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

# STAFF ANALYSIS

| | | |
|---|---|---|
| **CASE NO.:** | CZ-25-1247294 | **File ID #:** 2024-1442 |
| **Address:** | 1716 Pleasant Hill Trail, 7778, 7860, 7890, 7900, 7956 & 8024 Pleasant Hill Road | **Commission District:** 5 **Super District:** 7 |
| **Parcel ID(s):** | 16-197-03-006, 16-197-03-012, 16-219-01-005, 16-219-01-006, 16-220-01-004 16-220-01-007 & 16-220-01-009 | |
| **Request:** | Major modification of zoning conditions pursuant to CZ-18-22130 for the development of up to 182 single-family detached dwellings within the RNC (Residential Neighborhood Conservation) Zoning District. | |
| **Property Owner(s):** | Hybrass Properties, LLC. | |
| **Applicant/Agent:** | Hybrass Properties, LLC. c/o Battle Law, P.C. | |
| **Acreage:** | 95.52 acres | |
| **Existing Land Use:** | Single-family dwellings/vacant | |
| **Adjacent Zoning:** | **North:** R-100, MU-1 **East:** RNC, R-85 **South:** R-85 **West:** R-85 | |
| **Character Area** | Suburban (SUB) | |
| **Comprehensive Plan:** | **_X_ Consistent** **___ Inconsistent** | |

**STAFF RECOMMENDATION: APPROVAL WITH CONDITIONS**

The applicant, Hybrass Properties, LLC c/o Battle Law, P.C., requests a major modification of zoning conditions pursuant to CZ-18-22130 to allow for a major subdivision of up to 182 single-family detached dwellings.

The original approval of CZ-18-22130 rezoned the subject properties, comprising approximately 95.52 acres, to the RNC (Residential Neighborhood Conservation) Zoning District for the purpose of developing a major subdivision of up to 214 single-family detached dwellings, in substantial compliance with a site plan dated February 28, 2018. Subsequent attempts to develop the property led to the discovery of areas of rock outcroppings and revealed steep topography, which together necessitated the redesign of the proposal and reduction in units. An updated site plan (dated July 1, 2025) proposes a major subdivision with up to 182 single-family detached dwellings, a reduction of 32 units that brings the density of the proposed development down to approximately 1.91 units per acre.

The properties are located within a Suburban (SUB) Character Area, which supports new development provided that such development does not significantly alter established neighborhood development patterns. A number of existing single-family detached subdivisions are located in the vicinity of the properties and have been developed at similar densities. The layout and reduction of units allow for the preservation and allotment of additional greenspace which appear to meet the minimum developmental standards of the RNC Zoning District. Rock outcroppings and areas of steep slopes (1:2 feet or greater) are identified on the plans. Several pocket parks are proposed throughout the development as well as an active recreation area near Pleasant Hill Road.

The most recent site plan notably differs from the original site plan in the location and number of access points. At the time

of this analysis, only one singular access point is proposed to be provided off of Pleasant Hill Road, opposite of the existing Providence Point Drive (providing access to the "River Acres" and "Providence Point" subdivisions to the south). A second access point in the northwest corner of the development site would provide a connection to the properties designated as 7850 Pleasant Hill Road (Tax Parel ID 16-220-01-001) and 1619 Pleasant Hill Trail (Tax Parcel ID 16-197-02-009); these properties are subject to a concurrent application (Z-25-1247358) to rezone from the MU-1 (Mixed-Use Low Density) Zoning District to the RSM (Small Lot Residential Mix) Zoning District, allowing for the construction of up to 149 single-family detached dwellings. This adjacent development would connect the subject properties with the larger "Creekside Village" mixed-use development; the properties that now make up said development were rezoned in 2007 as a result of CZ-07-12945. Several phases of "Creekside Village" have been either completed or are under construction. When finished, this development would provide access points to the subject properties off of Rock Chapel Road (a major arterial and State DOT route). Compared to the original site plan, this interconnectivity allows for a layout that veers from traditional subdivision designs that are historically more insulated.

Conversations with the applicant have indicated that the proposal may be constructed in phases, and thus this aforementioned second connection and the construction of a significant number of units may not be completed concurrently. This will potentially affect the number of access points required. Section 14-200. of the *Land Development Code* requires a minimum of three (3) access points for residential developments containing between 151-300 units; thus, the proposal may not meet the minimum number of access points required without a variance granted from the Planning Commission.

Since the development is proposed to connect to 7850 Pleasant Hill Road, and, by extension, "Creekside Village", it appears to meet the intent of the SUB Character Area for new development to provide increased connectivity *(DeKalb County 2050 Unified Plan pg. 41)*. However, this interconnectivity was determined to trigger a traffic impact study based of the total number of units overall (which given existing and proposed units, is well over 500). In addition to a traffic impact study, the area that is now "Creekside Village" as well as the properties associated with Z-25-1247358 were subject to a DRI review in 2007 (DRI #632). The age of the DRI review, as well as the connection with and partial integration of the proposals within the larger "Creekside Village", were determined by the Atlanta Regional Commission (ARC) to require a new Development of Regional Impact (DRI) be submitted and reviewed.

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

The GRTA report, did, however, suggest several traffic calming features along the development site's frontage along Pleasant Hill Road, which is currently a two (2)-lane Right-of-Way (ROW) that is classified as a minor arterial. These include the provision of deceleration lanes, left-turn lanes, a four-way-stop at the Pleasant Hill Road intersection with Providence Point Drive and the proposed access point, and pedestrian infrastructure (including a crosswalk) connecting the north and south sides of Pleasant Hill Road. These traffic calming features could potentially mitigate the lack of access points off Pleasant Hill Road (as there have been community concerns regarding additional access points off of this ROW).

As an individual proposal, the proposed modification of conditions to CZ-18-22130 appears to provide a development that is more compatible with existing development patterns (Section 7.3.5. (B)). The proposal is more sensitive to its environs (protecting significant areas surrounding state waters and floodplains (Section 7.3.5. (H)) while also proposing connectivity to other developments, creating interconnected communities that veer away from the more insular subdivisions typical of the past. Thus, based on review of Section 7.3.10. ("Modifications and changes to approved conditions of zoning") and Section 7.3.5. ("Standards and factors governing review of proposed amendments to the official zoning map"*),* the Planning

and Sustainability Department recommends ***Approval*** of the request for a major modification of zoning conditions pursuant to CZ-18-22130, ***with Conditions***:

1. ~~Limit the use to a 214-unit single-family detached subdivision with recreational and greenspace area as conceptually shown on the revised site plan entitled CONCEPTUAL PLAN for Hybass Properties, LLC located in Land Lots 197, 219 & 220, 16th District, DeKalb County, Georgia and submitted to the Planning and Sustainability Department on February 28, 2018.~~
   The subject properties shall be limited to the development of a major subdivision consisting of no more than 182 single-family detached dwellings, in general conformance with the site plan titled "Pleasant Hill Site Plan for Creekside Village DRI #4478", dated 07/01/2025. The site plan is conceptual, and any approval of this major modification request by the Board of Commissioners has no bearing on the requirements for other regulatory approvals under the authority of the Planning Commission, the Zoning Board of Appeals, or other entity whose decision should be based on the merits of the application under review by each entity. Approval of this major modification request shall not be used in lieu of an approved Sketch/Preliminary Plat, Land Development Permit (LDP), building permit, or any other County permit nor shall be considered a guarantee of approval of any permit. No more than 120 dwelling units shall be constructed prior to the completion of a continuous Right-of-Way connection from Pleasant Hill Road to Rock Chapel Road.

2. Provide a minimum of 30% greenspace (25.42 acres) excluding rock and required buffers.

3. Provide a minimum of 50% (12.11 acres) contiguous greenspace.

4. ~~Provide three (3) points of access on Pleasant Hill Road subject to approval by the Transportation Division within the Department of Public Works.~~
   The provision and location of access points shall be in accordance with the minimum requirements of Section 14-200. of the *Land Development Code* or subject to a variance from the Planning Commission. Approval of this major modification request shall not be used in lieu of a variance from Section 14-200 of the *Land Development Code.*

5. Dedicate at no cost to DeKalb County 40 feet from centerline of Right-of-Way on Pleasant Hill Road.

6. ~~Provide a deceleration lane on Pleasant Hill Road and onsite road improvements as required by the Transportation Division within the Department of Public Works.~~
   Traffic calming measures and other improvements shall be provided at the intersection of the proposed access point(s) of the development site with Pleasant Hill Road in accordance with the GRTA Notice of Decision, dated October 14, 2025, and subject to approval by the Director of Planning and Sustainability and by Transportation.

7. Demonstrate compliance to intersection and stopping sight distance per American Association of State Highway and Transportation Officials (AASHTO) prior to receiving an approved Land Disturbance Permit (LDP).

8. ~~Provide bike lanes or multiuse path, 6-foot wide sidewalks on Pleasant Hill Road and street lights or as may be required by the Transportation Division within the Department of Public Works.~~
   Streetscaping shall be provided along all Rights-of-Way in accordance with Section 27-5.4.3. of the *Zoning Ordinance.* All intersections shall have crosswalks that provide access to opposite sides of a Right-of-Way, subject to approval by the Director of Planning and Sustainability and by Transportation.

9. The heated floor area shall be no less than 2,100 square feet.

10. Each home shall have a minimum two-car garage (side entry garages where lot area allows).

11. The front facade building materials shall include a minimum of 40% brick masonry, stone masonry, cedar shingles, and/ or hard coat stucco. Vinyl siding is strictly prohibited.

12. Provide underground utilities.

13. Front and sides shall be sodded prior to the issuance of a Certificate of Occupancy.

14. No more than one (1) brick base monument sign shall be erected at each subdivision entrance. Sign area shall not exceed 32 square feet, excluding base and shall not exceed eight (8) feet in height.

15. The entrances to the subdivision shall be landscaped subject to the approval of the DeKalb County Arborist.

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

17. Any applicant for development ~~within this approved RNC~~ shall be required to provide a legal mechanism for unified control of the entire parcel to be developed for review and approval by the county attorney prior to the issuance of any land disturbance or building permit.

# NOTICE OF DECISION

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

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

**From:** Jannine Miller, GRTA Executive Director

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

**Date:** October 14th, 2025

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

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

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

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

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

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

Jannine Miller
Executive Director
Georgia Regional Transportation Authority

# Attachment A – General Conditions

**General Conditions of Approval to GRTA Notice of Decision:**

Bicycle, Pedestrian & Transit Facilities

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

General Georgia Department of Transportation (GDOT) Conditions

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

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

Internal Gas Station Site Access

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

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

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

SR 124/Rock Chapel Road and Site Drive South

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

Pleasant Hill Road and Providence Point Drive/Site Drive East

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

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

# Attachment B – Required Elements of the DRI Plan of Development

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

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

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

# Attachment C – Required Improvements to Serve the DRI

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

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

**Section 1:**

**General Conditions of Approval to GRTA Notice of Decision:**

<u>Bicycle, Pedestrian & Transit Facilities</u>

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

<u>General Georgia Department of Transportation (GDOT) Conditions</u>

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

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

<u>Internal Gas Station Site Access</u>

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

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

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

<u>SR 124/Rock Chapel Road and Site Drive South</u>

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

<u>Pleasant Hill Road and Providence Point Drive/Site Drive East</u>

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

**Section 2:**

**Roadway Improvement Conditions to GRTA Notice of Decision:**

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

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

<u>SR 124/Rock Chapel Road and Knoll Hollow Road</u>

- Install a Restricted Crossing U-Turn intersection configuration

<u>Pleasant Hill Road and Humphries Road/Norris Lake Drive</u>

- Install a single-lane roundabout

# Regional Review Finding
## Development of Regional Impact

**DATE:** September 12, 2025

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

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

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

**Submitting Local Government:** DeKalb County

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

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

**Comments:**

***Key Comments***

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

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

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

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

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

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


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

## General Comments

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

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

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

## Transportation and Mobility Comments

ARC's Transportation and Mobility Group comments are attached.

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

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

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

## ARC Natural Resource Group Comments

ARC's Natural Resource Group comments are attached.

### Stream Buffers

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

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

Floodplain

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

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

**Dekalb County Comments**

Comments received from Dekalb County are attached.

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

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

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

**GDOT Aviation Comments**

GDOT aviation comments are attached.

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

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

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

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

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

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

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

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

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

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

Georgia® Department of Community Affairs

# Developments of Regional Impact



## DRI #4478

### DEVELOPMENT OF REGIONAL IMPACT
### Initial DRI Information

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

### Local Government Information

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

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

### Proposed Project Information

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

**Development Type:**

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

If other development type, describe:

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

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

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Georgia® Department of Community Affairs

# Developments of Regional Impact



## DRI #4478

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

### DEVELOPMENT OF REGIONAL IMPACT
### Additional DRI Information

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

### Local Government Information

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

### Project Information

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

### Additional Information Requested

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

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

### Economic Development

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

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

## Water Supply

| | |
|---|---|
| Name of water supply provider for this site: | Dekalb County Watershed Management |
| What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? | 1.9153 MGD |
| Is sufficient water supply capacity available to serve the proposed project? | (not selected) Yes No |

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

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

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

## Wastewater Disposal

| | |
|---|---|
| Name of wastewater treatment provider for this site: | Snapfinger Creek Wastewater Treatment Plant |
| What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? | 5.4153 |
| Is sufficient wastewater treatment capacity available to serve this proposed project? | (not selected) Yes No |

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

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

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

## Land Transportation

| | |
|---|---|
| How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.) | 14,830 Daily, 913 AM, 1,228 PM |
| Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project? | (not selected) Yes No |
| Are transportation improvements needed to serve this project? | (not selected) Yes No |

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

## Solid Waste Disposal

| | |
|---|---|
| How much solid waste is the project expected to generate annually (in tons)? | 299,979.5 |
| Is sufficient landfill capacity available to serve this proposed project? | (not selected) Yes No |

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

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

If yes, please explain:n/a

## Stormwater Management

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

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

## Environmental Quality

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

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

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

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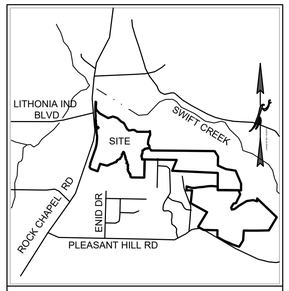
# DRI SITE PLAN
## FOR
# CREEKSIDE VILLAGE

## DRI #4478

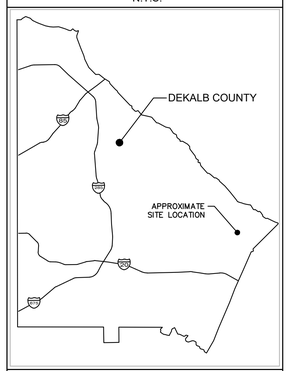
LAND LOTS 188, 189, 196, 197, 16TH DISTRICT
DEKALB COUNTY, GEORGIA

ADDRESS: 7480 ROCK CHAPEL ROAD, LITHONIA, GA 30058

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




VICINITY MAP
N.T.S.




LOCATION MAP
N.T.S.


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

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NEWNAN, GEORGIA 30265
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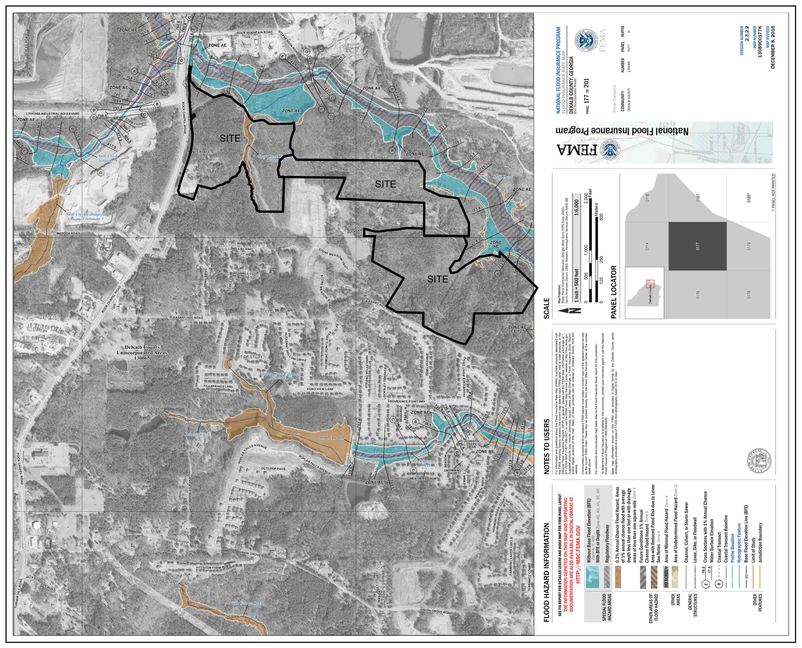
COVER SHEET
FOR
CREEKSIDE VILLAGE
DRI #4478
LOCATED IN:
LAND LOTS 188, 189, 196, 197 16th DISTRICT
DEKALB COUNTY, GEORGIA

| 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

1. OWNER
   HYBRASS PROPERTIES, LLC
   6350 LAKE OCONEE PKWY
   PMB 110-51
   GREENSBORO, GA 30642
   PHONE: (770) 679-4262
   DEVELOPER
   HYBRASS PROPERTIES, LLC
   6350 LAKE OCONEE PKWY
   PMB 110-51
   GREENSBORO, GA 30642
   PHONE: (770) 679-4262
   24 HOUR CONTACT:
   REBECCA ENDRESS
   PHONE: (770) 679-4262
2. ENGINEER
   FALCON DESIGN CONSULTANTS, LLC
   235 CORPORATE CENTER DR.,
   SUITE 200
   STOCKBRIDGE, GA 30281
   PHONE: (770) 389-8666
3. SOURCE OF DATA
   FALCON DESIGN CONSULTANTS, LLC
   235 CORPORATE CENTER DR.,
   SUITE 200
   STOCKBRIDGE, GA 30281
   PHONE: (770) 389-8666
   BOUNDARY SURVEY PERFORMED BY:
   FALCON DESIGN CONSULTANTS, LLC
   DATED: AUGUST 23, 2010
   TOPOGRAPHIC INFORMATION:
   OBTAINED FROM DEKALB CO. GIS
4. SITE LOCATION DATA
   EAST SIDE OF ROCK CHAPEL ROAD, NORTH OF KNOLL HOLLOW ROAD TO INTERSECTION WITH LITHONIA INDUSTRIAL BLVD
   THERE ARE WETLANDS OR LIVE STREAMS WITHIN 200' OF THE SITE. NO WETLANDS ARE IMPACTED BY THIS DEVELOPMENT.
5. FLOOD ZONE DATA
   A PORTION OF THE PARCEL SHOWN HEREIN DOES LIE WITHIN A 100 YEAR FLOOD HAZARD AREA PER F.I.R.M. PANEL 13089C0177K, EFFECTIVE DATE DECEMBER 8, 2016.
   LOCATED IN SWIFT CREEK WATERSHED
6. PROPERTY ADDRESS
   7480 ROCK CHAPEL ROAD, LITHONIA, GA 30058

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

CREEKSIDE OPEN SPACE REQUIREMENTS:

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

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

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

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

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

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

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SHEET NUMBER
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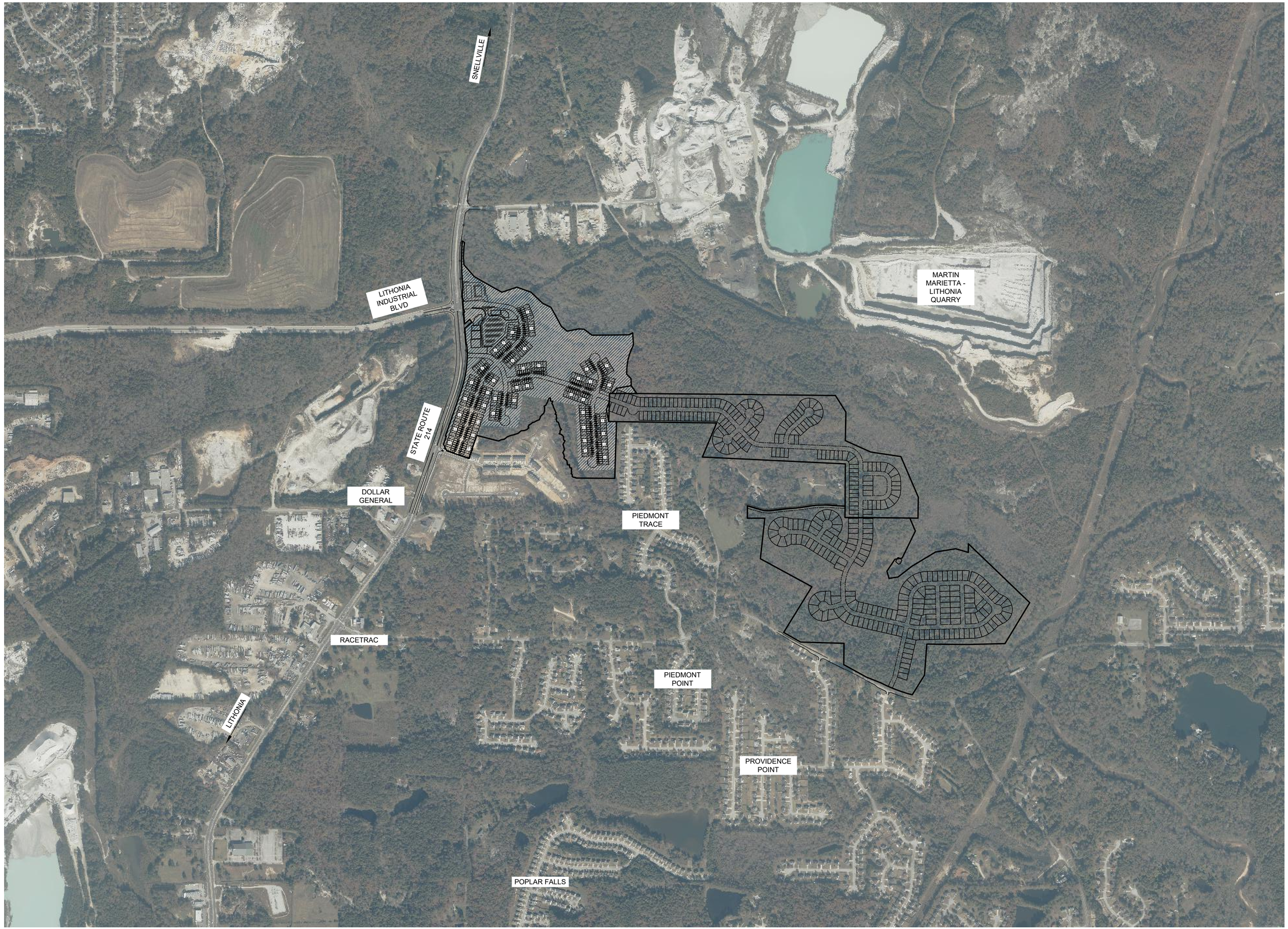



CIVIL ENGINEERING
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COA NO. LSF 000995
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LAND PLANNING

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

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REVISIONS

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

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

GEORGIA REGISTERED NO. LA001188 LANDSCAPE ARCHITECT JARROD D.

9/09/25

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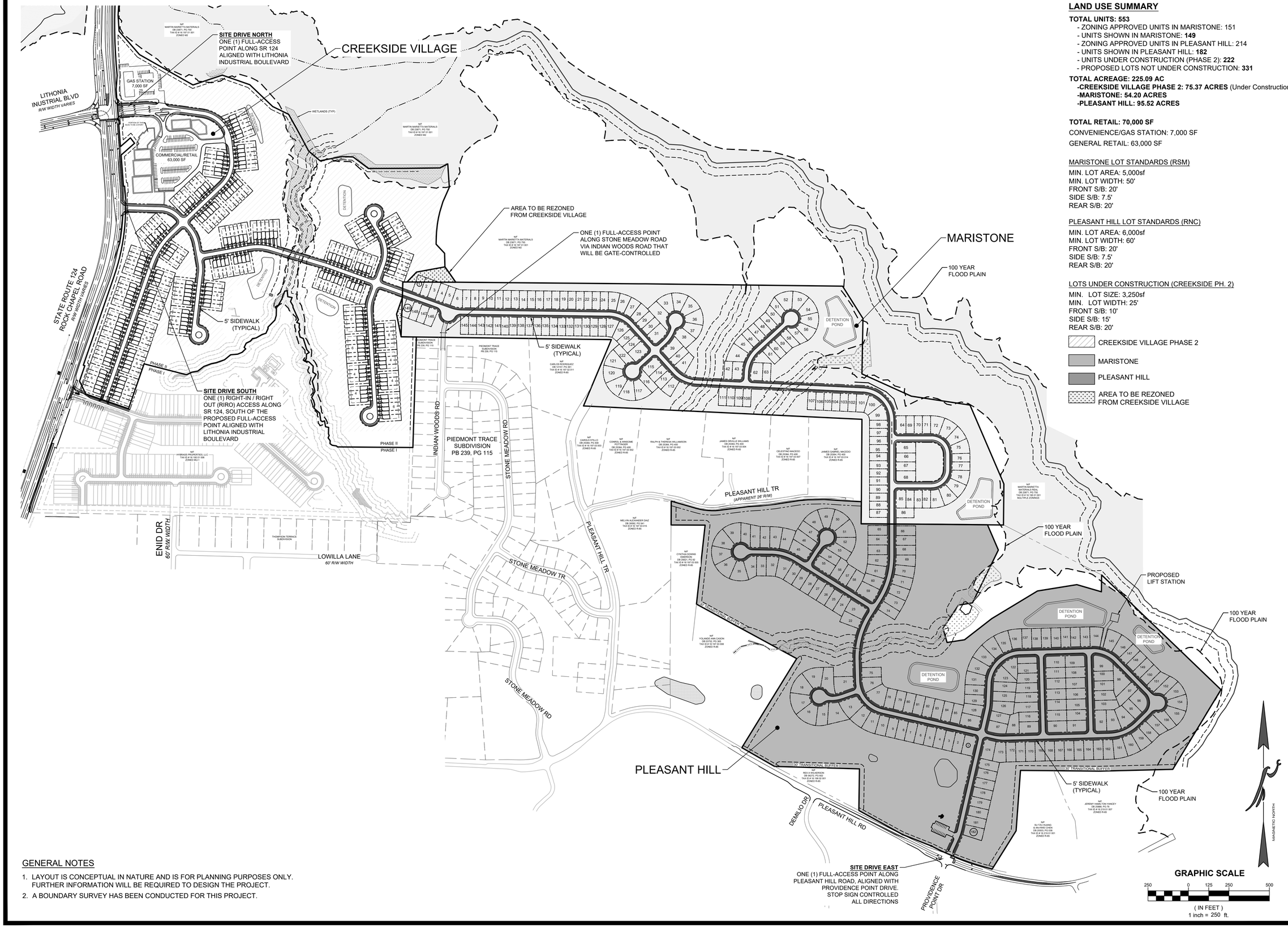


## LAND USE SUMMARY

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

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

**TOTAL RETAIL: 70,000 SF**

CONVENIENCE/GAS STATION: 7,000 SF

GENERAL RETAIL: 63,000 SF

MARISTONE LOT STANDARDS (RSM)

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

PLEASANT HILL LOT STANDARDS (RNC)

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

LOTS UNDER CONSTRUCTION (CREEKSIDE PH. 2)

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

CREEKSIDE VILLAGE PHASE 2

MARISTONE

PLEASANT HILL

AREA TO BE REZONED FROM CREEKSIDE VILLAGE

## GENERAL NOTES

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


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

REVISIONS

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| REVIEWED BY: | JDL |
| REVISED BY: | |

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

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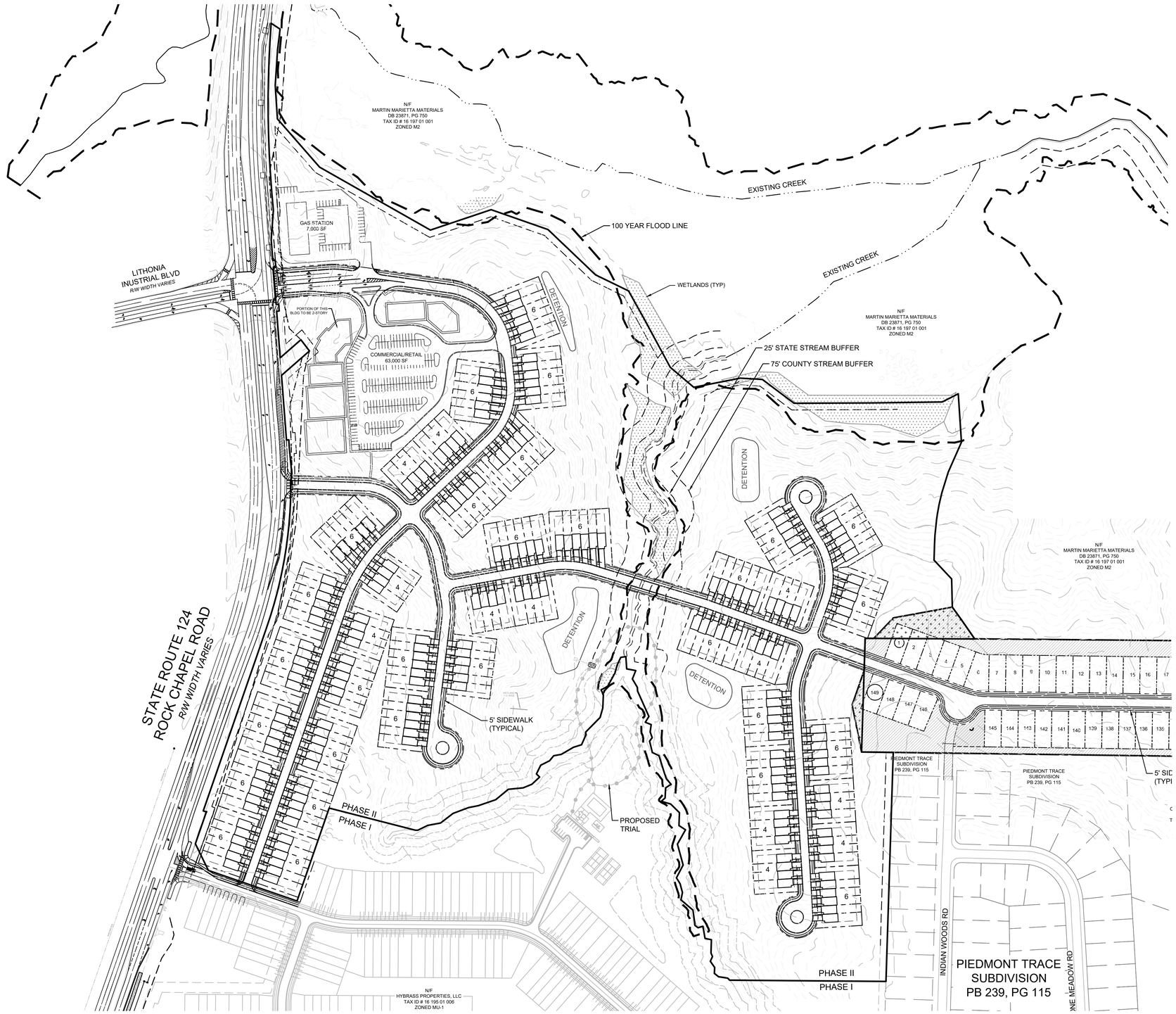
C:\Users\jlee\appdata\local\temp\AcPublish_15344\DRI10.dwg, 3.0 CREEKSIDE & MARISTONE, jlee, Sep 09, 2025 - 8:22:32am




## LAND USE SUMMARY

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

CREEKSIDE LOT STANDARDS

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

## GENERAL NOTES

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

MAGNETIC NORTH

**GRAPHIC SCALE**

150 0 75 150 300

( IN FEET )
1 inch = 150 ft.


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

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

CUMMING OFFICE
500 PIKKLE FERRY RD., STE C
CUMMING, GEORGIA 30040
Ph. (678) 807-7100

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

| DATE | REVISIONS |
|---|---|
| 1. 6/10/25 | REVISED TITLE AND STREAM BUFFERS |
| 2. 7/01/25 | REVISED SITE DRIVEWAY LABELS |
| 3. 9/09/25 | CORRECTED STREAM BUFFER LABELS, SHEET 3.1 |
| 4. | |
| 5. | |
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| | |
|---|---|
| DATE: | 5/15/25 |
| SCALE: | 1" = 150' |
| PROJ NUMBER: | 100.002 |
| DRAWN BY: | AM |
| REVIEWED BY: | JDL |
| REVISED BY: | |

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

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

## LAND USE SUMMARY

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

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

MARISTONE OPEN SPACE REQUIREMENTS (RSM):

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

MARISTONE LOT STANDARDS (RSM)

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

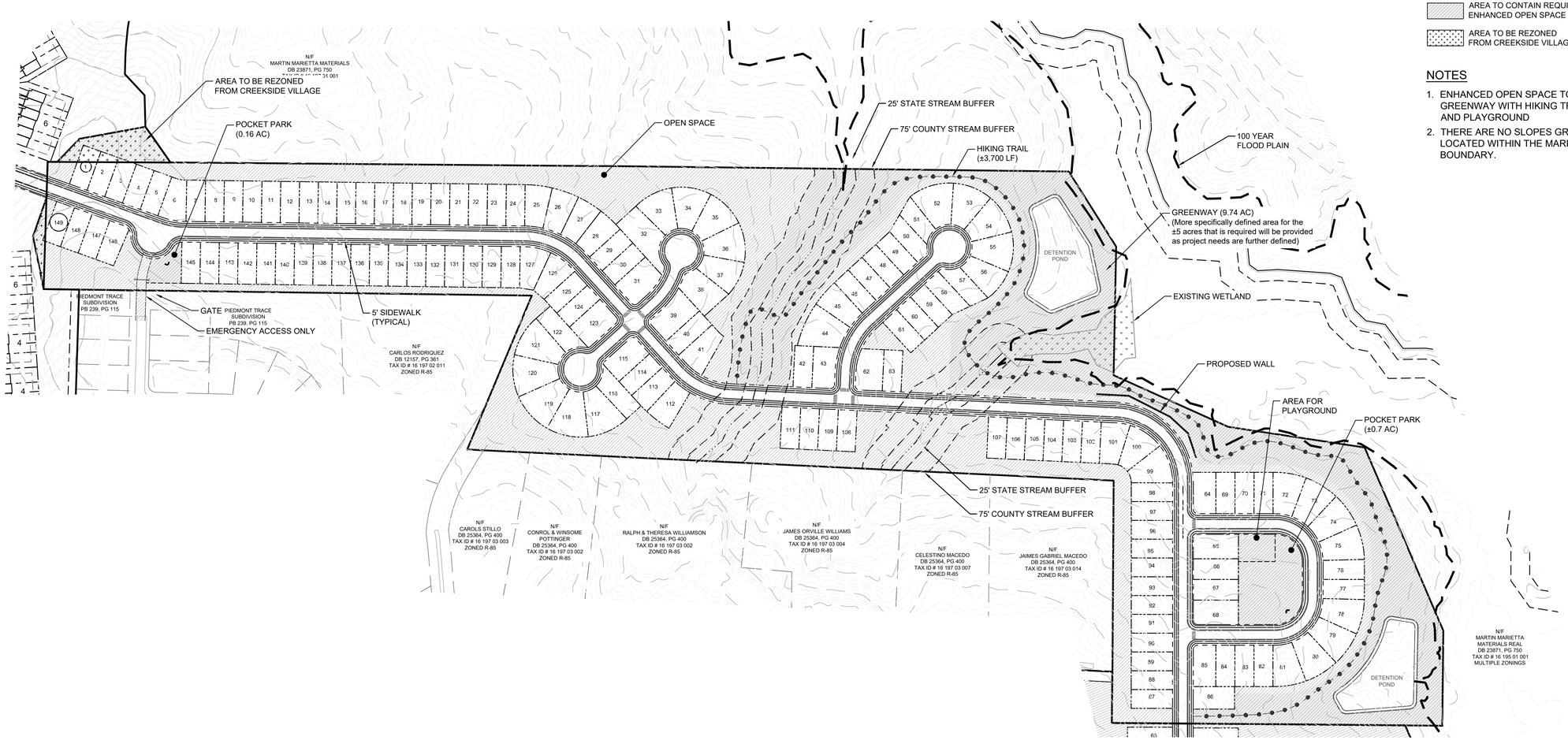
OPEN SPACE

AREA TO CONTAIN REQUIRED ENHANCED OPEN SPACE (10.79 AC)

AREA TO BE REZONED FROM CREEKSIDE VILLAGE

## NOTES

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




## GENERAL NOTES

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

**GRAPHIC SCALE**

150 0 75 150 300

( IN FEET )
1 inch = 150 ft.


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CONSTRUCTION MANAGEMENT
LANDSCAPE ARCHITECT
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Ph. (678) 807-7100

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

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

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9/09/25

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

## LAND USE SUMMARY

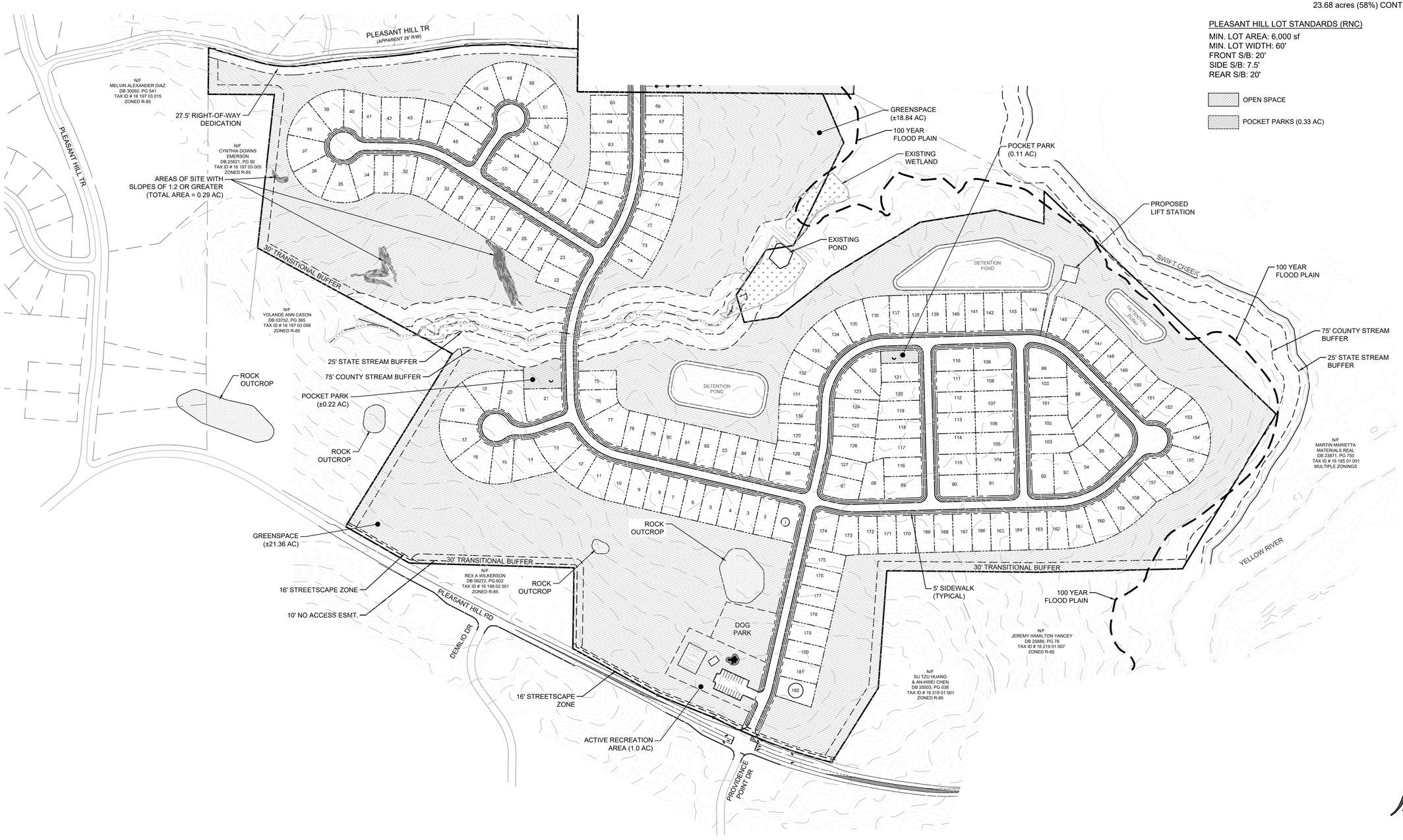
**TOTAL UNITS: 182**
- ZONING APPROVED UNITS IN PLEASANT HILL: 214
- UNITS SHOWN IN PLEASANT HILL: **182**

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

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

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

OPEN SPACE
POCKET PARKS (0.33 AC)

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


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

| REVISIONS | | |
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|---|---|
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| REVIEWED BY: | JDL |
| REVISED BY: | |

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---

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

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

To: Donald Shockey <DShockey@atlantaregional.org>

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

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

Hi Donald,

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

---

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

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

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

Aprell L. King, EMUP

Planner - Long Range Planning

DeKalb County Government | Planning & Sustainability

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

Email Address: alking@dekalbcountyga.gov

Office Phone: 404-371-2841

Mobile Phone: 470-898-2251

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# Development of Regional Impact

## *Assessment of Consistency with the ARC Metropolitan Transportation Plan*

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

**DRI INFORMATION**

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

**METROPOLITAN TRANSPORTATION PLAN PROJECTS**

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

Yes.

**REGIONAL NETWORKS**

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

   ☐ NO ☒ YES

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

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

   ☐ NO ☒ YES

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

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

   ☒ NOT APPLICABLE

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

☒ NOT APPLICABLE

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

☒ NOT APPLICABLE

## OTHER TRANSPORTATION DESIGN CONSIDERATIONS

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

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

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

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

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

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

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

   *No.*

## RECOMMENDATIONS

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

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

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

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

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

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

**Watershed Protection**

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

**Stream Buffers**

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

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

**Floodplain**

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

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

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

**Stormwater/Water Quality**

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

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

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

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

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

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Donald,

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

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

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

**Alan Hood**
*Airport Safety Data Program Manager*

Georgia Department of Transportation

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

# CERTIFICATION OF COMPLETENESS

August 28th, 2025

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

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

Dear Rebecca Endress:

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

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

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

**GRTA DRI Review Milestones**

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

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

Please contact me if you have any questions.

Sincerely,

Brittany Giles
DRI Program Manager
Georgia Regional Transportation Authority

cc:

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

# LETTER OF UNDERSTANDING

June 4th, 2025

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

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

Dear Rebecca Endress:

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

## PROJECT OVERVIEW

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

## STUDY NETWORK

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

## METHODOLOGY MEETING PACKET INPUTS & PARAMETERS

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

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

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

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

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

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

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

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

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

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

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

## ADDITIONAL REQUIREMENTS

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

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

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

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

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

## DRI REVIEW PACKAGE SUBMITTAL

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

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

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

Sincerely,

Brittany Williams
Program Manager
SRTA/GRTA

Cc:

Zane Grennell, DCA
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John Palmer, Falcon Design, Site Designers

TRANSPORTATION IMPACT STUDY FOR

# DRI #4478
# CREEKSIDE VILLAGE
# MIXED-USE DEVELOPMENT

**DATE:**
July 10, 2025

**LOCATION:**
DeKalb County, Georgia

**PREPARED FOR:**
Falcon Design Consultants, LLC

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

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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-striped as a shared left/U-turn Lane.

