

TRANSPORTATION IMPACT STUDY FOR

DRI #4478 CREEKSIDE VILLAGE MIXED-USE DEVELOPMENT

DATE:

July 10, 2025

LOCATION:

DeKalb County, Georgia

PREPARED FOR:

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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-stripped 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	RCUT	Overall	A	0.6	A	0.6	Overall	A	2.5	A	2.8	RCUT	Overall	A	1.1	A	1.1	
			WB	E	43.3	E	45.9	F	55.8	F	59.0		WB	D	37.2	D	42.5	WB	F	114.6	F	142.4		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	NBT lane Signal Timing	Overall	B	17.7	C	30.1	Overall	A	10.0	A	5.8	NBT lane Signal Timing	Overall	C	23.0	A	5.7	
			EB	F	80.6	E	67.6	E	78.7	E	69.1		EB	D	42.7	D	55.0	EB	E	71.8	E	68.1		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	NBT lane Signal Timing	Overall	C	32.7	C	22.1	Overall	D	39.3	C	28.0	NBT lane Signal Timing	Overall	D	35.2	C	22.8	
			EB	C	27.6	D	41.5	C	27.7	D	40.4		EB	C	22.3	C	33.9	EB	C	27.8	D	40.5		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	Single-Lane Roundabout	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		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

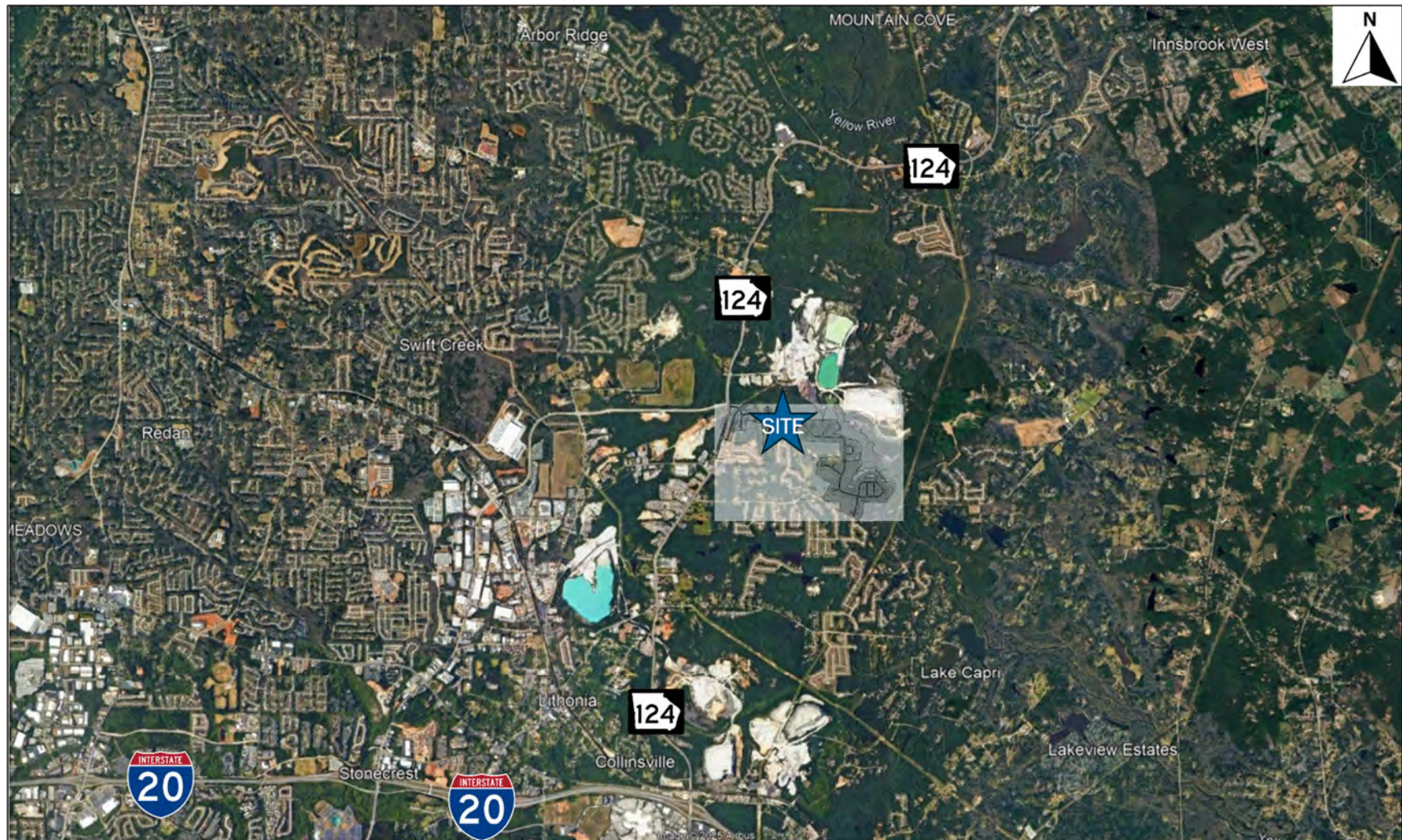
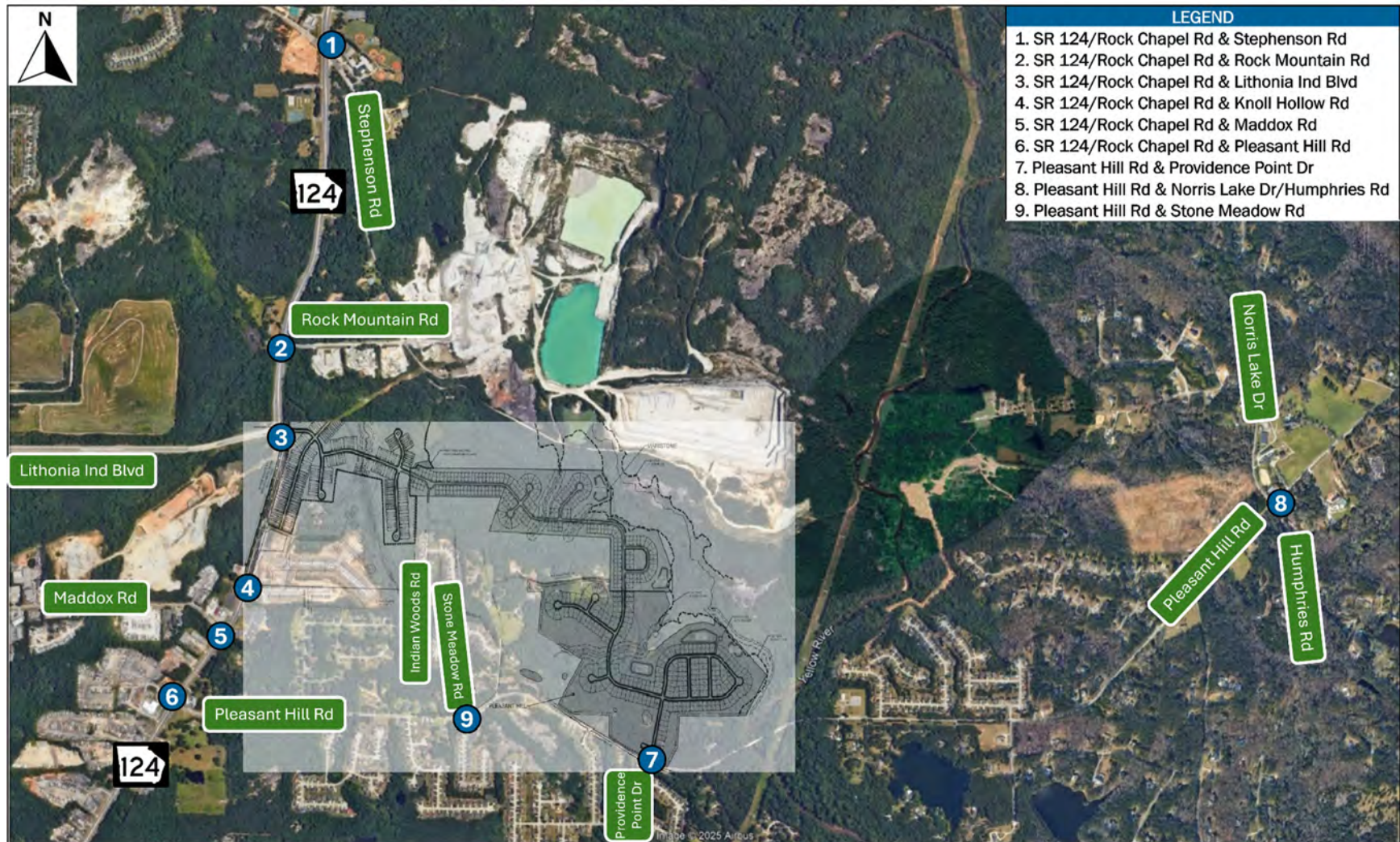


Figure 2. Site Location Aerial



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

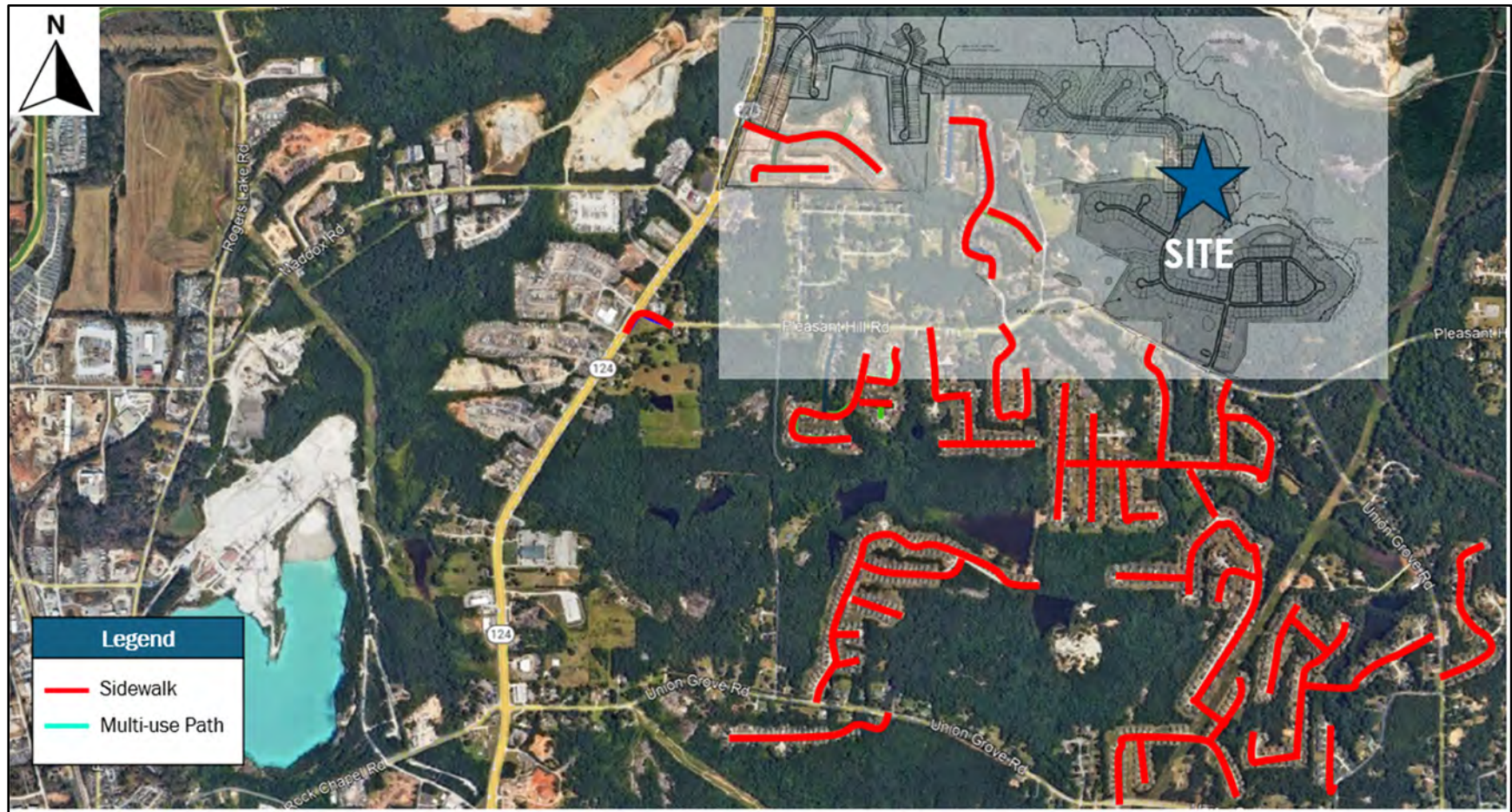
provides access to residential and agricultural land uses.

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



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 Hill 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



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Figure 6: New Trip Distribution

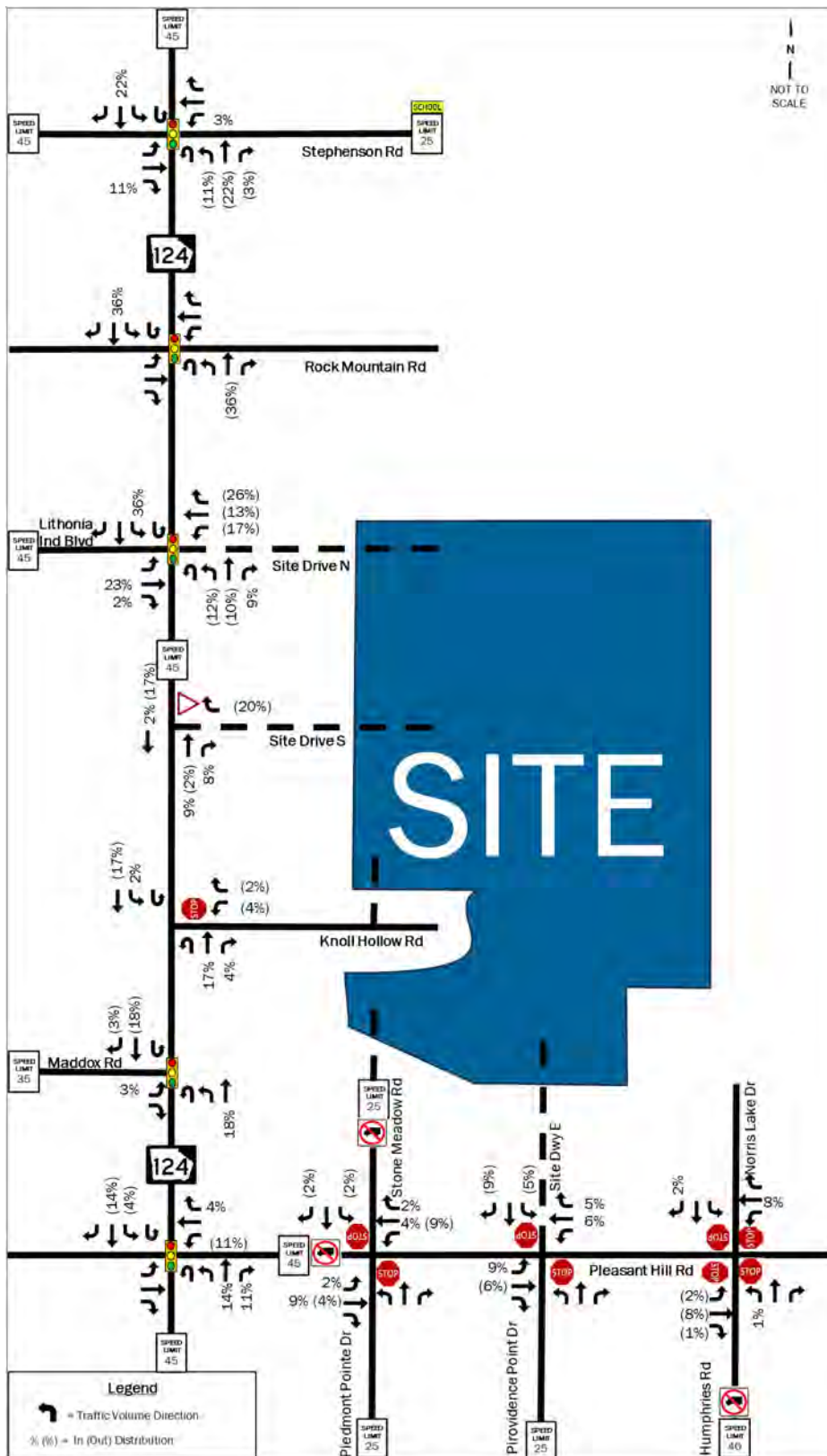


Figure 7: New Project Volumes

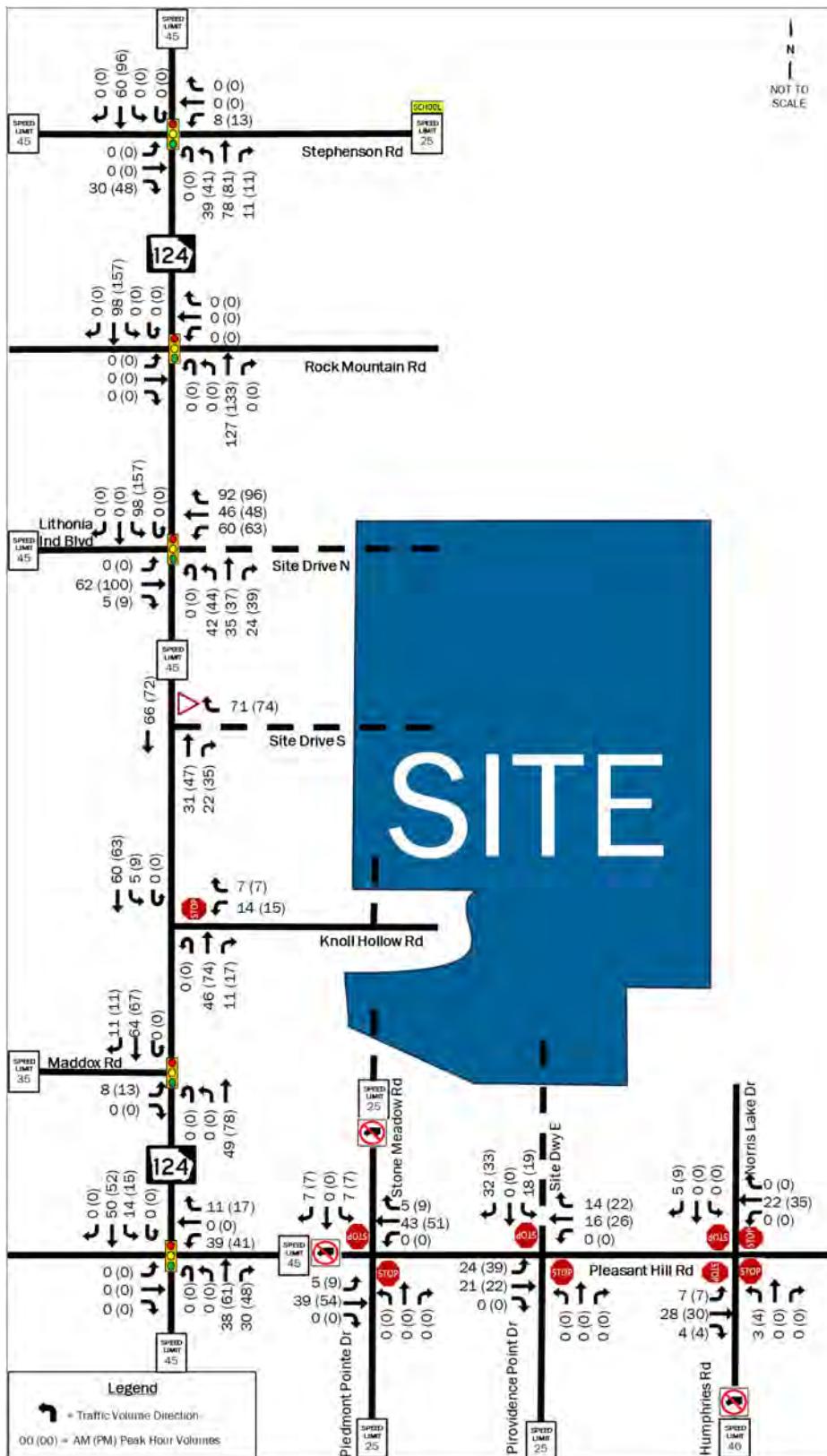


Figure 8: Pass-By Trip Distribution

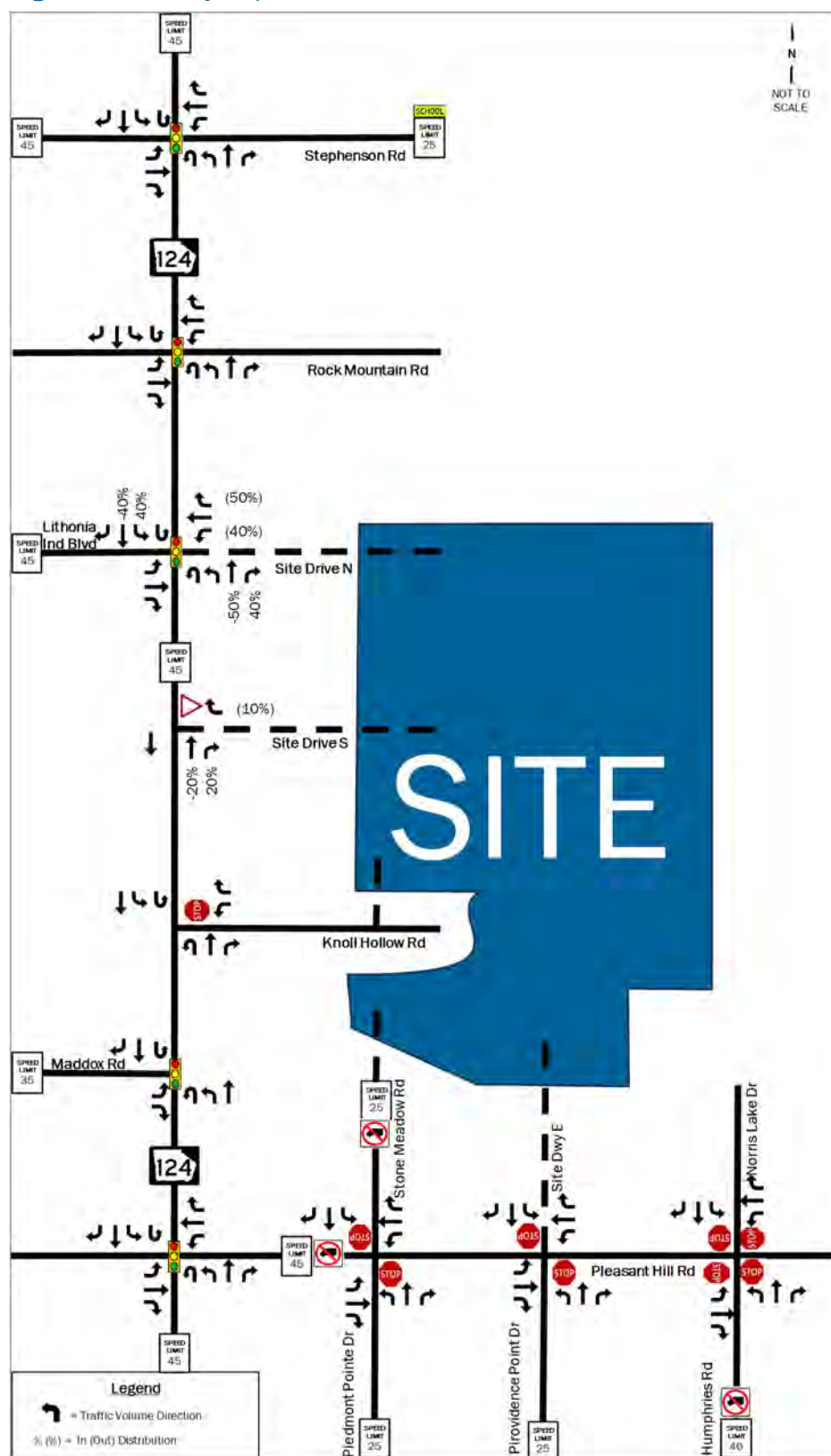


Figure 9: Pass-By Project Volumes

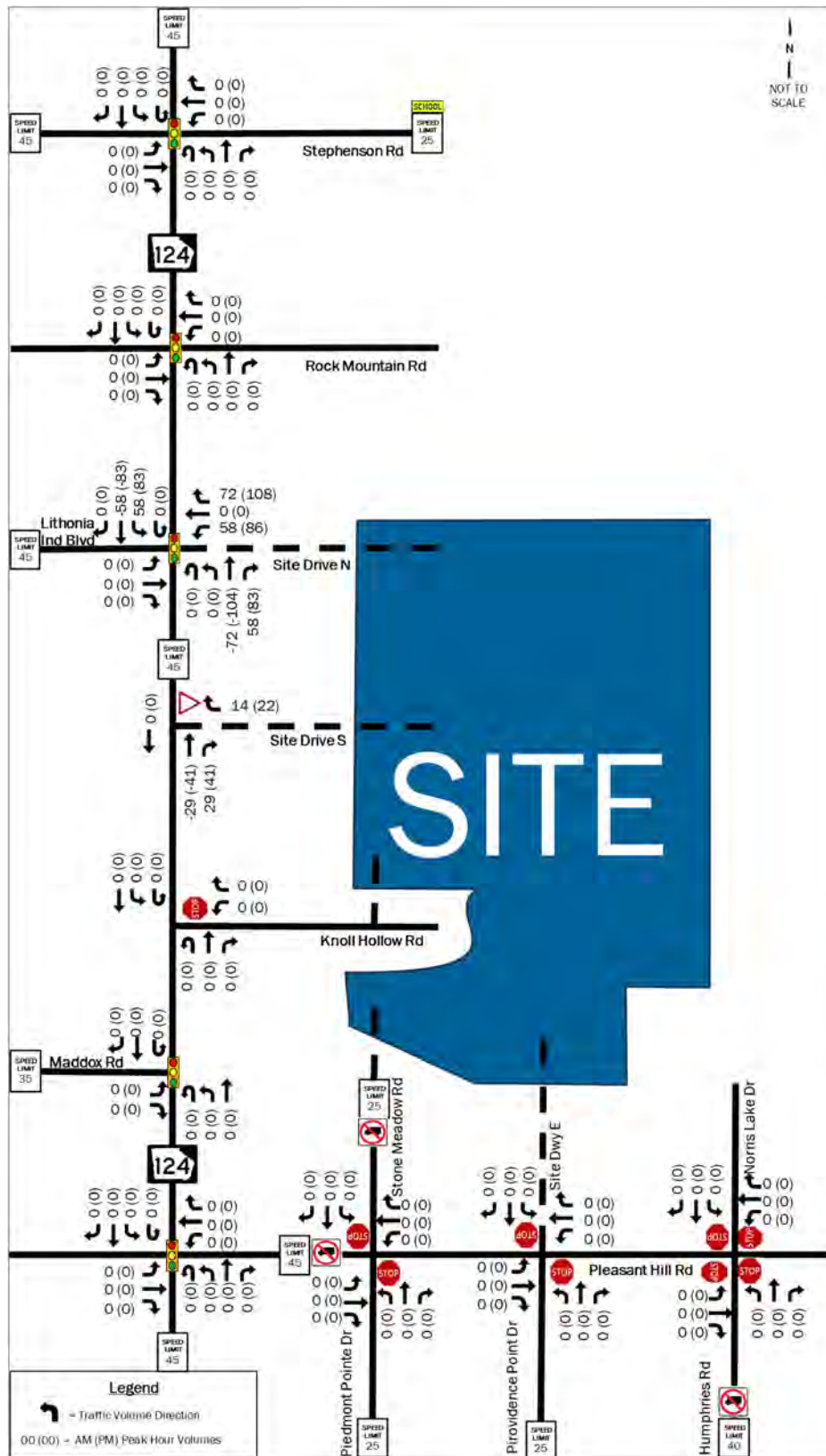


Figure 10: Net Project Volumes

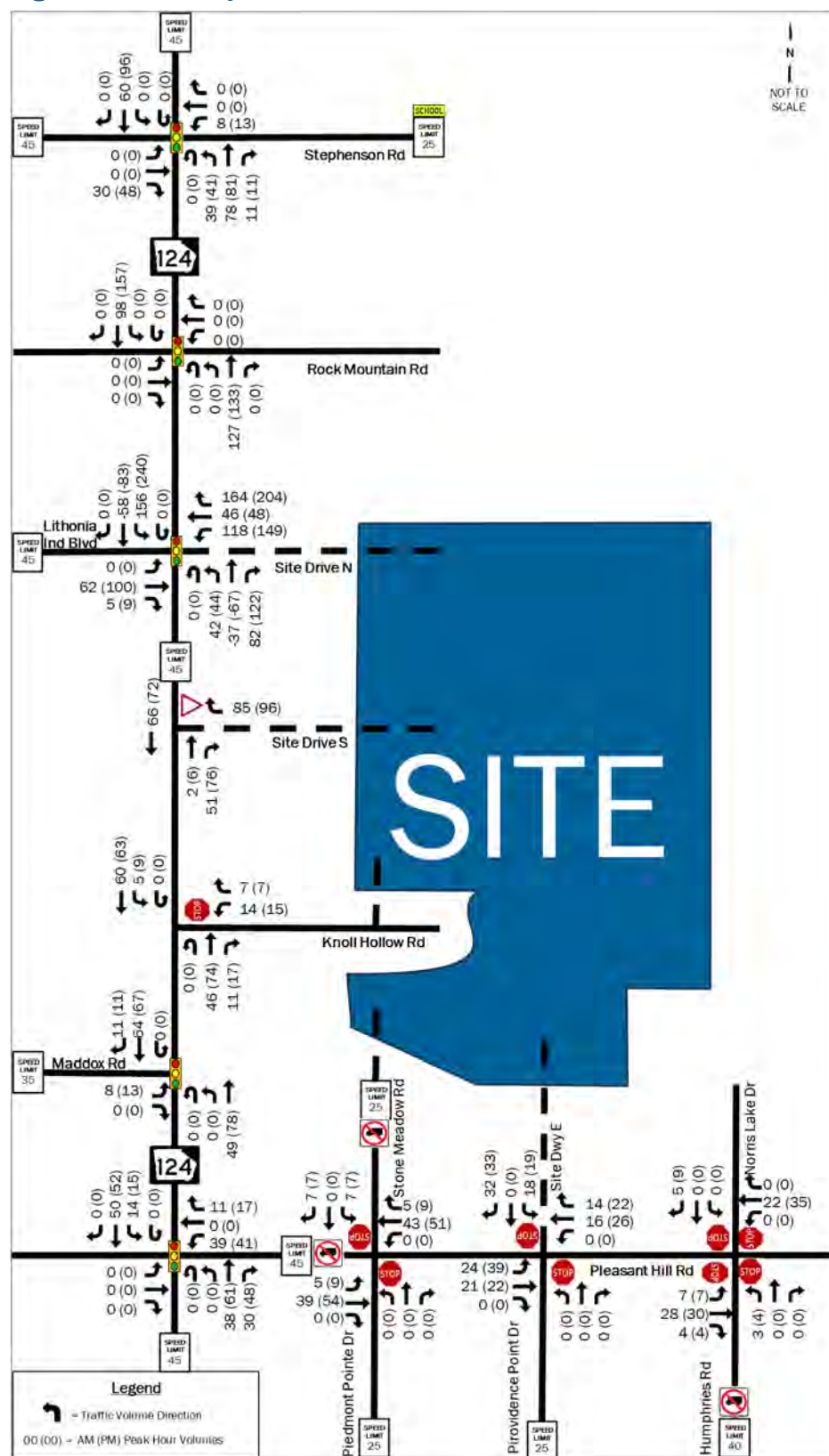
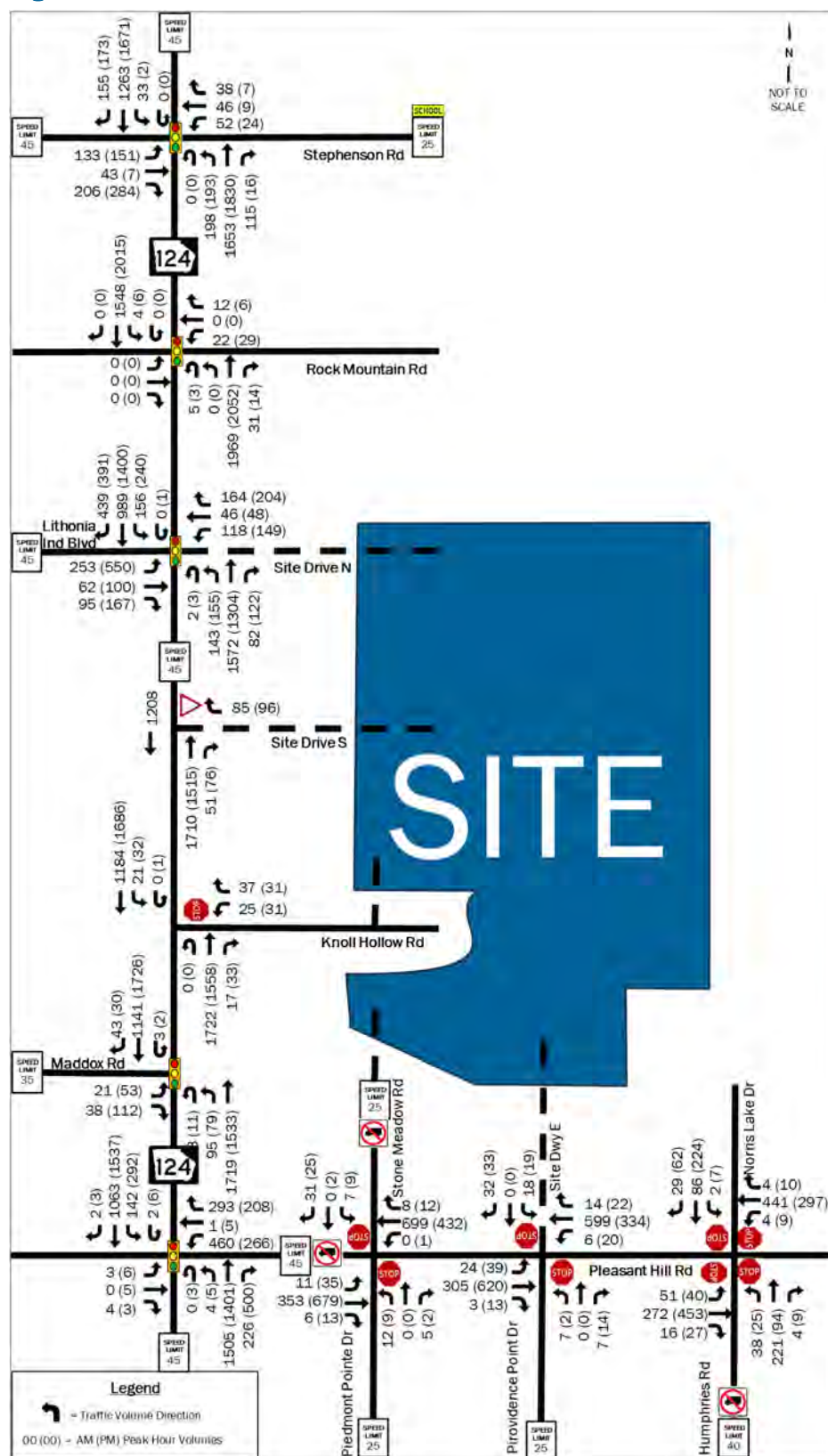


Figure 11: 2028 Build Traffic Volumes



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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-stripped 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

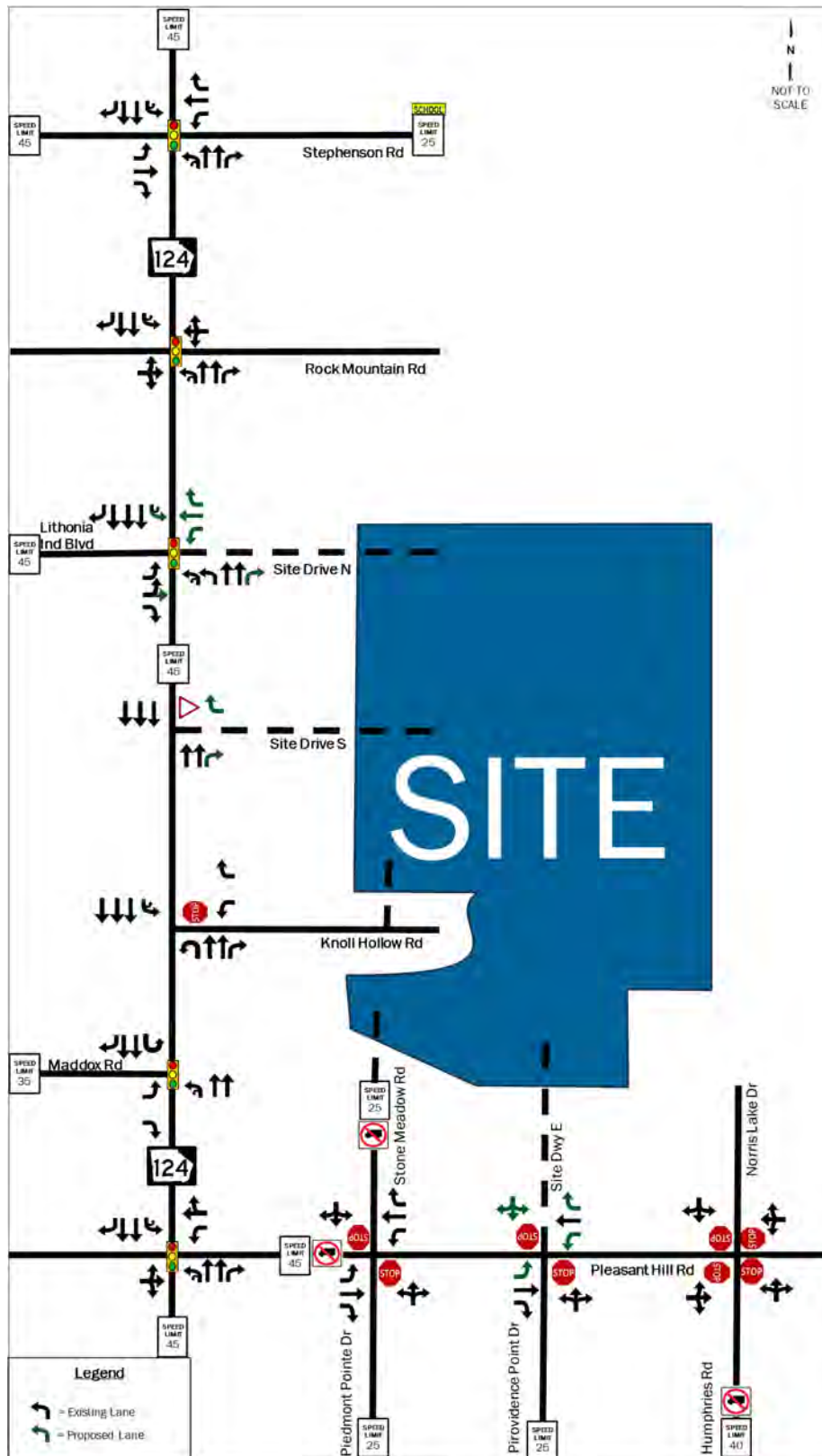
- Install a Restricted Crossing U-Turn intersection configuration

