rd
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	1	0	2	1	0	1	3	0
Configuration								R	U		T	R		L	T	
Volume (veh/h)								40	0		1484	16	1	23	1623	
Percent Heavy Vehicles (%)								0	0				0	0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No				No							
Median Type | Storage	Left Only								7							

Critical and Follow-up Headways

Base Critical Headway (sec)								6.9	5.6				6.4	4.1		
Critical Headway (sec)								6.90	5.60				6.40	4.10		
Base Follow-Up Headway (sec)								3.3	2.3				2.5	2.2		
Follow-Up Headway (sec)								3.30	2.30				2.50	2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								42	0					25		
Capacity, c (veh/h)								346	332					392		
v/c Ratio								0.12	0.00					0.06		
95% Queue Length, Q_{95} (veh)								0.4	0.0					0.2		
Control Delay (s/veh)								16.8	15.9					14.8		
Level of Service (LOS)								C	C					B		
Approach Delay (s/veh)					16.8				0.0				0.2			
Approach LOS					C											

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HCS7 Two-Way Stop-Control Report

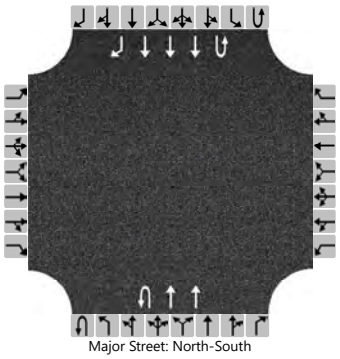
General Information

Analyst	JP
Agency/Co.	NV5
Date Performed	7/1/2025
Analysis Year	2028
Time Analyzed	2028 No-Build PM
Intersection Orientation	North-South
Project Description	DRI 4478 Creekside Village Mixed-Use Development

Site Information

Intersection	SR 124 & Lithonia Ind
Jurisdiction	GDOT D7
East/West Street	Lithonia Ind Blvd
North/South Street	SR 124/Rock Chapel Rd
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	1	0	2	0	1	0	3	1
Configuration									U		T		U		T	R
Volume (veh/h)									19		1371		1		1483	391
Percent Heavy Vehicles (%)									0				0			
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized													No			
Median Type | Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)									4.3				4.3			
Critical Headway (sec)									4.34				4.34			
Base Follow-Up Headway (sec)									2.6				2.6			
Follow-Up Headway (sec)									2.57				2.57			

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)									20				1			
Capacity, c (veh/h)									529				405			
v/c Ratio									0.04				0.00			
95% Queue Length, Q_{95} (veh)									0.1				0.0			
Control Delay (s/veh)									12.1				13.9			
Level of Service (LOS)									B				B			
Approach Delay (s/veh)									0.2				0.0			
Approach LOS																

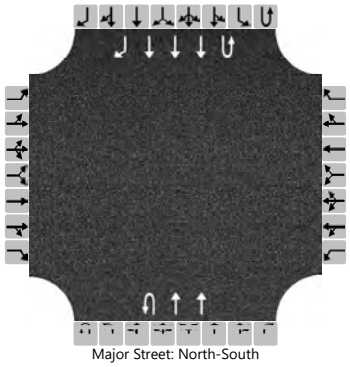
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HCS7 Alternative Intersections Results Summary

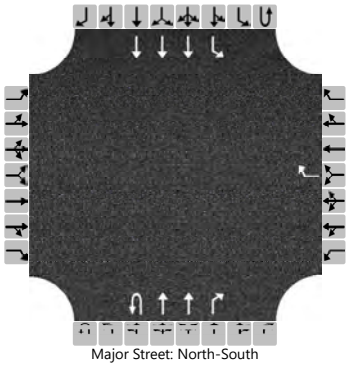
General Information				Alternative Intersection Information	
Agency	NV5			Intersection Type	RCUT with TWSC
Analyst	JP	Analysis Date	7/1/2025	Segment One Distance, ft	1700
Jurisdiction	GDOT D7	Duration, h	0.25	Segment Two Distance, ft	1150
Intersection	SR 124 & Knoll Hollow Rd	PHF	0.96	Arterial Direction	North-South
Main Intersection File	2028 No-Build PM_RCUT Main.xtw				
North Crossover File	2028 No-Build PM_RCUT N U-Turn.xtw				
South Crossover File					
Project Description	DRI 4478 Creekside Village Mixed-Use Development				

Demand	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Intersection One Demand (*v*), veh/h									19		1371		1		1483	391
Intersection Two Demand (*v*), veh/h								40	0		1484	16	1	23	1623	
Intersection Three Demand (*v*), veh/h																

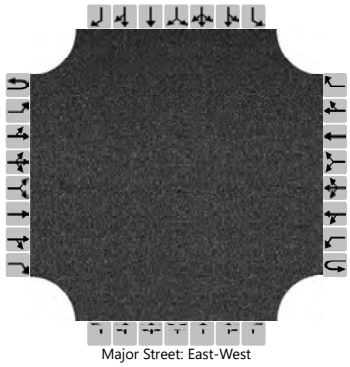
(1) North Crossover



(2) Main Intersection



(3) South Crossover



Queue-to-Storage Ratio	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Intersection One (R_Q)									0.01							
Intersection Two (R_Q)														0.03		
Intersection Three (R_Q)																

Alternative Intesection Results

O-D	O-D Movements	Flow Rate (veh/h)	Control Delay (s/veh)	EDTT (s/veh)	ETT (s/veh)	v/c>1?	R_Q>1?	LOS
EBL	EBR(2) + SBU(3) + NBT(2)	0				No	No	
EBT	EBR(2) + SBU(3) + NBR(2)	0				No	No	
EBR	EBR(2)	0				No	No	
WBL	WBR(2) + NBU(1) + SBT(2)	17	28.9	51.4	80.3	No	No	F
WBT	WBR(2) + NBU(1) + SBR(2)	0				No	No	
WBR	WBR(2)	25	16.8	--	16.8	No	No	B
NBL	NBL(2)	0				No	No	
NBT	NBT(2)	1546	0.0	--	0.0	--	--	A
NBR	NBR(2)	17	0.0	--	0.0	--	--	A
SBL	SBL(2)	24	14.8	--	14.8	No	No	B
SBT	SBT(2)	1691	0.0	--	0.0	--	--	A
SBR	SBR(2)	0				--	--	

Overall Results	EB		WB		NB		SB	
Approach ETT, s/veh | LOS			42.5	D	0.0	A	0.2	A
Intersection ETT, s/veh | LOS	0.6				A			

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HCS7 Two-Way Stop-Control Report

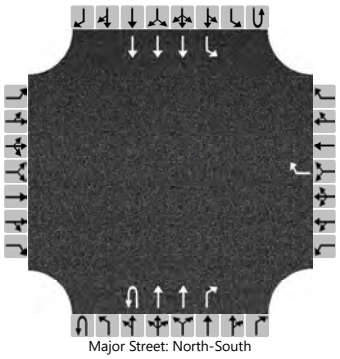
General Information

Analyst	JP
Agency/Co.	NV5
Date Performed	7/1/2025
Analysis Year	2028
Time Analyzed	2028 Build AM
Intersection Orientation	North-South
Project Description	DRI 4478 Creekside Village Mixed-Use Development

Site Information

Intersection	SR 124 & Knoll Hollow Rd
Jurisdiction	GDOT D7
East/West Street	Knoll Hollow Rd
North/South Street	SR 124/Rock Chapel Rd
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	1	0	2	1	0	1	3	0
Configuration								R	U		T	R		L	T	
Volume (veh/h)								62	0		1722	17	0	21	1209	
Percent Heavy Vehicles (%)								3	0				0	0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No				No						
Median Type | Storage		Left Only								7						

Critical and Follow-up Headways

Base Critical Headway (sec)								6.9	5.6					4.1		
Critical Headway (sec)								6.96	5.60					4.10		
Base Follow-Up Headway (sec)								3.3	2.3					2.2		
Follow-Up Headway (sec)								3.33	2.30					2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								66	0					22		
Capacity, c (veh/h)								273	483					332		
v/c Ratio								0.24	0.00					0.07		
95% Queue Length, Q_{95} (veh)								0.9	0.0					0.2		
Control Delay (s/veh)								22.4	12.5					16.6		
Level of Service (LOS)								C	B					C		
Approach Delay (s/veh)						22.4				0.0				0.3		
Approach LOS						C										

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HCS7 Two-Way Stop-Control Report

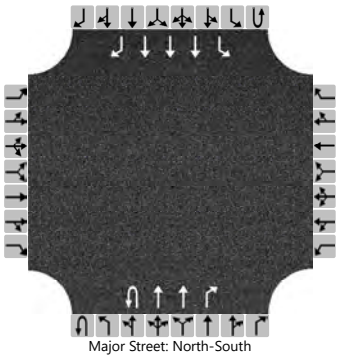
General Information

Analyst	JP
Agency/Co.	NV5
Date Performed	7/1/2025
Analysis Year	2028
Time Analyzed	2028 Build AM
Intersection Orientation	North-South
Project Description	DRI 4478 Creekside Village Mixed-Use Development

Site Information

Intersection	SR 124 & LIB/Site Drive N
Jurisdiction	GDOT D7
East/West Street	LIB/Site Drive N
North/South Street	SR 124/Rock Chapel Rd
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	1	0	2	1	0	1	3	1
Configuration									U		T	R		L	T	R
Volume (veh/h)									27		1572	82	0	156	989	439
Percent Heavy Vehicles (%)									7				0	0		
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized									No				No			
Median Type | Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)									4.3					4.1		
Critical Headway (sec)									4.48					4.10		
Base Follow-Up Headway (sec)									2.6					2.2		
Follow-Up Headway (sec)									2.64					2.20		

Delay, Queue Length, and Level of Service

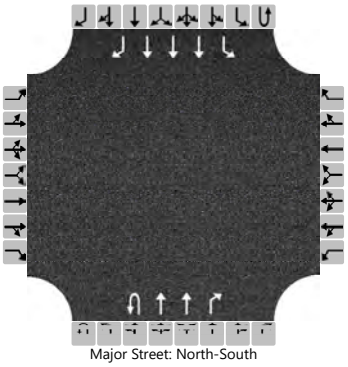
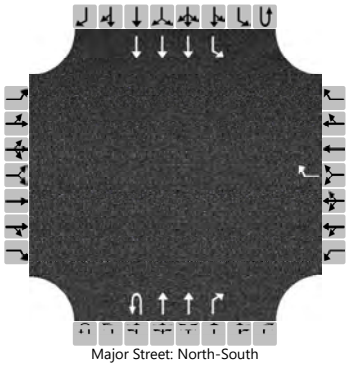
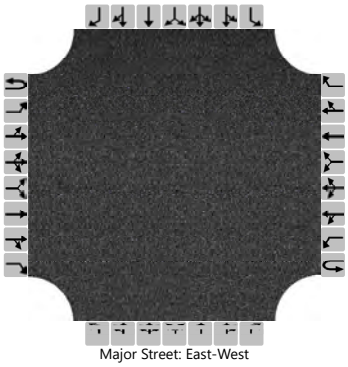
Flow Rate, v (veh/h)									28					161		
Capacity, c (veh/h)									701					378		
v/c Ratio									0.04					0.43		
95% Queue Length, Q_{95} (veh)									0.1					2.1		
Control Delay (s/veh)									10.3					21.4		
Level of Service (LOS)									B					C		
Approach Delay (s/veh)									0.2				2.1			
Approach LOS																

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HCS7 Alternative Intersections Results Summary

General Information				Alternative Intersection Information	
Agency	NV5			Intersection Type	RCUT with TWSC
Analyst	JP	Analysis Date	7/1/2025	Segment One Distance, ft	1700
Jurisdiction	GDOT D7	Duration, h	0.25	Segment Two Distance, ft	1150
Intersection	SR 124 & Knoll Hollow Rd	PHF	0.94	Arterial Direction	North-South
Main Intersection File	2028 yBuild AM_RCUT Main.xtw				
North Crossover File	2028 yBuild AM_RCUT N U-Turn.xtw				
South Crossover File					
Project Description	DRI 4478 Creekside Village Mixed-Use Development				

Demand	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Intersection One Demand (*v*), veh/h									27		1572	82		156	989	439
Intersection Two Demand (*v*), veh/h								62	0		1722	17	0	21	1209	
Intersection Three Demand (*v*), veh/h																

(1) North Crossover	(2) Main Intersection	(3) South Crossover
		
Major Street: North-South	Major Street: North-South	Major Street: East-West

Queue-to-Storage Ratio	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Intersection One (R_Q)									0.01							
Intersection Two (R_Q)														0.03		
Intersection Three (R_Q)																

Alternative Intesection Results

O-D	O-D Movements	Flow Rate (veh/h)	Control Delay (s/veh)	EDTT (s/veh)	ETT (s/veh)	v/c>1?	R_Q>1?	LOS
EBL	EBR(2) + SBU(3) + NBT(2)	0				No	No	
EBT	EBR(2) + SBU(3) + NBR(2)	0				No	No	
EBR	EBR(2)	0				No	No	
WBL	WBR(2) + NBU(1) + SBT(2)	27	32.7	51.4	84.1	No	No	F
WBT	WBR(2) + NBU(1) + SBR(2)	0				No	No	
WBR	WBR(2)	39	22.4	--	22.4	No	No	C
NBL	NBL(2)	0				No	No	
NBT	NBT(2)	1832	0.0	--	0.0	--	--	A
NBR	NBR(2)	18	0.0	--	0.0	--	--	A
SBL	SBL(2)	22	16.6	--	16.6	No	No	B
SBT	SBT(2)	1260	0.0	--	0.0	--	--	A
SBR	SBR(2)	0				--	--	

Overall Results	EB		WB		NB		SB	
Approach ETT, s/veh | LOS			47.6	D	0.0	A	0.3	A
Intersection ETT, s/veh | LOS	1.1				A			

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HCS7 Two-Way Stop-Control Report

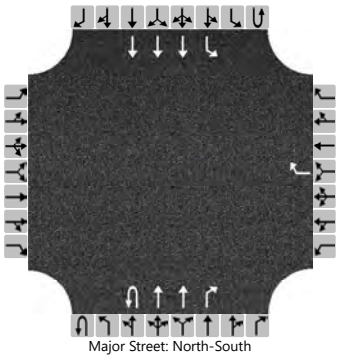
General Information

Analyst	JP
Agency/Co.	NV5
Date Performed	7/1/2025
Analysis Year	2028
Time Analyzed	2028 Build PM
Intersection Orientation	North-South
Project Description	DRI 4478 Creekside Village Mixed-Use Development

Site Information

Intersection	SR 124 & Knoll Hollow Rd
Jurisdiction	GDOT D7
East/West Street	Knoll Hollow Rd
North/South Street	SR 124/Rock Chapel Rd
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	1	0	2	1	0	1	3	0
Configuration								R	U		T	R		L	T	
Volume (veh/h)								62	0		1558	33	1	32	1686	
Percent Heavy Vehicles (%)								0	0				0	0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No				No						
Median Type | Storage		Left Only								7						

Critical and Follow-up Headways

Base Critical Headway (sec)								6.9	5.6				6.4	4.1		
Critical Headway (sec)								6.90	5.60				6.40	4.10		
Base Follow-Up Headway (sec)								3.3	2.3				2.5	2.2		
Follow-Up Headway (sec)								3.30	2.30				2.50	2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								65	0					34		
Capacity, c (veh/h)								327	312					365		
v/c Ratio								0.20	0.00					0.09		
95% Queue Length, Q_{95} (veh)								0.7	0.0					0.3		
Control Delay (s/veh)								18.7	16.5					15.9		
Level of Service (LOS)								C	C					C		
Approach Delay (s/veh)						18.7				0.0				0.3		
Approach LOS						C										

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HCS7 Two-Way Stop-Control Report

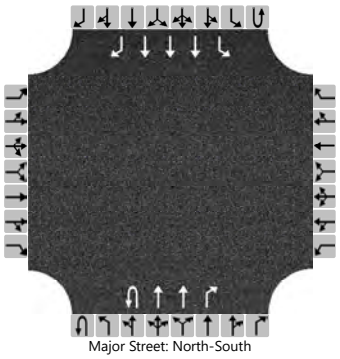
General Information

Analyst	JP
Agency/Co.	NV5
Date Performed	7/1/2025
Analysis Year	2028
Time Analyzed	2028 Build PM
Intersection Orientation	North-South
Project Description	DRI 4478 Creekside Village Mixed-Use Development

Site Information

Intersection	SR 124 & LIB/Site Drive N
Jurisdiction	GDOT D7
East/West Street	LIB/Site Drive N
North/South Street	SR 124/Rock Chapel Rd
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	1	0	2	1	0	1	3	1
Configuration									U		T	R		L	T	R
Volume (veh/h)									34		1304	122	1	240	1400	391
Percent Heavy Vehicles (%)									0				0	0		
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized										No				No		
Median Type | Storage		Left Only								9						

Critical and Follow-up Headways

Base Critical Headway (sec)									4.3				4.3	4.1		
Critical Headway (sec)									4.34				4.34	4.10		
Base Follow-Up Headway (sec)									2.6				2.6	2.2		
Follow-Up Headway (sec)									2.57				2.57	2.20		

Delay, Queue Length, and Level of Service

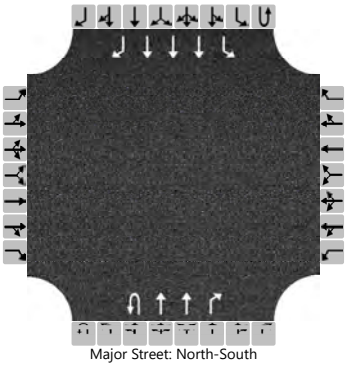
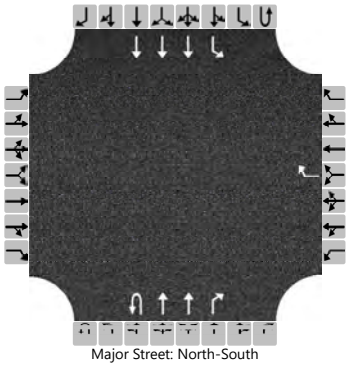
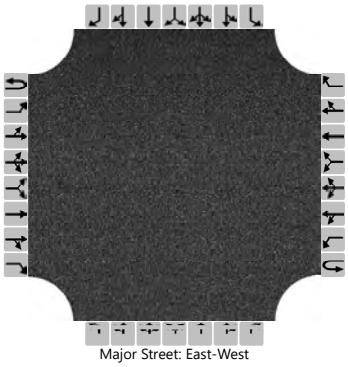
Flow Rate, v (veh/h)									35					248		
Capacity, c (veh/h)									560					465		
v/c Ratio									0.06					0.53		
95% Queue Length, Q_{95} (veh)									0.2					3.1		
Control Delay (s/veh)									11.9					21.3		
Level of Service (LOS)									B					C		
Approach Delay (s/veh)									0.3				2.5			
Approach LOS																