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

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

**Recommended Roadway Improvement Conditions of Approval**

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

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

SR 124/Rock Chapel Road and Site Drive South

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

Pleasant Hill Road and Providence Point Drive/Site Drive East

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

**Recommended Roadway Improvement Advisory Conditions:**

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

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

SR 124/Rock Chapel Road and Knoll Hollow Road

- Install a Restricted Crossing U-Turn intersection configuration

Pleasant Hill Road and Humphries Road/Norris Lake Drive

- Install a single-lane roundabout

Table A summarizes the capacity analysis results along with the needed mitigation in each of the No-Build and Build scenarios to restore adequate operations along all approaches and intersections. Table B summarizes the queue lengths, 50$^{th}$ percentile and 95$^{th}$ 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

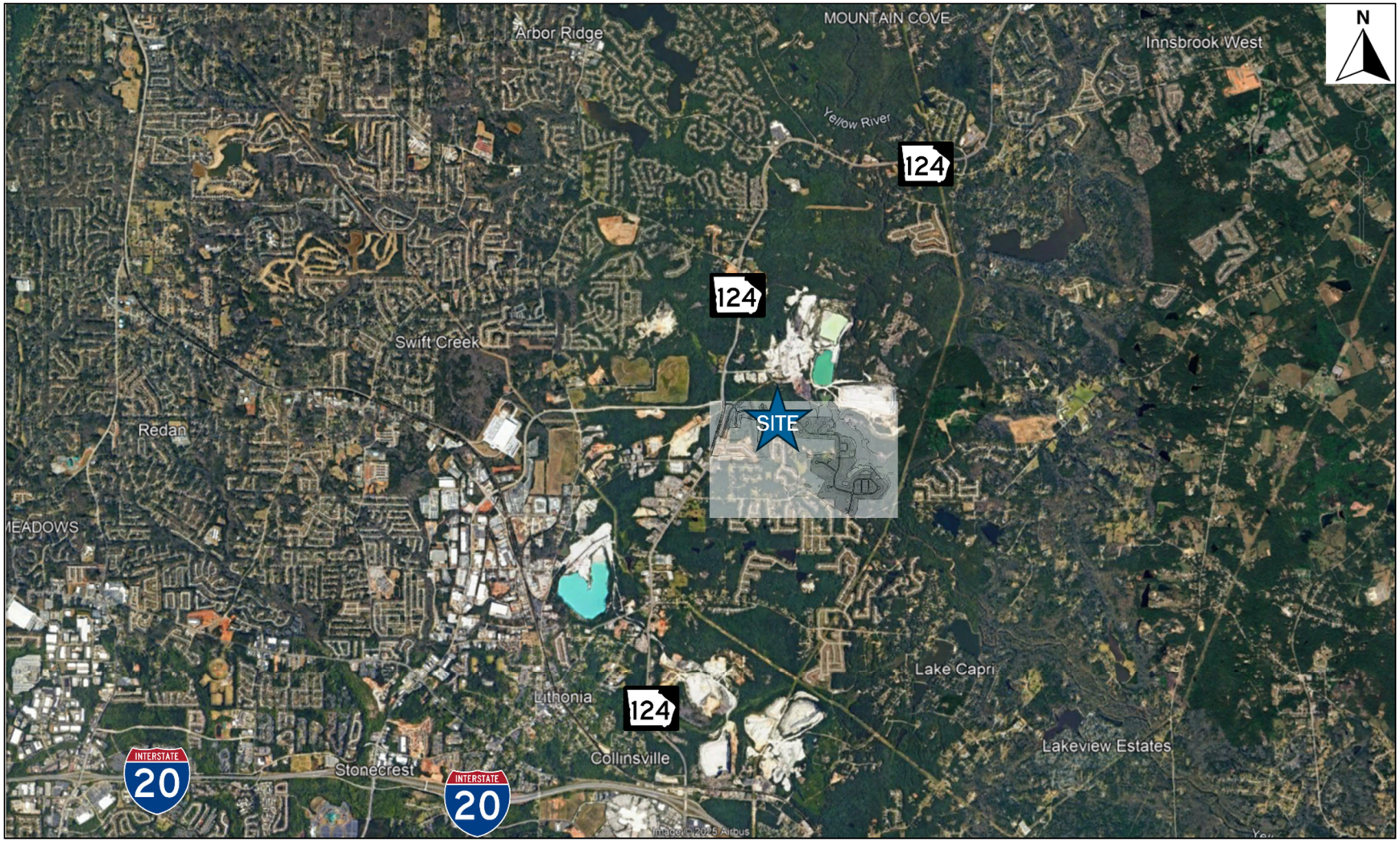
The following are the intersections proposed for study:

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

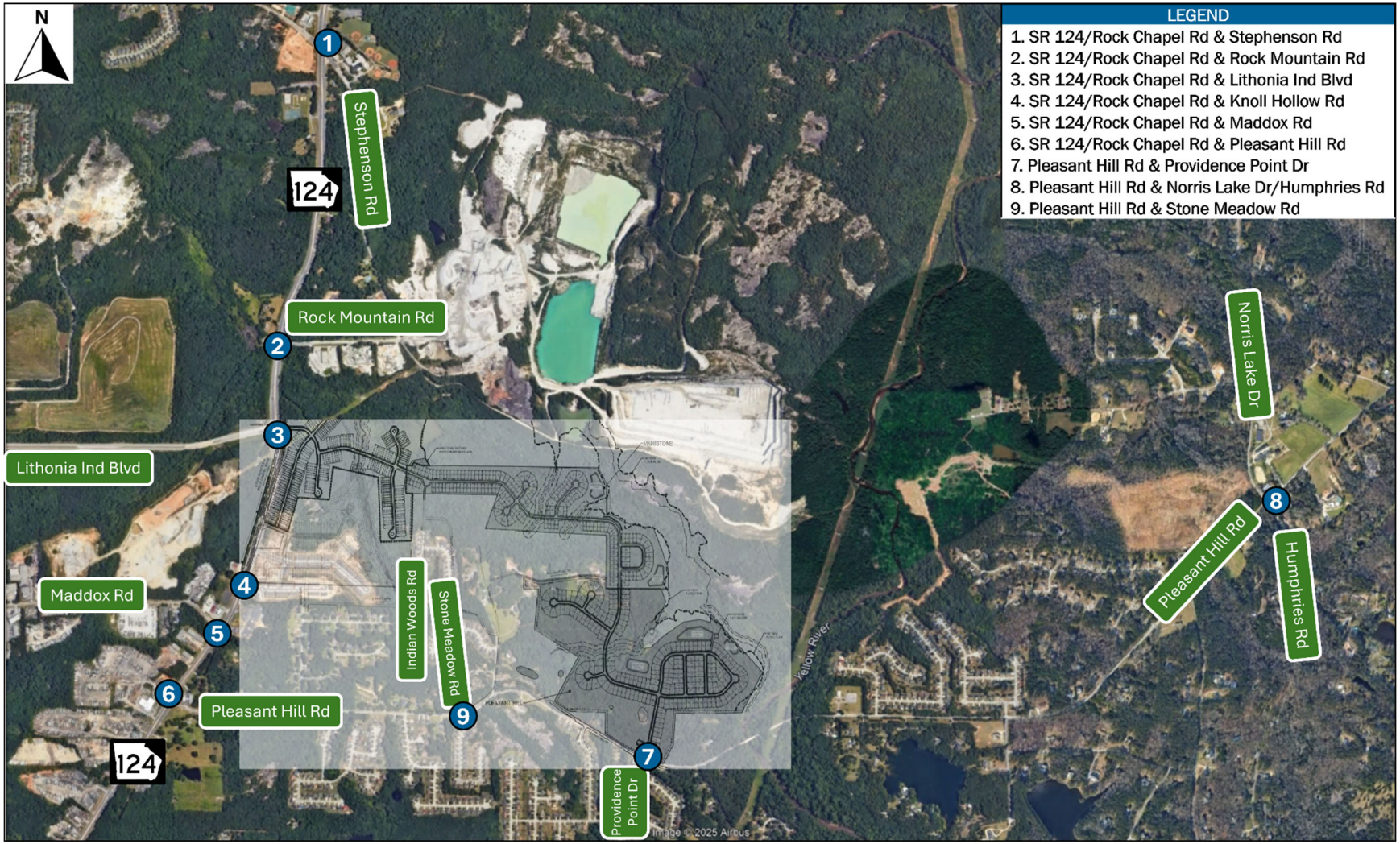
The report summarizes background and projected traffic at the study locations, analysis of traffic impacts including level of service (LOS) and queues, and conclusions and recommendations from the analysis.

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

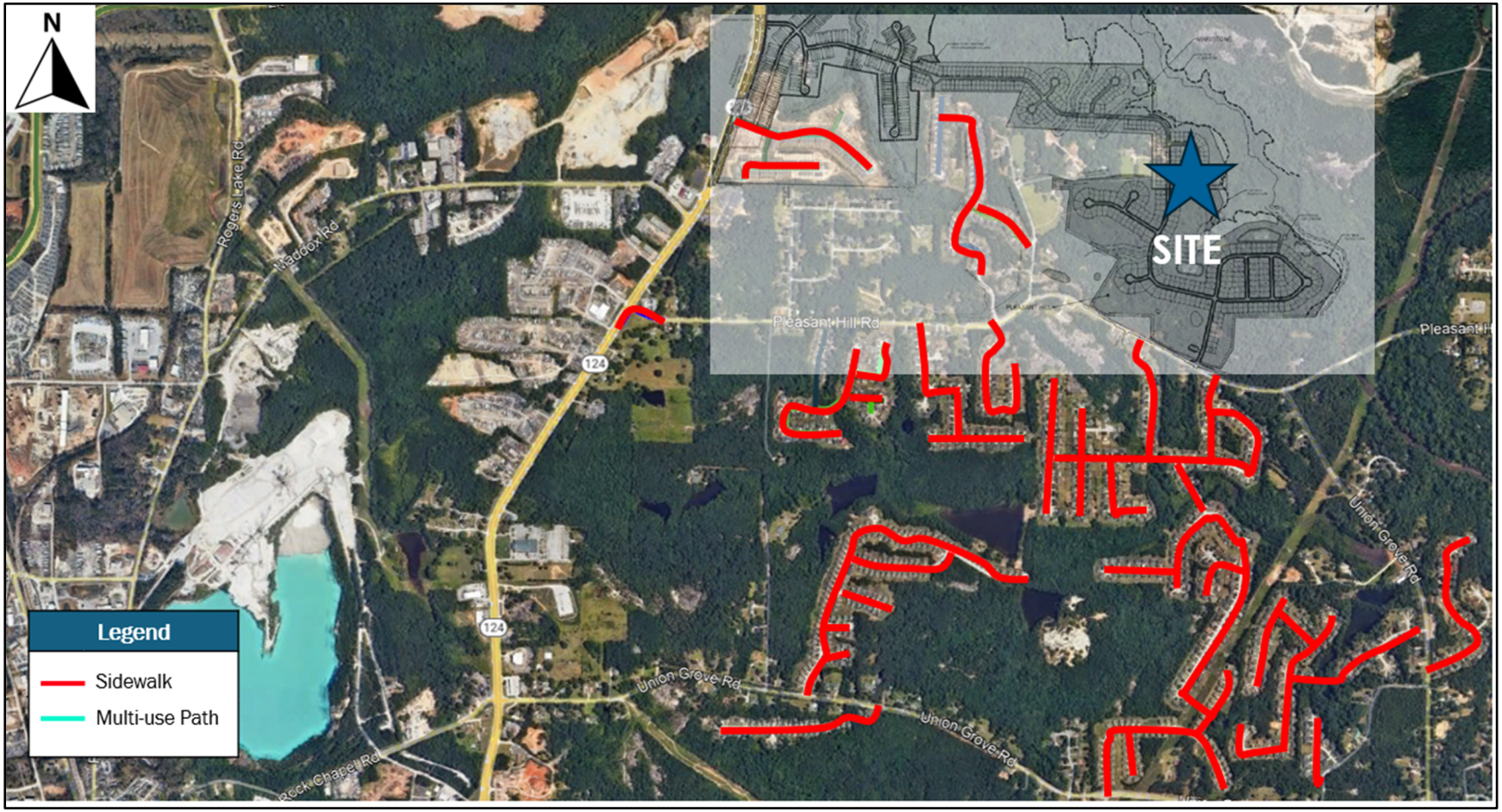
provides access to residential and agricultural land uses.

**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.

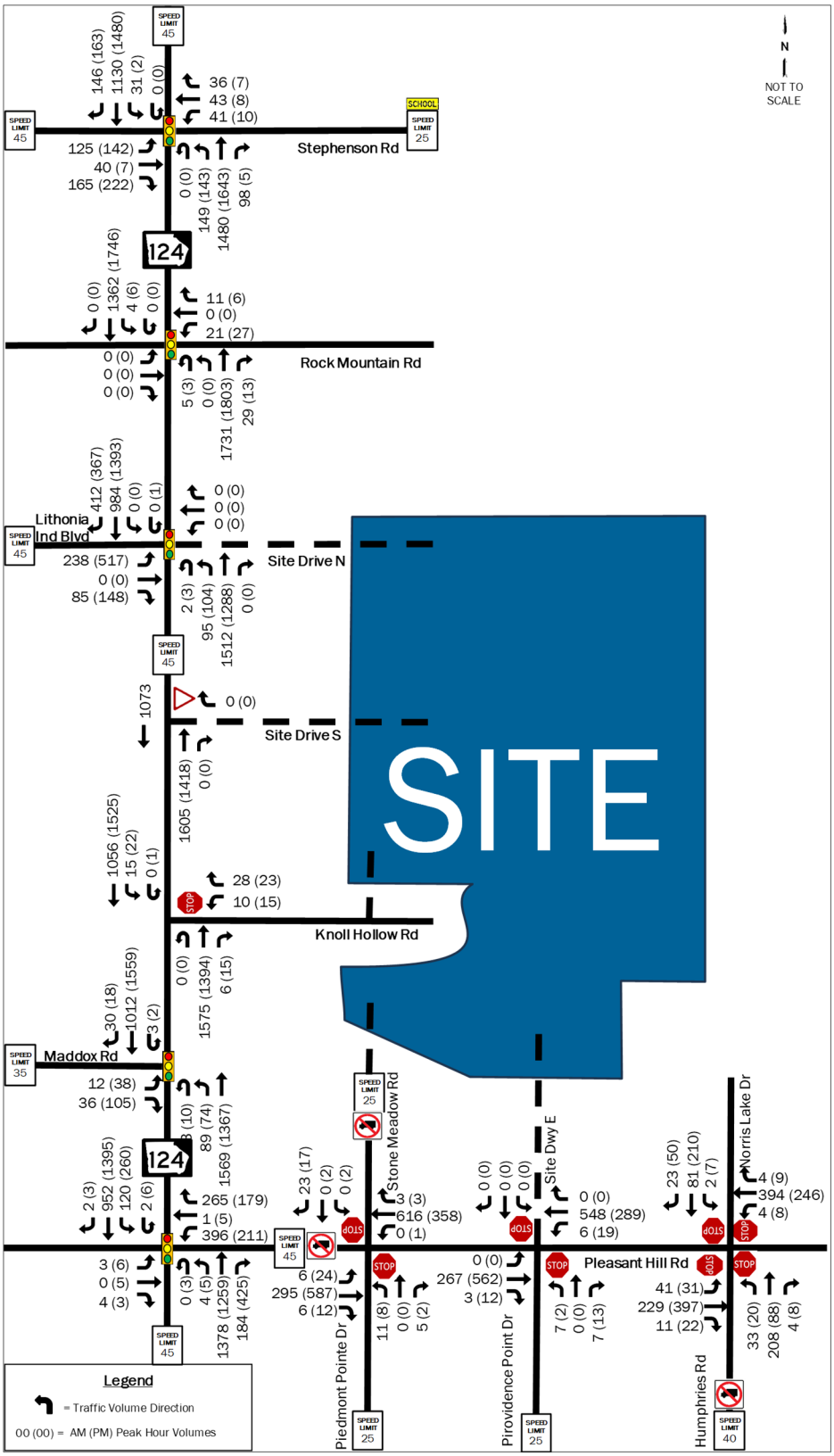
## A.4. Traffic Counts

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



## Figure 4: Existing Traffic Volumes



# Future Conditions

## B.1. Adjacent Development

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

## B.2. Background Data Collection

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

## B.3. Programmed Improvements

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

## B.4. Planned Improvements

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

### Table 1: Planned Improvements

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

## B.5. Project Trip Generation

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

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

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

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

## Table 2: Project Trip Generation

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

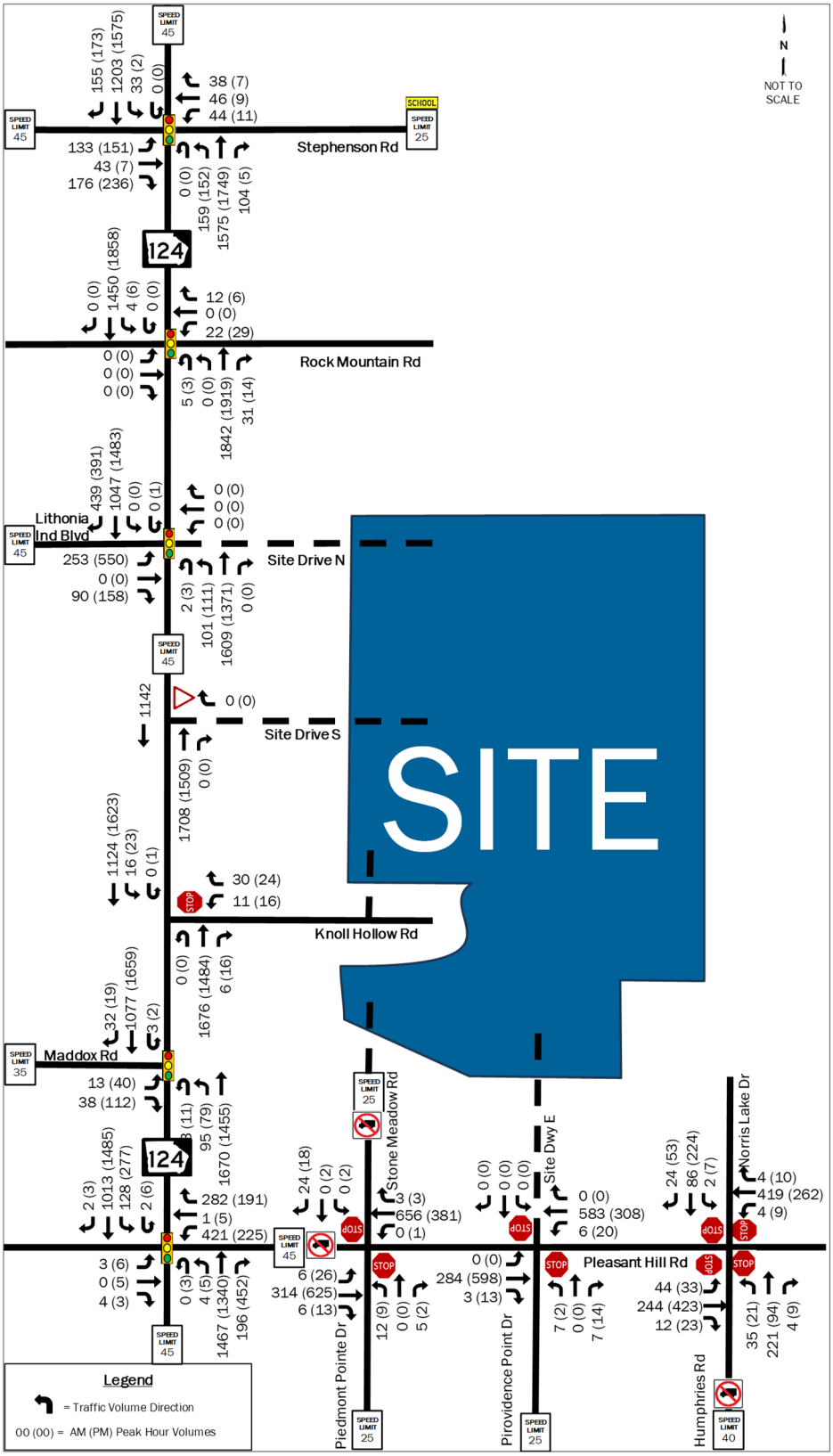
## B.6. Trip Distribution and Assignment

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

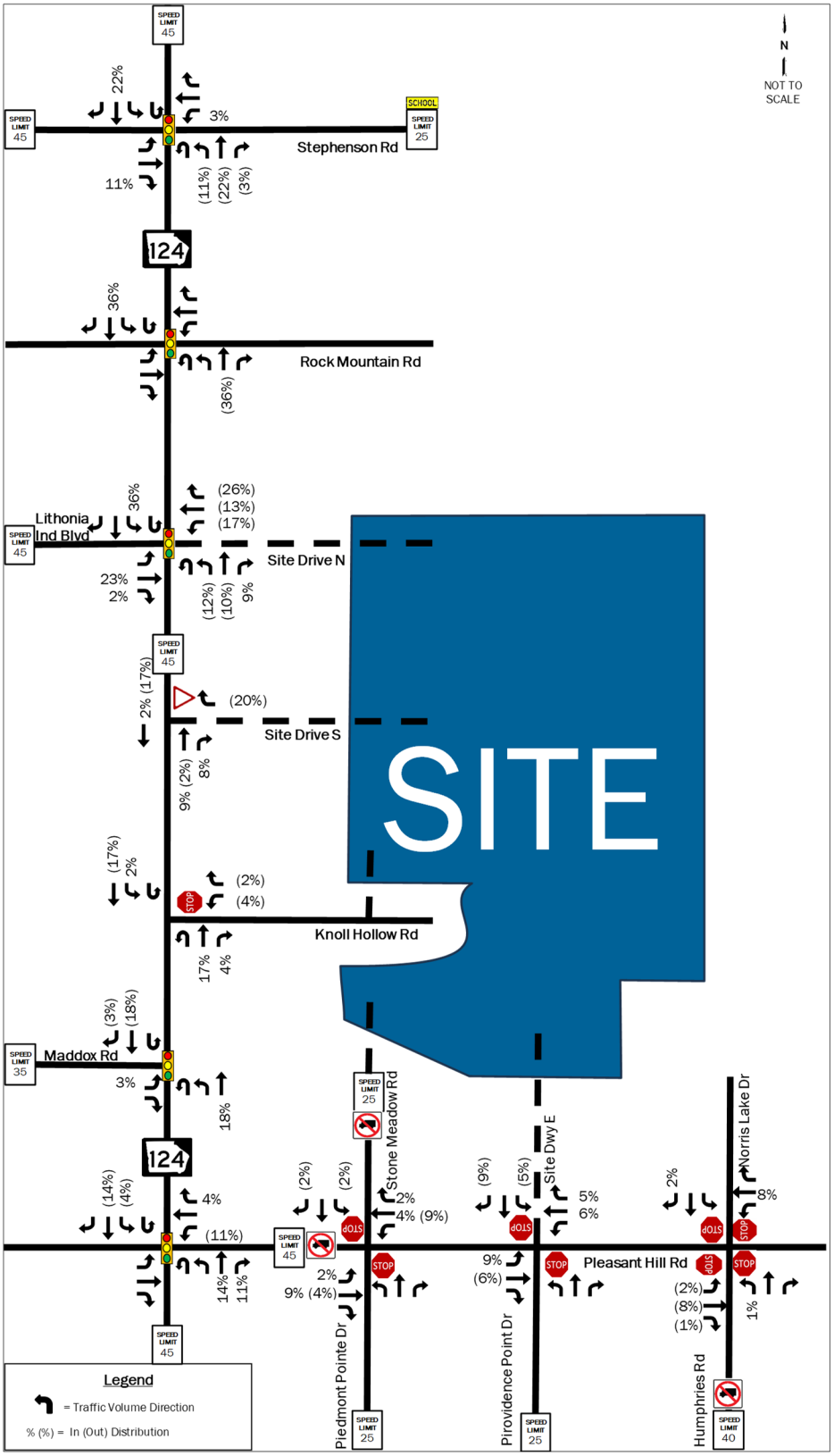
- Approximately 22% of the traffic is expected to travel to/from the north on SR 124,
- Approximately 25% of the traffic is expected to travel to/from the south on SR 124,
- Approximately 25% of the traffic is expected to travel to/from the west on Lithonia Industrial Boulevard,
- Approximately 8% of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

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

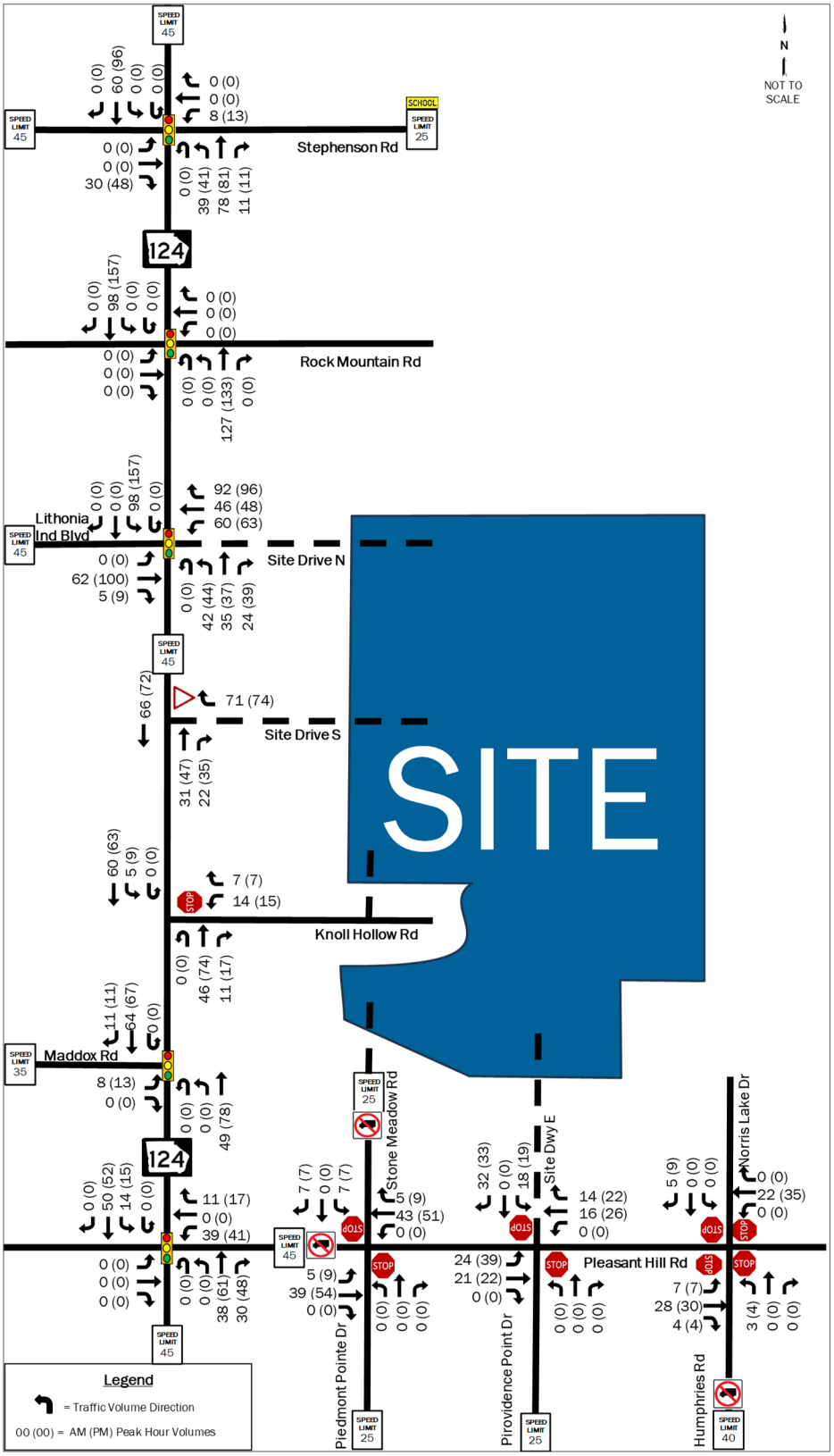
## Figure 5: 2028 No-Build Traffic Volumes



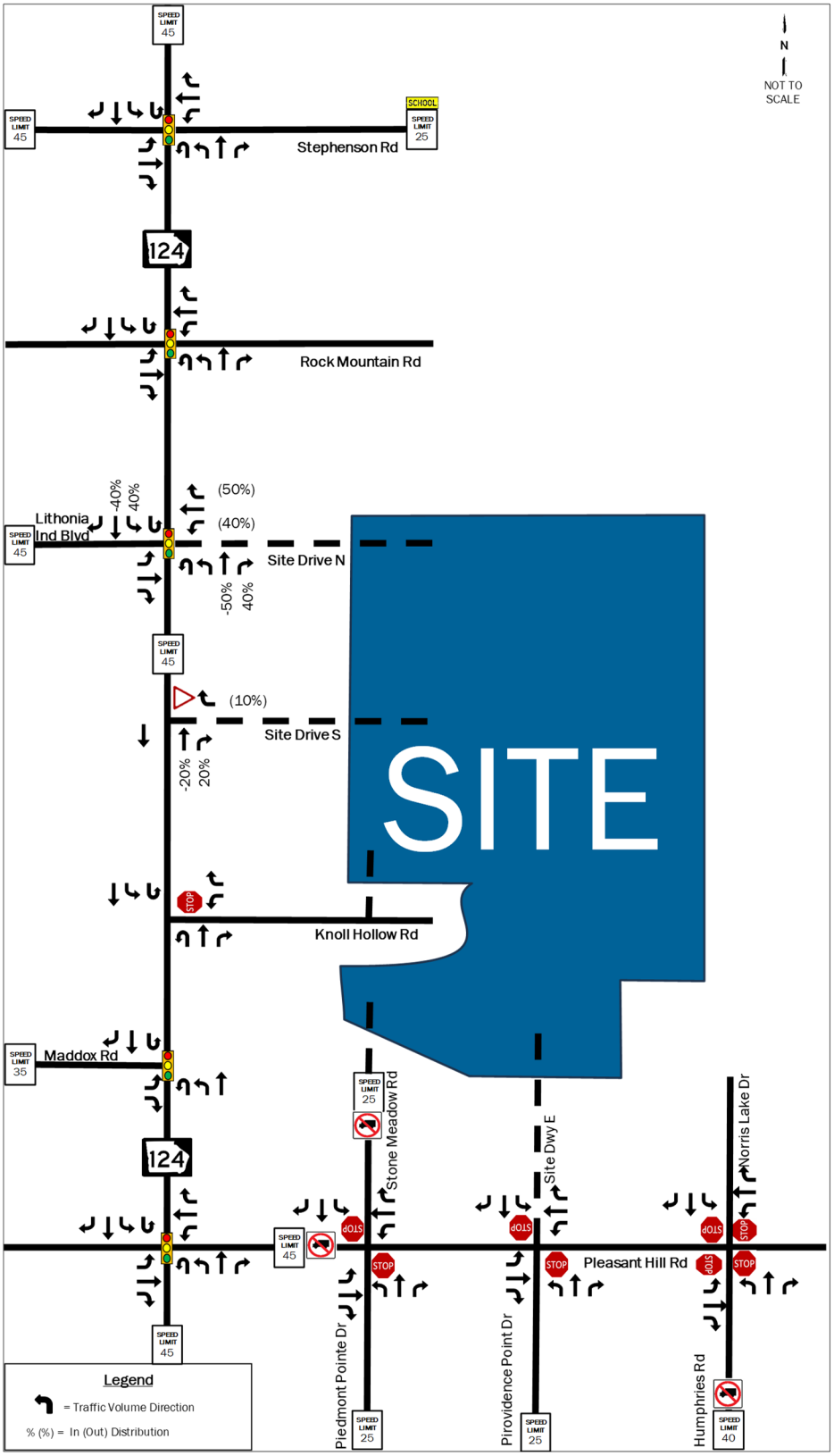
## Figure 6: New Trip Distribution



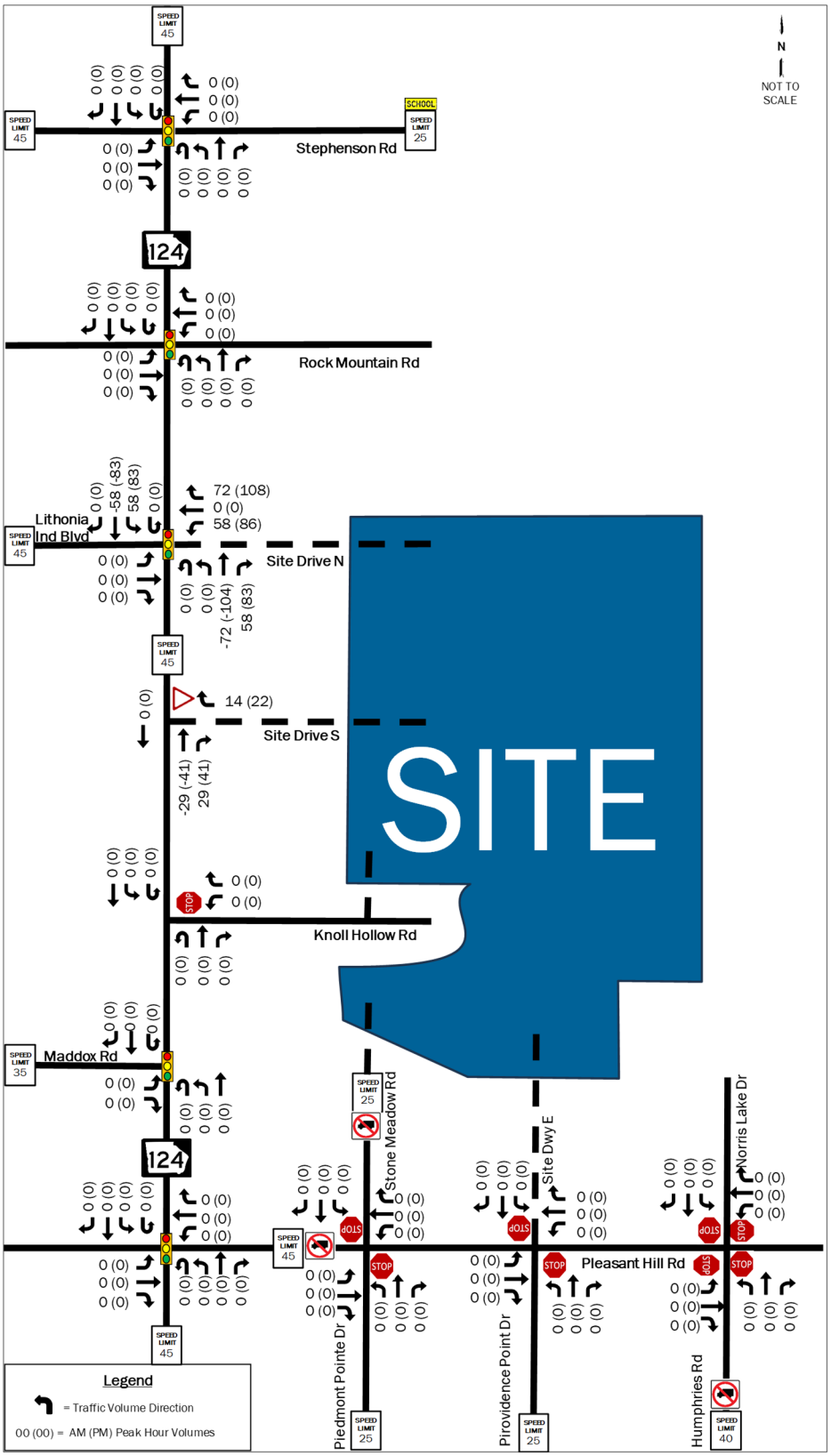
## Figure 7: New Project Volumes



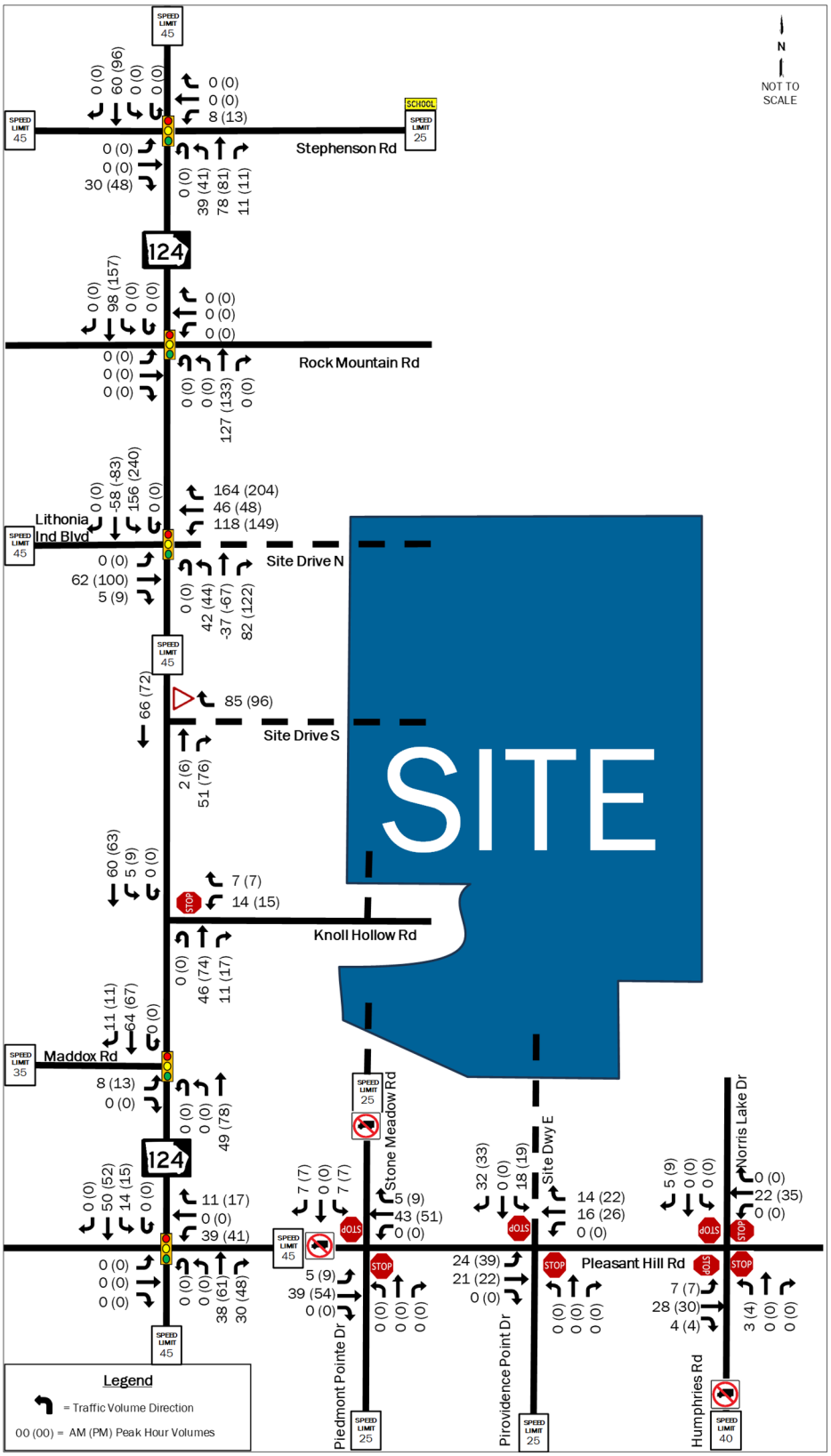
## Figure 8: Pass-By Trip Distribution



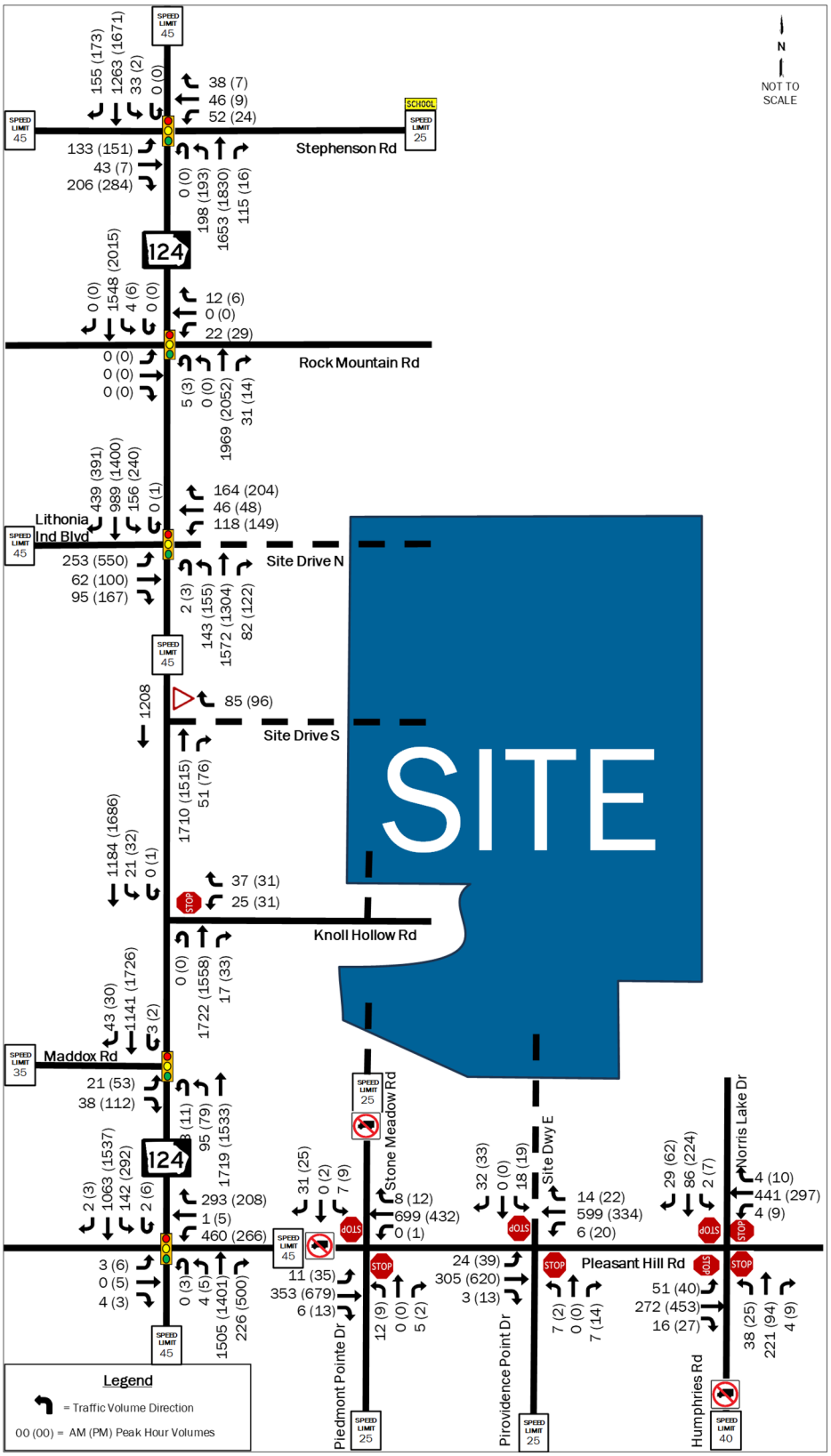
## Figure 9: Pass-By Project Volumes



## Figure 10: Net Project Volumes



## Figure 11: 2028 Build Traffic Volumes



## Traffic Impact Analyses

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

### C.1. 2025 Existing Capacity Analysis

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

## Table 3: 2025 Existing Capacity Analysis

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

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

SR 124/Rock Chapel Road and Stephenson Road

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

SR 124/Rock Chapel Road and Lithonia Industrial Boulevard

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

SR 124/Rock Chapel Road and Knoll Hollow Road

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

SR 124/Rock Chapel Road and Maddox Road

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

## C.2. 2028 No-Build Conditions Capacity Analysis

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

## Table 4: 2028 No-Build Capacity Analysis

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

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

SR 124/Rock Chapel Road and Pleasant Hill Road

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

## C.3. 2028 Build Conditions Capacity Analysis

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

## Table 5: 2028 Build Capacity Analysis

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

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

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

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

SR 124/Rock Chapel Road and Pleasant Hill Road

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

Pleasant Hill Road and Humphries Road/Norris Lake Drive

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

## C.4. Queue Length Analysis

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

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

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

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

| ID | Intersection | Control | Movement | Storage Length | 2025 Existing AM | | | | 2028 No-Build AM | | | | 2028 Build AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 50th %ile | | 95th %ile | | 50th %ile | | 95th %ile | | 50th %ile | | 95th %ile | |
| | | | | | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM |
| 1 | SR 124/Rock Chapel Rd & Stephenson Rd | Traffic Signal | EBR | 275 | 35 | 122 | 85 | 301 | 41 | 99 | 96 | 233 | 63 | 116 | 151 | 220 |
| 3 | SR 124/Rock Chapel Rd & Lithonia Industrial Blvd/Site Drive N | Traffic Signal | EBL | 670 | 89 | 167 | 146 | 242 | 94 | 171 | 153 | 241 | 100 | 413 | 162 | 680 |
| | | | EB L+T | - | 105 | 188 | 155 | 260 | 115 | 196 | 172 | 265 | 119 | 480 | 187 | 919 |
| | | | EBR | - | 0 | 6 | 0 | 54 | 0 | 23 | 0 | 132 | 0 | 215 | 0 | 729 |
| | | | WBL | - | - | - | - | - | - | - | - | - | 68 | 75 | 106 | 123 |
| | | | WB T+R | - | - | - | - | - | - | - | - | - | 28 | 28 | 95 | 101 |
| 4 | SR 124/Rock Chapel Rd & Knoll Hollow Rd | Side Street Stop Control | WB L | 50 | 11 | 10 | 46 | 30 | 10 | 14 | 34 | 38 | 26 | 28 | 62 | 66 |
| 5 | SR 124/Rock Chapel Rd & Maddox Rd | Traffic Signal | EB L | 135 | 18 | 38 | 57 | 87 | 17 | 41 | 50 | 96 | 36 | 47 | 95 | 101 |

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

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

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

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

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

## Table 8: 2028 Build Conditions Capacity Analysis – Mitigated

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

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

## C.6. Turn Lane Warrant Analysis

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

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

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

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

### Table 9: GDOT Turn Lane Warrants

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

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

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

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

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

The turn lane evaluations are included in Appendix F.