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

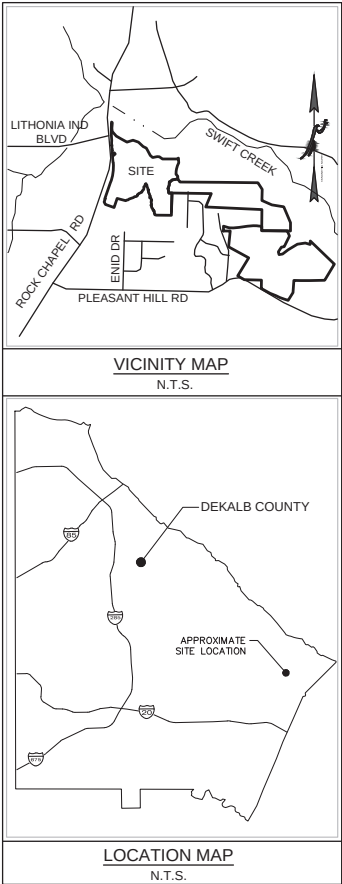
CREEKSIDE VILLAGE

DRI #4478

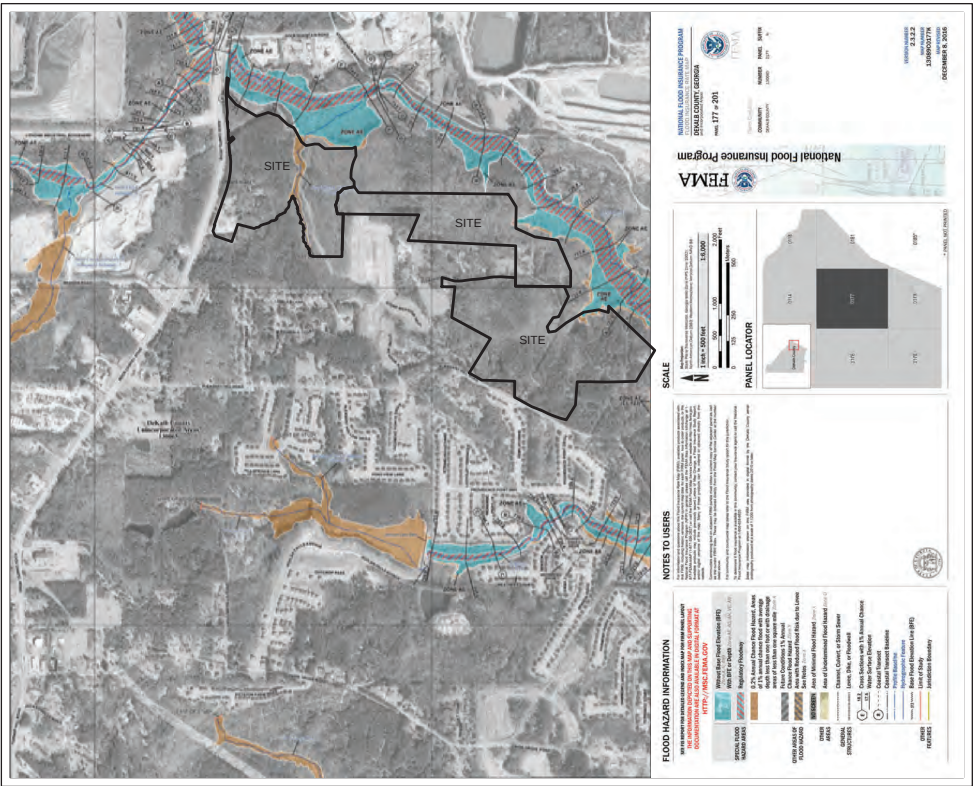
LAND LOTS 188, 189, 196, 197, 16TH DISTRICT
DEKALB COUNTY, GEORGIA

ADDRESS: 7480 ROCK CHAPEL ROAD, LITHONIA, GA 30058

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

DEVELOPMENT DATA

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	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																																												
2. ENGINEER FALCON DESIGN CONSULTANTS, LLC 235 CORPORATE CENTER DR., SUITE 200 STOCKBRIDGE, GA 30281 PHONE: (770) 389-8666	6. PROPERTY ADDRESS 7480 ROCK CHAPEL ROAD, LITHONIA, GA 30058 7. CREEKSIDE SITE REQUIREMENTS <table><tr><td>PHASE 2 DEVELOPMENT</td><td>75.37 ACRES</td></tr><tr><td>PHASE 2 NUMBER OF LOTS</td><td>222 LOTS</td></tr><tr><td>PH 2 PARCEL 1 DENSITY MU-4 (146 DU/44.63 AC)</td><td>3.3 DU/AC</td></tr><tr><td>PH 2 PARCEL 2 DENSITY MU-1 (76 DU/30.77 AC)</td><td>2.5 DU/AC</td></tr><tr><td>PHASE 2 MIN. LOT SIZE</td><td>3,250 S.F.</td></tr><tr><td>PHASE 2 MIN. LOT WIDTH</td><td>25 FT.</td></tr><tr><td>PHASE 2 MIN. HOUSE SIZE</td><td>1,600 S.F.</td></tr><tr><td>PHASE 2 OPEN SPACE</td><td>30.54 ACRES</td></tr></table> <table><tr><td>BUILDING SETBACKS:</td><td>MU-1</td><td>MU-4</td><td>PROPOSED MZ</td></tr><tr><td>MIN./MAX FRONT YARD</td><td>10'/20'</td><td>0'</td><td>10'</td></tr><tr><td>MIN. INTERIOR SIDE YARD</td><td>N/A</td><td>0'</td><td>0'</td></tr><tr><td>MIN./MAX SIDE CORNER YARD</td><td>10'/20'</td><td>5'</td><td>15'</td></tr><tr><td>MIN. REAR YARD</td><td>20'</td><td>10'</td><td>20'</td></tr></table> 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	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'								
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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	MARISTONE SITE REQUIREMENTS <table><tr><td>TOTAL ACREAGE:</td><td>54.20 ACRES</td></tr><tr><td>NUMBER OF APPROVED LOTS:</td><td>151 LOTS</td></tr><tr><td>NUMBER OF LOTS:</td><td>149 LOTS</td></tr><tr><td>GROSS DENSITY:</td><td>2.75 DU/AC</td></tr></table> MARISTONE LOT STANDARDS: <table><tr><td>MIN. LOT SIZE:</td><td>5,000 S.F.</td></tr><tr><td>MIN. LOT WIDTH:</td><td>50 FT.</td></tr><tr><td>FRONT SETBACK:</td><td>20 FT.</td></tr><tr><td>SIDE SETBACK:</td><td>7.5 FT.</td></tr><tr><td>REAR SETBACK:</td><td>20 FT.</td></tr></table> MARISTONE OPEN SPACE REQUIREMENTS: <table><tr><td>REQUIRED:</td><td>10.90 ACRES (20%)</td></tr><tr><td>PROVIDED:</td><td>22.22 ACRES (41%)</td></tr></table> PLEASANT HILL SITE REQUIREMENTS <table><tr><td>TOTAL ACREAGE:</td><td>95.52 ACRES</td></tr><tr><td>NUMBER OF APPROVED LOTS:</td><td>214 LOTS</td></tr><tr><td>NUMBER OF LOTS:</td><td>182 LOTS</td></tr><tr><td>GROSS DENSITY:</td><td>1.91 DU/AC</td></tr></table> PLEASANT HILL LOT STANDARDS: <table><tr><td>MIN. LOT SIZE:</td><td>6,000 S.F.</td></tr><tr><td>MIN. LOT WIDTH:</td><td>60 FT.</td></tr><tr><td>FRONT SETBACK:</td><td>20 FT.</td></tr><tr><td>SIDE SETBACK:</td><td>7.5 FT.</td></tr><tr><td>REAR SETBACK:</td><td>20 FT.</td></tr></table> PLEASANT HILL OPEN SPACE REQUIREMENTS: <table><tr><td>REQUIRED:</td><td>28.66 ACRES (30%)</td></tr><tr><td>PROVIDED:</td><td>39.08 ACRES (41%)</td></tr></table>	TOTAL ACREAGE:	54.20 ACRES	NUMBER OF APPROVED LOTS:	151 LOTS	NUMBER OF LOTS:	149 LOTS	GROSS DENSITY:	2.75 DU/AC	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.	REQUIRED:	10.90 ACRES (20%)	PROVIDED:	22.22 ACRES (41%)	TOTAL ACREAGE:	95.52 ACRES	NUMBER OF APPROVED LOTS:	214 LOTS	NUMBER OF LOTS:	182 LOTS	GROSS DENSITY:	1.91 DU/AC	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.	REQUIRED:	28.66 ACRES (30%)	PROVIDED:	39.08 ACRES (41%)
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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.																																													

CIVIL
ENGINEERING
COA NO. PER 86078

LAND
SURVEYING
COA NO. LSR 86095

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) 389-8666

NEWNAN OFFICE
40 GREENWAY CT., STE A
NEWNAN, GEORGIA 30058
PH (770) 755-7978

CUMMING OFFICE
580 PEBBLE FERRY RD., STE C
CUMMING, GEORGIA 30040
PH (678) 807-7189

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: 5/15/25
1. 01/02/25
2. 7/01/25
3. 7/01/25
4. 7/01/25
5. 7/01/25
6. 7/01/25
7. 7/01/25
8. 7/01/25

REVISIONS
REVISED TITLE AND STREAM BUFFERS
REVISED SITE DRIVEWAY LABELS

Know what's below.
Call before you dig.
UTILITIES
1-800-882-4444
OR 404-525-1111

811

DATE: 5/15/25
SCALE: NA
PROJ NUMBER: 100,002
DRAWN BY: AM
REVIEWED BY: JDL
REVISED BY:

GEORGIA
REGISTERED
LANDSCAPE ARCHITECT
1/01/25

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ORIGINAL SIGNATURE OF THE REGISTRANT
ACROSS THE REGISTRANT'S SEAL.

SHEET NUMBER

1.0



CIVIL
ENGINEERING
COA NO. PER 86078

CONSTRUCTION
MANAGEMENT

LAND
SURVEYING
COA NO. LSP 86095

LANDSCAPE
ARCHITECT

LAND
PLANNING



FALCON DESIGN
CONSULTANTS

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225 CORP. CTR. DR., STE. 200
STOCKBRIDGE, GEORGIA 30081
PH (770) 389-8668 - FAX (770) 389-8608

CUMMING OFFICE
500 PIRKLE FERRY RD., STE. C
CUMMING, GEORGIA 30040
PH (678) 807-7189

NEWNAN OFFICE
40 GREENWAY CT., STE. A
NEWNAN, GEORGIA 30055
PH (770) 755-7978

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

DATE	REVISIONS
1. 01/02/25	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 FROM THE CENTER
1.800.282.4411 THROUGHOUT GEORGIA
OR 1.800.282.4411



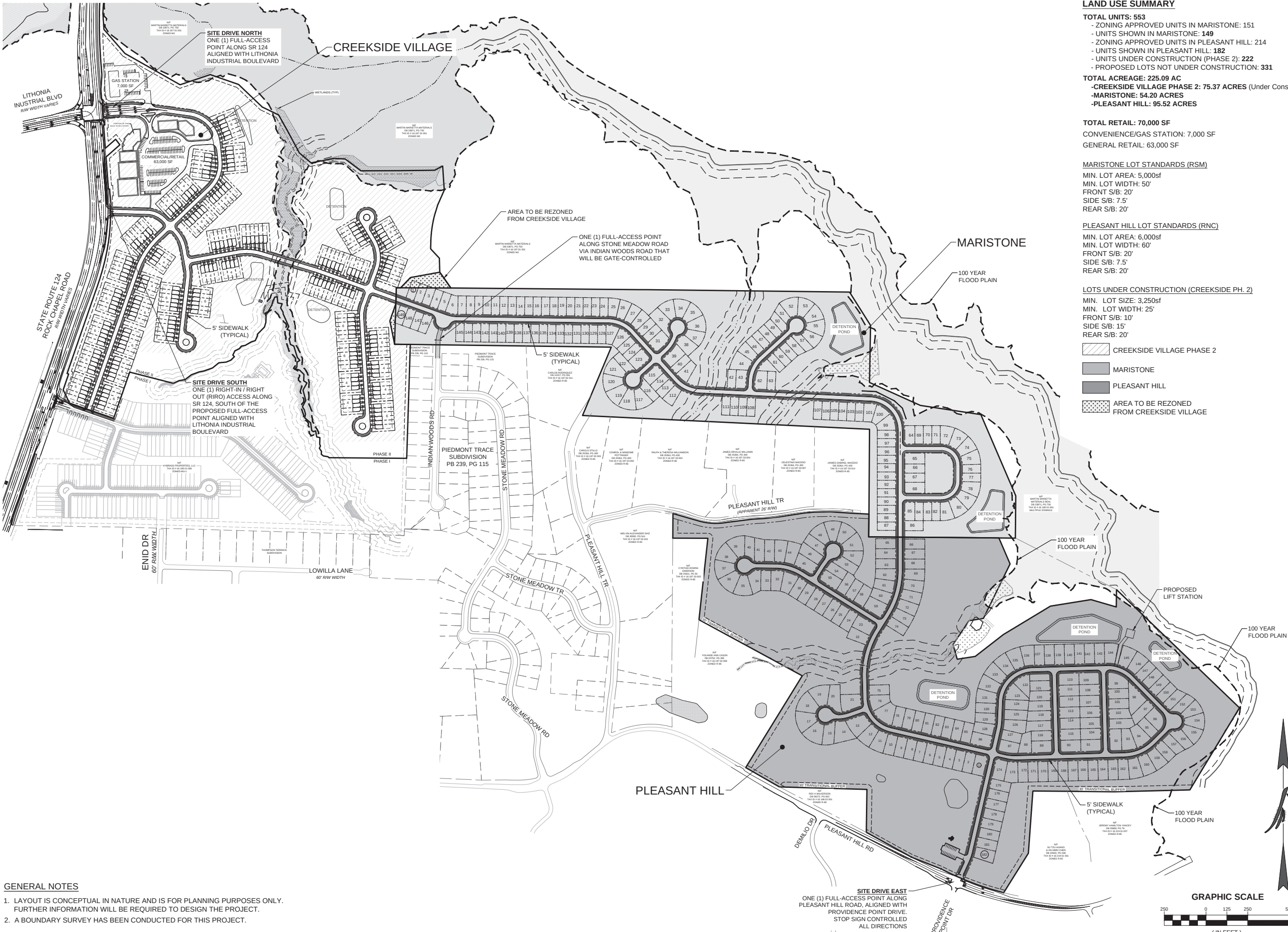


DATE:	5/15/25
SCALE:	NA
PROJ NUMBER:	100,002
DRAWN BY:	AM
REVIEWED BY:	JDL
REVISED BY:	



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SHEET NUMBER
2.0



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.

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
- AREA TO BE REZONED FROM CREEKSIDE VILLAGE

CIVIL
ENGINEERING
COA NO. PER 86478

CONSTRUCTION
MANAGEMENT

LAND
SURVEYING
COA NO. LSR 86895

LANDSCAPE
ARCHITECT

LAND
PLANNING

**FALCON DESIGN
CONSULTANTS**

STOCKBRIDGE OFFICE
235 COMPTON CT. DR., STE. 200
STOCKBRIDGE, GEORGIA 30081
PH: (770) 389-8666 - FAX: (770) 389-8665

NEWNAN OFFICE
40 GREENWAY CT., STE. A
NEWNAN, GEORGIA 30054
PH: (770) 755-7978

CUMMING OFFICE
580 PEARCE FERRY RD., STE. C
CUMMING, GEORGIA 30040
PH: (678) 807-7189

www.fdc-llc.com

COVER SHEET
FOR

CREEKSIDE VILLAGE

DRI #4478

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

REVISIONS

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

Know what's below?
Call before you dig.
UTILITIES
1.800.882.4441 THROUGHOUT GEORGIA
GIF: DRI 4478

DATE: 5/15/25

SCALE: 1" = 250'

PROJ. NUMBER: 100,002

DRAWN BY: AM

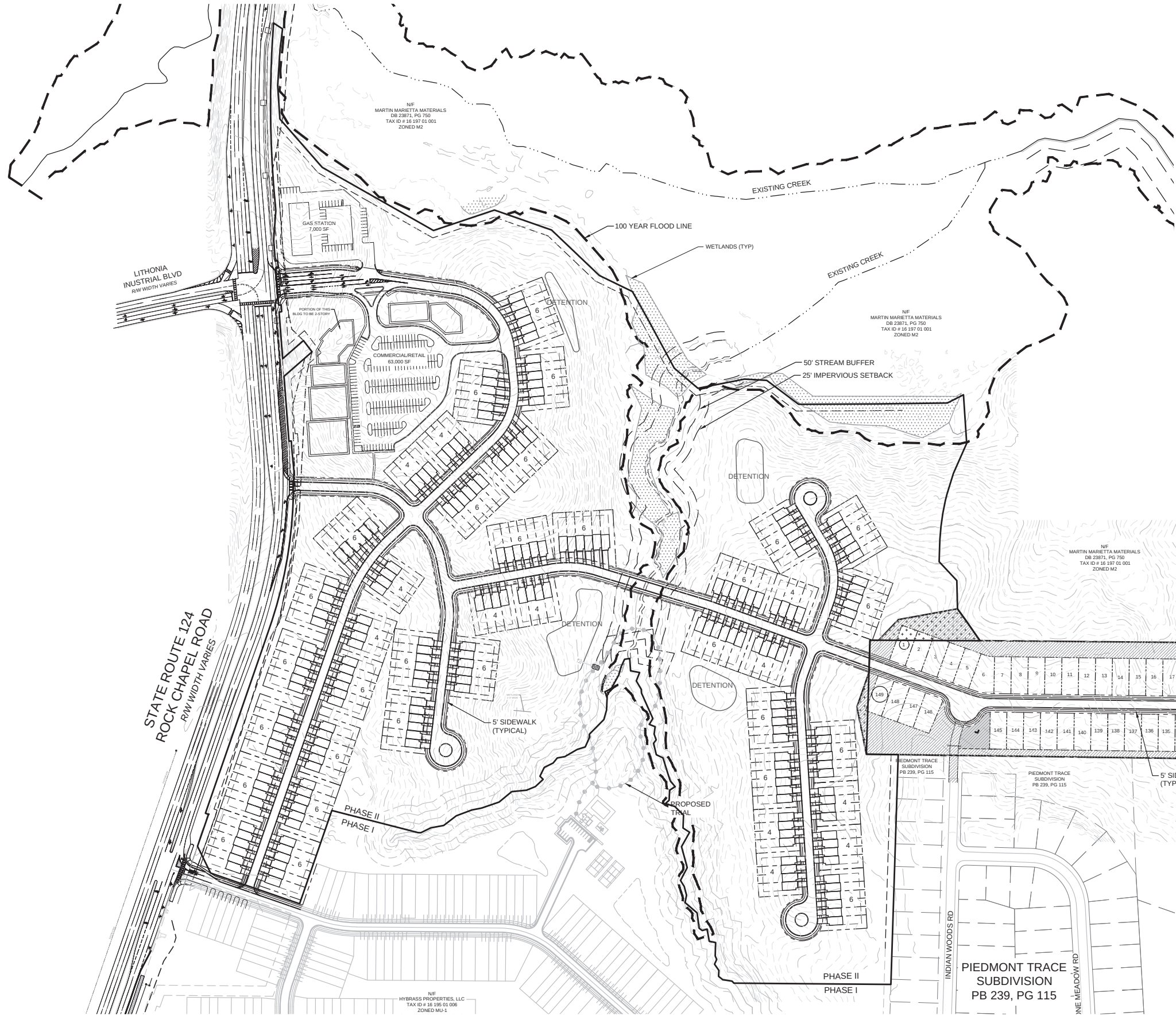
REVIEWED BY: JDL

REVISED BY:

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SHEET NUMBER

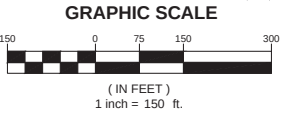
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LAND USE SUMMARY
TOTAL UNITS: 222
TOTAL ACRES (CREEKSIDE): 75.37 AC

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



CIVIL
ENGINEERING
COA NO. PER 86478

LAND
SURVEYING
COA NO. LSR 86895

CONSTRUCTION
MANAGEMENT

LAND
PLANNING

FALCON DESIGN
CONSULTANTS

STOCKBRIDGE OFFICE
235 CORP. CTR. DR., STE. 200
STOCKBRIDGE, GEORGIA 30081
PH (770) 389-8668 - FAX (770) 389-8668

NEWNAN OFFICE
40 GREENWAY CT., STE. A
NEWNAN, GEORGIA 30555
PH (770) 755-7978

CUMMING OFFICE
580 PEBBLE FERRY RD., STE. C
CUMMING, GEORGIA 30040
PH (678) 807-7189

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CREEKSIDE VILLAGE SITE PLAN
FOR
CREEKSIDE VILLAGE
DRI #4478
LOCATED IN:
LAND LOTS 188, 189, 196, 197 18th DISTRICT
DEKALB COUNTY, GEORGIA

DATE	REVISIONS
1. 01/02/25	REVISED TITLE AND STREAM BUFFERS
2. 7/01/25	REVISED SITE DRIVEWAY LABELS
3.	
4.	
5.	
6.	
7.	
8.	

Know what's below?
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UTILITIES
1.800.485.4141 THROUGHOUT GEORGIA
OR 1.800.485.4141

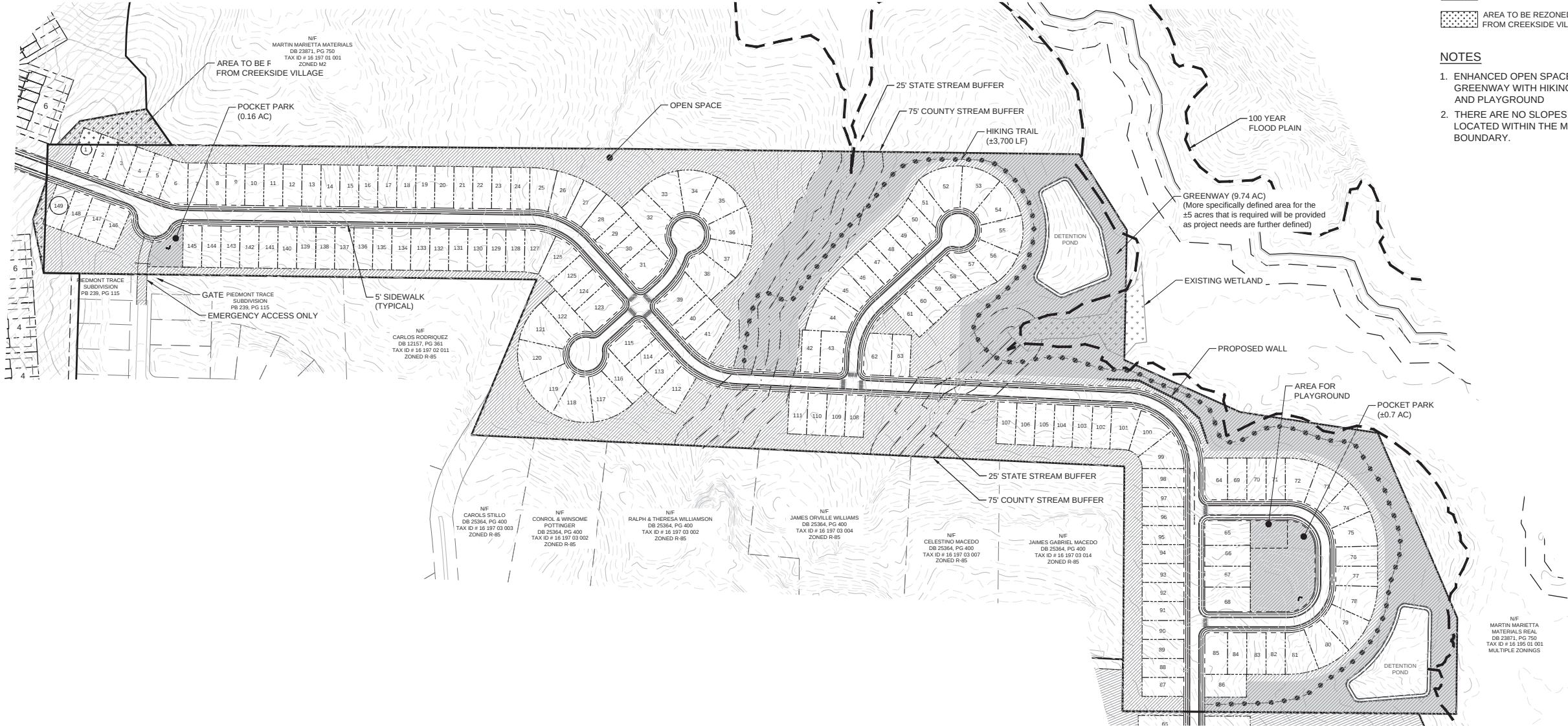
DATE:	5/15/25
SCALE:	1" = 150'
PROJ NUMBER:	100,002
DRAWN BY:	AM
REVIEWED BY:	JDL
REVISED BY:	

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SHEET NUMBER
3.1

GENERAL NOTES

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



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.

CIVIL ENGINEERING
CONSTRUCTION MANAGEMENT
LAND SURVEYING
LANDSCAPE ARCHITECT

LAND PLANNING

FALCON DESIGN CONSULTANTS

STOCKBRIDGE OFFICE
235 CORP. CT. DR., STE. 200
STOCKBRIDGE, GEORGIA 30081
PH: (770) 389-8668 - FAX: (770) 389-8668

NEWNAN OFFICE
40 GREENWAY CT., STE. A
NEWNAN, GEORGIA 30055
PH: (770) 755-7978

CUMMING OFFICE
580 PINEAPPLE FERRY RD., STE. C
CUMMING, GEORGIA 30040
PH: (678) 807-7189

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

REVISIONS

DATE	REVISIONS
1. 01/02/25	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 1.800.882.4411 THROUGHOUT GEORGIA OR 1.800.882.4411

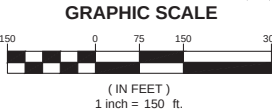
811

DATE: 5/15/25
SCALE: 1" = 150'
PROJ NUMBER: 100,002
DRAWN BY: AM
REVIEWED BY: JDL
REVISED BY:

GEORGIA REGISTERED LANDSCAPE ARCHITECT
N. JACOBI
7/01/25

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SHEET NUMBER 3.2



APPENDIX B: Traffic Count Data

Bi-Directional Class Count || Location Overview

Lithonia, GA Batch 1

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



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

Date
Thursday, May 8, 2025

Weather
Fair
69°F

Lat/Long
33.742360°, -84.083865°

[Click here for Detailed Weather](#)



[Click here for Map](#)

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

	Northbound (Movement 1.1)													15min Total	60min Total
Time	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	37	2	0	1	0	0	0	1	0	0	0	0	41	162
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	
0100 - 0115	0	21	1	0	0	1	0	0	0	0	0	0	0	23	86
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	
0200 - 0215	0	15	3	0	0	0	0	0	0	0	0	0	0	18	86
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	
0300 - 0315	0	21	2	0	0	0	0	0	0	0	0	0	0	23	138
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	
0400 - 0415	0	38	3	0	0	1	0	0	1	0	0	0	0	43	207
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	
0500 - 0515	0	58	7	0	1	4	0	0	2	0	0	0	0	72	389
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	
0600 - 0615	0	145	25	0	0	3	1	0	5	0	0	0	0	179	988
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	
0700 - 0715	0	296	35	1	4	7	0	2	3	0	0	0	0	348	1547
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	
0800 - 0815	0	312	64	1	8	8	0	2	10	1	0	0	0	406	1242
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	
0900 - 0915	0	153	48	0	4	3	0	1	4	0	0	0	0	213	726
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	
1000 - 1015	0	117	33	0	4	0	0	2	3	0	0	0	0	159	663
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	
1100 - 1115	0	118	30	0	4	3	0	3	3	0	0	0	0	161	703
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	
1200 - 1215	0	139	32	0	1	2	0	0	4	0	0	0	0	178	732
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	
1300 - 1315	0	144	34	0	5	5	0	2	6	0	0	0	0	196	901
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	
1400 - 1415	0	175	43	1	6	5	0	1	6	0	0	0	0	237	995
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	
1500 - 1515	2	194	33	3	6	1	0	1	5	0	0	0	0	245	1091
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	
1600 - 1615	0	256	48	2	8	3	0	0	4	0	0	0	0	321	1343
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	
1700 - 1715	0	289	63	0	8	1	1	1	4	0	0	0	0	367	1415
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	
1800 - 1815	0	180	38	0	0	1	0	1	1	0	0	0	0	221	1121
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	
1900 - 1915	0	180	62	0	5	1	0	2	9	0	0	0	0	259	926
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	
2000 - 2015	0	173	45	2	2	1	0	2	1	0	0	0	0	226	764
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	
2100 - 2115	0	141	23	0	0	0	0	0	1	0	0	0	0	165	652
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	
2200 - 2215	0	106	27	0	1	2	0	0	2	0	0	0	0	138	492
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	
2300 - 2315	0	54	15	0	0	0	0	0	1	0	0	0	0	70	297
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	

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	

Bi-Directional Class Count || SB WB 15min

Lithonia, GA Batch 1



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

Date
Thursday, May 8, 2025

Weather
Fair
69°F

Lat/Long
33.742360°, -84.083865°

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

	Southbound (Movement 1.2)													15min Total	60min Total
Time	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	40	0	0	0	0	0	0	0	0	0	0	0	40	143
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	
0100 - 0115	0	25	0	0	0	0	0	0	0	0	0	0	0	25	108
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	
0200 - 0215	0	18	0	0	0	0	0	0	0	0	0	0	0	18	97
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	
0300 - 0315	0	13	0	0	0	0	0	0	3	0	0	0	0	16	112
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	
0400 - 0415	0	32	0	0	1	1	0	0	0	0	0	0	0	34	182
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	
0500 - 0515	0	85	3	1	0	1	0	1	4	0	0	0	0	95	418
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	
0600 - 0615	0	91	6	1	0	1	0	0	3	0	0	0	0	102	546
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	
0700 - 0715	0	124	37	4	8	1	0	0	2	0	0	0	0	176	981
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	
0800 - 0815	1	180	66	0	7	2	0	2	10	0	0	0	0	268	1038
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	
0900 - 0915	1	171	46	2	4	5	0	0	6	0	0	0	0	235	906
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	
1000 - 1015	0	167	48	0	4	7	0	1	9	0	0	0	0	236	870
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	
1100 - 1115	0	146	40	0	6	5	0	0	4	0	0	0	0	201	849
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	
1200 - 1215	0	151	54	0	4	5	0	0	2	0	0	0	0	216	909
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	
1300 - 1315	0	138	39	0	7	9	0	0	3	0	0	0	0	196	810
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	
1400 - 1415	2	178	46	1	1	3	1	0	5	0	0	0	0	237	1081
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	
1500 - 1515	0	239	56	0	2	2	1	1	4	0	0	0	0	305	1434
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	
1600 - 1615	0	280	59	0	14	1	1	1	7	0	0	0	0	363	1514
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	
1700 - 1715	0	305	44	1	2	2	0	0	2	0	0	0	0	356	1430
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	
1800 - 1815	0	304	40	0	1	2	0	0	1	0	0	0	0	348	1350
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	
1900 - 1915	1	209	15	0	5	2	0	1	2	0	0	0	0	235	886
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	
2000 - 2015	0	178	30	0	2	1	0	0	1	0	0	0	0	212	803
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	
2100 - 2115	0	159	14	0	0	0	0	0	0	0	0	0	0	173	656
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	
2200 - 2215	0	113	10	0	0	0	0	0	0	0	0	0	0	123	410
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	
2300 - 2315	2	62	8	0	1	1	0	0	1	0	0	0	0	75	267
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	

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</

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

Lithonia, GA Batch 1



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)
Bi-Directional 15min

	Bi-Directional 15min													15min Total	60min Total
Time	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	77	2	0	1	0	0	0	1	0	0	0	0	81	305
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	
0100 - 0115	0	46	1	0	0	1	0	0	0	0	0	0	0	48	194
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	
0200 - 0215	0	33	3	0	0	0	0	0	0	0	0	0	0	36	183
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	
0300 - 0315	0	34	2	0	0	0	0	0	3	0	0	0	0	39	250
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	
0400 - 0415	0	70	3	0	1	2	0	0	1	0	0	0	0	77	389
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	
0500 - 0515	0	143	10	1	1	5	0	1	6	0	0	0	0	167	807
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	
0600 - 0615	0	236	31	1	0	4	1	0	8	0	0	0	0	281	1534
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	
0700 - 0715	0	420	72	5	12	8	0	2	5	0	0	0	0	524	2528
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	
0800 - 0815	1	492	130	1	15	10	0	4	20	1	0	0	0	674	2280
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	
0900 - 0915	1	324	94	2	8	8	0	1	10	0	0	0	0	448	1632
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	
1000 - 1015	0	284	81	0	8	7	0	3	12	0	0	0	0	395	1533
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	
1100 - 1115	0	264	70	0	10	8	0	3	7	0	0	0	0	362	1552
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	
1200 - 1215	0	290	86	0	5	7	0	0	6	0	0	0	0	394	1641
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	
1300 - 1315	0	282	73	0	12	14	0	2	9	0	0	0	0	392	1711
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	
1400 - 1415	2	353	89	2	7	8	1	1	11	0	0	0	0	474	2076
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	
1500 - 1515	2	433	89	3	8	3	1	2	9	0	0	0	0	550	2525
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	
1600 - 1615	0	536	107	2	22	4	1	1	11	0	0	0	0	684	2857
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	
1700 - 1715	0	594	107	1	10	3	1	1	6	0	0	0	0	723	2845
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	
1800 - 1815	0	484	78	0	1	3	0	1	2	0	0	0	0	569	2471
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	
1900 - 1915	1	389	77	0	10	3	0	3	11	0	0	0	0	494	1812
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	
2000 - 2015	0	351	75	2	4	2	0	2	2	0	0	0	0	438	1567
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	
2100 - 2115	0	300	37	0	0	0	0	0	1	0	0	0	0	338	1308
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	
2200 - 2215	0	219	37	0	1	2	0	0	2	0	0	0	0	261	902
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	
2300 - 2315	2	116	23	0	1	1	0	0	2	0	0	0	0	145	564
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	

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</

Bi-Directional Class Count || Volume Summary 15min

Lithonia, GA Batch 1

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

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

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



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)
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

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



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)
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

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

Site 1

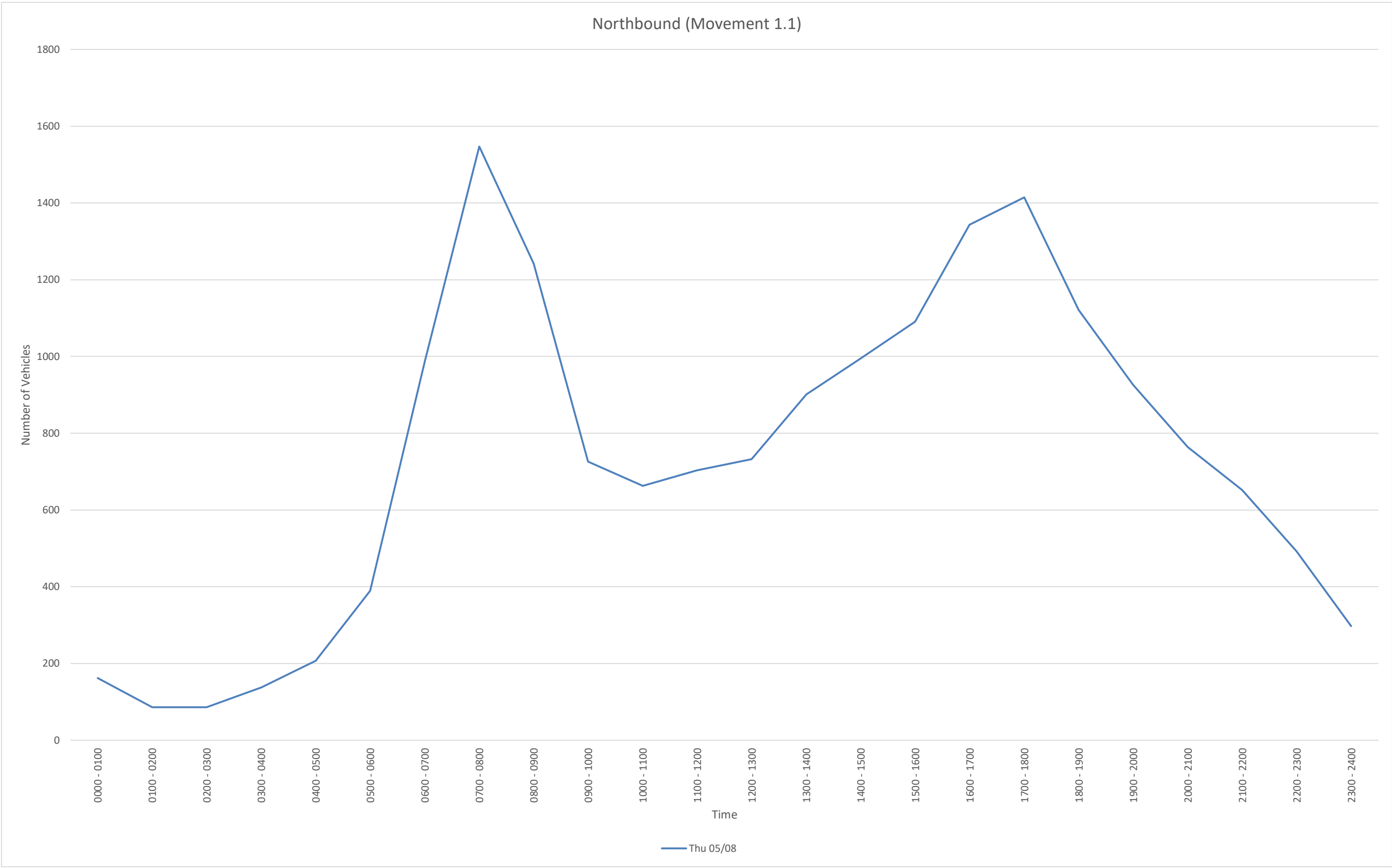
GA-124 Rock Chapel Rd,
north of Knoll Hollow Rd