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HCS7 Alternative Intersections Results Summary

General Information				Alternative Intersection Information	
Agency	NV5			Intersection Type	RCUT with TWSC
Analyst	JP	Analysis Date	7/1/2025	Segment One Distance, ft	1700
Jurisdiction	GDOT D7	Duration, h	0.25	Segment Two Distance, ft	1150
Intersection	SR 124 & Knoll Hollow Rd	PHF	0.96	Arterial Direction	North-South
Main Intersection File	2028 yBuild PM_RCUT Main.xtw				
North Crossover File	2028 yBuild PM_RCUT N U-Turn.xtw				
South Crossover File					
Project Description	DRI 4478 Creekside Village Mixed-Use Development				

Demand	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Intersection One Demand (*v*), veh/h									34		1304	122		240	1400	391
Intersection Two Demand (*v*), veh/h								62	0		1558	33	1	32	1686	
Intersection Three Demand (*v*), veh/h																

(1) North Crossover	(2) Main Intersection	(3) South Crossover
		
Major Street: North-South	Major Street: North-South	Major Street: East-West

Queue-to-Storage Ratio	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Intersection One (R_Q)									0.01							
Intersection Two (R_Q)														0.05		
Intersection Three (R_Q)																

Alternative Intesection Results

O-D	O-D Movements	Flow Rate (veh/h)	Control Delay (s/veh)	EDTT (s/veh)	ETT (s/veh)	v/c>1?	R_Q>1?	LOS
EBL	EBR(2) + SBU(3) + NBT(2)	0				No	No	
EBT	EBR(2) + SBU(3) + NBR(2)	0				No	No	
EBR	EBR(2)	0				No	No	
WBL	WBR(2) + NBU(1) + SBT(2)	32	30.6	51.4	82.0	No	No	F
WBT	WBR(2) + NBU(1) + SBR(2)	0				No	No	
WBR	WBR(2)	32	18.7	--	18.7	No	No	B
NBL	NBL(2)	0				No	No	
NBT	NBT(2)	1623	0.0	--	0.0	--	--	A
NBR	NBR(2)	34	0.0	--	0.0	--	--	A
SBL	SBL(2)	33	15.9	--	15.9	No	No	B
SBT	SBT(2)	1756	0.0	--	0.0	--	--	A
SBR	SBR(2)	0				--	--	

Overall Results	EB		WB		NB		SB	
Approach ETT, s/veh | LOS			50.4	D	0.0	A	0.3	A
Intersection ETT, s/veh | LOS	1.1				A			

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APPENDIX F: Turn Lane Evaluations

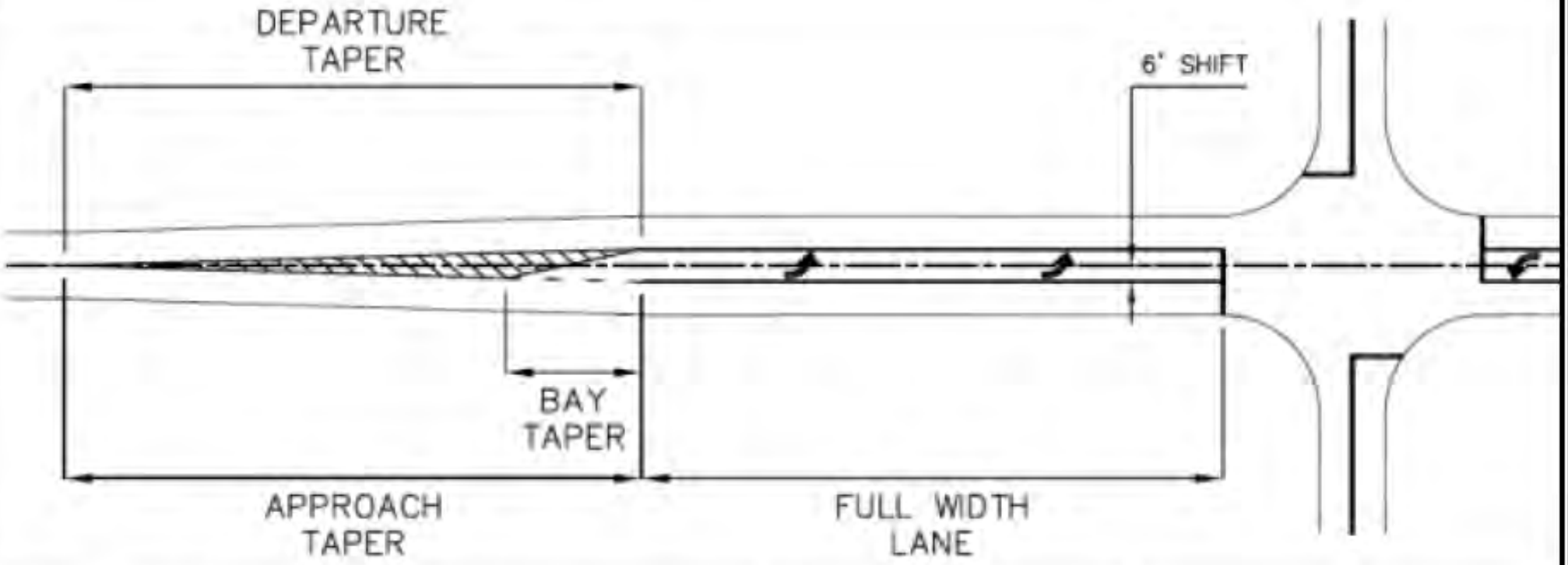
Condition 1

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

4,989 Daily Expected IN * 9% Expected LTV on Pleasant Hill Road = 449 LTV a day +
2,495 Daily Pass-By IN * 0% Expected LTV on Pleasant Hill Road = 0 LTV a day
449 TOTAL LTV a day – **WARRANTED** on **Site Drive East**

4,989 Daily Expected IN * 36% Expected LTV on SR 124 = 1,796 LTV a day +
2,495 Daily Pass-By IN * 40% Expected LTV on SR 124 = 998 LTV a day
2,794 TOTAL LTV a day – **WARRANTED** on **Site Drive North**



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

4,989 Daily Expected IN * 9% Expected RTV on SR 124 = 449 RTV a day +
2,495 Daily Pass-By IN * 40% Expected RTV on SR 124 = 998 RTV a day
1,447 TOTAL RTV a day – **WARRANTED** on **Site Drive North**

4,989 Daily Expected IN * 8% Expected RTV on SR 124 = 399 RTV a day +
2,495 Daily Pass-By IN * 20% Expected RTV on SR 124 = 499 RTV a day
898 TOTAL RTV a day – **WARRANTED** on **Site Drive South**

4,989 Daily Expected IN * 5% Expected RTV on Pleasant Hill Road = 249 RTV a day
WARRANTED on **Site Drive East**

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

DeKalb County
GEORGIA

Government Services Center
178 Sams Street
Decatur, GA 30030
www.dekalbcountyga.gov/planning
404-371-2155 (o); 404-371-4556 (f)

DEPARTMENT OF PLANNING & SUSTAINABILITY

Chief Executive Officer
Lorraine Cochran-Johnson

Interim Director
Cedric G. Hudson, MCRP

ZONING COMMENTS – MAY 2025

N1-2025-0283 Z-25-1247358 (1619 Pleasant Hill Trl & 7850 Pleasant Hill Rd: 149 units. Pleasant Hill Trail appears to be an unimproved right of way (not abandoned) in the proposed project area (per GIS Map)- classified as local. Verify ownership. If determined to be an unimproved public right of way, infrastructure improvements noted in in Zoning Code 5.4.3 and Land Development Code 14-190 are required. This project requires 2 access points- ensure phasing meets required access points at any given time since connecting to other developments. Ensure that there are enough access points to service the entire system when all developments are complete (i.e.- this development cannot put the other developments that it is connecting to out of compliance for number of access points). Please refer to the requirements in Zoning Code 5.4.3 and Land Development Code 14-190. All interior streets require a right of way dedication of 55 feet. Requires a 6-foot landscape strip with a 5-foot sidewalk. Requires streetlights. (hefowler@dekalbcountyga.gov). All intersections must meet AASHTO sight distance requirements.

N2-2025-0285 Z-25-1247420 (4743 Flat Shoals Pkwy): 79 Units. 4743 Flat Shoals Parkway. Flat Shoals Parkway is SR 155 and classified as a major arterial. GDOT review and approval is required prior to permitting. (JLivingston@dot.ga.gov) Please refer to the requirements in Zoning Code 5.4.3 and Land Development Code 14-190. Requires a right of way dedication of 50 feet from centerline OR such that all public infrastructure is within right of way, whichever greater. Along all frontage of SR 155: Requires a 10-foot landscape strip with a 6-foot sidewalk and 4-foot bike lane OR (PREFERRED) a 10-foot multiuse path. Requires pedestrian scale streetlights. (hefowler@dekalbcountyga.gov). Interior streets to be private. General: no poles to remain in sidewalk/path. All intersections must meet AASHTO sight distance requirements.

N3-2025-0286 CZ-25-1247427 (1816 Candler Road); and N4-2025-0287 Z-25-1247428 (3221 Glenwood Road): I-20 Overlay District, Tier 2. Seek guidance from the overlay planner for required infrastructure improvements. Candler Road is SR 155 and a major arterial. GDOT review and approval is required prior to permitting. (JLivingston@dot.ga.gov) Where the overlay is silent: Please refer to the requirements in Zoning Code 5.4.3 and Land Development Code 14-190. Requires a right of way dedication of 50 feet from centerline OR such that all public infrastructure is within right of way, whichever greater. Along all frontage of SR 155: Requires a 10-foot landscape strip with a 6-foot sidewalk and 4-foot bike lane OR (PREFERRED) a 10-foot multiuse path. Requires pedestrian scale streetlights. (hefowler@dekalbcountyga.gov). Glenwood Road is classified as a minor arterial. Please refer to the requirements in Zoning Code 5.4.3 and Land Development Code 14-190. Requires a right of way dedication of 40 feet from centerline OR such that all public infrastructure is within right of way, whichever greater. Requires a 10-foot landscape strip with a 6-foot sidewalk and 4-foot bike lane OR (PREFERRED) a 10-foot multiuse path. Requires pedestrian scale streetlights. (hefowler@dekalbcountyga.gov). Glenhill Place is classified as a local road. Discussions need to be held about approval of truck entrance on this road. No approval of truck entrance without the direct approval of Planning and Development and the Transportation Division. Would prefer truck traffic from Glenwood Rd or Candler Rd (both truck routes). If permission is granted, the entire roadway section (including pavement section) will need to be brought up to current standards to accommodate truck traffic. Requires a right of way dedication of 55 feet. Requires a 6-foot landscape strip with a 5-foot sidewalk. Requires streetlights. (hefowler@dekalbcountyga.gov). Lane widths and other design factors must be designed for truck traffic. General: no poles to remain in sidewalk/path. All intersections must meet AASHTO sight distance requirements.

N5-2025-0288 Z-25-1247426; and N6-2025-0289 SLUP-25-1247425 (5346 O'Malley Lane): No parking within 100 feet of the intersection.

N7-2025-0291 SLUP-25-1247431 (2667 Candler Woods Court): No on-street parking allowed.

N8-2025-0292 SLUP-25-1247429 (3574 Boring Road): No on-street parking allowed.

N9-2025-0293 SLUP-25-1247395 (2615 Shallowford Road): No comments.

N10-2025-0295 SLUP-25-1247423; and N11-2025-0296 SLUP-25-1247424:
Memorial Drive is a state route. GDOT review and approval is required prior to permitting. (JLivingston@dot.ga.gov). If a land development permit is required: Memorial Drive is a major arterial. Please refer to the requirements in Zoning Code 5.4.3 and Land Development Code 14-190. Requires a right of way dedication of 50 feet from centerline OR such that all public infrastructure is within right of way, whichever greater. Along all frontage of SR 155: Requires a 10-foot landscape strip with a 6-foot sidewalk and 4-foot bike lane OR (PREFERRED) a 10-foot multiuse path. Requires pedestrian scale streetlights. (hefowler@dekalbcountyga.gov). No poles to remain in the sidewalk/path. All intersections must meet AASHTO sight distance requirements.

3/5/2025

To: Ms. LaSondra Hill, Planning Manager
From: Ryan Cira, Director
Cc: Alan Gaines, Duty Director
Re: Rezone Application Review

General Comments:

DeKalb County Health Regulations prohibit use of on-site sewage disposal systems for

- multiple dwellings
- food service establishments
- hotels and motels
- commercial laundries
- funeral homes
- schools
- nursing care facilities
- personal care homes with more than six (6) clients
- child or adult day care facilities with more than six (6) clients
- residential facilities containing food service establishments

If proposal will use on-site sewage disposal, please contact the Land Use Section (404) 508-7900.

Any proposal, which will alter wastewater flow to an on-site sewage disposal system, must be reviewed by this office prior to construction.

This office must approve any proposed food service operation or swimming pool prior to starting construction.

Public health recommends the inclusion of sidewalks to continue a preexisting sidewalk network or begin a new sidewalk network. Sidewalks can provide safe and convenient pedestrian access to a community-oriented facility and access to adjacent facilities and neighborhoods.

For a public transportation route, there shall be a 5ft. sidewalk with a buffer between the sidewalk and the road. There shall be enough space next to sidewalk for bus shelter's concrete pad installation.

Since DeKalb County is classified as a Zone 1 radon county, this office recommends the use of radon resistant construction.

445 Winn Way – Box 987
Decatur, GA 30031
404.508.7900 • www.dekalbhealth.net

N1 2025-0283 Z-25-1247358 16 197 02 009 & 16 220 01 001

1619 Pleasant Hill Trail & 7850 Pleasant Hill Road, Lithonia, GA 30058

Amendment

- Please review the general comments.
- No septic indicated for this property.

N2 2025-0285 Z-25-1247420 15 061 03 001

4743 Flat Shoals Parkway, Decatur, GA 30034

Amendment

- Review general comments
- No septic indicated.

N3 2025-0285 CZ-25-1247427 15 170 13 030

1816 Glenwood Road, Decatur, GA 30032

Amendment

- Review general comments
- No septic indicated for this property.

DEKALB COUNTY GOVERNMENT
PLANNING DEPARTMENT
DISTRIBUTION FORM

***NOTE*: PLEASE RETURN ALL COMMENTS VIA EMAIL TO EXPEDITE THE PROCESS TO JOHN REID jreid@dekalbcountyga.gov AND/OR LASONDRA HILL lahill@dekalbcountyga.gov**

7850 and 7788 Pleasant Hill Road

The following areas below may warrant comments from the Development Division. Please respond accordingly as the issues relate to the proposed request and the site plan enclosed as it relates to Chapter 14. You may address applicable disciplines.

DEVELOPMENT ANALYSIS:

- Transportation/Access/Row

- Storm Water Management

  Several detention ponds are proposed, size of those pond must be evaluated.

- Flood Hazard Area/Wetlands

  Portion of the parcel is located in floodplain, any developement in flood plain requires no rise study

- Landscaping/Tree Preservation

- Tributary Buffer

- Fire Safety

_____

_____

_____

DeKalb County School District
Development Review Comments

Analysis Date: 3/4/2025

Submitted to: DeKalb County

Case #: Z-25-1247358
Parcel #: 16 197 02 009 & 16 220 01 001

Name of Development: Hybrass Properties LLC
Location: 1619 Pleasant Hill Trail & 7850 Pleasant Hill Road, Lithonia, GA 30058

Description: Rezoning request to allow for development of 149 Single family homes.

Impact of Development: When fully constructed, this development would be expected to generate 68 students: 15 at Rock Chapel Elementary School, 9 at Lithonia Middle School, 18 at Lithonia High School, 23 at other DCSD schools, and 3 at private school. The additional homes are not expected to have a significant impact on the neighborhood elementary and middle schools. Enrollment at Lithonia HS is already above capacity, and additional students from development may add to the strain until redistricting can be approved.

Current Condition of Schools	Rock Chapel Elementary School	Lithonia Middle School	Lithonia High School	Other DCSD Schools	Private Schools	Total
Capacity	696	1,230	1,426			
Portables	0	0	0			
Enrollment (Oct 2024)	524	1,064	1,564			
Seats Available	172	166	-138			
Utilization (%)	75.3%	86.5%	109.7%			
New students from development	15	9	18	23	3	68
New Enrollment	539	1,073	1,582			
New Seats Available	157	157	-156			
New Utilization	77.4%	87.2%	110.9%			

Yield Rates	Attend Home School	Attend other DCSD School	Private School	Total
Elementary	0.1015	0.0677	0.0128	0.1820
Middle	0.0627	0.0378	0.0029	0.1033
High	0.1185	0.0477	0.0052	0.1714
Total	**0.2826**	**0.1532**	**0.0208**	**0.4567**

Student Calculations

Proposed Units	149
Unit Type	SF
Cluster	Lithonia High School

Units x Yield	Attend Home School	Attend other DCSD School	Private School	Total
Elementary	15.12	10.09	1.90	27.11
Middle	9.34	5.63	0.43	15.40
High	17.65	7.11	0.77	25.53
Total	**42.11**	**22.83**	**3.10**	**68.04**

Anticipated Students	Attend Home School	Attend other DCSD School	Private School	Total
Rock Chapel Elementary School	15	10	2	27
Lithonia Middle School	9	6	0	15
Lithonia High School	18	7	1	26
Total	**42**	**23**	**3**	**68**

DEKALB COUNTY GOVERNMENT
PLANNING DEPARTMENT
DISTRIBUTION FORM

NOTE: **PLEASE RETURN ALL COMMENTS VIA EMAIL TO EXPEDITE THE PROCESS TO JOHN REID jreid@dekalbcountyga.gov AND/OR LASONDRA HILL lahill@dekalbcountyga.gov**

REZONE
COMMENTS FORM:

PUBLIC WORKS ROAD AND DRAINAGE

Case No.: Z-25-1247358 **Parcel I.D. #:** 16 197 02 009 & 16 220 01 001

Address: 1619 and 7850 Pleasant Hill Trail Lithonia, GA 30058

Drainage Basin: Yellow River

Upstream Drainage Area: N/A

Percent of Property in 100-Year Floodplain: 3.1%

Impact on property (flood, erosion, sedimentation) under existing zoning: No reported history of flood, erosion and sedimentation but, these events are possible in areas identified as floodplains under existing zoning.