## Conclusions

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

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

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

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

## Recommendations

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

### Recommended Roadway Improvement Conditions of Approval

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

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

SR 124/Rock Chapel Road and Site Drive South

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

Pleasant Hill Road and Providence Point Drive/Site Drive East

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

### Recommended Roadway Improvement Advisory Conditions:

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

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

SR 124/Rock Chapel Road and Knoll Hollow Road

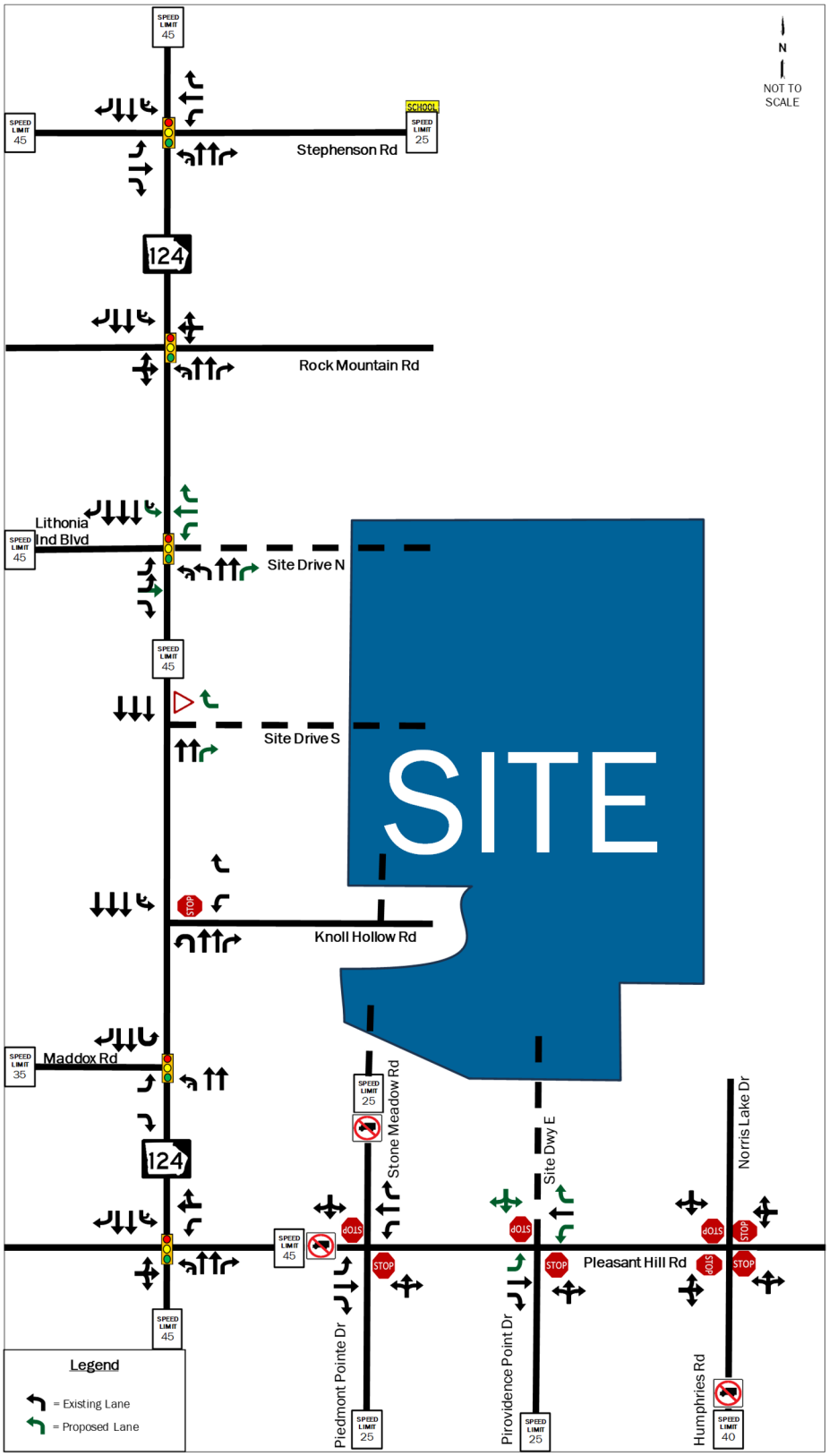
- Install a Restricted Crossing U-Turn intersection configuration

Pleasant Hill Road and Humphries Road/Norris Lake Drive

- Install a single-lane roundabout

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

## Figure 12: Existing and Proposed Project Lane Geometries



# APPENDIX A: Site Plan

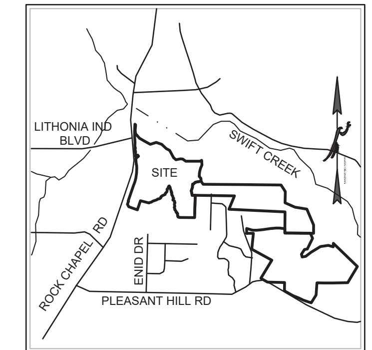
# DRI SITE PLAN
FOR
# CREEKSIDE VILLAGE

## DRI #4478

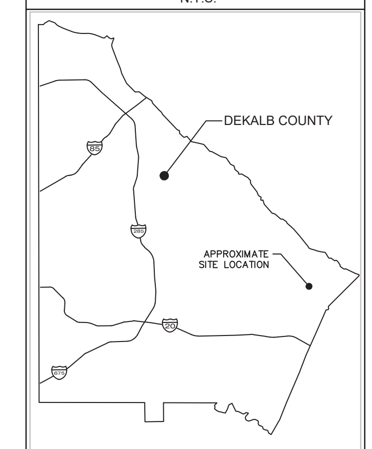
LAND LOTS 188, 189, 196, 197, 16TH DISTRICT
DEKALB COUNTY, GEORGIA

ADDRESS: 7480 ROCK CHAPEL ROAD, LITHONIA, GA 30058

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



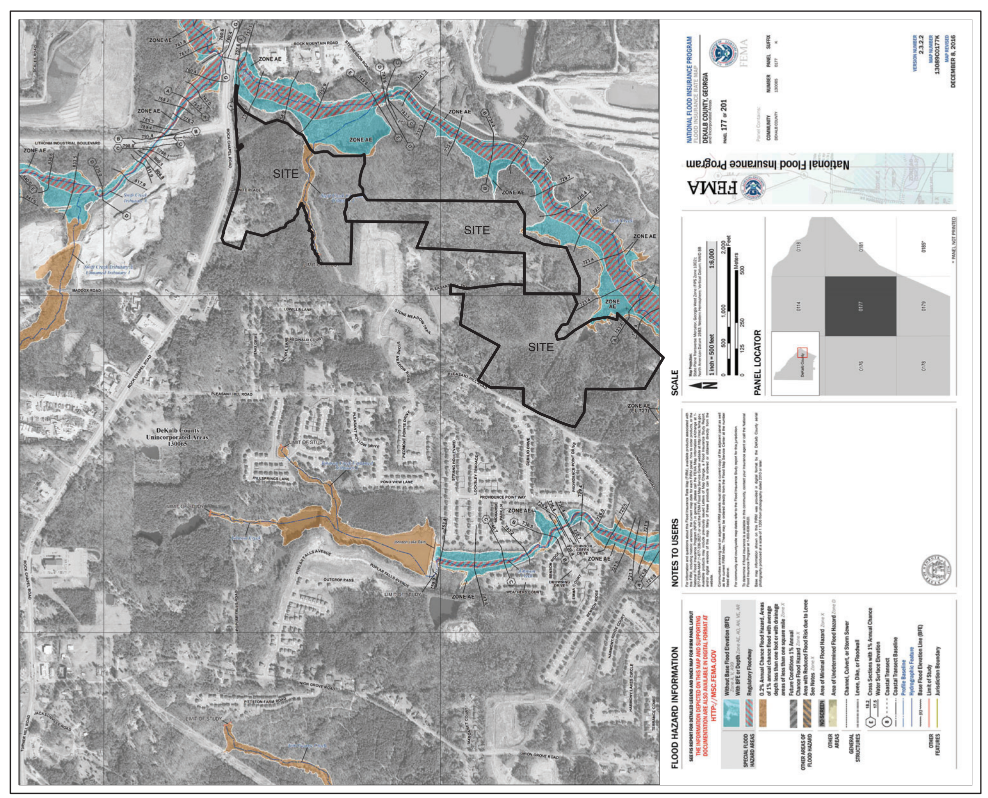

VICINITY MAP
N.T.S.




LOCATION MAP
N.T.S.

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

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

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

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

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

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

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

7. CREEKSIDE SITE REQUIREMENTS

| | |
|---|---|
| PHASE 2 DEVELOPMENT | 75.37 ACRES |
| PHASE 2 NUMBER OF LOTS | 222 LOTS |
| PH 2 PARCEL 1 DENSITY MU-4 (146 DU/44.63 AC) | 3.3 DU/AC |
| PH 2 PARCEL 2 DENSITY MU-1 (76 DU/30.77 AC) | 2.5 DU/AC |
| PHASE 2 MIN. LOT SIZE | 3,250 S.F. |
| PHASE 2 MIN. LOT WIDTH | 25 FT. |
| PHASE 2 MIN. HOUSE SIZE | 1,600 S.F. |
| PHASE 2 OPEN SPACE | 30.54 ACRES |

| BUILDING SETBACKS: | MU-1 | MU-4 | PROPOSED MZ |
|---|---|---|---|
| MIN./MAX FRONT YARD | 10'/20' | 0' | 10' |
| MIN. INTERIOR SIDE YARD | N/A | 0' | 0' |
| MIN./MAX SIDE CORNER YARD | 10'/20' | 5' | 15' |
| MIN. REAR YARD | 20' | 10' | 20' |

CREEKSIDE ZONING: MZ (PREV. MU-1 & MU-4)

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

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

| PLEASANT HILL SITE REQUIREMENTS | |
|---|---|
| TOTAL ACREAGE: | 95.52 ACRES |
| NUMBER OF APPROVED LOTS: | 214 LOTS |
| NUMBER OF LOTS: | 182 LOTS |
| GROSS DENSITY: | 1.91 DU/AC |
| PLEASANT HILL LOT STANDARDS: | |
| MIN. LOT SIZE: | 6,000 S.F. |
| MIN. LOT WIDTH: | 60 FT. |
| FRONT SETBACK: | 20 FT. |
| SIDE SETBACK: | 7.5 FT. |
| REAR SETBACK: | 20 FT. |
| PLEASANT HILL OPEN SPACE REQUIREMENTS: | |
| REQUIRED: | 28.66 ACRES (30%) |
| PROVIDED: | 39.08 ACRES (41%) |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NEWNAN, GEORGIA 30265
Ph. (770) 755-7978
CUMMING OFFICE
500 PIRKLE FERRY RD., STE C
CUMMING, GEORGIA 30040
Ph. (678) 807-7100
www.fdc-llc.com


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


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REVISIONS

| DATE | |
|---|---|
| 1. 6/10/25 | REVISED TITLE AND STREAM BUFFERS |
| 2. 7/01/25 | REVISED SITE DRIVEWAY LABELS |
| 3. | |
| 4. | |
| 5. | |
| 6. | |
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| SCALE: | NA |
| PROJ NUMBER: | 100.002 |
| DRAWN BY: | AM |
| REVIEWED BY: | JDL |
| REVISED BY: | |

GEORGIA REGISTERED LANDSCAPE ARCHITECT NO. LA001887 JARROD D. LEE
7/01/25

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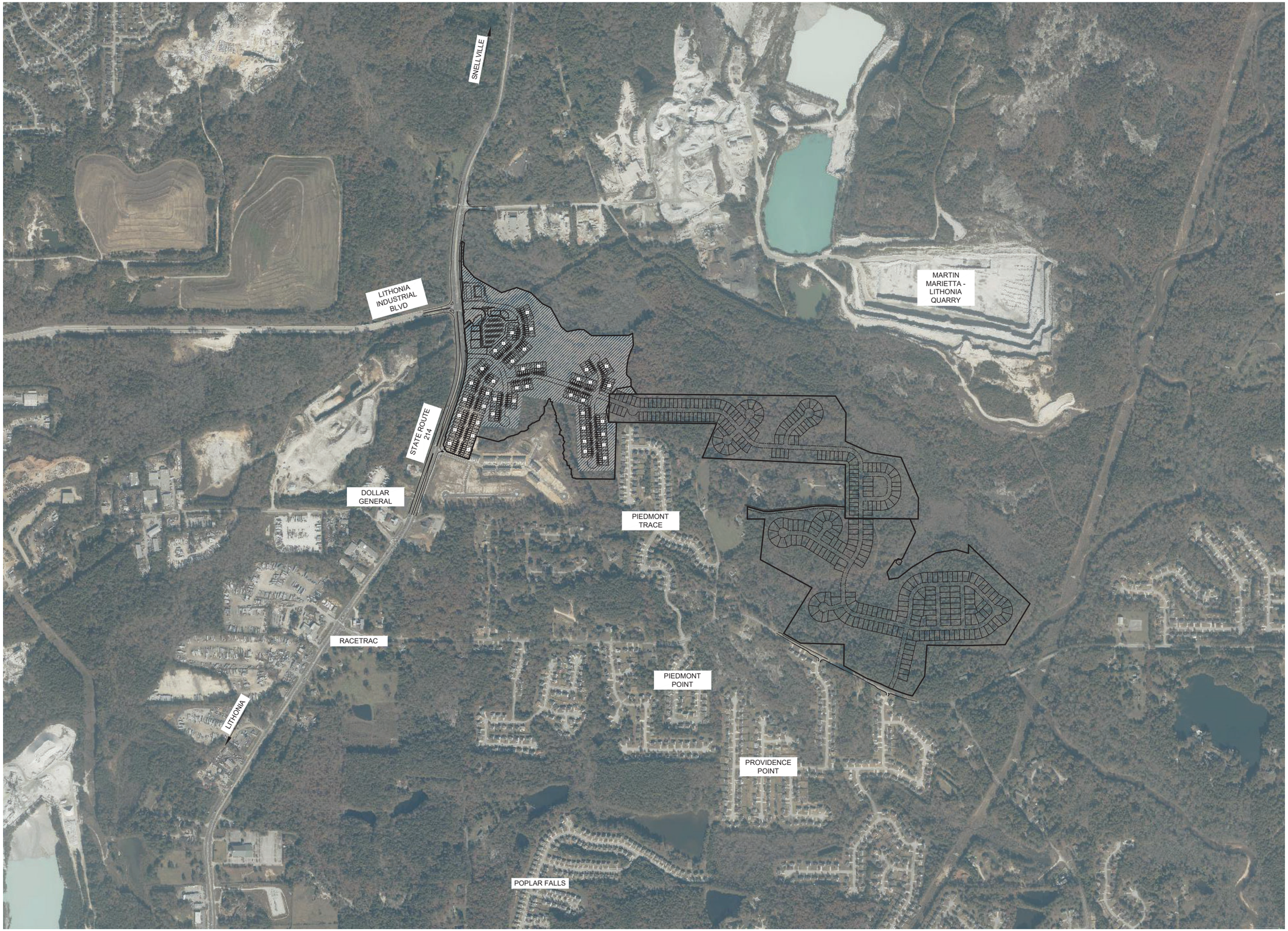



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SITE CONTEXT PLAN
FOR
# CREEKSIDE VILLAGE
DRI #4478
LOCATED IN:
LAND LOTS 188, 189, 196, 197 16th DISTRICT
DEKALB COUNTY, GEORGIA

REVISIONS

| | DATE | |
|---|---|---|
| 1. | 6/10/25 | REVISED TITLE AND STREAM BUFFERS |
| 2. | 7/01/25 | REVISED SITE DRIVEWAY LABELS |
| 3. | | |
| 4. | | |
| 5. | | |
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| SCALE: | NA |
| PROJ NUMBER: | 100,002 |
| DRAWN BY: | AM |
| REVIEWED BY: | JDL |
| REVISED BY: | |

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LANDSCAPE ARCHITECT
JARROD D.
7/01/25

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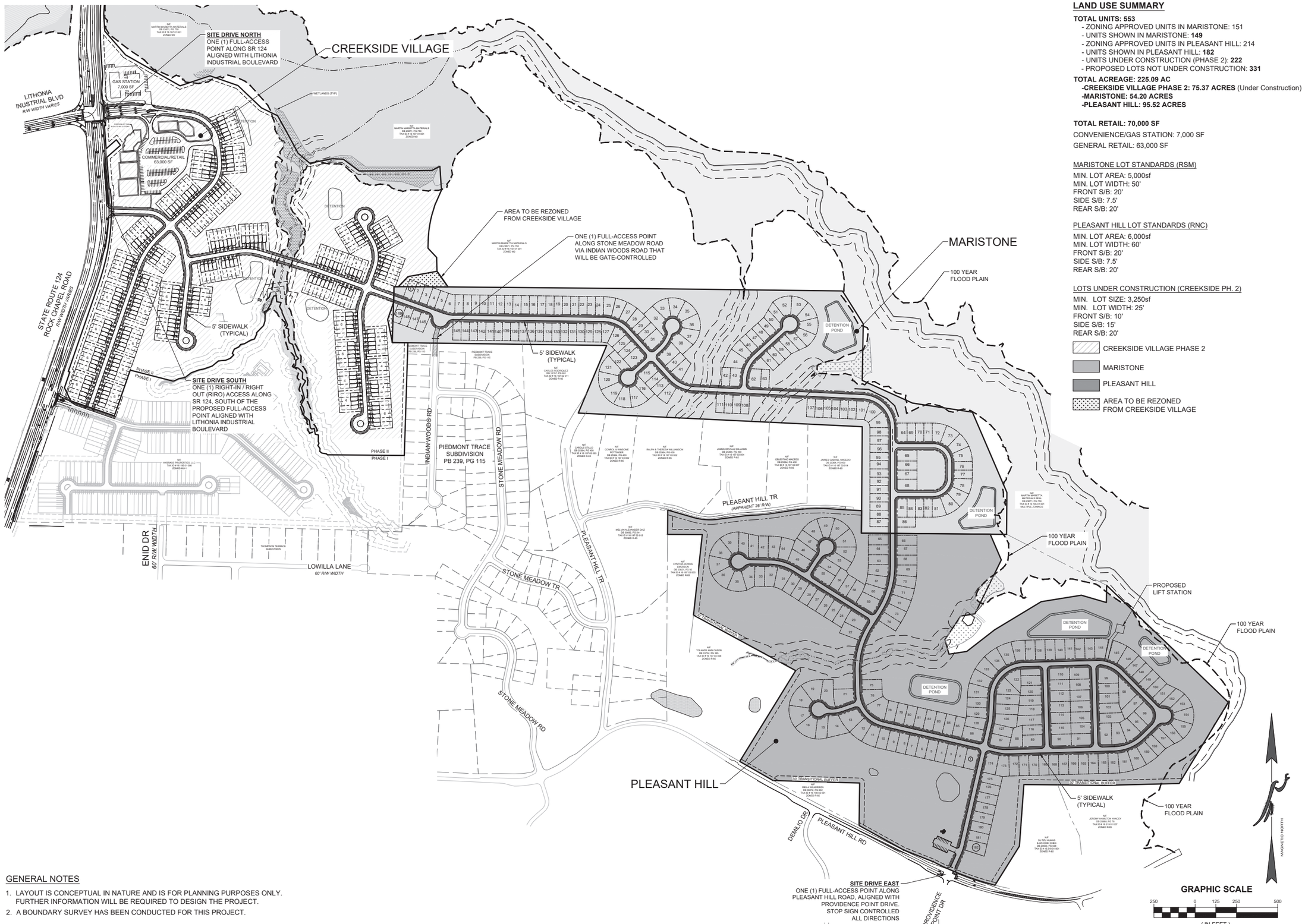
C:\Users\jlee\appdata\local\temp\AcPublish_3380\DRI10.dwg, 2.0 SITE CONTEXT PLAN, jlee, Jul 01, 2025 - 3:00:08pm




## LAND USE SUMMARY

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

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

**TOTAL RETAIL: 70,000 SF**

CONVENIENCE/GAS STATION: 7,000 SF

GENERAL RETAIL: 63,000 SF

MARISTONE LOT STANDARDS (RSM)

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

PLEASANT HILL LOT STANDARDS (RNC)

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

LOTS UNDER CONSTRUCTION (CREEKSIDE PH. 2)

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

CREEKSIDE VILLAGE PHASE 2
MARISTONE
PLEASANT HILL
AREA TO BE REZONED FROM CREEKSIDE VILLAGE

## GENERAL NOTES

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


CIVIL ENGINEERING
COA NO. PER 004750
LAND SURVEYING
COA NO. LSF 000995
CONSTRUCTION MANAGEMENT
LANDSCAPE ARCHITECT
LAND PLANNING

FALCON DESIGN CONSULTANTS

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235 CORP. CTR. DR., STE 200
STOCKBRIDGE, GEORGIA 30281
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NEWNAN, GEORGIA 30263
Ph. (770) 253-7978

CUMMING OFFICE
500 PIRKLE FERRY RD., STE C
CUMMING, GEORGIA 30040
Ph. (678) 807-7180

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

811 Know what's below. Call before you dig.
UTILITIES PROTECTION CENTER
(AVOID DAMAGE & PROTECT YOURSELF)
OR DIAL 811

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

GEORGIA REGISTERED LANDSCAPE ARCHITECT No. LA001836 JERROD D. LEE
7/01/25

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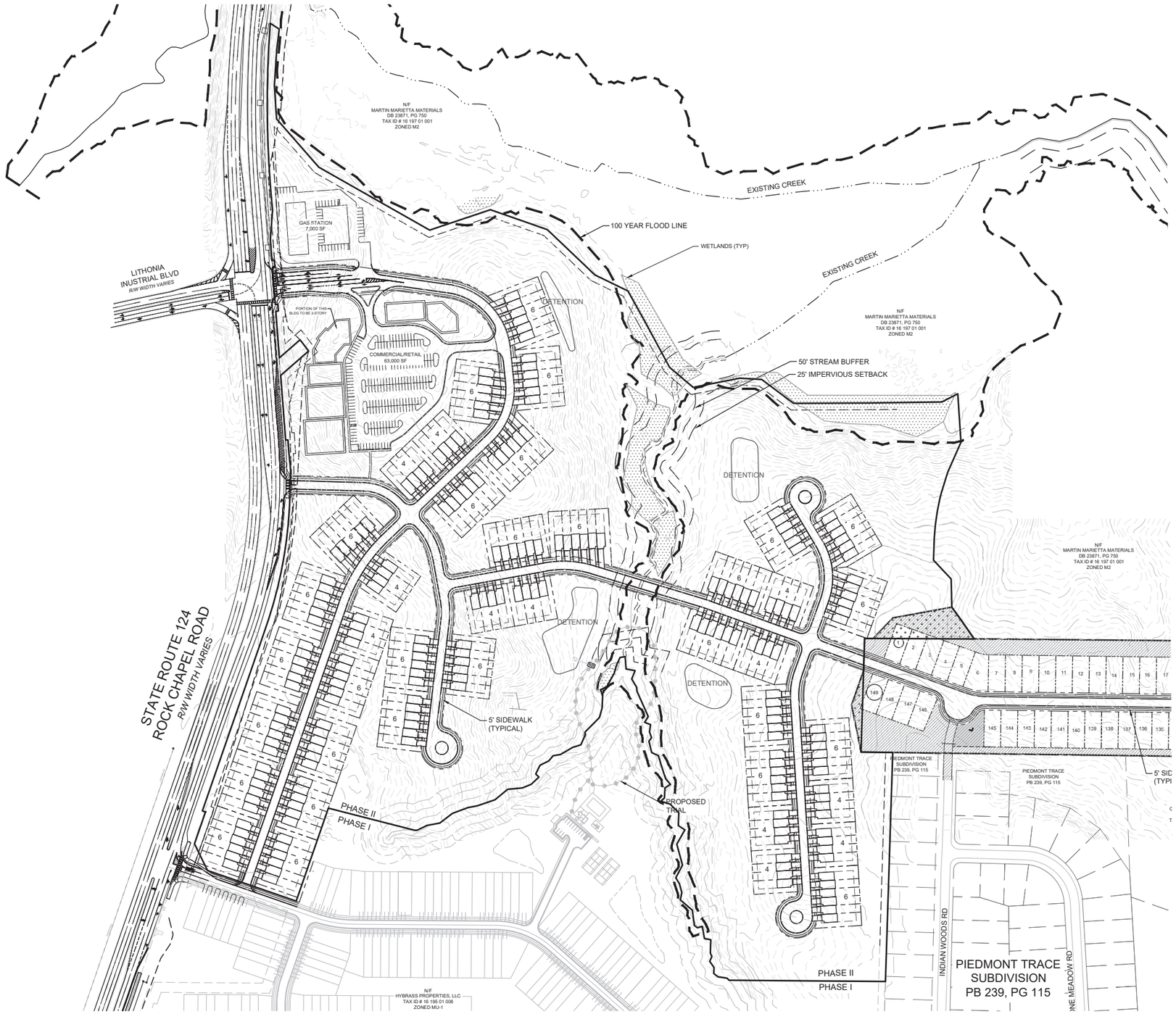


## LAND USE SUMMARY

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

CREEKSIDE LOT STANDARDS

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

## GENERAL NOTES

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

MAGNETIC NORTH

**GRAPHIC SCALE**

150 0 75 150 300

( IN FEET )
1 inch = 150 ft.


CIVIL ENGINEERING
COA NO. PEF 004750
LAND SURVEYING
COA NO. LSF 000995
CONSTRUCTION MANAGEMENT
LANDSCAPE ARCHITECT
LAND PLANNING

FALCON DESIGN CONSULTANTS

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235 CORP. CTR. DR., STE 200
STOCKBRIDGE, GEORGIA 30281
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500 PIRKLE FERRY RD., STE C
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Ph. (678) 807-7100

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

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

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

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

GEORGIA REGISTERED
No. LA001188
LANDSCAPE ARCHITECT
JARROD D. LEE
7/01/25

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

## LAND USE SUMMARY

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

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

MARISTONE OPEN SPACE REQUIREMENTS (RSM):

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

MARISTONE LOT STANDARDS (RSM)

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

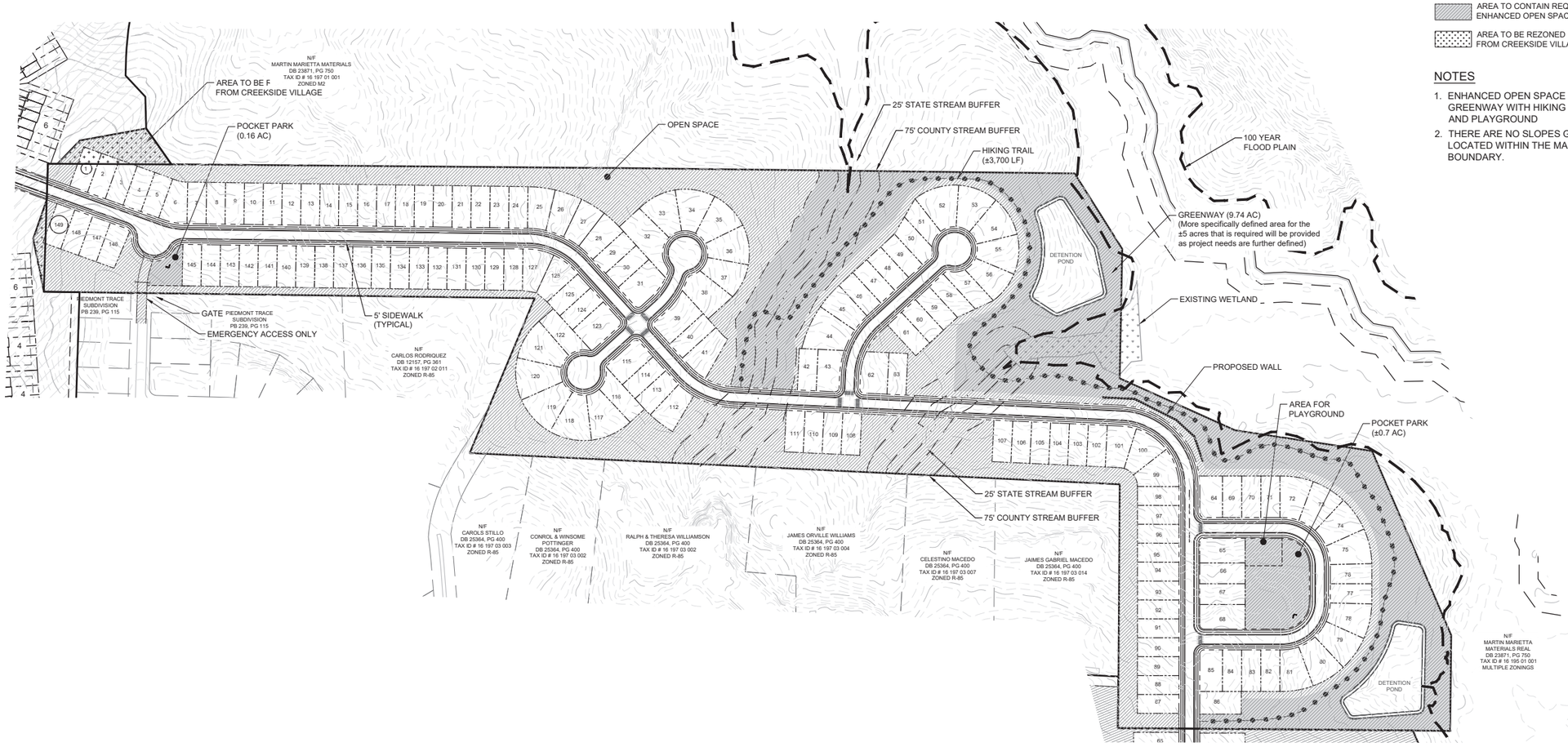
OPEN SPACE

AREA TO CONTAIN REQUIRED ENHANCED OPEN SPACE (10.79 AC)

AREA TO BE REZONED FROM CREEKSIDE VILLAGE

## NOTES

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




## GENERAL NOTES

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**GRAPHIC SCALE**

150 0 75 150 300

( IN FEET )
1 inch = 150 ft.


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Ph. (678) 807-7100

www.fdc-llc.com


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

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

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

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

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

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## LAND USE SUMMARY

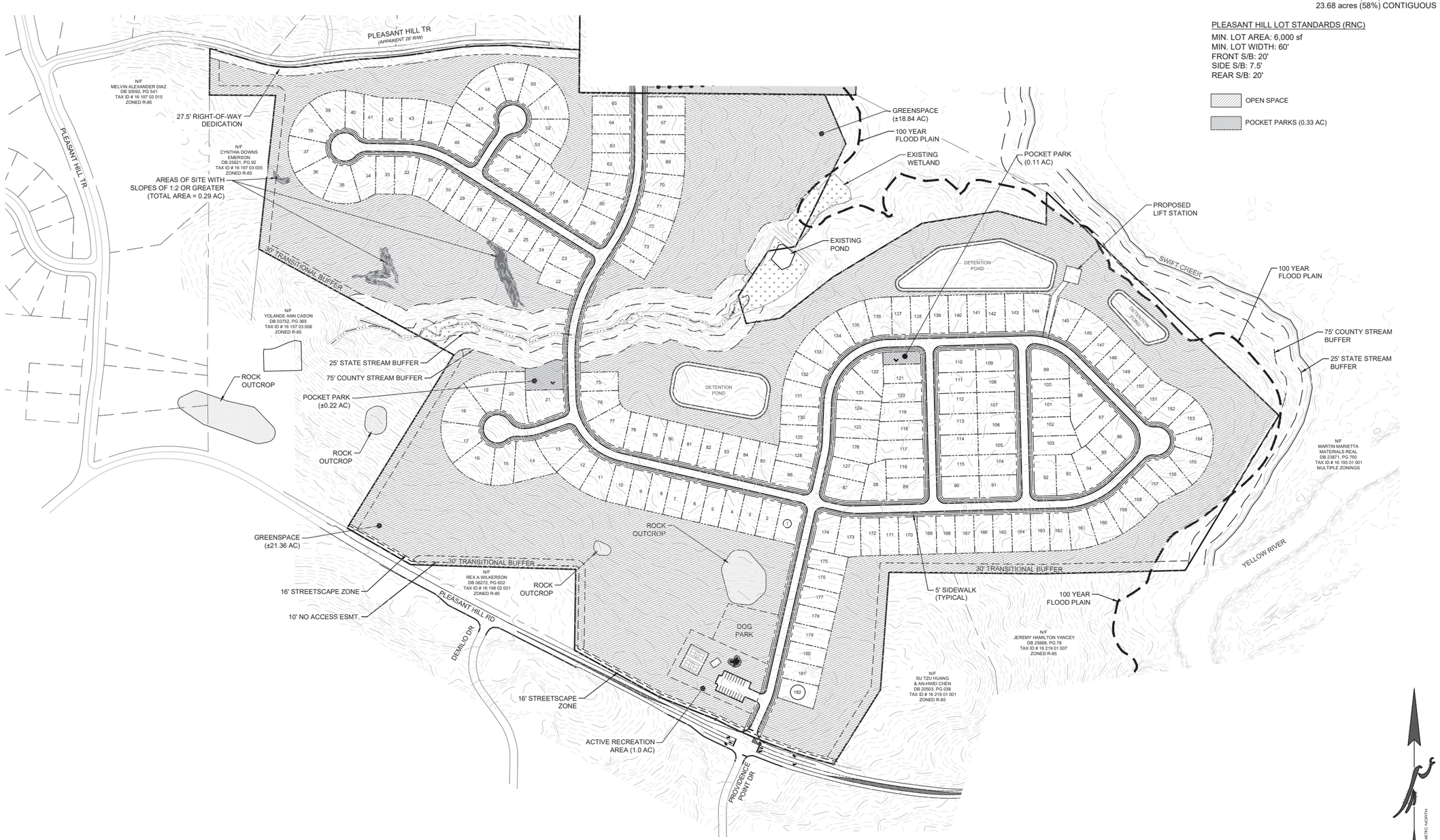
**TOTAL UNITS: 182**
- ZONING APPROVED UNITS IN PLEASANT HILL: 214
- UNITS SHOWN IN PLEASANT HILL: **182**

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

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

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

OPEN SPACE
POCKET PARKS (0.33 AC)

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


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Ph. (678) 807-7100
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# PLEASANT HILL SITE PLAN FOR CREEKSIDE VILLAGE

DRI #4478

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

REVISIONS

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

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

GEORGIA REGISTERED No. LA001896 LANDSCAPE ARCHITECT JERROD D. LANE
7/01/25

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# APPENDIX B: Traffic Count Data

# Bi-Directional Class Count || Location Overview

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 1**

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

**Lat/Long**

33.742360°, -84.083865°

Click here for Map

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

Location Overview

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

**Daily & Monthly Factors**

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

# Bi-Directional Class Count || NB EB 15min

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.742360°, -84.083865°

Click here for Map

**Weather**
Fair
69°F

Click here for Detailed Weather

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

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

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

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

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

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

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

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

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.742360°, -84.083865°

Click here for Map

**Weather**
Fair
69°F

Click here for Detailed Weather

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

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

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

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

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

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

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

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

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.742360°, -84.083865°

**Weather**
Fair
69°F

Click here for Detailed Weather

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

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

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

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

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

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

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

# Bi-Directional Class Count || Volume Summary 15min

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

www.marrtraffic.com

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

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.742360°, -84.083865°

**Weather**
Fair
69°F

Click here for Detailed Weather

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

Volume Summary 15min

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

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

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

# Bi-Directional Class Count || NB EB 60min

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.742360°, -84.083865°

**Weather**
Fair
69°F

Click here for Detailed Weather

**0000 - 2400 (Weekday 24h Session) (05-08-2025)**
NB EB 60min

| | Northbound (Movement 1.1) | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | **Total** |
| 0000 - 0100 | 0 | 141 | 9 | 0 | 3 | 6 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | **162** |
| 0100 - 0200 | 0 | 79 | 2 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **86** |
| 0200 - 0300 | 0 | 77 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **86** |
| 0300 - 0400 | 0 | 127 | 9 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **138** |
| 0400 - 0500 | 0 | 184 | 10 | 1 | 1 | 6 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | **207** |
| 0500 - 0600 | 0 | 335 | 30 | 0 | 2 | 13 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | **389** |
| 0600 - 0700 | 0 | 767 | 147 | 8 | 10 | 25 | 1 | 1 | 28 | 1 | 0 | 0 | 0 | **988** |
| 0700 - 0800 | 0 | 1286 | 195 | 6 | 25 | 16 | 0 | 6 | 11 | 2 | 0 | 0 | 0 | **1547** |
| 0800 - 0900 | 0 | 959 | 199 | 1 | 23 | 31 | 0 | 8 | 20 | 1 | 0 | 0 | 0 | **1242** |
| 0900 - 1000 | 0 | 519 | 146 | 0 | 20 | 18 | 1 | 1 | 19 | 2 | 0 | 0 | 0 | **726** |
| 1000 - 1100 | 1 | 489 | 118 | 0 | 17 | 14 | 0 | 5 | 19 | 0 | 0 | 0 | 0 | **663** |
| 1100 - 1200 | 5 | 533 | 106 | 0 | 21 | 20 | 0 | 4 | 14 | 0 | 0 | 0 | 0 | **703** |
| 1200 - 1300 | 0 | 550 | 127 | 1 | 12 | 16 | 0 | 6 | 20 | 0 | 0 | 0 | 0 | **732** |
| 1300 - 1400 | 1 | 676 | 154 | 1 | 29 | 19 | 0 | 4 | 16 | 1 | 0 | 0 | 0 | **901** |
| 1400 - 1500 | 0 | 762 | 174 | 5 | 17 | 14 | 0 | 2 | 21 | 0 | 0 | 0 | 0 | **995** |
| 1500 - 1600 | 5 | 837 | 172 | 8 | 27 | 9 | 0 | 6 | 26 | 1 | 0 | 0 | 0 | **1091** |
| 1600 - 1700 | 4 | 1052 | 223 | 7 | 24 | 16 | 0 | 1 | 16 | 0 | 0 | 0 | 0 | **1343** |
| 1700 - 1800 | 0 | 1163 | 202 | 1 | 22 | 9 | 2 | 4 | 12 | 0 | 0 | 0 | 0 | **1415** |
| 1800 - 1900 | 0 | 892 | 209 | 0 | 2 | 4 | 4 | 1 | 9 | 0 | 0 | 0 | 0 | **1121** |
| 1900 - 2000 | 0 | 685 | 206 | 1 | 6 | 6 | 0 | 7 | 15 | 0 | 0 | 0 | 0 | **926** |
| 2000 - 2100 | 0 | 619 | 126 | 2 | 5 | 5 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | **764** |
| 2100 - 2200 | 0 | 566 | 81 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | **652** |
| 2200 - 2300 | 0 | 389 | 85 | 0 | 5 | 6 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | **492** |
| 2300 - 2400 | 0 | 236 | 58 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | **297** |
| Session Total | 16 | 13923 | 2796 | 42 | 273 | 256 | 9 | 58 | 285 | 8 | 0 | 0 | 0 | **17666** |
| Session Average | 0.67 | 580.13 | 116.50 | 1.75 | 11.38 | 10.67 | 0.38 | 2.42 | 11.88 | 0.33 | 0.00 | 0.00 | 0.00 | **736.08** |
| Session Percentage | 0.09 | 78.81 | 15.83 | 0.24 | 1.55 | 1.45 | 0.05 | 0.33 | 1.61 | 0.05 | 0.00 | 0.00 | 0.00 | |
| AM Peak Hour | - | 0700 - 0800 | 0800 - 0900 | 0600 - 0700 | 0700 - 0800 | 0800 - 0900 | 0600 - 0700 | 0800 - 0900 | 0600 - 0700 | 0700 - 0800 | - | - | - | **0700 - 0800** |
| AM Peak Volume | 0 | 1286 | 199 | 8 | 25 | 31 | 1 | 8 | 28 | 2 | 0 | 0 | 0 | **1547** |
| AM Peak %age | 0.00 | 83.13 | 12.86 | 0.52 | 1.62 | 2.00 | 0.06 | 0.52 | 1.81 | 0.13 | 0.00 | 0.00 | 0.00 | |
| Noon Peak Hour | 1100 - 1200 | 1400 - 1500 | 1400 - 1500 | 1400 - 1500 | 1300 - 1400 | 1100 - 1200 | - | 1200 - 1300 | 1400 - 1500 | 1300 - 1400 | - | - | - | **1400 - 1500** |
| Noon Peak Volume | 5 | 762 | 174 | 5 | 29 | 20 | 0 | 6 | 21 | 1 | 0 | 0 | 0 | **995** |
| Noon Peak %age | 0.50 | 76.58 | 17.49 | 0.50 | 2.91 | 2.01 | 0.00 | 0.60 | 2.11 | 0.10 | 0.00 | 0.00 | 0.00 | |
| PM Peak Hour | 1500 - 1600 | 1700 - 1800 | 1600 - 1700 | 1500 - 1600 | 1500 - 1600 | 1600 - 1700 | 1800 - 1900 | 1900 - 2000 | 1500 - 1600 | 1500 - 1600 | - | - | - | **1700 - 1800** |
| PM Peak Volume | 5 | 1163 | 223 | 8 | 27 | 16 | 4 | 7 | 26 | 1 | 0 | 0 | 0 | **1415** |
| PM Peak %age | 0.35 | 82.19 | 15.76 | 0.57 | 1.91 | 1.13 | 0.28 | 0.49 | 1.84 | 0.07 | 0.00 | 0.00 | 0.00 | |