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

Site 1

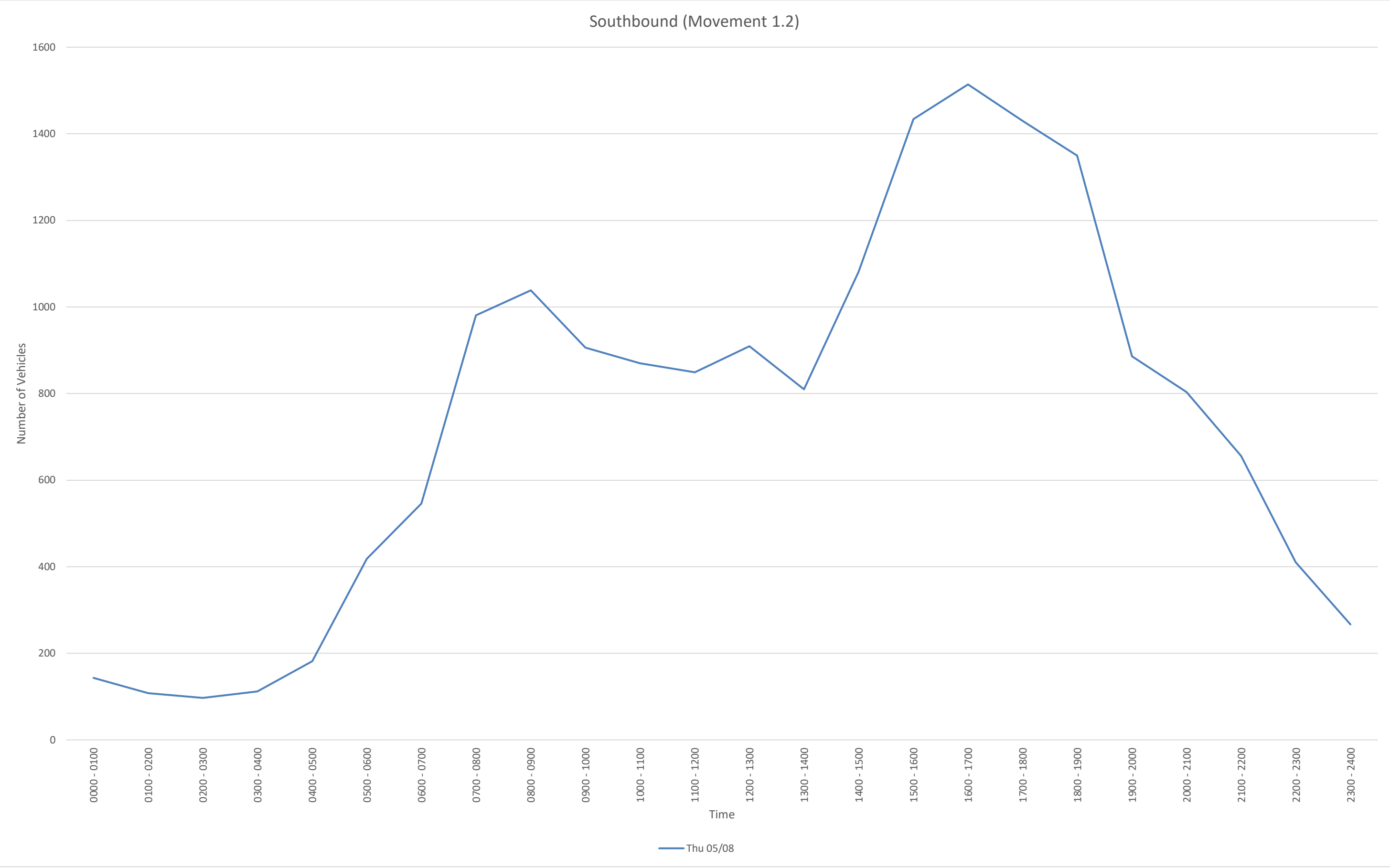
GA-124 Rock Chapel Rd,
north of Knoll Hollow Rd

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

Site 1

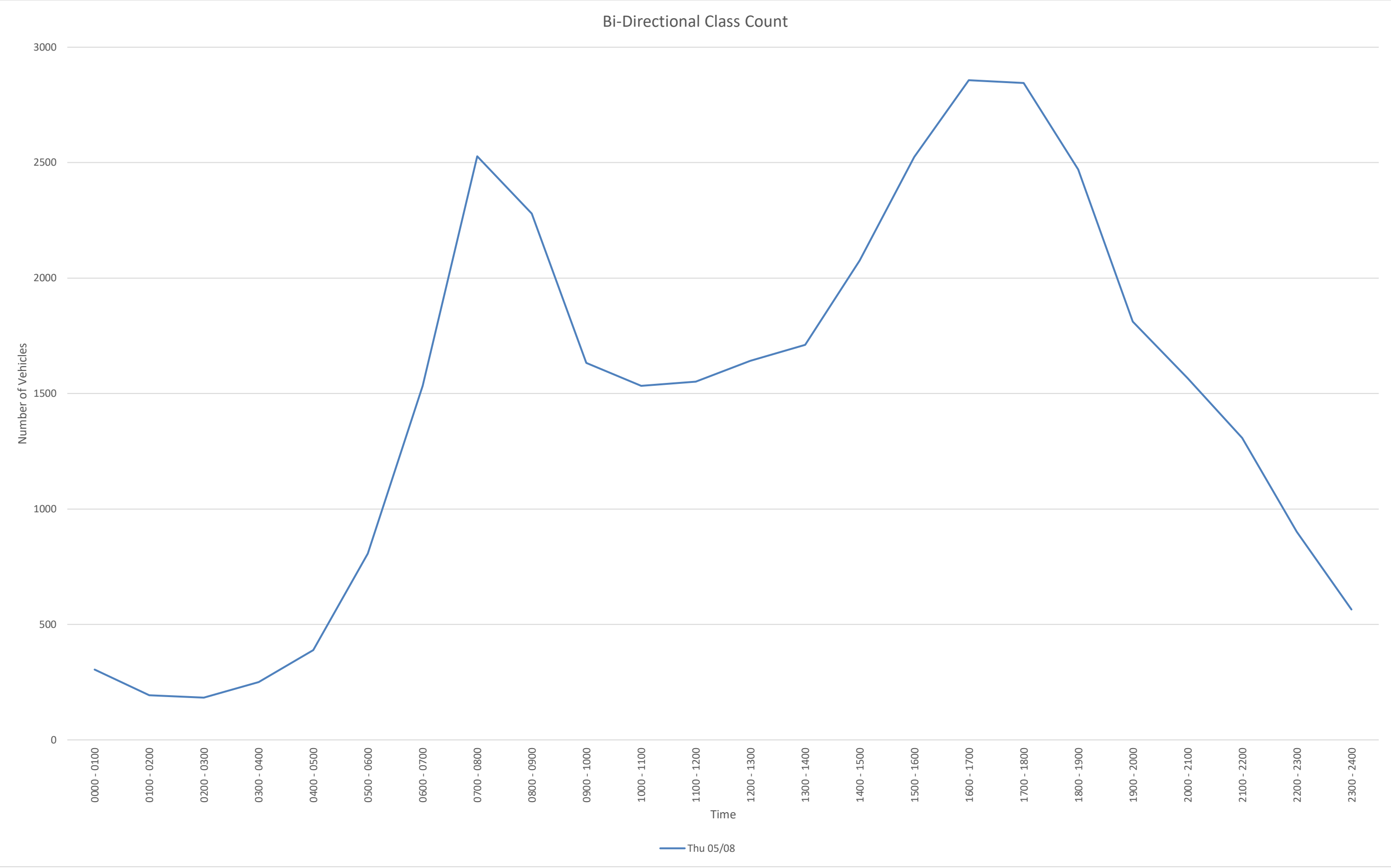
GA-124 Rock Chapel Rd,
north of Knoll Hollow Rd

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

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



Site 2
Pleasant Hill Rd,
west of Providence Point Dr

Date
Thursday, May 8, 2025

Weather
Fair
69°F

Lat/Long
33.733561°, -84.067929°

[Click here for Detailed Weather](#)



[Click here for Map](#)

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

	Eastbound (Movement 2.1)													15min Total	60min Total
Time	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	4	0	0	0	0	0	0	0	0	0	0	0	4	46
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	
0100 - 0115	0	10	5	0	0	0	0	0	1	0	0	0	0	16	45
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	
0200 - 0215	0	8	2	0	0	0	0	0	0	0	0	0	0	10	41
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	
0300 - 0315	0	5	1	0	0	0	0	0	0	0	0	0	0	6	40
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	
0400 - 0415	0	7	0	0	0	0	0	0	0	0	0	0	0	7	27
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	
0500 - 0515	0	6	3	0	0	0	0	0	1	0	0	0	0	10	67
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	
0600 - 0615	0	18	7	2	0	1	0	0	0	0	0	0	0	28	139
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	
0700 - 0715	0	26	13	0	2	1	0	0	1	0	0	0	0	43	243
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	
0800 - 0815	0	56	9	1	4	0	0	0	0	0	0	0	0	70	279
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	
0900 - 0915	0	45	14	0	4	0	0	0	2	0	0	0	0	65	229
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	
1000 - 1015	0	41	8	0	2	0	0	0	1	0	0	0	0	52	213
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	
1100 - 1115	0	39	7	0	0	0	0	0	2	0	0	0	0	48	216
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	
1200 - 1215	0	49	12	0	2	0	0	0	2	0	0	0	0	65	285
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	
1300 - 1315	0	60	15	0	0	1	0	0	1	0	0	0	0	77	292
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	
1400 - 1415	0	61	19	0	4	1	0	2	0	0	0	0	0	87	356
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	
1500 - 1515	0	120	23	0	2	0	0	2	2	0	0	0	0	149	599
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	
1600 - 1615	0	105	27	0	2	2	0	0	1	0	0	0	0	137	540
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	
1700 - 1715	0	129	35	1	3	0	0	3	0	0	0	0	0	171	558
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	
1800 - 1815	0	108	24	0	3	0	0	1	0	0	0	0	0	136	537
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	
1900 - 1915	0	90	18	0	0	0	0	1	0	0	0	0	0	109	397
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	
2000 - 2015	0	86	11	0	1	0	0	1	0	0	0	0	0	99	315
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	
2100 - 2115	0	68	12	0	0	0	0	0	0	0	0	0	0	80	264
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	
2200 - 2215	1	33	4	0	2	0	0	1	0	0	0	0	0	41	174
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	
2300 - 2315	0	35	4	0	0	0	0	0	0	0	0	0	0	39	126
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	

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	

Bi-Directional Class Count || SB WB 15min

Lithonia, GA Batch 1



Site 2
Pleasant Hill Rd,
west of Providence Point Dr

Date
Thursday, May 8, 2025

Weather
Fair
69°F

Lat/Long
33.733561°, -84.067929°

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

	Westbound (Movement 2.2)													15min Total	60min Total
Time	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	3	0	0	0	0	0	0	0	0	0	0	0	3	19
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	
0100 - 0115	0	9	1	0	1	0	0	0	0	0	0	0	0	11	3
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	28
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	
0300 - 0315	0	6	4	0	0	0	0	0	0	0	0	0	0	10	15
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	
0400 - 0415	0	11	2	0	2	0	0	0	0	0	0	0	0	15	37
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	
0500 - 0515	0	39	12	0	0	0	0	0	0	0	0	0	0	51	66
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	
0600 - 0615	0	64	27	0	1	1	0	1	0	0	0	0	0	94	102
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	
0700 - 0715	0	91	31	0	3	0	0	0	0	0	0	0	0	125	152
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	
0800 - 0815	0	74	30	0	2	0	0	0	1	0	0	0	0	107	123
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	
0900 - 0915	0	59	24	1	1	0	0	0	1	0	0	0	0	86	90
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	
1000 - 1015	0	39	21	0	0	1	0	0	2	0	0	0	0	63	73
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	
1100 - 1115	0	47	11	0	2	0	0	0	1	0	0	0	0	61	75
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	
1200 - 1215	0	55	13	0	3	1	0	0	1	0	0	0	0	73	64
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	
1300 - 1315	0	53	14	0	1	0	0	0	0	0	0	0	0	68	90
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	
1400 - 1415	0	47	11	0	1	3	0	1	3	0	0	0	0	66	77
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	
1500 - 1515	0	58	21	2	3	1	0	1	4	0	0	0	0	90	75
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	
1600 - 1615	0	52	19	0	0	1	0	1	1	0	0	0	0	74	89
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	
1700 - 1715	0	43	14	0	0	2	0	0	0	0	0	0	0	59	77
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	
1800 - 1815	0	65	17	0	2	1	0	1	0	0	0	0	0	86	70
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	
1900 - 1915	0	47	13	0	1	0	0	0	0	0	0	0	0	61	55
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	
2000 - 2015	0	36	9	0	2	0	0	0	0	0	0	0	0	47	58
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	
2100 - 2115	0	41	6	0	0	0	0	0	1	0	0	0	0	48	47
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	
2200 - 2215	0	26	3	0	3	0	0	0	1	0	0	0	0	33	26
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	
2300 - 2315	0	19	2	0	0	0	0	0	1	0	0	0	0	22	15
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	

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

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

Lithonia, GA Batch 1



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 Total	60min Total
Time	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	7	0	0	0	0	0	0	0	0	0	0	0	7	65
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	
0100 - 0115	0	19	6	0	1	0	0	0	1	0	0	0	0	27	69
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	
0200 - 0215	0	11	5	0	0	0	0	0	0	0	0	0	0	16	69
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	
0300 - 0315	0	11	5	0	0	0	0	0	0	0	0	0	0	16	100
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	
0400 - 0415	0	18	2	0	2	0	0	0	0	0	0	0	0	22	166
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	
0500 - 0515	0	45	15	0	0	0	0	0	1	0	0	0	0	61	374
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	
0600 - 0615	0	82	34	2	1	2	0	1	0	0	0	0	0	122	591
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	
0700 - 0715	0	117	44	0	5	1	0	0	1	0	0	0	0	168	816
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	
0800 - 0815	0	130	39	1	6	0	0	0	1	0	0	0	0	177	720
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	
0900 - 0915	0	104	38	1	5	0	0	0	3	0	0	0	0	151	577
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	
1000 - 1015	0	80	29	0	2	1	0	0	3	0	0	0	0	115	494
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	
1100 - 1115	0	86	18	0	2	0	0	0	3	0	0	0	0	109	497
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	
1200 - 1215	0	104	25	0	5	1	0	0	3	0	0	0	0	138	584
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	
1300 - 1315	0	113	29	0	1	1	0	0	1	0	0	0	0	145	576
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	
1400 - 1415	0	108	30	0	5	4	0	3	3	0	0	0	0	153	640
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	
1500 - 1515	0	178	44	2	5	1	0	3	6	0	0	0	0	239	903
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	
1600 - 1615	0	157	46	0	2	3	0	1	2	0	0	0	0	211	858
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	
1700 - 1715	0	172	49	1	3	2	0	3	0	0	0	0	0	230	871
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	
1800 - 1815	0	173	41	0	5	1	0	2	0	0	0	0	0	222	828
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	
1900 - 1915	0	137	31	0	1	0	0	1	0	0	0	0	0	170	625
1915 - 1930	1	123	29	0	3	0	0	0	1	3	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	
2000 - 2015	0	122	20	0	3	0	0	1	0	0	0	0	0	146	530
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	
2100 - 2115	0	109	18	0	0	0	0	0	1	0	0	0	0	128	442
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	
2200 - 2215	1	59	7	0	5	0	0	1	1	0	0	0	0	74	275
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	
2300 - 2315	0	54	6	0	0	0	0	0	1	0	0	0	0	61	206
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	

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	

Bi-Directional Class Count || Volume Summary 15min

Lithonia, GA Batch 1

Site 2
Pleasant Hill Rd,
west of Providence Point Dr

Date
Thursday, May 8, 2025

Weather
Fair
69°F

Lat/Long
33.733561° , -84.067929°

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0000 - 2400 (Weekday 24h Session) (05-08-2025)
Volume Summary 15min

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

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

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



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)
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

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)
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



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

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

Site 2

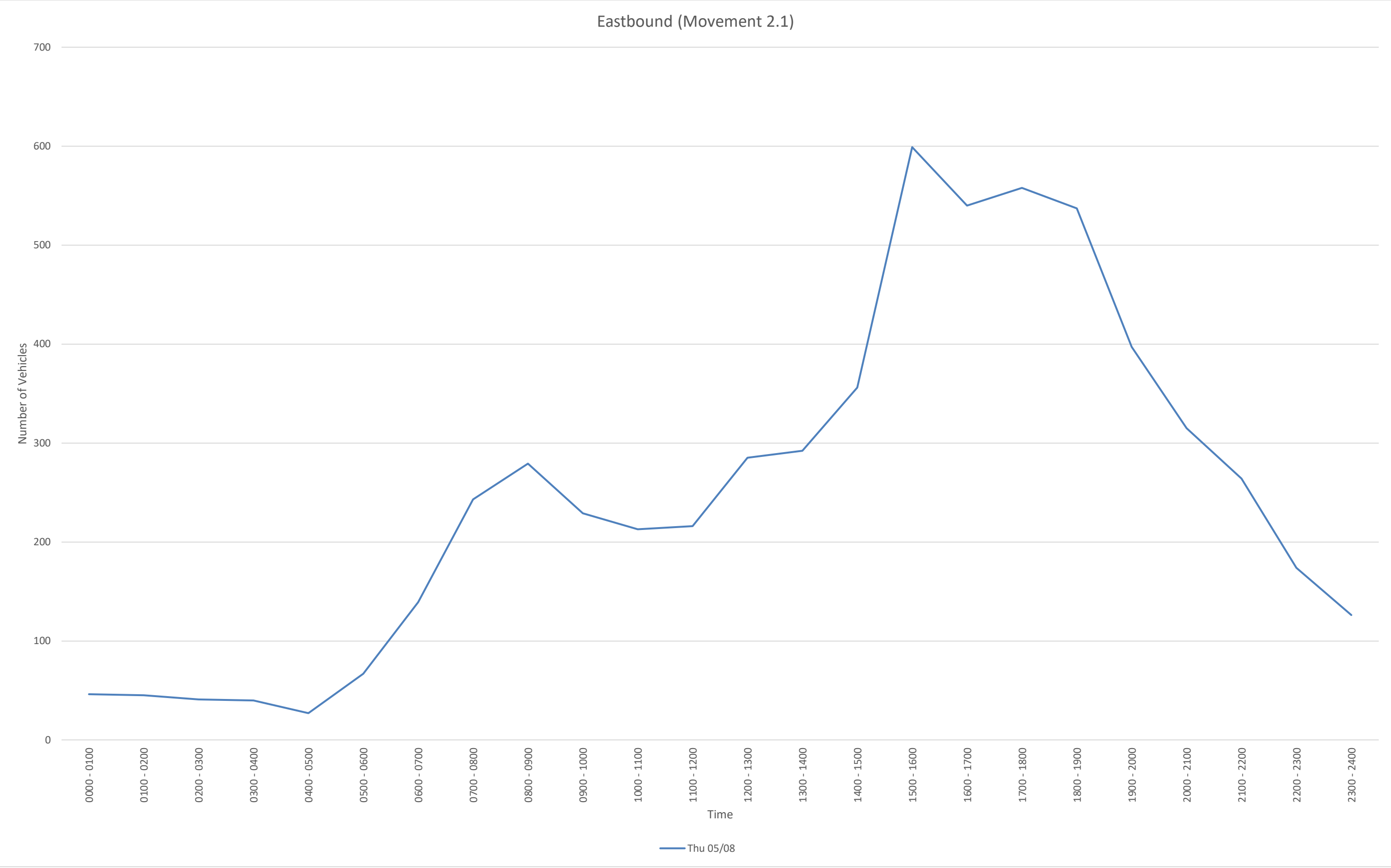
Pleasant Hill Rd,
west of Providence Point Dr

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

Site 2

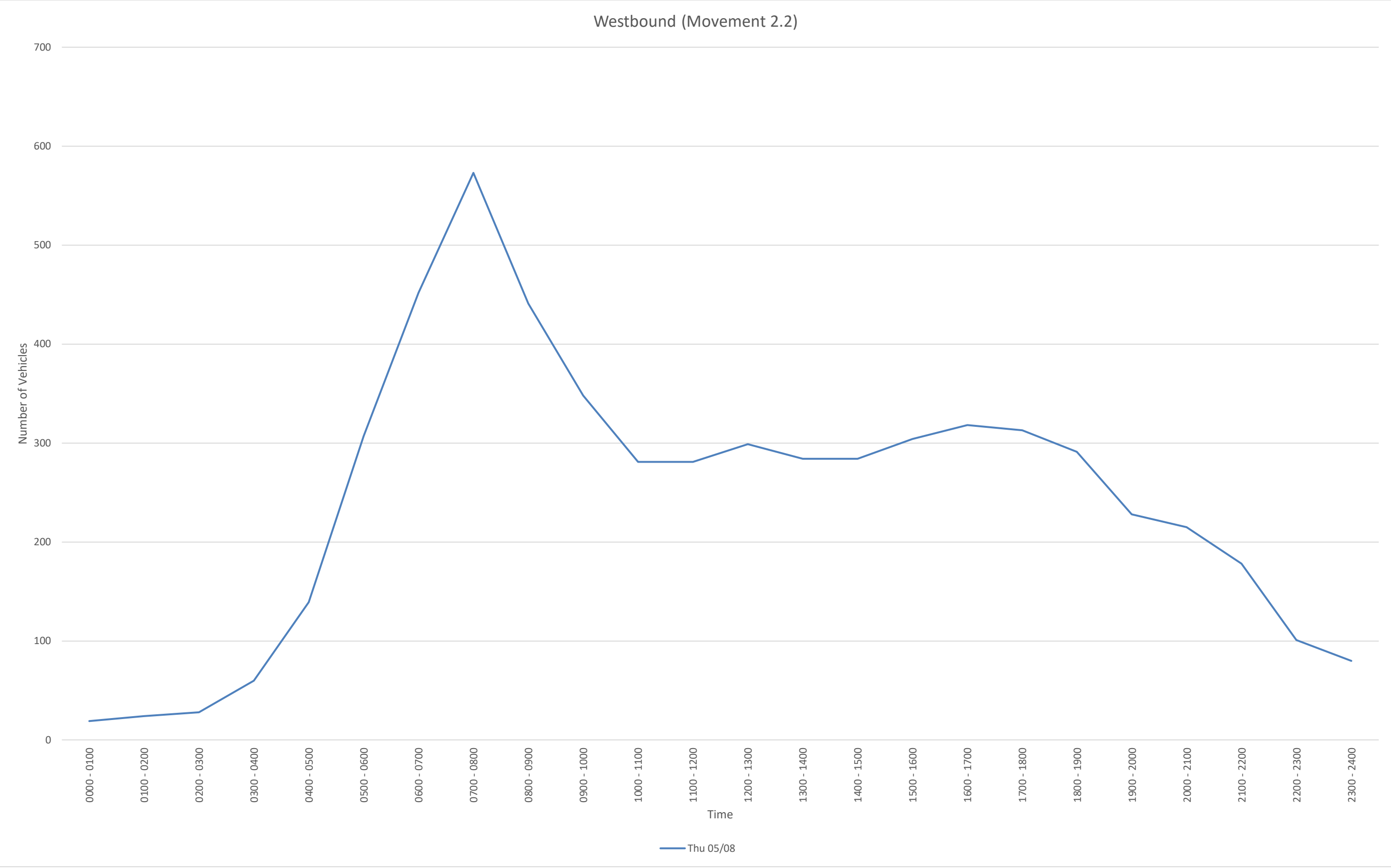
Pleasant Hill Rd,
west of Providence Point Dr

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

Site 2

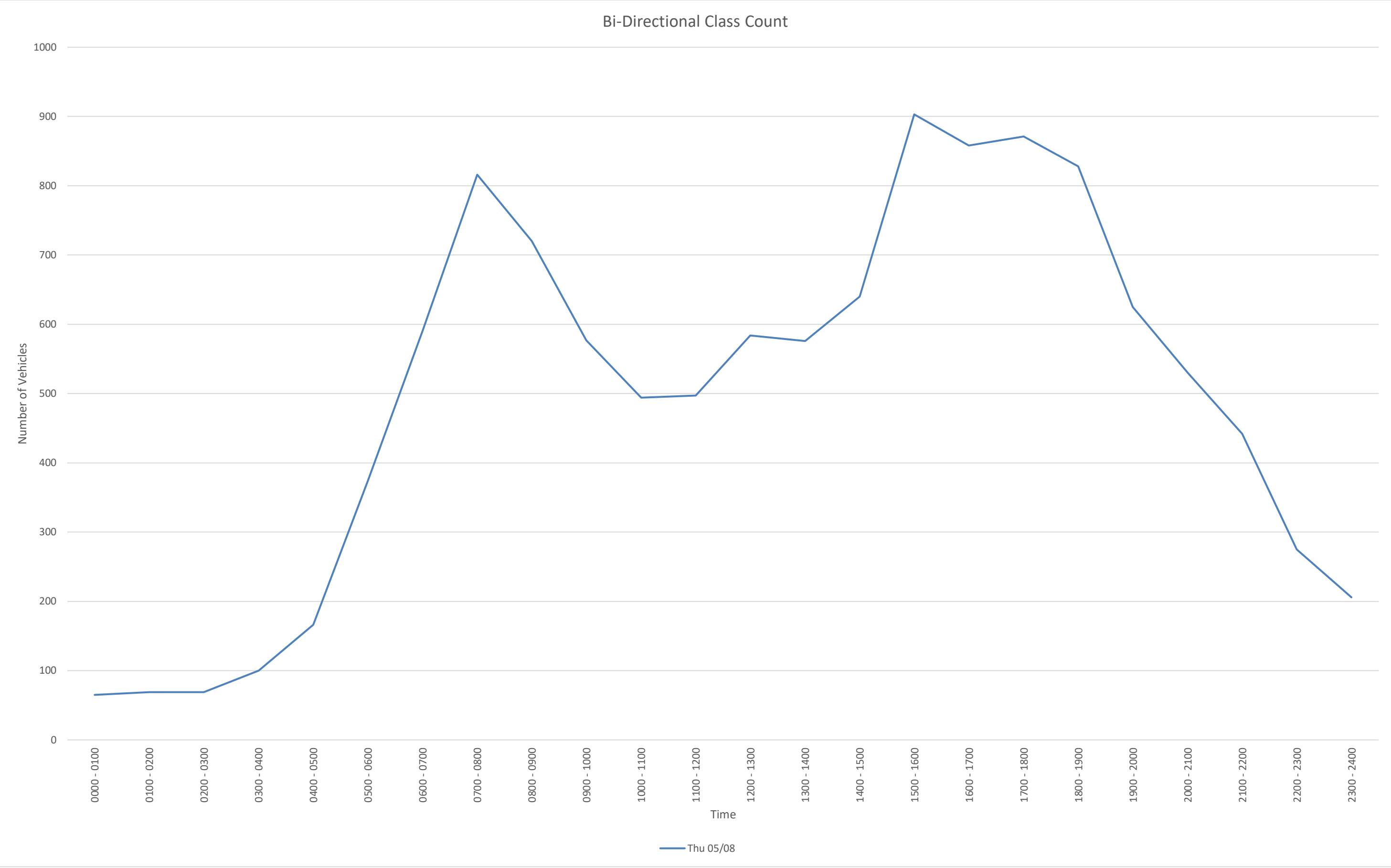
Pleasant Hill Rd,
west of Providence Point Dr

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						

File Name:

Start Time: 0

Station ID:

Location 2:

Date _____

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

File Name:

Start Time: 0

Station ID: 1

Location 1: P

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

File Name:

Start Time: 0

Station ID: 1

Location 2:

Date _____

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/8/2025	12:00 AM	0	36	7	4	0	2	1	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

File Name:

Start Time: 0

Station ID: 1

Location 1: P

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



[Click here for Map](#)

Peak Hour Turning Movement Count

Lithonia, GA Batch 1



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

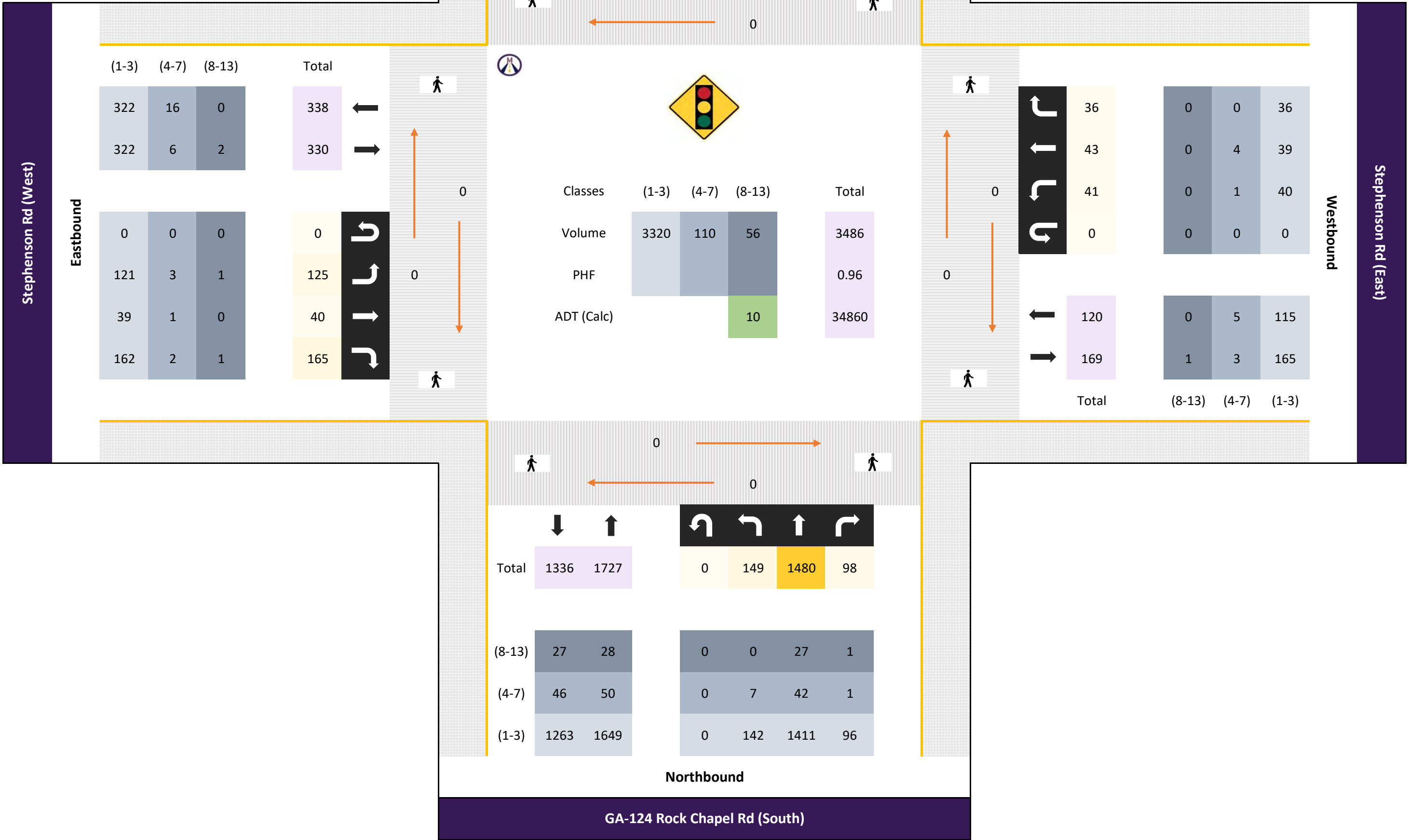


Session Parameters

(Drop Down Menu)

Peak Hour

Volume





[Click here for Map](#)

Peak Hour Turning Movement Count

Lithonia, GA Batch 1



www.marrtraffic.com



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

GA-124 Rock Chapel Rd (North)

Southbound

159	1422	2	0	1583	1749	(1-3)
4	35	0	0	39	33	(4-7)
0	23	0	0	23	10	(8-13)

163	1480	2	0	1645	1792	Total



Stephenson Rd (West)

(1-3)	(4-7)	(8-13)	Total
308	6	0	314
370	1	0	371
0	0	0	0
142	0	0	142
7	0	0	7
221	1	0	222



Classes	(1-3)	(4-7)	(8-13)	Total
Volume	3724	75	33	3832
PHF			0.95	
ADT (Calc)			10	38320



7	0	0	7
8	0	0	8
10	0	0	10
0	0	0	0
25	0	0	25
14	0	0	14
Total	(8-13)	(4-7)	(1-3)

Stephenson Rd (East)



Total	1712	1791	0	143	1643	5
(8-13)	23	10	0	0	10	0
(4-7)	36	35	0	2	33	0
(1-3)	1653	1746	0	141	1600	5

Northbound

GA-124 Rock Chapel Rd (South)

Classified Turn Movement Count || All vehicles

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					Int Total
	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	
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					Int Total
	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	
1600 - 1615	40	352	1	0	393	1	368	46	0	415	36	1	41	0	78	4	4	12	0	20	
1615 - 1630	31	391	0	0	422	3	385	38	1	427	31	1	56	0	88	2	2	2	0	6	
1630 - 1645	35	387	0	0	422	0	382	38	0	420	29	3	58	0	90	2	1	0	0	3	
1645 - 1700	32	387	2	0	421	1	357	46	0	404	34	0	56	0	90	4	2	0	0	6	
Hourly Total	138	1517	3	0	1658	5	1492	168	1	1666	130	5	211	0	346	12	9	14	0	35	
1700 - 1715	43	441	0	0	484	0	348	49	0	397	55	2	60	0	117	3	2	3	0	8	
1715 - 1730	33	428	3	0	464	1	393	30	0	424	24	2	48	0	74	1	3	4	0	8	
1730 - 1745	35	417	4	0	456	6	355	38	1	400	40	0	70	0	110	2	4	7	0	13	
1745 - 1800	27	374	7	0	408	4	361	29	0	394	28	1	41	0	70	0	3	0	0	3	
Hourly Total	138	1660	14	0	1812	11	1457	146	1	1615	147	5	219	0	371	6	12	14	0	32	
Grand Total	276	3177	17	0	3470	16	2949	314	2	3281	277	10	430	0	717	18	21	28	0	67	
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	
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	
Peak Hour Total	143	1673	9	0	1825	8	1453	163	1	1625	153	4	234	0	391	10	11	14	0	35	
Peak Hour HV %	1	3	0	0	2	0	4	2	0	4	0	0	1	0	1	0	0	0	0	0	

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

Lithonia, GA Batch 1

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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

Weather

Fair

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33.760217°, -84.081302°

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

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					Int Total				
	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	
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	

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Date

Thursday, May 8, 2025

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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	

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

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33.760217°, -84.081302°
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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	

Combination Trucks (8-13)

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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)						
	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
TIME																									
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

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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)						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

Lithonia, GA Batch 1

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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)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			Int Total
	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	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

	Northbound			Southbound			Eastbound			Westbound			Int Total
	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	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	
1630 - 1645	0	0	0	0	0	0	0	0	1	0	0	0	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	1	0	0	0	
1700 - 1715	0	0	0	0	0	0	0	0	0	1	0	1	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	1	0	1	
Grand Total	0	0	0	0	0	0	0	0	1	1	0	1	
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	

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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	

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	

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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	

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)			Stephenson Rd (East)			GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			
		Eastbound			Westbound			Northbound			Southbound						
Time		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Total			
15 Minute Totals																	
12:00 AM - 12:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 AM - 12:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 AM - 12:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 AM - 01:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0			
01:00 AM - 01:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0			
01:15 AM - 01:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0			
01:30 AM - 01:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0			
01:45 AM - 02:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0			
02:00 AM - 02:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0			
02:15 AM - 02:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0			
02:30 AM - 02:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0			
02:45 AM - 03:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0			
03:00 AM - 03:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0			
03:15 AM - 03:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0			
03:30 AM - 03:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0			
03:45 AM - 04:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0			
04:00 AM - 04:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0			
04:15 AM - 04:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0			
04:30 AM - 04:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0			
04:45 AM - 05:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0			
05:00 AM - 05:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0			
05:15 AM - 05:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0			
05:30 AM - 05:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0			
05:45 AM - 06:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0			
06:00 AM - 06:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0			
06:15 AM - 06:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0			
06:30 AM - 06:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0			
06:45 AM - 07:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0			
07:00 AM - 07:15 AM		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			



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* the Peak Hour Diagram does not include bicycles

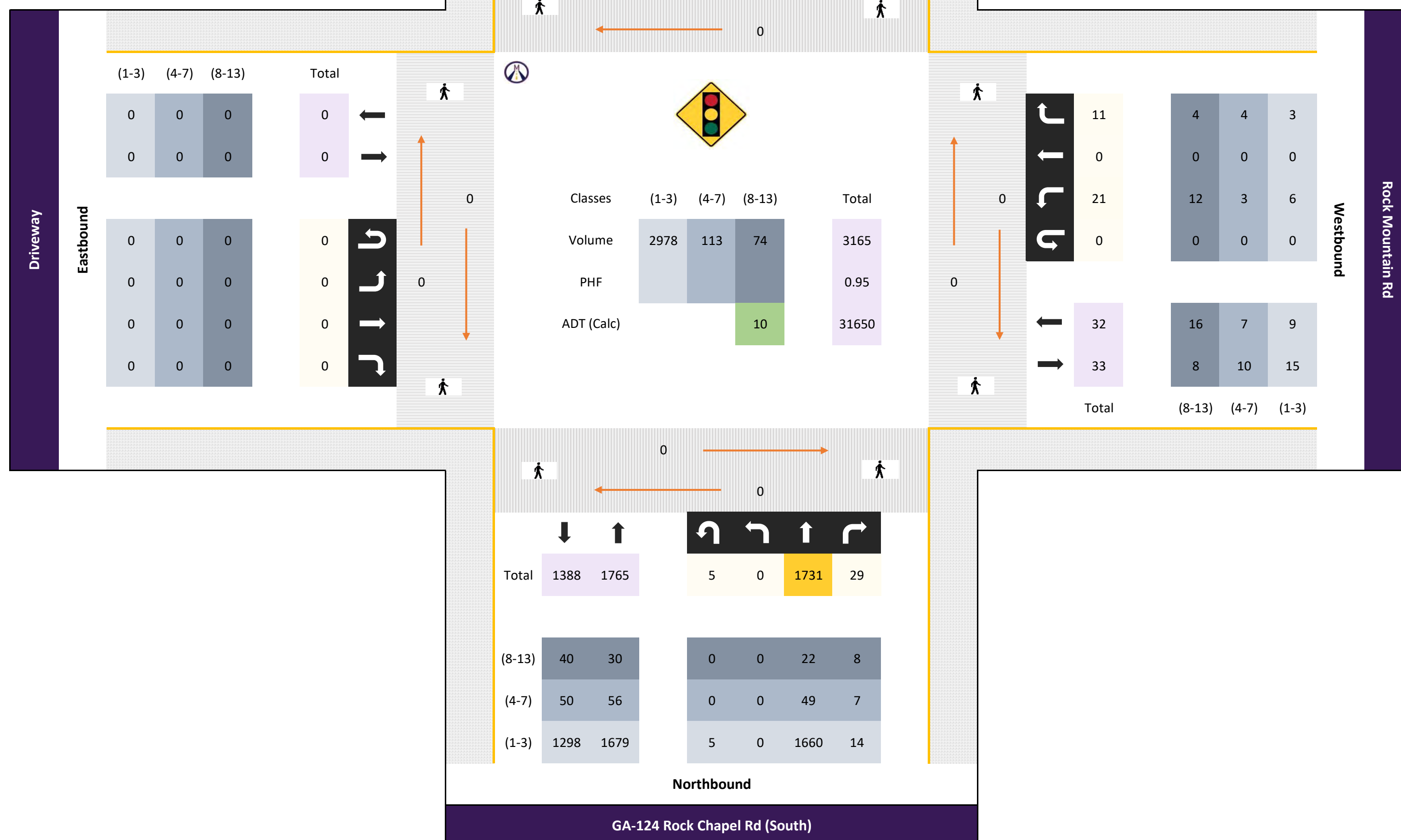


Session Parameters

(Drop Down Menu)

Peak Hour

Volume





[Click here for Map](#)