Required detention facility(s): Yes.

COMMENTS:

Compliance with applicable county codes, design standards and best management practices will be required to protect existing county roads and drainage infrastructure.

Signature: Akin A. Akinsola

DEKALB COUNTY
GOVERNMENT PLANNING
DEPARTMENT DISTRIBUTION
FORM

***NOTE*: PLEASE RETURN ALL COMMENTS VIA EMAIL TO EXPEDITE THE PROCESS TO JOHN REID jreid@dekalbcountyga.gov AND/OR LASONDRA HILL lahill@dekalbcountyga.gov**

COMMENTS FORM:

PUBLIC WORKS TRAFFIC ENGINEERING

Case No.: Z-25-1247358 **Parcel I.D. #s:** 16-220-01-001 16-197-02-009

Address: 1619 Pleasant Hill Trail @ 7850 Pleasant Hill Rd, Lithonia, Ga 30058

Adjacent Roadway (s):

_____ _____

(classification) (classification)

Capacity (TPD) _____	**Capacity (TPD)** _____
Latest Count (TPD) _____	**Latest Count (TPD)** _____
Hourly Capacity (VPH) _____	**Hourly Capacity (VPH)** _____
Peak Hour. Volume (VPH) _____	**Peak Hour. Volume (VPH)** _____
Existing number of traffic lanes _____	**Existing number of traffic lanes** _____
Existing right of way width _____	**Existing right of way width** _____
Proposed number of traffic lanes _____	**Proposed number of traffic lanes** _____
Proposed right of way width _____	**Proposed right of way width** _____

Please provide additional information relating to the following statement.

According to studies conducted by the Institute of Traffic Engineers (ITE) 6/7th Edition (whichever is applicable), churches generate an average of fifteen (15) vehicle trip end (VTE) per 1, 000 square feet of floor area, with an eight (8%) percent peak hour factor. Based on the above formula, the _____ square foot place of worship building would generate _____ vehicle trip ends, with approximately _____ peak hour vehicle trip ends.

Single Family residence, on the other hand, would generate ten (10) VTE's per day per dwelling unit, with a ten (10%) percent peak hour factor. Based on the above referenced formula, the _____ (Single Family Residential) District designation which allows a maximum of _____units per acres, and the given fact that the project site is approximately _____ acres in land area, _____ daily vehicle trip end, and _____ peak hour vehicle trip end would be generated with residential development of the parcel.

COMMENTS: Plans and Field reviewed. No problem that would interfere with Traffic Flow.

Signature: Jerry White

DEKALB COUNTY
GOVERNMENT PLANNING
DEPARTMENT DISTRIBUTION
FORM

***NOTE*: PLEASE RETURN ALL COMMENTS VIA EMAIL TO EXPEDITE THE PROCESS TO JOHN REID jreid@dekalbcountyga.gov AND/OR LASONDRA HILL lahill@dekalbcountyga.gov**

COMMENTS FORM:
PUBLIC WORKS WATER AND SEWER

Case No.: Z-25-1247358 **Parcel I.D. #:** 16 197 02 009 & 16 220 01 001

Address: 1619 Pleasant Hill Trail & 7850 Pleasant Hill Road

WATER:

Size of existing water main: none **(adequate/inadequate)**

Distance from property to nearest main: 1250' **Size of line required, if inadequate:** _____

SEWER:

Outfall Servicing Project: Johnson Creek

Is sewer adjacent to property: Yes _____ **No** X **If no, distance to nearest line:** 1800'

Water Treatment Facility: Pole Bridge **adequate** _____ **inadequate** _____

Sewage Capacity: 20 **(MGPD)** **Current Flow:** 7.8 **(MGPD)**

COMMENTS:

Compliance with applicable county codes, design standards and best management practices will be required to protect existing county roads and drainage infrastructure.

Signature: Yola Lewis

MARTA May 2025
Case Comments

D1-2024-1496 CZ-25-1246771 4015 Flat Shoals Pkwy:

This development is adjacent to existing service along Columbia Drive and also fronts planned MARTA service along Flat Shoals Parkway. We recommend that a condition for rezoning be that the developer must coordinate with MARTA to ensure proper pedestrian access between the development and existing and planned bus stops.

N2-2025-0285 Z-25-1247420 4743 Flat Shoals Pkwy:

This development is adjacent to planned MARTA service along Flat Shoals Parkway. We recommend that a condition for rezoning be that the developer must coordinate with MARTA to ensure proper pedestrian access between the development and planned bus stops.

N3-2025-0286 CZ-25-1247427 1816 Candler Road:

This property is adjacent to existing MARTA service as well as the planned Candler Road Arterial Rapid Transit project. While no ART stops are planned in front of this parcel on Candler Road, there will be an increased pedestrian demand for this location due to proximity to improved transit. Sidewalks and driveways for the development should be carefully designed with ped access and safety in mind. Developer should coordinate with MARTA during design phase.

N4-2025-0287 Z-25-1247428 3221 Glenwood Road:

This location is adjacent to existing MARTA service for Route 107. Due to this and proximity to the planned Candler Road Arterial Rapid Transit project, there will be an increased pedestrian demand for this location. Sidewalks and driveways for the development should be carefully designed with ped access and safety in mind. Developer should coordinate with MARTA during design phase.

DeKalb County
GEORGIA

DEPARTMENT OF PLANNING & SUSTAINABILITY

Rezoning Application to Amend the Official Zoning Map of DeKalb County, Georgia

Date Received: _____ Application No: _____

Applicant Name: Hybrass Properties, LLC c/o Battle Law P.C.

Applicant E-Mail Address: mlb@battlelawpc.com

Applicant Mailing Address: 3562 Habersham at Northlake, Building J, Suite 100 Tucker, GA 30087

Applicant Daytime Phone: 404-601-7616 Fax: _____

Owner Name: Hybrass Properties, LLC

If more than one owner, attach list of owners.

Owner Mailing Address: 6350 Lake Oconee Pkwy, Suite 110, PMB 51 Greensboro, GA 30642

Owner Daytime Phone: 404-557-4892

Address of Subject Property: 1619 and 7850 Pleasant Hill Trail Lithonia, GA 30058

Parcel ID#: 16 197 02 009 & 16 220 01 001

Acreage: 53.68 Commission District: 5

Present Zoning District(s): MU-1

Proposed Zoning District: RSM

Present Land Use Designation: NC

Proposed Land Use Designation (if applicable): _____

DeKalb County
GEORGIA

DEPARTMENT OF PLANNING & SUSTAINABILITY

AUTHORIZATION

The property owner should complete this form or a similar signed and notarized form if the individual who will file the application with the County is not the property owner.

Date: 12/20/2024

TO WHOM IT MAY CONCERN:

(I), (WE) FARMER H WAYNE TRUSTEE

Name of owners(s) (If more than one owner, attach a separate sheet)

Being (owner) (owners) of the subject property described below or attached hereby delegate authority to:

Battle Law P.C.

Name of Agent or Representative

to file an application on (my), (our) behalf.

Notary Public	Owner
Notary Public	Owner
Notary Public	Owner
Notary Public	Owner
Notary Public	Owner

H Wayne Farmer Trustee

IVANA A. MILLENDER NOTARY PUBLIC FULTON COUNTY GEORGIA MY COMM. EXP. 7/4/2026

DeKalb County
GEORGIA

DEPARTMENT OF PLANNING & SUSTAINABILITY

DISCLOSURE OF CAMPAIGN CONTRIBUTION

In accordance with the Conflict of Interest in Zoning Act, OCGA Chapter 36-67A, the following questions must be answered.

Have you, the applicant, made $250.00 or more in campaign contribution to a local government official within two years immediately preceding the filling of this application?

Yes_____No X *

If the answer is yes, you must file a disclosure report with the governing authority of DeKalb County showing:

1. The name and official position of the local government official to whom the campaign contribution was made.

2. The dollar amount and description of each campaign contribution made during the two years immediately preceding the filing of this application and the date of each such contribution.

The disclosure must be filed within 10 days after the application is first filed and must be submitted to the C.E.O. and to the Board of Commissioners of DeKalb County, 1300 Commerce Drive, Decatur, GA 30030.

Ivan A Millender
Notary

H Wayne Grant Trustee
Signature of Applicant /Date

Check one: Owner X Agent_____



Expiration Date/ Seal

*Notary seal not needed if answer is "no".

Battle Law

3562 Habersham at Northlake, Bldg. J, Ste 100
Tucker, Georgia 30084

Zoom Instructions:

Go to https://otago.zoom.us/join and Enter the Meeting ID that you have been provided with in the appropriate field and click "Join" . To join by phone, please dial (646) 558-8656. If you are unable to attend or would like to learn more about the proposed project, please call our office at the number below.

We encourage you to come out and participate!

For More Information Contact
Jordan Battle at:
Phone: 404-601-7616 ext. 8
Fax: 404-745-0045
Email: jnb@battlelawpc.com

Community Meeting to discuss a Rezoning of the Property from RNC to RSM for 185 single-family detached lots

Project Title: Hybrass Properties, LLC -Pleasant Hill Road & Maristone

When: October 17,2024

Time: 6:30 PM Eastern (US and Canada)

Register in advance for this meeting:
https://otago.zoom.us/join

Meeting ID: 832 9592 5266

Password: 542283

OWNERNME1	PSTLADDRESS
MARTIN MARIETTA MATERIALS REAL	6920 POINTE INVERNESS WAY STE 301
MARISTON DEVELOPMENTS LLC	6030 BETHELVIEW RD # 102
GOSPEL ASSEMBLY CHURCH OF	7771 PLEASANT HILL RD
ORTIZ FIDEL PEREZ	1831 PLEASANT HILL TRL
BRITT LONNIE JOE	1825 PLEASANT HILL TRL
RODRIGUEZ CARLOS	PO BOX 1075
CLARKE SHAWN M	1125 HAMMOND DR APT 562
HOLUB JOSEPH A	1840 PLEASANT HILL TRL
HARRIS STEPHANIE	1822 STONE MEADOW RD
HEFFNER EVANGELINE	1816 STONE MEADOW RD
KENNEDY MCKENZIE MARLENE E	1810 STONE MEADOW RD
MITCHELL SIMONE A	1804 STONE MEADOW RD
TAYLOR RENEE L	7695 STONE MEADOW TRL
MARSHALL CASSANDRA M	7701 STONE MEADOW TRL
ANDREWS CANDICE I	7711 STONE MEADOW TRL
KHALID JULIOUS G	7721 STONE MEADOW TRL
FKH SFR PROPCO K LP	1850 PARKWAY PL STE 900
TOLBERT MARQUITA DANEL	7733 STONE MEADOW TRL
WALTERS ALBERT D	7739 STONE MEADOW TRL
LEE GLORIA	7745 STONE MEADOW TRL
WILLIAMS DENEEN	7751 STONE MEADOW TRL
PROCOPE BEVERLY	7732 STONE MEADOW TRL
THAI TUAN T	7722 STONE MEADOW TRL
TURNER RHONDA M	7716 STONE MEADOW TRL
DEBARDELABEN DANNIE	7710 STONE MEADOW TRL
MACON CARL	7706 STONE MEADOW TRL
HAMBIE JAMES	7700 STONE MEADOW TRL
WILLIAMS SHARON	7694 STONE MEADOW TRL
NELSON STEPHANIE	7684 STONE MEADOW TRL
PIEDMONT TRACE HOMEOWNERS ASSO INC	1465 NORTHSIDE DR STE 128
PIEDMONT TRACE HOMEOWNERS ASSO INC	1465 NORTHSIDE DR STE 128
WILLIAMSON RALPH R	1735 PLEASANT HILL TRL
STILLO CAROL S	1745 PLEASANT HILL TRL
WILLIAMS JAMES ORVILLE	1723 PLEASANT HILL TRL
EMERSON CYNTHIA DOWNS	4955 MCCOY CIR
HYBRASS PROPERTIES LLC	6350 LAKE OCONEE PKWY PMB 11051
MACEDO CELESTINO	1711 PLEASANT HILL TRL
CASON YOLANDE ANN	7772 PLEASANT HILL RD
HARRIS MICHAEL D	2555 PLEASANT HILL TRL
POTTINGER CONROL	1739 PLEASANT HILL TRL
HYBRASS PROPERTIES LLC	6350 LAKE OCONEE PKWY PMB 110-51
MACEDO JAIMES GABRIEL	1687 PLEASANT HILL TRL
DIAZ ESTEBAN MELVIN ALEXANDER	1746 PLEASANT HILL TRL
BLK NOVA LLC	5314 HOLLY BROOKE LN
BRYDSON MICHELLE	1826 PLEASANT HILL TRL
T K MORELAND INC	PO BOX 2838
2018 3 IH BORROWER LP	P.O. BOX 4900
BEDFORD FUTURE	7787 PLEASANT HILL RD
BLAIR HAZEL	7793 PLEASANT HILL RD
ALGHRAIRI YOUNUS A	1849 DEMILIO DR
MAXEY DENZEL	1857 DEMILLIO DR
PATTERSON KERRY WAYNE	1865 DEMILIO DR

BOLTON CYNTHIA	1871 DEMILIO DR
FEACHER REGINA M	1877 DEMILIO DR
HAY LANCELOT G	1883 DEMILIO DR
BAF ASSETS 6 LLC	5001 PLAZA ON THE LAKE STE 200
CAMPBELL JOSEPH	1895 DEMILIO DR
NGO MINH CAM	1901 DEMILIO DR
NELSON COLIN A	1907 DEMILIO DR
FENNIMORE LLC	3921 MARTIN DR
WAYNE THOMAS GROUP INC	PO BOX 2838
510 SFR GA OPERATIONS I LLC	1719 NJ-10 STE 219
HANSLEY DONIELLE T	1966 LOCKSLEY TER
ZACHARY KENETHIA L	1960 LOCKSLEY TER
ROWE RONALD B	1959 LOCKSLEY TER
WHITESIDES CARTER	2082 STRANG BLVD
BRYANT JIMMIE L	2078 STRANG BLVD
DAVIS YVETTE E	2072 STRANG BLVD
WOODS RODNEY B	8936 GREY MOUNTIAN DR
EMILE GAETHANE	2071 STRANG BLVD
WILKERSON REX A	7812 PLEASANT HILL RD
SHERMAN REGINA	1902 DEMILIO DR
OTTEY PAULINE	1896 DEMILIO DR
GOOLSBY STANTHONY	1890 DEMILIO DR
BATTISTE IOANA	1884 DEMILIO DR
COLWELL TIMOTHY	1878 DEMILIO DR
ONWUSONYE IKECHUKWU	1874 DEMILIO DR
BROWN ANGELA L	PO BOX 1214
ANTHONY LAVERNE L	1858 DEMILIO DR
HUANG SU TZU	1622 GIRVAN RIDGE DR
SHINE HARVEY L	7929 PLEASANT HILL RD
REED NORA	2178 PROVIDENCE POINT DR
PEEPLES ANGELA	7911 PROVIDENCE POINT WAY
BLACKWELL PROPERTIES LLC	2350 POINTE PKWY STE 250
BOWDEN TIONA C	2177 PROVIDENCE POINT DR
HARRIS THOMAS JR	2183 PROVIDENCE POINT DR
ANDERSON GRADY MARQUIS	2189 PROVIDENCE POINT DR
LAWSON JOANNA	2195 PROVIDENCE POINT DR
SIMON CHRISTIE NATACHA	116 PLEASANT HILL RD NW
RKM GROUP INVESTMENTS LLC	1017 PEARL MIST DR SW
SWERTFEGER LEON JACK JR U/W	3919 NE WIEUCA RD NE
HYBRASS PROPERTIES LLC	988 EAST FREEWAY DR SE STE A

PSTLCITY__PSTLSTATE__ZIP
FORT WAYNE , IN 30058
CUMMING , GA 30058
LITHONIA , GA 30058
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CONYERS , GA 30058
SANDY SPRINGS , GA 30058
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LOGANVILLE , GA 30058
PARSIPPANY , NJ 30058
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LITHONIA , GA 30058
CARMEL , IN 30058
LITHONIA , GA 30058
LITHONIA , GA 30058
LITHONIA , GA 30058
LITHONIA , GA 30058
CONYERS , GA 30058
LILBURN , GA 30058
ATLANTA , GA 30058
CONYERS , GA 30058

Name (original name)	Email	Duration (minutes)	Guest	Recording	In waiting room
Michele Battle	mlb@battlelawpc.com	22	No	OK	No

Battle Law

STATEMENT OF INTENT

and

Other Material Required by
DeKalb County Zoning Ordinance
For
A Rezoning from MU-1 to RSM

of

Hybrass Properties, LLC
c/o Battle Law, P.C.

for

+/- 53.68 Acres of Land
1619 and 7850 Pleasant Hill Trail, Lithonia
being
Tax Parcels 16 197 02 009 and 16 220 01 001

Submitted for Applicant by:

Michèle L. Battle, Esq.
Battle Law, P.C.
Habersham at Northlake, Building J, Suite 100
Tucker, Georgia 300384
(404) 601-7616 Phone
(404) 745-0045 Facsimile
mlb@battlelawpc.com

Battle Law

I. LETTER OF INTENT

Hybrass Properties, LLC (the "Applicant") is seeking to rezone 1619 and 7850 Pleasant Hill Trail (the "Subject Property") from MU-1 to RSM for the development of 149 single family detached at a density of 2.78 units per acre. The Subject Property has a land use designation of Neighborhood Commercial and is part of a DRI Project approved by the Board of Commissioner in September of 2007 (CZ- 07-12945). At that time the Subject Property, along with adjacent parcels that are no longer apart of the proposed development, was intended to be developed for up to 250 single family homes. The purpose of the rezoning is to allow the development to proceed without having to incorporate a non-residential component which is now required under the MU-1 zoning designation. At the time of the rezoning approved in 2007, the subject Property was zoned under the now inactive PCD Zoning District, which did not require a percentage of non-residential development.

This document serves as a statement of intent, analysis of the criteria under the DeKalb County Zoning Ordinance, and contains notice of constitutional allegations as a reservation of the Applicant's rights.

II. DEKALB COUNTY IMPACT ANALYSIS CRITERIA

A. Whether the zoning proposal is in conformity with the policy and intent of the comprehensive plan

The zoning proposal is in conformity with the policy and intent of the comprehensive plan for the Neighborhood Commercial land use designation.

B. Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby properties

The proposed rezoning will not change the use contemplated for the property back in 2007. The Subject Property is an interior lot which is abutted by residentially zoned properties to the South. The area north of the Subject Property is a quarry with significant buffers that mitigate the impact of the nearby Quarry. The Subject Property will still connect into the originally contemplated project that will have access to both Rock Chapel Road and to Pleasant Hill Road.

C. Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned

The Subject Property does not have a reasonable economic use as currently zoned, as it is not plausible to develop 10% of the Subject Property for non-residential use. The Subject Property does not have frontage along a commercial corridor that would make non-residential uses viable or desirable.

D. Whether the zoning proposal would adversely affect the existing use or usability of adjacent or nearby properties

The proposed rezoning would not adversely affect the existing use or usability of adjacent or nearby properties because the number of housing units does not change from the already approved site plan.

E. Whether there are other existing or changing conditions affecting the use and development of the property which gives supporting grounds for either approval or disapproval of the zoning proposal

The applicant is not aware of any other existing or changing conditions that give grounds for the approval or disapproval of the zoning proposal.

F. Whether their zoning proposal will adversely affect historic building sites districts or archaeological resources

The Applicant is not aware of any historic buildings sites or archaeological resources on the subject property.

G. Whether the zoning proposal will result in a use which will or could cause excessive or burdensome use of existing streets, transportation facilities, utilities or schools.

The Applicant's proposed rezoning does not change the number of housing units on the site, so there will be no increase in the proposed use of existing streets, transportation facilities, utilities or schools beyond that which was originally contemplated for the site.

III. CONCLUSION

For the foregoing reasons, the Applicant hereby requests that the application for a Major Modification of Zoning Conditions be approved. The Applicant welcomes any questions and feedback from the planning staff.

IV. NOTICE OF CONSTITUTIONAL ALLEGATIONS AND PRESERVATION OF CONTITUTIONAL RIGHTS

The portions of the DeKalb County Zoning Ordinance, facially and as applied to the Subject Property, which restrict or classify or may restrict or classify the Subject Property so as to prohibit its development as proposed by the Applicant are or would be unconstitutional in that they would destroy the Applicant's property rights without first paying fair, adequate and just compensation for such rights, in violation of the Fifth Amendment and Fourteenth Amendment of the Constitution of the United States and Article I, Section I, Paragraph I of the Constitution of the State of Georgia of 1983, Article I, Section III, Paragraph I of the Constitution of the State of

Georgia of 1983, and would be in violation of the Commerce Clause, Article I, Section 8, Clause 3 of the Constitution of the United States.

The application of the DeKalb County Zoning Ordinance to the Subject Property which restricts its use to any classification other than that proposed by the Applicant is unconstitutional, illegal, null and void, constituting a taking of Applicant's Property in violation of the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States, Article I, Section I, Paragraph I, and Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Equal Protection and Due Process Clauses of the Fourteenth Amendment to the Constitution of the United States denying the Applicant an economically viable use of its land while not substantially advancing legitimate state interests.

A denial of this Application would constitute an arbitrary irrational abuse of discretion and unreasonable use of the zoning power because they bear no substantial relationship to the public health, safety, morality or general welfare of the public and substantially harm the Applicant in violation of the due process and equal protection rights guaranteed by the Fifth Amendment and Fourteenth Amendment of the Constitution of the United States, and Article I, Section I, Paragraph I and Article I, Section III, Paragraph 1 of the Constitution of the State of Georgia.

A refusal by the DeKalb County Board of Commissioners grant the major modification of zoning conditions as requested by the Applicant would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and owners of similarly situated property in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States. Any major modification of zoning conditions of the Property subject to conditions which are different from the conditions requested by the Applicant, to the extent such different conditions would have the effect of further restricting Applicant's utilization of the property, would also constitute an arbitrary, capricious and discriminatory act in zoning the Subject Property to an unconstitutional classification and would likewise violate each of the provisions of the State and Federal Constitutions set forth hereinabove.

A refusal to allow the major modification of zoning conditions in question would be unjustified from a fact-based standpoint and instead would result only from constituent opposition, which would be an unlawful delegation of authority in violation of Article IX, Section II, Paragraph IV of the Georgia Constitution.

A refusal to allow the major modification of zoning conditions in question would be invalid inasmuch as it would be denied pursuant to an ordinance which is not in compliance with the Zoning Procedures Law, O.C.G.A Section 36-66/1 et seq., due to the manner in which the Ordinance as a whole and its map(s) have been adopted.

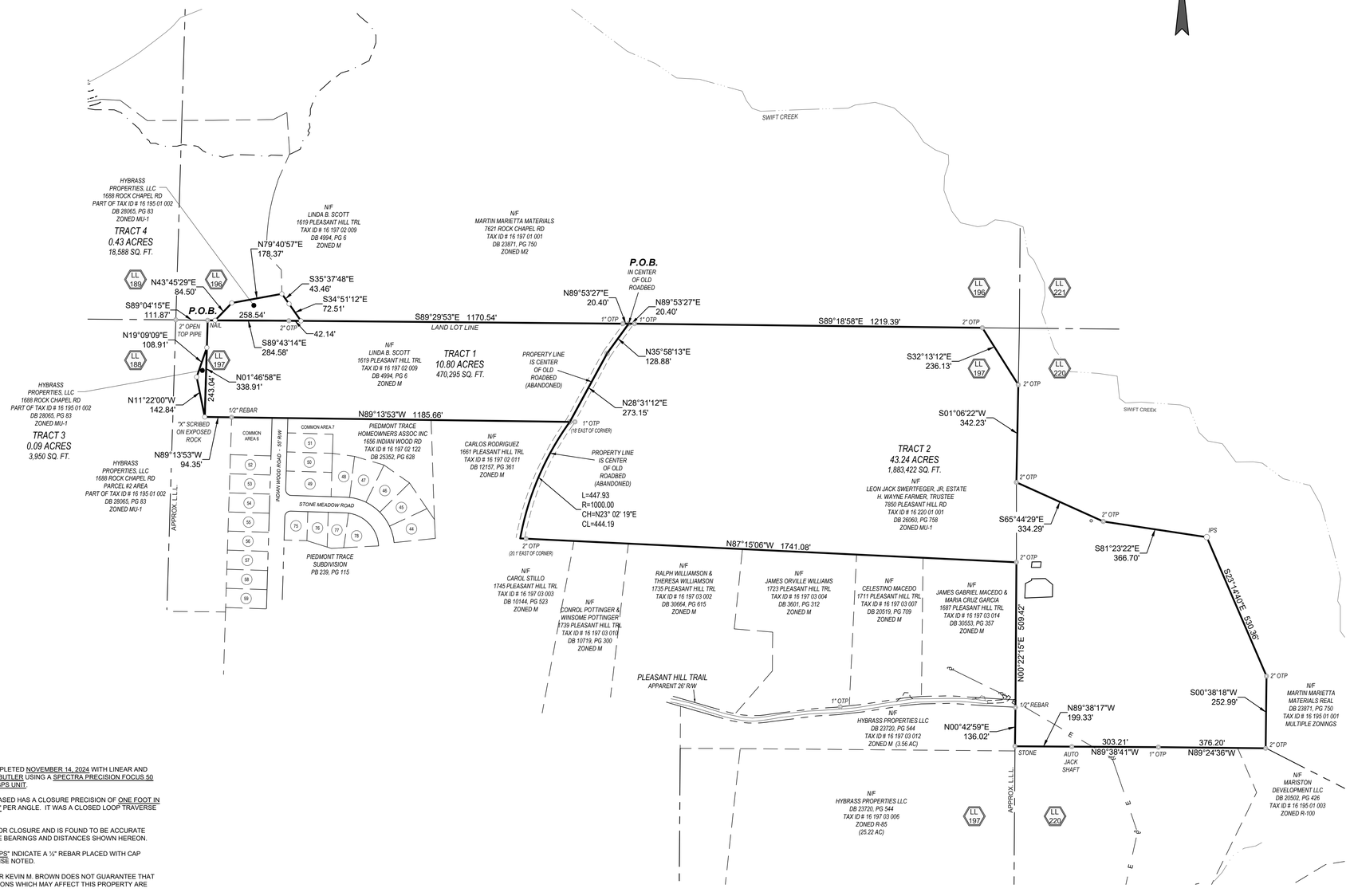
The existing land use designation and/or zoning classification on the Subject Property is unconstitutional as it applies to the Subject Property. This notice is being given to comply with the provisions of O.C.G.A. Section 36-11-1 to afford the County an opportunity to revise the Property to a constitutional classification. If action is not taken by the County to rectify this

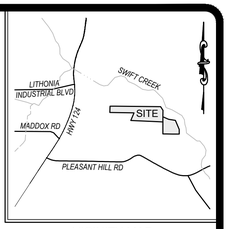
unconstitutional land use designation and/or zoning classification within a reasonable time, the Applicant is hereby placing the County on notice that it may elect to file a claim in the Superior Court of DeKalb County demanding just and adequate compensation under Georgia law for the taking of the Subject Property, diminution of value of the Subject Property, attorney's fees and other damages arising out of the unlawful deprivation of the Applicant's property rights.

Michele L. Battle, Esq.
Attorney for the Applicant

LEGEND

BOC	BACK OF CURB
B.S.L.	BUILDING SETBACK LINE
C	CURVE LABEL
CI	CURB INLET
℄	CENTER LINE
C&G	CURB & GUTTER
CMP	CORRUGATED METAL PIPE
CO	SEWER CLEAN OUT
CTP	CRIMP TOP PIPE
DB	DEED BOOK
DE	DRAINAGE EASEMENT
DIP	DUCTILE IRON PIPE
-E-	OVERHEAD POWER LINE
EOP	EDGE OF PAVEMENT
FH	FIRE HYDRANT
HDPE	HIGH DENSITY POLYETHYLENE PIPE
ID	IDENTIFICATION
IPF	IRON PIN FOUND
IPS	1/2" REBAR W/C FDC 000995
L	LINE LABEL
LL	LAND LOT
N/F	NOW OR FORMERLY
OTP	OPEN TOP PIPE
R	PROPERTY LINE
PB	PLAT BOOK
PG	PAGE
PKS	PK NAIL SET
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
PVC	POLYVINYL CHLORIDE PIPE
RCP	REINFORCED CONCRETE PIPE
RB	REBAR
REF	REFERENCE
R/W	RIGHT OF WAY
sq ft	SQUARE FOOT
SSE	SANITARY SEWER EASEMENT
SWMF	STORMWATER MANAGEMENT FACILITY
TBM	TEMPORARY BENCHMARK
UE	UTILITY EASEMENT
	IRON PIN FOUND
	IRON PIN SET
	CALCULATED POINT
	POWER POLE
	FIRE HYDRANT
	WATER VALVE
	WATER METER
	JUNCTION BOX
	SANITARY SEWER MANHOLE
	DROP INLET
	R/W MONUMENT
	SINGLE WING CATCH BASIN
	DOUBLE WING CATCH BASIN
	CURB INLET
	HEADWALL
	FLARED END SECTION
	GAS METER
	GAS VALVE
	ELECTRIC TRANSFORMER
	TELEPHONE PEDESTAL
	LIGHT POST
FO	FIBER OPTICS
HH	HAND HOLE
MB	MAIL BOX
	SIGN
CATV	CABLE TV BOX
W	WEIR
Y	YARD INLET
	FEMA SPECIAL FLOOD AREA





VICINITY MAP
NOT TO SCALE

SURVEY NOTES

1. THE FIELDWORK FOR THIS SURVEY WAS COMPLETED NOVEMBER 14, 2024 WITH LINEAR AND ANGULAR MEASUREMENTS OBTAINED BY J. BUTLER USING A SPECTRA PRECISION FOCUS 50 ROBOTIC TOTAL STATION & CHAMPION TKO GPS UNIT.
2. THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 12,904 FEET, AND AN ANGULAR ERROR OF 01" PER ANGLE. IT WAS A CLOSED LOOP TRAVERSE ADJUSTED USING COMPASS RULE METHOD.
3. THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 569,462 FEET USING THE BEARINGS AND DISTANCES SHOWN HEREON.
4. ALL PROPERTY CORNERS REFERENCED AS "IPS" INDICATE A ½" REBAR PLACED WITH CAP STAMPED "FDC LSF000995" UNLESS OTHERWISE NOTED.
5. FALCON DESIGN CONSULTANTS, L.L.C. AND/OR KEVIN M. BROWN DOES NOT GUARANTEE THAT ALL EASEMENTS AND SUB-SURFACE CONDITIONS WHICH MAY AFFECT THIS PROPERTY ARE SHOWN.
6. THIS SURVEY IS REFERENCED TO THE NORTH AMERICAN DATUM OF 1983, 2011 ADJUSTMENT (NAD83 (2011)) FOR THE HORIZONTAL DATUM AND THE NORTH AMERICAN VERTICAL DATUM OF 1988 PER THE VIRTUAL REFERENCE SYSTEM CORRECTIONS PROVIDED BY HxGN SMARTNET.
7. UTILITIES SHOWN ARE BASED ON ABOVE GROUND EVIDENCE. ADDITIONAL UTILITIES MAY EXIST ABOVE OR BELOW GROUND. NO CERTIFICATION OR GUARANTEE IS MADE AS TO THE ACCURACY OR THOROUGHNESS OF THE UTILITIES OR STRUCTURES SHOWN HEREON. PER GEORGIA LAW THE UNDERGROUND UTILITIES PROTECTION SERVICE MUST BE CALLED PRIOR TO THE COMMENCEMENT OF ANY AND ALL EARTH DISTURBING ACTIVITIES.

FLOOD NOTE

PER FLOOD INSURANCE RATE MAPS OF DEKALB COUNTY, GEORGIA COMMUNITY PANEL NUMBER: 13089C0177K EFFECTIVE DATE DECEMBER 8, 2016, A PORTION OF THIS PROPERTY IS LOCATED IN A SPECIAL FEMA FLOOD HAZARD AREA.

GRAPHIC SCALE

200 0 100 200 400

(IN FEET)
1 inch = 200 ft.

CIVIL ENGINEERING COA NO. PLB 001756
LAND SURVEYING COA NO. LSF 000995
CONSTRUCTION MANAGEMENT
LANDSCAPE ARCHITECT
LAND PLANNING

FALCON DESIGN CONSULTANTS

STOCKBRIDGE OFFICE
2374 CORP. CTR. DR., STE 201
STOCKBRIDGE, GEORGIA 30281
Ph (770)389-8666 - Fax (770)389-8656

NEWNAN OFFICE
40 GREENWAY CT., STE A
NEWNAN, GEORGIA 30265
Ph. (770) 716-8908

CUMMING OFFICE
500 PIRKLE FERRY RD., STE C
CUMMING, GEORGIA 30040
Ph. (678) 807-7100

www.fdc-llc.com

BOUNDARY EXHIBIT
MARISTONE
LAND LOTS 197 & 220, 16TH DISTRICT DEKALB COUNTY, GEORGIA

REVISIONS
1.
2.
3.
4.

THIS PLAT WAS PREPARED FOR THE EXCLUSIVE USE OF THE PERSON, PERSONS, OR ENTITY NAMED IN THE CERTIFICATE AS SHOWN HEREON. IT IS NOT TO EXTEND TO ANY UNNAMED PERSON WITHOUT AN EXPRESS RECERTIFICATION BY THE SURVEYOR MAKING SAID PERSON.

DATE:	12-16-2024
SCALE:	1" = 200'
FILE NUMBER:	100.029
DRAWN BY:	JR
REVIEWED BY:	K. BROWN

GEORGIA REGISTERED No. 2960 PROFESSIONAL LAND SURVEYOR KEVIN M. BROWN
12/16/24

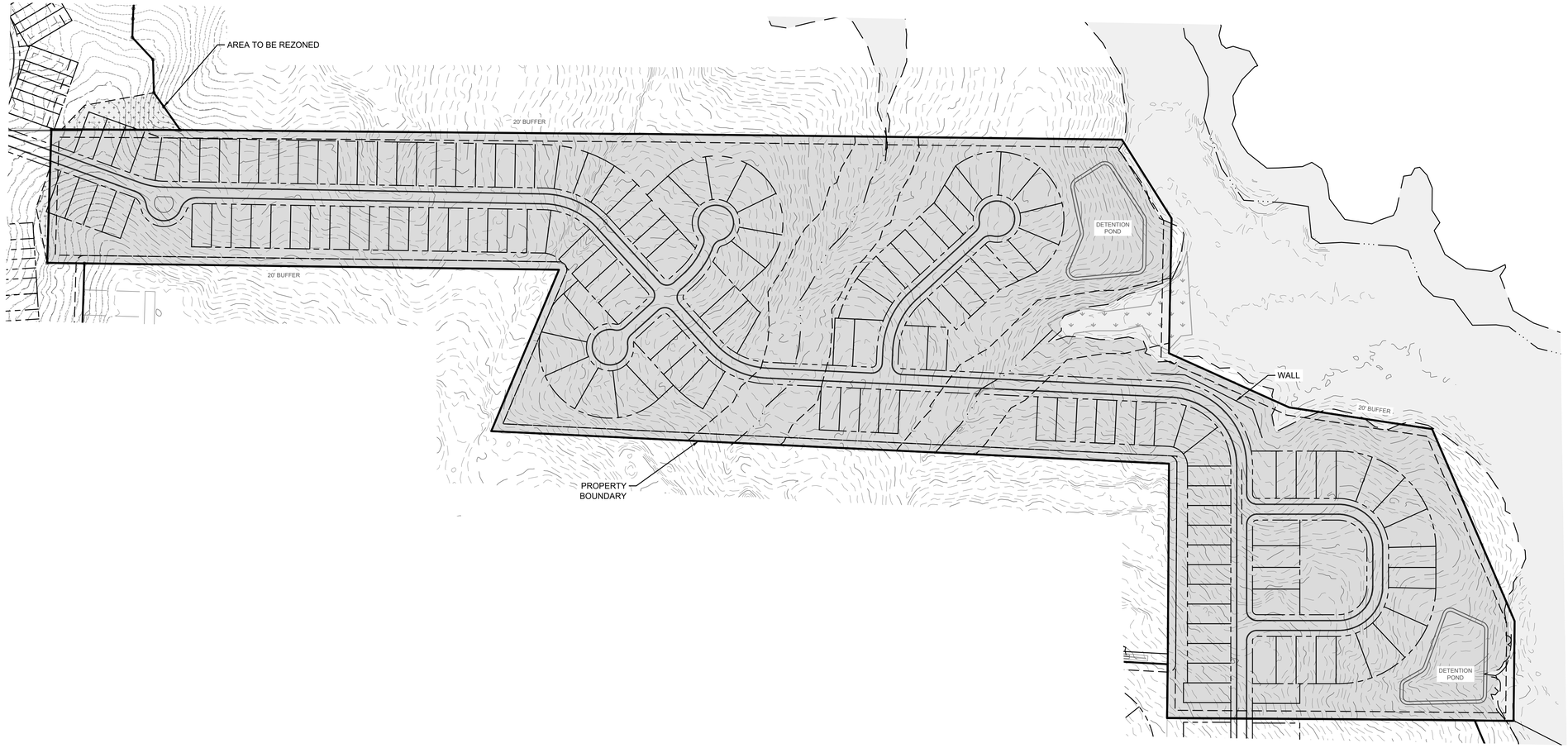
COA# LSF 000995

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SHEET NUMBER

1 of 1

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LAND USE SUMMARY

TOTAL UNITS: 149
- ZONING APPROVED UNITS IN MARISTONE: 151
  - UNITS SHOWN IN MARISTONE: **149**

TOTAL ACRES (MARISTONE): 53.68 AC
OPEN SPACE: 12.38 AC (23%)
DENSITY: 2.78 DU/AC
AREA TO BE REZONED: 0.52 AC

MARISTONE LOT STANDARDS (RSM)

MIN. LOT AREA: 5,000 sf

MIN. LOT WIDTH: 50'

FRONT S/B: 20'
SIDE S/B: 7.5'
REAR S/B: 20'

GENERAL NOTES

1. LAYOUT IS CONCEPTUAL IN NATURE AND IS FOR PLANNING PURPOSES ONLY. FURTHER INFORMATION WILL BE REQUIRED TO DESIGN THE PROJECT.
2. A BOUNDARY SURVEY HAS BEEN CONDUCTED FOR THIS PROJECT.
3. ANY WETLANDS SHOWN IN THE DRAWING WERE OBTAINED FROM THE NATIONAL WETLANDS INVENTORY MAP. FURTHER ENVIRONMENTAL STUDIES WILL BE REQUIRED.
4. SEWERABILITY OF THIS PROJECT *HAS NOT* BEEN DETERMINED.