# Bi-Directional Class Count || SB WB 60min

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.742360°, -84.083865°

**Weather**
Fair
69°F

Click here for Detailed Weather

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

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

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.742360°, -84.083865°

**Weather**
Fair
69°F

Click here for Detailed Weather

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

Bi-Directional 60min

| | Bi-Directional 60min | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | **Total** |
| 0000 - 0100 | 0 | 277 | 11 | 0 | 5 | 8 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | **305** |
| 0100 - 0200 | 0 | 186 | 2 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | **194** |
| 0200 - 0300 | 0 | 169 | 8 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | **183** |
| 0300 - 0400 | 0 | 231 | 10 | 0 | 2 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | **250** |
| 0400 - 0500 | 0 | 343 | 12 | 1 | 7 | 11 | 0 | 1 | 14 | 0 | 0 | 0 | 0 | **389** |
| 0500 - 0600 | 0 | 708 | 42 | 4 | 6 | 20 | 0 | 1 | 26 | 0 | 0 | 0 | 0 | **807** |
| 0600 - 0700 | 0 | 1184 | 230 | 9 | 15 | 43 | 1 | 5 | 46 | 1 | 0 | 0 | 0 | **1534** |
| 0700 - 0800 | 0 | 2003 | 391 | 11 | 55 | 27 | 0 | 10 | 29 | 2 | 0 | 0 | 0 | **2528** |
| 0800 - 0900 | 1 | 1681 | 430 | 1 | 43 | 63 | 0 | 13 | 47 | 1 | 0 | 0 | 0 | **2280** |
| 0900 - 1000 | 1 | 1162 | 340 | 3 | 33 | 38 | 2 | 7 | 44 | 2 | 0 | 0 | 0 | **1632** |
| 1000 - 1100 | 1 | 1099 | 303 | 0 | 35 | 38 | 0 | 8 | 46 | 3 | 0 | 0 | 0 | **1533** |
| 1100 - 1200 | 7 | 1135 | 272 | 0 | 47 | 37 | 0 | 11 | 43 | 0 | 0 | 0 | 0 | **1552** |
| 1200 - 1300 | 0 | 1193 | 329 | 1 | 31 | 39 | 0 | 8 | 40 | 0 | 0 | 0 | 0 | **1641** |
| 1300 - 1400 | 1 | 1245 | 333 | 1 | 46 | 45 | 1 | 9 | 29 | 1 | 0 | 0 | 0 | **1711** |
| 1400 - 1500 | 3 | 1583 | 367 | 14 | 27 | 32 | 2 | 3 | 45 | 0 | 0 | 0 | 0 | **2076** |
| 1500 - 1600 | 7 | 1950 | 416 | 12 | 48 | 32 | 1 | 9 | 49 | 1 | 0 | 0 | 0 | **2525** |
| 1600 - 1700 | 4 | 2261 | 464 | 9 | 48 | 29 | 1 | 5 | 36 | 0 | 0 | 0 | 0 | **2857** |
| 1700 - 1800 | 1 | 2384 | 375 | 2 | 35 | 21 | 2 | 4 | 21 | 0 | 0 | 0 | 0 | **2845** |
| 1800 - 1900 | 2 | 2057 | 364 | 0 | 16 | 11 | 4 | 1 | 16 | 0 | 0 | 0 | 0 | **2471** |
| 1900 - 2000 | 2 | 1463 | 286 | 2 | 16 | 12 | 0 | 8 | 23 | 0 | 0 | 0 | 0 | **1812** |
| 2000 - 2100 | 0 | 1306 | 224 | 2 | 13 | 8 | 0 | 2 | 12 | 0 | 0 | 0 | 0 | **1567** |
| 2100 - 2200 | 0 | 1152 | 139 | 1 | 4 | 2 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | **1308** |
| 2200 - 2300 | 0 | 754 | 123 | 0 | 10 | 6 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | **902** |
| 2300 - 2400 | 3 | 471 | 80 | 0 | 4 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | **564** |
| Session Total | 33 | 27997 | 5551 | 73 | 549 | 526 | 15 | 105 | 606 | 11 | 0 | 0 | 0 | **35466** |
| Session Average | 1.38 | 1166.54 | 231.29 | 3.04 | 22.88 | 21.92 | 0.63 | 4.38 | 25.25 | 0.46 | 0.00 | 0.00 | 0.00 | **1477.75** |
| Session Percentage | 0.09 | 78.94 | 15.65 | 0.21 | 1.55 | 1.48 | 0.04 | 0.30 | 1.71 | 0.03 | 0.00 | 0.00 | 0.00 | |

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

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

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

# Bi-Directional Class Count || Volume Summary 60min

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

www.marrtraffic.com

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

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.742360°, -84.083865°

**Weather**
Fair
69°F

Click here for Detailed Weather

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

Volume Summary 60min

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

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

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

## Bi-Directional Class Count || Graphical Analysis NB EB

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 1**

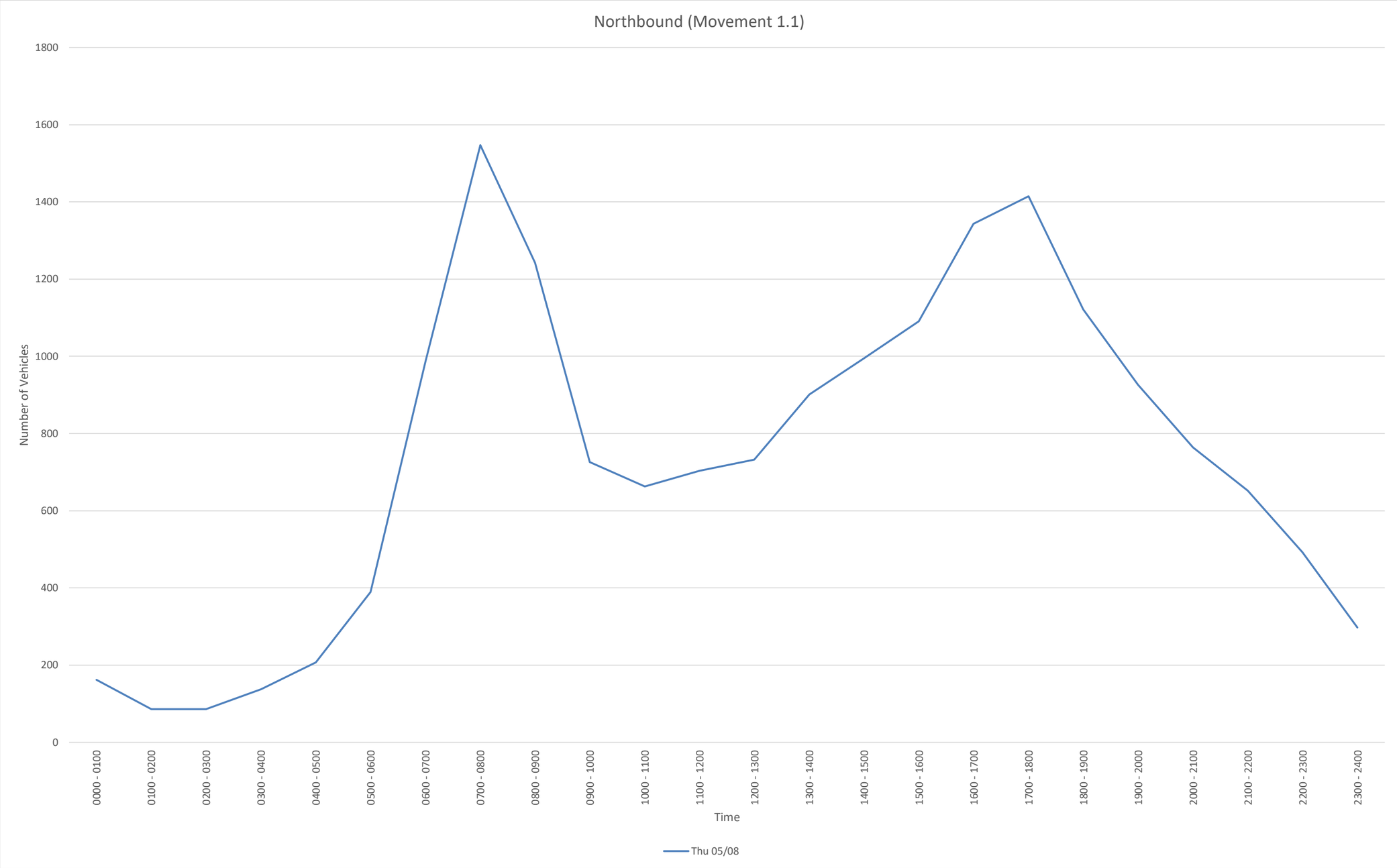
GA-124 Rock Chapel Rd,
north of Knoll Hollow Rd

**Lat/Long**

33.742360°, -84.083865°

**0000 - 2400 (Weekday 24h Session)**

Graphical Analysis NB EB




| Time | Thu 05/08 | | | | | | |
|---|---|---|---|---|---|---|---|
| 0000 - 0100 | 162 | | | | | | |
| 0100 - 0200 | 86 | | | | | | |
| 0200 - 0300 | 86 | | | | | | |
| 0300 - 0400 | 138 | | | | | | |
| 0400 - 0500 | 207 | | | | | | |
| 0500 - 0600 | 389 | | | | | | |
| 0600 - 0700 | 988 | | | | | | |
| 0700 - 0800 | 1547 | | | | | | |
| 0800 - 0900 | 1242 | | | | | | |
| 0900 - 1000 | 726 | | | | | | |
| 1000 - 1100 | 663 | | | | | | |
| 1100 - 1200 | 703 | | | | | | |
| 1200 - 1300 | 732 | | | | | | |
| 1300 - 1400 | 901 | | | | | | |
| 1400 - 1500 | 995 | | | | | | |
| 1500 - 1600 | 1091 | | | | | | |
| 1600 - 1700 | 1343 | | | | | | |
| 1700 - 1800 | 1415 | | | | | | |
| 1800 - 1900 | 1121 | | | | | | |
| 1900 - 2000 | 926 | | | | | | |
| 2000 - 2100 | 764 | | | | | | |
| 2100 - 2200 | 652 | | | | | | |
| 2200 - 2300 | 492 | | | | | | |
| 2300 - 2400 | 297 | | | | | | |
| Daily Total | 17666 | | | | | | |

## Bi-Directional Class Count || Graphical Analysis SB WB

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 1**

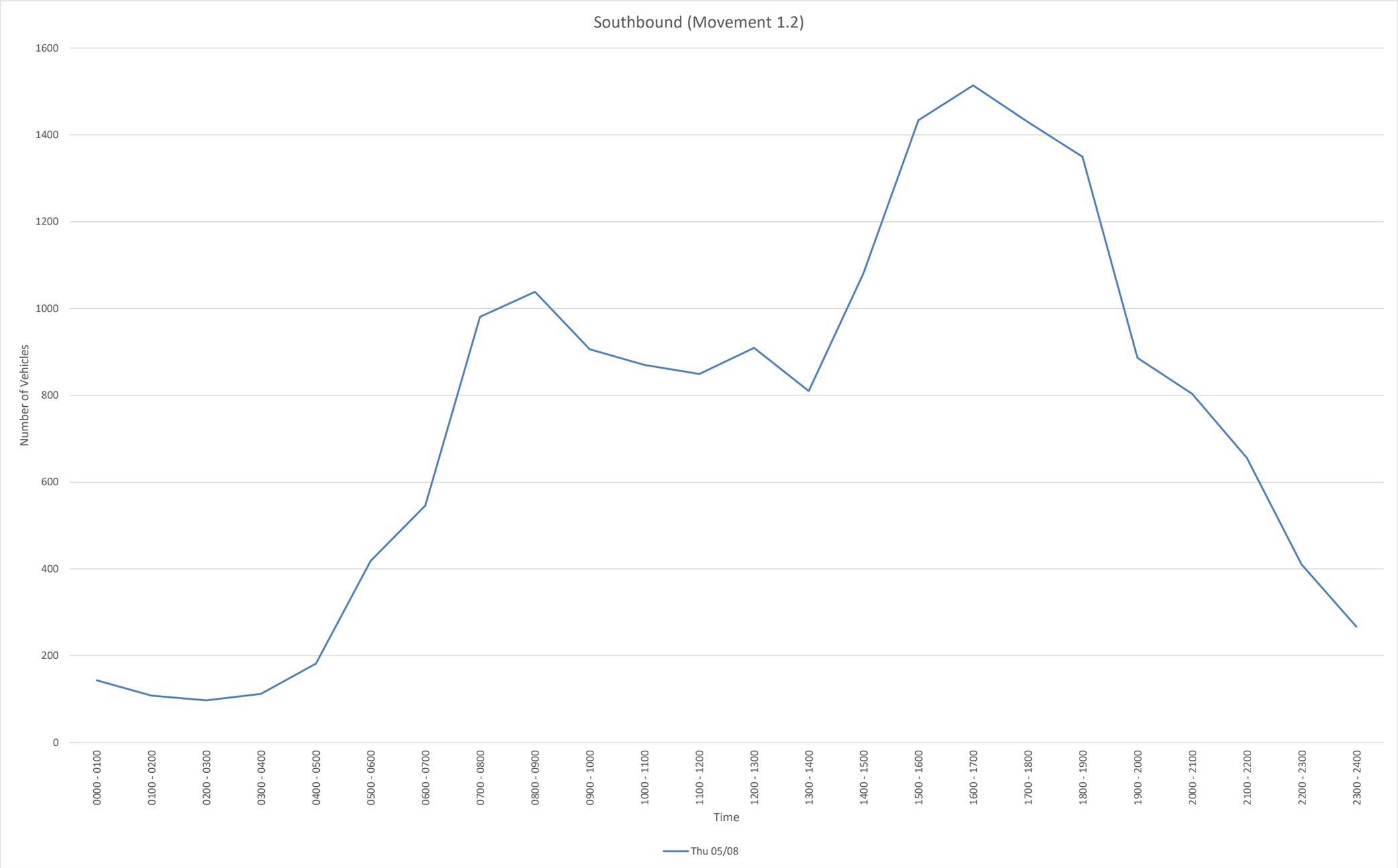
GA-124 Rock Chapel Rd,
north of Knoll Hollow Rd

**Lat/Long**

33.742360°, -84.083865°

**0000 - 2400 (Weekday 24h Session)**

Graphical Analysis SB WB




| Time | Thu 05/08 | | | | | | |
|---|---|---|---|---|---|---|---|
| 0000 - 0100 | 143 | | | | | | |
| 0100 - 0200 | 108 | | | | | | |
| 0200 - 0300 | 97 | | | | | | |
| 0300 - 0400 | 112 | | | | | | |
| 0400 - 0500 | 182 | | | | | | |
| 0500 - 0600 | 418 | | | | | | |
| 0600 - 0700 | 546 | | | | | | |
| 0700 - 0800 | 981 | | | | | | |
| 0800 - 0900 | 1038 | | | | | | |
| 0900 - 1000 | 906 | | | | | | |
| 1000 - 1100 | 870 | | | | | | |
| 1100 - 1200 | 849 | | | | | | |
| 1200 - 1300 | 909 | | | | | | |
| 1300 - 1400 | 810 | | | | | | |
| 1400 - 1500 | 1081 | | | | | | |
| 1500 - 1600 | 1434 | | | | | | |
| 1600 - 1700 | 1514 | | | | | | |
| 1700 - 1800 | 1430 | | | | | | |
| 1800 - 1900 | 1350 | | | | | | |
| 1900 - 2000 | 886 | | | | | | |
| 2000 - 2100 | 803 | | | | | | |
| 2100 - 2200 | 656 | | | | | | |
| 2200 - 2300 | 410 | | | | | | |
| 2300 - 2400 | 267 | | | | | | |
| Daily Total | 17800 | | | | | | |

## Bi-Directional Class Count || Graphical Analysis BiDir

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 1**

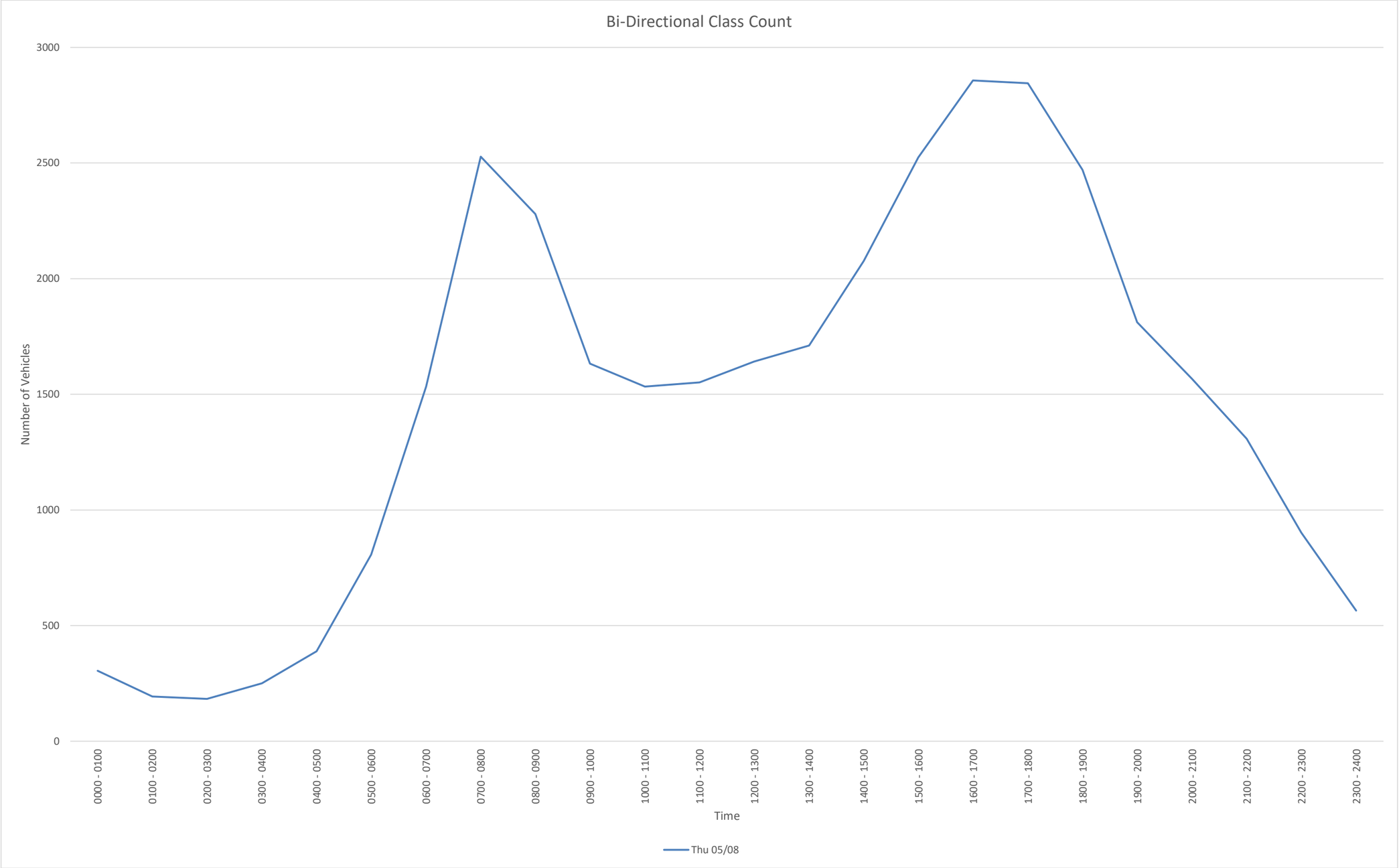
GA-124 Rock Chapel Rd,
north of Knoll Hollow Rd

**Lat/Long**

33.742360°, -84.083865°

**0000 - 2400 (Weekday 24h Session)**

Graphical Analysis BiDir




| Time | Thu 05/08 | | | | | | |
|---|---|---|---|---|---|---|---|
| 0000 - 0100 | 305 | | | | | | |
| 0100 - 0200 | 194 | | | | | | |
| 0200 - 0300 | 183 | | | | | | |
| 0300 - 0400 | 250 | | | | | | |
| 0400 - 0500 | 389 | | | | | | |
| 0500 - 0600 | 807 | | | | | | |
| 0600 - 0700 | 1534 | | | | | | |
| 0700 - 0800 | 2528 | | | | | | |
| 0800 - 0900 | 2280 | | | | | | |
| 0900 - 1000 | 1632 | | | | | | |
| 1000 - 1100 | 1533 | | | | | | |
| 1100 - 1200 | 1552 | | | | | | |
| 1200 - 1300 | 1641 | | | | | | |
| 1300 - 1400 | 1711 | | | | | | |
| 1400 - 1500 | 2076 | | | | | | |
| 1500 - 1600 | 2525 | | | | | | |
| 1600 - 1700 | 2857 | | | | | | |
| 1700 - 1800 | 2845 | | | | | | |
| 1800 - 1900 | 2471 | | | | | | |
| 1900 - 2000 | 1812 | | | | | | |
| 2000 - 2100 | 1567 | | | | | | |
| 2100 - 2200 | 1308 | | | | | | |
| 2200 - 2300 | 902 | | | | | | |
| 2300 - 2400 | 564 | | | | | | |
| Daily Total | 35466 | | | | | | |

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

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

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

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

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

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

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

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

# Bi-Directional Class Count || Location Overview

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 2**

Pleasant Hill Rd,
west of Providence Point Dr

**Lat/Long**

33.733561°, -84.067929°

Click here for Map

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

Location Overview

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

**Daily & Monthly Factors**

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

# Bi-Directional Class Count || NB EB 15min

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 2**
Pleasant Hill Rd,
west of Providence Point Dr

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.733561°, -84.067929°

Click here for Map

**Weather**
Fair
69°F

Click here for Detailed Weather

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

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

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

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

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

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

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

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

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 2**
Pleasant Hill Rd,
west of Providence Point Dr

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.733561°, -84.067929°

Click here for Map

**Weather**
Fair
69°F

Click here for Detailed Weather

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

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

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

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

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

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

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

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

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 2**
Pleasant Hill Rd,
west of Providence Point Dr

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.733561°, -84.067929°

**Weather**
Fair
69°F

Click here for Detailed Weather

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

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

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

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

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

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

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

# Bi-Directional Class Count || Volume Summary 15min

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 2**
Pleasant Hill Rd,
west of Providence Point Dr

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.733561°, -84.067929°

**Weather**
Fair
69°F

Click here for Detailed Weather

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

Volume Summary 15min

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

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

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

# Bi-Directional Class Count || NB EB 60min

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 2**
Pleasant Hill Rd,
west of Providence Point Dr

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.733561°, -84.067929°

**Weather**
Fair
69°F

Click here for Detailed Weather

**0000 - 2400 (Weekday 24h Session) (05-08-2025)**
NB EB 60min

| | Eastbound (Movement 2.1) | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | **Total** |
| 0000 - 0100 | 0 | 36 | 7 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **46** |
| 0100 - 0200 | 0 | 36 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **45** |
| 0200 - 0300 | 0 | 34 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **41** |
| 0300 - 0400 | 0 | 33 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **40** |
| 0400 - 0500 | 0 | 22 | 2 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **27** |
| 0500 - 0600 | 0 | 51 | 11 | 0 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | **67** |
| 0600 - 0700 | 0 | 103 | 22 | 3 | 6 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | **139** |
| 0700 - 0800 | 0 | 171 | 47 | 2 | 11 | 6 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | **243** |
| 0800 - 0900 | 0 | 195 | 56 | 1 | 14 | 5 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | **279** |
| 0900 - 1000 | 1 | 148 | 53 | 1 | 10 | 3 | 1 | 6 | 6 | 0 | 0 | 0 | 0 | **229** |
| 1000 - 1100 | 2 | 155 | 44 | 0 | 7 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | **213** |
| 1100 - 1200 | 0 | 158 | 41 | 0 | 11 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | **216** |
| 1200 - 1300 | 0 | 213 | 57 | 0 | 9 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | **285** |
| 1300 - 1400 | 0 | 223 | 57 | 1 | 5 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | **292** |
| 1400 - 1500 | 0 | 263 | 70 | 5 | 10 | 2 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | **356** |
| 1500 - 1600 | 2 | 455 | 120 | 2 | 8 | 2 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | **599** |
| 1600 - 1700 | 2 | 408 | 114 | 0 | 7 | 6 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | **540** |
| 1700 - 1800 | 0 | 432 | 115 | 1 | 3 | 1 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | **558** |
| 1800 - 1900 | 1 | 418 | 99 | 0 | 10 | 1 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | **537** |
| 1900 - 2000 | 1 | 320 | 68 | 0 | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | **397** |
| 2000 - 2100 | 0 | 271 | 41 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | **315** |
| 2100 - 2200 | 0 | 225 | 35 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **264** |
| 2200 - 2300 | 1 | 148 | 17 | 0 | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | **174** |
| 2300 - 2400 | 0 | 114 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **126** |
| Session Total | 10 | 4632 | 1107 | 16 | 133 | 39 | 1 | 50 | 40 | 0 | 0 | 0 | 0 | **6028** |
| Session Average | 0.42 | 193.00 | 46.13 | 0.67 | 5.54 | 1.63 | 0.04 | 2.08 | 1.67 | 0.00 | 0.00 | 0.00 | 0.00 | **251.17** |
| Session Percentage | 0.17 | 76.84 | 18.36 | 0.27 | 2.21 | 0.65 | 0.02 | 0.83 | 0.66 | 0.00 | 0.00 | 0.00 | 0.00 | |
| AM Peak Hour | 0900 - 1000 | 0800 - 0900 | 0800 - 0900 | 0600 - 0700 | 0800 - 0900 | 0700 - 0800 | 0900 - 1000 | 0900 - 1000 | 0900 - 1000 | - | - | - | - | **0800 - 0900** |
| AM Peak Volume | 1 | 195 | 56 | 3 | 14 | 6 | 1 | 6 | 6 | 0 | 0 | 0 | 0 | **279** |
| AM Peak %age | 0.36 | 69.89 | 20.07 | 1.08 | 5.02 | 2.15 | 0.36 | 2.15 | 2.15 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Noon Peak Hour | 1000 - 1100 | 1400 - 1500 | 1400 - 1500 | 1400 - 1500 | 1100 - 1200 | 1000 - 1100 | - | 1400 - 1500 | 1200 - 1300 | - | - | - | - | **1400 - 1500** |
| Noon Peak Volume | 2 | 263 | 70 | 5 | 11 | 2 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | **356** |
| Noon Peak %age | 0.56 | 73.88 | 19.66 | 1.40 | 3.09 | 0.56 | 0.00 | 1.40 | 1.12 | 0.00 | 0.00 | 0.00 | 0.00 | |
| PM Peak Hour | 1500 - 1600 | 1500 - 1600 | 1500 - 1600 | 1500 - 1600 | 1800 - 1900 | 1600 - 1700 | - | 1500 - 1600 | 1500 - 1600 | - | - | - | - | **1500 - 1600** |
| PM Peak Volume | 2 | 455 | 120 | 2 | 10 | 6 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | **599** |
| PM Peak %age | 0.33 | 75.96 | 20.03 | 0.33 | 1.67 | 1.00 | 0.00 | 1.00 | 0.67 | 0.00 | 0.00 | 0.00 | 0.00 | |

# Bi-Directional Class Count || SB WB 60min

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 2**
Pleasant Hill Rd,
west of Providence Point Dr

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.733561°, -84.067929°

**Weather**
Fair
69°F

Click here for Detailed Weather

**0000 - 2400 (Weekday 24h Session) (05-08-2025)**
SB WB 60min

| | Westbound (Movement 2.2) | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | **Total** |
| 0000 - 0100 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **19** |
| 0100 - 0200 | 0 | 19 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** |
| 0200 - 0300 | 0 | 20 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **28** |
| 0300 - 0400 | 0 | 38 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **60** |
| 0400 - 0500 | 0 | 93 | 40 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **139** |
| 0500 - 0600 | 0 | 214 | 90 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **307** |
| 0600 - 0700 | 0 | 318 | 113 | 3 | 5 | 2 | 0 | 4 | 7 | 0 | 0 | 0 | 0 | **452** |
| 0700 - 0800 | 2 | 416 | 136 | 3 | 8 | 5 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | **573** |
| 0800 - 0900 | 0 | 296 | 123 | 1 | 11 | 2 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | **441** |
| 0900 - 1000 | 0 | 246 | 82 | 1 | 13 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | **348** |
| 1000 - 1100 | 1 | 183 | 81 | 0 | 6 | 3 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | **281** |
| 1100 - 1200 | 0 | 195 | 65 | 0 | 13 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | **281** |
| 1200 - 1300 | 1 | 221 | 57 | 0 | 9 | 6 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | **299** |
| 1300 - 1400 | 1 | 214 | 56 | 0 | 8 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | **284** |
| 1400 - 1500 | 0 | 204 | 59 | 5 | 7 | 3 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | **284** |
| 1500 - 1600 | 1 | 212 | 65 | 5 | 11 | 2 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | **304** |
| 1600 - 1700 | 1 | 226 | 71 | 2 | 8 | 3 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | **318** |
| 1700 - 1800 | 0 | 235 | 62 | 1 | 6 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **313** |
| 1800 - 1900 | 0 | 224 | 61 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **291** |
| 1900 - 2000 | 0 | 171 | 51 | 0 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | **228** |
| 2000 - 2100 | 0 | 171 | 37 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **215** |
| 2100 - 2200 | 0 | 151 | 24 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **178** |
| 2200 - 2300 | 0 | 85 | 11 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **101** |
| 2300 - 2400 | 0 | 70 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **80** |
| Session Total | 7 | 4239 | 1327 | 22 | 130 | 44 | 1 | 26 | 52 | 0 | 0 | 0 | 0 | **5848** |
| Session Average | 0.29 | 176.63 | 55.29 | 0.92 | 5.42 | 1.83 | 0.04 | 1.08 | 2.17 | 0.00 | 0.00 | 0.00 | 0.00 | **243.67** |
| Session Percentage | 0.12 | 72.49 | 22.69 | 0.38 | 2.22 | 0.75 | 0.02 | 0.44 | 0.89 | 0.00 | 0.00 | 0.00 | 0.00 | |
| AM Peak Hour | 0700 - 0800 | 0700 - 0800 | 0700 - 0800 | 0600 - 0700 | 0900 - 1000 | 0700 - 0800 | 0800 - 0900 | 0600 - 0700 | 0600 - 0700 | - | - | - | - | **0700 - 0800** |
| AM Peak Volume | 2 | 416 | 136 | 3 | 13 | 5 | 1 | 4 | 7 | 0 | 0 | 0 | 0 | **573** |
| AM Peak %age | 0.35 | 72.60 | 23.73 | 0.52 | 2.27 | 0.87 | 0.17 | 0.70 | 1.22 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Noon Peak Hour | 1000 - 1100 | 1200 - 1300 | 1000 - 1100 | 1400 - 1500 | 1100 - 1200 | 1200 - 1300 | - | 1000 - 1100 | 1100 - 1200 | - | - | - | - | **1200 - 1300** |
| Noon Peak Volume | 1 | 221 | 81 | 5 | 13 | 6 | 0 | 4 | 6 | 0 | 0 | 0 | 0 | **299** |
| Noon Peak %age | 0.33 | 73.91 | 27.09 | 1.67 | 4.35 | 2.01 | 0.00 | 1.34 | 2.01 | 0.00 | 0.00 | 0.00 | 0.00 | |
| PM Peak Hour | 1500 - 1600 | 1700 - 1800 | 1600 - 1700 | 1500 - 1600 | 1500 - 1600 | 1700 - 1800 | - | 1600 - 1700 | 1500 - 1600 | - | - | - | - | **1600 - 1700** |
| PM Peak Volume | 1 | 235 | 71 | 5 | 11 | 8 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | **318** |
| PM Peak %age | 0.31 | 73.90 | 22.33 | 1.57 | 3.46 | 2.52 | 0.00 | 1.57 | 1.57 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 2**
Pleasant Hill Rd,
west of Providence Point Dr

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.733561°, -84.067929°

**Weather**
Fair
69°F

Click here for Detailed Weather

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

Bi-Directional 60min

| | Bi-Directional 60min | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | **Total** |
| 0000 - 0100 | 0 | 53 | 9 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **65** |
| 0100 - 0200 | 0 | 55 | 12 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **69** |
| 0200 - 0300 | 0 | 54 | 11 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **69** |
| 0300 - 0400 | 0 | 71 | 28 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **100** |
| 0400 - 0500 | 0 | 115 | 42 | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **166** |
| 0500 - 0600 | 0 | 265 | 101 | 1 | 2 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | **374** |
| 0600 - 0700 | 0 | 421 | 135 | 6 | 11 | 4 | 0 | 5 | 9 | 0 | 0 | 0 | 0 | **591** |
| 0700 - 0800 | 2 | 587 | 183 | 5 | 19 | 11 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | **816** |
| 0800 - 0900 | 0 | 491 | 179 | 2 | 25 | 7 | 1 | 7 | 8 | 0 | 0 | 0 | 0 | **720** |
| 0900 - 1000 | 1 | 394 | 135 | 2 | 23 | 6 | 1 | 6 | 9 | 0 | 0 | 0 | 0 | **577** |
| 1000 - 1100 | 3 | 338 | 125 | 0 | 13 | 5 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | **494** |
| 1100 - 1200 | 0 | 353 | 106 | 0 | 24 | 4 | 0 | 1 | 9 | 0 | 0 | 0 | 0 | **497** |
| 1200 - 1300 | 1 | 434 | 114 | 0 | 18 | 7 | 0 | 1 | 9 | 0 | 0 | 0 | 0 | **584** |
| 1300 - 1400 | 1 | 437 | 113 | 1 | 13 | 3 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | **576** |
| 1400 - 1500 | 0 | 467 | 129 | 10 | 17 | 5 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | **640** |
| 1500 - 1600 | 3 | 667 | 185 | 7 | 19 | 4 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | **903** |
| 1600 - 1700 | 3 | 634 | 185 | 2 | 15 | 9 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | **858** |
| 1700 - 1800 | 0 | 667 | 177 | 2 | 9 | 9 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | **871** |
| 1800 - 1900 | 1 | 642 | 160 | 0 | 14 | 2 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | **828** |
| 1900 - 2000 | 1 | 491 | 119 | 0 | 8 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | **625** |
| 2000 - 2100 | 0 | 442 | 78 | 0 | 6 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | **530** |
| 2100 - 2200 | 0 | 376 | 59 | 0 | 3 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **442** |
| 2200 - 2300 | 1 | 233 | 28 | 0 | 10 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | **275** |
| 2300 - 2400 | 0 | 184 | 21 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **206** |
| Session Total | 17 | 8871 | 2434 | 38 | 263 | 83 | 2 | 76 | 92 | 0 | 0 | 0 | 0 | **11876** |
| Session Average | 0.71 | 369.63 | 101.42 | 1.58 | 10.96 | 3.46 | 0.08 | 3.17 | 3.83 | 0.00 | 0.00 | 0.00 | 0.00 | **494.83** |
| Session Percentage | 0.14 | 74.70 | 20.50 | 0.32 | 2.21 | 0.70 | 0.02 | 0.64 | 0.77 | 0.00 | 0.00 | 0.00 | 0.00 | |
| AM Peak Hour | 0700 - 0800 | 0700 - 0800 | 0700 - 0800 | 0600 - 0700 | 0800 - 0900 | 0700 - 0800 | 0800 - 0900 | 0800 - 0900 | 0600 - 0700 | - | - | - | - | **0700 - 0800** |
| AM Peak Volume | 2 | 587 | 183 | 6 | 25 | 11 | 1 | 7 | 9 | 0 | 0 | 0 | 0 | **816** |
| AM Peak %age | 0.25 | 71.94 | 22.43 | 0.74 | 3.06 | 1.35 | 0.12 | 0.86 | 1.10 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Noon Peak Hour | 1000 - 1100 | 1400 - 1500 | 1400 - 1500 | 1400 - 1500 | 1100 - 1200 | 1200 - 1300 | - | 1400 - 1500 | 1100 - 1200 | - | - | - | - | **1400 - 1500** |
| Noon Peak Volume | 3 | 467 | 129 | 10 | 24 | 7 | 0 | 6 | 9 | 0 | 0 | 0 | 0 | **640** |
| Noon Peak %age | 0.47 | 72.97 | 20.16 | 1.56 | 3.75 | 1.09 | 0.00 | 0.94 | 1.41 | 0.00 | 0.00 | 0.00 | 0.00 | |
| PM Peak Hour | 1500 - 1600 | 1500 - 1600 | 1500 - 1600 | 1500 - 1600 | 1500 - 1600 | 1600 - 1700 | - | 1500 - 1600 | 1500 - 1600 | - | - | - | - | **1500 - 1600** |
| PM Peak Volume | 3 | 667 | 185 | 7 | 19 | 9 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | **903** |
| PM Peak %age | 0.33 | 73.86 | 20.49 | 0.78 | 2.10 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

# Bi-Directional Class Count || Volume Summary 60min

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 2**

Pleasant Hill Rd,
west of Providence Point Dr

**Date**

Thursday, May 8, 2025

**Lat/Long**

33.733561°, -84.067929°

**Weather**

Fair
69°F

Click here for Detailed Weather

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

Volume Summary 60min

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

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

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

## Bi-Directional Class Count || Graphical Analysis NB EB

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 2**

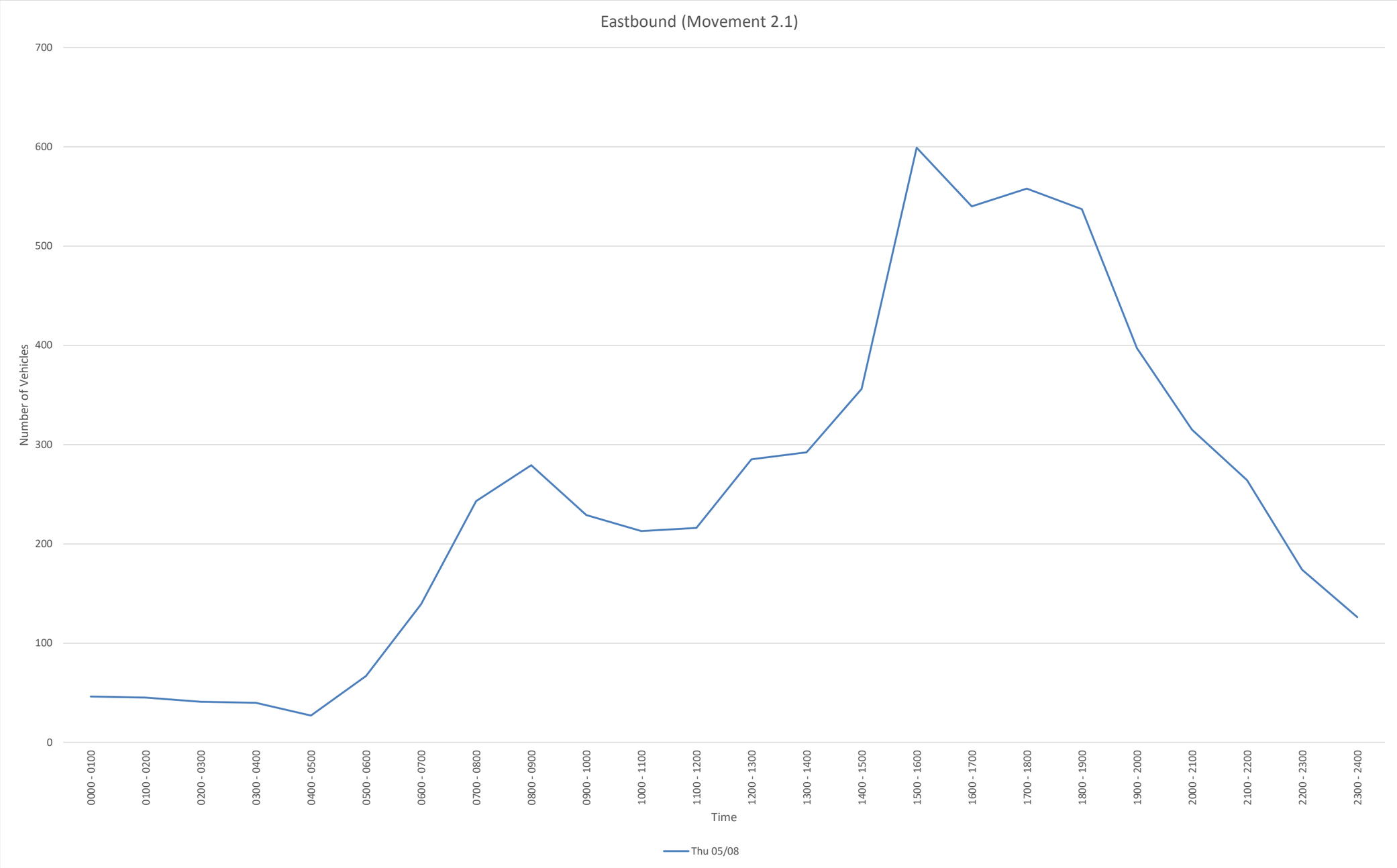
Pleasant Hill Rd,
west of Providence Point Dr

**Lat/Long**

33.733561°, -84.067929°

**0000 - 2400 (Weekday 24h Session)**

Graphical Analysis NB EB




| Time | Thu 05/08 | | | | | | |
|---|---|---|---|---|---|---|---|
| 0000 - 0100 | 46 | | | | | | |
| 0100 - 0200 | 45 | | | | | | |
| 0200 - 0300 | 41 | | | | | | |
| 0300 - 0400 | 40 | | | | | | |
| 0400 - 0500 | 27 | | | | | | |
| 0500 - 0600 | 67 | | | | | | |
| 0600 - 0700 | 139 | | | | | | |
| 0700 - 0800 | 243 | | | | | | |
| 0800 - 0900 | 279 | | | | | | |
| 0900 - 1000 | 229 | | | | | | |
| 1000 - 1100 | 213 | | | | | | |
| 1100 - 1200 | 216 | | | | | | |
| 1200 - 1300 | 285 | | | | | | |
| 1300 - 1400 | 292 | | | | | | |
| 1400 - 1500 | 356 | | | | | | |
| 1500 - 1600 | 599 | | | | | | |
| 1600 - 1700 | 540 | | | | | | |
| 1700 - 1800 | 558 | | | | | | |
| 1800 - 1900 | 537 | | | | | | |
| 1900 - 2000 | 397 | | | | | | |
| 2000 - 2100 | 315 | | | | | | |
| 2100 - 2200 | 264 | | | | | | |
| 2200 - 2300 | 174 | | | | | | |
| 2300 - 2400 | 126 | | | | | | |
| Daily Total | 6028 | | | | | | |