Peak Hour Turning Movement Count

Lithonia, GA Batch 1



www.marrtraffic.com



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

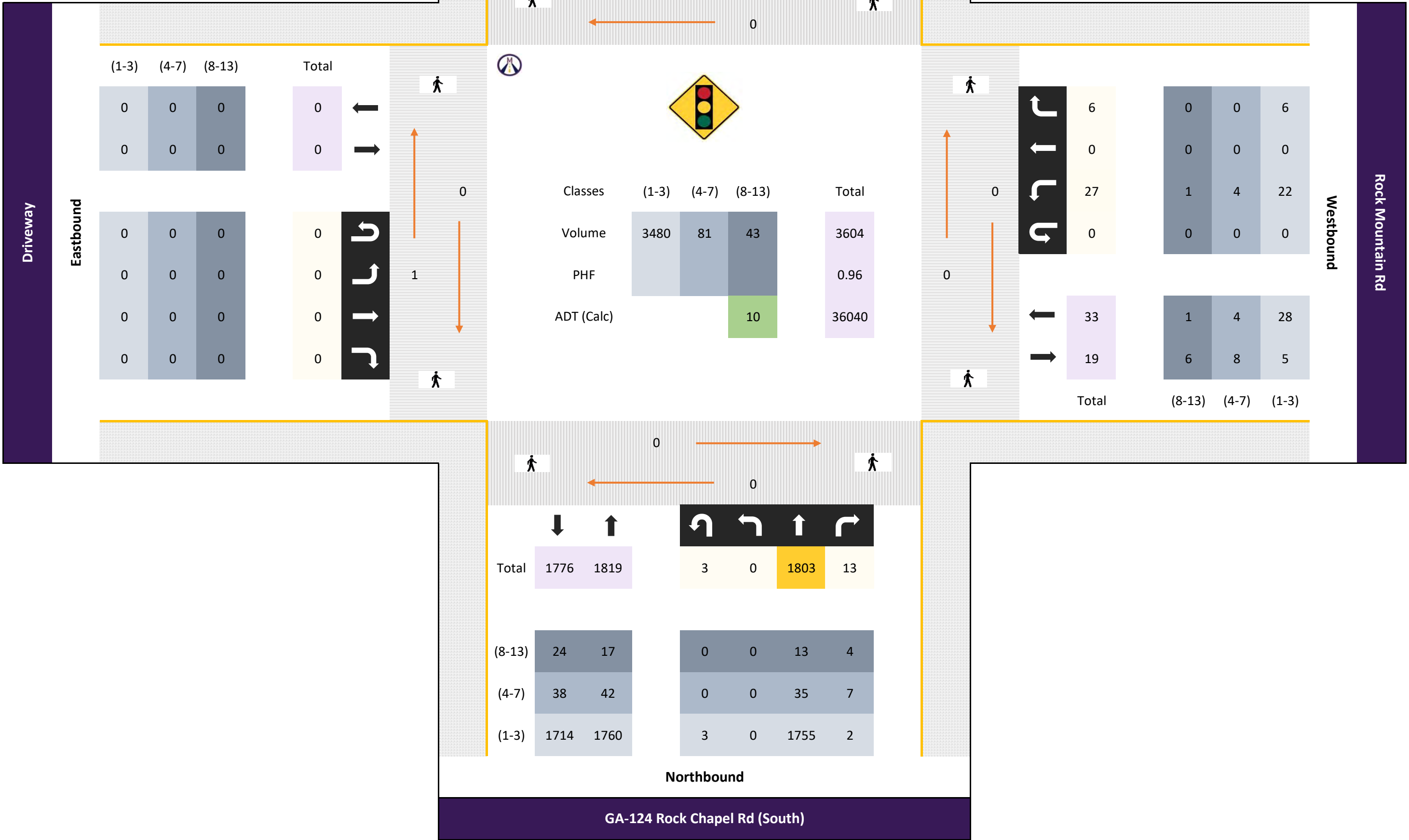
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

All Vehicles	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Driveway						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	
Time	0	439	3	-	0	442	3	437	0	-	0	440	0	0	0	-	0	0	8	0	2	-	0	10	
1630 - 1645	0	418	4	-	1	423	1	434	0	-	0	435	0	0	0	-	0	0	6	0	1	-	0	7	
1645 - 1700	0	466	4	-	0	470	1	429	0	-	0	430	0	0	0	-	0	0	5	0	1	-	0	6	
1700 - 1715	0	480	2	-	2	484	1	446	0	-	0	447	0	0	0	-	0	0	8	0	2	-	0	10	
1715 - 1730																									
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	
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	

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Driveway						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	
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						Southbound						Eastbound						Westbound						Int Total
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Driveway						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	
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						Southbound						Eastbound						Westbound						Int Total	
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Driveway						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		
1630 - 1645	0	3	0	-	0	3	1	7	0	-	0	8	0	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	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	0	9
1715 - 1730	0	2	1	-	0	3	0	5	0	-	0	5	0	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	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	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

[illegible]

Classified Turn Movement Count || All vehicles

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

Marr Traffic
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Date

Thursday, May 8, 2025

Weather

Fair
69°F

[Click here for Detailed Weather](#)

Lat/Long

33.748928°, -84.083373°

[Click here for Map](#)

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						
	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
TIME	0	375	2		0	377	0	405	0		0	405	0	0	0		0	0	3	0	2		0	5	787
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)

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	

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Thursday, May 8, 2025

Fair
69°F

33.748928°, -84.083373°



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	

Combination Trucks (8-13)

[illegible]

Classified Turn Movement Count || Bicycles

Lithonia, GA Batch 1



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



Date
Thursday, May 8, 2025

Weather
Fair
69°F
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Lat/Long
33.748928° , -84.083373°
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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)

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

	Northbound					Southbound					Eastbound					Westbound					Int Total				
	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	
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	

Marr Traffic
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Thursday, May 8, 2025

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Rock Mountain Rd

Lat/Long

33.748928°, -84.083373°

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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	

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

Lithonia, GA Batch 1

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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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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	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				Int Total
	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	
1600 - 1615	0	0		0	0	0		0	0	0		0	0	0		0	
1615 - 1630	0	0		0	0	0		0	0	0		0	0	0		0	
1630 - 1645	0	0		0	0	0		0	0	0		0	0	0		0	
1645 - 1700	0	0		0	0	0		0	0	0		0	0	0		0	
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	
1700 - 1715	0	0		0	0	0		0	1	0		1	0	0		0	
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	
Hourly Total	0	0		0	0	0		0	1	0		1	0	0		0	
Grand Total	0	0		0	0	0		0	1	0		1	0	0		0	
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	

 Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Lithonia, GA Batch 1

Date _____

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

Thursday, May 8, 2025

Fair
69°F

Lat/Long
33.748928°, -84.083373°
[Click here for Map](#)



[Click here for Detailed Weather](#)



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

Motorized Vehicles

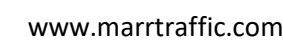
	Northbound				Southbound				Eastbound				Westbound				
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)				Driveway				Rock Mountain Rd				
TIME	EB 2a	WB 2b		App Total	EB 2c	WB 2d		App Total	NB 2e	SB 2f		App Total	NB 2g	SB 2h		App Total	Int Total
0700 - 0715	0	0		0	0	0		0	0	0		0	0	0		0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

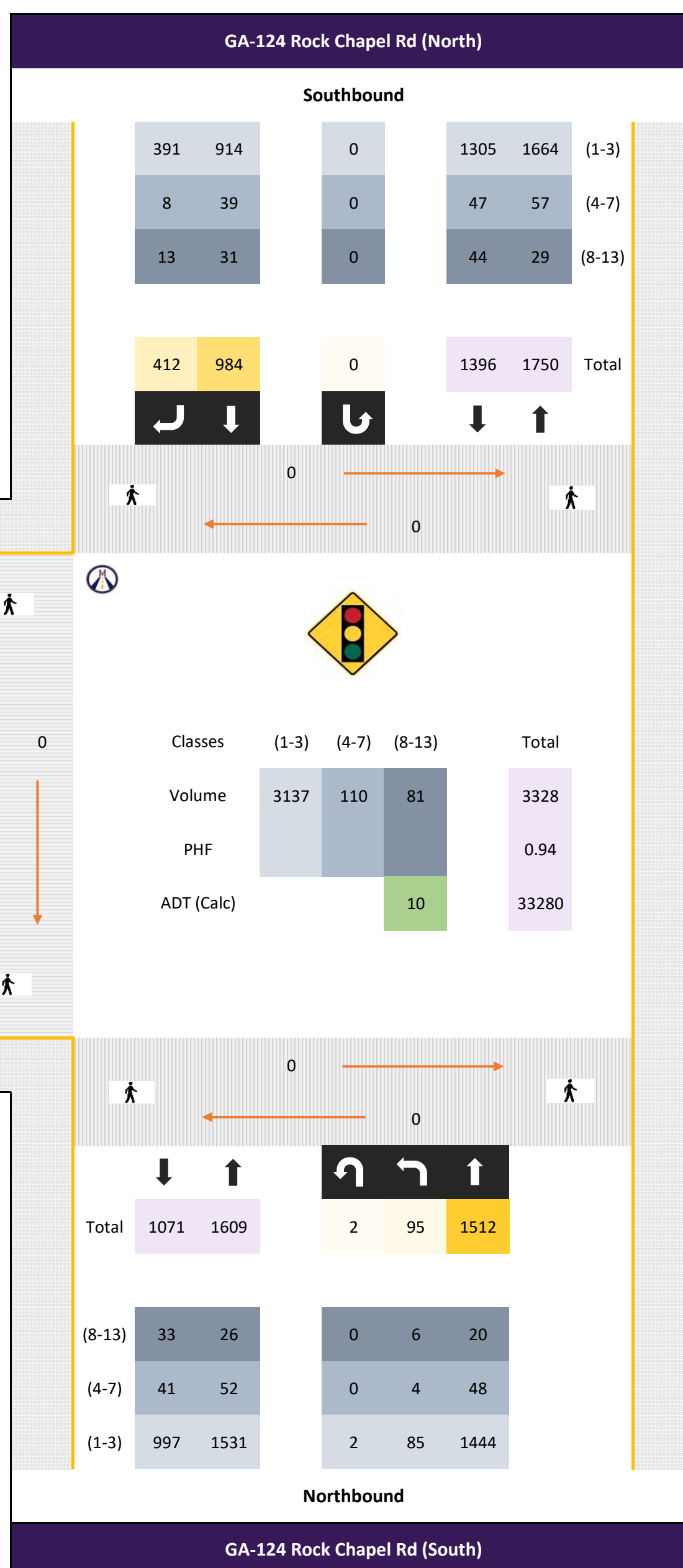
Start Date: 5/8/2025					Driveway Eastbound			Rock Mountain Rd Westbound			GA-124 Rock Chapel Rd (South) Northbound			GA-124 Rock Chapel Rd (North) Southbound			
Time		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		Total		
15 Minute Totals																	
12:00 AM - 12:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 AM - 12:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 AM - 12:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 AM - 01:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:00 AM - 01:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:15 AM - 01:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:30 AM - 01:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:45 AM - 02:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:00 AM - 02:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:15 AM - 02:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:30 AM - 02:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:45 AM - 03:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:00 AM - 03:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:15 AM - 03:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:30 AM - 03:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:45 AM - 04:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:00 AM - 04:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:15 AM - 04:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:30 AM - 04:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:45 AM - 05:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:00 AM - 05:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:15 AM - 05:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:30 AM - 05:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:45 AM - 06:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:00 AM - 06:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:15 AM - 06:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:30 AM - 06:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:45 AM - 07:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:00 AM - 07:15 AM		0	0	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	0		
09:15 AM - 09:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:30 AM - 09:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:45 AM - 10:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00 AM - 10:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 AM - 10:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM - 10:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45 AM - 11:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 AM - 11:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 AM - 11:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 AM - 11:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM - 12:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 PM - 12:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM - 12:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 PM - 12:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 PM - 01:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:00 PM - 01:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:15 PM - 01:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:30 PM - 01:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:45 PM - 02:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:00 PM - 02:15 PM		0	0	0	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	0		
02:30 PM - 02:45 PM		0	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	0		
03:00 PM - 03:15 PM		0	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	0		
03:30 PM - 03:45 PM		0	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	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	0		
06:15 PM - 06:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:30 PM - 06:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:45 PM - 07:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:00 PM - 07:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:15 PM - 07:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:30 PM - 07:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:45 PM - 08:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:00 PM - 08:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:15 PM - 08:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:30 PM - 08:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:45 PM - 09:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:00 PM - 09:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:15 PM - 09:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:30 PM - 09:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:45 PM - 10:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00 PM - 10:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 PM - 10:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 PM - 10:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45 PM - 11:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 PM - 11:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 PM - 11:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 PM - 11:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 PM - 12:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		



* the Peak Hour Diagram does not include bicycles

[illegible]

Eastbound





Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

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)

Passenger Vehicles (2+)	Northbound						Southbound						Eastbound												Int Total	
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Lithonia Industrial Blvd													
	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		
Time	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)

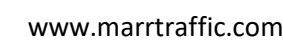
Time	Northbound						Southbound						Eastbound												Int Total
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Lithonia Industrial Blvd												
	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total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

Time	Northbound						Southbound						Eastbound												Int Total	
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Lithonia Industrial Blvd													
	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		
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	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	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	0.00	0.68

Bicycles

[illegible]



* the Peak Hour Diagram does not include bicycles

Eastbound

Classified Turn Movement Count || All vehicles

Site 3

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



Date

Thursday, May 8, 2025

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

All vehicles

	Northbound				Southbound				Eastbound				Int Total			
	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
0700 - 0715	25	311		0	336	181	90		1	272	56		9		0	65
0715 - 0730	25	378		0	403	227	106		0	333	68		20		0	88
0730 - 0745	32	407		1	440	252	112		0	364	55		22		0	77
0745 - 0800	20	337		1	358	233	110		0	343	68		27		0	95
Hourly Total	102	1433		2	1537	893	418		1	1312	247		78		0	325
0800 - 0815	18	390		0	408	272	84		0	356	47		16		0	63
0815 - 0830	19	327		1	347	230	85		0	315	61		28		0	89
0830 - 0845	19	235		0	254	232	81		0	313	84		17		0	101
0845 - 0900	13	229		0	242	232	91		0	323	36		16		0	52
Hourly Total	69	1181		1	1251	966	341		0	1307	228		77		0	305
Grand Total	171	2614		3	2788	1859	759		1	2619	475		155		0	630
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
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
Peak Hour Total	95	1512		2	1609	984	412		0	1396	238		85		0	323
Peak Hour HV %	11	4		0	5	7	5		0	7	8		5		0	7

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

All vehicles

	Northbound				Southbound				Eastbound				Int Total
	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	
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)

Lithonia, GA Batch 1



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



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

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound				Int Total
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)				Lithonia Industrial Blvd				
	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	
0700 - 0715	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)

TIME	Northbound				Southbound				Eastbound				Int Total
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)				Lithonia Industrial Blvd				
	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	
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)

Lithonia, GA Batch 1

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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)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Int Total
	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
0700 - 0715	0	11		0	11	14	3		0	17	2		1		0	3
0715 - 0730	0	10		0	10	14	0		0	14	0		0		0	0
0730 - 0745	2	11		0	13	9	3		0	12	6		1		0	7
0745 - 0800	2	11		0	13	7	2		0	9	2		0		0	2
Hourly Total	4	43		0	47	44	8		0	52	10		2		0	12
0800 - 0815	0	16		0	16	9	3		0	12	1		1		0	2
0815 - 0830	0	14		0	14	14	2		0	16	2		4		0	6
0830 - 0845	0	12		0	12	10	4		0	14	2		1		0	3
0845 - 0900	0	13		0	13	11	4		0	15	2		2		0	4
Hourly Total	0	55		0	55	44	13		0	57	7		8		0	15
Grand Total	4	98		0	102	88	21		0	109	17		10		0	27
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)

TIME	Northbound					Southbound					Eastbound					Int Total	
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Lithonia Industrial Blvd						
	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
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	

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

Combination Trucks (8-13)

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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	

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

Bicycles

	Northbound					Southbound					Eastbound					Int Total
	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
0700 - 0715	0	0		0	0	0	0		0	0	0		0		0	0
0715 - 0730	0	0		0	0	0	0		0	0	0		0		0	0
0730 - 0745	0	0		0	0	0	0		0	0	0		0		0	0
0745 - 0800	0	0		0	0	0	0		0	0	0		0		0	0
Hourly Total	0	0		0	0	0	0		0	0	0		0		0	0
0800 - 0815	0	0		0	0	0	0		0	0	0		0		0	0
0815 - 0830	0	0		0	0	0	0		0	0	0		0		0	0
0830 - 0845	0	0		0	0	0	0		0	0	0		0		0	0
0845 - 0900	0	0		0	0	0	0		0	0	0		0		0	0
Hourly Total	0	0		0	0	0	0		0	0	0		0		0	0
Grand Total	0	0		0	0	0	0		0	0	0		0		0	0
Approach %	0.00	0.00		0.00	-	0.00	0.00		0.00	-	0.00		0.00		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					Int Total
	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
1600 - 1615	0	0		0	0	0	0		0	0	0		0		0	0
1615 - 1630	0	0		0	0	0	0		0	0	0		0		0	0
1630 - 1645	0	0		0	0	0	0		0	0	0		0		0	0
1645 - 1700	0	0		0	0	0	0		0	0	0		0		0	0
Hourly Total	0	0		0	0	0	0		0	0	0		0		0	0
1700 - 1715	0	0		0	0	0	0		0	0	0		0		0	0
1715 - 1730	0	0		0	0	0	0		0	0	0		0		0	0
1730 - 1745	0	0		0	0	0	0		0	0	0		0		0	0
1745 - 1800	0	0		0	0	0	0		0	0	0		0		0	0
Hourly Total	0	0		0	0	0	0		0	0	0		0		0	0
Grand Total	0	0		0	0	0	0		0	0	0		0		0	0
Approach %	0.00	0.00		0.00	-	0.00	0.00		0.00	-	0.00		0.00		0.00	-
Intersection %	0.00	0.00		0.00	0.00	0.00	0.00		0.00	0.00	0.00		0.00		0.00	0.00

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

All Trucks (4-13)

[illegible]

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

All Trucks (4-13)

[illegible]

Crosswalk Counts || Pedestrians

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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33.745659°, -84.083531°
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0700 - 0900 (Weekday 2h Session) (05-08-2025)
Pedestrians

	Northbound				Southbound				Eastbound				Int Total
	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	
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				Int Total
	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	
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

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

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



Lat/Long
33.745659°, -84.083531°
[Click here for Map](#)



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

Bicycles

	Northbound				Southbound				Eastbound				Int Total
	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	
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				Int Total
	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	
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

Lithonia, GA Batch 1

www.marrtraffic.com

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

Date
Thursday, May 8, 2025

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

Lat/Long
33.745659°, -84.083531°
[Click here for Map](#)



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

	Northbound				Southbound				Eastbound				Int Total
	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	
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				Int Total
	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	
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						GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			
Eastbound			Westbound			Northbound			Southbound					
Time		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Total
15 Minute Totals														
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00 AM - 07:15 AM	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	



 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

[illegible]

All vehicles

All Vehicles		Northbound						Southbound						Westbound						Int Total				
		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	
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	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	0.63	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	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	0.50	0.00	0.50	0.00	0.00	0.56	0.94			

Single Unit Trucks (4-7)

[illegible]

Combination Trucks (8-13)

Time	Northbound						Southbound						Westbound						Int Total					
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						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					App Total	Left 4.7			Right 4.8		U-Turn 4.9	App 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	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	-	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	0.50	0.00	0.00	0.00	0.00	0.50	0.61

Bicycles

[illegible]



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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

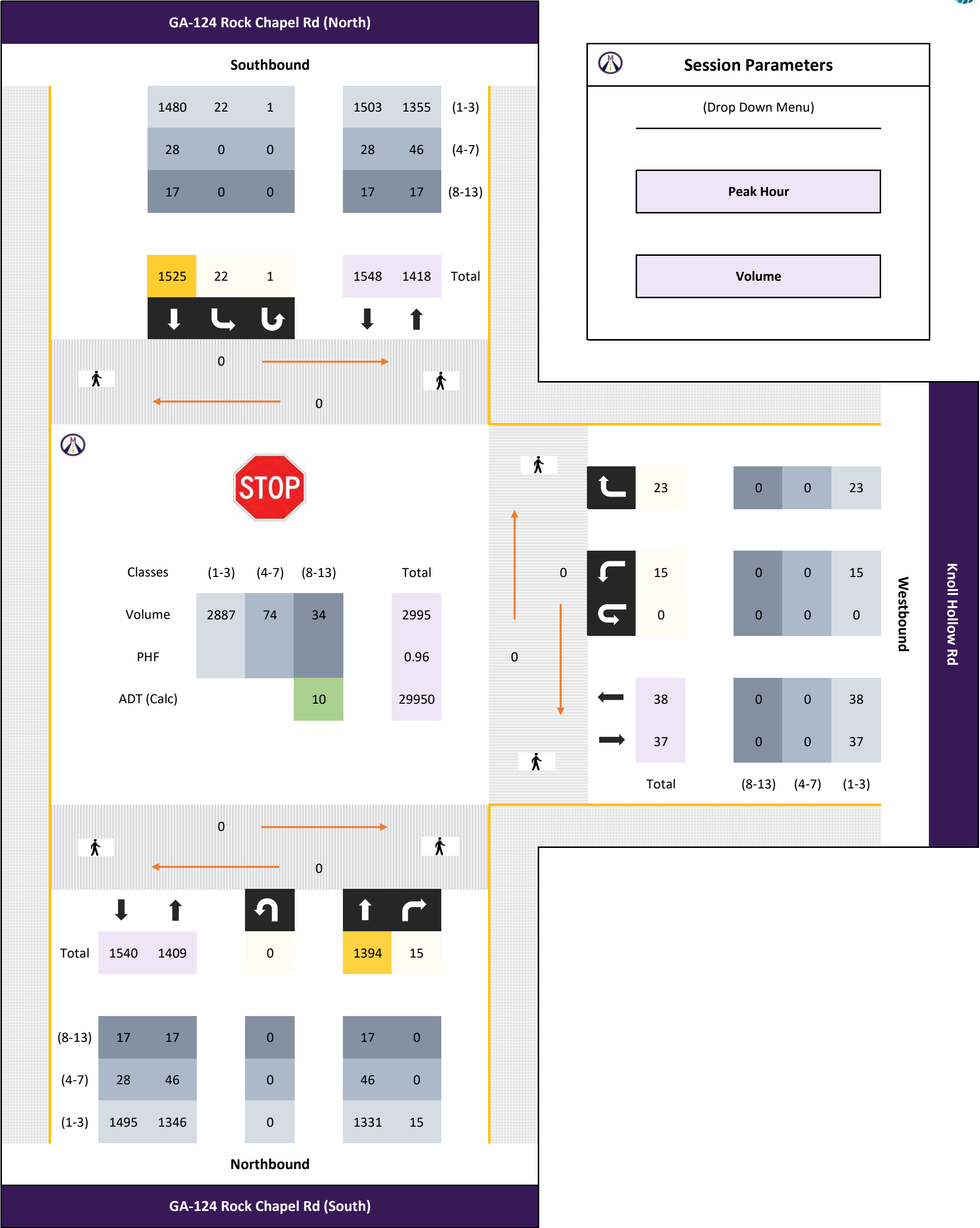
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Classified Turn Movement Count || All vehicles

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°

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Weather

Fair
69°F

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

All vehicles

TIME	Northbound				Southbound			
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)			
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total
0700 - 0715	342	2	0	344	2	174	0	176
0715 - 0730	377	1	0	378	2	270	0	272
0730 - 0745	450	2	0	452	4	246	1	251
0745 - 0800	345	1	0	346	3	279	0	282
Hourly Total	1514	6	0	1520	11	969	1	981
0800 - 0815	403	2	0	405	6	261	1	268
0815 - 0830	338	2	0	340	5	259	0	264
0830 - 0845	253	3	0	256	4	242	0	246
0845 - 0900	229	4	0	233	3	257	0	260
Hourly Total	1223	11	0	1234	18	1019	1	1038
Grand Total	2737	17	0	2754	29	1988	2	2019
Approach %	99.38	0.62	0.00	-	1.44	98.46	0.10	-
Intersection %	56.47	0.35	0.00	56.82	0.60	41.02	0.04	41.65
Heavy Vehicle %	5	18	-	6	0	8	0	8
PHF	0.88	0.75	0.00	0.87	0.63	0.95	0.50	0.95
Peak Hour Total	1575	6	0	1581	15	1056	2	1073
Peak Hour HV %	5	33	0	5	0	7	0	7

Westbound				
Knoll Hollow Rd				
Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
8	6	0	14	534
1	6	0	7	657
4	6	0	10	713
3	14	0	17	645
16	32	0	48	2549
2	2	0	4	677
2	4	0	6	610
3	7	0	10	512
1	5	0	6	499
8	18	0	26	2298
24	50	0	74	4847
32.43	67.57	0.00	-	
0.50	1.03	0.00	1.53	
17	0	-	5	6
0.63	0.50	0.00	0.56	0.94
10	28	0	38	2692
20	0	0	5	6

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

All vehicles

TIME	Northbound				Southbound			
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)			
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total
1600 - 1615	314	2	0	316	6	356	1	363
1615 - 1630	339	6	1	346	6	351	0	357
1630 - 1645	360	5	0	365	7	385	1	393
1645 - 1700	307	3	0	310	5	396	0	401
Hourly Total	1320	16	1	1337	24	1488	2	1514
1700 - 1715	362	4	0	366	5	351	0	356
1715 - 1730	365	3	0	368	5	393	0	398
1730 - 1745	341	8	0	349	1	345	0	346
1745 - 1800	330	4	1	335	7	323	0	330
Hourly Total	1398	19	1	1418	18	1412	0	1430
Grand Total	2718	35	2	2755	42	2900	2	2944
Approach %	98.66	1.27	0.07	-	1.43	98.51	0.07	-
Intersection %	47.20	0.61	0.03	47.85	0.73	50.36	0.03	51.13
Heavy Vehicle %	4	0	0	4	0	3	0	3
PHF	0.95	0.75	0.00	0.96	0.79	0.96	0.25	0.97
Peak Hour Total	1394	15	0	1409	22	1525	1	1548
Peak Hour HV %	5	0	0	4	0	3	0	3

Westbound				
Knoll Hollow Rd				
Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
1	6	0	7	686
1	3	0	4	707
4	5	0	9	767
3	7	0	10	721
9	21	0	30	2881
3	5	0	8	730
5	6	0	11	777
1	2	0	3	698
3	4	0	7	672
12	17	0	29	2877
21	38	0	59	5758
35.59	64.41	0.00	-	
0.36	0.66	0.00	1.02	
0	0	-	0	4
0.75	0.82	0.00	0.86	0.96
15	23	0	38	2995
0	0	0	0	4

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

Lithonia, GA Batch 1



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Site 4
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)



Date
Thursday, May 8, 2025

Weather
Fair
69°F
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Knoll Hollow Rd

Lat/Long
33.740973°, -84.084426°
[Click here for Map](#)



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

TIME	Northbound					Southbound				
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)				
	Thru 4.1	Right 4.2		U-Turn 4.3	App Total	Left 4.4	Thru 4.5		U-Turn 4.6	App Total
0700 - 0715	325	2		0	327	2	159		0	161
0715 - 0730	361	0		0	361	2	247		0	249
0730 - 0745	430	1		0	431	4	230		1	235
0745 - 0800	332	1		0	333	3	265		0	268
Hourly Total	1448	4		0	1452	11	901		1	913
0800 - 0815	373	2		0	375	6	240		1	247
0815 - 0830	320	1		0	321	5	233		0	238
0830 - 0845	238	3		0	241	4	226		0	230
0845 - 0900	208	4		0	212	3	236		0	239
Hourly Total	1139	10		0	1149	18	935		1	954
Grand Total	2587	14		0	2601	29	1836		2	1867
Approach %	99.46	0.54		0.00	-	1.55	98.34		0.11	-
Intersection %	57.01	0.31		0.00	57.32	0.64	40.46		0.04	41.14

Westbound					
Knoll Hollow Rd					
Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total	
7	6	0	13	501	
1	6	0	7	617	
4	6	0	10	676	
2	14	0	16	617	
14	32	0	46	2411	
1	2	0	3	625	
2	4	0	6	565	
2	7	0	9	480	
1	5	0	6	457	
6	18	0	24	2127	
20	50	0	70	4538	
28.57	71.43	0.00	-		
0.44	1.10	0.00	1.54		

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

TIME	Northbound					Southbound				
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)				
	Thru 4.1	Right 4.2		U-Turn 4.3	App Total	Left 4.4	Thru 4.5		U-Turn 4.6	App Total
1600 - 1615	297	2		0	299	6	332		1	339
1615 - 1630	321	6		1	328	6	338		0	344
1630 - 1645	345	5		0	350	7	372		1	380
1645 - 1700	293	3		0	296	5	382		0	387
Hourly Total	1256	16		1	1273	24	1424		2	1450
1700 - 1715	347	4		0	351	5	344		0	349
1715 - 1730	346	3		0	349	5	382		0	387
1730 - 1745	333	8		0	341	1	335		0	336
1745 - 1800	322	4		1	327	7	316		0	323
Hourly Total	1348	19		1	1368	18	1377		0	1395
Grand Total	2604	35		2	2641	42	2801		2	2845
Approach %	98.60	1.33		0.08	-	1.48	98.45		0.07	-
Intersection %	46.96	0.63		0.04	47.63	0.76	50.51		0.04	51.31

Westbound						
Knoll Hollow Rd						
Left 4.7		Right 4.8		U-Turn 4.9	App Total	Int Total
1		6		0	7	645
1		3		0	4	676
4		5		0	9	739
3		7		0	10	693
9		21		0	30	2753
3		5		0	8	708
5		6		0	11	747
1		2		0	3	680
3		4		0	7	657
12		17		0	29	2792
21		38		0	59	5545
35.59		64.41		0.00	-	
0.38		0.69		0.00	1.06	

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

Lithonia, GA Batch 1



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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°

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Weather

Fair

69°F



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

Single Unit Trucks (4-7)

TIME	Northbound				Southbound			
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)			
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total
0700 - 0715	12	0	0	12	0	13	0	13
0715 - 0730	10	0	0	10	0	17	0	17
0730 - 0745	15	0	0	15	0	8	0	8
0745 - 0800	10	0	0	10	0	8	0	8
Hourly Total	47	0	0	47	0	46	0	46
0800 - 0815	17	0	0	17	0	9	0	9
0815 - 0830	14	0	0	14	0	18	0	18
0830 - 0845	10	0	0	10	0	11	0	11
0845 - 0900	14	0	0	14	0	14	0	14
Hourly Total	55	0	0	55	0	52	0	52
Grand Total	102	0	0	102	0	98	0	98
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-
Intersection %	50.75	0.00	0.00	50.75	0.00	48.76	0.00	48.76

Westbound					
Knoll Hollow Rd					
Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total	
1	0	0	1	26	
0	0	0	0	27	
0	0	0	0	23	
0	0	0	0	18	
1	0	0	1	94	
0	0	0	0	26	
0	0	0	0	32	
0	0	0	0	21	
0	0	0	0	28	
0	0	0	0	107	
1	0	0	1	201	
100.00	0.00	0.00	-		
0.50	0.00	0.00	0.50		

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

Single Unit Trucks (4-7)

TIME	Northbound				Southbound			
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)			
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total
1600 - 1615	13	0	0	13	0	16	0	16
1615 - 1630	14	0	0	14	0	9	0	9
1630 - 1645	13	0	0	13	0	7	0	7
1645 - 1700	7	0	0	7	0	8	0	8
Hourly Total	47	0	0	47	0	40	0	40
1700 - 1715	10	0	0	10	0	5	0	5
1715 - 1730	16	0	0	16	0	8	0	8
1730 - 1745	2	0	0	2	0	7	0	7
1745 - 1800	6	0	0	6	0	6	0	6
Hourly Total	34	0	0	34	0	26	0	26
Grand Total	81	0	0	81	0	66	0	66
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-
Intersection %	55.10	0.00	0.00	55.10	0.00	44.90	0.00	44.90

Westbound					
Knoll Hollow Rd					
Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total	
0	0	0	0	29	
0	0	0	0	23	
0	0	0	0	20	
0	0	0	0	15	
0	0	0	0	87	
0	0	0	0	15	
0	0	0	0	24	
0	0	0	0	9	
0	0	0	0	12	
0	0	0	0	60	
0	0	0	0	147	
0.00	0.00	0.00	-		
0.00	0.00	0.00	0.00		

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

Lithonia, GA Batch 1



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Site 4
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)



Date
Thursday, May 8, 2025

Weather
Fair
69°F
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Lat/Long
33.740973° , -84.084426°
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Knoll Hollow Rd



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

TIME	Northbound				Southbound			
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)			
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total
0700 - 0715	5	0	0	5	0	2	0	2
0715 - 0730	6	1	0	7	0	6	0	6
0730 - 0745	5	1	0	6	0	8	0	8
0745 - 0800	3	0	0	3	0	6	0	6
Hourly Total	19	2	0	21	0	22	0	22
0800 - 0815	13	0	0	13	0	12	0	12
0815 - 0830	4	1	0	5	0	8	0	8
0830 - 0845	5	0	0	5	0	5	0	5
0845 - 0900	7	0	0	7	0	7	0	7
Hourly Total	29	1	0	30	0	32	0	32
Grand Total	48	3	0	51	0	54	0	54
Approach %	94.12	5.88	0.00	-	0.00	100.00	0.00	-
Intersection %	44.44	2.78	0.00	47.22	0.00	50.00	0.00	50.00

Westbound				
Knoll Hollow Rd				
Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0	0	0	0	7
0	0	0	0	13
0	0	0	0	14
1	0	0	1	10
1	0	0	1	44
1	0	0	1	26
0	0	0	0	13
1	0	0	1	11
0	0	0	0	14
2	0	0	2	64
3	0	0	3	108
100.00	0.00	0.00	-	
2.78	0.00	0.00	2.78	

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

TIME	Northbound				Southbound			
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)			
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total
1600 - 1615	4	0	0	4	0	8	0	8
1615 - 1630	4	0	0	4	0	4	0	4
1630 - 1645	2	0	0	2	0	6	0	6
1645 - 1700	7	0	0	7	0	6	0	6
Hourly Total	17	0	0	17	0	24	0	24
1700 - 1715	5	0	0	5	0	2	0	2
1715 - 1730	3	0	0	3	0	3	0	3
1730 - 1745	6	0	0	6	0	3	0	3
1745 - 1800	2	0	0	2	0	1	0	1
Hourly Total	16	0	0	16	0	9	0	9
Grand Total	33	0	0	33	0	33	0	33
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-
Intersection %	50.00	0.00	0.00	50.00	0.00	50.00	0.00	50.00

Westbound				
Knoll Hollow Rd				
Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0	0	0	0	12
0	0	0	0	8
0	0	0	0	8
0	0	0	0	13
0	0	0	0	41
0	0	0	0	7
0	0	0	0	6
0	0	0	0	9
0	0	0	0	3
0	0	0	0	25
0	0	0	0	66
0.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	

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
Thursday, May 8, 2025

Lat/Long
33.740973°, -84.084426°
[Click here for Map](#)

Weather
Fair
69°F
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	Northbound				Southbound					
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)					
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
0700 - 0715	0	0		0	0	0	0		0	0
0715 - 0730	0	0		0	0	0	0		0	0
0730 - 0745	0	0		0	0	0	0		0	0
0745 - 0800	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
0800 - 0815	0	0		0	0	0	0		0	0
0815 - 0830	0	0		0	0	0	0		0	0
0830 - 0845	0	0		0	0	0	0		0	0
0845 - 0900	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
Grand Total	0	0		0	0	0	0		0	0
Approach %	0.00	0.00		0.00	-	0.00	0.00		0.00	-
Intersection %	0.00	0.00		0.00	0.00	0.00	0.00		0.00	0.00

[illegible]

Bicycles

	Northbound				Southbound					
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)					
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
1600 - 1615	0	0		0	0	0	0		0	0
1615 - 1630	0	0		0	0	0	0		0	0
1630 - 1645	0	0		0	0	0	0		0	0
1645 - 1700	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
1700 - 1715	0	0		0	0	0	0		0	0
1715 - 1730	0	0		0	0	0	0		0	0
1730 - 1745	0	0		0	0	0	0		0	0
1745 - 1800	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
Grand Total	0	0		0	0	0	0		0	0
Approach %	0.00	0.00		0.00	-	0.00	0.00		0.00	-
Intersection %	0.00	0.00		0.00	0.00	0.00	0.00		0.00	0.00

[illegible]

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

Lithonia, GA Batch 1



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Site 4

GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)



Date

Thursday, May 8, 2025

Weather

Fair
69°F



Lat/Long

33.740973° , -84.084426°

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Knoll Hollow Rd



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

All Trucks (4-13)

TIME	Northbound				Southbound			
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)			
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total
0700 - 0715	17	0	0	17	0	15	0	15
0715 - 0730	16	1	0	17	0	23	0	23
0730 - 0745	20	1	0	21	0	16	0	16
0745 - 0800	13	0	0	13	0	14	0	14
Hourly Total	66	2	0	68	0	68	0	68
0800 - 0815	30	0	0	30	0	21	0	21
0815 - 0830	18	1	0	19	0	26	0	26
0830 - 0845	15	0	0	15	0	16	0	16
0845 - 0900	21	0	0	21	0	21	0	21
Hourly Total	84	1	0	85	0	84	0	84
Grand Total	150	3	0	153	0	152	0	152
Approach %	98.04	1.96	0.00	-	0.00	100.00	0.00	-
Intersection %	48.54	0.97	0.00	49.51	0.00	49.19	0.00	49.19

Westbound				
Knoll Hollow Rd				
Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
1	0	0	1	33
0	0	0	0	40
0	0	0	0	37
1	0	0	1	28
2	0	0	2	138
1	0	0	1	52
0	0	0	0	45
1	0	0	1	32
0	0	0	0	42
2	0	0	2	171
4	0	0	4	309
100.00	0.00	0.00	-	
1.29	0.00	0.00	1.29	

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

All Trucks (4-13)

TIME	Northbound				Southbound			
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)			
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total
1600 - 1615	17	0	0	17	0	24	0	24
1615 - 1630	18	0	0	18	0	13	0	13
1630 - 1645	15	0	0	15	0	13	0	13
1645 - 1700	14	0	0	14	0	14	0	14
Hourly Total	64	0	0	64	0	64	0	64
1700 - 1715	15	0	0	15	0	7	0	7
1715 - 1730	19	0	0	19	0	11	0	11
1730 - 1745	8	0	0	8	0	10	0	10
1745 - 1800	8	0	0	8	0	7	0	7
Hourly Total	50	0	0	50	0	35	0	35
Grand Total	114	0	0	114	0	99	0	99
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-
Intersection %	53.52	0.00	0.00	53.52	0.00	46.48	0.00	46.48

Westbound				
Knoll Hollow Rd				
Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0	0	0	0	41
0	0	0	0	31
0	0	0	0	28
0	0	0	0	28
0	0	0	0	128
0	0	0	0	22
0	0	0	0	30
0	0	0	0	18
0	0	0	0	15
0	0	0	0	85
0	0	0	0	213
0.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	

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Date

Thursday, May 8, 2025

Fair
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Pedestrians

	Northbound			Southbound		
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)		
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total
0700 - 0715	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00

[illegible]

Pedestrians

	Northbound			Southbound		
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)		
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total
1600 - 1615	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00

Westbound					
Knoll Hollow Rd					
NB 4g	SB 4h		App Total	Int Total	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0	0		0	0	
0.00	0.00		-		
0.00	0.00		0.00		

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Weather

Fair
69°F

Lat/Long
33.740973°, -84.084426°
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Westbound			
Knoll Hollow Rd			
NB	SB	App	Int
4g	4h	Total	Total
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0.00	0.00	-	
0.00	0.00	0.00	

Westbound
Knoll Hollow Rd

nt

Westbound			
Knoll Hollow Rd			
NB 4g	SB 4h		
0	0	App Total	Int Total
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0.00	0.00	-	
0.00	0.00	0.00	

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Date

Thursday, May 8, 2025

Fair
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33.740973°, -84.084426°
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Motorized Vehicles