MAGNETIC NORTH

GRAPHIC SCALE

150 0 75 150 300

(IN FEET)
1 inch = 150 ft.

CIVIL ENGINEERING COA NO. PEB 004790
LAND SURVEYING COA NO. LSF 000955
CONSTRUCTION MANAGEMENT
LANDSCAPE ARCHITECT
LAND PLANNING

FALCON DESIGN CONSULTANTS

STOCKBRIDGE OFFICE
215 CORP. CTR. DR., STE 200
STOCKBRIDGE, GEORGIA 30281
Ph (770)389-8666 - Fax (770)389-8656

NEWNAN OFFICE
40 GREENWAY CT., STE A
NEWNAN, GEORGIA 30265
Ph. (770) 755-7978

CUMMING OFFICE
500 PIRKLE FERRY RD., STE C
CUMMING, GEORGIA 30040
Ph. (678) 807-7350

www.fdc-llc.com

CONCEPT PLAN
FOR
MARISTONE
LOCATED IN:
LAND LOTS 188, 189, 196, 16TH DISTRICT
DEKALB COUNTY, GEORGIA

REVISIONS

	DATE
1.	
2.	
3.	
4.	
5.	
6.	
7.	
8.	

Know what's below. Call before you dig.
UTILITIES PROTECTION CENTER
1 (800) 282-7411 THROUGHOUT GEORGIA
OR DIAL 811

DATE:	10/10/24
SCALE:	
PROJ NUMBER:	100.002
DRAWN BY:	NF
REVIEWED BY:	JP
REVISED BY:	

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SHEET NUMBER
1.0

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ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 197, 16TH DISTRICT, DEKALB COUNTY, GEORGIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A NAIL LOCATED SOUTH 89 DEGREES 04 MINUTES 15 SECONDS EAST, 111.87 FROM A 2 INCH OPEN TOP PIPE FOUND AT THE COMMON CORNER OF LAND LOTS 188, 189, 196 AND 197;
THENCE, WITH THE NORTHERLY LINE OF LAND LOT 197, SOUTH 89 DEGREES 43 MINUTES 14 SECONDS EAST, 284.58 FEET TO A 2 INCH OPEN TOP PIPE;
THENCE, SOUTH 89 DEGREES 29 MINUTES 53 SECONDS EAST, 1,170.54 FEET TO A 1 INCH OPEN TOP PIPE;
THENCE, NORTH 89 DEGREES 53 MINUTES 27 SECONDS EAST, 20.40 FEET TO A POINT IN THE CENTER OF AN OLD ROADBED;
THENCE, LEAVING SAID LAND LOT LINE AND WITH SAID ROADBED, SOUTH 35 DEGREES 58 MINUTES 13 SECONDS WEST, 128.88 FEET TO A POINT;
THENCE, SOUTH 28 DEGREES 31 MINUTES 12 SECONDS WEST, 273.15 FEET TO A POINT (SAID POINT LOCATED 18 FEET WEST OF A 1 INCH OPEN TOP PIPE);
THENCE, LEAVING SAID ROADBED, NORTH 89 DEGREES 13 MINUTES 53 SECONDS WEST, 1,185.66 FEET TO A 1/2 INCH REBAR;
THENCE, NORTH 89 DEGREES 13 MINUTES 53 SECONDS WEST, 94.35 FEET TO AN “X” SCRIBED ON EXPOSED ROCK;
THENCE, NORTH 01 DEGREES 46 MINUTES 58 SECONDS EAST, 338.91 FEET TO THE ***POINT OF BEGINNING***.

SAID TRACT OR PARCEL CONTAINING ***10.80 ACRES (470,295 SQUARE FEET)***.

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 197, 16TH DISTRICT, DEKALB COUNTY, GEORGIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A 2 INCH OPEN TOP PIPE FOUND AT THE COMMON CORNER OF LAND LOTS 188, 189, 196 AND 197;
THENCE, WITH THE NORTHERLY LINE OF LAND LOT 197, SOUTH 89 DEGREES 04 MINUTES 15 SECONDS EAST, 111.87 FEET TO A NAIL;
THENCE, SOUTH 89 DEGREES 43 MINUTES 14 SECONDS EAST, 284.58 FEET TO A 2 INCH OPEN TOP PIPE;
THENCE, SOUTH 89 DEGREES 29 MINUTES 53 SECONDS EAST, 1,170.54 FEET TO A 1 INCH OPEN TOP PIPE;
THENCE, NORTH 89 DEGREES 53 MINUTES 27 SECONDS EAST, 20.40 FEET TO A POINT IN THE CENTER OF AN OLD ROADBED AT THE ***POINT OF BEGINNING***;

THENCE, CONTINUING WITH SAID NORTHERLY LAND LOT LINE, NORTH 89 DEGREES 53 MINUTES 27 SECONDS EAST, 20.40 FEET TO A 1 INCH OPEN TOP PIPE;
THENCE, SOUTH 89 DEGREES 18 MINUTES 58 SECONDS EAST, 1,219.39 FEET TO A 2 INCH OPEN TOP PIPE;
THENCE, LEAVING SAID LAND LOT LINE, SOUTH 32 DEGREES 13 MINUTES 12 SECONDS EAST, 236.13 FEET TO A 2 INCH OPEN TOP PIPE ON THE EASTERLY LINE OF LAND LOT 197;
THENCE, WITH SAID EASTERLY LAND LOT LINE, SOUTH 01 DEGREES 06 MINUTES 22 SECONDS WEST, 342.23 FEET TO A 2 INCH OPEN TOP PIPE;
THENCE, LEAVING SAID LAND LOT LINE, SOUTH 65 DEGREES 44 MINUTES 29 SECONDS EAST, 334.29 FEET TO A 2 INCH OPEN TOP PIPE;
THENCE, SOUTH 81 DEGREES 23 MINUTES 22 SECONDS EAST, 366.70 FEET TO 1/2 INCH REBAR AND CAP SET;
THENCE, SOUTH 23 DEGREES 14 MINUTES 40 SECONDS EAST, 530.36 FEET TO A 2 INCH OPEN TOP PIPE;
THENCE, SOUTH 00 DEGREES 38 MINUTES 18 SECONDS WEST, 252.99 FEET TO A 2 INCH OPEN TOP PIPE;
THENCE, NORTH 89 DEGREES 24 MINUTES 36 SECONDS WEST, 376.20 FEET TO A 1 INCH OPEN TOP PIPE;
THENCE, NORTH 89 DEGREES 38 MINUTES 41 SECONDS WEST, 303.21 FEET TO AN AUTOMOBILE JACK SHAFT;
THENCE, NORTH 89 DEGREES 38 MINUTES 17 SECONDS WEST, 199.33 FEET TO A STONE ON THE EASTERLY LINE OF LAND LOT 197;
THENCE, WITH SAID EASTERLY LAND LOT LINE, NORTH 00 DEGREES 42 MINUTES 59 SECONDS EAST, 136.02 FEET TO A 1/2 INCH REBAR;
THENCE, NORTH 00 DEGREES 22 MINUTES 15 SECONDS EAST, 509.42 FEET TO A 2 INCH OPEN TOP PIPE;
THENCE, LEAVING SAID LAND LOT LINE, NORTH 87 DEGREES 15 MINUTES 06 SECONDS WEST, 1,741.08 FEET TO A POINT IN THE CENTER OF AN OLD ROADBED (SAID POINT LOCATED 20.1 FEET WEST OF A 2 INCH OPEN TOP PIPE);
THENCE, WITH OLD ROADBED, 447.93 FEET ALONG A CURVE TO THE RIGHT (SAID CURVE HAVING A RADIUS OF 1,000.00 FEET AND A CHORD BEARING NORTH 23 DEGREES 02 MINUTES 19 SECONDS EAST, 444.19 FEET) TO A POINT (SAID POINT LOCATED 18 FEET WEST OF A 1 INCH OPEN TOP PIPE);
THENCE, NORTH 28 DEGREES 31 MINUTES 12 SECONDS EAST, 273.15 FEET TO A POINT;
THENCE, NORTH 35 DEGREES 58 MINUTES 13 SECONDS EAST, 128.88 FEET TO THE ***POINT OF BEGINNING***.

SAID TRACT OR PARCEL CONTAINING ***43.24 ACRES (1,883,422 SQUARE FEET)***.

TRACT 3

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 197, 16TH DISTRICT, DEKALB COUNTY, GEORGIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A 2 INCH OPEN TOP PIPE FOUND AT THE COMMON CORNER OF LAND LOTS 188, 189, 196 AND 197;
THENCE, SOUTH 89 DEGREES 04 MINUTES 15 SECONDS EAST, 111.87 TO A NAIL;
THENCE, SOUTH 01 DEGREES 46 MINUTES 58 SECONDS WEST, 95.87 FEET TO THE ***POINT OF BEGINNING;***

THENCE, SOUTH 01 DEGREES 46 MINUTES 58 SECONDS WEST, 243.04 FEET TO AN "X" SCRIBED ON EXPOSED ROCK;
THENCE, NORTH 11 DEGREES 22 MINUTES 00 SECONDS WEST, 142.84 FEET TO A POINT;
THENCE, NORTH 19 DEGREES 09 MINUTES 09 SECONDS EAST, 108.91 FEET TO THE ***POINT OF BEGINNING.***

SAID TRACT OR PARCEL CONTAINING ***0.09 ACRES (3,950 SQUARE FEET).***

TRACT 4

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 196, 16TH DISTRICT, DEKALB COUNTY, GEORGIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A 2 INCH OPEN TOP PIPE FOUND AT THE COMMON CORNER OF LAND LOTS 188, 189, 196 AND 197;
THENCE, SOUTH 89 DEGREES 04 MINUTES 15 SECONDS EAST, 111.87 FEET TO A NAIL;
THENCE, SOUTH 89 DEGREES 43 MINUTES 14 SECONDS EAST, 26.03 FEET TO THE ***POINT OF BEGINNING;***

THENCE, NORTH 43 DEGREES 45 MINUTES 29 SECONDS EAST, 84.50 FEET TO A POINT;
THENCE, NORTH 79 DEGREES 40 MINUTES 57 SECONDS EAST, 178.37 FEET TO A POINT;
THENCE, SOUTH 35 DEGREES 37 MINUTES 48 SECONDS EAST, 43.46 FEET TO A POINT;
THENCE, SOUTH 34 DEGREES 51 MINUTES 12 SECONDS EAST, 72.24 FEET TO A POINT;
THENCE, NORTH 89 DEGREES 29 MINUTES 53 SECONDS WEST, 41.99 FEET TO A 2 INCH OPEN TOP PIPE;
THENCE, NORTH 89 DEGREES 43 MINUTES 14 SECONDS WEST, 258.54 FEET TO THE ***POINT OF BEGINNING.***

SAID TRACT OR PARCEL CONTAINING ***0.43 ACRES (18,583 SQUARE FEET).***

DEKALB COUNTY

BOARD OF COMMISSIONERS

ZONING AGENDA / MINUTES

MEETING DATE: September 25, 2007

ITEM NO.

HEARING TYPE
PUBLIC HEARING

ACTION TYPE
ORDINANCE

SUBJECT: **Rezone** – Tritium Investment Properties c/o The Battle Law Group

COMMISSION DISTRICTS: 5 & 7

DEPARTMENT: Planning	PUBLIC HEARING: ✓ YES ☐ NO
ATTACHMENT: ✓ YES ☐ No PAGES: 54	INFORMATION CONTACT: Patrick Ejike/Kevin Hunter PHONE NUMBER: (404) 371-2155

Deferred from 3/27/07, 5/22/07 & 7/24/07 for a public hearing.

PURPOSE:
Z-07-12945

Application of Tritium Investment Properties c/o The Battle Law Group to rezone properties from O-I, O-D, R-85 and M to OCR, PC-1 and R-85 to allow for the development of approximately 791 residential units with approximately 123, 700 square feet of commercial development. . The property is located on the east side of Rock Chapel Road, north of its intersection with Maddox Road. The property has approximately 2,511 feet of frontage and contains approximately 263.75 acres.

Subject Property: 16-195-01-001, 16-197-03-012 & 16-220-01-001

RECOMMENDATION(S):

PLANNING DEPARTMENT:

Approval w/Conditions. Based on the submitted information it appears that the proposed project meets the requirements of the zoning ordinance for approval of the project site to the OCR, PC-1 And R-85 District(s). The Georgia Regional Transportation Authority (GRTA) issued a Notice of Decision and recommended conditions dated June 30, 2007. It should be noted that the recommendation was germane to pedestrian nodes of access, right-of-way improvements, road connectivity along State Road 124 as well as other points of access that would interface with the project site. Therefore, the recommendation for "Approval, subject to the following conditions:"

1. Approval shall be in general compliance with the submitted Exhibits entitled "Rezoning Exhibit for Maristone", prepared by Southeastern Engineering (SEI), containing the Overall Site Plan Exhibit (Labeled#1), the Rezoning Exhibits (Labeled #2 thru #5), Multi-Modal Access Plan Exhibits (Labeled #6 thru #8), and the Details Plan (labeled #9).
2. Approval shall be subject to conditions as provided in Attachment A, and subject to the limitations placed on allowable modification to the DRI Plan of Development, as described in Attachment B, submitted by the Georgia Regional Transportation Authority (GRTA).
3. Drainage improvements shall be subject to the approval of the Drainage Division of the Public Works Department and the Development Division of the Planning and Development Department.
4. Roadway and access improvements shall be subject to approval of the Transportation Division of the Public Works Department, the Development Division of the Planning and Development Department, and the Georgia Department of Transportation (GDOT).
5. The Project Applicant and/or subsequent Builder(s) or Owners of the Senior Living Units shall utilize Sound Deading Building Materials to lessen the adverse impacts of outside noise on those seniors living in the residential units, subject to approval of the Development Division of the Planning and Development Department.

PLANNING COMMISSION:
Defer to BOC.

COMMUNITY COUNCIL:
Deferral.

FOR USE BY COMMISSION OFFICE/CLERK ONLY

ACTION: D.5 Z-07-12945

MOTION was made by Commissioner May seconded by Commissioner Johnson, and passed 7-0-0-0, to approve with conditions submitted and one additional condition: no stream buffer variances, the rezoning application of Tritium Investment Properties c/o The Battle Law Group.

ADOPTED: SEP 25 2007 (DATE)

PRESIDING OFFICER
DEKALB COUNTY BOARD OF COMMISSIONERS

CERTIFIED: SEP 25 2007 (DATE)

CLERK
DEKALB COUNTY BOARD
OF COMMISSIONERS

FOR USE BY CHIEF EXECUTIVE OFFICER ONLY

APPROVED: OCT 15 2007

CHIEF EXECUTIVE OFFICER
DEKALB COUNTY

VETOED: _____

CHIEF EXECUTIVE OFFICER
DEKALB COUNTY

VETO STATEMENT ATTACHED: _____

MINUTES:

Michele Battle, 999 Peachtree Street, Atlanta, Ga. 30309, spoke in support of the application. Ms. Battle submitted a list of conditions for the record.

No one spoke in opposition of the application.

	FOR	AGAINST	ABSTAIN	ABSENT
DISTRICT 1 - ELAINE BOYER	X			
DISTRICT 2 - JEFF RADER	X			
DISTRICT 3 – LARRY JOHNSON	X			
DISTRICT 4 – BURRELL ELLIS	X			
DISTRICT 5 – LEE MAY	X			
DISTRICT 6 – KATHIE GANNON	X			
DISTRICT 7 – CONNIE STOKES	X			

Attachment A – General Conditions

Conditions to GRTA Notice of Decision:
The conditions listed herein shall supersede all conditions associated with DRI # 632 Rock Creek Chapel Road.

Development Intensity and Use

- Provide a mixture of uses including commercial and residential.
  - Provide a mixture of housing types including attached and detached single family, and multi-family.

Road Connectivity

- The main spine road, "Street A", shall align with the Lithonia Industrial Boulevard extension.
- Provide a maximum of two access points to SR 124.
  - Provide a full access point to SR 124 that aligns with the Lithonia Industrial Boulevard extension.
  - Provide a full access point to SR 124 that aligns with the existing median break.
- No internal intersection shall occur within 200 feet of SR 124 as measured from the stop bar.
- Provide a driveway or street stub to the southern property line abutting property labeled "Glen T. Bloodworth" on the site plan. Allow future vehicular access from the Bloodworth property to this stub.
- The internal street network shall connect to all existing adjacent street stubs.
  - Provide a vehicular connection to the existing Enid Drive street stub.
  - Provide a street connection to Tritium Investment Properties currently under construction adjacent to the southern property line as shown on the site plan and labeled "Street H".
- Extend Street M to the southern property line as shown on the site plan to connect to the Pleasant Hill Trail subdivision.

Pedestrian & Bicycle Facilities

- Provide sidewalks along the property frontage abutting SR 124.
- Provide sidewalks on both sides of all internal roads.
- Provide pedestrian connection between the entrances of all non-residential buildings and the sidewalk network.
- Provide bicycle racks near the entrances of all non-residential and multi-family buildings.