## Bi-Directional Class Count || Graphical Analysis SB WB

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 2**

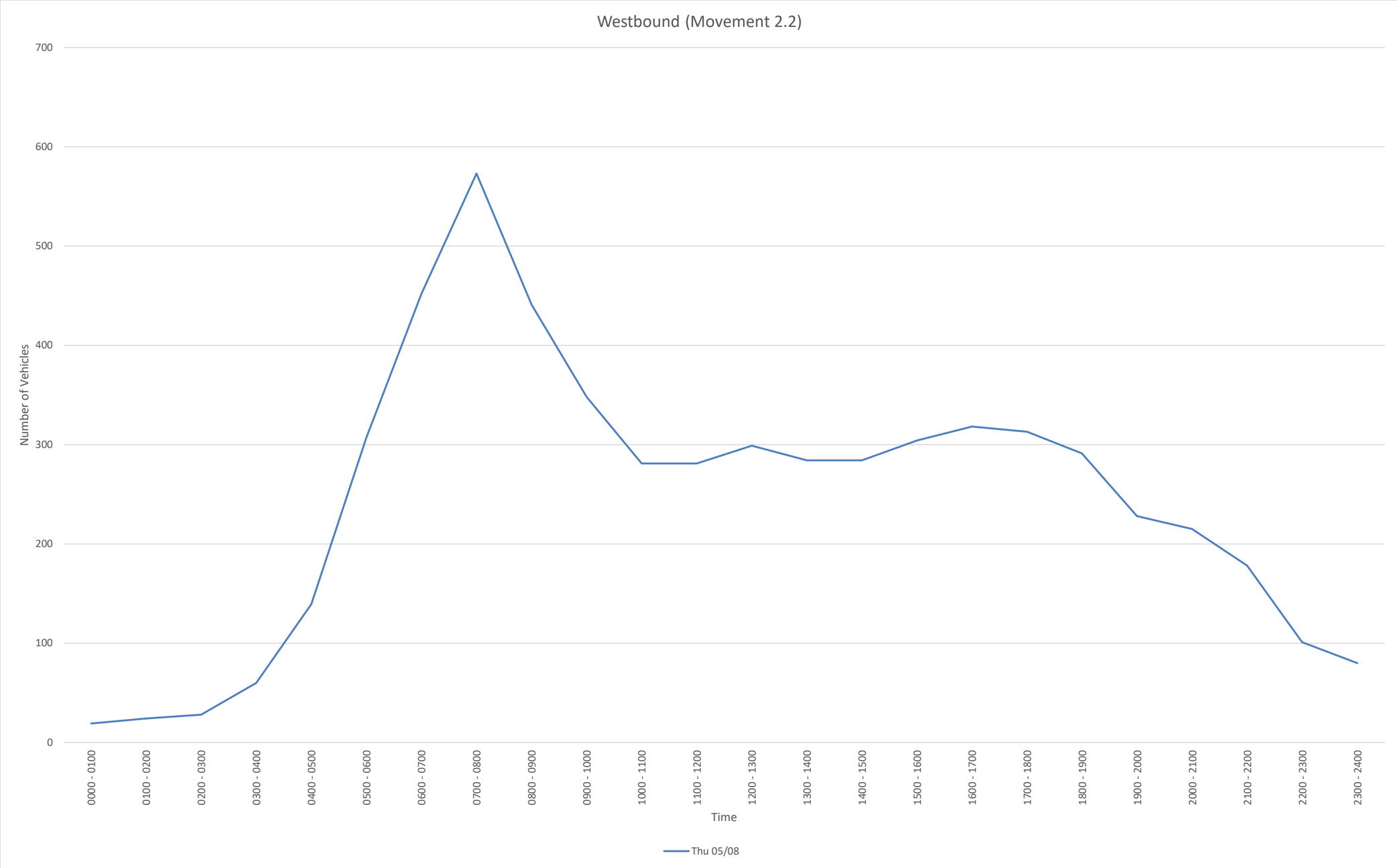
Pleasant Hill Rd,
west of Providence Point Dr

**Lat/Long**

33.733561°, -84.067929°

**0000 - 2400 (Weekday 24h Session)**

Graphical Analysis SB WB




| Time | Thu 05/08 | | | | | | |
|---|---|---|---|---|---|---|---|
| 0000 - 0100 | 19 | | | | | | |
| 0100 - 0200 | 24 | | | | | | |
| 0200 - 0300 | 28 | | | | | | |
| 0300 - 0400 | 60 | | | | | | |
| 0400 - 0500 | 139 | | | | | | |
| 0500 - 0600 | 307 | | | | | | |
| 0600 - 0700 | 452 | | | | | | |
| 0700 - 0800 | 573 | | | | | | |
| 0800 - 0900 | 441 | | | | | | |
| 0900 - 1000 | 348 | | | | | | |
| 1000 - 1100 | 281 | | | | | | |
| 1100 - 1200 | 281 | | | | | | |
| 1200 - 1300 | 299 | | | | | | |
| 1300 - 1400 | 284 | | | | | | |
| 1400 - 1500 | 284 | | | | | | |
| 1500 - 1600 | 304 | | | | | | |
| 1600 - 1700 | 318 | | | | | | |
| 1700 - 1800 | 313 | | | | | | |
| 1800 - 1900 | 291 | | | | | | |
| 1900 - 2000 | 228 | | | | | | |
| 2000 - 2100 | 215 | | | | | | |
| 2100 - 2200 | 178 | | | | | | |
| 2200 - 2300 | 101 | | | | | | |
| 2300 - 2400 | 80 | | | | | | |
| Daily Total | 5848 | | | | | | |

## Bi-Directional Class Count || Graphical Analysis BiDir

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 2**

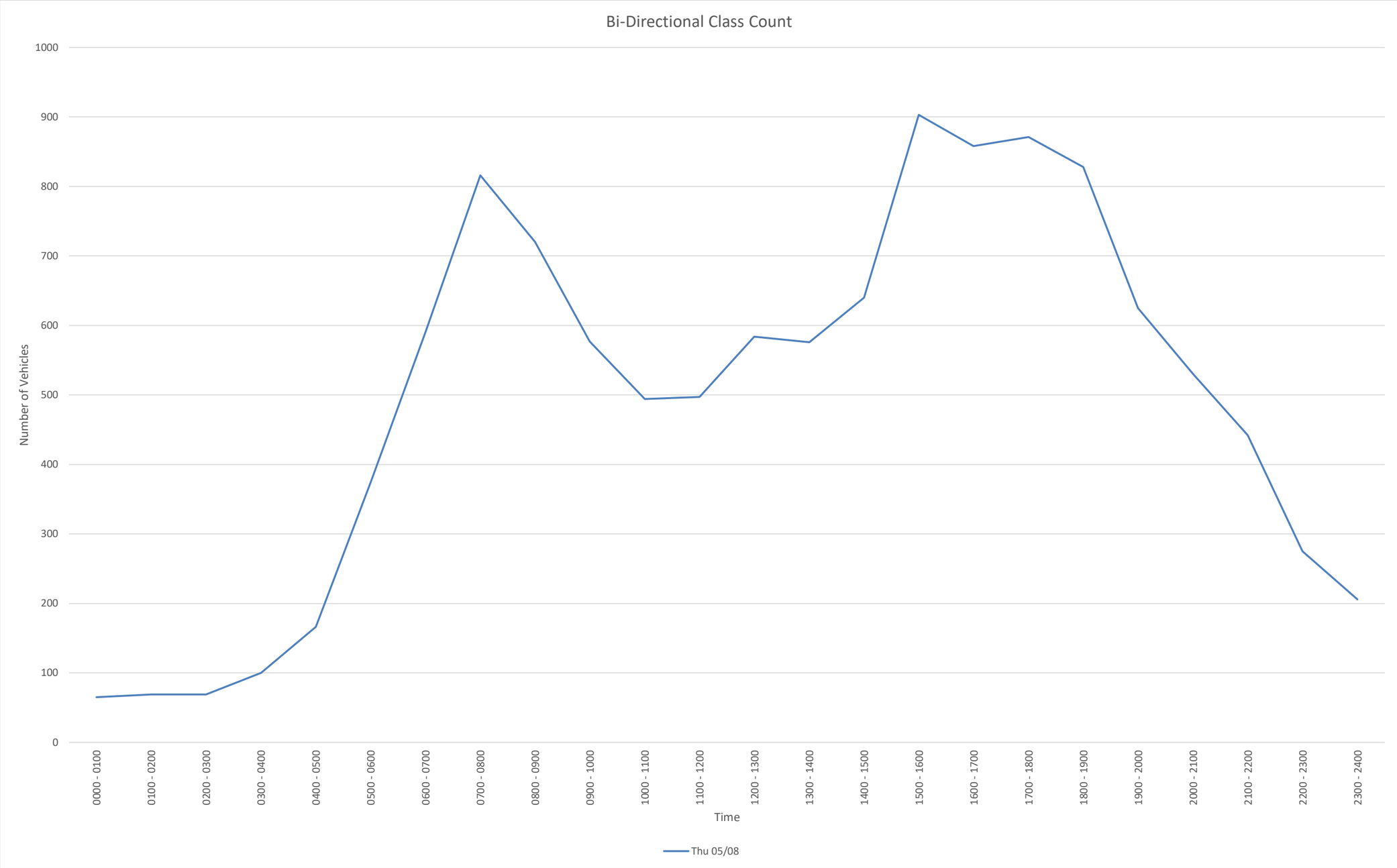
Pleasant Hill Rd,
west of Providence Point Dr

**Lat/Long**

33.733561°, -84.067929°

**0000 - 2400 (Weekday 24h Session)**

Graphical Analysis BiDir




| Time | Thu 05/08 | | | | | | |
|---|---|---|---|---|---|---|---|
| 0000 - 0100 | 65 | | | | | | |
| 0100 - 0200 | 69 | | | | | | |
| 0200 - 0300 | 69 | | | | | | |
| 0300 - 0400 | 100 | | | | | | |
| 0400 - 0500 | 166 | | | | | | |
| 0500 - 0600 | 374 | | | | | | |
| 0600 - 0700 | 591 | | | | | | |
| 0700 - 0800 | 816 | | | | | | |
| 0800 - 0900 | 720 | | | | | | |
| 0900 - 1000 | 577 | | | | | | |
| 1000 - 1100 | 494 | | | | | | |
| 1100 - 1200 | 497 | | | | | | |
| 1200 - 1300 | 584 | | | | | | |
| 1300 - 1400 | 576 | | | | | | |
| 1400 - 1500 | 640 | | | | | | |
| 1500 - 1600 | 903 | | | | | | |
| 1600 - 1700 | 858 | | | | | | |
| 1700 - 1800 | 871 | | | | | | |
| 1800 - 1900 | 828 | | | | | | |
| 1900 - 2000 | 625 | | | | | | |
| 2000 - 2100 | 530 | | | | | | |
| 2100 - 2200 | 442 | | | | | | |
| 2200 - 2300 | 275 | | | | | | |
| 2300 - 2400 | 206 | | | | | | |
| Daily Total | 11876 | | | | | | |

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

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

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

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

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

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

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

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

# Peak Hour Turning Movement Count

Lithonia, GA Batch 1

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

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

* the Peak Hour Diagram does not include bicycles

**Session Parameters**

(Drop Down Menu)

**Peak Hour**

**Volume**

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

**Southbound**

| | | | | | | |
|---|---|---|---|---|---|---|
| 141 | 1061 | 30 | 2 | 1234 | 1570 | (1-3) |
| 5 | 43 | 1 | 0 | 49 | 45 | (4-7) |
| 0 | 26 | 0 | 0 | 26 | 28 | (8-13) |
| 146 | 1130 | 31 | 2 | 1309 | 1643 | Total |

**Stephenson Rd (West)**

**Eastbound**

| (1-3) | (4-7) | (8-13) | Total | |
|---|---|---|---|---|
| 322 | 16 | 0 | 338 | ← |
| 322 | 6 | 2 | 330 | → |
| 0 | 0 | 0 | 0 | ↰ |
| 121 | 3 | 1 | 125 | ↰ ↑ |
| 39 | 1 | 0 | 40 | ↑ |
| 162 | 2 | 1 | 165 | ↱ |

| Classes | (1-3) | (4-7) | (8-13) | Total |
|---|---|---|---|---|
| Volume | 3320 | 110 | 56 | 3486 |
| PHF | | | | 0.96 |
| ADT (Calc) | | | 10 | 34860 |

**Westbound**

| | | | | |
|---|---|---|---|---|
| ↱ | 36 | 0 | 0 | 36 |
| ↑ | 43 | 0 | 4 | 39 |
| ↰ ↑ | 41 | 0 | 1 | 40 |
| ↰ | 0 | 0 | 0 | 0 |
| ← | 120 | 0 | 5 | 115 |
| → | 169 | 1 | 3 | 165 |
| | Total | (8-13) | (4-7) | (1-3) |

**Stephenson Rd (East)**

| | | | | |
|---|---|---|---|---|
| Total | 1336 | 1727 | | |
| | | | 0 | 149 | 1480 | 98 |
| (8-13) | 27 | 28 | 0 | 0 | 27 | 1 |
| (4-7) | 46 | 50 | 0 | 7 | 42 | 1 |
| (1-3) | 1263 | 1649 | 0 | 142 | 1411 | 96 |

**Northbound**

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

**All vehicles**

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

**Passenger Vehicles (1-3)**

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

**Single Unit Trucks (4-7)**

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

**Combination Trucks (8-13)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | | GA-124 Rock Chapel Rd (North) | | | | | | Stephenson Rd (West) | | | | | | Stephenson Rd (East) | | | | | | |
| Time | Left 1.1 | Thru 1.2 | Right 1.3 | | U-Turn 1.4 | App Total | Left 1.5 | Thru 1.6 | Right 1.7 | | U-Turn 1.8 | App Total | Left 1.9 | Thru 1.10 | Right 1.11 | | U-Turn 1.12 | App Total | Left 1.13 | Thru 1.14 | Right 1.15 | | U-Turn 1.16 | App Total | Int Total |
| 0715 - 0730 | 0 | 6 | 0 | - | 0 | 6 | 0 | 4 | 0 | - | 0 | 4 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 10 |
| 0730 - 0745 | 0 | 5 | 0 | - | 0 | 5 | 0 | 6 | 0 | - | 0 | 6 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 11 |
| 0745 - 0800 | 0 | 5 | 0 | - | 0 | 5 | 0 | 5 | 0 | - | 0 | 5 | 0 | 0 | 1 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 11 |
| 0800 - 0815 | 0 | 11 | 1 | - | 0 | 12 | 0 | 11 | 0 | - | 0 | 11 | 1 | 0 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 24 |
| Total | 0 | 27 | 1 | 0 | 0 | 28 | 0 | 26 | 0 | 0 | 0 | 26 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| Approach % | 0.00 | 96.43 | 3.57 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | - | 50.00 | 0.00 | 50.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.61 | 0.25 | 0.00 | 0.00 | **0.58** | 0.00 | 0.59 | 0.00 | 0.00 | 0.00 | **0.59** | 0.25 | 0.00 | 0.25 | 0.00 | 0.00 | **0.50** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.58** |

**Bicycles**

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

# Peak Hour Turning Movement Count

Click here for Map

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

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 |

0

0

## Stephenson Rd (West)

**Eastbound**

| (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 |

1

0

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

## Stephenson Rd (East)

**Westbound**

| | | | |
|---|---|---|---|
| 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) |

0

1

0

0

| | | | | | | |
|---|---|---|---|---|---|---|
| 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)

**All vehicles**

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

**Passenger Vehicles (1-3)**

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

**Single Unit Trucks (4-7)**

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

**Combination Trucks (8-13)**

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

**Bicycles**

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

# Classified Turn Movement Count || All vehicles

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

**Date**
Thursday, May 8, 2025

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

**Weather**
Fair
69°F
Click here for Detailed Weather

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

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

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

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

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

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

**Date**
Thursday, May 8, 2025

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

**Weather**
Fair
69°F
Click here for Detailed Weather

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

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

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

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

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

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**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)**
Single Unit Trucks (4-7)

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

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

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

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

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**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)**
Combination Trucks (8-13)

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

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

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

# Classified Turn Movement Count || Bicycles

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**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)**
Bicycles

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

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

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

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

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

**Date**
Thursday, May 8, 2025

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

**Weather**
Fair
69°F
Click here for Detailed Weather

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

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

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

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

# Crosswalk Counts || Pedestrians

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

**Date**
Thursday, May 8, 2025

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

**Weather**
Fair
69°F
Click here for Detailed Weather

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

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

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

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

# Crosswalk Counts || Bicycles

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**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)**
Bicycles

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

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

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

# Crosswalk Counts || Motorized Vehicles

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**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)**
Motorized Vehicles

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

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

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

| Start Date: 5/8/2025 | Stephenson Rd (West) Eastbound | | | Stephenson Rd (East) Westbound | | | GA-124 Rock Chapel Rd (South) Northbound | | | GA-124 Rock Chapel Rd (North) Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 AM - 06:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 AM - 06:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 AM - 07:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 AM - 07:15 AM** | 38 | 14 | 29 | 2 | 5 | 3 | 30 | 302 | 23 | 21 | 247 | 24 | 738 |
| **07:15 AM - 07:30 AM** | 27 | 12 | 37 | 4 | 6 | 2 | 29 | 373 | 43 | 9 | 300 | 40 | 882 |
| **07:30 AM - 07:45 AM** | 36 | 19 | 27 | 28 | 25 | 24 | 46 | 366 | 38 | 15 | 254 | 31 | 909 |
| **07:45 AM - 08:00 AM** | 30 | 7 | 40 | 5 | 9 | 7 | 40 | 370 | 14 | 6 | 302 | 36 | 866 |
| **08:00 AM - 08:15 AM** | 32 | 2 | 61 | 4 | 3 | 3 | 34 | 371 | 3 | 1 | 274 | 39 | 827 |
| **08:15 AM - 08:30 AM** | 33 | 3 | 44 | 0 | 3 | 0 | 30 | 373 | 2 | 0 | 290 | 23 | 801 |
| **08:30 AM - 08:45 AM** | 38 | 2 | 41 | 0 | 2 | 3 | 30 | 297 | 1 | 0 | 271 | 33 | 718 |
| **08:45 AM - 09:00 AM** | 26 | 3 | 44 | 3 | 2 | 0 | 17 | 245 | 1 | 0 | 255 | 31 | 627 |
| **09:00 AM - 09:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 AM - 09:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 AM - 09:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 AM - 10:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 AM - 10:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 AM - 10:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 AM - 10:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 AM - 11:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 AM - 11:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 AM - 11:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 AM - 11:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 AM - 12:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00 PM - 12:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 PM - 12:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 PM - 12:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 PM - 01:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 PM - 01:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 PM - 01:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 PM - 01:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 PM - 02:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 PM - 02:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 PM - 02:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 PM - 02:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 PM - 03:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 PM - 03:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 PM - 03:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 PM - 03:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 PM - 04:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 PM - 04:15 PM** | 36 | 1 | 41 | 4 | 4 | 12 | 40 | 352 | 1 | 1 | 368 | 46 | 906 |
| **04:15 PM - 04:30 PM** | 31 | 1 | 56 | 2 | 2 | 2 | 31 | 391 | 0 | 3 | 385 | 38 | 942 |
| **04:30 PM - 04:45 PM** | 29 | 3 | 58 | 2 | 1 | 0 | 35 | 387 | 0 | 0 | 382 | 38 | 935 |
| **04:45 PM - 05:00 PM** | 34 | 0 | 56 | 4 | 2 | 0 | 32 | 387 | 2 | 1 | 357 | 46 | 921 |
| **05:00 PM - 05:15 PM** | 55 | 2 | 60 | 3 | 2 | 3 | 43 | 441 | 0 | 0 | 348 | 49 | 1006 |
| **05:15 PM - 05:30 PM** | 24 | 2 | 48 | 1 | 3 | 4 | 33 | 428 | 3 | 1 | 393 | 30 | 970 |
| **05:30 PM - 05:45 PM** | 40 | 0 | 70 | 2 | 4 | 7 | 35 | 417 | 4 | 6 | 355 | 38 | 978 |
| **05:45 PM - 06:00 PM** | 28 | 1 | 41 | 0 | 3 | 0 | 27 | 374 | 7 | 4 | 361 | 29 | 875 |
| **06:00 PM - 06:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 PM - 06:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 PM - 06:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 PM - 07:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 PM - 07:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 PM - 07:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 PM - 07:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 PM - 08:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 PM - 08:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 PM - 08:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 PM - 08:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 PM - 09:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00 PM - 09:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 PM - 09:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 PM - 09:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 PM - 10:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 PM - 10:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 PM - 10:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 PM - 10:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 PM - 11:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 PM - 11:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 PM - 11:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 PM - 11:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 PM - 12:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Peak Hour Turning Movement Count

Lithonia, GA Batch 1

Click here for Map

Marr Traffic DATA COLLECTION

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**

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

**Southbound**

| | | | | | | |
|---|---|---|---|---|---|---|
| 0 | 1287 | 1 | 2 | 1290 | 1665 | (1-3) |
| 0 | 47 | 3 | 0 | 50 | 53 | (4-7) |
| 0 | 28 | 0 | 0 | 28 | 26 | (8-13) |
| 0 | 1362 | 4 | 2 | 1368 | 1744 | Total |

**Driveway**

**Eastbound**

| (1-3) | (4-7) | (8-13) | 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 |

| Classes | (1-3) | (4-7) | (8-13) | Total |
|---|---|---|---|---|
| Volume | 2978 | 113 | 74 | 3165 |
| PHF | | | | 0.95 |
| ADT (Calc) | | | 10 | 31650 |

**Westbound**

| | | | |
|---|---|---|---|
| 11 | 4 | 4 | 3 |
| 0 | 0 | 0 | 0 |
| 21 | 12 | 3 | 6 |
| 0 | 0 | 0 | 0 |
| 32 | 16 | 7 | 9 |
| 33 | 8 | 10 | 15 |
| Total | (8-13) | (4-7) | (1-3) |

**Rock Mountain Rd**

| | | | | | | |
|---|---|---|---|---|---|---|
| Total | 1388 | 1765 | 5 | 0 | 1731 | 29 |
| (8-13) | 40 | 30 | 0 | 0 | 22 | 8 |
| (4-7) | 50 | 56 | 0 | 0 | 49 | 7 |
| (1-3) | 1298 | 1679 | 5 | 0 | 1660 | 14 |

**Northbound**

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

**All vehicles**

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

**Passenger Vehicles (1-3)**

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

**Single Unit Trucks (4-7)**

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

**Combination Trucks (8-13)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | | GA-124 Rock Chapel Rd (North) | | | | | | Driveway | | | | | | Rock Mountain Rd | | | | | | |
| Time | Left 2.1 | Thru 2.2 | Right 2.3 | | U-Turn 2.4 | App Total | Left 2.5 | Thru 2.6 | Right 2.7 | | U-Turn 2.8 | App Total | Left 2.9 | Thru 2.10 | Right 2.11 | | U-Turn 2.12 | App Total | Left 2.13 | Thru 2.14 | Right 2.15 | | U-Turn 2.16 | App Total | Int Total |
| 0715 - 0730 | 0 | 5 | 4 | - | 0 | 9 | 0 | 4 | 0 | - | 0 | 4 | 0 | 0 | 0 | - | 0 | 0 | 3 | 0 | 1 | - | 0 | 4 | 17 |
| 0730 - 0745 | 0 | 3 | 0 | - | 0 | 3 | 0 | 6 | 0 | - | 0 | 6 | 0 | 0 | 0 | - | 0 | 0 | 4 | 0 | 2 | - | 0 | 6 | 15 |
| 0745 - 0800 | 0 | 4 | 1 | - | 0 | 5 | 0 | 7 | 0 | - | 0 | 7 | 0 | 0 | 0 | - | 0 | 0 | 2 | 0 | 1 | - | 0 | 3 | 15 |
| 0800 - 0815 | 0 | 10 | 3 | - | 0 | 13 | 0 | 11 | 0 | - | 0 | 11 | 0 | 0 | 0 | - | 0 | 0 | 3 | 0 | 0 | - | 0 | 3 | 27 |
| Total | 0 | 22 | 8 | 0 | 0 | 30 | 0 | 28 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 4 | 0 | 0 | 16 | 74 |
| Approach % | 0.00 | 73.33 | 26.67 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 75.00 | 0.00 | 25.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.55 | 0.50 | 0.00 | 0.00 | **0.58** | 0.00 | 0.64 | 0.00 | 0.00 | 0.00 | **0.64** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.75 | 0.00 | 0.50 | 0.00 | 0.00 | **0.67** | **0.69** |

**Bicycles**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | | GA-124 Rock Chapel Rd (North) | | | | | | Driveway | | | | | | Rock Mountain Rd | | | | | | |
| Time | Left 2.1 | Thru 2.2 | Right 2.3 | | U-Turn 2.4 | App Total | Left 2.5 | Thru 2.6 | Right 2.7 | | U-Turn 2.8 | App Total | Left 2.9 | Thru 2.10 | Right 2.11 | | U-Turn 2.12 | App Total | Left 2.13 | Thru 2.14 | Right 2.15 | | U-Turn 2.16 | App Total | Int Total |
| 0715 - 0730 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 0800 - 0815 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.00** |

# Peak Hour Turning Movement Count

Lithonia, GA Batch 1

Click here for Map

Marr Traffic DATA COLLECTION

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**

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

**Southbound**

| | | | | | | |
|---|---|---|---|---|---|---|
| 0 | 1689 | 3 | 0 | 1692 | 1761 | (1-3) |
| 0 | 34 | 1 | 0 | 35 | 35 | (4-7) |
| 0 | 23 | 2 | 0 | 25 | 13 | (8-13) |
| 0 | 1746 | 6 | 0 | 1752 | 1809 | Total |

**Driveway**

**Eastbound**

| (1-3) | (4-7) | (8-13) | 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

1

| Classes | (1-3) | (4-7) | (8-13) | Total |
|---|---|---|---|---|
| Volume | 3480 | 81 | 43 | 3604 |
| PHF | | | | 0.96 |
| ADT (Calc) | | | 10 | 36040 |

**Rock Mountain Rd**

**Westbound**

| | | | |
|---|---|---|---|
| 6 | 0 | 0 | 6 |
| 0 | 0 | 0 | 0 |
| 27 | 1 | 4 | 22 |
| 0 | 0 | 0 | 0 |
| 33 | 1 | 4 | 28 |
| 19 | 6 | 8 | 5 |
| Total | (8-13) | (4-7) | (1-3) |

0

0

0

0

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Total | 1776 | 1819 | | 3 | 0 | 1803 | 13 |
| (8-13) | 24 | 17 | | 0 | 0 | 13 | 4 |
| (4-7) | 38 | 42 | | 0 | 0 | 35 | 7 |
| (1-3) | 1714 | 1760 | | 3 | 0 | 1755 | 2 |

**Northbound**

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

**All vehicles**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | | GA-124 Rock Chapel Rd (North) | | | | | | Driveway | | | | | | 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 |
| 1630 - 1645 | 0 | 439 | 3 | - | 0 | 442 | 3 | 437 | 0 | - | 0 | 440 | 0 | 0 | 0 | - | 0 | 0 | 8 | 0 | 2 | - | 0 | 10 | 892 |
| 1645 - 1700 | 0 | 418 | 4 | - | 1 | 423 | 1 | 434 | 0 | - | 0 | 435 | 0 | 0 | 0 | - | 0 | 0 | 6 | 0 | 1 | - | 0 | 7 | 865 |
| 1700 - 1715 | 0 | 466 | 4 | - | 0 | 470 | 1 | 429 | 0 | - | 0 | 430 | 0 | 0 | 0 | - | 0 | 0 | 5 | 0 | 1 | - | 0 | 6 | 906 |
| 1715 - 1730 | 0 | 480 | 2 | - | 2 | 484 | 1 | 446 | 0 | - | 0 | 447 | 0 | 0 | 0 | - | 0 | 0 | 8 | 0 | 2 | - | 0 | 10 | 941 |
| Total | 0 | 1803 | 13 | 0 | 3 | 1819 | 6 | 1746 | 0 | 0 | 0 | 1752 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 6 | 0 | 0 | 33 | 3604 |
| Approach % | 0.00 | 99.12 | 0.71 | 0.00 | 0.16 | - | 0.34 | 99.66 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 81.82 | 0.00 | 18.18 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.94 | 0.81 | 0.00 | 0.38 | **0.94** | 0.50 | 0.98 | 0.00 | 0.00 | 0.00 | **0.98** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.84 | 0.00 | 0.75 | 0.00 | 0.00 | **0.83** | **0.96** |

**Passenger Vehicles (1-3)**

| | 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 |
| 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)**

| | 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 |
| 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)**

| | 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 |
| 1630 - 1645 | 0 | 3 | 0 | - | 0 | 3 | 1 | 7 | 0 | - | 0 | 8 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 11 |
| 1645 - 1700 | 0 | 6 | 1 | - | 0 | 7 | 1 | 6 | 0 | - | 0 | 7 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 0 | - | 0 | 1 | 15 |
| 1700 - 1715 | 0 | 2 | 2 | - | 0 | 4 | 0 | 5 | 0 | - | 0 | 5 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 9 |
| 1715 - 1730 | 0 | 2 | 1 | - | 0 | 3 | 0 | 5 | 0 | - | 0 | 5 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 8 |
| Total | 0 | 13 | 4 | 0 | 0 | 17 | 2 | 23 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 43 |
| Approach % | 0.00 | 76.47 | 23.53 | 0.00 | 0.00 | - | 8.00 | 92.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.54 | 0.50 | 0.00 | 0.00 | **0.61** | 0.50 | 0.82 | 0.00 | 0.00 | 0.00 | **0.78** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | **0.25** | **0.72** |

**Bicycles**

| | 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 |
| 1630 - 1645 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1700 - 1715 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.00** |

# Classified Turn Movement Count || All vehicles

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

**Date**
Thursday, May 8, 2025

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

**Weather**
Fair
69°F
Click here for Detailed Weather

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

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

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

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

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

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

**Date**
Thursday, May 8, 2025

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

**Weather**
Fair
69°F
Click here for Detailed Weather

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

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

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

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

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

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

**Date**
Thursday, May 8, 2025

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

**Weather**
Fair
69°F
Click here for Detailed Weather

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

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

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

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

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

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

**Date**
Thursday, May 8, 2025

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

**Weather**
Fair
69°F
Click here for Detailed Weather

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

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

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

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

# Classified Turn Movement Count || Bicycles

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**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)**
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)

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**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 Trucks (4-13)

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

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

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

# Crosswalk Counts || Pedestrians

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**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)**
Pedestrians

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | GA-124 Rock Chapel Rd (North) | | | Driveway | | | Rock Mountain Rd | | | |
| TIME | EB 2a | WB 2b | App Total | EB 2c | WB 2d | App Total | NB 2e | SB 2f | App Total | NB 2g | SB 2h | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

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

# Crosswalk Counts || Bicycles

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**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)**
Bicycles

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | GA-124 Rock Chapel Rd (North) | | | Driveway | | | Rock Mountain Rd | | | |
| TIME | EB 2a | WB 2b | App Total | EB 2c | WB 2d | App Total | NB 2e | SB 2f | App Total | NB 2g | SB 2h | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

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

# Crosswalk Counts || Motorized Vehicles

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

**Date**
Thursday, May 8, 2025

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

**Weather**
Fair
69°F
Click here for Detailed Weather

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

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | GA-124 Rock Chapel Rd (North) | | | Driveway | | | Rock Mountain Rd | | | |
| TIME | EB 2a | WB 2b | App Total | EB 2c | WB 2d | App Total | NB 2e | SB 2f | App Total | NB 2g | SB 2h | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

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

| Start Date: 5/8/2025 | Driveway Eastbound | | | Rock Mountain Rd Westbound | | | GA-124 Rock Chapel Rd (South) Northbound | | | GA-124 Rock Chapel Rd (North) Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 AM - 06:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 AM - 06:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 AM - 07:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 AM - 07:15 AM** | 0 | 0 | 1 | 3 | 0 | 3 | 1 | 340 | 8 | 1 | 265 | 0 | 622 |
| **07:15 AM - 07:30 AM** | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 461 | 11 | 0 | 350 | 0 | 829 |
| **07:30 AM - 07:45 AM** | 0 | 0 | 0 | 9 | 0 | 4 | 0 | 440 | 2 | 1 | 323 | 0 | 779 |
| **07:45 AM - 08:00 AM** | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 426 | 8 | 2 | 348 | 0 | 790 |
| **08:00 AM - 08:15 AM** | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 404 | 8 | 1 | 341 | 0 | 760 |
| **08:15 AM - 08:30 AM** | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 398 | 1 | 2 | 324 | 0 | 731 |
| **08:30 AM - 08:45 AM** | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 321 | 4 | 1 | 318 | 0 | 649 |
| **08:45 AM - 09:00 AM** | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 245 | 6 | 2 | 305 | 0 | 564 |
| **09:00 AM - 09:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 AM - 09:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 AM - 09:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 AM - 10:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 AM - 10:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 AM - 10:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 AM - 10:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 AM - 11:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 AM - 11:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 AM - 11:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 AM - 11:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 AM - 12:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00 PM - 12:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 PM - 12:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 PM - 12:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 PM - 01:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 PM - 01:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 PM - 01:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 PM - 01:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 PM - 02:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 PM - 02:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 PM - 02:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 PM - 02:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 PM - 03:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 PM - 03:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 PM - 03:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 PM - 03:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 PM - 04:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 PM - 04:15 PM** | 0 | 0 | 0 | 7 | 0 | 2 | 0 | 390 | 7 | 0 | 422 | 0 | 828 |
| **04:15 PM - 04:30 PM** | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 443 | 4 | 0 | 409 | 0 | 865 |
| **04:30 PM - 04:45 PM** | 0 | 0 | 0 | 8 | 0 | 2 | 0 | 439 | 3 | 3 | 437 | 0 | 892 |
| **04:45 PM - 05:00 PM** | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 418 | 4 | 1 | 434 | 0 | 864 |
| **05:00 PM - 05:15 PM** | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 466 | 4 | 1 | 429 | 0 | 906 |
| **05:15 PM - 05:30 PM** | 0 | 0 | 0 | 8 | 0 | 2 | 0 | 480 | 2 | 1 | 446 | 0 | 939 |
| **05:30 PM - 05:45 PM** | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 455 | 1 | 0 | 408 | 0 | 871 |
| **05:45 PM - 06:00 PM** | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 390 | 0 | 0 | 394 | 0 | 789 |
| **06:00 PM - 06:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 PM - 06:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 PM - 06:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 PM - 07:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 PM - 07:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 PM - 07:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 PM - 07:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 PM - 08:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 PM - 08:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 PM - 08:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 PM - 08:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 PM - 09:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00 PM - 09:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 PM - 09:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 PM - 09:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 PM - 10:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 PM - 10:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 PM - 10:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 PM - 10:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 PM - 11:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 PM - 11:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 PM - 11:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 PM - 11:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 PM - 12:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Peak Hour Turning Movement Count

Lithonia, GA Batch 1

Click here for Map

Marr Traffic DATA COLLECTION

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

## GA-124 Rock Chapel Rd (North)

**Southbound**

| | | | | | |
|---|---|---|---|---|---|
| (1-3) | 1305 | 1664 | 0 | 391 | 914 |
| (4-7) | 47 | 57 | 0 | 8 | 39 |
| (8-13) | 44 | 29 | 0 | 13 | 31 |
| Total | 1396 | 1750 | 0 | 412 | 984 |

0

0

## Lithonia Industrial Blvd

**Eastbound**

| | (1-3) | (4-7) | (8-13) | Total |
|---|---|---|---|---|
| | 476 | 12 | 19 | 507 |
| | 301 | 11 | 11 | 323 |
| | 0 | 0 | 0 | 0 |
| | 220 | 9 | 9 | 238 |
| | 81 | 2 | 2 | 85 |

0

0

| Classes | (1-3) | (4-7) | (8-13) | Total |
|---|---|---|---|---|
| Volume | 3137 | 110 | 81 | 3328 |
| PHF | | | | 0.94 |
| ADT (Calc) | | | 10 | 33280 |

0

0

| | | | | | |
|---|---|---|---|---|---|
| Total | 1071 | 1609 | 2 | 95 | 1512 |
| (8-13) | 33 | 26 | 0 | 6 | 20 |
| (4-7) | 41 | 52 | 0 | 4 | 48 |
| (1-3) | 997 | 1531 | 2 | 85 | 1444 |

**Northbound**

## GA-124 Rock Chapel Rd (South)

**All vehicles**

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

**Passenger Vehicles (1-3)**

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

**Single Unit Trucks (4-7)**

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

**Combination Trucks (8-13)**

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

**Bicycles**

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

# Peak Hour Turning Movement Count

Lithonia, GA Batch 1

Click here for Map

Marr Traffic DATA COLLECTION

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**

## GA-124 Rock Chapel Rd (North)

**Southbound**

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

0

0

## Lithonia Industrial Blvd

**Eastbound**

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

1

1

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

0

0

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

**Northbound**

## GA-124 Rock Chapel Rd (South)

**All vehicles**

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

**Passenger Vehicles (1-3)**

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

**Single Unit Trucks (4-7)**

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

**Combination Trucks (8-13)**

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

**Bicycles**

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

# Classified Turn Movement Count || All vehicles

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

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

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

**Weather**
Fair
69°F
Click here for Detailed Weather

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

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

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

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

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

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

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

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

**Weather**
Fair
69°F
Click here for Detailed Weather

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

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

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

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

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

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

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

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

**Weather**
Fair
69°F
Click here for Detailed Weather

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

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

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

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

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

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

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

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

**Weather**
Fair
69°F
Click here for Detailed Weather

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

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

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

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

# Classified Turn Movement Count || Bicycles

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

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

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

**Weather**
Fair
69°F
Click here for Detailed Weather

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

| | Northbound | | | | Southbound | | | | Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | GA-124 Rock Chapel Rd (North) | | | | Lithonia Industrial Blvd | | | | |
| TIME | Left 3.1 | Thru 3.2 | U-Turn 3.3 | App Total | Thru 3.4 | Right 3.5 | U-Turn 3.6 | App Total | Left 3.7 | Right 3.8 | U-Turn 3.9 | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

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

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

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

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

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

**Weather**
Fair
69°F
Click here for Detailed Weather

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

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

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

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

# Crosswalk Counts || Pedestrians

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
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

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

**Weather**
Fair
69°F
Click here for Detailed Weather

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

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

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

| | Northbound | | | Southbound | | | Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | GA-124 Rock Chapel Rd (North) | | | Lithonia Industrial Blvd | | | |
| TIME | EB 3a | WB 3b | App Total | EB 3c | WB 3d | App Total | NB 3e | SB 3f | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 1 | **1** | **1** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 1 | **1** | **1** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 100.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 100.00 | 100.00 | |

# Crosswalk Counts || Bicycles

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
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

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

**Weather**
Fair
69°F
Click here for Detailed Weather

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

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

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

| | Northbound | | | Southbound | | | Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | GA-124 Rock Chapel Rd (North) | | | Lithonia Industrial Blvd | | | |
| TIME | EB 3a | WB 3b | App Total | EB 3c | WB 3d | App Total | NB 3e | SB 3f | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 1 | 0 | **1** | **1** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 1 | 0 | **1** | **1** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 100.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 100.00 | 0.00 | 100.00 | |

# Crosswalk Counts || Motorized Vehicles

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
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

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

**Weather**
Fair
69°F
Click here for Detailed Weather

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

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

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

| | Northbound | | | Southbound | | | Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | GA-124 Rock Chapel Rd (North) | | | Lithonia Industrial Blvd | | | |
| TIME | EB 3a | WB 3b | App Total | EB 3c | WB 3d | App Total | NB 3e | SB 3f | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

| Start Date: 5/8/2025 | Lithonia Industrial Blvd Eastbound | | | Westbound | | | GA-124 Rock Chapel Rd (South) Northbound | | | GA-124 Rock Chapel Rd (North) Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 AM - 06:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 AM - 06:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 AM - 07:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 AM - 07:15 AM** | 56 | 0 | 9 | 0 | 0 | 0 | 25 | 311 | 0 | 0 | 181 | 90 | 672 |
| **07:15 AM - 07:30 AM** | 68 | 0 | 20 | 0 | 0 | 0 | 25 | 378 | 0 | 0 | 227 | 106 | 824 |
| **07:30 AM - 07:45 AM** | 55 | 0 | 22 | 0 | 0 | 0 | 32 | 407 | 0 | 0 | 252 | 112 | 880 |
| **07:45 AM - 08:00 AM** | 68 | 0 | 27 | 0 | 0 | 0 | 20 | 337 | 0 | 0 | 233 | 110 | 795 |
| **08:00 AM - 08:15 AM** | 47 | 0 | 16 | 0 | 0 | 0 | 18 | 390 | 0 | 0 | 272 | 84 | 827 |
| **08:15 AM - 08:30 AM** | 61 | 0 | 28 | 0 | 0 | 0 | 19 | 327 | 0 | 0 | 230 | 85 | 750 |
| **08:30 AM - 08:45 AM** | 84 | 0 | 17 | 0 | 0 | 0 | 19 | 235 | 0 | 0 | 232 | 81 | 668 |
| **08:45 AM - 09:00 AM** | 36 | 0 | 16 | 0 | 0 | 0 | 13 | 229 | 0 | 0 | 232 | 91 | 617 |
| **09:00 AM - 09:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 AM - 09:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 AM - 09:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 AM - 10:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 AM - 10:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 AM - 10:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 AM - 10:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 AM - 11:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 AM - 11:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 AM - 11:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 AM - 11:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 AM - 12:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00 PM - 12:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 PM - 12:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 PM - 12:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 PM - 01:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 PM - 01:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 PM - 01:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 PM - 01:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 PM - 02:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 PM - 02:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 PM - 02:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 PM - 02:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 PM - 03:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 PM - 03:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 PM - 03:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 PM - 03:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 PM - 04:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 PM - 04:15 PM** | 89 | 0 | 24 | 0 | 0 | 0 | 17 | 309 | 0 | 0 | 342 | 84 | 865 |
| **04:15 PM - 04:30 PM** | 113 | 0 | 19 | 0 | 0 | 0 | 31 | 328 | 0 | 0 | 323 | 99 | 913 |
| **04:30 PM - 04:45 PM** | 111 | 0 | 36 | 0 | 0 | 0 | 26 | 322 | 0 | 0 | 377 | 95 | 967 |
| **04:45 PM - 05:00 PM** | 143 | 0 | 52 | 0 | 0 | 0 | 33 | 269 | 0 | 0 | 325 | 90 | 912 |
| **05:00 PM - 05:15 PM** | 129 | 0 | 24 | 0 | 0 | 0 | 23 | 356 | 0 | 0 | 339 | 84 | 955 |
| **05:15 PM - 05:30 PM** | 134 | 0 | 36 | 0 | 0 | 0 | 22 | 341 | 0 | 0 | 352 | 98 | 983 |
| **05:30 PM - 05:45 PM** | 128 | 0 | 36 | 0 | 0 | 0 | 22 | 332 | 0 | 0 | 321 | 101 | 940 |
| **05:45 PM - 06:00 PM** | 109 | 0 | 32 | 0 | 0 | 0 | 25 | 296 | 0 | 0 | 304 | 102 | 868 |
| **06:00 PM - 06:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 PM - 06:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 PM - 06:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 PM - 07:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 PM - 07:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 PM - 07:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 PM - 07:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 PM - 08:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 PM - 08:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 PM - 08:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 PM - 08:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 PM - 09:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00 PM - 09:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 PM - 09:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 PM - 09:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 PM - 10:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 PM - 10:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 PM - 10:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 PM - 10:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 PM - 11:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 PM - 11:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 PM - 11:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 PM - 11:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 PM - 12:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Peak Hour Turning Movement Count