	Northbound			Southbound		
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)		
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total
0700 - 0715	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00

[illegible]

Motorized Vehicles

	Northbound			Southbound		
	GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)		
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total
1600 - 1615	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00

[illegible]

Start Date: 5/8/2025			Eastbound			Knoll Hollow Rd Westbound			GA-124 Rock Chapel Rd (South) Northbound			GA-124 Rock Chapel Rd (North) Southbound			Total
Time	EBL		EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
15 Minute Totals															
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00 AM - 07:15 AM	0	0	0	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	0	
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00 PM - 02:15 PM	0	0	0	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	0	
02:30 PM - 02:45 PM	0	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	0	
03:00 PM - 03:15 PM	0	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	0	
03:30 PM - 03:45 PM	0	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	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	0	
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



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Peak Hour Turning Movement Count

Lithonia, GA Batch 1



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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

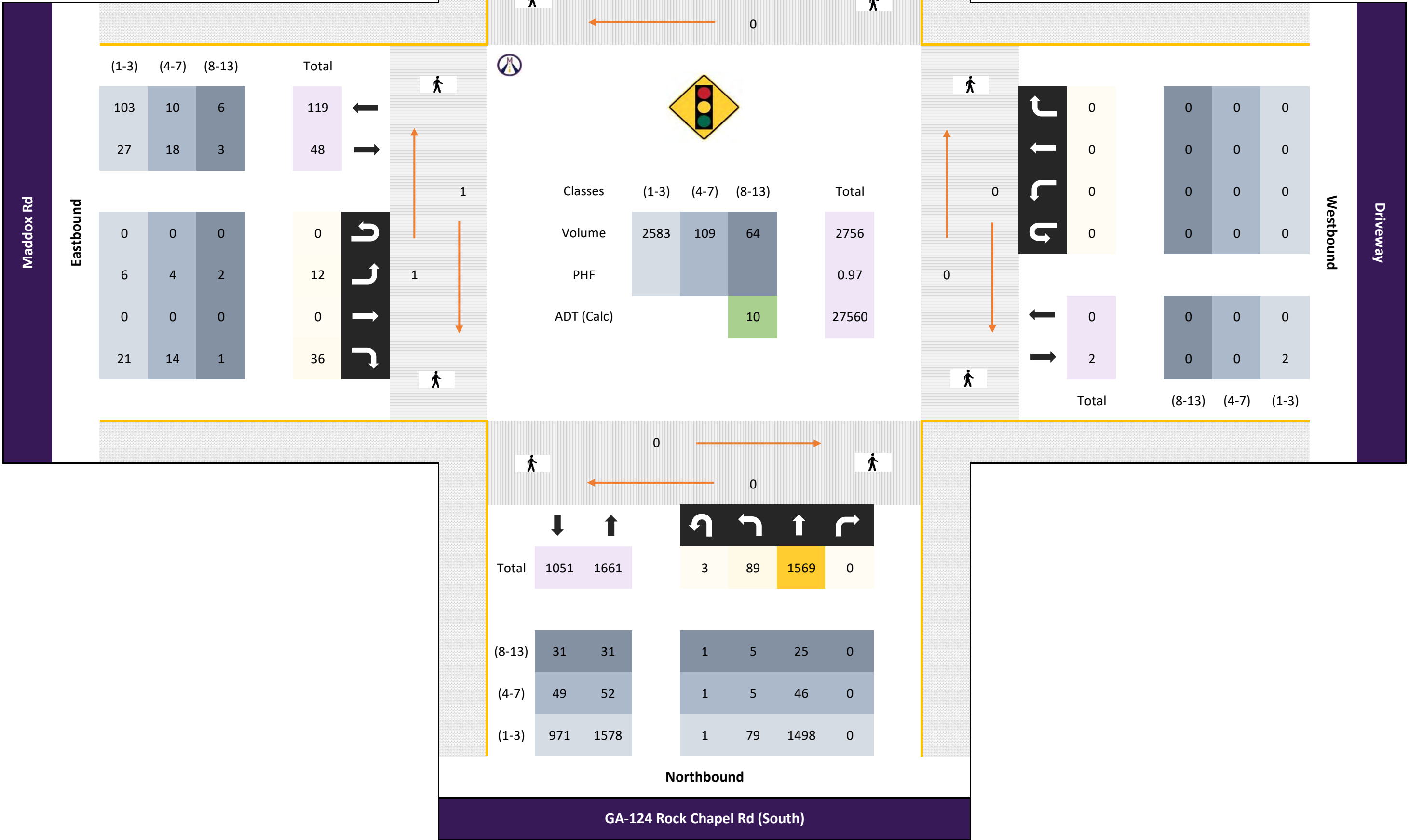
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						Int
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Maddox Rd						Driveway						
	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	
Time	5.1	5.2	5.3		5.4		5.5	5.6	5.7		5.8		5.9	5.10	5.11		5.12		5.13	5.14	5.15		5.16		
0715 - 0730	16	399	0	-	1	416	0	245	7	-	0	252	2	0	9	-	0	11	0	0	0	-	0	0	
0730 - 0745	27	413	0	-	1	441	0	246	7	-	1	254	5	0	8	-	0	13	0	0	0	-	0	0	
0745 - 0800	30	373	0	-	0	403	0	269	9	-	0	278	1	0	11	-	0	12	0	0	0	-	0	0	
0800 - 0815	16	384	0	-	1	401	2	252	7	-	2	263	4	0	8	-	0	12	0	0	0	-	0	0	
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	
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	0.97	

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						Int
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Maddox Rd						Driveway						
	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	
Time	5.1	5.2	5.3		5.4		5.5	5.6	5.7		5.8		5.9	5.10	5.11		5.12		5.13	5.14	5.15		5.16		
0715 - 0730	14	380	0	-	1	395	0	228	4	-	0	232	2	0	4	-	0	6	0	0	0	-	0	0	
0730 - 0745	23	399	0	-	0	422	0	232	6	-	1	239	2	0	4	-	0	6	0	0	0	-	0	0	
0745 - 0800	26	358	0	-	0	384	0	255	8	-	0	263	0	0	6	-	0	6	0	0	0	-	0	0	
0800 - 0815	16	361	0	-	0	377	2	234	6	-	2	244	2	0	7	-	0	9	0	0	0	-	0	0	
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	
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	0.97	

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						Int
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Maddox Rd						Driveway						
	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	
Time	5.1	5.2	5.3		5.4	Total	5.5	5.6	5.7		5.8	Total	5.9	5.10	5.11		5.12	Total	5.13	5.14	5.15		5.16	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	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)

	Northbound						Southbound						Eastbound						Westbound						Int
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Maddox Rd						Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	
Time	5.1	5.2	5.3		5.4	Total	5.5	5.6	5.7		5.8	Total	5.9	5.10	5.11		5.12	Total	5.13	5.14	5.15		5.16	Total	
0715 - 0730	2	7	0	-	0	9	0	5	0	-	0	5	0	0	0	-	0	0	0	0	0	0	-	0	0
0730 - 0745	2	4	0	-	1	7	0	8	0	-	0	8	1	0	0	-	0	1	0	0	0	0	-	0	0
0745 - 0800	1	4	0	-	0	5	0	5	0	-	0	5	0	0	1	-	0	1	0	0	0	-	0	0	
0800 - 0815	0	10	0	-	0	10	0	11	1	-	0	12	1	0	0	-	0	1	0	0	0	-	0	0	
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	
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	0.70	

Bicycles

	Northbound						Southbound						Eastbound						Westbound						Int	
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Maddox Rd						Driveway							
	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total		
Time	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



[Click here for Map](#)

Peak Hour Turning Movement Count

Lithonia, GA Batch 1



www.marrtraffic.com



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

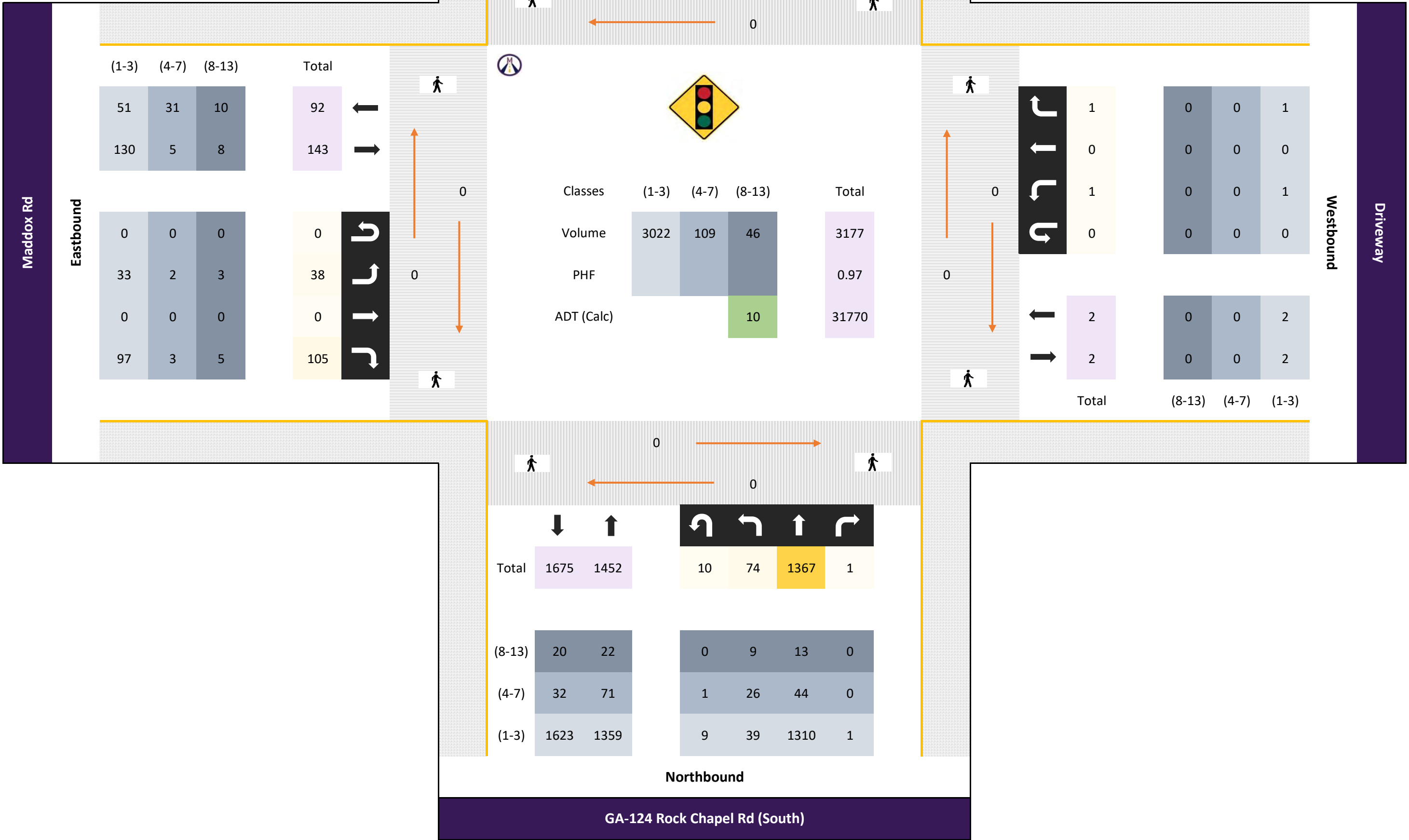
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

All Vehicles		Northbound						Southbound						Eastbound						Westbound						Int Total
		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		
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)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Maddox Rd						Driveway						
	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	
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)

[illegible]

Combination Trucks (8-13)

[illegible]

Bicycles

Bicycles	Northbound						Southbound						Eastbound						Westbound						Int	
	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	Total	
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-		
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles

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)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					Int Total			
	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
0700 - 0715	16	331	0		0	347	0	199	7		0	206	4	0	13		0	17	0	0	0		0	0
0715 - 0730	16	399	0	1	416	0	245	7	0	252	2	0	9	0	11	0	0	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	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	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	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	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	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	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	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	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	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	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	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	0.00	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	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	0	0	6	

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

All vehicles

	Northbound					Southbound					Eastbound					Westbound					Int Total				
	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	
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

Marr Traffic
DATA COLLECTION

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Site 5
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Maddox Rd
Driveway

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

Lat/Long
33.737844°, -84.085952°
[Click here for Map](#)

Passenger Vehicles (1-3)

[illegible]

Passenger Vehicles (1-3)

[illegible]

Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Date _____

Thursday, May 8, 2025

Weather

Fair
69°F

[Click here for Detailed Weather](#)

Lat/Long

[Click here for Map](#)

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

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Maddox Rd						Driveway						
	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	
TIME	0	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	

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Date

Thursday, May 8, 2025

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)						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

Lithonia, GA Batch 1



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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°
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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	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	

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

All Trucks (4-13)

[illegible]

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

Lithonia, GA Batch 1

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Site 5
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Maddox Rd
Driveway

Date
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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				Int Total
	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	
1600 - 1615	0	0		0	0	0		0	0	0		0	0	0		0	
1615 - 1630	0	0		0	0	0		0	0	0		0	0	0		0	
1630 - 1645	0	0		0	0	0		0	0	0		0	0	0		0	
1645 - 1700	0	0		0	0	0		0	0	0		0	0	0		0	
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	
1700 - 1715	0	0		0	0	0		0	0	0		0	0	0		0	
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	
Grand Total	0	0		0	0	0		0	0	0		0	0	0		0	
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

Crosswalk Counts || Bicycles

Lithonia, GA Batch 1

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Site 5
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Maddox Rd
Driveway

Date
Thursday, May 8, 2025

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

Lat/Long
33.737844°, -84.085952°
[Click here for Map](#)



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

TIME	Northbound				Southbound				Eastbound				Westbound				
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)				Maddox Rd				Driveway				
	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				Int Total
	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	
1600 - 1615	0	0		0	0	0		0	0	0		0	0	0		0	
1615 - 1630	0	0		0	0	0		0	0	0		0	0	0		0	
1630 - 1645	0	0		0	0	0		0	0	0		0	0	0		0	
1645 - 1700	0	0		0	0	0		0	0	0		0	0	0		0	
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	
1700 - 1715	0	0		0	0	0		0	0	0		0	0	0		0	
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	
Grand Total	0	0		0	0	0		0	0	0		0	0	0		0	
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

Marr Traffic
DATA COLLECTION

www.marrtraffic.com



Weather

Fair
69°F

[Click here for Detailed Weather](#)



Lat/Long
33.737844°, -84.085952°
[Click here for Map](#)



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	

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			Total
Time		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
15 Minute Totals														
12:00 AM - 12:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM		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



[Click here for Map](#)

Peak Hour Turning Movement Count

Lithonia, GA Batch 1



www.marrtraffic.com



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

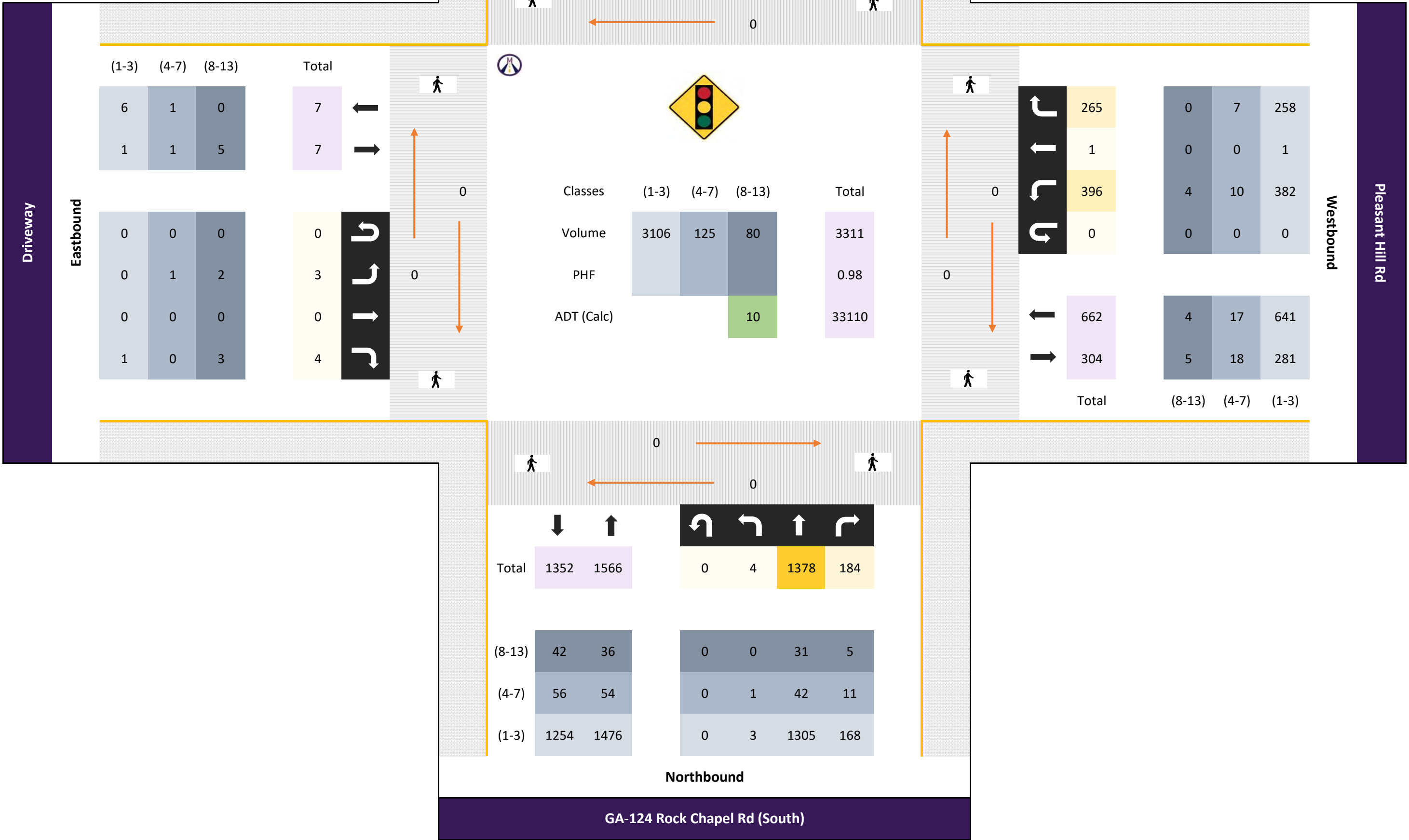
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



↶

↓

↷

↶

0

↓

↑

0

0

0

0

0

0

0

0

0

GA-124 Rock Chapel Rd (South)

Northbound

↓

↑

1352

1566

↶

↷

↑

↶

0

4

1378

184

42

36

0

0

31

5

56

54

0

1

42

11

1254

1476

0

3

1305

168

(8-13)

(4-7)

(1-3)

0

0

0

0

Eastbound

6

1

0

1

1

5

7

7

0

0

0

0

1

2

0

0

0

1

0

3

0

3

0

4

0

0

0

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0

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Westbound

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265

1

396

0

0

7

258

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0

1

4

10

382

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0

0

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662

304

4

17

641

5

18

281

0

0

0

0

0

0

0

0

(8-13)

(4-7)

(1-3)

0

0

0

0

Classes

(1-3)

(4-7)

(8-13)

Total

Volume

3106

125

80

3311

PHF

0.98

ADT (Calc)

10

33110

Pleasant Hill Rd

All vehicles

		Northbound						Southbound						Eastbound						Westbound						Int Total
		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		
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)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Driveway						Pleasant Hill Rd						
	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	
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)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Driveway						Pleasant Hill Rd						
	Left 6.1	Thru 6.2	Right 6.3		U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7		U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11		U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15		U-Turn 6.16	App Total	
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)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Driveway						Pleasant Hill Rd						
	Left 6.1	Thru 6.2	Right 6.3		U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7		U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11		U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15		U-Turn 6.16	App Total	
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

bicycles	Northbound						Southbound						Eastbound						Westbound						Int	
	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		
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-		
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



[Click here for Map](#)

Peak Hour Turning Movement Count

Lithonia, GA Batch 1

www.marrtraffic.com



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)

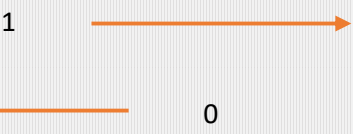
Global Peak Hour

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



Driveway

(1-3)	(4-7)	(8-13)	Total
10	3	0	13
13	1	0	14
0	0	0	0
6	0	0	6
4	1	0	5
3	0	0	3



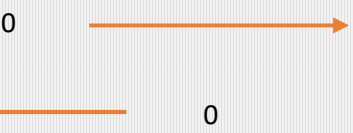
Classes	(1-3)	(4-7)	(8-13)	Total
Volume	3606	115	44	3765
PHF				0.96
ADT (Calc)			10	37650



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



			   			
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

All Vehicles		Northbound						Southbound						Eastbound						Westbound						Int Total
		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		
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)

Passenger Vehicles (2-5)	Northbound						Southbound						Eastbound						Westbound						Int
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Driveway						Pleasant Hill Rd						
	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	
Time	6.1	6.2	6.3		6.4		6.5	6.6	6.7		6.8		6.9	6.10	6.11		6.12		6.13	6.14	6.15		6.16		
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)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Driveway						Pleasant Hill Rd						
	Left 6.1	Thru 6.2	Right 6.3		U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7		U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11		U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15		U-Turn 6.16	App Total	
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)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Driveway						Pleasant Hill Rd						
	Left 6.1	Thru 6.2	Right 6.3		U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7		U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11		U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15		U-Turn 6.16	App Total	
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

Bicycles	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-124 Rock Chapel Rd (South)						GA-124 Rock Chapel Rd (North)						Driveway						Pleasant Hill Rd						
	Left 6.1	Thru 6.2	Right 6.3		U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7		U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11		U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15		U-Turn 6.16	App Total	
Time	0	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
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

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)

Lithonia, GA Batch 1



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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)
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	

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

Single Unit Trucks (4-7)

[illegible]

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						
	Left 6.1	Thru 6.2	Right 6.3		U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7		U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11		U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15		U-Turn 6.16	App Total	Int Total
TIME																									
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	

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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	

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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	

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Thursday, May 8, 2025

Weather

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33.735179°, -84.088232°
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0700 - 0900 (Weekday 2h Session) (05-08-2025)

All Trucks (4-13)

[illegible]

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

Lithonia, GA Batch 1

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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°
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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				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				Int Total
	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	
1600 - 1615	0	0		0	0	0		0	0	0		0	0	0		0	
1615 - 1630	0	0		0	0	0		0	0	0		0	0	0		0	
1630 - 1645	0	0		0	0	0		0	0	0		0	0	0		0	
1645 - 1700	0	0		0	0	0		0	0	0		0	0	0		0	
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	
1700 - 1715	0	0		0	0	0		0	0	0		0	0	0		0	
1715 - 1730	0	0		0	1	0		1	0	0		0	0	0		0	
1730 - 1745	0	0		0	0	1		1	0	0		0	0	0		0	
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	
Hourly Total	0	0		0	1	1		2	0	0		0	0	0		2	
Grand Total	0	0		0	1	1		2	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	

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Bicycles

	Northbound				Southbound				Eastbound				Westbound				
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)				Driveway				Pleasant Hill Rd				
	EB 6a	WB 6b		App Total	EB 6c	WB 6d		App Total	NB 6e	SB 6f		App Total	NB 6g	SB 6h		App Total	Int Total
TIME																	
0700 - 0715	0	0		0	0	0		0	0	0		0	0	0		0	0
0715 - 0730	0	0		0	0	0		0	0	0		0	0	0		0	0
0730 - 0745	0	0		0	0	0		0	0	0		0	0	0		0	0
0745 - 0800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
0800 - 0815	0	0		0	0	0		0	0	0		0	0	0		0	0
0815 - 0830	0	0		0	0	0		0	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

Bicycles

[illegible]

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Weather

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Pleasant Hill Rd

Lat/Long

33.735179°, -84.088232°

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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	

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			Pleasant Hill Rd			GA-124 Rock Chapel Rd (South)			GA-124 Rock Chapel Rd (North)			
		Eastbound			Westbound			Northbound			Southbound			
Time		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Total
15 Minute Totals														
12:00 AM - 12:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM		0	0	1	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



[Click here for Map](#)

Peak Hour Turning Movement Count

Lithonia, GA Batch 1



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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

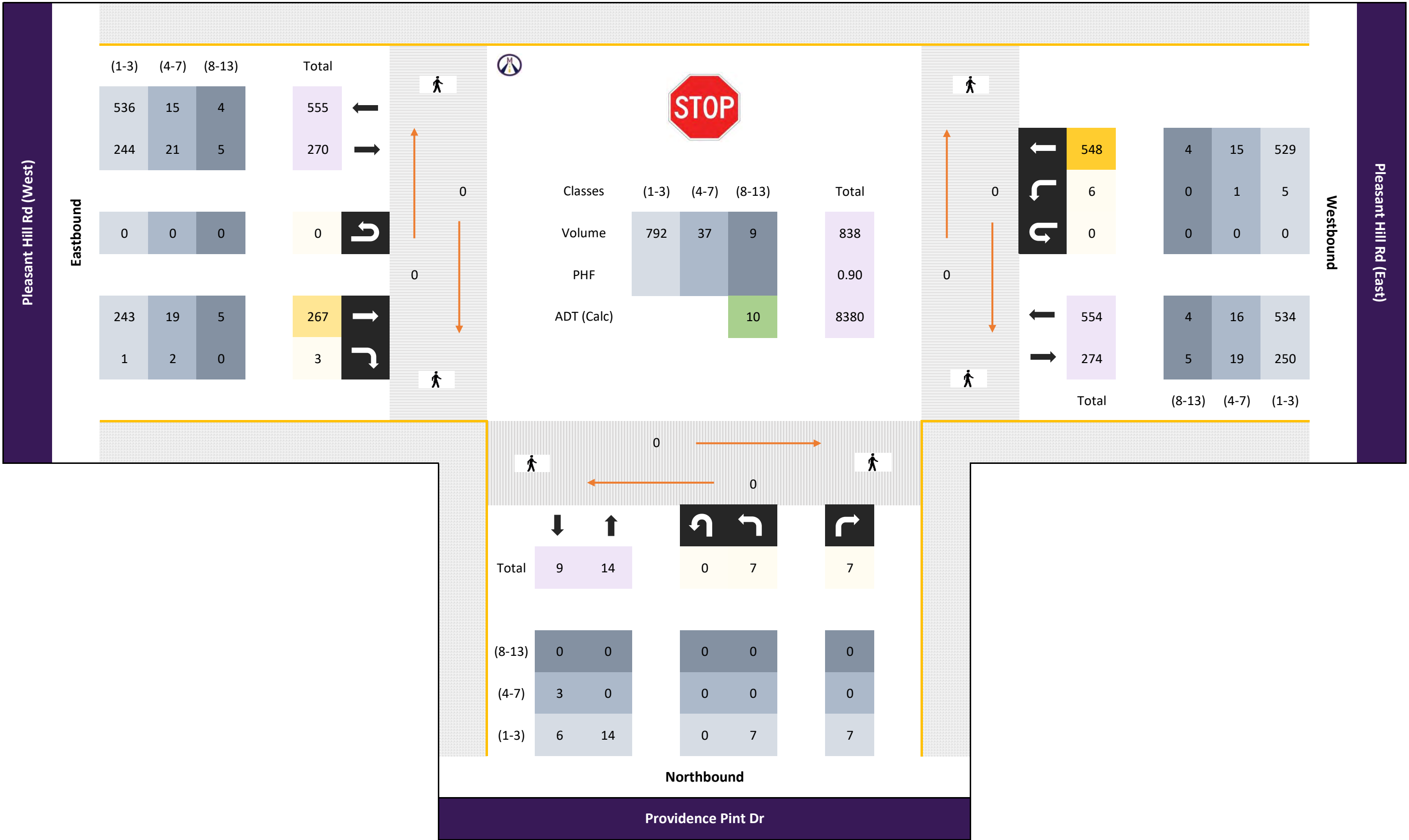
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

All Vehicles		Northbound												Eastbound						Westbound						Int Total
		Providence Pint Dr												Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
Time	Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8			U-Turn 7.9	App Total		
0715 - 0730	1	-	1	-	0	2	-	-	-	-	-	0	-	73	3	-	0	76	3	151	-	-	0	154		
0730 - 0745	3	-	4	-	0	7	-	-	-	-	-	0	-	57	0	-	0	57	0	160	-	-	0	160		
0745 - 0800	1	-	2	-	0	3	-	-	-	-	-	0	-	67	0	-	0	67	0	132	-	-	0	132		
0800 - 0815	2	-	0	-	0	2	-	-	-	-	-	0	-	70	0	-	0	70	3	105	-	-	0	108		
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		
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		

Passenger Vehicles (1-3)

Time	Northbound												Eastbound						Westbound						Int Total
	Providence Pint Dr												Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8			U-Turn 7.9	App Total	
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												Eastbound						Westbound						Int Total
	Providence Pint Dr												Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8			U-Turn 7.9	App Total	
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												Eastbound						Westbound						Int Total
	Providence Pint Dr												Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8			U-Turn 7.9	App Total	
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

[illegible]



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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	1700 - 1800	APPLY
Global PH	1630 - 1730	APPLY

* the Peak Hour Diagram does not include bicycles

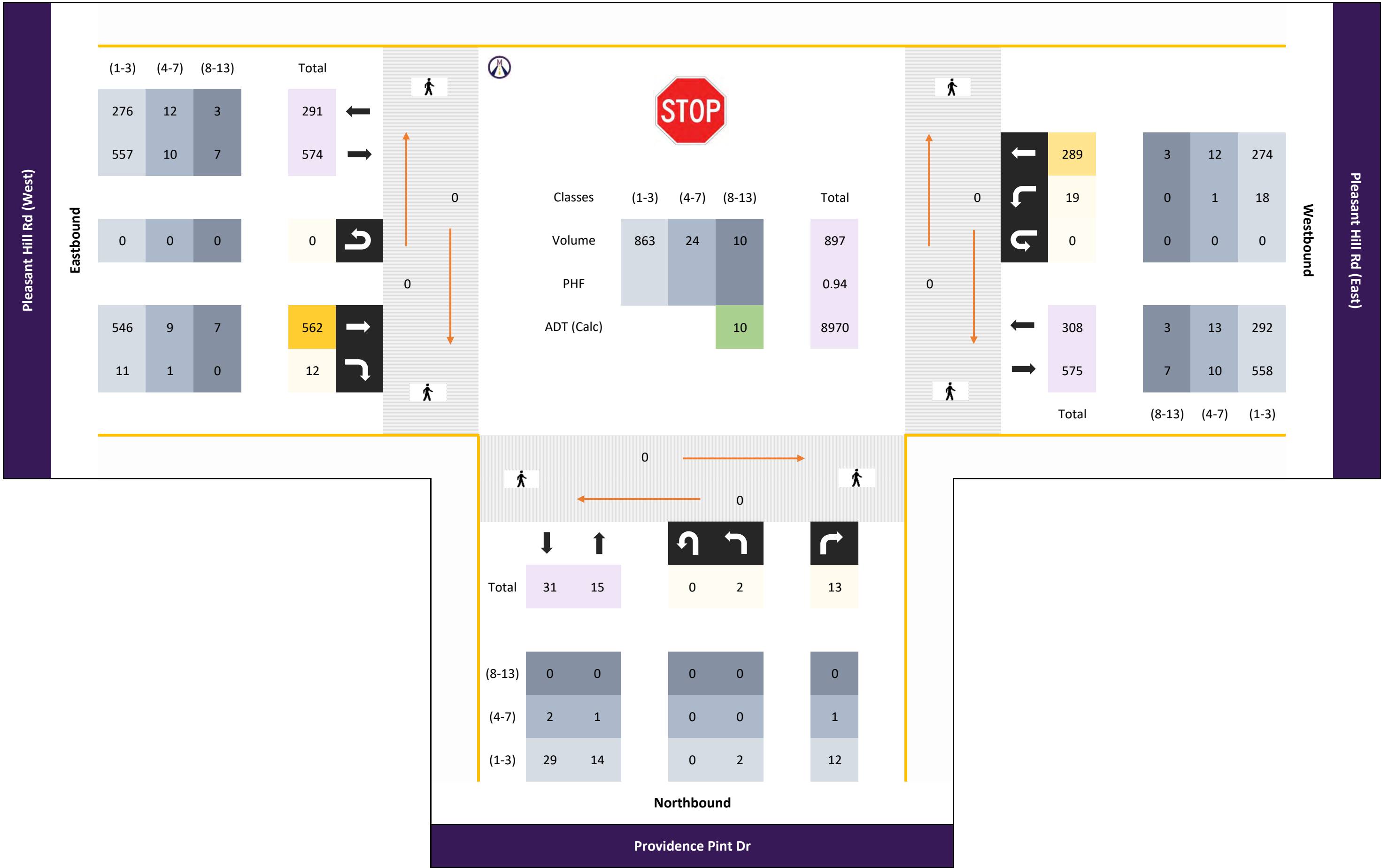


Session Parameters

(Drop Down Menu)

Global Peak Hour

Volume



All vehicles

		Northbound												Eastbound						Westbound						Int Total
		Providence Pint Dr												Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
Time	Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8			U-Turn 7.9	App Total		
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												Eastbound						Westbound						Int Total
	Providence Pint Dr												Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	Left		Right		U-Turn	App Total						App Total		Thru	Right		U-Turn	App Total	Left	Thru			U-Turn	App 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)

	Northbound												Eastbound						Westbound						Int
	Providence Pint Dr												Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
Time	Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8			U-Turn 7.9	App Total	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)

	Northbound												Eastbound						Westbound						Int Total
	Providence Pint Dr												Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
Time	Left 7.1		Right 7.2		U-Turn 7.3	App Total						App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8			U-Turn 7.9	App Total	
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

[illegible]

Classified Turn Movement Count || All vehicles

Lithonia, GA Batch 1

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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				
Providence Pint Dr				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total
0700 - 0715	1	6	0	7
0715 - 0730	1	1	0	2
0730 - 0745	3	4	0	7
0745 - 0800	1	2	0	3
Hourly Total	6	13	0	19
0800 - 0815	2	0	0	2
0815 - 0830	4	2	0	6
0830 - 0845	3	2	0	5
0845 - 0900	2	4	0	6
Hourly Total	11	8	0	19
Grand Total	17	21	0	38
Approach %	44.74	55.26	0.00	-
Intersection %	1.08	1.34	0.00	2.42
Heavy Vehicle %	0	0	-	0
PHF	0.58	0.44	0.00	0.50
Peak Hour Total	7	7	0	14
Peak Hour HV %	0	0	0	0

Eastbound					Westbound						
Pleasant Hill Rd (West)					Pleasant Hill Rd (East)						
	Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8		U-Turn 7.9	App Total	Int Total
	43	0		0	43	0	124		0	124	174
	73	3		0	76	3	151		0	154	232
	57	0		0	57	0	160		0	160	224
	67	0		0	67	0	132		0	132	202
	240	3		0	243	3	567		0	570	832
	70	0		0	70	3	105		0	108	180
	75	2		0	77	3	119		0	122	205
	57	2		0	59	1	111		0	112	176
	71	2		0	73	1	95		0	96	175
	273	6		0	279	8	430		0	438	736
	513	9		0	522	11	997		0	1008	1568
	98.28	1.72		0.00	-	1.09	98.91		0.00	-	
	32.72	0.57		0.00	33.29	0.70	63.58		0.00	64.29	
	10	33		-	10	9	4		-	4	6
	0.91	0.25		0.00	0.89	0.50	0.86		0.00	0.87	0.90
	267	3		0	270	6	548		0	554	838
	9	67		0	10	17	3		0	4	5

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

All vehicles

Northbound				
Providence Pint Dr				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total
1600 - 1615	1	0	0	1
1615 - 1630	2	1	0	3
1630 - 1645	1	2	0	3
1645 - 1700	0	1	0	1
Hourly Total	4	4	0	8
1700 - 1715	0	4	0	4
1715 - 1730	1	6	0	7
1730 - 1745	1	6	0	7
1745 - 1800	1	2	0	3
Hourly Total	3	18	0	21
Grand Total	7	22	0	29
Approach %	24.14	75.86	0.00	-
Intersection %	0.39	1.23	0.00	1.63
Heavy Vehicle %	0	5	-	3
PHF	0.75	0.75	0.00	0.75
Peak Hour Total	3	18	0	21
Peak Hour HV %	0	6	0	5

Eastbound					Westbound					
Pleasant Hill Rd (West)					Pleasant Hill Rd (East)					
	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8		U-Turn 7.9	App Total	Int Total
	135	2	0	137	7	73		0	80	218
	122	4	0	126	0	87		0	87	216
	133	4	0	137	3	87		0	90	230
	139	1	0	140	7	67		0	74	215
	529	11	0	540	17	314		0	331	879
	166	5	0	171	5	59		0	64	239
	124	2	0	126	4	76		0	80	213
	143	1	0	144	4	76		0	80	231
	115	2	0	117	3	99		0	102	222
	548	10	0	558	16	310		0	326	905
	1077	21	0	1098	33	624		0	657	1784
	98.09	1.91	0.00	-	5.02	94.98		0.00	-	
	60.37	1.18	0.00	61.55	1.85	34.98		0.00	36.83	
	2	5	-	2	3	6		-	6	4
	0.83	0.50	0.00	0.82	0.80	0.78		0.00	0.80	0.95
	548	10	0	558	16	310		0	326	905
	2	10	0	2	6	5		0	5	3

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

Lithonia, GA Batch 1

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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)

Passenger Vehicles (1-3)

TIME	Northbound				
	Providence Pint Dr				
	Left 7.1	Right 7.2	U-Turn 7.3	App Total	
0700 - 0715	1	6	0	7	
0715 - 0730	1	1	0	2	
0730 - 0745	3	4	0	7	
0745 - 0800	1	2	0	3	
Hourly Total	6	13	0	19	
0800 - 0815	2	0	0	2	
0815 - 0830	4	2	0	6	
0830 - 0845	3	2	0	5	
0845 - 0900	2	4	0	6	
Hourly Total	11	8	0	19	
Grand Total	17	21	0	38	
Approach %	44.74	55.26	0.00	-	
Intersection %	1.15	1.43	0.00	2.58	

Eastbound					Westbound				
Pleasant Hill Rd (West)					Pleasant Hill Rd (East)				
Thru 7.4	Right 7.5	U-Turn 7.6	App Total		Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
39	0	0	39		0	121	0	121	167
62	1	0	63		3	146	0	149	214
54	0	0	54		0	155	0	155	216
62	0	0	62		0	126	0	126	191
217	1	0	218		3	548	0	551	788
65	0	0	65		2	102	0	104	171
65	1	0	66		3	114	0	117	189
52	2	0	54		1	103	0	104	163
64	2	0	66		1	89	0	90	162
246	5	0	251		7	408	0	415	685
463	6	0	469		10	956	0	966	1473
98.72	1.28	0.00	-		1.04	98.96	0.00	-	
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)

TIME	Northbound				
	Providence Pint Dr				
	Left 7.1	Right 7.2	U-Turn 7.3	App Total	
1600 - 1615	1	0	0	1	
1615 - 1630	2	1	0	3	
1630 - 1645	1	2	0	3	
1645 - 1700	0	1	0	1	
Hourly Total	4	4	0	8	
1700 - 1715	0	4	0	4	
1715 - 1730	1	5	0	6	
1730 - 1745	1	6	0	7	
1745 - 1800	1	2	0	3	
Hourly Total	3	17	0	20	
Grand Total	7	21	0	28	
Approach %	25.00	75.00	0.00	-	
Intersection %	0.41	1.22	0.00	1.63	