Roadway Improvements as Conditions to GRTA Notice of Decision:

SR 124 at Future LIB extension

- Provide a three lane westbound approach along the site driveway.
- Provide a southbound left-turn lane and a northbound right turn lane into the site.

SR 124 at existing median break

- Provide separate westbound left and right turn lanes along the site driveway.
- Provide southbound left-turn lane and northbound right turn lane into the site.

Attachment B – Required Elements of the DRI Plan of Development

Conditions Related to Altering Site Plan after GRTA Notice of Decision:

The on-site development will be constructed materially (substantially) in accordance with the Site Plan. Changes to the Site Plan will not be considered material or substantial so long as the following conditions are included as part of any changes:

- All of the "Conditions to GRTA Notice of Decision" set forth in Attachment A are satisfied.
- All of the "Roadway Improvements as Conditions to GRTA Notice of Decision" set forth in Attachment A are satisfied.

REZONING EXHIBIT
FOR
MARISTONE

PREPARED FOR:

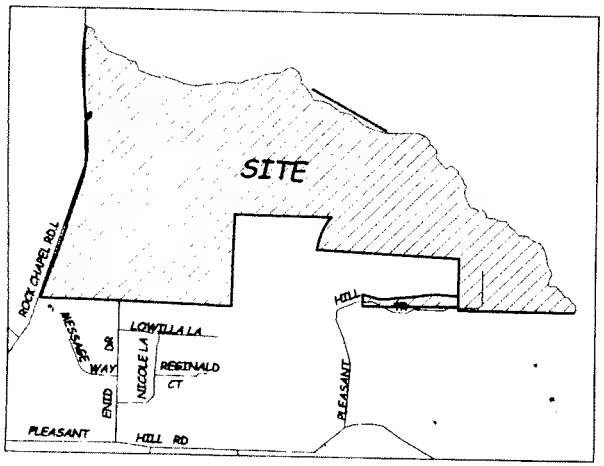
CRM DEVELOPMENTS, LLC
6030 BETHELVIEW ROAD, SUITE 102
CUMMING, GEORGIA, 30040
PHONE: 770-205-5534

LAND LOTS 188, 189, 196, 197, 221, AND 222
DEKALB COUNTY, GEORGIA

24 HOUR CONTACT:
DOUG PERRY
PHONE: 770-205-5534

PREPARED BY:

SEI
SOUTHEASTERN ENGINEERING
Civil & Environmental Engineering, Land Surveying and Planning
2470 Sandy Plains Rd. Suite A
Marietta, Georgia - 30066
tel. 770-321 3930 fax: 770 321 3936



400 SCALE VICINITY PER CODE SECTION 14-91 (4)

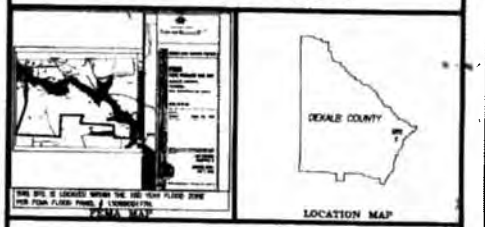
SITE DATA

DEVELOPER:	CRM DEVELOPMENTS, LLC 6030 BETHELVIEW ROAD, SUITE 102 CUMMING, GEORGIA 30040 PH: (770) 205-5534
ENGINEER & SURVEYOR:	SOUTHEASTERN ENGINEERING, INC. 2470 SANDY PLAINS ROAD, SUITE A MARIETTA, GEORGIA 30066 PH: (770) 321-3930
BOUNDARY REFERENCE:	SOUTHEASTERN ENGINEERING, INC.
TOPO. REFERENCE:	AERIAL & DEKALB COUNTY GIS
STATE WATERS REFERENCE:	BY OTHERS
WETLANDS REFERENCE:	BY OTHERS
FEMA FLOOD REFERENCE:	MAP #13089C0177, DATED 5/7/01
CURRENT ZONING:	M, M-2, R-85, OI & OD
PROPOSED ZONING:	OCR, PC-1 & R-85
TOTAL SITE ACREAGE:	283.75± ACRES
OCR ACRES:	88.30± ACRES
COMMERCIAL AREA:	33.20 ACRES
SQUARE FOOTAGE:	123,700 SF
DENSITY:	123,700 SF / 33.20 AC = 3,726 SF/AC
CONDOMINIUMS:	54 UNITS; TOP FLOOR(S) OF RETAIL BUILDINGS
TOWNHOUSE AREA:	11.90 ACRES
NUMBER OF UNITS:	61
DENSITY:	61 UNITS / 11.90 ACRES = 5.30 UPA
APARTMENT AREA:	23.60 ACRES
NUMBER OF UNITS:	264
DENSITY:	264 UNITS / 23.60 ACRES = 11.19 UPA
OCR DEVELOPMENT STANDARDS:	MINIMUM FRONT SETBACK = 50' MINIMUM SIDE SETBACK = 30' MINIMUM REAR SETBACK = 40' MAXIMUM BUILDING HEIGHT = 2 STORIES
REQUIRED OPEN SPACE:	N/A
PROPOSED OPEN SPACE:	21.03 ACRES OR 30%

SITE DATA (CONT.)

PCD-1 ACREAGE:	192.08± ACRES
SINGLE-FAMILY ATTACHED AREA:	24.31 ACRES
NUMBER OF UNITS:	68
DENSITY:	68 UNITS / 24.31 ACRES = 2.78 UPA
SINGLE-FAMILY DETACHED AREA:	167.75 ACRES
NUMBER OF LOTS:	344
DENSITY:	344 LOTS / 167.75 ACRES = 2.05 UPA
PCD-1 DEVELOPMENT STANDARDS:	SINGLE-FAMILY DETACHED MINIMUM LOT WIDTH = 50' MINIMUM LOT AREA = 4,500 SF MINIMUM DWELLING SIZE = 1,200 SF MINIMUM FRONT SETBACK = 10' MINIMUM SIDE SETBACK = 7.5' MINIMUM SIDE CORNER = 15' MINIMUM REAR SETBACK = 20' SINGLE-FAMILY ATTACHED MINIMUM LOT WIDTH = 20' MINIMUM LOT AREA = 3,200 SF MINIMUM DWELLING SIZE = 1,200 SF MINIMUM FRONT SETBACK = 10' MINIMUM SIDE SETBACK = 15' MINIMUM REAR SETBACK = 15'
REQUIRED OPEN SPACE:	38.05 ACRES OR 30%
PROPOSED OPEN SPACE:	76.10 ACRES OR 40%
R-85 ACREAGE:	3.38± ACRES NO IMPROVEMENTS PLANNED AT THIS TIME

VICINITY MAP



SHEET INDEX

1	OVERALL SITE PLAN
2-5	REZONING EXHIBIT
6-8	MULTI-MODAL ACCESS PLAN
9	DETAILS

-UTILITY NOTE-
THE LOCATION POWER POLES AND FIRE BOX CONNECTIONS SHOWN ARE FOR GENERAL INFORMATION ONLY. THERE MAY BE OTHER UTILITIES NOT SHOWN ON THESE PLANS. NO EXPRESS OR IMPLIED WARRANTY IS MADE AS TO THE ACCURACY OR COMPLETENESS OF THE LOCATIONS SHOWN AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL UTILITY LOCATIONS PRIOR TO THE START OF CONSTRUCTION. THE OWNER, ALL DESIGNERS AND THE CONSTRUCTION MANAGER SHALL NOT BE RESPONSIBLE FOR ANY DAMAGE TO UTILITIES DURING CONSTRUCTION. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY ALL UTILITY COMPANIES PRIOR TO CONSTRUCTION AND IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY EXISTING UTILITY DEPTHS TO DETERMINE POSSIBLE CONFLICTS WITH PROPOSED WORK. NO GUARANTEE, EXPRESS OR IMPLIED, IS MADE BY THE OWNER, ALL DESIGNERS, OFFICERS OR AFFILIATES REGARDING EXISTING UTILITY LOCATIONS, CAPACITY OR CONDITIONS.

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1-800-282-7411
770-423-4344
(METRO ATLANTA ONLY)
UTILITIES PROTECTION CENTER
IT'S THE LAW

199-06-360 SWIFT CREEK

LINE TABLE		
LINE	BEARING	LENGTH
L1	N70°34'02"W	8.84'
L2		33.03'
L3		82.02'
L4		82.49'
L5		82.02'
L6		82.02'
L7		338.88'
L8		338.82'
L9		84.49'
L10		104.01'
L11		72.44'
L12	N81°38'31"E	181.85'
L13	N88°50'24"E	100.70'

CURVE TABLE				
CURVE	LENGTH	RADIUS	BEARING	CHORD
C1	16.40'	1702.84'	N18°21'31"E	16.40'
C2	38.48'	1468.11'	N18°21'30"E	38.48'
C3	84.50'	795.69'	N 75°8'7" W	84.46'
C4	182.98'	348.31'	S 88°54'21" E	180.92'
C5	156.33'	1237.27'	S 82°54'31" W	156.12'
C6	81.88'	893.80'	N 83°54'36" E	81.85'
C7	84.47'	411.87'	S 85°2'07" W	84.43'
C8	130.82'	752.56'	N 86°10'48" W	130.67'
C9	89.48'	901.21'	N 86°53'11" E	89.33'

SEI
SOUTHEASTERN ENGINEERING
Civil & Environmental Engineering, Land Surveying and Planning

CRM DEVELOPMENTS, LLC
NORTH METRO DRIVE, SUITE 612
LAWRENCEVILLE, GEORGIA 30043
PHONE: (770) 806-9559

DATE	REVISION

NORTH

Project No.	18908380
Design By:	MRA
Drawn By:	MRA
Checked By:	CWE
Date:	07/30/07
Scale:	1" = 200'

OVERALL REZONING EXHIBIT
MARISTONE
LAND LOTS 85, 86, 97, 98, 121, 122
13th MILITIA DISTRICT, GEORGIA

1

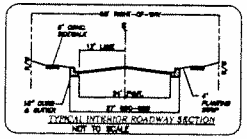
99-06-360 SWIFT CREEK

SITE DATA

DEVELOPER:	CRM DEVELOPMENTS, LLC 6030 BETHELVIEW ROAD, SUITE 108 CUMMING, GEORGIA 30040 PH: (770) 205-8834
ENGINEER & SURVEYOR:	SOUTHEASTERN ENGINEERING, INC. 3470 SANDY PLAINS ROAD, SUITE A MARIETTA, GEORGIA 30066 PH: (770) 321-3636
BOUNDARY REFERENCE:	SOUTHEASTERN ENGINEERING, INC.
TOPO. REFERENCE:	NORAL & DEKALB COUNTY GIS
STATE WATERS REFERENCE:	DELINEATED BY GMA ENVIRONMENTAL, 2/07
WETLANDS REFERENCE:	DELINEATED BY GMA ENVIRONMENTAL, 2/07
FEMA FLOOD REFERENCE:	ZONE AE; MAP #13089C0177, DATED 8/7/01
CURRENT ZONING:	M, M-2, R-88, OI & OD
PROPOSED ZONING:	OCR, PC-1 & R-85
TOTAL SITE ACREAGE:	283.75± ACRES
OCR ACREAGE:	66.30± ACRES
COMMERCIAL AREA:	33.80 ACRES
SQUARE FOOTAGE:	123,700 SF
DENSITY:	123,700 SF / 33.80 AC = 3,726 SF/AC
CONDOMINIUM/OR:	84 UNITS; TOP FLOOR(S) OF RETAIL BUILDINGS
TOWNHOUSE AREA:	11.80 ACRES
NUMBER OF UNITS:	61
DENSITY:	61 UNITS / 11.80 ACRES = 5.30 UPA
APARTMENT AREA:	33.80 ACRES
NUMBER OF UNITS:	264
DENSITY:	264 UNITS / 33.80 ACRES = 11.19 UPA
OCR DEVELOPMENT STANDARDS:	MINIMUM FRONT SETBACK = 50' MINIMUM SIDE SETBACK = 20' MINIMUM REAR SETBACK = 40' MAXIMUM BUILDING HEIGHT = 3 STORIES
REQUIRED OPEN SPACE:	N/A
PROPOSED OPEN SPACE:	21.03 ACRES OR 30%
PCD-1 ACREAGE:	192.04± ACRES
SINGLE-FAMILY ATTACHED AREA:	34.31 ACRES
NUMBER OF UNITS:	88
DENSITY:	88 UNITS / 34.31 ACRES = 2.78 UPA
SINGLE-FAMILY DETACHED AREA:	157.75 ACRES
NUMBER OF LOTS:	344
DENSITY:	344 LOTS / 157.75 ACRES = 2.08 UPA
PCD-1 DEVELOPMENT STANDARDS:	SINGLE-FAMILY DETACHED MINIMUM LOT WIDTH = 50' MINIMUM LOT AREA = 6,500 SF MINIMUM DWELLING SIZE = 1,300 SF MINIMUM FRONT SETBACK = 10' (20' to garage) MINIMUM SIDE SETBACK = 7.5' MINIMUM SIDE CORNER = 15' MINIMUM REAR SETBACK = 30' SINGLE-FAMILY ATTACHED MINIMUM LOT WIDTH = 25' MINIMUM LOT AREA = 3,250 SF MINIMUM DWELLING SIZE = 1,300 SF MINIMUM FRONT SETBACK = 10' MINIMUM SIDE SETBACK = 15' MINIMUM REAR SETBACK = 15'
REQUIRED OPEN SPACE:	38.08 ACRES OR 30%
PROPOSED OPEN SPACE:	76.10 ACRES OR 40%
R-85 ACREAGE:	3.39± ACRES NO IMPROVEMENTS PLANNED AT THIS TIME

NOTES:

1. THE DEKALB COUNTY SANITATION DEPARTMENT WILL BE RESPONSIBLE FOR GARBAGE PICK-UP ON PUBLIC STREETS.
2. ALL BEARINGS SHOWN ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
3. 2' CONTOURS SHOWN ON MEAN SEA LEVEL.
4. A HOMEOWNER'S ASSOCIATION WILL BE ESTABLISHED FOR THIS PROJECT AND WILL BE GOVERNED BY PRIVATE COVENANTS RECORDED ALONG WITH THE FINAL PLAT.
5. ELECTRICAL SERVICE WILL BE PROVIDED THROUGH UNDERGROUND INSTALLATION.
6. WATER SERVICE TO BE PROVIDED BY DEKALB COUNTY.
7. SANITARY SEWAGE SERVICE TO BE PROVIDED BY DEKALB COUNTY SANITARY SEWER.
8. SKETCH PLAT APPROVAL DOES NOT CONSTITUTE APPROVAL OF THE STORM DRAINAGE OR SANITARY SEWER SYSTEMS. NO CONSTRUCTION SHALL BEGIN UNTIL CONSTRUCTION PLANS ARE APPROVED AND A DEVELOPMENT PERMIT IS ISSUED.
9. THE OWNER OF THE PROPERTY IS RESPONSIBLE FOR COMPLIANCE WITH THE CORPS OF ENGINEERS REQUIREMENTS REGARDING WETLANDS.
10. NO BURN OR BURY PITS ALLOWED ONSITE. DISPOSE OF CONSTRUCTION WASTE PER DEKALB COUNTY SANITATION STANDARDS. NO DISPOSAL BURY PITS FOUND ONSITE.
11. THE APPLICANT MUST OBTAIN PERMISSION FROM THE DEVELOPMENT DIRECTOR FOR THE RELOCATION OF UTILITY EASEMENTS PRIOR TO THE SUBMISSION OF THE RELOCATION.
12. THERE ARE NO SEPTIC TANKS OR BRAIN FIELDS LOCATED ON SITE.
13. STREETS LIGHTS REQUIRED, CONTACT MARK SMITH @ 770-465-3284 PRIOR TO FINAL PLAT APPROVAL.
14. A 75' DRAINAGE BUFFER WILL BE MAINTAINED ON ALL SIDES WATERS THAT ARE NOT APPROVED FOR A BUFFER ENCROACHMENT VARIANCE BY DEKALB COUNTY OR E.P.D. SAID BUFFER IS DELINEATED ON THIS EXHIBIT AND HAS BEEN MEANDERED AND DEPICTED FROM THE EDGE OF RESTED VEGETATION.
15. CONTACT PERSON FOR NOTICE OF PUBLIC MEETING IS DAVID MOSS, PHONE# (770-315-4706).
16. SITE IS LOCATED IN A FEMA 100 YEAR FLOOD ZONE PER FIRM MAP #13089C0177 DATED 08-07-01.
17. WETLAND OF THE UNITED STATES, INCLUDING THE LAKES AND ADJACENT WETLANDS, SHOWN ON THE PLAT ARE UNDER THE JURISDICTION OF THE ARMY CORPS OF ENGINEERS. ANY CHANGES ARE SUBJECT TO PENALTY BY LAW FOR DISTURBANCE TO THESE WETLAND AREAS WITHOUT PROPER AUTHORIZATION.
18. MORE LANDFILLS OR THE BURYING OF CONSTRUCTION DEBRIS, TREE STUMPS, AND TOPS OR ANY OTHER REFUSE IS PROHIBITED EXCEPT IN M-2 INDUSTRIAL DISTRICT THAT MEETS DEVELOPMENT ORDINANCE CHAPTER 14, ARTICLE II, SECTION 14-37(h)(10).
19. HANDICAPPED RAMPS ARE PROVIDED AT ALL INTERIOR INTERSECTIONS WITH SIDEWALKS PER CURRENT ADA STANDARDS.
20. ALL DRAINAGE STRUCTURES AND PIPES SHALL MEET DEKALB COUNTY CODES AND STANDARDS.
21. ALL OPENSPACE & STREAMBUFFER WITHIN TO THE DEVELOPMENT SHALL BE OWNED & MAINTAINED BY A HOME OWNER'S ASSOCIATION (HOA) TO BE ESTABLISHED PRIOR TO THE ACCEPTANCE OF THE FINAL PLAT.
22. THE RECEIVING WATERS FOR THIS PROPERTY ARE THE YELLOW RIVER AND SWIFT CREEK.
23. MAXIMUM SLOPES ON LOCAL RESIDENTIAL ROADS SHALL BE 12% AS ALLOWED BY THE DEVELOPMENT REGULATIONS (SEE MAX IN SUL-RE-RADII).
24. PROPOSED SANITARY SEWER LINE SHALL BE 8" MINIMUM.
25. UNDISTURBED UNTURED ROADWAY ALONG FRONTAGE AND MEDIX
26. ALL STORMWATER FIXTURES AND SHAPE INCLUDING DETENTION POND SHALL BE DESIGNED ACCORDING TO THE GEORGIA STORMWATER MANAGEMENT MANUAL. AS SUCH, COMPLIANCE WITH THE STATE'S AND THE COUNTY'S STORMWATER MANAGEMENT REQUIREMENTS SHALL BE ADMINISTERED DURING THE LDP PROCESS.
27. RCP STORM PIPE TO BE USED UNDER STREETS.
28. ALL IMPERVIOUS AREAS SHALL BE TREATED ON-SITE PRIOR TO DISCHARGE INTO RECEIVING STREAMS. A BMP PERFORMANCE SCREEN TOOL SHEET SHALL BE SUBMITTED FOR EACH BASIN WITHIN THE PROJECT. NO POLLUTION BY PASS IS PERMITTED.
29. DETENTION PONDS SHALL BE REVEGETATED.
30. FOUR OFF-STREET PARKING SPACES ARE REQUIRED FOR EACH SINGLE-FAMILY HOME, DETACHED AND DETACHED. THIS SHALL BE ACCOMPLISHED BY PROVIDING TWO IN THE GARAGE AND TWO ON THE DRIVEWAY. COMPLIANCE WITH ALL OTHER PARKING REQUIREMENTS SHALL BE ACCOMPLISHED AT THE TIME OF LDP.
31. ADDRESS OR NUMBERS MUST BE LOCATED ON STRUCTURES PLAINLY VISIBLE FROM THE STREET OR ROADWAY.
32. NO SIGNIFICANT HISTORIC OR ARCHEOLOGICAL FEATURES APPEAR TO BE ON-SITE.
33. PROPOSED RESIDENTIAL STRUCTURES SHALL BE A MINIMUM OF THREE (3) STORIES.
34. AT THE TIME OF RECORDING, ALL PROPOSED STORMWATER MANAGEMENT AREAS ARE INTENDED TO BE DRY DETENTION PONDS.
35. WITH THE EXCEPTION OF MARISTONE PARKWAY, ALL PROPOSED ROADS SHALL BE 26' WIDTHS AND CONSIST OF 2-11' TRAVEL LANES AND 2-2' PAVED AREA FROM BACK-OF-CURB TO BACK-OF-CURB. AT 6% GRADE/GREATER AT ROAD CHANGES, ROAD WIDTHS SHOULD SHALL MATCH THE RIGHT-OF-WAY OF THE STONE MOUNTAIN LITHONIA INDUSTRIAL BOULEVARD EXTENSION AND THEN GRADUALLY TAPER BACK TO 26'.
36. SIDEWALKS, CONSISTING OF A 5 FOOT (5) PLANTER STRIP AND A FIVE (5) FOOT SIDEWALK SECTION, SHALL BE PROVIDED ON BOTH SIDES OF ALL PROPOSED ROADS.
37. THIS PROJECT SHALL BE DEVELOPED IN ONE (1) PHASE.
38. PER SECTION 27-761 OF THE DEKALB COUNTY CODE OF ORDINANCES, UPON COMPLETION OF ALL PROPOSED DEVELOPMENT, THIS SITE SHALL BE IN COMPLIANCE WITH SAID ORDINANCE. BECAUSE THE SITE IS CURRENTLY UNDEVELOPED, THE EXACT DETAILS, LEVELS TO BE MAINTAINED CANNOT BE DETERMINED AT THIS TIME. ANY AND ALL MORE DEMANDING ON ADJACENT PROPERTIES IS TO BE REGULATED BY STATE OFFICIALS AND/OR DEKALB COUNTY CODE ENFORCEMENT AND IS NOT THE RESPONSIBILITY OF THE HOME THAT WILL BE GENERATED UPON COMPLETE DEVELOPMENT OF THIS SITE AS CURRENTLY PROPOSED.