Lithonia, GA Batch 1

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

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

* the Peak Hour Diagram does not include bicycles

**Session Parameters**

(Drop Down Menu)

**Peak Hour**

**Volume**

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

**Southbound**

| | | | | | | |
|---|---|---|---|---|---|---|
| 982 | 15 | 2 | | 999 | 1526 | (1-3) |
| 42 | 0 | 0 | | 42 | 52 | (4-7) |
| 32 | 0 | 0 | | 32 | 27 | (8-13) |
| 1056 | 15 | 2 | | 1073 | 1605 | Total |

0

0

STOP

| Classes | (1-3) | (4-7) | (8-13) | Total |
|---|---|---|---|---|
| Volume | 2535 | 94 | 63 | 2692 |
| PHF | | | | 0.94 |
| ADT (Calc) | | | 10 | 26920 |

0

0

**Knoll Hollow Rd**

**Westbound**

| | | | | |
|---|---|---|---|---|
| | 28 | 0 | 0 | 28 |
| | 10 | 2 | 0 | 8 |
| | 0 | 0 | 0 | 0 |
| | 38 | 2 | 0 | 36 |
| | 21 | 2 | 0 | 19 |
| | Total | (8-13) | (4-7) | (1-3) |

0

0

| | | | | | | |
|---|---|---|---|---|---|---|
| Total | 1066 | 1581 | | 0 | 1575 | 6 |
| (8-13) | 34 | 29 | | 0 | 27 | 2 |
| (4-7) | 42 | 52 | | 0 | 52 | 0 |
| (1-3) | 990 | 1500 | | 0 | 1496 | 4 |

**Northbound**

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

**All vehicles**

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

**Passenger Vehicles (1-3)**

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

**Single Unit Trucks (4-7)**

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

**Combination Trucks (8-13)**

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

**Bicycles**

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

# Peak Hour Turning Movement Count

Lithonia, GA Batch 1

Click here for Map

Marr Traffic DATA COLLECTION

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**

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

**Southbound**

| | | | | | |
|---|---|---|---|---|---|
| 1480 | 22 | 1 | 1503 | 1355 | (1-3) |
| 28 | 0 | 0 | 28 | 46 | (4-7) |
| 17 | 0 | 0 | 17 | 17 | (8-13) |
| 1525 | 22 | 1 | 1548 | 1418 | Total |

0

0

STOP

| Classes | (1-3) | (4-7) | (8-13) | Total |
|---|---|---|---|---|
| Volume | 2887 | 74 | 34 | 2995 |
| PHF | | | | 0.96 |
| ADT (Calc) | | | 10 | 29950 |

0

0

**Knoll Hollow Rd**

**Westbound**

| | | | | |
|---|---|---|---|---|
| 23 | 0 | 0 | 23 | |
| 15 | 0 | 0 | 15 | |
| 0 | 0 | 0 | 0 | |
| 38 | 0 | 0 | 38 | |
| 37 | 0 | 0 | 37 | |
| Total | (8-13) | (4-7) | (1-3) | |

0

0

| | | | | | |
|---|---|---|---|---|---|
| Total | 1540 | 1409 | 0 | 1394 | 15 |
| (8-13) | 17 | 17 | 0 | 17 | 0 |
| (4-7) | 28 | 46 | 0 | 46 | 0 |
| (1-3) | 1495 | 1346 | 0 | 1331 | 15 |

**Northbound**

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

**All vehicles**

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

**Passenger Vehicles (1-3)**

| | Northbound | | | | | | Southbound | | | | | | | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | | GA-124 Rock Chapel Rd (North) | | | | | | | | | | | | Knoll Hollow Rd | | | | | | |
| Time | | Thru 4.1 | Right 4.2 | | U-Turn 4.3 | App Total | Left 4.4 | Thru 4.5 | | | U-Turn 4.6 | App Total | | | | | | App Total | Left 4.7 | | Right 4.8 | | U-Turn 4.9 | App Total | Int Total |
| 1630 - 1645 | - | 345 | 5 | - | 0 | 350 | 7 | 372 | - | - | 1 | 380 | - | - | - | - | - | 0 | 4 | - | 5 | - | 0 | 9 | 739 |
| 1645 - 1700 | - | 293 | 3 | - | 0 | 296 | 5 | 382 | - | - | 0 | 387 | - | - | - | - | - | 0 | 3 | - | 7 | - | 0 | 10 | 693 |
| 1700 - 1715 | - | 347 | 4 | - | 0 | 351 | 5 | 344 | - | - | 0 | 349 | - | - | - | - | - | 0 | 3 | - | 5 | - | 0 | 8 | 708 |
| 1715 - 1730 | - | 346 | 3 | - | 0 | 349 | 5 | 382 | - | - | 0 | 387 | - | - | - | - | - | 0 | 5 | - | 6 | - | 0 | 11 | 747 |
| Total | 0 | 1331 | 15 | 0 | 0 | 1346 | 22 | 1480 | 0 | 0 | 1 | 1503 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 23 | 0 | 0 | 38 | 2887 |
| Approach % | 0.00 | 98.89 | 1.11 | 0.00 | 0.00 | - | 1.46 | 98.47 | 0.00 | 0.00 | 0.07 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 39.47 | 0.00 | 60.53 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.96 | 0.75 | 0.00 | 0.00 | **0.96** | 0.79 | 0.97 | 0.00 | 0.00 | 0.25 | **0.97** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.75 | 0.00 | 0.82 | 0.00 | 0.00 | **0.86** | **0.97** |

**Single Unit Trucks (4-7)**

| | Northbound | | | | | | Southbound | | | | | | | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | | GA-124 Rock Chapel Rd (North) | | | | | | | | | | | | Knoll Hollow Rd | | | | | | |
| Time | | Thru 4.1 | Right 4.2 | | U-Turn 4.3 | App Total | Left 4.4 | Thru 4.5 | | | U-Turn 4.6 | App Total | | | | | | App Total | Left 4.7 | | Right 4.8 | | U-Turn 4.9 | App Total | Int Total |
| 1630 - 1645 | - | 13 | 0 | - | 0 | 13 | 0 | 7 | - | - | 0 | 7 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 20 |
| 1645 - 1700 | - | 7 | 0 | - | 0 | 7 | 0 | 8 | - | - | 0 | 8 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 15 |
| 1700 - 1715 | - | 10 | 0 | - | 0 | 10 | 0 | 5 | - | - | 0 | 5 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 15 |
| 1715 - 1730 | - | 16 | 0 | - | 0 | 16 | 0 | 8 | - | - | 0 | 8 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 24 |
| Total | 0 | 46 | 0 | 0 | 0 | 46 | 0 | 28 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| Approach % | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.72 | 0.00 | 0.00 | 0.00 | **0.72** | 0.00 | 0.88 | 0.00 | 0.00 | 0.00 | **0.88** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.77** |

**Combination Trucks (8-13)**

| | Northbound | | | | | | Southbound | | | | | | | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | | GA-124 Rock Chapel Rd (North) | | | | | | | | | | | | Knoll Hollow Rd | | | | | | |
| Time | | Thru 4.1 | Right 4.2 | | U-Turn 4.3 | App Total | Left 4.4 | Thru 4.5 | | | U-Turn 4.6 | App Total | | | | | | App Total | Left 4.7 | | Right 4.8 | | U-Turn 4.9 | App Total | Int Total |
| 1630 - 1645 | - | 2 | 0 | - | 0 | 2 | 0 | 6 | - | - | 0 | 6 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 8 |
| 1645 - 1700 | - | 7 | 0 | - | 0 | 7 | 0 | 6 | - | - | 0 | 6 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 13 |
| 1700 - 1715 | - | 5 | 0 | - | 0 | 5 | 0 | 2 | - | - | 0 | 2 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 7 |
| 1715 - 1730 | - | 3 | 0 | - | 0 | 3 | 0 | 3 | - | - | 0 | 3 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 6 |
| Total | 0 | 17 | 0 | 0 | 0 | 17 | 0 | 17 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| Approach % | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.61 | 0.00 | 0.00 | 0.00 | **0.61** | 0.00 | 0.71 | 0.00 | 0.00 | 0.00 | **0.71** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.65** |

**Bicycles**

| | Northbound | | | | | | Southbound | | | | | | | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | | GA-124 Rock Chapel Rd (North) | | | | | | | | | | | | Knoll Hollow Rd | | | | | | |
| Time | | Thru 4.1 | Right 4.2 | | U-Turn 4.3 | App Total | Left 4.4 | Thru 4.5 | | | U-Turn 4.6 | App Total | | | | | | App Total | Left 4.7 | | Right 4.8 | | U-Turn 4.9 | App Total | Int Total |
| 1630 - 1645 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 0 |
| 1645 - 1700 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 0 |
| 1700 - 1715 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 0 |
| 1715 - 1730 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | - | - | - | - | - | 0 | 0 | - | 0 | - | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.00** |

# Classified Turn Movement Count || All vehicles

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

Knoll Hollow Rd

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.740973°, -84.084426°
Click here for Map

**Weather**
Fair
69°F
Click here for Detailed Weather

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

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | GA-124 Rock Chapel Rd (North) | | | | Knoll Hollow Rd | | | | |
| TIME | Thru 4.1 | Right 4.2 | U-Turn 4.3 | App Total | Left 4.4 | Thru 4.5 | U-Turn 4.6 | App Total | Left 4.7 | Right 4.8 | U-Turn 4.9 | App Total | Int Total |
| 0700 - 0715 | 342 | 2 | 0 | 344 | 2 | 174 | 0 | 176 | 8 | 6 | 0 | 14 | 534 |
| 0715 - 0730 | 377 | 1 | 0 | 378 | 2 | 270 | 0 | 272 | 1 | 6 | 0 | 7 | 657 |
| 0730 - 0745 | 450 | 2 | 0 | 452 | 4 | 246 | 1 | 251 | 4 | 6 | 0 | 10 | 713 |
| 0745 - 0800 | 345 | 1 | 0 | 346 | 3 | 279 | 0 | 282 | 3 | 14 | 0 | 17 | 645 |
| Hourly Total | 1514 | 6 | 0 | **1520** | 11 | 969 | 1 | **981** | 16 | 32 | 0 | **48** | **2549** |
| 0800 - 0815 | 403 | 2 | 0 | 405 | 6 | 261 | 1 | 268 | 2 | 2 | 0 | 4 | 677 |
| 0815 - 0830 | 338 | 2 | 0 | 340 | 5 | 259 | 0 | 264 | 2 | 4 | 0 | 6 | 610 |
| 0830 - 0845 | 253 | 3 | 0 | 256 | 4 | 242 | 0 | 246 | 3 | 7 | 0 | 10 | 512 |
| 0845 - 0900 | 229 | 4 | 0 | 233 | 3 | 257 | 0 | 260 | 1 | 5 | 0 | 6 | 499 |
| Hourly Total | 1223 | 11 | 0 | **1234** | 18 | 1019 | 1 | **1038** | 8 | 18 | 0 | **26** | **2298** |
| Grand Total | 2737 | 17 | 0 | **2754** | 29 | 1988 | 2 | **2019** | 24 | 50 | 0 | **74** | **4847** |
| Approach % | 99.38 | 0.62 | 0.00 | - | 1.44 | 98.46 | 0.10 | - | 32.43 | 67.57 | 0.00 | - | |
| Intersection % | 56.47 | 0.35 | 0.00 | 56.82 | 0.60 | 41.02 | 0.04 | 41.65 | 0.50 | 1.03 | 0.00 | 1.53 | |
| Heavy Vehicle % | 5 | 18 | - | **6** | 0 | 8 | 0 | **8** | 17 | 0 | - | **5** | **6** |
| PHF | 0.88 | 0.75 | 0.00 | **0.87** | 0.63 | 0.95 | 0.50 | **0.95** | 0.63 | 0.50 | 0.00 | **0.56** | **0.94** |
| Peak Hour Total | 1575 | 6 | 0 | **1581** | 15 | 1056 | 2 | **1073** | 10 | 28 | 0 | **38** | **2692** |
| Peak Hour HV % | 5 | 33 | 0 | **5** | 0 | 7 | 0 | **7** | 20 | 0 | 0 | **5** | **6** |

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

| | 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 | Left 4.7 | Right 4.8 | U-Turn 4.9 | App Total | Int Total |
| 1600 - 1615 | 314 | 2 | 0 | 316 | 6 | 356 | 1 | 363 | 1 | 6 | 0 | 7 | 686 |
| 1615 - 1630 | 339 | 6 | 1 | 346 | 6 | 351 | 0 | 357 | 1 | 3 | 0 | 4 | 707 |
| 1630 - 1645 | 360 | 5 | 0 | 365 | 7 | 385 | 1 | 393 | 4 | 5 | 0 | 9 | 767 |
| 1645 - 1700 | 307 | 3 | 0 | 310 | 5 | 396 | 0 | 401 | 3 | 7 | 0 | 10 | 721 |
| Hourly Total | 1320 | 16 | 1 | **1337** | 24 | 1488 | 2 | **1514** | 9 | 21 | 0 | **30** | **2881** |
| 1700 - 1715 | 362 | 4 | 0 | 366 | 5 | 351 | 0 | 356 | 3 | 5 | 0 | 8 | 730 |
| 1715 - 1730 | 365 | 3 | 0 | 368 | 5 | 393 | 0 | 398 | 5 | 6 | 0 | 11 | 777 |
| 1730 - 1745 | 341 | 8 | 0 | 349 | 1 | 345 | 0 | 346 | 1 | 2 | 0 | 3 | 698 |
| 1745 - 1800 | 330 | 4 | 1 | 335 | 7 | 323 | 0 | 330 | 3 | 4 | 0 | 7 | 672 |
| Hourly Total | 1398 | 19 | 1 | **1418** | 18 | 1412 | 0 | **1430** | 12 | 17 | 0 | **29** | **2877** |
| Grand Total | 2718 | 35 | 2 | **2755** | 42 | 2900 | 2 | **2944** | 21 | 38 | 0 | **59** | **5758** |
| Approach % | 98.66 | 1.27 | 0.07 | - | 1.43 | 98.51 | 0.07 | - | 35.59 | 64.41 | 0.00 | - | |
| Intersection % | 47.20 | 0.61 | 0.03 | 47.85 | 0.73 | 50.36 | 0.03 | 51.13 | 0.36 | 0.66 | 0.00 | 1.02 | |
| Heavy Vehicle % | 4 | 0 | 0 | **4** | 0 | 3 | 0 | **3** | 0 | 0 | - | **0** | **4** |
| PHF | 0.95 | 0.75 | 0.00 | **0.96** | 0.79 | 0.96 | 0.25 | **0.97** | 0.75 | 0.82 | 0.00 | **0.86** | **0.96** |
| Peak Hour Total | 1394 | 15 | 0 | **1409** | 22 | 1525 | 1 | **1548** | 15 | 23 | 0 | **38** | **2995** |
| Peak Hour HV % | 5 | 0 | 0 | **4** | 0 | 3 | 0 | **3** | 0 | 0 | 0 | **0** | **4** |

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

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

Knoll Hollow Rd

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.740973°, -84.084426°
Click here for Map

**Weather**
Fair
69°F
Click here for Detailed Weather

**0700 - 0900 (Weekday 2h Session) (05-08-2025)**
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 | Left 4.7 | Right 4.8 | U-Turn 4.9 | App Total | Int Total |
| 0700 - 0715 | 325 | 2 | 0 | 327 | 2 | 159 | 0 | 161 | 7 | 6 | 0 | 13 | 501 |
| 0715 - 0730 | 361 | 0 | 0 | 361 | 2 | 247 | 0 | 249 | 1 | 6 | 0 | 7 | 617 |
| 0730 - 0745 | 430 | 1 | 0 | 431 | 4 | 230 | 1 | 235 | 4 | 6 | 0 | 10 | 676 |
| 0745 - 0800 | 332 | 1 | 0 | 333 | 3 | 265 | 0 | 268 | 2 | 14 | 0 | 16 | 617 |
| Hourly Total | 1448 | 4 | 0 | **1452** | 11 | 901 | 1 | **913** | 14 | 32 | 0 | **46** | **2411** |
| 0800 - 0815 | 373 | 2 | 0 | 375 | 6 | 240 | 1 | 247 | 1 | 2 | 0 | 3 | 625 |
| 0815 - 0830 | 320 | 1 | 0 | 321 | 5 | 233 | 0 | 238 | 2 | 4 | 0 | 6 | 565 |
| 0830 - 0845 | 238 | 3 | 0 | 241 | 4 | 226 | 0 | 230 | 2 | 7 | 0 | 9 | 480 |
| 0845 - 0900 | 208 | 4 | 0 | 212 | 3 | 236 | 0 | 239 | 1 | 5 | 0 | 6 | 457 |
| Hourly Total | 1139 | 10 | 0 | **1149** | 18 | 935 | 1 | **954** | 6 | 18 | 0 | **24** | **2127** |
| Grand Total | 2587 | 14 | 0 | **2601** | 29 | 1836 | 2 | **1867** | 20 | 50 | 0 | **70** | **4538** |
| Approach % | 99.46 | 0.54 | 0.00 | - | 1.55 | 98.34 | 0.11 | - | 28.57 | 71.43 | 0.00 | - | |
| Intersection % | 57.01 | 0.31 | 0.00 | 57.32 | 0.64 | 40.46 | 0.04 | 41.14 | 0.44 | 1.10 | 0.00 | 1.54 | |

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

| | 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 | Left 4.7 | Right 4.8 | U-Turn 4.9 | App Total | Int Total |
| 1600 - 1615 | 297 | 2 | 0 | 299 | 6 | 332 | 1 | 339 | 1 | 6 | 0 | 7 | 645 |
| 1615 - 1630 | 321 | 6 | 1 | 328 | 6 | 338 | 0 | 344 | 1 | 3 | 0 | 4 | 676 |
| 1630 - 1645 | 345 | 5 | 0 | 350 | 7 | 372 | 1 | 380 | 4 | 5 | 0 | 9 | 739 |
| 1645 - 1700 | 293 | 3 | 0 | 296 | 5 | 382 | 0 | 387 | 3 | 7 | 0 | 10 | 693 |
| Hourly Total | 1256 | 16 | 1 | **1273** | 24 | 1424 | 2 | **1450** | 9 | 21 | 0 | **30** | **2753** |
| 1700 - 1715 | 347 | 4 | 0 | 351 | 5 | 344 | 0 | 349 | 3 | 5 | 0 | 8 | 708 |
| 1715 - 1730 | 346 | 3 | 0 | 349 | 5 | 382 | 0 | 387 | 5 | 6 | 0 | 11 | 747 |
| 1730 - 1745 | 333 | 8 | 0 | 341 | 1 | 335 | 0 | 336 | 1 | 2 | 0 | 3 | 680 |
| 1745 - 1800 | 322 | 4 | 1 | 327 | 7 | 316 | 0 | 323 | 3 | 4 | 0 | 7 | 657 |
| Hourly Total | 1348 | 19 | 1 | **1368** | 18 | 1377 | 0 | **1395** | 12 | 17 | 0 | **29** | **2792** |
| Grand Total | 2604 | 35 | 2 | **2641** | 42 | 2801 | 2 | **2845** | 21 | 38 | 0 | **59** | **5545** |
| Approach % | 98.60 | 1.33 | 0.08 | - | 1.48 | 98.45 | 0.07 | - | 35.59 | 64.41 | 0.00 | - | |
| Intersection % | 46.96 | 0.63 | 0.04 | 47.63 | 0.76 | 50.51 | 0.04 | 51.31 | 0.38 | 0.69 | 0.00 | 1.06 | |

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

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

Knoll Hollow Rd

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.740973°, -84.084426°
Click here for Map

**Weather**
Fair
69°F
Click here for Detailed Weather

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

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | GA-124 Rock Chapel Rd (North) | | | | Knoll Hollow Rd | | | | |
| TIME | Thru 4.1 | Right 4.2 | U-Turn 4.3 | App Total | Left 4.4 | Thru 4.5 | U-Turn 4.6 | App Total | Left 4.7 | Right 4.8 | U-Turn 4.9 | App Total | Int Total |
| 0700 - 0715 | 12 | 0 | 0 | 12 | 0 | 13 | 0 | 13 | 1 | 0 | 0 | 1 | 26 |
| 0715 - 0730 | 10 | 0 | 0 | 10 | 0 | 17 | 0 | 17 | 0 | 0 | 0 | 0 | 27 |
| 0730 - 0745 | 15 | 0 | 0 | 15 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 23 |
| 0745 - 0800 | 10 | 0 | 0 | 10 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 18 |
| Hourly Total | 47 | 0 | 0 | **47** | 0 | 46 | 0 | **46** | 1 | 0 | 0 | **1** | **94** |
| 0800 - 0815 | 17 | 0 | 0 | 17 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 26 |
| 0815 - 0830 | 14 | 0 | 0 | 14 | 0 | 18 | 0 | 18 | 0 | 0 | 0 | 0 | 32 |
| 0830 - 0845 | 10 | 0 | 0 | 10 | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 21 |
| 0845 - 0900 | 14 | 0 | 0 | 14 | 0 | 14 | 0 | 14 | 0 | 0 | 0 | 0 | 28 |
| Hourly Total | 55 | 0 | 0 | **55** | 0 | 52 | 0 | **52** | 0 | 0 | 0 | **0** | **107** |
| Grand Total | 102 | 0 | 0 | **102** | 0 | 98 | 0 | **98** | 1 | 0 | 0 | **1** | **201** |
| Approach % | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | - | 100.00 | 0.00 | 0.00 | - | |
| Intersection % | 50.75 | 0.00 | 0.00 | 50.75 | 0.00 | 48.76 | 0.00 | 48.76 | 0.50 | 0.00 | 0.00 | 0.50 | |

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

| | 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 | Left 4.7 | Right 4.8 | U-Turn 4.9 | App Total | Int Total |
| 1600 - 1615 | 13 | 0 | 0 | 13 | 0 | 16 | 0 | 16 | 0 | 0 | 0 | 0 | 29 |
| 1615 - 1630 | 14 | 0 | 0 | 14 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 23 |
| 1630 - 1645 | 13 | 0 | 0 | 13 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 20 |
| 1645 - 1700 | 7 | 0 | 0 | 7 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 15 |
| Hourly Total | 47 | 0 | 0 | **47** | 0 | 40 | 0 | **40** | 0 | 0 | 0 | **0** | **87** |
| 1700 - 1715 | 10 | 0 | 0 | 10 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 15 |
| 1715 - 1730 | 16 | 0 | 0 | 16 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 24 |
| 1730 - 1745 | 2 | 0 | 0 | 2 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 9 |
| 1745 - 1800 | 6 | 0 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 12 |
| Hourly Total | 34 | 0 | 0 | **34** | 0 | 26 | 0 | **26** | 0 | 0 | 0 | **0** | **60** |
| Grand Total | 81 | 0 | 0 | **81** | 0 | 66 | 0 | **66** | 0 | 0 | 0 | **0** | **147** |
| Approach % | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 55.10 | 0.00 | 0.00 | 55.10 | 0.00 | 44.90 | 0.00 | 44.90 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

Knoll Hollow Rd

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.740973°, -84.084426°
Click here for Map

**Weather**
Fair
69°F
Click here for Detailed Weather

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

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | GA-124 Rock Chapel Rd (North) | | | | Knoll Hollow Rd | | | | |
| TIME | Thru 4.1 | Right 4.2 | U-Turn 4.3 | App Total | Left 4.4 | Thru 4.5 | U-Turn 4.6 | App Total | Left 4.7 | Right 4.8 | U-Turn 4.9 | App Total | Int Total |
| 0700 - 0715 | 5 | 0 | 0 | 5 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 7 |
| 0715 - 0730 | 6 | 1 | 0 | 7 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 13 |
| 0730 - 0745 | 5 | 1 | 0 | 6 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 14 |
| 0745 - 0800 | 3 | 0 | 0 | 3 | 0 | 6 | 0 | 6 | 1 | 0 | 0 | 1 | 10 |
| Hourly Total | 19 | 2 | 0 | **21** | 0 | 22 | 0 | **22** | 1 | 0 | 0 | **1** | **44** |
| 0800 - 0815 | 13 | 0 | 0 | 13 | 0 | 12 | 0 | 12 | 1 | 0 | 0 | 1 | 26 |
| 0815 - 0830 | 4 | 1 | 0 | 5 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 13 |
| 0830 - 0845 | 5 | 0 | 0 | 5 | 0 | 5 | 0 | 5 | 1 | 0 | 0 | 1 | 11 |
| 0845 - 0900 | 7 | 0 | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 14 |
| Hourly Total | 29 | 1 | 0 | **30** | 0 | 32 | 0 | **32** | 2 | 0 | 0 | **2** | **64** |
| Grand Total | 48 | 3 | 0 | **51** | 0 | 54 | 0 | **54** | 3 | 0 | 0 | **3** | **108** |
| Approach % | 94.12 | 5.88 | 0.00 | - | 0.00 | 100.00 | 0.00 | - | 100.00 | 0.00 | 0.00 | - | |
| Intersection % | 44.44 | 2.78 | 0.00 | 47.22 | 0.00 | 50.00 | 0.00 | 50.00 | 2.78 | 0.00 | 0.00 | 2.78 | |

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

| | 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 | Left 4.7 | Right 4.8 | U-Turn 4.9 | App Total | Int Total |
| 1600 - 1615 | 4 | 0 | 0 | 4 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 12 |
| 1615 - 1630 | 4 | 0 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 8 |
| 1630 - 1645 | 2 | 0 | 0 | 2 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 8 |
| 1645 - 1700 | 7 | 0 | 0 | 7 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 13 |
| Hourly Total | 17 | 0 | 0 | **17** | 0 | 24 | 0 | **24** | 0 | 0 | 0 | **0** | **41** |
| 1700 - 1715 | 5 | 0 | 0 | 5 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 7 |
| 1715 - 1730 | 3 | 0 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 6 |
| 1730 - 1745 | 6 | 0 | 0 | 6 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 9 |
| 1745 - 1800 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| Hourly Total | 16 | 0 | 0 | **16** | 0 | 9 | 0 | **9** | 0 | 0 | 0 | **0** | **25** |
| Grand Total | 33 | 0 | 0 | **33** | 0 | 33 | 0 | **33** | 0 | 0 | 0 | **0** | **66** |
| Approach % | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 50.00 | 0.00 | 0.00 | 50.00 | 0.00 | 50.00 | 0.00 | 50.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

# Classified Turn Movement Count || Bicycles

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

www.marrtraffic.com

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

Knoll Hollow Rd

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.740973°, -84.084426°
Click here for Map

**Weather**
Fair
69°F
Click here for Detailed Weather

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

| | 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 | Left 4.7 | Right 4.8 | U-Turn 4.9 | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

| | 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 | Left 4.7 | Right 4.8 | U-Turn 4.9 | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

Knoll Hollow Rd

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.740973°, -84.084426°
Click here for Map

**Weather**
Fair
69°F
Click here for Detailed Weather

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

| | Northbound | | | | Southbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | GA-124 Rock Chapel Rd (North) | | | | Knoll Hollow Rd | | | | |
| TIME | Thru 4.1 | Right 4.2 | U-Turn 4.3 | App Total | Left 4.4 | Thru 4.5 | U-Turn 4.6 | App Total | Left 4.7 | Right 4.8 | U-Turn 4.9 | App Total | Int Total |
| 0700 - 0715 | 17 | 0 | 0 | 17 | 0 | 15 | 0 | 15 | 1 | 0 | 0 | 1 | 33 |
| 0715 - 0730 | 16 | 1 | 0 | 17 | 0 | 23 | 0 | 23 | 0 | 0 | 0 | 0 | 40 |
| 0730 - 0745 | 20 | 1 | 0 | 21 | 0 | 16 | 0 | 16 | 0 | 0 | 0 | 0 | 37 |
| 0745 - 0800 | 13 | 0 | 0 | 13 | 0 | 14 | 0 | 14 | 1 | 0 | 0 | 1 | 28 |
| Hourly Total | 66 | 2 | 0 | **68** | 0 | 68 | 0 | **68** | 2 | 0 | 0 | **2** | **138** |
| 0800 - 0815 | 30 | 0 | 0 | 30 | 0 | 21 | 0 | 21 | 1 | 0 | 0 | 1 | 52 |
| 0815 - 0830 | 18 | 1 | 0 | 19 | 0 | 26 | 0 | 26 | 0 | 0 | 0 | 0 | 45 |
| 0830 - 0845 | 15 | 0 | 0 | 15 | 0 | 16 | 0 | 16 | 1 | 0 | 0 | 1 | 32 |
| 0845 - 0900 | 21 | 0 | 0 | 21 | 0 | 21 | 0 | 21 | 0 | 0 | 0 | 0 | 42 |
| Hourly Total | 84 | 1 | 0 | **85** | 0 | 84 | 0 | **84** | 2 | 0 | 0 | **2** | **171** |
| Grand Total | 150 | 3 | 0 | **153** | 0 | 152 | 0 | **152** | 4 | 0 | 0 | **4** | **309** |
| Approach % | 98.04 | 1.96 | 0.00 | - | 0.00 | 100.00 | 0.00 | - | 100.00 | 0.00 | 0.00 | - | |
| Intersection % | 48.54 | 0.97 | 0.00 | 49.51 | 0.00 | 49.19 | 0.00 | 49.19 | 1.29 | 0.00 | 0.00 | 1.29 | |

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

| | 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 | Left 4.7 | Right 4.8 | U-Turn 4.9 | App Total | Int Total |
| 1600 - 1615 | 17 | 0 | 0 | 17 | 0 | 24 | 0 | 24 | 0 | 0 | 0 | 0 | 41 |
| 1615 - 1630 | 18 | 0 | 0 | 18 | 0 | 13 | 0 | 13 | 0 | 0 | 0 | 0 | 31 |
| 1630 - 1645 | 15 | 0 | 0 | 15 | 0 | 13 | 0 | 13 | 0 | 0 | 0 | 0 | 28 |
| 1645 - 1700 | 14 | 0 | 0 | 14 | 0 | 14 | 0 | 14 | 0 | 0 | 0 | 0 | 28 |
| Hourly Total | 64 | 0 | 0 | **64** | 0 | 64 | 0 | **64** | 0 | 0 | 0 | **0** | **128** |
| 1700 - 1715 | 15 | 0 | 0 | 15 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 22 |
| 1715 - 1730 | 19 | 0 | 0 | 19 | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 30 |
| 1730 - 1745 | 8 | 0 | 0 | 8 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 18 |
| 1745 - 1800 | 8 | 0 | 0 | 8 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 15 |
| Hourly Total | 50 | 0 | 0 | **50** | 0 | 35 | 0 | **35** | 0 | 0 | 0 | **0** | **85** |
| Grand Total | 114 | 0 | 0 | **114** | 0 | 99 | 0 | **99** | 0 | 0 | 0 | **0** | **213** |
| Approach % | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 53.52 | 0.00 | 0.00 | 53.52 | 0.00 | 46.48 | 0.00 | 46.48 | 0.00 | 0.00 | 0.00 | 0.00 | |

# Crosswalk Counts || Pedestrians

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

Knoll Hollow Rd

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.740973°, -84.084426°
Click here for Map

**Weather**
Fair
69°F
Click here for Detailed Weather

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

| | Northbound | | | Southbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | GA-124 Rock Chapel Rd (North) | | | Knoll Hollow Rd | | | |
| TIME | EB 4a | WB 4b | App Total | EB 4c | WB 4d | App Total | NB 4g | SB 4h | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

| | Northbound | | | Southbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | GA-124 Rock Chapel Rd (North) | | | Knoll Hollow Rd | | | |
| TIME | EB 4a | WB 4b | App Total | EB 4c | WB 4d | App Total | NB 4g | SB 4h | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

# Crosswalk Counts || Bicycles

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

Knoll Hollow Rd

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.740973°, -84.084426°
Click here for Map

**Weather**
Fair
69°F
Click here for Detailed Weather

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

| | Northbound | | | Southbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | GA-124 Rock Chapel Rd (North) | | | Knoll Hollow Rd | | | |
| TIME | EB 4a | WB 4b | App Total | EB 4c | WB 4d | App Total | NB 4g | SB 4h | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

| | Northbound | | | Southbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | GA-124 Rock Chapel Rd (North) | | | Knoll Hollow Rd | | | |
| TIME | EB 4a | WB 4b | App Total | EB 4c | WB 4d | App Total | NB 4g | SB 4h | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

# Crosswalk Counts || Motorized Vehicles

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

Knoll Hollow Rd

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.740973°, -84.084426°
Click here for Map

**Weather**
Fair
69°F
Click here for Detailed Weather

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

| | Northbound | | | Southbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | GA-124 Rock Chapel Rd (North) | | | Knoll Hollow Rd | | | |
| TIME | EB 4a | WB 4b | App Total | EB 4c | WB 4d | App Total | NB 4g | SB 4h | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

| | Northbound | | | Southbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | GA-124 Rock Chapel Rd (North) | | | Knoll Hollow Rd | | | |
| TIME | EB 4a | WB 4b | App Total | EB 4c | WB 4d | App Total | NB 4g | SB 4h | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

| Start Date: 5/8/2025 | | | | Knoll Hollow 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 | 0 | 8 | 0 | 6 | 0 | 342 | 2 | 2 | 174 | 0 | 534 |
| **07:15 AM - 07:30 AM** | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 377 | 1 | 2 | 270 | 0 | 657 |
| **07:30 AM - 07:45 AM** | 0 | 0 | 0 | 4 | 0 | 6 | 0 | 450 | 2 | 4 | 246 | 0 | 712 |
| **07:45 AM - 08:00 AM** | 0 | 0 | 0 | 3 | 0 | 14 | 0 | 345 | 1 | 3 | 279 | 0 | 645 |
| **08:00 AM - 08:15 AM** | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 403 | 2 | 6 | 261 | 0 | 676 |
| **08:15 AM - 08:30 AM** | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 338 | 2 | 5 | 259 | 0 | 610 |
| **08:30 AM - 08:45 AM** | 0 | 0 | 0 | 3 | 0 | 7 | 0 | 253 | 3 | 4 | 242 | 0 | 512 |
| **08:45 AM - 09:00 AM** | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 229 | 4 | 3 | 257 | 0 | 499 |
| **09:00 AM - 09:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 AM - 09:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 AM - 09:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 AM - 10:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 AM - 10:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 AM - 10:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 AM - 10:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 AM - 11:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 AM - 11:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 AM - 11:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 AM - 11:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 AM - 12:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00 PM - 12:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 PM - 12:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 PM - 12:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 PM - 01:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 PM - 01:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 PM - 01:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 PM - 01:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 PM - 02:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 PM - 02:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 PM - 02:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 PM - 02:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 PM - 03:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 PM - 03:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 PM - 03:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 PM - 03:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 PM - 04:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 PM - 04:15 PM** | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 314 | 2 | 6 | 356 | 0 | 685 |
| **04:15 PM - 04:30 PM** | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 339 | 6 | 6 | 351 | 0 | 706 |
| **04:30 PM - 04:45 PM** | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 360 | 5 | 7 | 385 | 0 | 766 |
| **04:45 PM - 05:00 PM** | 0 | 0 | 0 | 3 | 0 | 7 | 0 | 307 | 3 | 5 | 396 | 0 | 721 |
| **05:00 PM - 05:15 PM** | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 362 | 4 | 5 | 351 | 0 | 730 |
| **05:15 PM - 05:30 PM** | 0 | 0 | 0 | 5 | 0 | 6 | 0 | 365 | 3 | 5 | 393 | 0 | 777 |
| **05:30 PM - 05:45 PM** | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 341 | 8 | 1 | 345 | 0 | 698 |
| **05:45 PM - 06:00 PM** | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 330 | 4 | 7 | 323 | 0 | 671 |
| **06:00 PM - 06:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 PM - 06:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 PM - 06:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 PM - 07:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 PM - 07:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 PM - 07:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 PM - 07:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 PM - 08:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 PM - 08:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 PM - 08:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 PM - 08:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 PM - 09:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00 PM - 09:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 PM - 09:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 PM - 09:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 PM - 10:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 PM - 10:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 PM - 10:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 PM - 10:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 PM - 11:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 PM - 11:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 PM - 11:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 PM - 11:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 PM - 12:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Peak Hour Turning Movement Count

Lithonia, GA Batch 1

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

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

* the Peak Hour Diagram does not include bicycles

**Session Parameters**

(Drop Down Menu)

**Peak Hour**

**Volume**

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

**Southbound**

| | | | | | | |
|---|---|---|---|---|---|---|
| 24 | 949 | 2 | 3 | 978 | 1507 | (1-3) |
| 5 | 34 | 0 | 0 | 39 | 50 | (4-7) |
| 1 | 29 | 0 | 0 | 30 | 27 | (8-13) |
| 30 | 1012 | 2 | 3 | 1047 | 1584 | Total |

**Maddox Rd**

**Eastbound**

| (1-3) | (4-7) | (8-13) | Total |
|---|---|---|---|
| 103 | 10 | 6 | 119 |
| 27 | 18 | 3 | 48 |
| 0 | 0 | 0 | 0 |
| 6 | 4 | 2 | 12 |
| 0 | 0 | 0 | 0 |
| 21 | 14 | 1 | 36 |

| Classes | (1-3) | (4-7) | (8-13) | Total |
|---|---|---|---|---|
| Volume | 2583 | 109 | 64 | 2756 |
| PHF | | | | 0.97 |
| ADT (Calc) | | | 10 | 27560 |

**Westbound**

**Driveway**

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

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Total | 1051 | 1661 | | 3 | 89 | 1569 | 0 |
| (8-13) | 31 | 31 | | 1 | 5 | 25 | 0 |
| (4-7) | 49 | 52 | | 1 | 5 | 46 | 0 |
| (1-3) | 971 | 1578 | | 1 | 79 | 1498 | 0 |

**Northbound**

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

**All vehicles**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | | GA-124 Rock Chapel Rd (North) | | | | | | 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 |
| 0715 - 0730 | 16 | 399 | 0 | - | 1 | 416 | 0 | 245 | 7 | - | 0 | 252 | 2 | 0 | 9 | - | 0 | 11 | 0 | 0 | 0 | - | 0 | 0 | 679 |
| 0730 - 0745 | 27 | 413 | 0 | - | 1 | 441 | 0 | 246 | 7 | - | 1 | 254 | 5 | 0 | 8 | - | 0 | 13 | 0 | 0 | 0 | - | 0 | 0 | 708 |
| 0745 - 0800 | 30 | 373 | 0 | - | 0 | 403 | 0 | 269 | 9 | - | 0 | 278 | 1 | 0 | 11 | - | 0 | 12 | 0 | 0 | 0 | - | 0 | 0 | 693 |
| 0800 - 0815 | 16 | 384 | 0 | - | 1 | 401 | 2 | 252 | 7 | - | 2 | 263 | 4 | 0 | 8 | - | 0 | 12 | 0 | 0 | 0 | - | 0 | 0 | 676 |
| Total | 89 | 1569 | 0 | 0 | 3 | 1661 | 2 | 1012 | 30 | 0 | 3 | 1047 | 12 | 0 | 36 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 2756 |
| Approach % | 5.36 | 94.46 | 0.00 | 0.00 | 0.18 | - | 0.19 | 96.66 | 2.87 | 0.00 | 0.29 | - | 25.00 | 0.00 | 75.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.74 | 0.95 | 0.00 | 0.00 | 0.75 | **0.94** | 0.25 | 0.94 | 0.83 | 0.00 | 0.38 | **0.94** | 0.60 | 0.00 | 0.82 | 0.00 | 0.00 | **0.92** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.97** |

**Passenger Vehicles (1-3)**

| | 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 |
| 0715 - 0730 | 14 | 380 | 0 | - | 1 | 395 | 0 | 228 | 4 | - | 0 | 232 | 2 | 0 | 4 | - | 0 | 6 | 0 | 0 | 0 | - | 0 | 0 | 633 |
| 0730 - 0745 | 23 | 399 | 0 | - | 0 | 422 | 0 | 232 | 6 | - | 1 | 239 | 2 | 0 | 4 | - | 0 | 6 | 0 | 0 | 0 | - | 0 | 0 | 667 |
| 0745 - 0800 | 26 | 358 | 0 | - | 0 | 384 | 0 | 255 | 8 | - | 0 | 263 | 0 | 0 | 6 | - | 0 | 6 | 0 | 0 | 0 | - | 0 | 0 | 653 |
| 0800 - 0815 | 16 | 361 | 0 | - | 0 | 377 | 2 | 234 | 6 | - | 2 | 244 | 2 | 0 | 7 | - | 0 | 9 | 0 | 0 | 0 | - | 0 | 0 | 630 |
| Total | 79 | 1498 | 0 | 0 | 1 | 1578 | 2 | 949 | 24 | 0 | 3 | 978 | 6 | 0 | 21 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 2583 |
| Approach % | 5.01 | 94.93 | 0.00 | 0.00 | 0.06 | - | 0.20 | 97.03 | 2.45 | 0.00 | 0.31 | - | 22.22 | 0.00 | 77.78 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.76 | 0.94 | 0.00 | 0.00 | 0.25 | **0.93** | 0.25 | 0.93 | 0.75 | 0.00 | 0.38 | **0.93** | 0.75 | 0.00 | 0.75 | 0.00 | 0.00 | **0.75** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.97** |

**Single Unit Trucks (4-7)**

| | 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 |
| 0715 - 0730 | 0 | 12 | 0 | - | 0 | 12 | 0 | 12 | 3 | - | 0 | 15 | 0 | 0 | 5 | - | 0 | 5 | 0 | 0 | 0 | - | 0 | 0 | 32 |
| 0730 - 0745 | 2 | 10 | 0 | - | 0 | 12 | 0 | 6 | 1 | - | 0 | 7 | 2 | 0 | 4 | - | 0 | 6 | 0 | 0 | 0 | - | 0 | 0 | 25 |
| 0745 - 0800 | 3 | 11 | 0 | - | 0 | 14 | 0 | 9 | 1 | - | 0 | 10 | 1 | 0 | 4 | - | 0 | 5 | 0 | 0 | 0 | - | 0 | 0 | 29 |
| 0800 - 0815 | 0 | 13 | 0 | - | 1 | 14 | 0 | 7 | 0 | - | 0 | 7 | 1 | 0 | 1 | - | 0 | 2 | 0 | 0 | 0 | - | 0 | 0 | 23 |
| Total | 5 | 46 | 0 | 0 | 1 | 52 | 0 | 34 | 5 | 0 | 0 | 39 | 4 | 0 | 14 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| Approach % | 9.62 | 88.46 | 0.00 | 0.00 | 1.92 | - | 0.00 | 87.18 | 12.82 | 0.00 | 0.00 | - | 22.22 | 0.00 | 77.78 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.42 | 0.88 | 0.00 | 0.00 | 0.25 | **0.93** | 0.00 | 0.71 | 0.42 | 0.00 | 0.00 | **0.65** | 0.50 | 0.00 | 0.70 | 0.00 | 0.00 | **0.75** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.85** |