Eastbound					Westbound				
Pleasant Hill Rd (West)					Pleasant Hill Rd (East)				
Thru 7.4	Right 7.5	U-Turn 7.6	App Total		Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
130	2	0	132		7	70	0	77	210
119	4	0	123		0	77	0	77	203
127	4	0	131		3	83	0	86	220
137	1	0	138		7	64	0	71	210
513	11	0	524		17	294	0	311	843
160	4	0	164		5	57	0	62	230
122	2	0	124		3	70	0	73	203
141	1	0	142		4	73	0	77	226
115	2	0	117		3	94	0	97	217
538	9	0	547		15	294	0	309	876
1051	20	0	1071		32	588	0	620	1719
98.13	1.87	0.00	-		5.16	94.84	0.00	-	
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)

Lithonia, GA Batch 1

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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)

Single Unit Trucks (4-7)

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

Eastbound					Westbound						
Pleasant Hill Rd (West)					Pleasant Hill Rd (East)						
	Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8		U-Turn 7.9	App Total	Int Total
	3	0		0	3	0	3		0	3	6
	9	2		0	11	0	3		0	3	14
	3	0		0	3	0	5		0	5	8
	2	0		0	2	0	5		0	5	7
	17	2		0	19	0	16		0	16	35
	5	0		0	5	1	2		0	3	8
	6	1		0	7	0	1		0	1	8
	3	0		0	3	0	8		0	8	11
	5	0		0	5	0	4		0	4	9
	19	1		0	20	1	15		0	16	36
36	3		0	39	1	31		0	32	71	
92.31	7.69		0.00	-	3.13	96.88		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)

Northbound				
Providence Pint Dr				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total
1600 - 1615	0	0	0	0
1615 - 1630	0	0	0	0
1630 - 1645	0	0	0	0
1645 - 1700	0	0	0	0
Hourly Total	0	0	0	0
1700 - 1715	0	0	0	0
1715 - 1730	0	1	0	1
1730 - 1745	0	0	0	0
1745 - 1800	0	0	0	0
Hourly Total	0	1	0	1
Grand Total	0	1	0	1
Approach %	0.00	100.00	0.00	-
Intersection %	0.00	2.08	0.00	2.08

Eastbound					Westbound				
Pleasant Hill Rd (West)					Pleasant Hill Rd (East)				
	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
	4	0	0	4	0	1	0	1	5
	3	0	0	3	0	8	0	8	11
	4	0	0	4	0	2	0	2	6
	2	0	0	2	0	2	0	2	4
	13	0	0	13	0	13	0	13	26
	3	1	0	4	0	2	0	2	6
	0	0	0	0	1	6	0	7	8
	1	0	0	1	0	3	0	3	4
	0	0	0	0	0	4	0	4	4
	4	1	0	5	1	15	0	16	22
	17	1	0	18	1	28	0	29	48
94.44	5.56	0.00	-	3.45	96.55	0.00	-		
35.42	2.08	0.00	37.50	2.08	58.33	0.00	60.42		

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

Lithonia, GA Batch 1



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Site 7
Providence Pint Dr



Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

Date
Thursday, May 8, 2025

Weather
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Lat/Long
33.732957°, -84.066504°
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0700 - 0900 (Weekday 2h Session) (05-08-2025)
Combination Trucks (8-13)

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

Eastbound					Westbound					
Pleasant Hill Rd (West)					Pleasant Hill Rd (East)					
Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8		U-Turn 7.9	App Total	Int Total
1	0		0	1	0	0		0	0	1
2	0		0	2	0	2		0	2	4
0	0		0	0	0	0		0	0	0
3	0		0	3	0	1		0	1	4
6	0		0	6	0	3		0	3	9
0	0		0	0	0	1		0	1	1
4	0		0	4	0	4		0	4	8
2	0		0	2	0	0		0	0	2
2	0		0	2	0	2		0	2	4
8	0		0	8	0	7		0	7	15
14	0		0	14	0	10		0	10	24
100.00	0.00		0.00	-	0.00	100.00		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)

Northbound				
Providence Pint Dr				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total
1600 - 1615	0	0	0	0
1615 - 1630	0	0	0	0
1630 - 1645	0	0	0	0
1645 - 1700	0	0	0	0
Hourly Total	0	0	0	0
1700 - 1715	0	0	0	0
1715 - 1730	0	0	0	0
1730 - 1745	0	0	0	0
1745 - 1800	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	0	0	0	0
Approach %	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00

Eastbound					Westbound					
Pleasant Hill Rd (West)					Pleasant Hill Rd (East)					
Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8		U-Turn 7.9	App Total	Int Total
1	0		0	1	0	2		0	2	3
0	0		0	0	0	2		0	2	2
2	0		0	2	0	2		0	2	4
0	0		0	0	0	1		0	1	1
3	0		0	3	0	7		0	7	10
3	0		0	3	0	0		0	0	3
2	0		0	2	0	0		0	0	2
1	0		0	1	0	0		0	0	1
0	0		0	0	0	1		0	1	1
6	0		0	6	0	1		0	1	7
9	0		0	9	0	8		0	8	17
100.00	0.00		0.00	-	0.00	100.00		0.00	-	
52.94	0.00		0.00	52.94	0.00	47.06		0.00	47.06	

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Site 7

Providence Pint Dr

Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

Weather
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Bicycles

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

[illegible]

Bicycles

Northbound				
Providence Pint Dr				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total
1600 - 1615	0	0	0	0
1615 - 1630	0	0	0	0
1630 - 1645	0	0	0	0
1645 - 1700	0	0	0	0
Hourly Total	0	0	0	0
1700 - 1715	0	0	0	0
1715 - 1730	0	0	0	0
1730 - 1745	0	0	0	0
1745 - 1800	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	0	0	0	0
Approach %	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00

[illegible]

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

Lithonia, GA Batch 1



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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)
All Trucks (4-13)

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

Eastbound					Westbound						
Pleasant Hill Rd (West)					Pleasant Hill Rd (East)						
	Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8		U-Turn 7.9	App Total	Int Total
	4	0		0	4	0	3		0	3	7
	11	2		0	13	0	5		0	5	18
	3	0		0	3	0	5		0	5	8
	5	0		0	5	0	6		0	6	11
	23	2		0	25	0	19		0	19	44
	5	0		0	5	1	3		0	4	9
	10	1		0	11	0	5		0	5	16
	5	0		0	5	0	8		0	8	13
	7	0		0	7	0	6		0	6	13
	27	1		0	28	1	22		0	23	51
50	3		0	53	1	41		0	42	95	
94.34	5.66		0.00	-	2.38	97.62		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)

Northbound				
Providence Pint Dr				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total
1600 - 1615	0	0	0	0
1615 - 1630	0	0	0	0
1630 - 1645	0	0	0	0
1645 - 1700	0	0	0	0
Hourly Total	0	0	0	0
1700 - 1715	0	0	0	0
1715 - 1730	0	1	0	1
1730 - 1745	0	0	0	0
1745 - 1800	0	0	0	0
Hourly Total	0	1	0	1
Grand Total	0	1	0	1
Approach %	0.00	100.00	0.00	-
Intersection %	0.00	1.54	0.00	1.54

Eastbound					Westbound				
Pleasant Hill Rd (West)					Pleasant Hill Rd (East)				
	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	Int Total
	5	0	0	5	0	3	0	3	8
	3	0	0	3	0	10	0	10	13
	6	0	0	6	0	4	0	4	10
	2	0	0	2	0	3	0	3	5
	16	0	0	16	0	20	0	20	36
	6	1	0	7	0	2	0	2	9
	2	0	0	2	1	6	0	7	10
	2	0	0	2	0	3	0	3	5
	0	0	0	0	0	5	0	5	5
	10	1	0	11	1	16	0	17	29
26	1	0	27	1	36	0	37	65	
96.30	3.70	0.00	-	2.70	97.30	0.00	-		
40.00	1.54	0.00	41.54	1.54	55.38	0.00	56.92		

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Date

Thursday, May 8, 2025

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33.732957°, -84.066504°

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Pedestrians

		Northbound		
		Providence Pint Dr		
	EB 7a	WB 7b		App Total
0700 - 0715	0	0		0
0715 - 0730	0	0		0
0730 - 0745	0	0		0
0745 - 0800	0	0		0
Hourly Total	0	0		0
0800 - 0815	0	0		0
0815 - 0830	0	0		0
0830 - 0845	0	0		0
0845 - 0900	0	0		0
Hourly Total	0	0		0
Grand Total	0	0		0
Approach %	0.00	0.00		-
Intersection %	0.00	0.00		0.00

Eastbound				Westbound				
Pleasant Hill Rd (West)				Pleasant Hill Rd (East)				
NB 7e	SB 7f		App Total	NB 7g	SB 7h		App Total	Int Total
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0				

Pedestrians

	Northbound		
	Providence Pint Dr		
	EB 7a	WB 7b	App Total
1600 - 1615	0	0	0
1615 - 1630	0	0	0
1630 - 1645	0	0	0
1645 - 1700	0	0	0
Hourly Total	0	0	0
1700 - 1715	0	0	0
1715 - 1730	0	0	0
1730 - 1745	0	0	0
1745 - 1800	0	0	0
Hourly Total	0	0	0
Grand Total	0	0	0
Approach %	0.00	0.00	-
Intersection %	0.00	0.00	0.00

Eastbound				Westbound				
Pleasant Hill Rd (West)				Pleasant Hill Rd (East)				
NB 7e	SB 7f		App Total	NB 7g	SB 7h		App Total	Int Total
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0.00	0.00		-	0.00	0.00		-	
0.00	0.00		0.00	0.00	0.00		0.00	

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Weather

Fair
69°F



Lat/Long
33.732957°, -84.066504°
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37.00
Bicycles

		Northbound		
		Providence Pint Dr		
	EB 7a	WB 7b		App Total
0700 - 0715	0	0		0
0715 - 0730	0	0		0
0730 - 0745	0	0		0
0745 - 0800	0	0		0
Hourly Total	0	0		0
0800 - 0815	0	0		0
0815 - 0830	0	0		0
0830 - 0845	0	0		0
0845 - 0900	0	0		0
Hourly Total	0	0		0
Grand Total	0	0		0
Approach %	0.00	0.00		-
Intersection %	0.00	0.00		0.00

Eastbound				Westbound				
Pleasant Hill Rd (West)				Pleasant Hill Rd (East)				
NB 7e	SB 7f		App Total	NB 7g	SB 7h		App Total	Int Total
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	

Bicycles

		Northbound		
		Providence Pint Dr		
		EB 7a	WB 7b	App Total
TIME				
1600 - 1615		0	0	0
1615 - 1630		0	0	0
1630 - 1645		0	0	0
1645 - 1700		0	0	0
Hourly Total		0	0	0
1700 - 1715		0	0	0
1715 - 1730		0	0	0
1730 - 1745		0	0	0
1745 - 1800		0	0	0
Hourly Total		0	0	0
Grand Total		0	0	0
Approach %		0.00	0.00	-
Intersection %		0.00	0.00	0.00

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Motorized Vehicles

		Northbound		
		Providence Pint Dr		
	EB 7a	WB 7b		App Total
0700 - 0715	0	0		0
0715 - 0730	0	0		0
0730 - 0745	0	0		0
0745 - 0800	0	0		0
Hourly Total	0	0		0
0800 - 0815	0	0		0
0815 - 0830	0	0		0
0830 - 0845	0	0		0
0845 - 0900	0	0		0
Hourly Total	0	0		0
Grand Total	0	0		0
Approach %	0.00	0.00		-
Intersection %	0.00	0.00		0.00

Eastbound				Westbound				
Pleasant Hill Rd (West)				Pleasant Hill Rd (East)				
NB 7e	SB 7f		App Total	NB 7g	SB 7h		App Total	Int Total
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0</

Motorized Vehicles

	Northbound		
	Providence Pint Dr		
	EB 7a	WB 7b	App Total
1600 - 1615	0	0	0
1615 - 1630	0	0	0
1630 - 1645	0	0	0
1645 - 1700	0	0	0
Hourly Total	0	0	0
1700 - 1715	0	0	0
1715 - 1730	0	0	0
1730 - 1745	0	0	0
1745 - 1800	0	0	0
Hourly Total	0	0	0
Grand Total	0	0	0
Approach %	0.00	0.00	-
Intersection %	0.00	0.00	0.00

Eastbound				Westbound				
Pleasant Hill Rd (West)				Pleasant Hill Rd (East)				
NB 7e	SB 7f		App Total	NB 7g	SB 7h		App Total	Int Total
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0	0		0	0	0		0	0
0.00	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)			Pleasant Hill Rd (East)			Providence Pnt Dr						
		Eastbound			Westbound			Northbound			Southbound						
Time		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR				Total
15 Minute Totals																	
12:00 AM - 12:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM - 12:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM - 12:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM - 01:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00 AM - 01:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:15 AM - 01:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:30 AM - 01:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:45 AM - 02:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00 AM - 02:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15 AM - 02:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30 AM - 02:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45 AM - 03:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00 AM - 03:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15 AM - 03:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30 AM - 03:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45 AM - 04:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00 AM - 04:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15 AM - 04:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30 AM - 04:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45 AM - 05:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00 AM - 05:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:15 AM - 05:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:30 AM - 05:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:45 AM - 06:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00 AM - 06:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 AM - 06:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30 AM - 06:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45 AM - 07:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00 AM - 07:15 AM		0	43	0	0	124	0	1	0	6	0	0	0	0	0	174	
07:15 AM - 07:30 AM		0	73	3	3	151	0	1	0	1	0	0	0	0	0	232	
07:30 AM - 07:45 AM		0	57	0	0	160	0	3	0	4	0	0	0	0	0	224	
07:45 AM - 08:00 AM		0	67	0	0	132	0	1	0	2	0	0	0	0	0	202	
08:00 AM - 08:15 AM		0	70	0	3	105	0	2	0	0	0	0	0	0	0	180	
08:15 AM - 08:30 AM		0	75	2	3	119	0	4	0	2	0	0	0	0	0	205	
08:30 AM - 08:45 AM		0	57	2	1	111	0	3	0	2	0	0	0	0	0	176	
08:45 AM - 09:00 AM		0	71	2	1	95	0	2	0	4	0	0	0	0	0	175	
09:00 AM - 09:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:15 AM - 09:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:30 AM - 09:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:45 AM - 10:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM - 10:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM - 10:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM - 10:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM - 11:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM - 11:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM - 11:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM - 11:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM - 12:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM - 12:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM - 12:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM - 12:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM - 01:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00 PM - 01:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:15 PM - 01:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:30 PM - 01:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:45 PM - 02:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00 PM - 02:15 PM		0	0	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	0	0	
02:30 PM - 02:45 PM		0	0	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	0	0	
03:00 PM - 03:15 PM		0	0	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	0	0	
03:30 PM - 03:45 PM		0	0	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	0	0	
04:00 PM - 04:15 PM		0	135	2	7	73	0	1	0	0	0	0	0	0	0	218	
04:15 PM - 04:30 PM		0	122	4	0	87	0	2	0	1	0	0	0	0	0	216	
04:30 PM - 04:45 PM		0	133	4	3	87	0	1	0	2	0	0	0	0	0	230	
04:45 PM - 05:00 PM		0	139	1	7	67	0	0	0	1	0	0	0	0	0	215	
05:00 PM - 05:15 PM		0	166	5	5	59	0	0	0	4	0	0	0	0	0	239	
05:15 PM - 05:30 PM		0	124	2	4	76	0	1	0	6	0	0	0	0	0	213	
05:30 PM - 05:45 PM		0	143	1	4	76	0	1	0	6	0	0	0	0	0	231	
05:45 PM - 06:00 PM		0	115	2	3	99	0	1	0	2	0	0	0	0	0	222	
06:00 PM - 06:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 PM - 06:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30 PM - 06:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45 PM - 07:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00 PM - 07:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 PM - 07:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30 PM - 07:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45 PM - 08:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00 PM - 08:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:15 PM - 08:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:30 PM - 08:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:45 PM - 09:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:00 PM - 09:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:15 PM - 09:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:30 PM - 09:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:45 PM - 10:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 PM - 10:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 PM - 10:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 PM - 10:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 PM - 11:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 PM - 11:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 PM - 11:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 PM - 11:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 PM - 12:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



[Click here for Map](#)

Peak Hour Turning Movement Count

Lithonia, GA Batch 2



www.marrtraffic.com



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

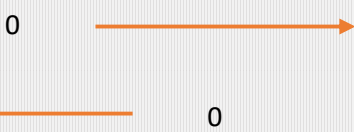
Volume

Norris Lake Dr

Southbound

21	81	2	0	104	251	(1-3)
2	0	0	0	2	2	(4-7)
0	0	0	0	0	0	(8-13)

23	81	2	0	106	253	Total



Classes	(1-3)	(4-7)	(8-13)	Total
Volume	985	34	15	1034
PHF				0.93
ADT (Calc)			10	10340

Pleasant Hill Rd (West)

(1-3)	(4-7)	(8-13)	Total
419	18	13	450
267	12	2	281

0	0	0	0
41	0	0	41
215	12	2	229
11	0	0	11

Eastbound

Pleasant Hill Rd (East)

0	0	4
12	13	369
0	1	3
0	0	0

4	394	4	0
402	235	12	14
2	13	376	220

0	0	0
0	0	0
0	0	0

Westbound

Northbound

Humphries Rd

96	245	0	33	208	4

(8-13)	0	1	0	1	0	0
(4-7)	1	6	0	3	2	1
(1-3)	95	238	0	29	206	3

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Humphries Rd						Norris Lake Dr						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	8.1	8.2	8.3		8.4	Total	8.5	8.6	8.7		8.8	Total	8.9	8.10	8.11		8.12	Total	8.13	8.14	8.15		8.16	Total	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)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Humphries Rd						Norris Lake Dr						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	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	
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)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total	
	Humphries Rd						Norris Lake Dr						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)							
	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		
0700 - 0715	0	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	0	3	0	-	0	3	3
0730 - 0745	1	0	0	-	0	1	0	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	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	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

[illegible]

* the Peak Hour Diagram does not include bicycles



Session Parameters

(Drop Down Menu)

1630 - 1730

Volume

	Northbound						Southbound						Eastbound						Westbound						Int
	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	
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)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Humphries Rd						Norris Lake Dr						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	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	
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)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Humphries Rd						Norris Lake Dr						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	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	
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)

Time		Northbound						Southbound						Eastbound						Westbound						Int Total
		Humphries Rd						Norris Lake Dr						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
		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	
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

[illegible]

Classified Turn Movement Count || All vehicles

Lithonia, GA Batch 2



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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°

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Weather

Fair

70°F

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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

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Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						Int
	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	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	

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)

Lithonia, GA Batch 2



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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°
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Weather
Fair
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0700 - 0900 (Weekday 2h Session) (05-14-2025)
Single Unit Trucks (4-7)

TIME	Northbound						Southbound						Eastbound						Westbound					
	Humphries Rd						Norris Lake Dr						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)					
	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)

TIME	Northbound						Southbound						Eastbound						Westbound					
	Humphries Rd						Norris Lake Dr						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)					
	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	

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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	

Combination Trucks (8-13)

TIME	Northbound						Southbound						Eastbound						Westbound						
	Humphries Rd						Norris Lake Dr						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	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



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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](#)

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Fair
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0700 - 0900 (Weekday 2h Session) (05-14-2025)
Bicycles

TIME	Northbound						Southbound						Eastbound						Westbound					
	Humphries Rd						Norris Lake Dr						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)					
	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

TIME	Northbound						Southbound						Eastbound						Westbound					
	Humphries Rd						Norris Lake Dr						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)					
	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	

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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	

All Trucks (4-13)

[illegible]

Crosswalk Counts | | Pedestrians

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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0700 - 0900 (Weekday 2h Session) (05-14-2025)
Pedestrians

	Northbound				Southbound				Eastbound				Westbound				Int
	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	
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				Int
	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	
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	

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33.742795°, -84.037463°

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Bicycles

[illegible]

Bicycles

[illegible]

Crosswalk Counts | | Motorized Vehicles

Lithonia, GA Batch 2



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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°
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Fair
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0700 - 0900 (Weekday 2h Session) (05-14-2025)
Motorized Vehicles

	Northbound				Southbound				Eastbound				Westbound				Int
	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	
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				Int
	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	
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)			Pleasant Hill Rd (East)			Humphries Rd			Norris Lake Dr			
		Eastbound			Westbound			Northbound			Southbound						
Time	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Total				
15 Minute Totals																	
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:00 AM - 07:15 AM	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	0			
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
02:00 PM - 02:15 PM	0	0	0	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	0			
02:30 PM - 02:45 PM	0	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	0			
03:00 PM - 03:15 PM	0	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	0			
03:30 PM - 03:45 PM	0	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	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	0			
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			



[Click here for Map](#)

Peak Hour Turning Movement Count

Lithonia, GA Batch 2



www.marrtraffic.com



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

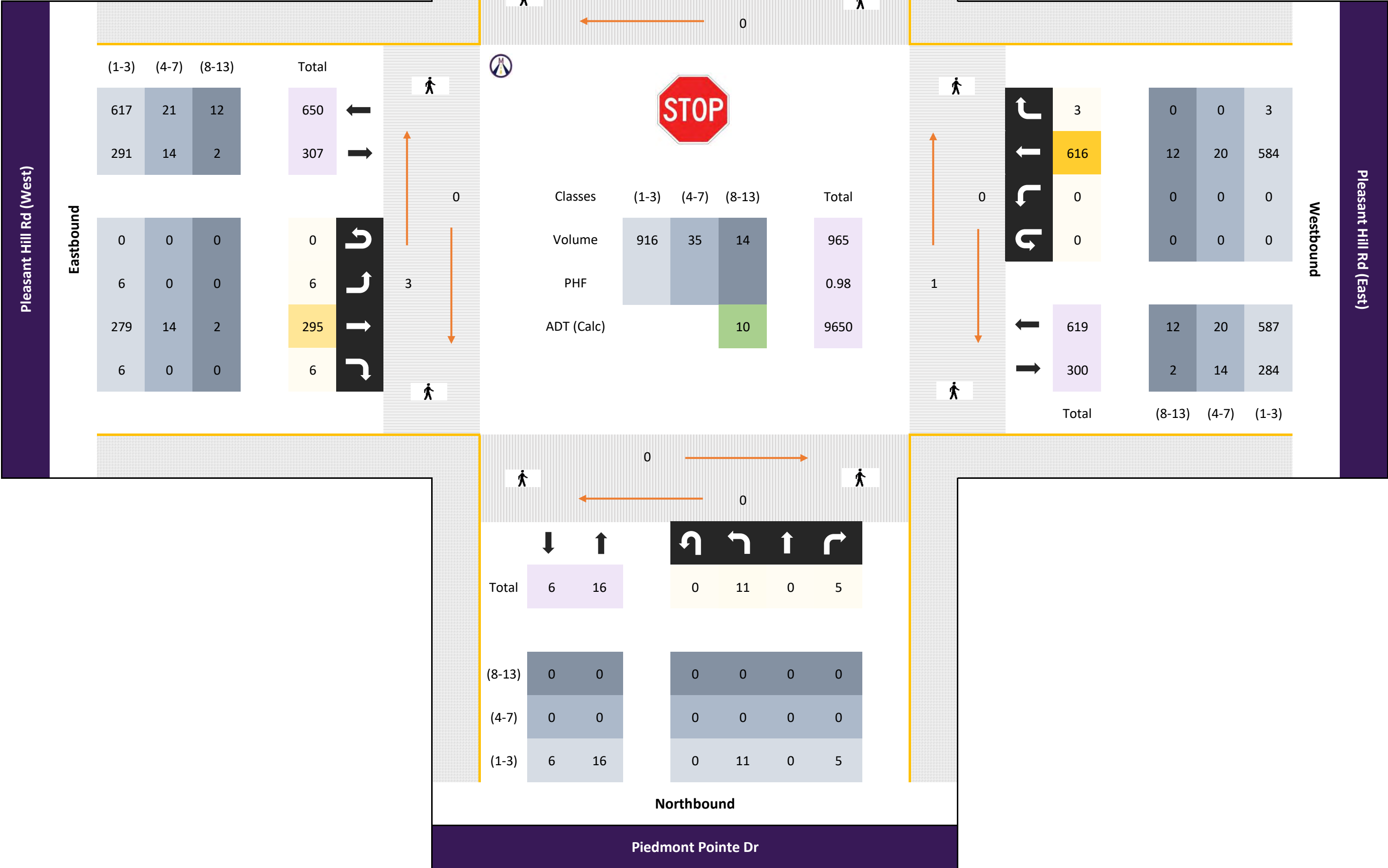


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	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	
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)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	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	
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)

Single Unit Trucks (47)	Northbound						Southbound						Eastbound						Westbound						Int Total
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	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	
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						Int Total
		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		
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	4	0	-	0	4	
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	1	0	-	0	1	
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	4	0	-	0	4	
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	0	-	0	2	0	3	0	-	0	3	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	12	0	0	0	0	12	
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	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	0.00	0.75	

Bicycles

[illegible]



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Peak Hour Turning Movement Count

Lithonia, GA Batch 2



www.marrtraffic.com



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

Stone Meadow Rd

Southbound

16	2	2	0	20	27	(1-3)
1	0	0	0	1	0	(4-7)
0	0	0	0	0	0	(8-13)

17	2	2	0	21	27	Total



Pleasant Hill Rd (West)

(1-3)	(4-7)	(8-13)	Total
362	16	5	383
602	20	1	623

0	0	0	0
24	0	0	24
566	20	1	587
12	0	0	12



Classes	(1-3)	(4-7)	(8-13)	Total
Volume	974	36	6	1016
PHF				0.96
ADT (Calc)			10	10160

Pleasant Hill Rd (East)

3	0	0	3
358	5	15	338
1	0	0	1
0	0	0	0

362	5	15	342
591	1	20	570
Total	(8-13)	(4-7)	(1-3)



15	10	0	8	0	2

Northbound

Piedmont Pointe Dr

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)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	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	
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)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	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	
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)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	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	
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	3	0	-	0	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	0	1	0	-	0	1
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	0	-	0	1	0	0	0	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	4	0	0	0	4
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	0.00	0.33

Bicycles

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	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles

Lithonia, GA Batch 2



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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

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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

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	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	
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)

Lithonia, GA Batch 2



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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
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0700 - 0900 (Weekday 2h Session) (05-14-2025)
Passenger Vehicles (1-3)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	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	
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)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	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	
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



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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°
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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)

TIME	Northbound						Southbound						Eastbound						Westbound					
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)					
	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)

TIME	Northbound						Southbound						Eastbound						Westbound					
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)					
	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



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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
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Weather
Fair
70°F
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0700 - 0900 (Weekday 2h Session) (05-14-2025)
Combination Trucks (8-13)

TIME	Northbound						Southbound						Eastbound						Westbound					
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)					
	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)

TIME	Northbound						Southbound						Eastbound						Westbound					
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)					
	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



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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
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0700 - 0900 (Weekday 2h Session) (05-14-2025)
Bicycles

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	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	
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

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	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	
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)

Lithonia, GA Batch 2



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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 Trucks (4-13)

TIME	Northbound						Southbound						Eastbound						Westbound					
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)					
	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)

TIME	Northbound						Southbound						Eastbound						Westbound					
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)					
	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



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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°
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Weather
Fair
70°F
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0700 - 0900 (Weekday 2h Session) (05-14-2025)
Pedestrians

	Northbound				Southbound				Eastbound				Westbound				Int
	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	
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				Int Total
	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	
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



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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°
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Weather
Fair
70°F
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0700 - 0900 (Weekday 2h Session) (05-14-2025)
Bicycles

	Northbound				Southbound				Eastbound				Westbound				Int
	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	
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				Int Total
	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	
1600 - 1615	0	0		0	0	0		0	0	0		0	0	0		0	
1615 - 1630	0	0		0	0	0		0	0	0		0	0	0		0	
1630 - 1645	0	0		0	0	0		0	0	0		0	0	0		0	
1645 - 1700	0	0		0	0	0		0	0	0		0	0	0		0	
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	
1700 - 1715	0	0		0	0	0		0	0	0		0	0	0		0	
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	
Grand Total	0	0		0	0	0		0	0	0		0	0	0		0	
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

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DATA COLLECTION

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Weather

Fair
70°F

33.734617°, -84.074622°



Motorized Vehicles

[illegible]

Motorized Vehicles

[illegible]

Start Date: 5/14/2025					Pleasant Hill Rd (East)			Piedmont Pointe Dr			Stone Meadow Rd			
	Eastbound				Westbound			Northbound			Southbound			
Time	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Total	
15 Minute Totals														
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00 AM - 07:15 AM	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

Average Hourly Volume

Count History

AADT Trend

Vehicle Classification 2024

1. Motorcycles		0.23%
2. Passenger cars		75.61%
3. Pickups, panels, vans		16.69%
4. Buses		0.53%
5. Single-unit trucks		2.71%
6. Single-unit trucks		2.11%
7. Single-unit trucks		0.10%
8. Single-trailer trucks		0.59%
9. Single-trailer trucks		1.30%
10. Single-trailer trucks		0.09%
11. Multi-trailer trucks		0.00%
12. Multi-trailer trucks		0%
13. 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

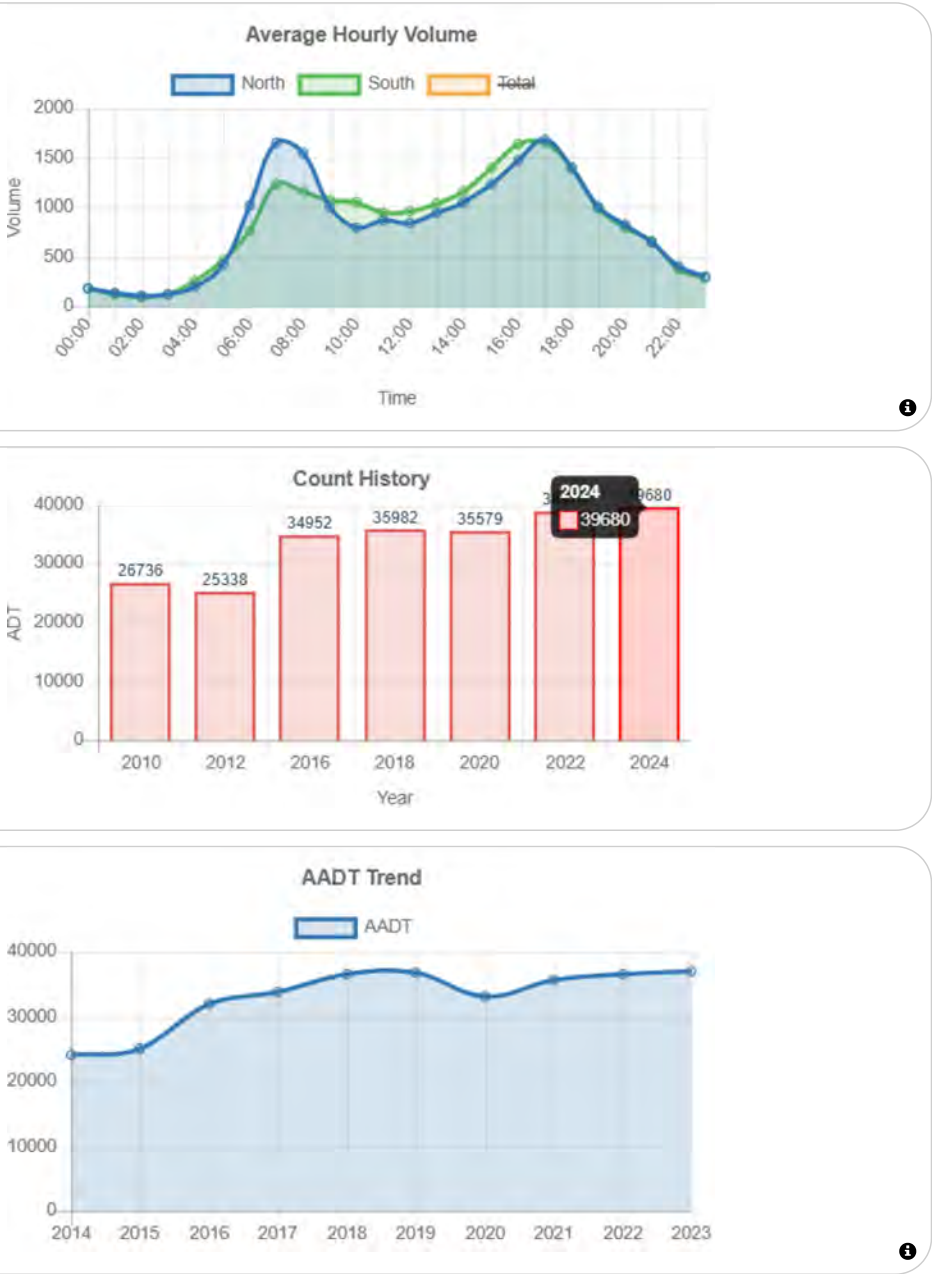
Site Data

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

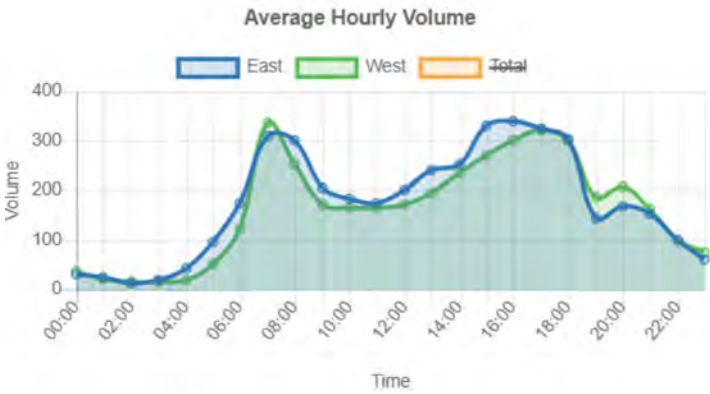


0000089_0461 - 089-0461

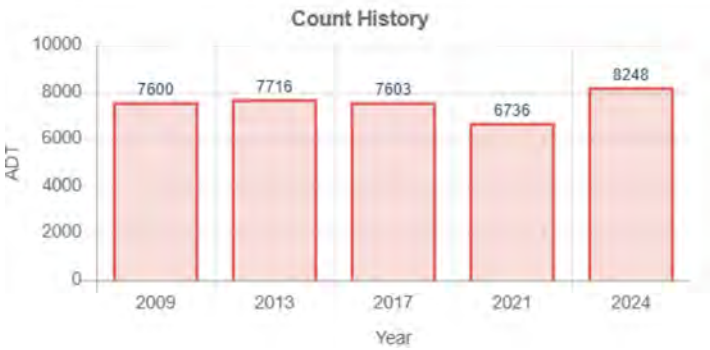
- CR 921700 BEG AT
County: DeKalb
Route number: 00067600
LRS section: 0892067600
Functional class: 5U - Major Collector (Urban)
Coordinates: 33.7622449506921, -84.085338162115



Site Data



i



i

Vehicle Classification 2024

1. Motorcycles 2 axes, 2 or 3 wheels.		0.15%
2. Passenger cars 2 axes. 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%

i

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

i

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

i

0000089_0492 - 089-0492

- SR 012400 BEG AT

County: DeKalb

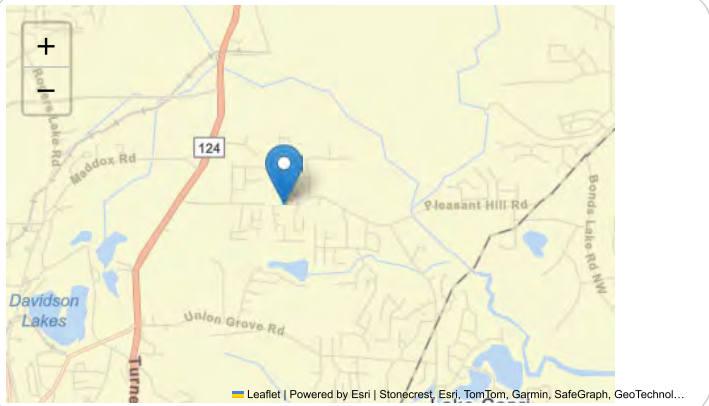
Route number: 00516300

LRS section: 0892516300

Functional class: 4U - Minor Arterial (Urban)

Coordinates: 33.73459971, -84.07631127

Site Data

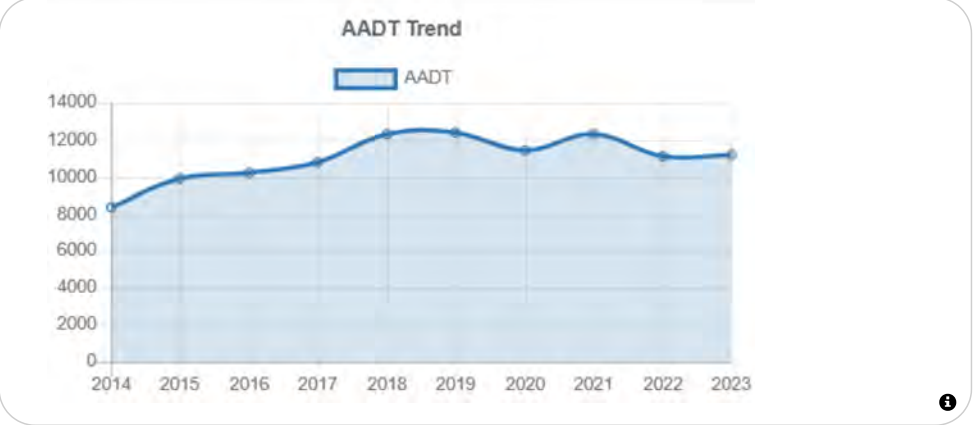
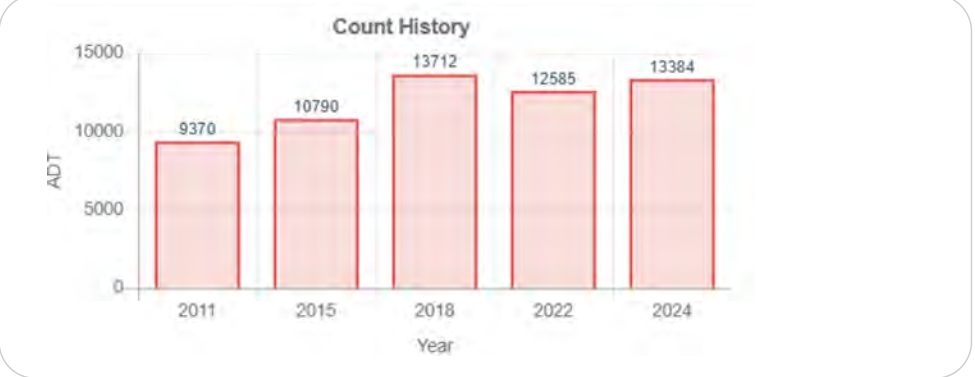
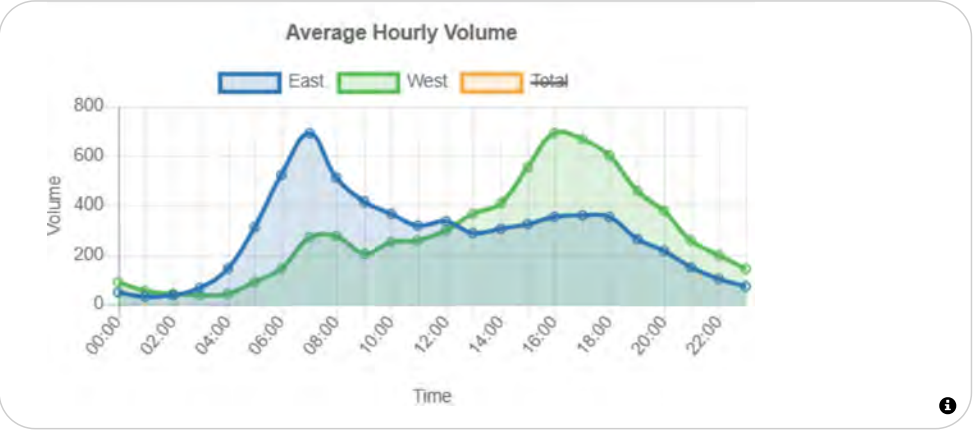