ARTERIAL STREET REQUIREMENTS (SMC 8.04)
2-13' TRAVEL LANES
2-4' PLANTING STRIPS
2-6' SIDEWALKS
16" CURB & GUTTER
SPEED LIMIT 35MPH (MIN)

MINOR STREETS REQUIREMENTS (SMC 8.04)
2-11' TRAVEL LANES
2-4' BIKE LANES
2-4' PLANTING STRIPS
2-6' SIDEWALKS
2-16' UTILITY STRIPS

ALL CORNER LOTS HAVE 15' EXTRA WIDTH REQUIRED BY SEC. 14-197 OF THE DEKALB COUNTY SUBDIVISION REGULATIONS.

DRIVEWAY LOCATIONS SHOWN ARE APPROXIMATE. FINAL HOUSE AND DRIVEWAY LOCATIONS TO BE DETERMINED BY BUILDER AFTER FINAL PLAT ACCEPTANCE.

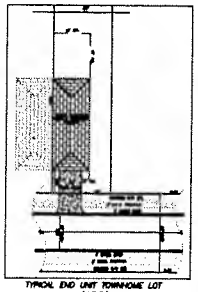
STREET SIGNAGE TO BE SHOWN ON CONSTRUCTION PLANS AND SHALL COMPLY WITH SEC. 14-196 AND APPLICABLE AREAS OF DEVELOPMENT CODE.

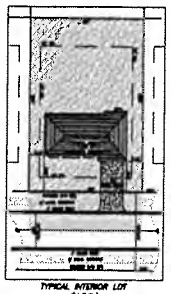
ALL CORRUGATED METAL PIPE ARE TO BE FULLY ASPHALT COATED WITH PAVED INVERTS PER DEKALB COUNTY STANDARDS.

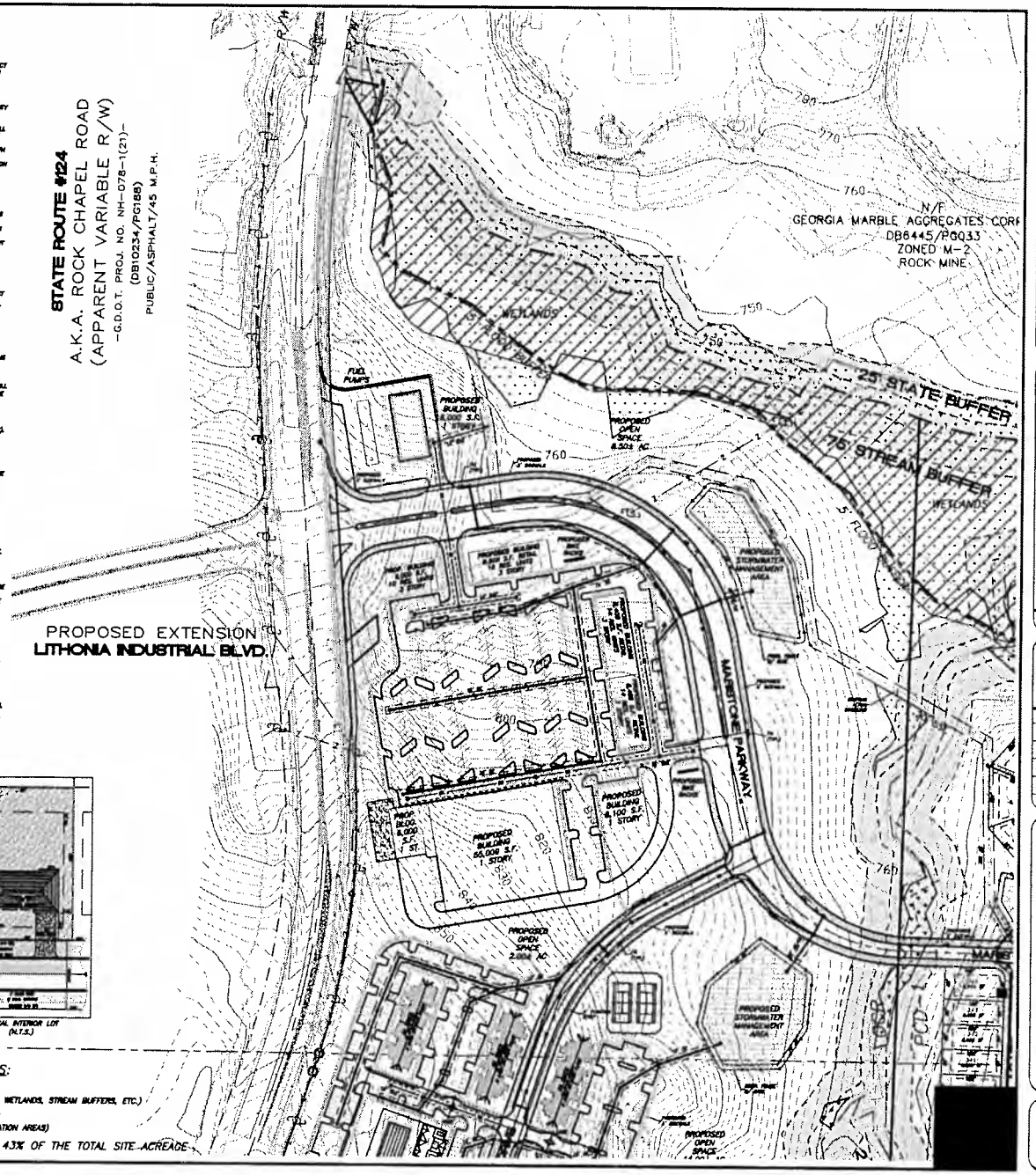
SITE MUST COMPLY WITH ROAD IMPROVEMENT 14-198 PER DEKALB COUNTY STANDARDS.

GRAPHIC SCALE

(IN FEET)
1 inch = 100 ft.


TYPICAL END UNIT TOWNHOME LOT (N.T.S.)


TYPICAL INTERIOR LOT (N.T.S.)



TOTAL SITE OPEN SPACE CALCULATIONS:

PRIMARY OPEN SPACE = 46.04± ACRES
(ENVIRONMENTALLY SENSITIVE AREAS, INCLUDING FLOOD PLAIN, WETLANDS, STREAM BUFFERS, ETC.)

SECONDARY OPEN SPACE = 67.96± ACRES
(ZONING BUFFER, POCKET PARKS, PASSIVE & ACTIVE RECREATION AREAS)

TOTAL OPEN SPACE = 114.00± ACRES OR 43% OF THE TOTAL SITE ACREAGE

SOUTHEASTERN ENGINEERING

CRM DEVELOPMENTS, LLC
6030 BETHELVIEW ROAD, SUITE 108
CUMMING, GEORGIA 30040
PHONE: (770) 205-8834

DATE

REVISION

NORTH

Project No.	19808380
Design By:	NRA
Drawn By:	NRA
Checked By:	CWE
Date:	07/30/07
Scale:	1" = 100'

REZONING EXHIBIT
MARISTONE
LAND LOTS 88, 89, 90, 91, 221 AND 222
1ST DISTRICT, DEKALB COUNTY, GEORGIA

2

19808380 SWIFT CREEK

SEI
SOUTHEASTERN ENGINEERING

CRAFT DEVELOPMENTS, LLC

DATE

REVISIONS

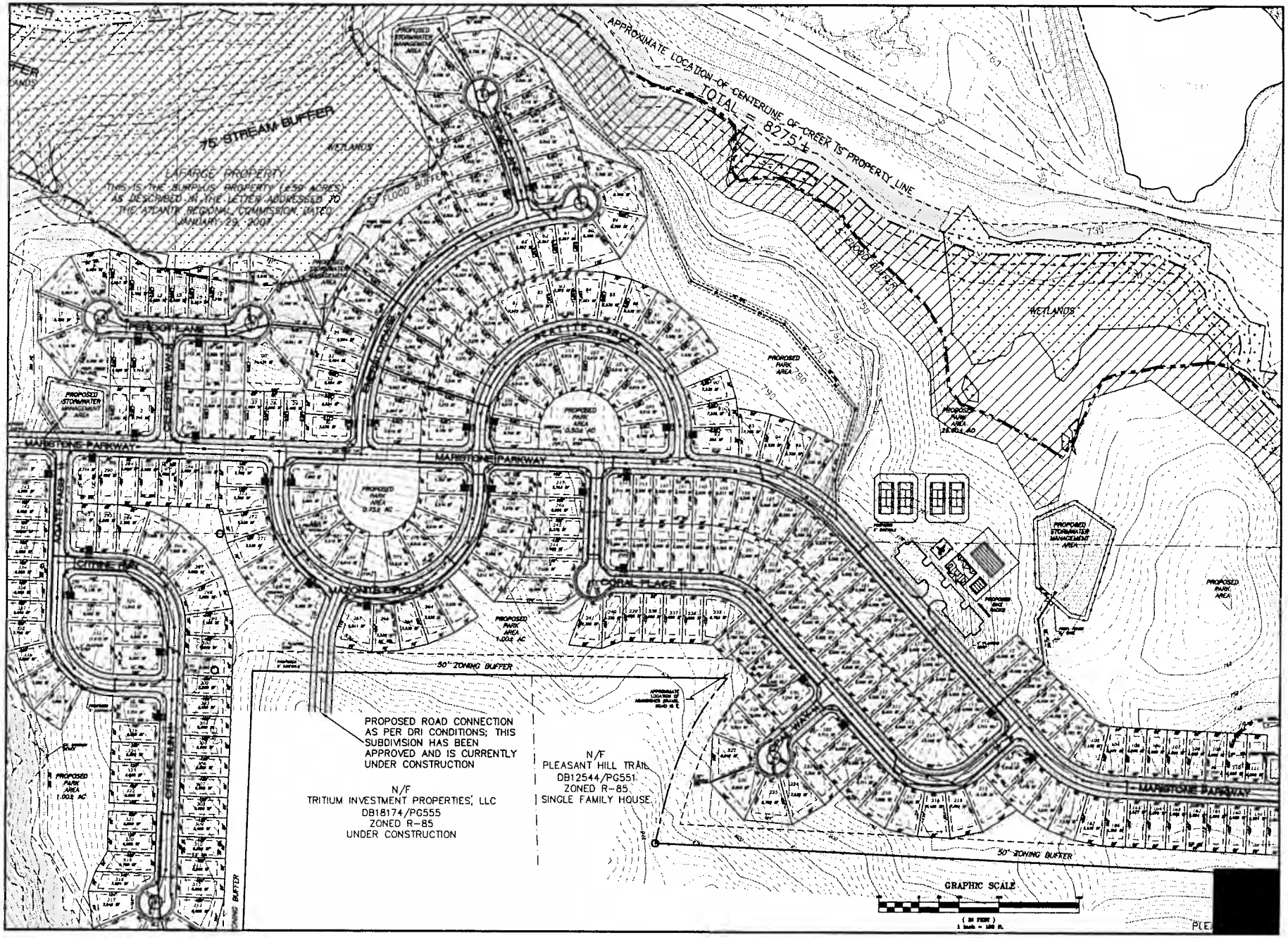
NORTH

Project No.19906360
Design By: NRA
Drawn By: NRA
Checked By: CWE
Date: 07/30/07
Scale: 1" = 100'

REZONING EXHIBIT
MARISTONE

3

19906-360 SWIFT CREEK



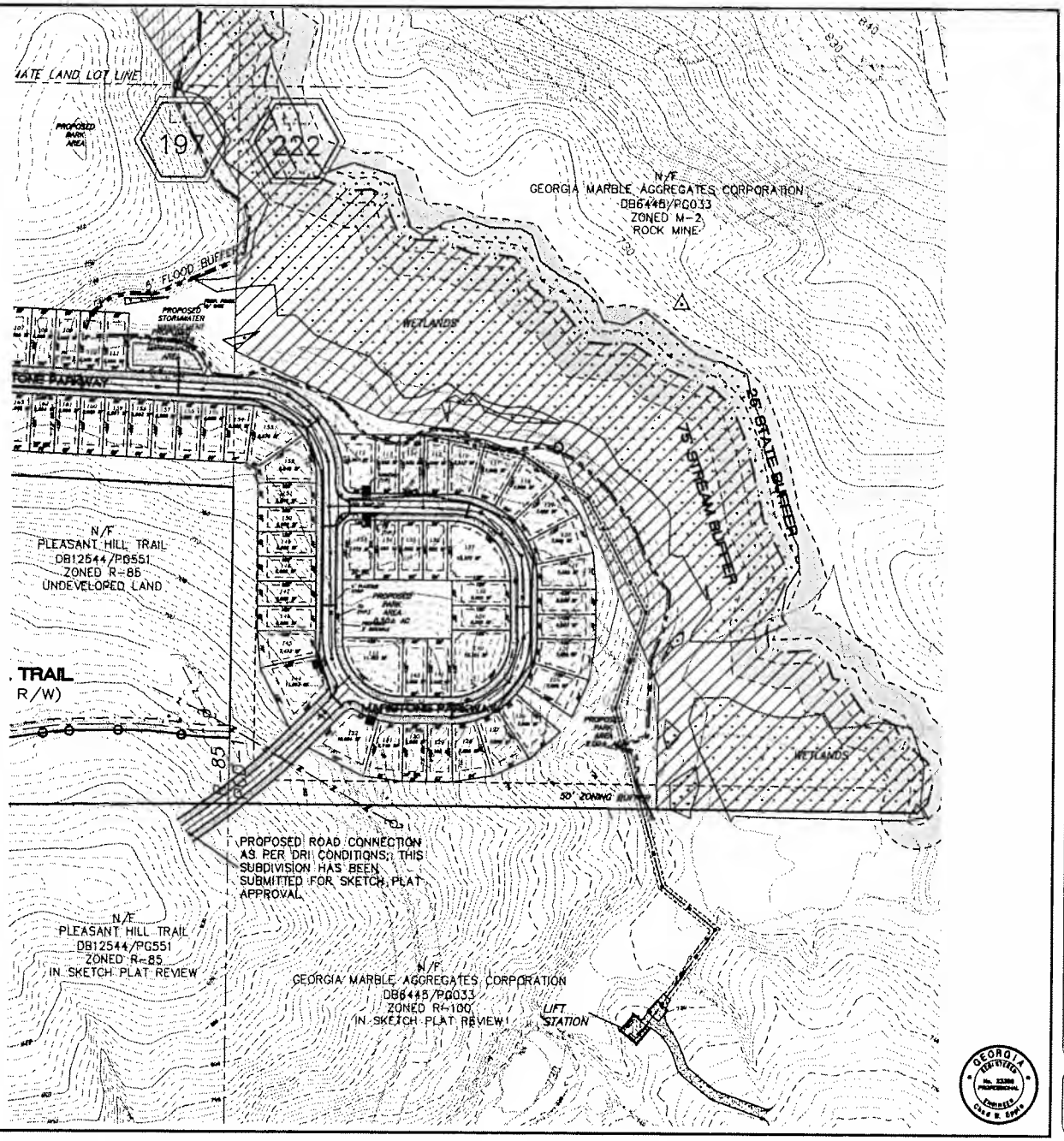
SOUTHEASTERN ENGINEERING

CAMDEN DEVELOPMENT, LLC

Project No.:	19908380
Design By:	NRA
Drawn By:	NRA
Checked By:	CME
Date:	07/30/07
Scale:	1" = 100'