**Combination Trucks (8-13)**

| | 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 |
| 0715 - 0730 | 2 | 7 | 0 | - | 0 | 9 | 0 | 5 | 0 | - | 0 | 5 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 14 |
| 0730 - 0745 | 2 | 4 | 0 | - | 1 | 7 | 0 | 8 | 0 | - | 0 | 8 | 1 | 0 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 16 |
| 0745 - 0800 | 1 | 4 | 0 | - | 0 | 5 | 0 | 5 | 0 | - | 0 | 5 | 0 | 0 | 1 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 11 |
| 0800 - 0815 | 0 | 10 | 0 | - | 0 | 10 | 0 | 11 | 1 | - | 0 | 12 | 1 | 0 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 23 |
| Total | 5 | 25 | 0 | 0 | 1 | 31 | 0 | 29 | 1 | 0 | 0 | 30 | 2 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| Approach % | 16.13 | 80.65 | 0.00 | 0.00 | 3.23 | - | 0.00 | 96.67 | 3.33 | 0.00 | 0.00 | - | 66.67 | 0.00 | 33.33 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.63 | 0.63 | 0.00 | 0.00 | 0.25 | **0.78** | 0.00 | 0.66 | 0.25 | 0.00 | 0.00 | **0.63** | 0.50 | 0.00 | 0.25 | 0.00 | 0.00 | **0.75** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.70** |

**Bicycles**

| | 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 |
| 0715 - 0730 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 0800 - 0815 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.00** |

# Peak Hour Turning Movement Count

Lithonia, GA Batch 1

Click here for Map

Marr Traffic DATA COLLECTION

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

## GA-124 Rock Chapel Rd (North)

### Southbound

| | | | | | | |
|---|---|---|---|---|---|---|
| 12 | 1516 | 1 | 2 | 1531 | 1346 | (1-3) |
| 5 | 28 | 0 | 0 | 33 | 46 | (4-7) |
| 1 | 15 | 0 | 0 | 16 | 16 | (8-13) |
| 18 | 1559 | 1 | 2 | 1580 | 1408 | Total |

### Northbound

| | | | | | | |
|---|---|---|---|---|---|---|
| Total | 1675 | 1452 | 10 | 74 | 1367 | 1 |
| (8-13) | 20 | 22 | 0 | 9 | 13 | 0 |
| (4-7) | 32 | 71 | 1 | 26 | 44 | 0 |
| (1-3) | 1623 | 1359 | 9 | 39 | 1310 | 1 |

## Maddox Rd

### Eastbound

| (1-3) | (4-7) | (8-13) | Total |
|---|---|---|---|
| 51 | 31 | 10 | 92 |
| 130 | 5 | 8 | 143 |
| 0 | 0 | 0 | 0 |
| 33 | 2 | 3 | 38 |
| 0 | 0 | 0 | 0 |
| 97 | 3 | 5 | 105 |

| Classes | (1-3) | (4-7) | (8-13) | Total |
|---|---|---|---|---|
| Volume | 3022 | 109 | 46 | 3177 |
| PHF | | | | 0.97 |
| ADT (Calc) | | | 10 | 31770 |

## Driveway

### Westbound

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

## GA-124 Rock Chapel Rd (South)

**All vehicles**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | | GA-124 Rock Chapel Rd (North) | | | | | | Maddox Rd | | | | | | Driveway | | | | | | |
| Time | Left 5.1 | Thru 5.2 | Right 5.3 | | U-Turn 5.4 | App Total | Left 5.5 | Thru 5.6 | Right 5.7 | | U-Turn 5.8 | App Total | Left 5.9 | Thru 5.10 | Right 5.11 | | U-Turn 5.12 | App Total | Left 5.13 | Thru 5.14 | Right 5.15 | | U-Turn 5.16 | App Total | Int Total |
| 1630 - 1645 | 27 | 343 | 1 | - | 4 | 375 | 1 | 397 | 3 | - | 0 | 401 | 9 | 0 | 34 | - | 0 | 43 | 0 | 0 | 0 | - | 0 | 0 | 819 |
| 1645 - 1700 | 10 | 312 | 0 | - | 0 | 322 | 0 | 397 | 6 | - | 2 | 405 | 10 | 0 | 25 | - | 0 | 35 | 0 | 0 | 0 | - | 0 | 0 | 762 |
| 1700 - 1715 | 26 | 356 | 0 | - | 3 | 385 | 0 | 355 | 6 | - | 0 | 361 | 12 | 0 | 29 | - | 0 | 41 | 1 | 0 | 1 | - | 0 | 2 | 789 |
| 1715 - 1730 | 11 | 356 | 0 | - | 3 | 370 | 0 | 410 | 3 | - | 0 | 413 | 7 | 0 | 17 | - | 0 | 24 | 0 | 0 | 0 | - | 0 | 0 | 807 |
| Total | 74 | 1367 | 1 | 0 | 10 | 1452 | 1 | 1559 | 18 | 0 | 2 | 1580 | 38 | 0 | 105 | 0 | 0 | 143 | 1 | 0 | 1 | 0 | 0 | 2 | 3177 |
| Approach % | 5.10 | 94.15 | 0.07 | 0.00 | 0.69 | - | 0.06 | 98.67 | 1.14 | 0.00 | 0.13 | - | 26.57 | 0.00 | 73.43 | 0.00 | 0.00 | - | 50.00 | 0.00 | 50.00 | 0.00 | 0.00 | - | |
| PHF | 0.69 | 0.96 | 0.25 | 0.00 | 0.63 | **0.94** | 0.25 | 0.95 | 0.75 | 0.00 | 0.25 | **0.96** | 0.79 | 0.00 | 0.77 | 0.00 | 0.00 | **0.83** | 0.25 | 0.00 | 0.25 | 0.00 | 0.00 | **0.25** | **0.97** |

**Passenger Vehicles (1-3)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | | GA-124 Rock Chapel Rd (North) | | | | | | Maddox Rd | | | | | | Driveway | | | | | | |
| Time | Left 5.1 | Thru 5.2 | Right 5.3 | | U-Turn 5.4 | App Total | Left 5.5 | Thru 5.6 | Right 5.7 | | U-Turn 5.8 | App Total | Left 5.9 | Thru 5.10 | Right 5.11 | | U-Turn 5.12 | App Total | Left 5.13 | Thru 5.14 | Right 5.15 | | U-Turn 5.16 | App Total | Int Total |
| 1630 - 1645 | 11 | 328 | 1 | - | 4 | 344 | 1 | 384 | 2 | - | 0 | 387 | 7 | 0 | 30 | - | 0 | 37 | 0 | 0 | 0 | - | 0 | 0 | 768 |
| 1645 - 1700 | 8 | 301 | 0 | - | 0 | 309 | 0 | 385 | 3 | - | 2 | 390 | 9 | 0 | 25 | - | 0 | 34 | 0 | 0 | 0 | - | 0 | 0 | 733 |
| 1700 - 1715 | 15 | 341 | 0 | - | 3 | 359 | 0 | 347 | 5 | - | 0 | 352 | 10 | 0 | 28 | - | 0 | 38 | 1 | 0 | 1 | - | 0 | 2 | 751 |
| 1715 - 1730 | 5 | 340 | 0 | - | 2 | 347 | 0 | 400 | 2 | - | 0 | 402 | 7 | 0 | 14 | - | 0 | 21 | 0 | 0 | 0 | - | 0 | 0 | 770 |
| Total | 39 | 1310 | 1 | 0 | 9 | 1359 | 1 | 1516 | 12 | 0 | 2 | 1531 | 33 | 0 | 97 | 0 | 0 | 130 | 1 | 0 | 1 | 0 | 0 | 2 | 3022 |
| Approach % | 2.87 | 96.39 | 0.07 | 0.00 | 0.66 | - | 0.07 | 99.02 | 0.78 | 0.00 | 0.13 | - | 25.38 | 0.00 | 74.62 | 0.00 | 0.00 | - | 50.00 | 0.00 | 50.00 | 0.00 | 0.00 | - | |
| PHF | 0.65 | 0.96 | 0.25 | 0.00 | 0.56 | **0.95** | 0.25 | 0.95 | 0.60 | 0.00 | 0.25 | **0.95** | 0.83 | 0.00 | 0.81 | 0.00 | 0.00 | **0.86** | 0.25 | 0.00 | 0.25 | 0.00 | 0.00 | **0.25** | **0.98** |

**Single Unit Trucks (4-7)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | | GA-124 Rock Chapel Rd (North) | | | | | | Maddox Rd | | | | | | Driveway | | | | | | |
| Time | Left 5.1 | Thru 5.2 | Right 5.3 | | U-Turn 5.4 | App Total | Left 5.5 | Thru 5.6 | Right 5.7 | | U-Turn 5.8 | App Total | Left 5.9 | Thru 5.10 | Right 5.11 | | U-Turn 5.12 | App Total | Left 5.13 | Thru 5.14 | Right 5.15 | | U-Turn 5.16 | App Total | Int Total |
| 1630 - 1645 | 9 | 12 | 0 | - | 0 | 21 | 0 | 8 | 1 | - | 0 | 9 | 2 | 0 | 3 | - | 0 | 5 | 0 | 0 | 0 | - | 0 | 0 | 35 |
| 1645 - 1700 | 2 | 8 | 0 | - | 0 | 10 | 0 | 7 | 2 | - | 0 | 9 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 19 |
| 1700 - 1715 | 10 | 11 | 0 | - | 0 | 21 | 0 | 6 | 1 | - | 0 | 7 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 28 |
| 1715 - 1730 | 5 | 13 | 0 | - | 1 | 19 | 0 | 7 | 1 | - | 0 | 8 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 27 |
| Total | 26 | 44 | 0 | 0 | 1 | 71 | 0 | 28 | 5 | 0 | 0 | 33 | 2 | 0 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| Approach % | 36.62 | 61.97 | 0.00 | 0.00 | 1.41 | - | 0.00 | 84.85 | 15.15 | 0.00 | 0.00 | - | 40.00 | 0.00 | 60.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.65 | 0.85 | 0.00 | 0.00 | 0.25 | **0.85** | 0.00 | 0.88 | 0.63 | 0.00 | 0.00 | **0.92** | 0.25 | 0.00 | 0.25 | 0.00 | 0.00 | **0.25** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.78** |

**Combination Trucks (8-13)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | | GA-124 Rock Chapel Rd (North) | | | | | | Maddox Rd | | | | | | Driveway | | | | | | |
| Time | Left 5.1 | Thru 5.2 | Right 5.3 | | U-Turn 5.4 | App Total | Left 5.5 | Thru 5.6 | Right 5.7 | | U-Turn 5.8 | App Total | Left 5.9 | Thru 5.10 | Right 5.11 | | U-Turn 5.12 | App Total | Left 5.13 | Thru 5.14 | Right 5.15 | | U-Turn 5.16 | App Total | Int Total |
| 1630 - 1645 | 7 | 3 | 0 | - | 0 | 10 | 0 | 5 | 0 | - | 0 | 5 | 0 | 0 | 1 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 16 |
| 1645 - 1700 | 0 | 3 | 0 | - | 0 | 3 | 0 | 5 | 1 | - | 0 | 6 | 1 | 0 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 10 |
| 1700 - 1715 | 1 | 4 | 0 | - | 0 | 5 | 0 | 2 | 0 | - | 0 | 2 | 2 | 0 | 1 | - | 0 | 3 | 0 | 0 | 0 | - | 0 | 0 | 10 |
| 1715 - 1730 | 1 | 3 | 0 | - | 0 | 4 | 0 | 3 | 0 | - | 0 | 3 | 0 | 0 | 3 | - | 0 | 3 | 0 | 0 | 0 | - | 0 | 0 | 10 |
| Total | 9 | 13 | 0 | 0 | 0 | 22 | 0 | 15 | 1 | 0 | 0 | 16 | 3 | 0 | 5 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| Approach % | 40.91 | 59.09 | 0.00 | 0.00 | 0.00 | - | 0.00 | 93.75 | 6.25 | 0.00 | 0.00 | - | 37.50 | 0.00 | 62.50 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.32 | 0.81 | 0.00 | 0.00 | 0.00 | **0.55** | 0.00 | 0.75 | 0.25 | 0.00 | 0.00 | **0.67** | 0.38 | 0.00 | 0.42 | 0.00 | 0.00 | **0.67** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.72** |

**Bicycles**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | | GA-124 Rock Chapel Rd (North) | | | | | | Maddox Rd | | | | | | Driveway | | | | | | |
| Time | Left 5.1 | Thru 5.2 | Right 5.3 | | U-Turn 5.4 | App Total | Left 5.5 | Thru 5.6 | Right 5.7 | | U-Turn 5.8 | App Total | Left 5.9 | Thru 5.10 | Right 5.11 | | U-Turn 5.12 | App Total | Left 5.13 | Thru 5.14 | Right 5.15 | | U-Turn 5.16 | App Total | Int Total |
| 1630 - 1645 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1700 - 1715 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.00** |

# Classified Turn Movement Count || All vehicles

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.737844°, -84.085952°
Click here for Map

**Weather**
Fair
69°F
Click here for Detailed Weather

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

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | GA-124 Rock Chapel Rd (North) | | | | | Maddox Rd | | | | | Driveway | | | | | |
| TIME | Left 5.1 | Thru 5.2 | Right 5.3 | U-Turn 5.4 | App Total | Left 5.5 | Thru 5.6 | Right 5.7 | U-Turn 5.8 | App Total | Left 5.9 | Thru 5.10 | Right 5.11 | U-Turn 5.12 | App Total | Left 5.13 | Thru 5.14 | Right 5.15 | U-Turn 5.16 | App Total | Int Total |
| 0700 - 0715 | 16 | 331 | 0 | 0 | 347 | 0 | 199 | 7 | 0 | 206 | 4 | 0 | 13 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 570 |
| 0715 - 0730 | 16 | 399 | 0 | 1 | 416 | 0 | 245 | 7 | 0 | 252 | 2 | 0 | 9 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 679 |
| 0730 - 0745 | 27 | 413 | 0 | 1 | 441 | 0 | 246 | 7 | 1 | 254 | 5 | 0 | 8 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 708 |
| 0745 - 0800 | 30 | 373 | 0 | 0 | 403 | 0 | 269 | 9 | 0 | 278 | 1 | 0 | 11 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 693 |
| Hourly Total | 89 | 1516 | 0 | 2 | **1607** | 0 | 959 | 30 | 1 | **990** | 12 | 0 | 41 | 0 | **53** | 0 | 0 | 0 | 0 | **0** | **2650** |
| 0800 - 0815 | 16 | 384 | 0 | 1 | 401 | 2 | 252 | 7 | 2 | 263 | 4 | 0 | 8 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 676 |
| 0815 - 0830 | 22 | 356 | 0 | 2 | 380 | 1 | 279 | 0 | 1 | 281 | 4 | 0 | 8 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 673 |
| 0830 - 0845 | 18 | 262 | 0 | 0 | 280 | 0 | 228 | 5 | 0 | 233 | 2 | 0 | 21 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 536 |
| 0845 - 0900 | 13 | 239 | 0 | 3 | 255 | 0 | 259 | 7 | 1 | 267 | 5 | 0 | 9 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 536 |
| Hourly Total | 69 | 1241 | 0 | 6 | **1316** | 3 | 1018 | 19 | 4 | **1044** | 15 | 0 | 46 | 0 | **61** | 0 | 0 | 0 | 0 | **0** | **2421** |
| Grand Total | 158 | 2757 | 0 | 8 | **2923** | 3 | 1977 | 49 | 5 | **2034** | 27 | 0 | 87 | 0 | **114** | 0 | 0 | 0 | 0 | **0** | **5071** |
| Approach % | 5.41 | 94.32 | 0.00 | 0.27 | - | 0.15 | 97.20 | 2.41 | 0.25 | - | 23.68 | 0.00 | 76.32 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 3.12 | 54.37 | 0.00 | 0.16 | 57.64 | 0.06 | 38.99 | 0.97 | 0.10 | 40.11 | 0.53 | 0.00 | 1.72 | 0.00 | 2.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Heavy Vehicle % | 11 | 5 | - | 25 | **5** | 0 | 8 | 14 | 0 | **8** | 56 | - | 48 | - | **50** | - | - | - | - | **-** | **7** |
| PHF | 0.74 | 0.95 | 0.00 | 0.75 | **0.94** | 0.25 | 0.94 | 0.83 | 0.38 | **0.94** | 0.60 | 0.00 | 0.82 | 0.00 | **0.92** | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.97** |
| Peak Hour Total | 89 | 1569 | 0 | 3 | **1661** | 2 | 1012 | 30 | 3 | **1047** | 12 | 0 | 36 | 0 | **48** | 0 | 0 | 0 | 0 | **0** | **2756** |
| Peak Hour HV % | 11 | 5 | 0 | 67 | **5** | 0 | 6 | 20 | 0 | **7** | 50 | 0 | 42 | 0 | **44** | 0 | 0 | 0 | 0 | **0** | **6** |

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

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | GA-124 Rock Chapel Rd (North) | | | | | Maddox Rd | | | | | Driveway | | | | | |
| TIME | Left 5.1 | Thru 5.2 | Right 5.3 | U-Turn 5.4 | App Total | Left 5.5 | Thru 5.6 | Right 5.7 | U-Turn 5.8 | App Total | Left 5.9 | Thru 5.10 | Right 5.11 | U-Turn 5.12 | App Total | Left 5.13 | Thru 5.14 | Right 5.15 | U-Turn 5.16 | App Total | Int Total |
| 1600 - 1615 | 19 | 300 | 0 | 0 | 319 | 0 | 369 | 5 | 0 | 374 | 5 | 0 | 23 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 721 |
| 1615 - 1630 | 21 | 370 | 0 | 0 | 391 | 0 | 355 | 0 | 1 | 356 | 6 | 0 | 20 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 773 |
| 1630 - 1645 | 27 | 343 | 1 | 4 | 375 | 1 | 397 | 3 | 0 | 401 | 9 | 0 | 34 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 819 |
| 1645 - 1700 | 10 | 312 | 0 | 0 | 322 | 0 | 397 | 6 | 2 | 405 | 10 | 0 | 25 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 762 |
| Hourly Total | 77 | 1325 | 1 | 4 | **1407** | 1 | 1518 | 14 | 3 | **1536** | 30 | 0 | 102 | 0 | **132** | 0 | 0 | 0 | 0 | **0** | **3075** |
| 1700 - 1715 | 26 | 356 | 0 | 3 | 385 | 0 | 355 | 6 | 0 | 361 | 12 | 0 | 29 | 0 | 41 | 1 | 0 | 1 | 0 | 2 | 789 |
| 1715 - 1730 | 11 | 356 | 0 | 3 | 370 | 0 | 410 | 3 | 0 | 413 | 7 | 0 | 17 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 807 |
| 1730 - 1745 | 18 | 379 | 0 | 1 | 398 | 0 | 355 | 4 | 0 | 359 | 5 | 1 | 14 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 777 |
| 1745 - 1800 | 11 | 302 | 0 | 2 | 315 | 1 | 346 | 4 | 0 | 351 | 6 | 0 | 14 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 686 |
| Hourly Total | 66 | 1393 | 0 | 9 | **1468** | 1 | 1466 | 17 | 0 | **1484** | 30 | 1 | 74 | 0 | **105** | 1 | 0 | 1 | 0 | **2** | **3059** |
| Grand Total | 143 | 2718 | 1 | 13 | **2875** | 2 | 2984 | 31 | 3 | **3020** | 60 | 1 | 176 | 0 | **237** | 1 | 0 | 1 | 0 | **2** | **6134** |
| Approach % | 4.97 | 94.54 | 0.03 | 0.45 | - | 0.07 | 98.81 | 1.03 | 0.10 | - | 25.32 | 0.42 | 74.26 | 0.00 | - | 50.00 | 0.00 | 50.00 | 0.00 | - | |
| Intersection % | 2.33 | 44.31 | 0.02 | 0.21 | 46.87 | 0.03 | 48.65 | 0.51 | 0.05 | 49.23 | 0.98 | 0.02 | 2.87 | 0.00 | 3.86 | 0.02 | 0.00 | 0.02 | 0.00 | 0.03 | |
| Heavy Vehicle % | 38 | 4 | 0 | 8 | **6** | 0 | 3 | 35 | 0 | **3** | 12 | 0 | 9 | - | **9** | 0 | - | 0 | - | **0** | **5** |
| PHF | 0.69 | 0.96 | 0.25 | 0.63 | **0.94** | 0.25 | 0.95 | 0.75 | 0.25 | **0.96** | 0.79 | 0.00 | 0.77 | 0.00 | **0.83** | 0.25 | 0.00 | 0.25 | 0.00 | **0.25** | **0.97** |
| Peak Hour Total | 74 | 1367 | 1 | 10 | **1452** | 1 | 1559 | 18 | 2 | **1580** | 38 | 0 | 105 | 0 | **143** | 1 | 0 | 1 | 0 | **2** | **3177** |
| Peak Hour HV % | 47 | 4 | 0 | 10 | **6** | 0 | 3 | 33 | 0 | **3** | 13 | 0 | 8 | 0 | **9** | 0 | 0 | 0 | 0 | **0** | **5** |

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

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.737844°, -84.085952°
Click here for Map

**Weather**
Fair
69°F
Click here for Detailed Weather

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

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | GA-124 Rock Chapel Rd (North) | | | | | Maddox Rd | | | | | Driveway | | | | | |
| TIME | Left 5.1 | Thru 5.2 | Right 5.3 | U-Turn 5.4 | App Total | Left 5.5 | Thru 5.6 | Right 5.7 | U-Turn 5.8 | App Total | Left 5.9 | Thru 5.10 | Right 5.11 | U-Turn 5.12 | App Total | Left 5.13 | Thru 5.14 | Right 5.15 | U-Turn 5.16 | App Total | Int Total |
| 0700 - 0715 | 16 | 317 | 0 | 0 | 333 | 0 | 180 | 6 | 0 | 186 | 2 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 523 |
| 0715 - 0730 | 14 | 380 | 0 | 1 | 395 | 0 | 228 | 4 | 0 | 232 | 2 | 0 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 633 |
| 0730 - 0745 | 23 | 399 | 0 | 0 | 422 | 0 | 232 | 6 | 1 | 239 | 2 | 0 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 667 |
| 0745 - 0800 | 26 | 358 | 0 | 0 | 384 | 0 | 255 | 8 | 0 | 263 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 653 |
| Hourly Total | 79 | 1454 | 0 | 1 | **1534** | 0 | 895 | 24 | 1 | **920** | 6 | 0 | 16 | 0 | **22** | 0 | 0 | 0 | 0 | **0** | **2476** |
| 0800 - 0815 | 16 | 361 | 0 | 0 | 377 | 2 | 234 | 6 | 2 | 244 | 2 | 0 | 7 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 630 |
| 0815 - 0830 | 19 | 341 | 0 | 2 | 362 | 1 | 252 | 0 | 1 | 254 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 619 |
| 0830 - 0845 | 16 | 243 | 0 | 0 | 259 | 0 | 210 | 5 | 0 | 215 | 2 | 0 | 15 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 491 |
| 0845 - 0900 | 10 | 219 | 0 | 3 | 232 | 0 | 237 | 7 | 1 | 245 | 2 | 0 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 483 |
| Hourly Total | 61 | 1164 | 0 | 5 | **1230** | 3 | 933 | 18 | 4 | **958** | 6 | 0 | 29 | 0 | **35** | 0 | 0 | 0 | 0 | **0** | **2223** |
| Grand Total | 140 | 2618 | 0 | 6 | **2764** | 3 | 1828 | 42 | 5 | **1878** | 12 | 0 | 45 | 0 | **57** | 0 | 0 | 0 | 0 | **0** | **4699** |
| Approach % | 5.07 | 94.72 | 0.00 | 0.22 | - | 0.16 | 97.34 | 2.24 | 0.27 | - | 21.05 | 0.00 | 78.95 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 2.98 | 55.71 | 0.00 | 0.13 | 58.82 | 0.06 | 38.90 | 0.89 | 0.11 | 39.97 | 0.26 | 0.00 | 0.96 | 0.00 | 1.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | GA-124 Rock Chapel Rd (North) | | | | | Maddox Rd | | | | | Driveway | | | | | |
| TIME | Left 5.1 | Thru 5.2 | Right 5.3 | U-Turn 5.4 | App Total | Left 5.5 | Thru 5.6 | Right 5.7 | U-Turn 5.8 | App Total | Left 5.9 | Thru 5.10 | Right 5.11 | U-Turn 5.12 | App Total | Left 5.13 | Thru 5.14 | Right 5.15 | U-Turn 5.16 | App Total | Int Total |
| 1600 - 1615 | 14 | 284 | 0 | 0 | 298 | 0 | 347 | 3 | 0 | 350 | 5 | 0 | 20 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 673 |
| 1615 - 1630 | 15 | 352 | 0 | 0 | 367 | 0 | 343 | 0 | 1 | 344 | 5 | 0 | 19 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 735 |
| 1630 - 1645 | 11 | 328 | 1 | 4 | 344 | 1 | 384 | 2 | 0 | 387 | 7 | 0 | 30 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 768 |
| 1645 - 1700 | 8 | 301 | 0 | 0 | 309 | 0 | 385 | 3 | 2 | 390 | 9 | 0 | 25 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 733 |
| Hourly Total | 48 | 1265 | 1 | 4 | **1318** | 1 | 1459 | 8 | 3 | **1471** | 26 | 0 | 94 | 0 | **120** | 0 | 0 | 0 | 0 | **0** | **2909** |
| 1700 - 1715 | 15 | 341 | 0 | 3 | 359 | 0 | 347 | 5 | 0 | 352 | 10 | 0 | 28 | 0 | 38 | 1 | 0 | 1 | 0 | 2 | 751 |
| 1715 - 1730 | 5 | 340 | 0 | 2 | 347 | 0 | 400 | 2 | 0 | 402 | 7 | 0 | 14 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 770 |
| 1730 - 1745 | 14 | 369 | 0 | 1 | 384 | 0 | 348 | 3 | 0 | 351 | 4 | 1 | 11 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 751 |
| 1745 - 1800 | 7 | 296 | 0 | 2 | 305 | 1 | 340 | 2 | 0 | 343 | 6 | 0 | 14 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 668 |
| Hourly Total | 41 | 1346 | 0 | 8 | **1395** | 1 | 1435 | 12 | 0 | **1448** | 27 | 1 | 67 | 0 | **95** | 1 | 0 | 1 | 0 | **2** | **2940** |
| Grand Total | 89 | 2611 | 1 | 12 | **2713** | 2 | 2894 | 20 | 3 | **2919** | 53 | 1 | 161 | 0 | **215** | 1 | 0 | 1 | 0 | **2** | **5849** |
| Approach % | 3.28 | 96.24 | 0.04 | 0.44 | - | 0.07 | 99.14 | 0.69 | 0.10 | - | 24.65 | 0.47 | 74.88 | 0.00 | - | 50.00 | 0.00 | 50.00 | 0.00 | - | |
| Intersection % | 1.52 | 44.64 | 0.02 | 0.21 | 46.38 | 0.03 | 49.48 | 0.34 | 0.05 | 49.91 | 0.91 | 0.02 | 2.75 | 0.00 | 3.68 | 0.02 | 0.00 | 0.02 | 0.00 | 0.03 | |

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

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

www.marrtraffic.com

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

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.737844°, -84.085952°
Click here for Map

**Weather**
Fair
69°F
Click here for Detailed Weather

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

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | GA-124 Rock Chapel Rd (North) | | | | | Maddox Rd | | | | | Driveway | | | | | |
| TIME | Left 5.1 | Thru 5.2 | Right 5.3 | U-Turn 5.4 | App Total | Left 5.5 | Thru 5.6 | Right 5.7 | U-Turn 5.8 | App Total | Left 5.9 | Thru 5.10 | Right 5.11 | U-Turn 5.12 | App Total | Left 5.13 | Thru 5.14 | Right 5.15 | U-Turn 5.16 | App Total | Int Total |
| 0700 - 0715 | 0 | 10 | 0 | 0 | 10 | 0 | 14 | 1 | 0 | 15 | 1 | 0 | 9 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 35 |
| 0715 - 0730 | 0 | 12 | 0 | 0 | 12 | 0 | 12 | 3 | 0 | 15 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 32 |
| 0730 - 0745 | 2 | 10 | 0 | 0 | 12 | 0 | 6 | 1 | 0 | 7 | 2 | 0 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 25 |
| 0745 - 0800 | 3 | 11 | 0 | 0 | 14 | 0 | 9 | 1 | 0 | 10 | 1 | 0 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 29 |
| Hourly Total | 5 | 43 | 0 | 0 | **48** | 0 | 41 | 6 | 0 | **47** | 4 | 0 | 22 | 0 | **26** | 0 | 0 | 0 | 0 | **0** | **121** |
| 0800 - 0815 | 0 | 13 | 0 | 1 | 14 | 0 | 7 | 0 | 0 | 7 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 23 |
| 0815 - 0830 | 0 | 11 | 0 | 0 | 11 | 0 | 19 | 0 | 0 | 19 | 3 | 0 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 36 |
| 0830 - 0845 | 1 | 13 | 0 | 0 | 14 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 29 |
| 0845 - 0900 | 2 | 14 | 0 | 0 | 16 | 0 | 16 | 0 | 0 | 16 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 35 |
| Hourly Total | 3 | 51 | 0 | 1 | **55** | 0 | 52 | 0 | 0 | **52** | 5 | 0 | 11 | 0 | **16** | 0 | 0 | 0 | 0 | **0** | **123** |
| Grand Total | 8 | 94 | 0 | 1 | **103** | 0 | 93 | 6 | 0 | **99** | 9 | 0 | 33 | 0 | **42** | 0 | 0 | 0 | 0 | **0** | **244** |
| Approach % | 7.77 | 91.26 | 0.00 | 0.97 | - | 0.00 | 93.94 | 6.06 | 0.00 | - | 21.43 | 0.00 | 78.57 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 3.28 | 38.52 | 0.00 | 0.41 | 42.21 | 0.00 | 38.11 | 2.46 | 0.00 | 40.57 | 3.69 | 0.00 | 13.52 | 0.00 | 17.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | GA-124 Rock Chapel Rd (North) | | | | | Maddox Rd | | | | | Driveway | | | | | |
| TIME | Left 5.1 | Thru 5.2 | Right 5.3 | U-Turn 5.4 | App Total | Left 5.5 | Thru 5.6 | Right 5.7 | U-Turn 5.8 | App Total | Left 5.9 | Thru 5.10 | Right 5.11 | U-Turn 5.12 | App Total | Left 5.13 | Thru 5.14 | Right 5.15 | U-Turn 5.16 | App Total | Int Total |
| 1600 - 1615 | 2 | 12 | 0 | 0 | 14 | 0 | 15 | 2 | 0 | 17 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 33 |
| 1615 - 1630 | 5 | 13 | 0 | 0 | 18 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 1630 - 1645 | 9 | 12 | 0 | 0 | 21 | 0 | 8 | 1 | 0 | 9 | 2 | 0 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 35 |
| 1645 - 1700 | 2 | 8 | 0 | 0 | 10 | 0 | 7 | 2 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| Hourly Total | 18 | 45 | 0 | 0 | **63** | 0 | 36 | 5 | 0 | **41** | 2 | 0 | 5 | 0 | **7** | 0 | 0 | 0 | 0 | **0** | **111** |
| 1700 - 1715 | 10 | 11 | 0 | 0 | 21 | 0 | 6 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 1715 - 1730 | 5 | 13 | 0 | 1 | 19 | 0 | 7 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 1730 - 1745 | 3 | 6 | 0 | 0 | 9 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 17 |
| 1745 - 1800 | 3 | 4 | 0 | 0 | 7 | 0 | 5 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| Hourly Total | 21 | 34 | 0 | 1 | **56** | 0 | 22 | 5 | 0 | **27** | 0 | 0 | 3 | 0 | **3** | 0 | 0 | 0 | 0 | **0** | **86** |
| Grand Total | 39 | 79 | 0 | 1 | **119** | 0 | 58 | 10 | 0 | **68** | 2 | 0 | 8 | 0 | **10** | 0 | 0 | 0 | 0 | **0** | **197** |
| Approach % | 32.77 | 66.39 | 0.00 | 0.84 | - | 0.00 | 85.29 | 14.71 | 0.00 | - | 20.00 | 0.00 | 80.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 19.80 | 40.10 | 0.00 | 0.51 | 60.41 | 0.00 | 29.44 | 5.08 | 0.00 | 34.52 | 1.02 | 0.00 | 4.06 | 0.00 | 5.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.737844°, -84.085952°
Click here for Map

**Weather**
Fair
69°F
Click here for Detailed Weather

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

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

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.737844°, -84.085952°
Click here for Map

**Weather**
Fair
69°F
Click here for Detailed Weather

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

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | GA-124 Rock Chapel Rd (North) | | | | | Maddox Rd | | | | | Driveway | | | | | |
| TIME | Left 5.1 | Thru 5.2 | Right 5.3 | U-Turn 5.4 | App Total | Left 5.5 | Thru 5.6 | Right 5.7 | U-Turn 5.8 | App Total | Left 5.9 | Thru 5.10 | Right 5.11 | U-Turn 5.12 | App Total | Left 5.13 | Thru 5.14 | Right 5.15 | U-Turn 5.16 | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | GA-124 Rock Chapel Rd (North) | | | | | Maddox Rd | | | | | Driveway | | | | | |
| TIME | Left 5.1 | Thru 5.2 | Right 5.3 | U-Turn 5.4 | App Total | Left 5.5 | Thru 5.6 | Right 5.7 | U-Turn 5.8 | App Total | Left 5.9 | Thru 5.10 | Right 5.11 | U-Turn 5.12 | App Total | Left 5.13 | Thru 5.14 | Right 5.15 | U-Turn 5.16 | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.737844°, -84.085952°
Click here for Map

**Weather**
Fair
69°F
Click here for Detailed Weather

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

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | GA-124 Rock Chapel Rd (North) | | | | | Maddox Rd | | | | | Driveway | | | | | |
| TIME | Left 5.1 | Thru 5.2 | Right 5.3 | U-Turn 5.4 | App Total | Left 5.5 | Thru 5.6 | Right 5.7 | U-Turn 5.8 | App Total | Left 5.9 | Thru 5.10 | Right 5.11 | U-Turn 5.12 | App Total | Left 5.13 | Thru 5.14 | Right 5.15 | U-Turn 5.16 | App Total | Int Total |
| 0700 - 0715 | 0 | 14 | 0 | 0 | 14 | 0 | 19 | 1 | 0 | 20 | 2 | 0 | 11 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 47 |
| 0715 - 0730 | 2 | 19 | 0 | 0 | 21 | 0 | 17 | 3 | 0 | 20 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 46 |
| 0730 - 0745 | 4 | 14 | 0 | 1 | 19 | 0 | 14 | 1 | 0 | 15 | 3 | 0 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 41 |
| 0745 - 0800 | 4 | 15 | 0 | 0 | 19 | 0 | 14 | 1 | 0 | 15 | 1 | 0 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 40 |
| Hourly Total | 10 | 62 | 0 | 1 | **73** | 0 | 64 | 6 | 0 | **70** | 6 | 0 | 25 | 0 | **31** | 0 | 0 | 0 | 0 | **0** | **174** |
| 0800 - 0815 | 0 | 23 | 0 | 1 | 24 | 0 | 18 | 1 | 0 | 19 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 46 |
| 0815 - 0830 | 3 | 15 | 0 | 0 | 18 | 0 | 27 | 0 | 0 | 27 | 4 | 0 | 5 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 54 |
| 0830 - 0845 | 2 | 19 | 0 | 0 | 21 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 45 |
| 0845 - 0900 | 3 | 20 | 0 | 0 | 23 | 0 | 22 | 0 | 0 | 22 | 3 | 0 | 5 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 53 |
| Hourly Total | 8 | 77 | 0 | 1 | **86** | 0 | 85 | 1 | 0 | **86** | 9 | 0 | 17 | 0 | **26** | 0 | 0 | 0 | 0 | **0** | **198** |
| Grand Total | 18 | 139 | 0 | 2 | **159** | 0 | 149 | 7 | 0 | **156** | 15 | 0 | 42 | 0 | **57** | 0 | 0 | 0 | 0 | **0** | **372** |
| Approach % | 11.32 | 87.42 | 0.00 | 1.26 | - | 0.00 | 95.51 | 4.49 | 0.00 | - | 26.32 | 0.00 | 73.68 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 4.84 | 37.37 | 0.00 | 0.54 | 42.74 | 0.00 | 40.05 | 1.88 | 0.00 | 41.94 | 4.03 | 0.00 | 11.29 | 0.00 | 15.32 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | GA-124 Rock Chapel Rd (North) | | | | | Maddox Rd | | | | | Driveway | | | | | |
| TIME | Left 5.1 | Thru 5.2 | Right 5.3 | U-Turn 5.4 | App Total | Left 5.5 | Thru 5.6 | Right 5.7 | U-Turn 5.8 | App Total | Left 5.9 | Thru 5.10 | Right 5.11 | U-Turn 5.12 | App Total | Left 5.13 | Thru 5.14 | Right 5.15 | U-Turn 5.16 | App Total | Int Total |
| 1600 - 1615 | 5 | 16 | 0 | 0 | 21 | 0 | 22 | 2 | 0 | 24 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 48 |
| 1615 - 1630 | 6 | 18 | 0 | 0 | 24 | 0 | 12 | 0 | 0 | 12 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 38 |
| 1630 - 1645 | 16 | 15 | 0 | 0 | 31 | 0 | 13 | 1 | 0 | 14 | 2 | 0 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 51 |
| 1645 - 1700 | 2 | 11 | 0 | 0 | 13 | 0 | 12 | 3 | 0 | 15 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 29 |
| Hourly Total | 29 | 60 | 0 | 0 | **89** | 0 | 59 | 6 | 0 | **65** | 4 | 0 | 8 | 0 | **12** | 0 | 0 | 0 | 0 | **0** | **166** |
| 1700 - 1715 | 11 | 15 | 0 | 0 | 26 | 0 | 8 | 1 | 0 | 9 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 38 |
| 1715 - 1730 | 6 | 16 | 0 | 1 | 23 | 0 | 10 | 1 | 0 | 11 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 37 |
| 1730 - 1745 | 4 | 10 | 0 | 0 | 14 | 0 | 7 | 1 | 0 | 8 | 1 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 26 |
| 1745 - 1800 | 4 | 6 | 0 | 0 | 10 | 0 | 6 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| Hourly Total | 25 | 47 | 0 | 1 | **73** | 0 | 31 | 5 | 0 | **36** | 3 | 0 | 7 | 0 | **10** | 0 | 0 | 0 | 0 | **0** | **119** |
| Grand Total | 54 | 107 | 0 | 1 | **162** | 0 | 90 | 11 | 0 | **101** | 7 | 0 | 15 | 0 | **22** | 0 | 0 | 0 | 0 | **0** | **285** |
| Approach % | 33.33 | 66.05 | 0.00 | 0.62 | - | 0.00 | 89.11 | 10.89 | 0.00 | - | 31.82 | 0.00 | 68.18 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 18.95 | 37.54 | 0.00 | 0.35 | 56.84 | 0.00 | 31.58 | 3.86 | 0.00 | 35.44 | 2.46 | 0.00 | 5.26 | 0.00 | 7.72 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

# Crosswalk Counts || Pedestrians

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.737844°, -84.085952°
Click here for Map

**Weather**
Fair
69°F
Click here for Detailed Weather

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

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | GA-124 Rock Chapel Rd (North) | | | Maddox Rd | | | Driveway | | | |
| TIME | EB 5a | WB 5b | App Total | EB 5c | WB 5d | App Total | NB 5e | SB 5f | App Total | NB 5g | SB 5h | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 2 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 1 | 1 | **2** | 0 | 0 | **0** | **2** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 1 | 1 | **2** | 0 | 0 | **0** | **2** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 50.00 | 50.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 50.00 | 50.00 | 100.00 | 0.00 | 0.00 | 0.00 | |

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

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | GA-124 Rock Chapel Rd (North) | | | Maddox Rd | | | Driveway | | | |
| TIME | EB 5a | WB 5b | App Total | EB 5c | WB 5d | App Total | NB 5e | SB 5f | App Total | NB 5g | SB 5h | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

# Crosswalk Counts || Bicycles

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.737844°, -84.085952°
Click here for Map

**Weather**
Fair
69°F
Click here for Detailed Weather

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

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | GA-124 Rock Chapel Rd (North) | | | Maddox Rd | | | Driveway | | | |
| TIME | EB 5a | WB 5b | App Total | EB 5c | WB 5d | App Total | NB 5e | SB 5f | App Total | NB 5g | SB 5h | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | GA-124 Rock Chapel Rd (North) | | | Maddox Rd | | | Driveway | | | |
| TIME | EB 5a | WB 5b | App Total | EB 5c | WB 5d | App Total | NB 5e | SB 5f | App Total | NB 5g | SB 5h | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

# Crosswalk Counts || Motorized Vehicles

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.737844°, -84.085952°
Click here for Map

**Weather**
Fair
69°F
Click here for Detailed Weather

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

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | GA-124 Rock Chapel Rd (North) | | | Maddox Rd | | | Driveway | | | |
| TIME | EB 5a | WB 5b | App Total | EB 5c | WB 5d | App Total | NB 5e | SB 5f | App Total | NB 5g | SB 5h | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | GA-124 Rock Chapel Rd (North) | | | Maddox Rd | | | Driveway | | | |
| TIME | EB 5a | WB 5b | App Total | EB 5c | WB 5d | App Total | NB 5e | SB 5f | App Total | NB 5g | SB 5h | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

| Start Date: 5/8/2025 | Maddox Rd Eastbound | | | Driveway Westbound | | | GA-124 Rock Chapel Rd (South) Northbound | | | GA-124 Rock Chapel Rd (North) Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 AM - 06:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 AM - 06:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 AM - 07:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 AM - 07:15 AM** | 4 | 0 | 13 | 0 | 0 | 0 | 16 | 331 | 0 | 0 | 199 | 7 | 570 |
| **07:15 AM - 07:30 AM** | 2 | 0 | 9 | 0 | 0 | 0 | 16 | 399 | 0 | 0 | 245 | 7 | 678 |
| **07:30 AM - 07:45 AM** | 5 | 0 | 8 | 0 | 0 | 0 | 27 | 413 | 0 | 0 | 246 | 7 | 706 |
| **07:45 AM - 08:00 AM** | 1 | 0 | 11 | 0 | 0 | 0 | 30 | 373 | 0 | 0 | 269 | 9 | 693 |
| **08:00 AM - 08:15 AM** | 4 | 0 | 8 | 0 | 0 | 0 | 16 | 384 | 0 | 2 | 252 | 7 | 673 |
| **08:15 AM - 08:30 AM** | 4 | 0 | 8 | 0 | 0 | 0 | 22 | 356 | 0 | 1 | 279 | 0 | 670 |
| **08:30 AM - 08:45 AM** | 2 | 0 | 21 | 0 | 0 | 0 | 18 | 262 | 0 | 0 | 228 | 5 | 536 |
| **08:45 AM - 09:00 AM** | 5 | 0 | 9 | 0 | 0 | 0 | 13 | 239 | 0 | 0 | 259 | 7 | 532 |
| **09:00 AM - 09:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 AM - 09:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 AM - 09:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 AM - 10:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 AM - 10:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 AM - 10:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 AM - 10:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 AM - 11:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 AM - 11:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 AM - 11:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 AM - 11:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 AM - 12:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00 PM - 12:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 PM - 12:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 PM - 12:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 PM - 01:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 PM - 01:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 PM - 01:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 PM - 01:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 PM - 02:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 PM - 02:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 PM - 02:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 PM - 02:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 PM - 03:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 PM - 03:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 PM - 03:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 PM - 03:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 PM - 04:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 PM - 04:15 PM** | 5 | 0 | 23 | 0 | 0 | 0 | 19 | 300 | 0 | 0 | 369 | 5 | 721 |
| **04:15 PM - 04:30 PM** | 6 | 0 | 20 | 0 | 0 | 0 | 21 | 370 | 0 | 0 | 355 | 0 | 772 |
| **04:30 PM - 04:45 PM** | 9 | 0 | 34 | 0 | 0 | 0 | 27 | 343 | 1 | 1 | 397 | 3 | 815 |
| **04:45 PM - 05:00 PM** | 10 | 0 | 25 | 0 | 0 | 0 | 10 | 312 | 0 | 0 | 397 | 6 | 760 |
| **05:00 PM - 05:15 PM** | 12 | 0 | 29 | 1 | 0 | 1 | 26 | 356 | 0 | 0 | 355 | 6 | 786 |
| **05:15 PM - 05:30 PM** | 7 | 0 | 17 | 0 | 0 | 0 | 11 | 356 | 0 | 0 | 410 | 3 | 804 |
| **05:30 PM - 05:45 PM** | 5 | 1 | 14 | 0 | 0 | 0 | 18 | 379 | 0 | 0 | 355 | 4 | 776 |
| **05:45 PM - 06:00 PM** | 6 | 0 | 14 | 0 | 0 | 0 | 11 | 302 | 0 | 1 | 346 | 4 | 684 |
| **06:00 PM - 06:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 PM - 06:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 PM - 06:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 PM - 07:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 PM - 07:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 PM - 07:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 PM - 07:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 PM - 08:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 PM - 08:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 PM - 08:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 PM - 08:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 PM - 09:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00 PM - 09:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 PM - 09:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 PM - 09:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 PM - 10:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 PM - 10:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 PM - 10:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 PM - 10:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 PM - 11:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 PM - 11:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 PM - 11:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 PM - 11:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 PM - 12:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Peak Hour Turning Movement Count