Count History

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

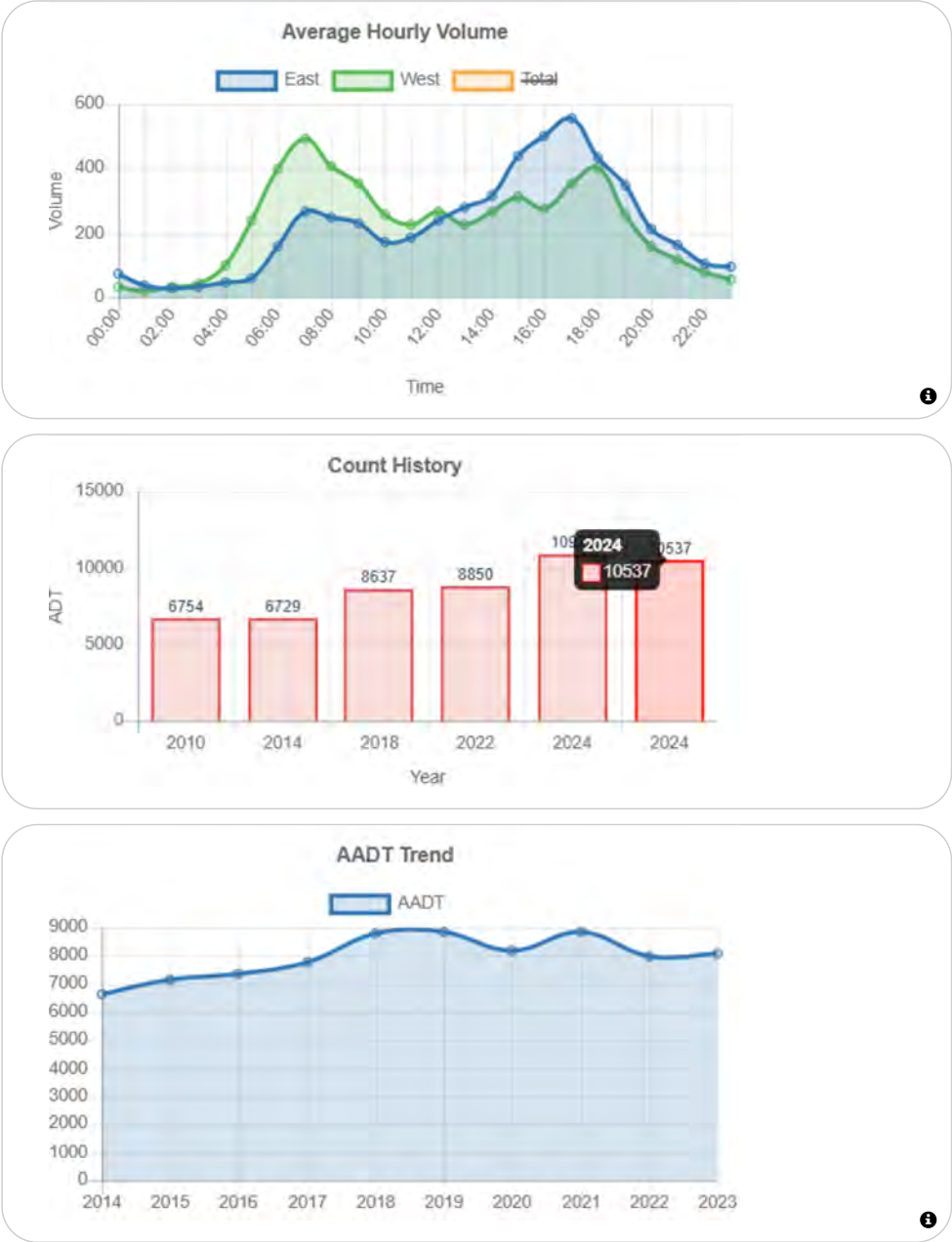
Site Data

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

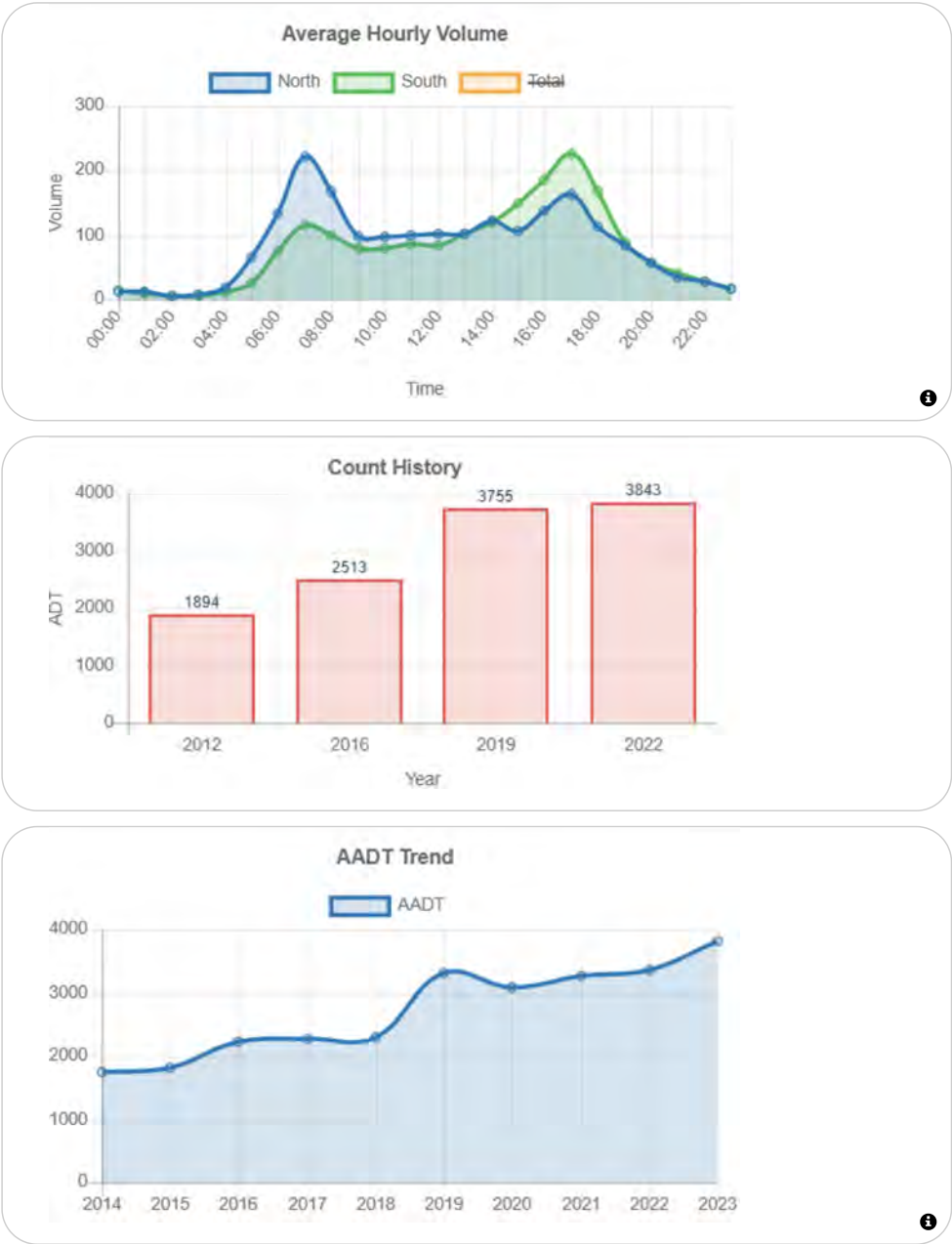
Site Data

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

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

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

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

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

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

⁶Person-Trips

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

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

Project Name:	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

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

²Person-Trips

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

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

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	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

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

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

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

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

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

⁶Person-Trips

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

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

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

²Person-Trips

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

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

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	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 <i>Trip Generation Manual</i> , published by the Institute of Transportation Engineers.
² Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.
³ Enter trips assuming no transit or non-motorized trips (as assumed in ITE <i>Trip Generation Manual</i>).
⁴ Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made
⁵ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.
⁶ Person-Trips
*Indicates computation that has been rounded to the nearest whole number.
Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	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

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

²Person-Trips

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

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

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		Average
		Total	Inbound	Outbound				Distribution		
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			ITE Code	Variable	Equation Used ¹	In/Out Distribution		Average Rate
		Total	Inbound	Outbound						
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			ITE Code	Variable	Equation Used ¹	In/Out Distribution		Average Rate
		Total	Inbound	Outbound						
Convenience Store/Gas Station	12 VPF				945	Vehicle Fueling Positions				
	Daily	4,150	2,075	2,075			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	3,112	1,556	1,556						
	AM Peak Hour	288	144	144						
	PM Peak Hour	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 Appendices (2021)

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

APPENDIX E: Capacity Analyses Reports

DRI 4478 Creekside Village Mixed-Use Development
1: SR 124/Rock Chapel Rd & Stephenson Road

2025 Existing AM

												
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

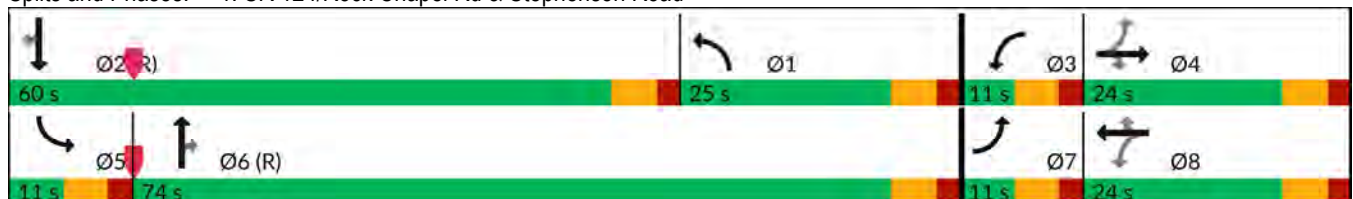
Intersection LOS: C

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



Timings

Synchro 12 Report
NV5

DRI 4478 Creekside Village Mixed-Use Development
1: SR 124/Rock Chapel Rd & Stephenson Road

2025 Existing AM

												
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+l1), 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											

2: SR 124/Rock Chapel Rd & Dekalb Water Authority Dwy/Rock Mountain Road

	↙	←	↖	↑	↗	↘	↓	
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 Effect 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

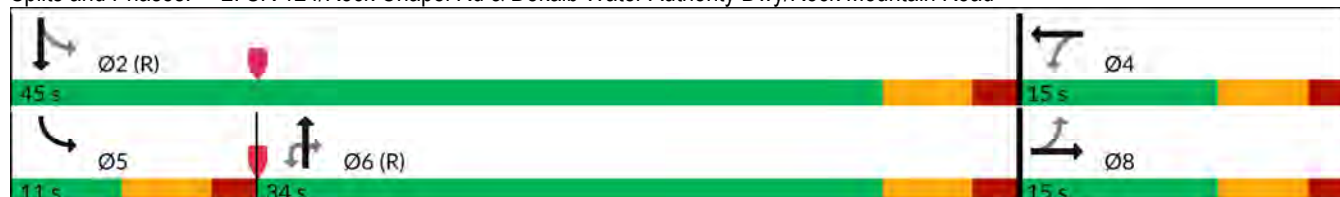
Intersection LOS: A

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



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+l1), 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(l)	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	

DRI 4478 Creekside Village Mixed-Use Development
3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd

2025 Existing AM

						
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 Effect 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



Timings

Synchro 12 Report
NV5

DRI 4478 Creekside Village Mixed-Use Development
3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd

2025 Existing AM

								
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+l1), 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	NBRWBLn1WBLn2		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	-

DRI 4478 Creekside Village Mixed-Use Development
5: SR 124/Rock Chapel Rd & Maddox Road

2025 Existing AM

								
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

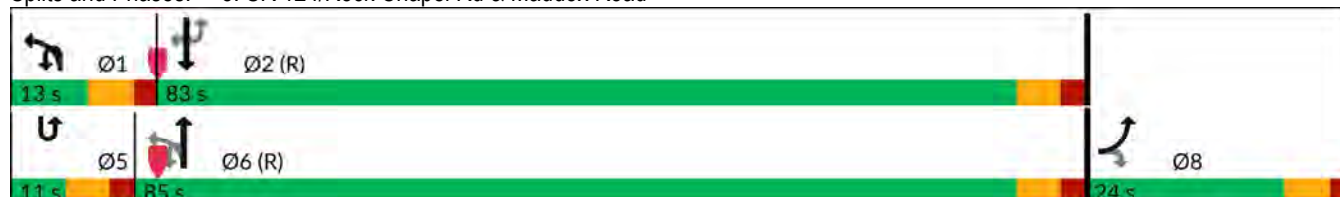
Intersection LOS: A

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



Timings

Synchro 12 Report
NV5

DRI 4478 Creekside Village Mixed-Use Development
5: SR 124/Rock Chapel Rd & Maddox Road

2025 Existing AM

								
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+l1), 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.								

DRI 4478 Creekside Village Mixed-Use Development
6: SR 124/Rock Chapel Rd & Pleasant Hill Road

2025 Existing AM

											
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

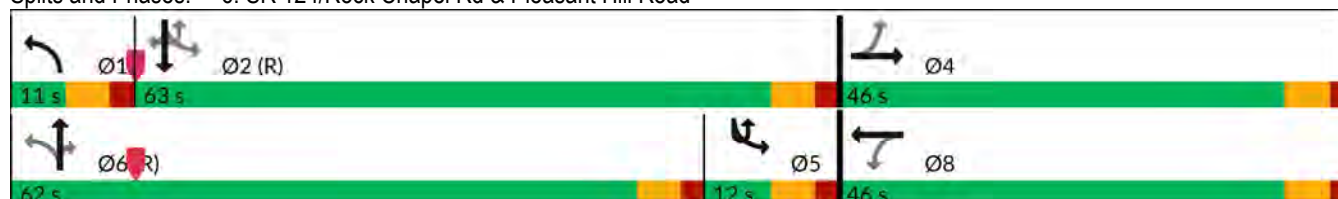
Intersection LOS: C

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



Timings

Synchro 12 Report
NV5

DRI 4478 Creekside Village Mixed-Use Development
6: SR 124/Rock Chapel Rd & Pleasant Hill Road

2025 Existing AM

												
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+l1), 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(l)	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	-	

DRI 4478 Creekside Village Mixed-Use Development
8: Humphries Road/Noris Lake Drive & Pleasant Hill Road

2025 Existing AM

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

DRI 4478 Creekside Village Mixed-Use Development
9: Piedmont Pointe Drive/Stone Meadow Road & Pleasant Hill Rd

2025 Existing AM

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

DRI 4478 Creekside Village Mixed-Use Development
1: SR 124/Rock Chapel Rd & Stephenson Road

2025 Existing PM

												
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 Effect 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

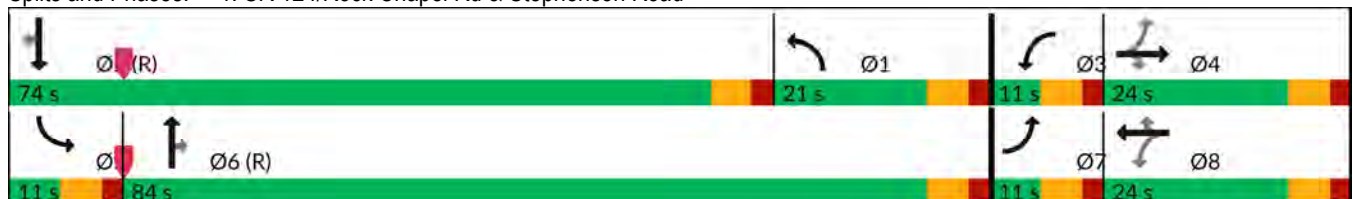
Intersection LOS: C

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



Timings

Synchro 12 Report
NV5

DRI 4478 Creekside Village Mixed-Use Development
1: SR 124/Rock Chapel Rd & Stephenson Road

2025 Existing PM

												
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+l1), 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											

2: SR 124/Rock Chapel Rd & Dekalb Water Authority Dwy/Rock Mountain Road

	↙	←	↖	↑	↗	↘	↓	
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 Effect 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

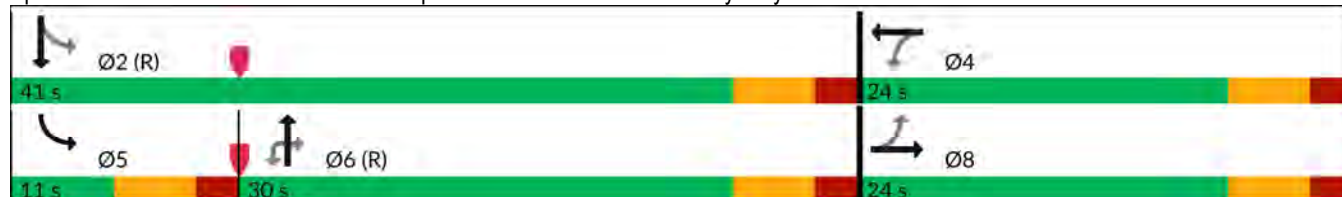
Intersection LOS: A

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



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
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+l1), 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(l)	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	

DRI 4478 Creekside Village Mixed-Use Development
3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd

2025 Existing PM

							
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



Timings

Synchro 12 Report
NV5

DRI 4478 Creekside Village Mixed-Use Development
3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd

2025 Existing PM

								
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+l1), 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	NBRWBLn1WBLn2		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	-	

DRI 4478 Creekside Village Mixed-Use Development
5: SR 124/Rock Chapel Rd & Maddox Road

2025 Existing PM

								
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

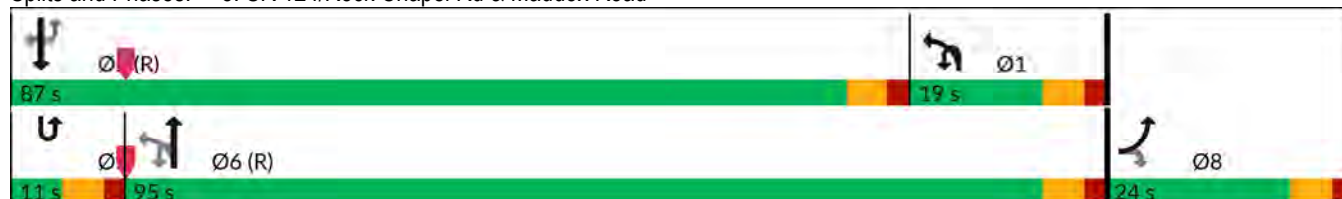
Intersection LOS: A

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



Timings

Synchro 12 Report
NV5

DRI 4478 Creekside Village Mixed-Use Development
5: SR 124/Rock Chapel Rd & Maddox Road

2025 Existing PM

								
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.								

DRI 4478 Creekside Village Mixed-Use Development
6: SR 124/Rock Chapel Rd & Pleasant Hill Road

2025 Existing PM

												
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

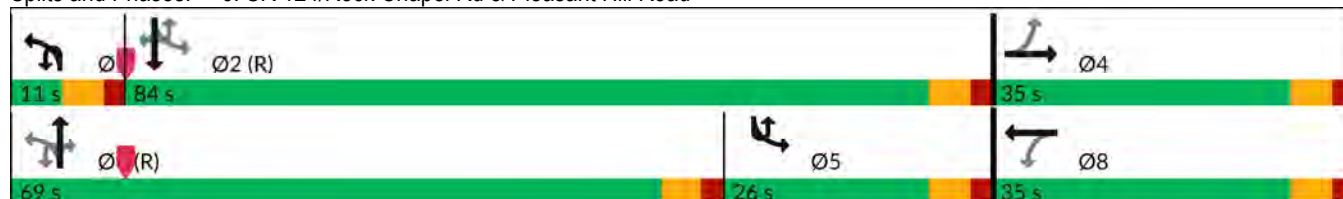
Intersection LOS: B

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



Timings

Synchro 12 Report
NV5

DRI 4478 Creekside Village Mixed-Use Development
6: SR 124/Rock Chapel Rd & Pleasant Hill Road

2025 Existing PM

												
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	-	

DRI 4478 Creekside Village Mixed-Use Development
8: Humphries Road/Noris Lake Drive & Pleasant Hill Road

2025 Existing PM

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

DRI 4478 Creekside Village Mixed-Use Development
9: Piedmont Pointe Drive/Stone Meadow Road & Pleasant Hill Rd

2025 Existing PM

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

DRI 4478 Creekside Village Mixed-Use Development
1: SR 124/Rock Chapel Rd & Stephenson Road

2028 No-Build AM

												
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

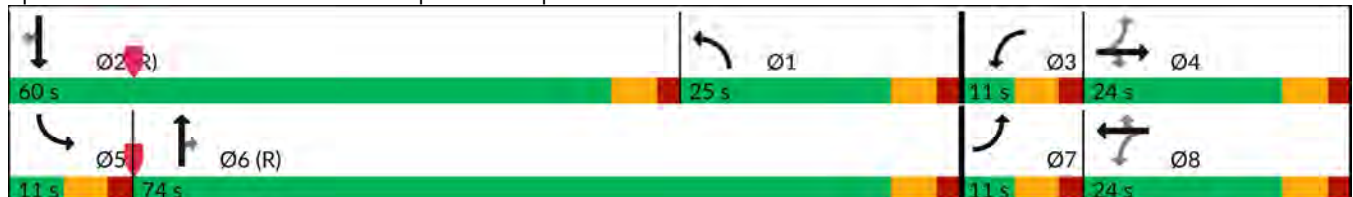
Intersection LOS: C

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



Timings

Synchro 12 Report
NV5

DRI 4478 Creekside Village Mixed-Use Development
1: SR 124/Rock Chapel Rd & Stephenson Road

2028 No-Build AM

												
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											

2: SR 124/Rock Chapel Rd & Dekalb Water Authority Dwy/Rock Mountain Road

								
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

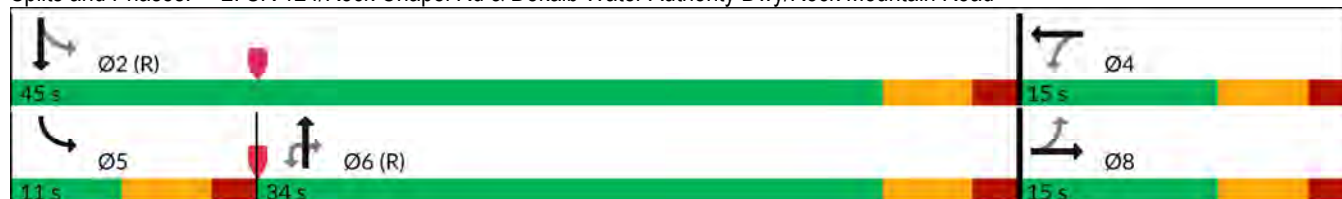
Intersection LOS: A

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



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+l1), 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(l)	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 Effect 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



DRI 4478 Creekside Village Mixed-Use Development
3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd

2028 No-Build AM

								
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+l1), 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	NBRWBLn1WBLn2		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 Effect 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

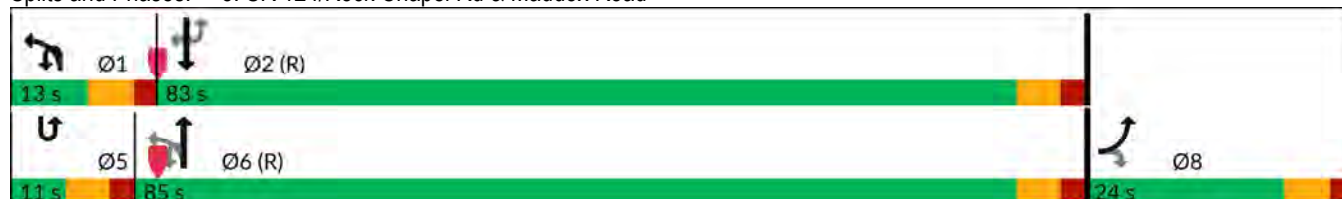
Intersection LOS: A

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



DRI 4478 Creekside Village Mixed-Use Development
5: SR 124/Rock Chapel Rd & Maddox Road

2028 No-Build AM

								
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+l1), 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.								

DRI 4478 Creekside Village Mixed-Use Development
6: SR 124/Rock Chapel Rd & Pleasant Hill Road

2028 No-Build AM

											
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

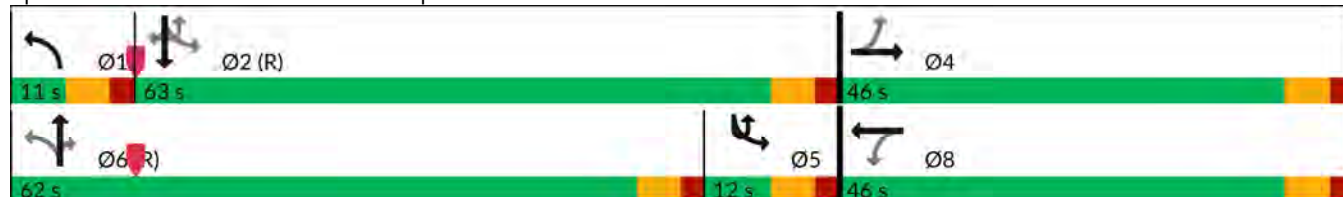
Intersection LOS: C

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



Timings

Synchro 12 Report
NV5

DRI 4478 Creekside Village Mixed-Use Development
6: SR 124/Rock Chapel Rd & Pleasant Hill Road

2028 No-Build AM

												
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+l1), 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(l)	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

DRI 4478 Creekside Village Mixed-Use Development
9: Piedmont Pointe Drive/Stone Meadow Road & Pleasant Hill Rd

2028 No-Build AM

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

DRI 4478 Creekside Village Mixed-Use Development
1: SR 124/Rock Chapel Rd & Stephenson Road

2028 No-Build PM

												
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 Effect 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



Timings

Synchro 12 Report
NV5

DRI 4478 Creekside Village Mixed-Use Development
1: SR 124/Rock Chapel Rd & Stephenson Road

2028 No-Build PM

												
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+l1), 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											

2: SR 124/Rock Chapel Rd & Dekalb Water Authority Dwy/Rock Mountain Road

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 Effect 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

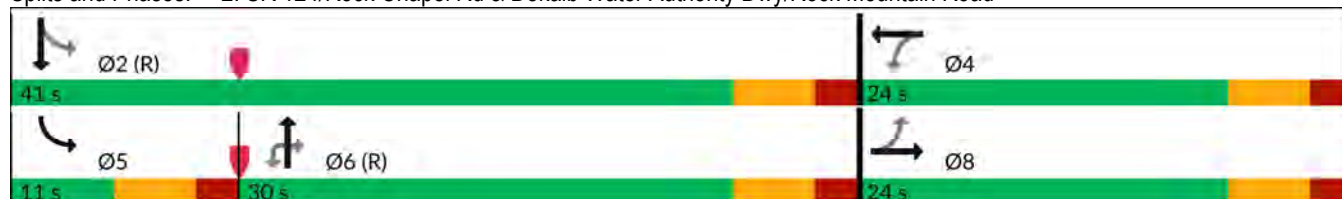
Intersection LOS: A

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



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+l1), 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	

DRI 4478 Creekside Village Mixed-Use Development
3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd

2028 No-Build PM

							
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

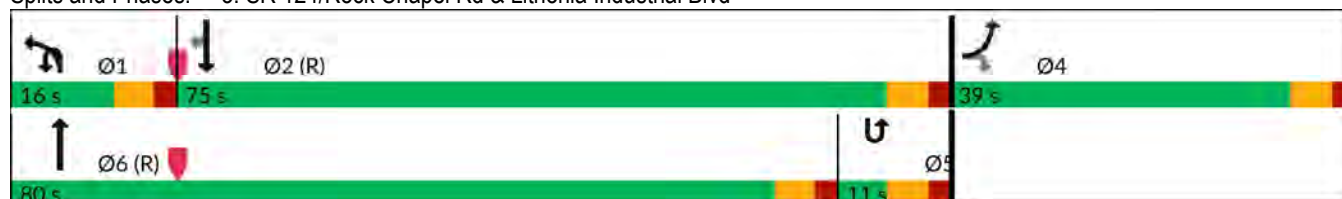
Intersection LOS: C

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



Timings

Synchro 12 Report
NV5

DRI 4478 Creekside Village Mixed-Use Development
3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd

2028 No-Build PM

								
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+l1), 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	NBRWBLn1WBLn2		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

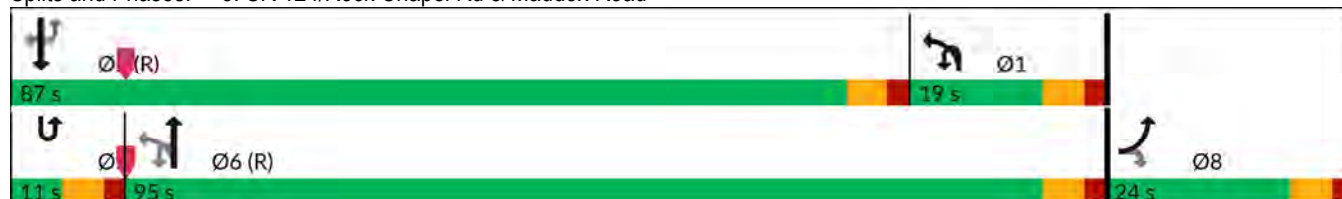
Intersection LOS: A

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



DRI 4478 Creekside Village Mixed-Use Development
5: SR 124/Rock Chapel Rd & Maddox Road

2028 No-Build PM

								
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.								

DRI 4478 Creekside Village Mixed-Use Development
6: SR 124/Rock Chapel Rd & Pleasant Hill Road

2028 No-Build PM

												
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 Effect 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



Timings

Synchro 12 Report
NV5

DRI 4478 Creekside Village Mixed-Use Development
6: SR 124/Rock Chapel Rd & Pleasant Hill Road

2028 No-Build PM

												
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	-	

DRI 4478 Creekside Village Mixed-Use Development
8: Humphries Road/Noris Lake Drive & Pleasant Hill Road

2028 No-Build PM

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

DRI 4478 Creekside Village Mixed-Use Development
9: Piedmont Pointe Drive/Stone Meadow Road & Pleasant Hill Rd

2028 No-Build PM

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

DRI 4478 Creekside Village Mixed-Use Development
1: SR 124/Rock Chapel Rd & Stephenson Road

2028 Build AM

												
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

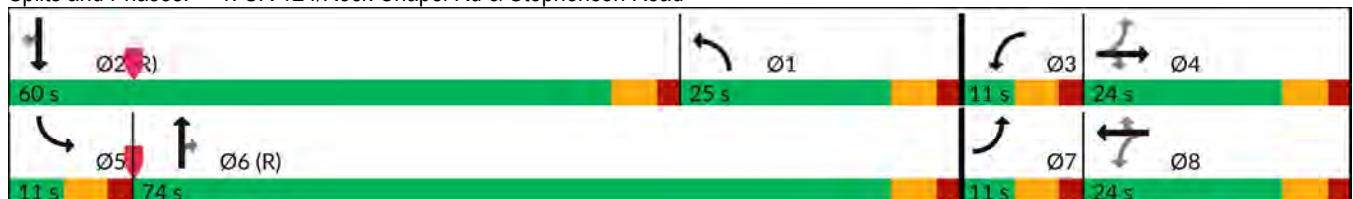
Intersection LOS: C

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



Timings

Synchro 12 Report
NV5

DRI 4478 Creekside Village Mixed-Use Development
1: SR 124/Rock Chapel Rd & Stephenson Road

2028 Build AM

												
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+l1), 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											

2: SR 124/Rock Chapel Rd & Dekalb Water Authority Dwy/Rock Mountain Road

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 Effect 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

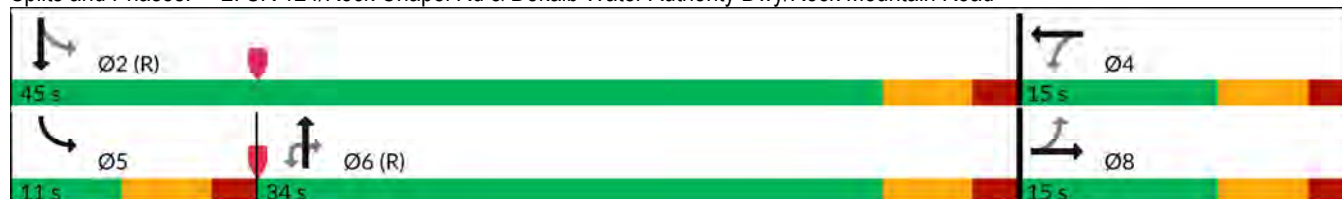
Intersection LOS: A

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



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(l)	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	

DRI 4478 Creekside Village Mixed-Use Development
3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd/Site Drive N

2028 Build AM

											
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

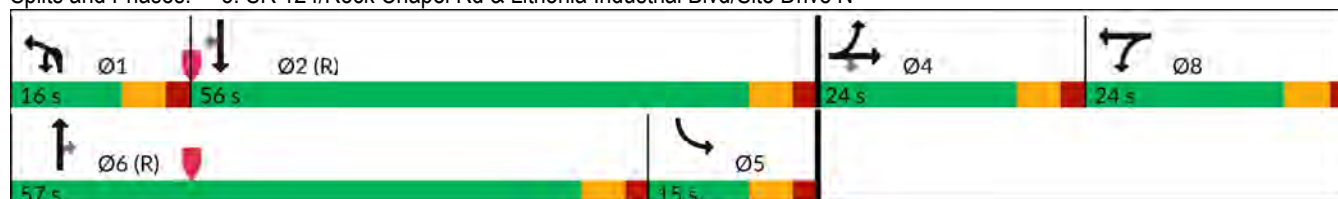
Intersection LOS: D

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



Timings

Synchro 12 Report
NV5

DRI 4478 Creekside Village Mixed-Use Development
3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd/Site Drive N

2028 Build AM

												
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			
Approach Delay, s/veh	63.0				60.8				73.4			
Approach LOS	E				E				E			
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+l1), 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.												

HCM 7th Signalized Intersection Summary

Synchro 12 Report
NV5



Movement	SBR
Lane Configurations	1
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	NBRWBLn1WBLn2		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

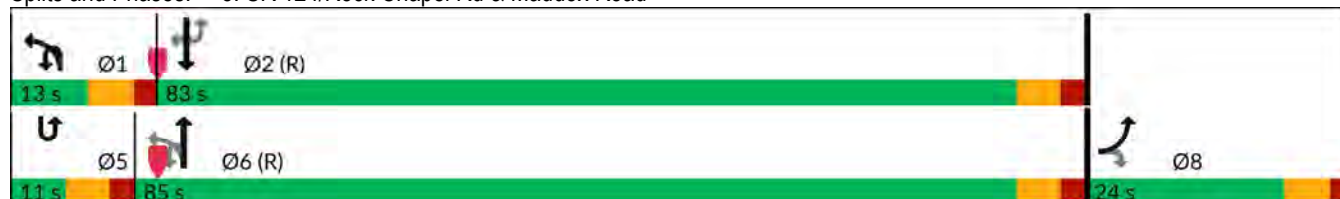
Intersection LOS: A

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



DRI 4478 Creekside Village Mixed-Use Development
5: SR 124/Rock Chapel Rd & Maddox Road

2028 Build AM

								
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.								

DRI 4478 Creekside Village Mixed-Use Development
6: SR 124/Rock Chapel Rd & Pleasant Hill Road

2028 Build AM

											
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 Effect 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

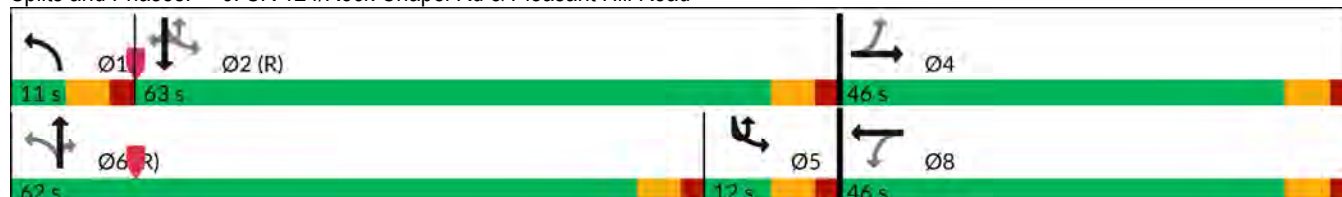
Intersection LOS: D

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



Timings

Synchro 12 Report
NV5

DRI 4478 Creekside Village Mixed-Use Development
6: SR 124/Rock Chapel Rd & Pleasant Hill Road

2028 Build AM

												
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	7
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	

DRI 4478 Creekside Village Mixed-Use Development
7: Providence Point Dr/Site Drive E & Pleasant Hill Rd

2028 Build AM

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

DRI 4478 Creekside Village Mixed-Use Development
 9: Piedmont Pointe Drive/Stone Meadow Road & Pleasant Hill Rd

2028 Build AM

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	-
Stage 1	0	-	-
Stage 2	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	NBTWBLn1	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	-

DRI 4478 Creekside Village Mixed-Use Development
1: SR 124/Rock Chapel Rd & Stephenson Road

2028 Build PM

												
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



Timings

Synchro 12 Report
NV5

DRI 4478 Creekside Village Mixed-Use Development
1: SR 124/Rock Chapel Rd & Stephenson Road

2028 Build PM

												
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+l1), 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											

2: SR 124/Rock Chapel Rd & Dekalb Water Authority Dwy/Rock Mountain Road

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 Effect 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

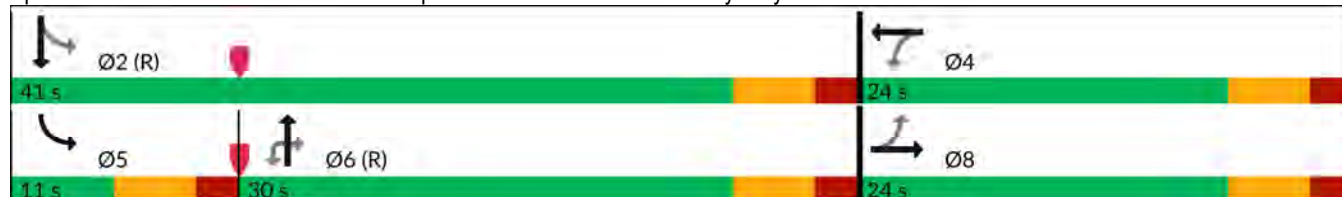
Intersection LOS: A

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



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+l1), 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(l)	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	

DRI 4478 Creekside Village Mixed-Use Development
3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd/Site Drive N

2028 Build PM

											
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

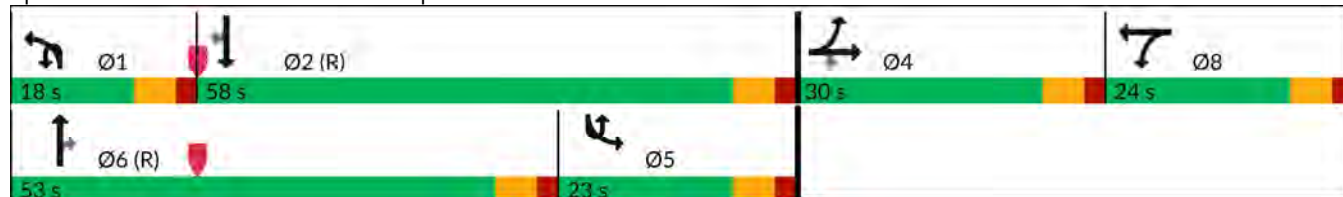
Intersection LOS: D

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



Timings

Synchro 12 Report
NV5

DRI 4478 Creekside Village Mixed-Use Development
3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd/Site Drive N

2028 Build PM

												
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.												