REZONING EXHIBIT
MARISTONE

4



GRAPHIC SCALE

SEI
SOUTHEASTERN ENGINEERING

REZONING EXHIBIT
MARISTONE

Project No.	19908.360
Design By:	NRA
Drawn By:	NRA
Checked By:	CWE
Date:	07/30/07
Scale:	1" = 100'

5

19908-360 SWIFT CREEK

6

MULTI-MODAL ACCESS PLAN

MARISTONE

LAND LOTS 168, 189, 196, 197, 221, AND 222

DEKALB COUNTY, GEORGIA

NORTH

Project No.	1999053MG
Design By	MRA
Drawn By	MRA
Checked By	CNK
Date	07/30/07
Scale	1" = 100'

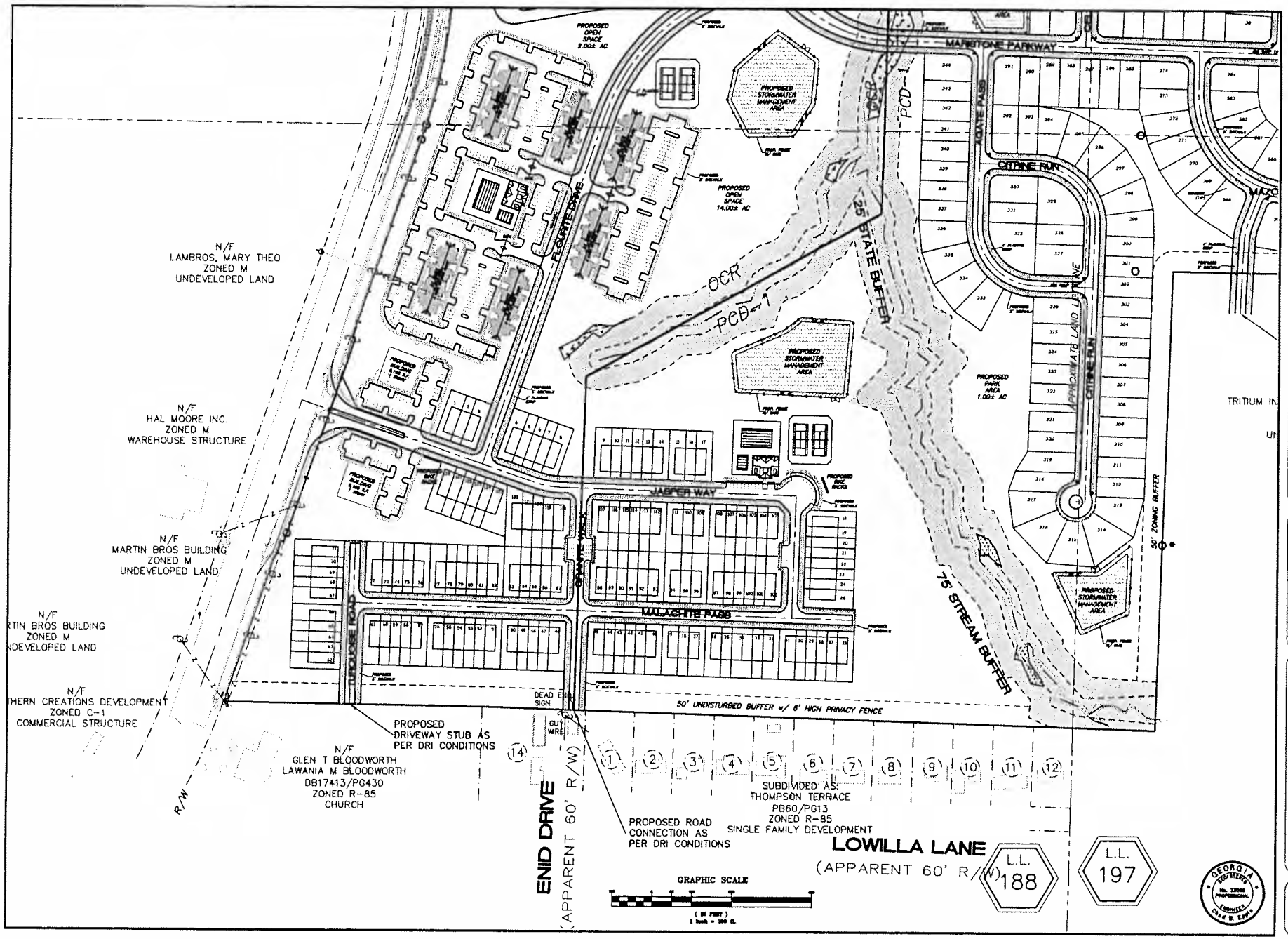
NO.	REVISION	DATE

CRM DEVELOPMENTS, LLC
6030 BELTLINE ROAD, SUITE 102
DUNWOODY, GEORGIA 30340
PHONE: (770) 395-9514

SEI
SOUTHEASTERN ENGINEERING
Civil & Environmental Engineering, Land Surveying and Planning

INNOVATION THROUGH EXPERIENCE

INNOVATION THROUGH EXPERIENCE



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SOUTHEASTERN ENGINEERING

CRUM DEVELOPMENTS, LLC.

DATE

REVISION

NO.

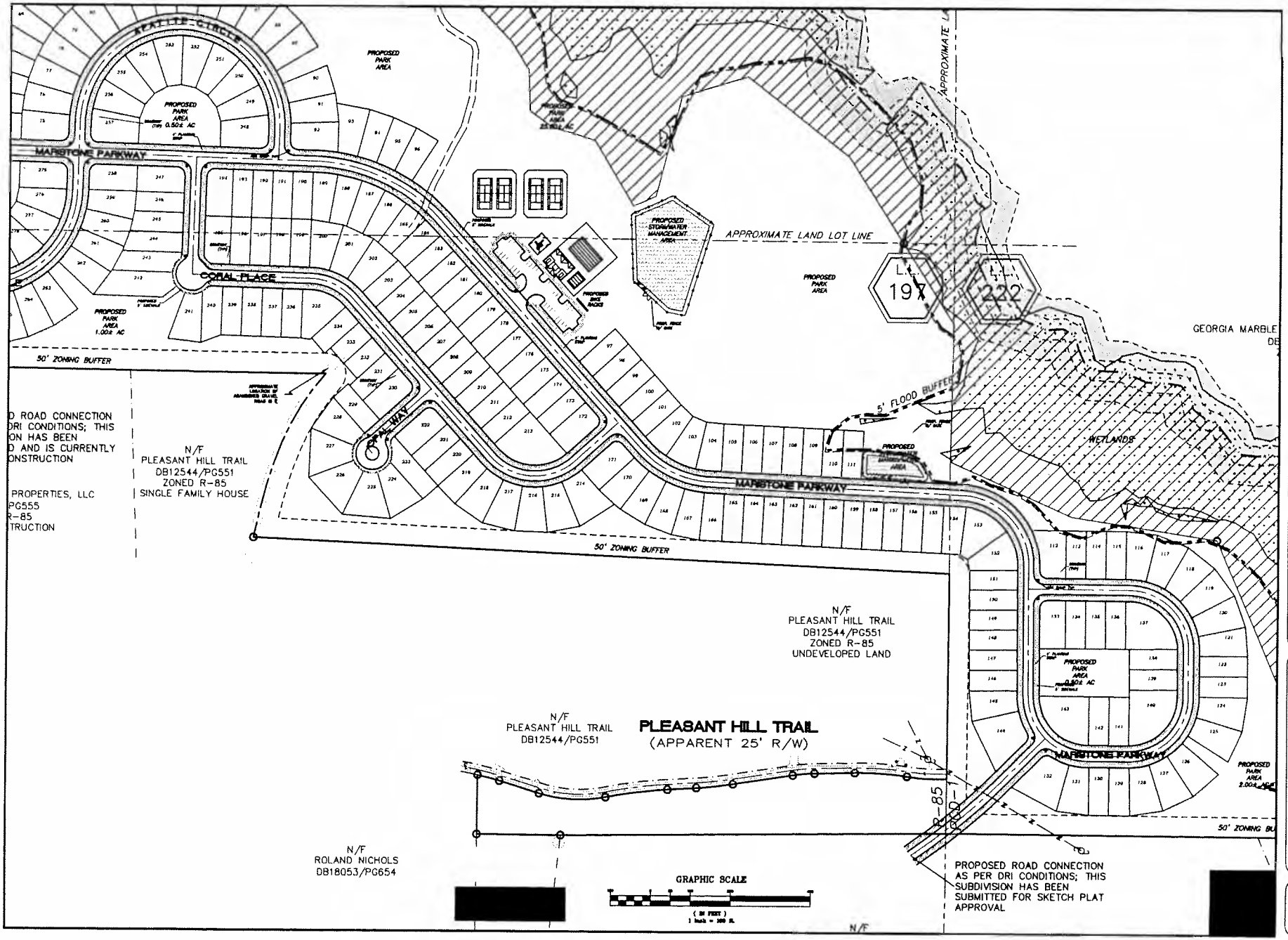
NORTH

Project No.: 19906360
Design By: MRA
Drawn By: MRA
Checked By: CWE
Date: 07/30/07
Scale: 1" = 100'

MULTI-MODAL ACCESS PLAN
MARISTONE
LAND LOTS 188, 189, 196, 197, 212, AND 213
DOUGLAS COUNTY, GEORGIA

7

19906-360 SWEET CREEK



SEI
SOUTHEASTERN ENGINEERING

CRAM DEVELOPMENTS, LLC

DATE
REVISION

NORTH

Project No.	19808.360
Design By:	NRA
Drawn By:	NRA
Checked By:	CME
Date:	07/30/07
Scale:	1"= 100'

MULTIMODAL ACCESS PLAN
MARBSTONE

8

19808.360 SWIFT CREEK

Figure 3-1: Sidewalk Dimensions

DETAILS

MARISTONE

LAND LOTS 188, 189, 506, 507, 528, AND 532

DEKALB COUNTY, GEORGIA

Project No. 19805.360
Design By: MRA
Drawn By: CME
Checked By: CME
Date: 07/30/07
Scale: 1" = 100'

NO	REVISION	DATE

CRM DEVELOPMENTS, LLC
6010 BELTHELVIEW ROAD, SUITE 102
CUMMING, GEORGIA 30040
PHONE: (770) 205-9514

SE I
SOUTHEASTERN ENGINEERING
Civil & Environmental Engineering, Land Surveying and Planning



DeKalb County Parcel Map

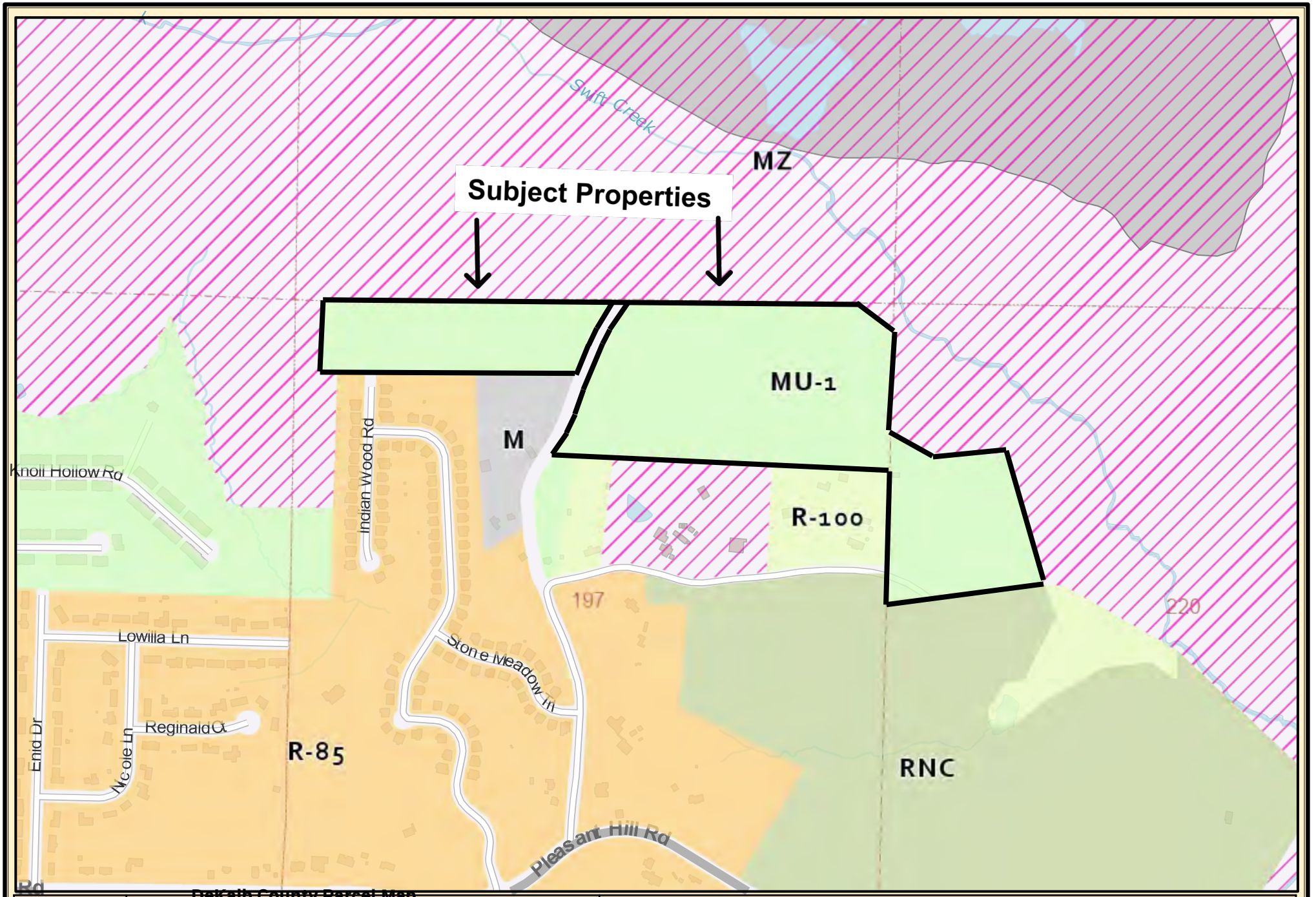
0 0.075 0.15 0.3 0.45 0.6 mi

Date Printed: 4/22/2025

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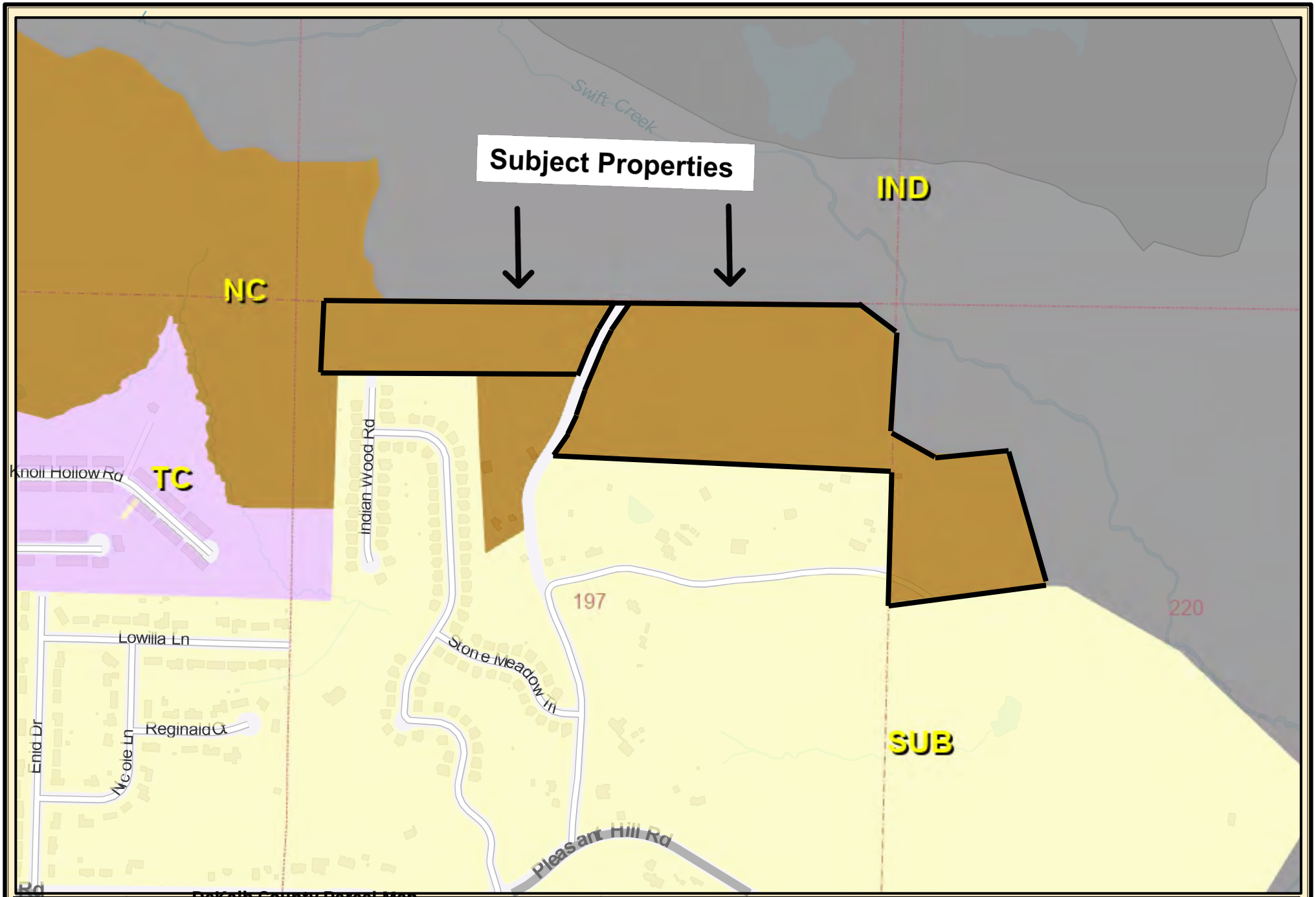
DeKalb County Parcel Map

0 0.0375 0.075 0.15 0.225 0.3 mi

Date Printed: 3/6/2025

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DeKalb County Parcel Map

0 0.0375 0.075 0.15 0.225 0.3 mi

Date Printed: 3/6/2025

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