HCM 7th Signalized Intersection Summary

Synchro 12 Report
NV5

DRI 4478 Creekside Village Mixed-Use Development
 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd/Site Drive N

2028 Build PM



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	NBRWBLn1WBLn2		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



DRI 4478 Creekside Village Mixed-Use Development
5: SR 124/Rock Chapel Rd & Maddox Road

2028 Build PM

								
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+l1), 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.								

DRI 4478 Creekside Village Mixed-Use Development
6: SR 124/Rock Chapel Rd & Pleasant Hill Road

2028 Build PM

												
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 Effect 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



Timings

Synchro 12 Report
NV5

DRI 4478 Creekside Village Mixed-Use Development
6: SR 124/Rock Chapel Rd & Pleasant Hill Road

2028 Build PM

												
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		

DRI 4478 Creekside Village Mixed-Use Development
7: Providence Point Dr/Site Drive E & Pleasant Hill Rd

2028 Build PM

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

DRI 4478 Creekside Village Mixed-Use Development
8: Humphries Road/Noris Lake Drive & Pleasant Hill Road

2028 Build PM

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

DRI 4478 Creekside Village Mixed-Use Development
9: Piedmont Pointe Drive/Stone Meadow Road & Pleasant Hill Rd

2028 Build PM

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	NBTWBLn1		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		-			

DRI 4478 Creekside Village Mixed-Use Development
1: SR 124/Rock Chapel Rd & Stephenson Road

2028 No-Build AM - Mitigated

												
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 Effect 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



DRI 4478 Creekside Village Mixed-Use Development
1: SR 124/Rock Chapel Rd & Stephenson Road

2028 No-Build AM - Mitigated

												
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+l1), 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 Effect 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



DRI 4478 Creekside Village Mixed-Use Development
3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd

2028 No-Build AM - Mitigated

								
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+l1), 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

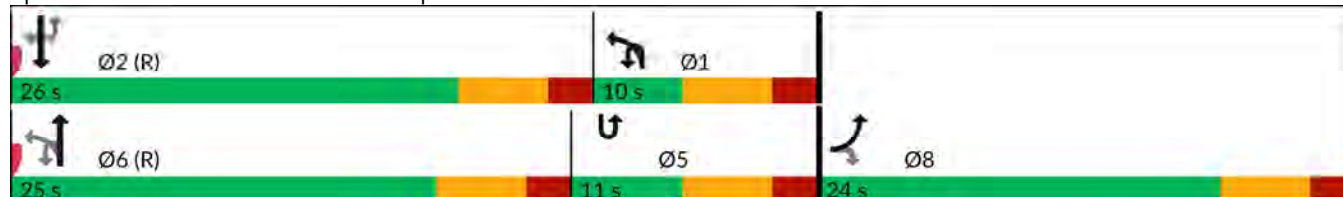
Intersection LOS: A

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



DRI 4478 Creekside Village Mixed-Use Development
5: SR 124/Rock Chapel Rd & Maddox Road

2028 No-Build AM - Mitigated

								
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+l1), 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.								

HCM 7th Signalized Intersection Summary

Synchro 12 Report
NV5

DRI 4478 Creekside Village Mixed-Use Development
6: SR 124/Rock Chapel Rd & Pleasant Hill Road

2028 No-Build AM - Mitigated

											
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 Effect 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

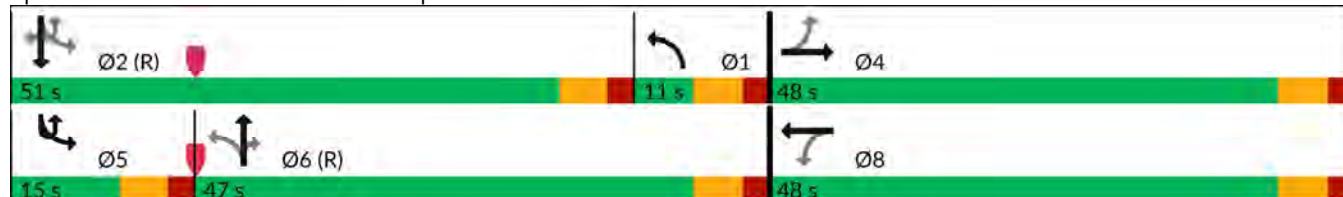
Intersection LOS: C

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



Timings

Synchro 12 Report
NV5

DRI 4478 Creekside Village Mixed-Use Development
6: SR 124/Rock Chapel Rd & Pleasant Hill Road

2028 No-Build AM - Mitigated

												
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	7
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(l)	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	

DRI 4478 Creekside Village Mixed-Use Development
1: SR 124/Rock Chapel Rd & Stephenson Road

2028 No-Build PM - Mitigated

												
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 Effect 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



Timings

Synchro 12 Report
NV5

DRI 4478 Creekside Village Mixed-Use Development
1: SR 124/Rock Chapel Rd & Stephenson Road

2028 No-Build PM - Mitigated

												
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+l1), 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											

DRI 4478 Creekside Village Mixed-Use Development
3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd

2028 No-Build PM - Mitigated

							
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



DRI 4478 Creekside Village Mixed-Use Development
3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd

2028 No-Build PM - Mitigated

								
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+l1), 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 Effect 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

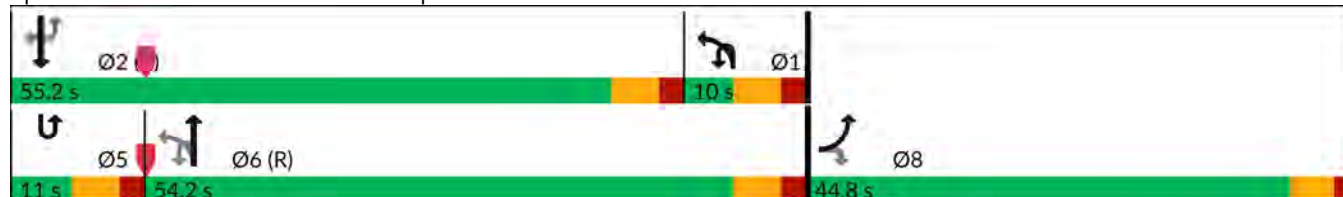
Intersection LOS: A

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



DRI 4478 Creekside Village Mixed-Use Development
5: SR 124/Rock Chapel Rd & Maddox Road

2028 No-Build PM - Mitigated

								
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.								

DRI 4478 Creekside Village Mixed-Use Development
6: SR 124/Rock Chapel Rd & Pleasant Hill Road

2028 No-Build PM - Mitigated

												
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

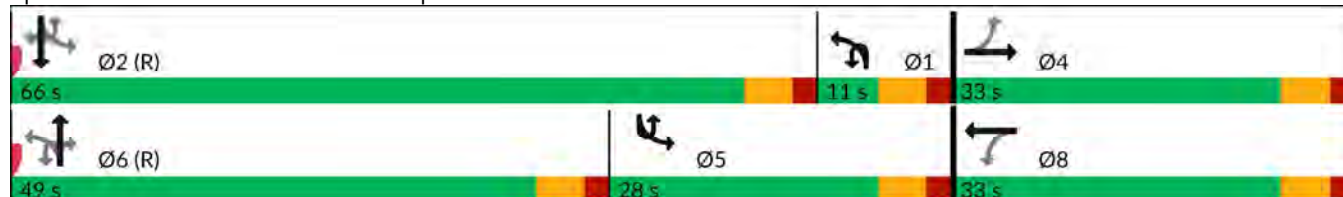
Intersection LOS: B

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



Timings

Synchro 12 Report
NV5

DRI 4478 Creekside Village Mixed-Use Development
6: SR 124/Rock Chapel Rd & Pleasant Hill Road

2028 No-Build PM - Mitigated

												
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		

DRI 4478 Creekside Village Mixed-Use Development
1: SR 124/Rock Chapel Rd & Stephenson Road

2028 Build AM - Mitigated

												
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 Effect 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

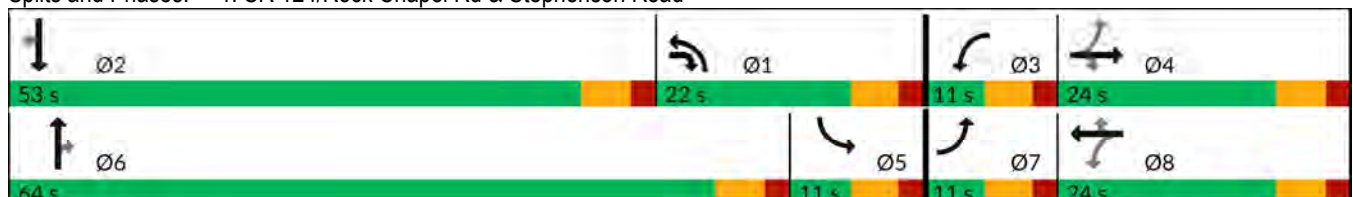
Intersection LOS: C

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



Timings

Synchro 12 Report
NV5

DRI 4478 Creekside Village Mixed-Use Development
1: SR 124/Rock Chapel Rd & Stephenson Road

2028 Build AM - Mitigated

												
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+l1), 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											

DRI 4478 Creekside Village Mixed-Use Development
3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd/Site Drive N

2028 Build AM - Mitigated

											
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

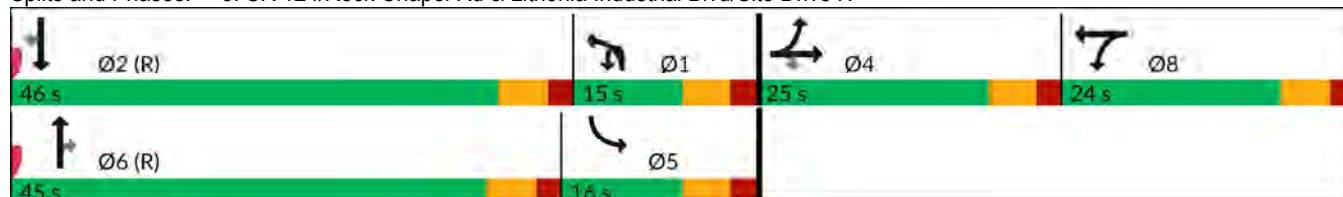
Intersection LOS: C

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



Timings

Synchro 12 Report
NV5

DRI 4478 Creekside Village Mixed-Use Development
3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd/Site Drive N

2028 Build AM - Mitigated

												
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			
Approach Delay, s/veh	54.0				53.9				45.1			
Approach LOS	D				D				D			
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.												

HCM 7th Signalized Intersection Summary

Synchro 12 Report
NV5

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

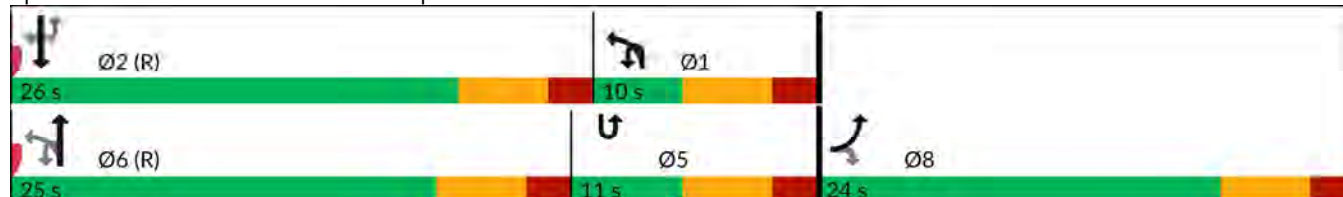
Intersection LOS: A

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



DRI 4478 Creekside Village Mixed-Use Development
5: SR 124/Rock Chapel Rd & Maddox Road

2028 Build AM - Mitigated

								
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.								

HCM 7th Signalized Intersection Summary

Synchro 12 Report
NV5

DRI 4478 Creekside Village Mixed-Use Development
6: SR 124/Rock Chapel Rd & Pleasant Hill Road

2028 Build AM - Mitigated

											
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



DRI 4478 Creekside Village Mixed-Use Development
6: SR 124/Rock Chapel Rd & Pleasant Hill Road

2028 Build AM - Mitigated

												
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			
Approach Delay, s/veh	21.2				40.3				36.2			
Approach LOS	C				D				D			
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	7
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	

DRI 4478 Creekside Village Mixed-Use Development
1: SR 124/Rock Chapel Rd & Stephenson Road

2028 Build PM - Mitigated

												
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 Effect 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

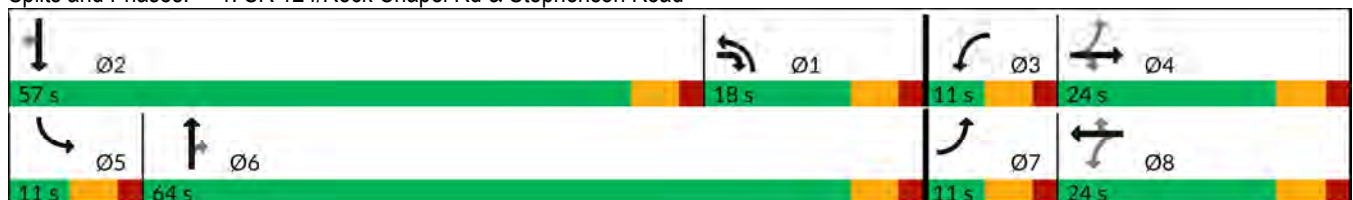
Intersection LOS: C

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



Timings

Synchro 12 Report
NV5

DRI 4478 Creekside Village Mixed-Use Development
1: SR 124/Rock Chapel Rd & Stephenson Road

2028 Build PM - Mitigated

												
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+l1), 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											

DRI 4478 Creekside Village Mixed-Use Development
3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd/Site Drive N

2028 Build PM - Mitigated

											
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

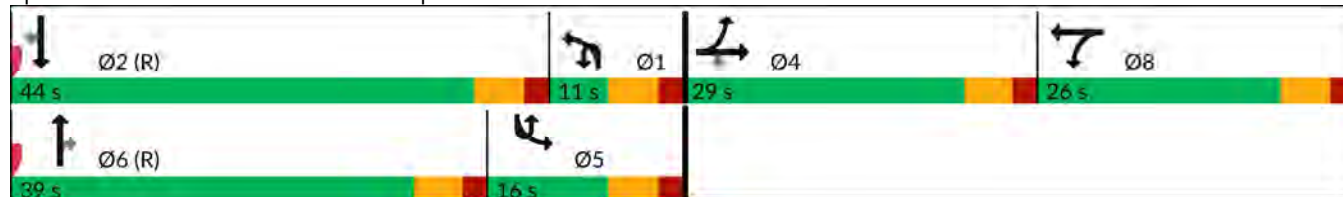
Intersection LOS: D

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



DRI 4478 Creekside Village Mixed-Use Development
3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd/Site Drive N

2028 Build PM - Mitigated

												
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.												

HCM 7th Signalized Intersection Summary

Synchro 12 Report
NV5

DRI 4478 Creekside Village Mixed-Use Development
3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd/Site Drive N

2028 Build PM - Mitigated

	↓	↙
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 Effect 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



DRI 4478 Creekside Village Mixed-Use Development
5: SR 124/Rock Chapel Rd & Maddox Road

2028 Build PM - Mitigated

								
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		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.								

DRI 4478 Creekside Village Mixed-Use Development
6: SR 124/Rock Chapel Rd & Pleasant Hill Road

2028 Build PM - Mitigated

												
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

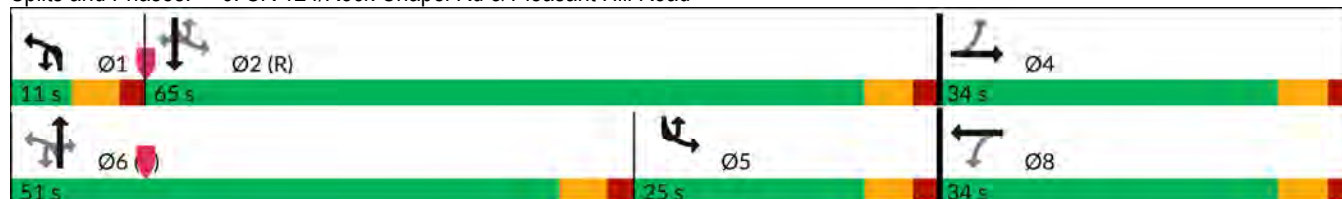
Intersection LOS: B

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



Timings

Synchro 12 Report
NV5

DRI 4478 Creekside Village Mixed-Use Development
6: SR 124/Rock Chapel Rd & Pleasant Hill Road

2028 Build PM - Mitigated

												
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												0
Queuing Penalty (veh)	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

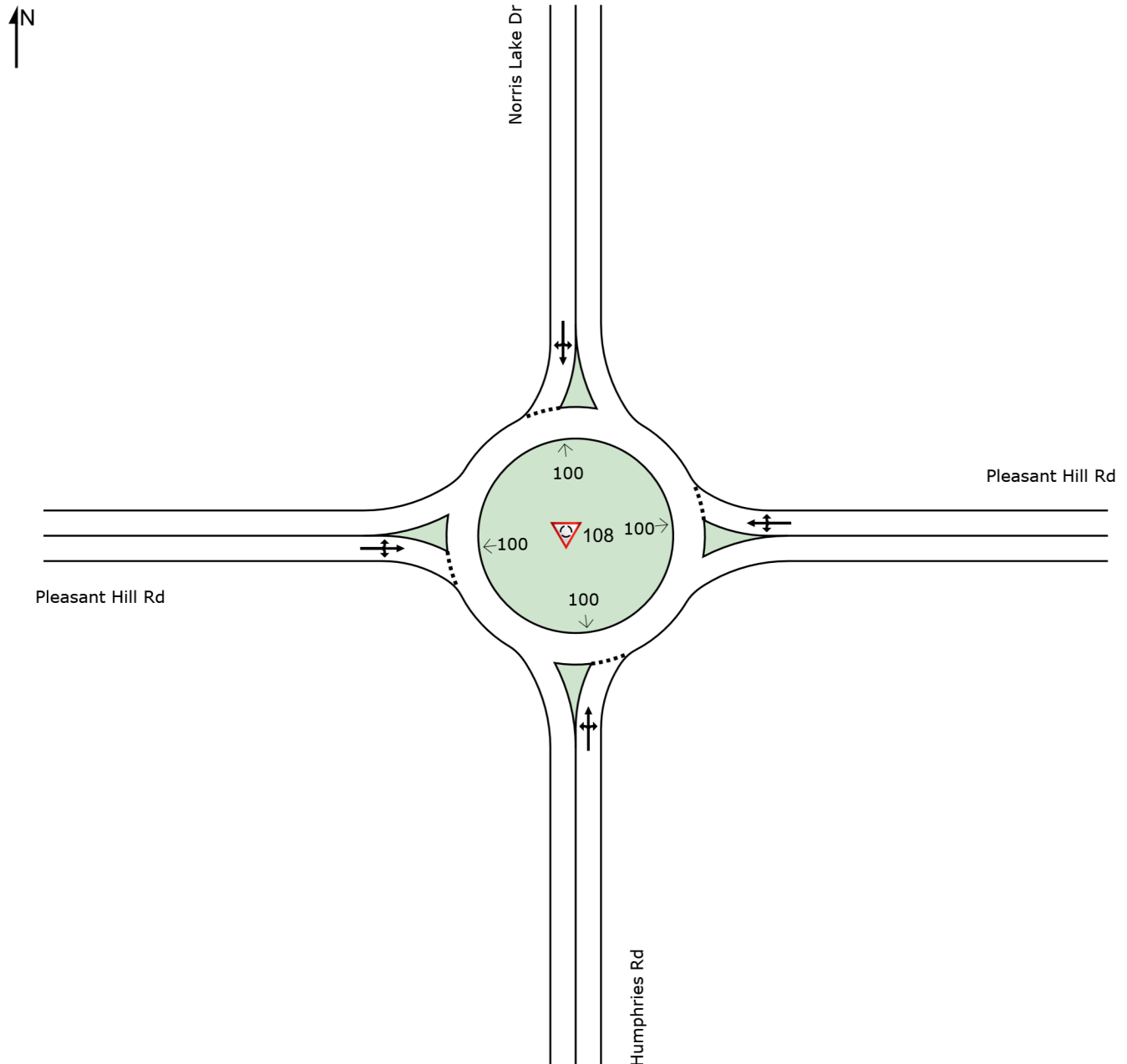
Zone wide Queuing Penalty: 522

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 HV] veh/h %		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh Dist] ft		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: 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.	L2	T1	R2	Total	%HV						
From S						Cap.	Deg.	Lane	Prob.	Ov.	
To Exit:	W	N	E			veh/h	satn	Util.	SL	Ov.	Lane
							v/c	%	%		No.
Lane 1	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.	L2	T1	R2	Total	%HV						
From E						Cap.	Deg.	Lane	Prob.	Ov.	
To Exit:	S	W	N			veh/h	satn	Util.	SL	Ov.	Lane
							v/c	%	%		No.
Lane 1	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.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.	
From N							Satn	Util.	SL	Ov.	Lane
To Exit:	E	S	W			Cap.	v/c	%	%		No.
						veh/h					
Lane 1	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.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.	
From W							Satn	Util.	SL	Ov.	Lane
To Exit:	N	E	S			Cap.	v/c	%	%		No.
						veh/h					
Lane 1	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 % 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		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
	[Total veh/h	HV] %						[Veh	Dist] ft				
South: 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.	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From S To Exit:	W	N	E			Cap. veh/h	v/c	%	%		
Lane 1	26	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.	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From E To Exit:	S	W	N			Cap. veh/h	v/c	%	%		
Lane 1	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.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.	
From N							Satn	Util.	SL	Ov.	Lane
To Exit:	E	S	W			Cap.	v/c	%	%	%	No.
						veh/h					
Lane 1	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.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.	
From W							Satn	Util.	SL	Ov.	Lane
To Exit:	N	E	S			Cap.	v/c	%	%	%	No.
						veh/h					
Lane 1	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							

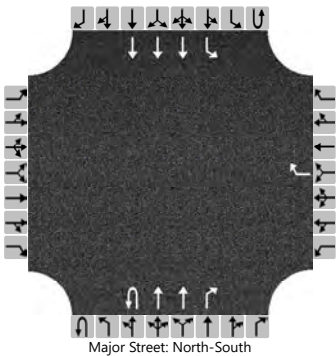
Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis											
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane % 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		Site Information	
Analyst	JP	Intersection	SR 124 & Knoll Hollow Rd
Agency/Co.	NV5	Jurisdiction	GDOT D7
Date Performed	7/1/2025	East/West Street	Knoll Hollow Rd
Analysis Year	2028	North/South Street	SR 124/Rock Chapel Rd
Time Analyzed	2028 No-Build AM	Peak Hour Factor	0.94
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	DRI 4478 Creekside Village Mixed-Use Development		

Lanes



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											

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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HCS TWSC Version 7.9.5
2028 No-Build AM_RCUT N U-Turn.xtw

Generated: 7/1/2025 11:38:22 AM

HCS7 Alternative Intersections Results Summary

General Information

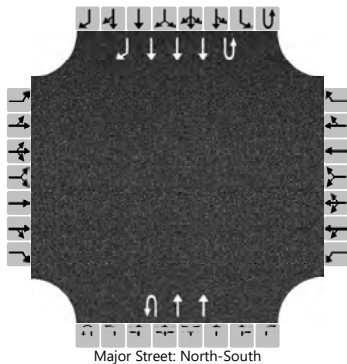
Agency	NV5		
Analyst	JP	Analysis Date	7/1/2025
Jurisdiction	GDOT D7	Duration, h	0.25
Intersection	SR 124 & Knoll Hollow Rd	PHF	0.94
Main Intersection File	2028 No-Build AM_RCUT Main.xtw		
North Crossover File	2028 No-Build AM_RCUT N U-Turn.xtw		
South Crossover File			
Project Description	DRI 4478 Creekside Village Mixed-Use Development		

Alternative Intersection Information

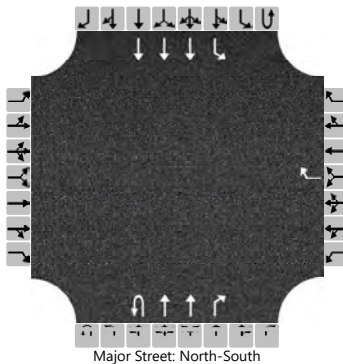
Intersection Type	RCUT with TWSC
Segment One Distance, ft	1700
Segment Two Distance, ft	1150
Arterial Direction	North-South

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																

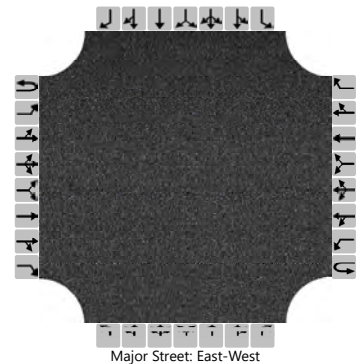
(1) North Crossover



(2) Main Intersection



(3) South Crossover



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	

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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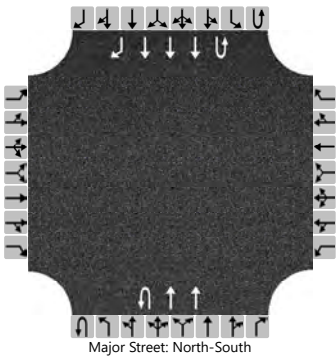
HCS  TWSC Version 7.9.5
2028 No-Build PM_RCUT Main.xtw

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HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JP	Intersection	SR 124 & Lithonia Ind
Agency/Co.	NV5	Jurisdiction	GDOT D7
Date Performed	7/1/2025	East/West Street	Lithonia Ind Blvd
Analysis Year	2028	North/South Street	SR 124/Rock Chapel Rd
Time Analyzed	2028 No-Build PM	Peak Hour Factor	0.97
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	DRI 4478 Creekside Village Mixed-Use Development		

Lanes



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																

HCS7 Alternative Intersections Results Summary

General Information

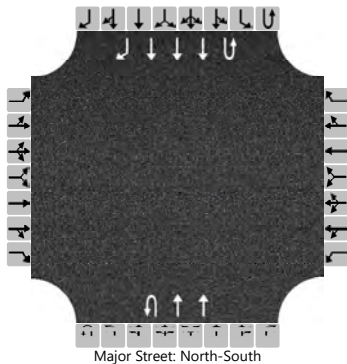
Agency	NV5		
Analyst	JP	Analysis Date	7/1/2025
Jurisdiction	GDOT D7	Duration, h	0.25
Intersection	SR 124 & Knoll Hollow Rd	PHF	0.96
Main Intersection File	2028 No-Build PM_RCUT Main.xtw		
North Crossover File	2028 No-Build PM_RCUT N U-Turn.xtw		
South Crossover File			
Project Description	DRI 4478 Creekside Village Mixed-Use Development		

Alternative Intersection Information

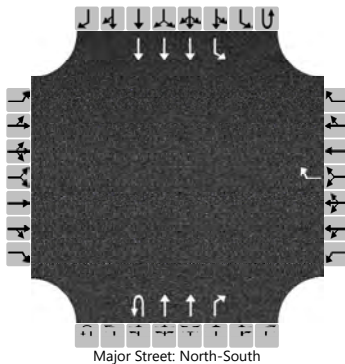
Intersection Type	RCUT with TWSC
Segment One Distance, ft	1700
Segment Two Distance, ft	1150
Arterial Direction	North-South

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																

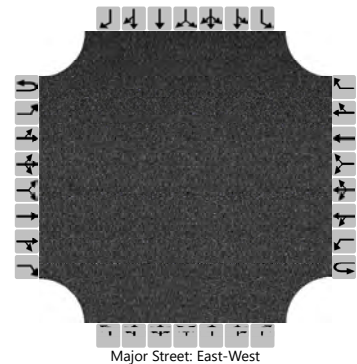
(1) North Crossover



(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

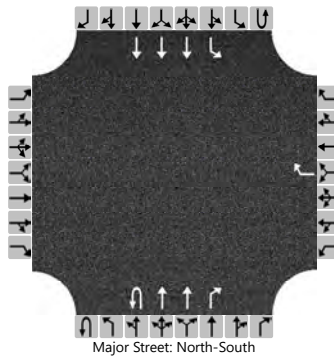
O-D	O-D Movements	Flow Rate (veh/h)	Control Delay (s/veh)	EDTT (s/veh)	ETT (s/veh)	v/c>1?	R _Q >1?	LOS
EBL	EBR(2) + SBU(3) + NBT(2)	0				No	No	
EBT	EBR(2) + SBU(3) + NBR(2)	0				No	No	
EBR	EBR(2)	0				No	No	
WBL	WBR(2) + NBU(1) + SBT(2)	17	28.9	51.4	80.3	No	No	F
WBT	WBR(2) + NBU(1) + SBR(2)	0				No	No	
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	

General Information		Site Information	
Analyst	JP	Intersection	SR 124 & Knoll Hollow Rd
Agency/Co.	NV5	Jurisdiction	GDOT D7
Date Performed	7/1/2025	East/West Street	Knoll Hollow Rd
Analysis Year	2028	North/South Street	SR 124/Rock Chapel Rd
Time Analyzed	2028 Build AM	Peak Hour Factor	0.94
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	DRI 4478 Creekside Village Mixed-Use Development		

Lanes



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	
1	2
3	4
5	6
7	8
9	10
11	12
13	14
15	16
17	18
19	20
21	22
23	24
25	26
27	28
29	30
31	32
33	34
35	36
37	38
39	40
41	42
43	44
45	46
47	48
49	50
51	52
53	54
55	56
57	58
59	60
61	62
63	64
65	66
67	68
69	70
71	72
73	74
75	76
77	78
79	80
81	82
83	84
85	86
87	88
89	90
91	92
93	94
95	96
97	98
99	100

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											

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 TWSC Version 7.9.5
2028 yBuild AM_RCUT N U-Turn.xtw

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HCS7 Alternative Intersections Results Summary

General Information

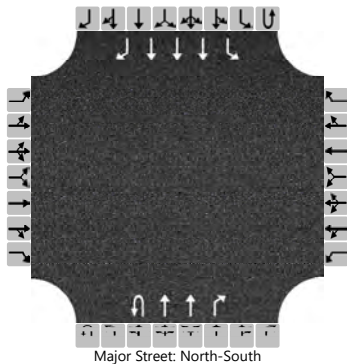
Agency	NV5		
Analyst	JP	Analysis Date	7/1/2025
Jurisdiction	GDOT D7	Duration, h	0.25
Intersection	SR 124 & Knoll Hollow Rd	PHF	0.94
Main Intersection File	2028 yBuild AM_RCUT Main.xtw		
North Crossover File	2028 yBuild AM_RCUT N U-Turn.xtw		
South Crossover File			
Project Description	DRI 4478 Creekside Village Mixed-Use Development		

Alternative Intersection Information

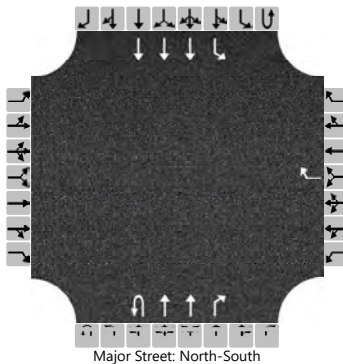
Intersection Type	RCUT with TWSC
Segment One Distance, ft	1700
Segment Two Distance, ft	1150
Arterial Direction	North-South

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																

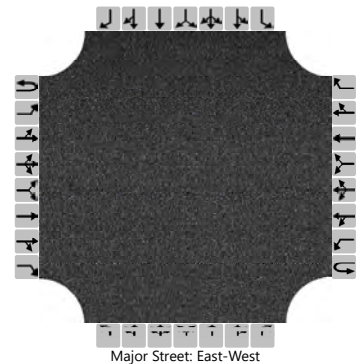
(1) North Crossover



(2) Main Intersection



(3) South Crossover



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				--	--	

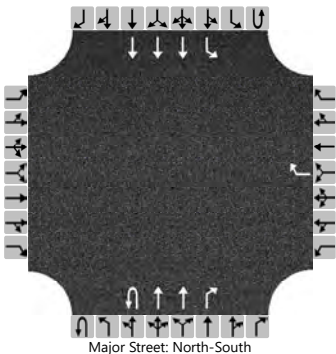
Overall Results

	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	

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JP	Intersection	SR 124 & Knoll Hollow Rd
Agency/Co.	NV5	Jurisdiction	GDOT D7
Date Performed	7/1/2025	East/West Street	Knoll Hollow Rd
Analysis Year	2028	North/South Street	SR 124/Rock Chapel Rd
Time Analyzed	2028 Build PM	Peak Hour Factor	0.96
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	DRI 4478 Creekside Village Mixed-Use Development		

Lanes



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

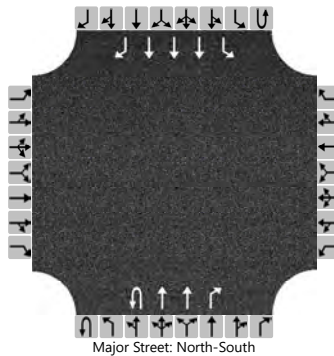
Base Critical Headway (sec)								6.9	5.6				6.4	4.1		
Critical Headway (sec)								6.90	5.60				6.40	4.10		
Base Follow-Up Headway (sec)								3.3	2.3				2.5	2.2		
Follow-Up Headway (sec)								3.30	2.30				2.50	2.20		

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											

General Information		Site Information	
Analyst	JP	Intersection	SR 124 & LIB/Site Drive N
Agency/Co.	NV5	Jurisdiction	GDOT D7
Date Performed	7/1/2025	East/West Street	LIB/Site Drive N
Analysis Year	2028	North/South Street	SR 124/Rock Chapel Rd
Time Analyzed	2028 Build PM	Peak Hour Factor	0.97
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	DRI 4478 Creekside Village Mixed-Use Development		

Lanes



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															

HCS7 Alternative Intersections Results Summary

General Information

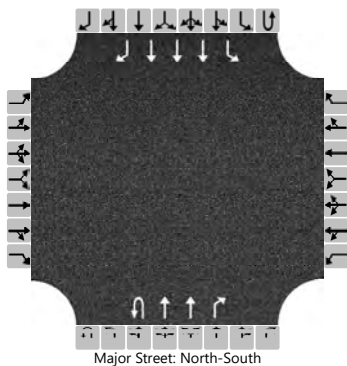
Agency	NV5		
Analyst	JP	Analysis Date	7/1/2025
Jurisdiction	GDOT D7	Duration, h	0.25
Intersection	SR 124 & Knoll Hollow Rd	PHF	0.96
Main Intersection File	2028 yBuild PM_RCUT Main.xtw		
North Crossover File	2028 yBuild PM_RCUT N U-Turn.xtw		
South Crossover File			
Project Description	DRI 4478 Creekside Village Mixed-Use Development		

Alternative Intersection Information

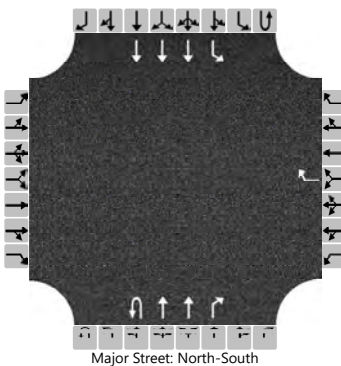
Intersection Type	RCUT with TWSC
Segment One Distance, ft	1700
Segment Two Distance, ft	1150
Arterial Direction	North-South

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																

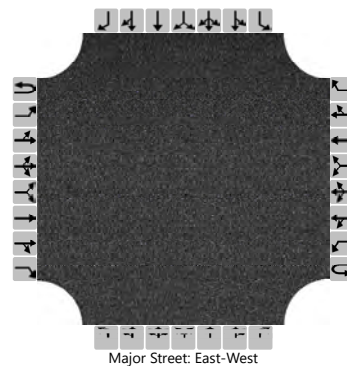
(1) North Crossover



(2) Main Intersection



(3) South Crossover



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 Intersection 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	

APPENDIX F: Turn Lane Evaluations

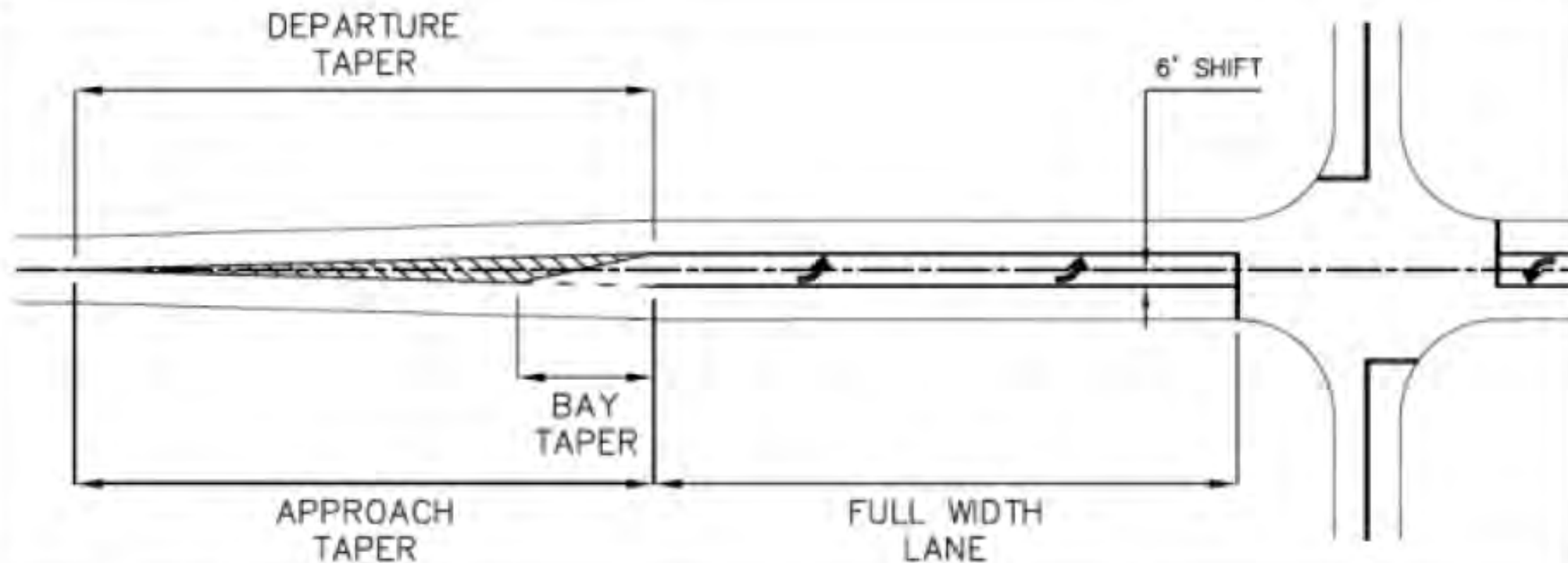
Condition 1

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