Lithonia, GA Batch 1

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

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

* the Peak Hour Diagram does not include bicycles

**Session Parameters**

(Drop Down Menu)

**Peak Hour**

**Volume**

## GA-124 Rock Chapel Rd (North)

**Southbound**

| | | | | | | |
|---|---|---|---|---|---|---|
| 2 | 871 | 113 | 2 | 988 | 1565 | (1-3) |
| 0 | 46 | 7 | 0 | 53 | 50 | (4-7) |
| 0 | 35 | 0 | 0 | 35 | 33 | (8-13) |
| 2 | 952 | 120 | 2 | 1076 | 1648 | Total |

0

0

## Driveway

**Eastbound**

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

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

**Westbound**

| | | | |
|---|---|---|---|
| 265 | 0 | 7 | 258 |
| 1 | 0 | 0 | 1 |
| 396 | 4 | 10 | 382 |
| 0 | 0 | 0 | 0 |
| 662 | 4 | 17 | 641 |
| 304 | 5 | 18 | 281 |
| Total | (8-13) | (4-7) | (1-3) |

0

0

0

0

| | | | | | | |
|---|---|---|---|---|---|---|
| Total | 1352 | 1566 | 0 | 4 | 1378 | 184 |
| (8-13) | 42 | 36 | 0 | 0 | 31 | 5 |
| (4-7) | 56 | 54 | 0 | 1 | 42 | 11 |
| (1-3) | 1254 | 1476 | 0 | 3 | 1305 | 168 |

**Northbound**

## GA-124 Rock Chapel Rd (South)

**All vehicles**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | | GA-124 Rock Chapel Rd (North) | | | | | | Driveway | | | | | | Pleasant Hill Rd | | | | | | |
| Time | Left 6.1 | Thru 6.2 | Right 6.3 | | U-Turn 6.4 | App Total | Left 6.5 | Thru 6.6 | Right 6.7 | | U-Turn 6.8 | App Total | Left 6.9 | Thru 6.10 | Right 6.11 | | U-Turn 6.12 | App Total | Left 6.13 | Thru 6.14 | Right 6.15 | | U-Turn 6.16 | App Total | Int Total |
| 0715 - 0730 | 1 | 333 | 39 | - | 0 | 373 | 27 | 240 | 0 | - | 1 | 268 | 1 | 0 | 2 | - | 0 | 3 | 105 | 1 | 75 | - | 0 | 181 | 825 |
| 0730 - 0745 | 0 | 361 | 37 | - | 0 | 398 | 31 | 223 | 0 | - | 0 | 254 | 1 | 0 | 2 | - | 0 | 3 | 111 | 0 | 81 | - | 0 | 192 | 847 |
| 0745 - 0800 | 0 | 329 | 59 | - | 0 | 388 | 32 | 242 | 0 | - | 0 | 274 | 0 | 0 | 0 | - | 0 | 0 | 107 | 0 | 61 | - | 0 | 168 | 830 |
| 0800 - 0815 | 3 | 355 | 49 | - | 0 | 407 | 30 | 247 | 2 | - | 1 | 280 | 1 | 0 | 0 | - | 0 | 1 | 73 | 0 | 48 | - | 0 | 121 | 809 |
| Total | 4 | 1378 | 184 | 0 | 0 | 1566 | 120 | 952 | 2 | 0 | 2 | 1076 | 3 | 0 | 4 | 0 | 0 | 7 | 396 | 1 | 265 | 0 | 0 | 662 | 3311 |
| Approach % | 0.26 | 87.99 | 11.75 | 0.00 | 0.00 | - | 11.15 | 88.48 | 0.19 | 0.00 | 0.19 | - | 42.86 | 0.00 | 57.14 | 0.00 | 0.00 | - | 59.82 | 0.15 | 40.03 | 0.00 | 0.00 | - | |
| PHF | 0.33 | 0.95 | 0.78 | 0.00 | 0.00 | **0.96** | 0.94 | 0.96 | 0.25 | 0.00 | 0.50 | **0.96** | 0.75 | 0.00 | 0.50 | 0.00 | 0.00 | **0.58** | 0.89 | 0.25 | 0.82 | 0.00 | 0.00 | **0.86** | **0.98** |

**Passenger Vehicles (1-3)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | | GA-124 Rock Chapel Rd (North) | | | | | | Driveway | | | | | | Pleasant Hill Rd | | | | | | |
| Time | Left 6.1 | Thru 6.2 | Right 6.3 | | U-Turn 6.4 | App Total | Left 6.5 | Thru 6.6 | Right 6.7 | | U-Turn 6.8 | App Total | Left 6.9 | Thru 6.10 | Right 6.11 | | U-Turn 6.12 | App Total | Left 6.13 | Thru 6.14 | Right 6.15 | | U-Turn 6.16 | App Total | Int Total |
| 0715 - 0730 | 0 | 317 | 36 | - | 0 | 353 | 23 | 216 | 0 | - | 1 | 240 | 0 | 0 | 1 | - | 0 | 1 | 99 | 1 | 74 | - | 0 | 174 | 768 |
| 0730 - 0745 | 0 | 343 | 34 | - | 0 | 377 | 28 | 207 | 0 | - | 0 | 235 | 0 | 0 | 0 | - | 0 | 0 | 109 | 0 | 77 | - | 0 | 186 | 798 |
| 0745 - 0800 | 0 | 315 | 53 | - | 0 | 368 | 32 | 224 | 0 | - | 0 | 256 | 0 | 0 | 0 | - | 0 | 0 | 103 | 0 | 59 | - | 0 | 162 | 786 |
| 0800 - 0815 | 3 | 330 | 45 | - | 0 | 378 | 30 | 224 | 2 | - | 1 | 257 | 0 | 0 | 0 | - | 0 | 0 | 71 | 0 | 48 | - | 0 | 119 | 754 |
| Total | 3 | 1305 | 168 | 0 | 0 | 1476 | 113 | 871 | 2 | 0 | 2 | 988 | 0 | 0 | 1 | 0 | 0 | 1 | 382 | 1 | 258 | 0 | 0 | 641 | 3106 |
| Approach % | 0.20 | 88.41 | 11.38 | 0.00 | 0.00 | - | 11.44 | 88.16 | 0.20 | 0.00 | 0.20 | - | 0.00 | 0.00 | 100.00 | 0.00 | 0.00 | - | 59.59 | 0.16 | 40.25 | 0.00 | 0.00 | - | |
| PHF | 0.25 | 0.95 | 0.79 | 0.00 | 0.00 | **0.98** | 0.88 | 0.97 | 0.25 | 0.00 | 0.50 | **0.96** | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | **0.25** | 0.88 | 0.25 | 0.84 | 0.00 | 0.00 | **0.86** | **0.97** |

**Single Unit Trucks (4-7)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | | GA-124 Rock Chapel Rd (North) | | | | | | Driveway | | | | | | Pleasant Hill Rd | | | | | | |
| Time | Left 6.1 | Thru 6.2 | Right 6.3 | | U-Turn 6.4 | App Total | Left 6.5 | Thru 6.6 | Right 6.7 | | U-Turn 6.8 | App Total | Left 6.9 | Thru 6.10 | Right 6.11 | | U-Turn 6.12 | App Total | Left 6.13 | Thru 6.14 | Right 6.15 | | U-Turn 6.16 | App Total | Int Total |
| 0715 - 0730 | 1 | 8 | 2 | - | 0 | 11 | 4 | 18 | 0 | - | 0 | 22 | 0 | 0 | 0 | - | 0 | 0 | 4 | 0 | 1 | - | 0 | 5 | 38 |
| 0730 - 0745 | 0 | 10 | 2 | - | 0 | 12 | 3 | 6 | 0 | - | 0 | 9 | 1 | 0 | 0 | - | 0 | 1 | 1 | 0 | 4 | - | 0 | 5 | 27 |
| 0745 - 0800 | 0 | 9 | 3 | - | 0 | 12 | 0 | 12 | 0 | - | 0 | 12 | 0 | 0 | 0 | - | 0 | 0 | 4 | 0 | 2 | - | 0 | 6 | 30 |
| 0800 - 0815 | 0 | 15 | 4 | - | 0 | 19 | 0 | 10 | 0 | - | 0 | 10 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 0 | - | 0 | 1 | 30 |
| Total | 1 | 42 | 11 | 0 | 0 | 54 | 7 | 46 | 0 | 0 | 0 | 53 | 1 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 7 | 0 | 0 | 17 | 125 |
| Approach % | 1.85 | 77.78 | 20.37 | 0.00 | 0.00 | - | 13.21 | 86.79 | 0.00 | 0.00 | 0.00 | - | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 58.82 | 0.00 | 41.18 | 0.00 | 0.00 | - | |
| PHF | 0.25 | 0.70 | 0.69 | 0.00 | 0.00 | **0.71** | 0.44 | 0.64 | 0.00 | 0.00 | 0.00 | **0.60** | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | **0.25** | 0.63 | 0.00 | 0.44 | 0.00 | 0.00 | **0.71** | **0.82** |

**Combination Trucks (8-13)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | | GA-124 Rock Chapel Rd (North) | | | | | | Driveway | | | | | | Pleasant Hill Rd | | | | | | |
| Time | Left 6.1 | Thru 6.2 | Right 6.3 | | U-Turn 6.4 | App Total | Left 6.5 | Thru 6.6 | Right 6.7 | | U-Turn 6.8 | App Total | Left 6.9 | Thru 6.10 | Right 6.11 | | U-Turn 6.12 | App Total | Left 6.13 | Thru 6.14 | Right 6.15 | | U-Turn 6.16 | App Total | Int Total |
| 0715 - 0730 | 0 | 8 | 1 | - | 0 | 9 | 0 | 6 | 0 | - | 0 | 6 | 1 | 0 | 1 | - | 0 | 2 | 2 | 0 | 0 | - | 0 | 2 | 19 |
| 0730 - 0745 | 0 | 8 | 1 | - | 0 | 9 | 0 | 10 | 0 | - | 0 | 10 | 0 | 0 | 2 | - | 0 | 2 | 1 | 0 | 0 | - | 0 | 1 | 22 |
| 0745 - 0800 | 0 | 5 | 3 | - | 0 | 8 | 0 | 6 | 0 | - | 0 | 6 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 14 |
| 0800 - 0815 | 0 | 10 | 0 | - | 0 | 10 | 0 | 13 | 0 | - | 0 | 13 | 1 | 0 | 0 | - | 0 | 1 | 1 | 0 | 0 | - | 0 | 1 | 25 |
| Total | 0 | 31 | 5 | 0 | 0 | 36 | 0 | 35 | 0 | 0 | 0 | 35 | 2 | 0 | 3 | 0 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 4 | 80 |
| Approach % | 0.00 | 86.11 | 13.89 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | - | 40.00 | 0.00 | 60.00 | 0.00 | 0.00 | - | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.78 | 0.42 | 0.00 | 0.00 | **0.90** | 0.00 | 0.67 | 0.00 | 0.00 | 0.00 | **0.67** | 0.50 | 0.00 | 0.38 | 0.00 | 0.00 | **0.63** | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | **0.50** | **0.80** |

**Bicycles**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | | GA-124 Rock Chapel Rd (North) | | | | | | Driveway | | | | | | Pleasant Hill Rd | | | | | | |
| Time | Left 6.1 | Thru 6.2 | Right 6.3 | | U-Turn 6.4 | App Total | Left 6.5 | Thru 6.6 | Right 6.7 | | U-Turn 6.8 | App Total | Left 6.9 | Thru 6.10 | Right 6.11 | | U-Turn 6.12 | App Total | Left 6.13 | Thru 6.14 | Right 6.15 | | U-Turn 6.16 | App Total | Int Total |
| 0715 - 0730 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 0800 - 0815 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.00** |

# Peak Hour Turning Movement Count

Click here for Map

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

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 |

1

0

## Driveway

**Eastbound**

| | (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 |

0

0

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

0

0

**Westbound**

| | | | | |
|---|---|---|---|---|
| | 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) |

## Pleasant Hill Rd

0

0

| | | | | | | |
|---|---|---|---|---|---|---|
| Total | 1612 | 1692 | 3 | 5 | 1259 | 425 |
| (8-13) | 18 | 22 | 0 | 0 | 19 | 3 |
| (4-7) | 30 | 66 | 0 | 2 | 54 | 10 |
| (1-3) | 1564 | 1604 | 3 | 3 | 1186 | 412 |

**Northbound**

## GA-124 Rock Chapel Rd (South)

**All vehicles**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | | GA-124 Rock Chapel Rd (North) | | | | | | Driveway | | | | | | Pleasant Hill Rd | | | | | | |
| Time | Left 6.1 | Thru 6.2 | Right 6.3 | | U-Turn 6.4 | App Total | Left 6.5 | Thru 6.6 | Right 6.7 | | U-Turn 6.8 | App Total | Left 6.9 | Thru 6.10 | Right 6.11 | | U-Turn 6.12 | App Total | Left 6.13 | Thru 6.14 | Right 6.15 | | U-Turn 6.16 | App Total | Int Total |
| 1615 - 1630 | 2 | 323 | 102 | - | 0 | 427 | 60 | 328 | 0 | - | 2 | 390 | 0 | 1 | 3 | - | 0 | 4 | 63 | 0 | 49 | - | 0 | 112 | 933 |
| 1630 - 1645 | 0 | 330 | 98 | - | 0 | 428 | 61 | 378 | 2 | - | 1 | 442 | 3 | 1 | 1 | - | 0 | 5 | 48 | 2 | 44 | - | 0 | 94 | 969 |
| 1645 - 1700 | 4 | 266 | 112 | - | 3 | 385 | 72 | 348 | 0 | - | 1 | 421 | 1 | 1 | 2 | - | 0 | 4 | 69 | 1 | 39 | - | 0 | 109 | 919 |
| 1700 - 1715 | 1 | 360 | 124 | - | 0 | 485 | 62 | 343 | 1 | - | 1 | 407 | 2 | 2 | 0 | - | 0 | 4 | 42 | 0 | 44 | - | 0 | 86 | 982 |
| Total | 7 | 1279 | 436 | 0 | 3 | 1725 | 255 | 1397 | 3 | 0 | 5 | 1660 | 6 | 5 | 6 | 0 | 0 | 17 | 222 | 3 | 176 | 0 | 0 | 401 | 3803 |
| Approach % | 0.41 | 74.14 | 25.28 | 0.00 | 0.17 | - | 15.36 | 84.16 | 0.18 | 0.00 | 0.30 | - | 35.29 | 29.41 | 35.29 | 0.00 | 0.00 | - | 55.36 | 0.75 | 43.89 | 0.00 | 0.00 | - | |
| PHF | 0.44 | 0.89 | 0.88 | 0.00 | 0.25 | **0.89** | 0.89 | 0.92 | 0.38 | 0.00 | 0.63 | **0.94** | 0.50 | 0.63 | 0.50 | 0.00 | 0.00 | **0.85** | 0.80 | 0.38 | 0.90 | 0.00 | 0.00 | **0.90** | **0.97** |

**Passenger Vehicles (1-3)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | | GA-124 Rock Chapel Rd (North) | | | | | | Driveway | | | | | | Pleasant Hill Rd | | | | | | |
| Time | Left 6.1 | Thru 6.2 | Right 6.3 | | U-Turn 6.4 | App Total | Left 6.5 | Thru 6.6 | Right 6.7 | | U-Turn 6.8 | App Total | Left 6.9 | Thru 6.10 | Right 6.11 | | U-Turn 6.12 | App Total | Left 6.13 | Thru 6.14 | Right 6.15 | | U-Turn 6.16 | App Total | Int Total |
| 1615 - 1630 | 2 | 303 | 98 | - | 0 | 403 | 59 | 315 | 0 | - | 2 | 376 | 0 | 1 | 3 | - | 0 | 4 | 60 | 0 | 46 | - | 0 | 106 | 889 |
| 1630 - 1645 | 0 | 311 | 94 | - | 0 | 405 | 60 | 364 | 1 | - | 1 | 426 | 3 | 1 | 1 | - | 0 | 5 | 46 | 2 | 39 | - | 0 | 87 | 923 |
| 1645 - 1700 | 3 | 251 | 109 | - | 3 | 366 | 72 | 335 | 0 | - | 1 | 408 | 1 | 0 | 2 | - | 0 | 3 | 69 | 1 | 35 | - | 0 | 105 | 882 |
| 1700 - 1715 | 0 | 342 | 118 | - | 0 | 460 | 60 | 336 | 1 | - | 1 | 398 | 2 | 2 | 0 | - | 0 | 4 | 39 | 0 | 42 | - | 0 | 81 | 943 |
| Total | 5 | 1207 | 419 | 0 | 3 | 1634 | 251 | 1350 | 2 | 0 | 5 | 1608 | 6 | 4 | 6 | 0 | 0 | 16 | 214 | 3 | 162 | 0 | 0 | 379 | 3637 |
| Approach % | 0.31 | 73.87 | 25.64 | 0.00 | 0.18 | - | 15.61 | 83.96 | 0.12 | 0.00 | 0.31 | - | 37.50 | 25.00 | 37.50 | 0.00 | 0.00 | - | 56.46 | 0.79 | 42.74 | 0.00 | 0.00 | - | |
| PHF | 0.42 | 0.88 | 0.89 | 0.00 | 0.25 | **0.89** | 0.87 | 0.93 | 0.50 | 0.00 | 0.63 | **0.94** | 0.50 | 0.50 | 0.50 | 0.00 | 0.00 | **0.80** | 0.78 | 0.38 | 0.88 | 0.00 | 0.00 | **0.89** | **0.96** |

**Single Unit Trucks (4-7)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | | GA-124 Rock Chapel Rd (North) | | | | | | Driveway | | | | | | Pleasant Hill Rd | | | | | | |
| Time | Left 6.1 | Thru 6.2 | Right 6.3 | | U-Turn 6.4 | App Total | Left 6.5 | Thru 6.6 | Right 6.7 | | U-Turn 6.8 | App Total | Left 6.9 | Thru 6.10 | Right 6.11 | | U-Turn 6.12 | App Total | Left 6.13 | Thru 6.14 | Right 6.15 | | U-Turn 6.16 | App Total | Int Total |
| 1615 - 1630 | 0 | 15 | 4 | - | 0 | 19 | 1 | 7 | 0 | - | 0 | 8 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 2 | - | 0 | 3 | 30 |
| 1630 - 1645 | 0 | 11 | 4 | - | 0 | 15 | 0 | 8 | 1 | - | 0 | 9 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 5 | - | 0 | 6 | 30 |
| 1645 - 1700 | 1 | 11 | 3 | - | 0 | 15 | 0 | 8 | 0 | - | 0 | 8 | 0 | 1 | 0 | - | 0 | 1 | 0 | 0 | 3 | - | 0 | 3 | 27 |
| 1700 - 1715 | 1 | 14 | 3 | - | 0 | 18 | 2 | 5 | 0 | - | 0 | 7 | 0 | 0 | 0 | - | 0 | 0 | 2 | 0 | 2 | - | 0 | 4 | 29 |
| Total | 2 | 51 | 14 | 0 | 0 | 67 | 3 | 28 | 1 | 0 | 0 | 32 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | 0 | 12 | 0 | 0 | 16 | 116 |
| Approach % | 2.99 | 76.12 | 20.90 | 0.00 | 0.00 | - | 9.38 | 87.50 | 3.13 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | - | 25.00 | 0.00 | 75.00 | 0.00 | 0.00 | - | |
| PHF | 0.50 | 0.85 | 0.88 | 0.00 | 0.00 | **0.88** | 0.38 | 0.88 | 0.25 | 0.00 | 0.00 | **0.89** | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | **0.25** | 0.50 | 0.00 | 0.60 | 0.00 | 0.00 | **0.67** | **0.97** |

**Combination Trucks (8-13)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | | GA-124 Rock Chapel Rd (North) | | | | | | Driveway | | | | | | Pleasant Hill Rd | | | | | | |
| Time | Left 6.1 | Thru 6.2 | Right 6.3 | | U-Turn 6.4 | App Total | Left 6.5 | Thru 6.6 | Right 6.7 | | U-Turn 6.8 | App Total | Left 6.9 | Thru 6.10 | Right 6.11 | | U-Turn 6.12 | App Total | Left 6.13 | Thru 6.14 | Right 6.15 | | U-Turn 6.16 | App Total | Int Total |
| 1615 - 1630 | 0 | 5 | 0 | - | 0 | 5 | 0 | 6 | 0 | - | 0 | 6 | 0 | 0 | 0 | - | 0 | 0 | 2 | 0 | 1 | - | 0 | 3 | 14 |
| 1630 - 1645 | 0 | 8 | 0 | - | 0 | 8 | 1 | 6 | 0 | - | 0 | 7 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 0 | - | 0 | 1 | 16 |
| 1645 - 1700 | 0 | 4 | 0 | - | 0 | 4 | 0 | 5 | 0 | - | 0 | 5 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 0 | 1 | 10 |
| 1700 - 1715 | 0 | 4 | 3 | - | 0 | 7 | 0 | 2 | 0 | - | 0 | 2 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 0 | - | 0 | 1 | 10 |
| Total | 0 | 21 | 3 | 0 | 0 | 24 | 1 | 19 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 6 | 50 |
| Approach % | 0.00 | 87.50 | 12.50 | 0.00 | 0.00 | - | 5.00 | 95.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 66.67 | 0.00 | 33.33 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.66 | 0.25 | 0.00 | 0.00 | **0.75** | 0.25 | 0.79 | 0.00 | 0.00 | 0.00 | **0.71** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.50 | 0.00 | 0.50 | 0.00 | 0.00 | **0.50** | **0.78** |

**Bicycles**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | | GA-124 Rock Chapel Rd (North) | | | | | | Driveway | | | | | | Pleasant Hill Rd | | | | | | |
| Time | Left 6.1 | Thru 6.2 | Right 6.3 | | U-Turn 6.4 | App Total | Left 6.5 | Thru 6.6 | Right 6.7 | | U-Turn 6.8 | App Total | Left 6.9 | Thru 6.10 | Right 6.11 | | U-Turn 6.12 | App Total | Left 6.13 | Thru 6.14 | Right 6.15 | | U-Turn 6.16 | App Total | Int Total |
| 1615 - 1630 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1700 - 1715 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.00** |

# Classified Turn Movement Count || All vehicles

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 6**
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Driveway
Pleasant Hill Rd

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.735179°, -84.088232°
Click here for Map

**Weather**
Fair
69°F
Click here for Detailed Weather

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

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | GA-124 Rock Chapel Rd (North) | | | | | Driveway | | | | | Pleasant Hill Rd | | | | | |
| TIME | Left 6.1 | Thru 6.2 | Right 6.3 | U-Turn 6.4 | App Total | Left 6.5 | Thru 6.6 | Right 6.7 | U-Turn 6.8 | App Total | Left 6.9 | Thru 6.10 | Right 6.11 | U-Turn 6.12 | App Total | Left 6.13 | Thru 6.14 | Right 6.15 | U-Turn 6.16 | App Total | Int Total |
| 0700 - 0715 | 3 | 257 | 33 | 0 | 293 | 8 | 147 | 2 | 1 | 158 | 0 | 0 | 0 | 0 | 0 | 107 | 1 | 58 | 0 | 166 | 617 |
| 0715 - 0730 | 0 | 317 | 36 | 0 | 353 | 23 | 216 | 0 | 1 | 240 | 0 | 0 | 1 | 0 | 1 | 99 | 1 | 74 | 0 | 174 | 768 |
| 0730 - 0745 | 0 | 343 | 34 | 0 | 377 | 28 | 207 | 0 | 0 | 235 | 0 | 0 | 0 | 0 | 0 | 109 | 0 | 77 | 0 | 186 | 798 |
| 0745 - 0800 | 0 | 315 | 53 | 0 | 368 | 32 | 224 | 0 | 0 | 256 | 0 | 0 | 0 | 0 | 0 | 103 | 0 | 59 | 0 | 162 | 786 |
| Hourly Total | 3 | 1232 | 156 | 0 | **1391** | 91 | 794 | 2 | 2 | **889** | 0 | 0 | 1 | 0 | **1** | 418 | 2 | 268 | 0 | **688** | **2969** |
| 0800 - 0815 | 3 | 330 | 45 | 0 | 378 | 30 | 224 | 2 | 1 | 257 | 0 | 0 | 0 | 0 | 0 | 71 | 0 | 48 | 0 | 119 | 754 |
| 0815 - 0830 | 2 | 293 | 52 | 0 | 347 | 25 | 204 | 3 | 0 | 232 | 0 | 0 | 1 | 0 | 1 | 95 | 0 | 57 | 0 | 152 | 732 |
| 0830 - 0845 | 1 | 233 | 51 | 0 | 285 | 23 | 227 | 0 | 0 | 250 | 0 | 0 | 0 | 0 | 0 | 71 | 0 | 39 | 0 | 110 | 645 |
| 0845 - 0900 | 0 | 176 | 60 | 0 | 236 | 20 | 208 | 1 | 1 | 230 | 1 | 0 | 1 | 0 | 2 | 97 | 1 | 32 | 0 | 130 | 598 |
| Hourly Total | 6 | 1032 | 208 | 0 | **1246** | 98 | 863 | 6 | 2 | **969** | 1 | 0 | 2 | 0 | **3** | 334 | 1 | 176 | 0 | **511** | **2729** |
| Grand Total | 9 | 2264 | 364 | 0 | **2637** | 189 | 1657 | 8 | 4 | **1858** | 1 | 0 | 3 | 0 | **4** | 752 | 3 | 444 | 0 | **1199** | **5698** |
| Approach % | 0.34 | 85.86 | 13.80 | 0.00 | - | 10.17 | 89.18 | 0.43 | 0.22 | - | 25.00 | 0.00 | 75.00 | 0.00 | - | 62.72 | 0.25 | 37.03 | 0.00 | - | |
| Intersection % | 0.16 | 39.73 | 6.39 | 0.00 | 46.28 | 3.32 | 29.08 | 0.14 | 0.07 | 32.61 | 0.02 | 0.00 | 0.05 | 0.00 | 0.07 | 13.20 | 0.05 | 7.79 | 0.00 | 21.04 | |

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

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | GA-124 Rock Chapel Rd (North) | | | | | Driveway | | | | | Pleasant Hill Rd | | | | | |
| TIME | Left 6.1 | Thru 6.2 | Right 6.3 | U-Turn 6.4 | App Total | Left 6.5 | Thru 6.6 | Right 6.7 | U-Turn 6.8 | App Total | Left 6.9 | Thru 6.10 | Right 6.11 | U-Turn 6.12 | App Total | Left 6.13 | Thru 6.14 | Right 6.15 | U-Turn 6.16 | App Total | Int Total |
| 1600 - 1615 | 0 | 242 | 119 | 0 | 361 | 51 | 295 | 2 | 2 | 350 | 0 | 0 | 3 | 0 | 3 | 61 | 0 | 39 | 0 | 100 | 814 |
| 1615 - 1630 | 2 | 303 | 98 | 0 | 403 | 59 | 315 | 0 | 2 | 376 | 0 | 1 | 3 | 0 | 4 | 60 | 0 | 46 | 0 | 106 | 889 |
| 1630 - 1645 | 0 | 311 | 94 | 0 | 405 | 60 | 364 | 1 | 1 | 426 | 3 | 1 | 1 | 0 | 5 | 46 | 2 | 39 | 0 | 87 | 923 |
| 1645 - 1700 | 3 | 251 | 109 | 3 | 366 | 72 | 335 | 0 | 1 | 408 | 1 | 0 | 2 | 0 | 3 | 69 | 1 | 35 | 0 | 105 | 882 |
| Hourly Total | 5 | 1107 | 420 | 3 | **1535** | 242 | 1309 | 3 | 6 | **1560** | 4 | 2 | 9 | 0 | **15** | 236 | 3 | 159 | 0 | **398** | **3508** |
| 1700 - 1715 | 0 | 342 | 118 | 0 | 460 | 60 | 336 | 1 | 1 | 398 | 2 | 2 | 0 | 0 | 4 | 39 | 0 | 42 | 0 | 81 | 943 |
| 1715 - 1730 | 0 | 282 | 91 | 0 | 373 | 63 | 319 | 0 | 3 | 385 | 0 | 1 | 0 | 0 | 1 | 50 | 2 | 47 | 0 | 99 | 858 |
| 1730 - 1745 | 0 | 332 | 103 | 0 | 435 | 67 | 328 | 0 | 1 | 396 | 3 | 0 | 0 | 0 | 3 | 53 | 0 | 34 | 0 | 87 | 921 |
| 1745 - 1800 | 2 | 263 | 100 | 0 | 365 | 57 | 289 | 1 | 0 | 347 | 1 | 0 | 0 | 0 | 1 | 65 | 0 | 32 | 0 | 97 | 810 |
| Hourly Total | 2 | 1219 | 412 | 0 | **1633** | 247 | 1272 | 2 | 5 | **1526** | 6 | 3 | 0 | 0 | **9** | 207 | 2 | 155 | 0 | **364** | **3532** |
| Grand Total | 7 | 2326 | 832 | 3 | **3168** | 489 | 2581 | 5 | 11 | **3086** | 10 | 5 | 9 | 0 | **24** | 443 | 5 | 314 | 0 | **762** | **7040** |
| Approach % | 0.22 | 73.42 | 26.26 | 0.09 | - | 15.85 | 83.64 | 0.16 | 0.36 | - | 41.67 | 20.83 | 37.50 | 0.00 | - | 58.14 | 0.66 | 41.21 | 0.00 | - | |
| Intersection % | 0.10 | 33.04 | 11.82 | 0.04 | 45.00 | 6.95 | 36.66 | 0.07 | 0.16 | 43.84 | 0.14 | 0.07 | 0.13 | 0.00 | 0.34 | 6.29 | 0.07 | 4.46 | 0.00 | 10.82 | |

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

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 6**
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Driveway
Pleasant Hill Rd

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.735179°, -84.088232°
Click here for Map

**Weather**
Fair
69°F
Click here for Detailed Weather

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

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | GA-124 Rock Chapel Rd (North) | | | | | Driveway | | | | | Pleasant Hill Rd | | | | | |
| TIME | Left 6.1 | Thru 6.2 | Right 6.3 | U-Turn 6.4 | App Total | Left 6.5 | Thru 6.6 | Right 6.7 | U-Turn 6.8 | App Total | Left 6.9 | Thru 6.10 | Right 6.11 | U-Turn 6.12 | App Total | Left 6.13 | Thru 6.14 | Right 6.15 | U-Turn 6.16 | App Total | Int Total |
| 0700 - 0715 | 0 | 12 | 3 | 0 | 15 | 3 | 17 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 38 |
| 0715 - 0730 | 1 | 8 | 2 | 0 | 11 | 4 | 18 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 5 | 38 |
| 0730 - 0745 | 0 | 10 | 2 | 0 | 12 | 3 | 6 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 4 | 0 | 5 | 27 |
| 0745 - 0800 | 0 | 9 | 3 | 0 | 12 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 6 | 30 |
| Hourly Total | 1 | 39 | 10 | 0 | **50** | 10 | 53 | 0 | 0 | **63** | 1 | 0 | 0 | 0 | **1** | 12 | 0 | 7 | 0 | **19** | **133** |
| 0800 - 0815 | 0 | 15 | 4 | 0 | 19 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 30 |
| 0815 - 0830 | 0 | 10 | 5 | 0 | 15 | 3 | 18 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 39 |
| 0830 - 0845 | 0 | 11 | 4 | 0 | 15 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 2 | 0 | 9 | 40 |
| 0845 - 0900 | 0 | 16 | 4 | 0 | 20 | 1 | 16 | 0 | 0 | 17 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 4 | 42 |
| Hourly Total | 0 | 52 | 17 | 0 | **69** | 4 | 60 | 0 | 0 | **64** | 0 | 0 | 1 | 0 | **1** | 14 | 0 | 3 | 0 | **17** | **151** |
| Grand Total | 1 | 91 | 27 | 0 | **119** | 14 | 113 | 0 | 0 | **127** | 1 | 0 | 1 | 0 | **2** | 26 | 0 | 10 | 0 | **36** | **284** |
| Approach % | 0.84 | 76.47 | 22.69 | 0.00 | - | 11.02 | 88.98 | 0.00 | 0.00 | - | 50.00 | 0.00 | 50.00 | 0.00 | - | 72.22 | 0.00 | 27.78 | 0.00 | - | |
| Intersection % | 0.35 | 32.04 | 9.51 | 0.00 | 41.90 | 4.93 | 39.79 | 0.00 | 0.00 | 44.72 | 0.35 | 0.00 | 0.35 | 0.00 | 0.70 | 9.15 | 0.00 | 3.52 | 0.00 | 12.68 | |

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

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | GA-124 Rock Chapel Rd (North) | | | | | Driveway | | | | | Pleasant Hill Rd | | | | | |
| TIME | Left 6.1 | Thru 6.2 | Right 6.3 | U-Turn 6.4 | App Total | Left 6.5 | Thru 6.6 | Right 6.7 | U-Turn 6.8 | App Total | Left 6.9 | Thru 6.10 | Right 6.11 | U-Turn 6.12 | App Total | Left 6.13 | Thru 6.14 | Right 6.15 | U-Turn 6.16 | App Total | Int Total |
| 1600 - 1615 | 0 | 14 | 3 | 0 | 17 | 0 | 15 | 1 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 36 |
| 1615 - 1630 | 0 | 15 | 4 | 0 | 19 | 1 | 7 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 30 |
| 1630 - 1645 | 0 | 11 | 4 | 0 | 15 | 0 | 8 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 6 | 30 |
| 1645 - 1700 | 1 | 11 | 3 | 0 | 15 | 0 | 8 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 3 | 27 |
| Hourly Total | 1 | 51 | 14 | 0 | **66** | 1 | 38 | 2 | 0 | **41** | 0 | 1 | 0 | 0 | **1** | 4 | 0 | 11 | 0 | **15** | **123** |
| 1700 - 1715 | 1 | 14 | 3 | 0 | 18 | 2 | 5 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 29 |
| 1715 - 1730 | 0 | 18 | 0 | 0 | 18 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 7 | 29 |
| 1730 - 1745 | 0 | 6 | 1 | 0 | 7 | 1 | 7 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 18 |
| 1745 - 1800 | 0 | 8 | 0 | 0 | 8 | 0 | 6 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 18 |
| Hourly Total | 1 | 46 | 4 | 0 | **51** | 3 | 22 | 1 | 0 | **26** | 1 | 0 | 0 | 0 | **1** | 7 | 0 | 9 | 0 | **16** | **94** |
| Grand Total | 2 | 97 | 18 | 0 | **117** | 4 | 60 | 3 | 0 | **67** | 1 | 1 | 0 | 0 | **2** | 11 | 0 | 20 | 0 | **31** | **217** |
| Approach % | 1.71 | 82.91 | 15.38 | 0.00 | - | 5.97 | 89.55 | 4.48 | 0.00 | - | 50.00 | 50.00 | 0.00 | 0.00 | - | 35.48 | 0.00 | 64.52 | 0.00 | - | |
| Intersection % | 0.92 | 44.70 | 8.29 | 0.00 | 53.92 | 1.84 | 27.65 | 1.38 | 0.00 | 30.88 | 0.46 | 0.46 | 0.00 | 0.00 | 0.92 | 5.07 | 0.00 | 9.22 | 0.00 | 14.29 | |

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

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**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)**
Combination Trucks (8-13)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | GA-124 Rock Chapel Rd (North) | | | | | Driveway | | | | | Pleasant Hill Rd | | | | | |
| TIME | Left 6.1 | Thru 6.2 | Right 6.3 | U-Turn 6.4 | App Total | Left 6.5 | Thru 6.6 | Right 6.7 | U-Turn 6.8 | App Total | Left 6.9 | Thru 6.10 | Right 6.11 | U-Turn 6.12 | App Total | Left 6.13 | Thru 6.14 | Right 6.15 | U-Turn 6.16 | App Total | Int Total |
| 0700 - 0715 | 0 | 3 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 0715 - 0730 | 0 | 8 | 1 | 0 | 9 | 0 | 6 | 0 | 0 | 6 | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 19 |
| 0730 - 0745 | 0 | 8 | 1 | 0 | 9 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 22 |
| 0745 - 0800 | 0 | 5 | 3 | 0 | 8 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| Hourly Total | 0 | 24 | 5 | 0 | **29** | 1 | 26 | 0 | 0 | **27** | 1 | 0 | 4 | 0 | **5** | 3 | 0 | 0 | 0 | **3** | **64** |
| 0800 - 0815 | 0 | 10 | 0 | 0 | 10 | 0 | 13 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 25 |
| 0815 - 0830 | 0 | 5 | 1 | 0 | 6 | 3 | 6 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 19 |
| 0830 - 0845 | 0 | 6 | 2 | 0 | 8 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 0845 - 0900 | 0 | 6 | 0 | 0 | 6 | 2 | 7 | 0 | 0 | 9 | 1 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 2 | 19 |
| Hourly Total | 0 | 27 | 3 | 0 | **30** | 5 | 34 | 0 | 0 | **39** | 2 | 0 | 1 | 0 | **3** | 4 | 1 | 2 | 0 | **7** | **79** |
| Grand Total | 0 | 51 | 8 | 0 | **59** | 6 | 60 | 0 | 0 | **66** | 3 | 0 | 5 | 0 | **8** | 7 | 1 | 2 | 0 | **10** | **143** |
| Approach % | 0.00 | 86.44 | 13.56 | 0.00 | - | 9.09 | 90.91 | 0.00 | 0.00 | - | 37.50 | 0.00 | 62.50 | 0.00 | - | 70.00 | 10.00 | 20.00 | 0.00 | - | |
| Intersection % | 0.00 | 35.66 | 5.59 | 0.00 | 41.26 | 4.20 | 41.96 | 0.00 | 0.00 | 46.15 | 2.10 | 0.00 | 3.50 | 0.00 | 5.59 | 4.90 | 0.70 | 1.40 | 0.00 | 6.99 | |

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

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | GA-124 Rock Chapel Rd (North) | | | | | Driveway | | | | | Pleasant Hill Rd | | | | | |
| TIME | Left 6.1 | Thru 6.2 | Right 6.3 | U-Turn 6.4 | App Total | Left 6.5 | Thru 6.6 | Right 6.7 | U-Turn 6.8 | App Total | Left 6.9 | Thru 6.10 | Right 6.11 | U-Turn 6.12 | App Total | Left 6.13 | Thru 6.14 | Right 6.15 | U-Turn 6.16 | App Total | Int Total |
| 1600 - 1615 | 0 | 6 | 2 | 0 | 8 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 18 |
| 1615 - 1630 | 0 | 5 | 0 | 0 | 5 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 14 |
| 1630 - 1645 | 0 | 8 | 0 | 0 | 8 | 1 | 6 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 16 |
| 1645 - 1700 | 0 | 4 | 0 | 0 | 4 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 10 |
| Hourly Total | 0 | 23 | 2 | 0 | **25** | 1 | 25 | 0 | 0 | **26** | 0 | 0 | 0 | 0 | **0** | 4 | 0 | 3 | 0 | **7** | **58** |
| 1700 - 1715 | 0 | 4 | 3 | 0 | 7 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 10 |
| 1715 - 1730 | 0 | 3 | 0 | 0 | 3 | 2 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 1730 - 1745 | 0 | 7 | 1 | 0 | 8 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 1745 - 1800 | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Hourly Total | 0 | 17 | 4 | 0 | **21** | 2 | 11 | 0 | 0 | **13** | 0 | 0 | 0 | 0 | **0** | 1 | 0 | 0 | 0 | **1** | **35** |
| Grand Total | 0 | 40 | 6 | 0 | **46** | 3 | 36 | 0 | 0 | **39** | 0 | 0 | 0 | 0 | **0** | 5 | 0 | 3 | 0 | **8** | **93** |
| Approach % | 0.00 | 86.96 | 13.04 | 0.00 | - | 7.69 | 92.31 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 62.50 | 0.00 | 37.50 | 0.00 | - | |
| Intersection % | 0.00 | 43.01 | 6.45 | 0.00 | 49.46 | 3.23 | 38.71 | 0.00 | 0.00 | 41.94 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 5.38 | 0.00 | 3.23 | 0.00 | 8.60 | |

# Classified Turn Movement Count || Bicycles

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**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)**
Bicycles

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | GA-124 Rock Chapel Rd (North) | | | | | Driveway | | | | | Pleasant Hill Rd | | | | | |
| TIME | Left 6.1 | Thru 6.2 | Right 6.3 | U-Turn 6.4 | App Total | Left 6.5 | Thru 6.6 | Right 6.7 | U-Turn 6.8 | App Total | Left 6.9 | Thru 6.10 | Right 6.11 | U-Turn 6.12 | App Total | Left 6.13 | Thru 6.14 | Right 6.15 | U-Turn 6.16 | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | GA-124 Rock Chapel Rd (North) | | | | | Driveway | | | | | Pleasant Hill Rd | | | | | |
| TIME | Left 6.1 | Thru 6.2 | Right 6.3 | U-Turn 6.4 | App Total | Left 6.5 | Thru 6.6 | Right 6.7 | U-Turn 6.8 | App Total | Left 6.9 | Thru 6.10 | Right 6.11 | U-Turn 6.12 | App Total | Left 6.13 | Thru 6.14 | Right 6.15 | U-Turn 6.16 | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**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 Trucks (4-13)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | GA-124 Rock Chapel Rd (North) | | | | | Driveway | | | | | Pleasant Hill Rd | | | | | |
| TIME | Left 6.1 | Thru 6.2 | Right 6.3 | U-Turn 6.4 | App Total | Left 6.5 | Thru 6.6 | Right 6.7 | U-Turn 6.8 | App Total | Left 6.9 | Thru 6.10 | Right 6.11 | U-Turn 6.12 | App Total | Left 6.13 | Thru 6.14 | Right 6.15 | U-Turn 6.16 | App Total | Int Total |
| 0700 - 0715 | 0 | 15 | 3 | 0 | 18 | 4 | 21 | 0 | 0 | 25 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 3 | 47 |
| 0715 - 0730 | 1 | 16 | 3 | 0 | 20 | 4 | 24 | 0 | 0 | 28 | 1 | 0 | 1 | 0 | 2 | 6 | 0 | 1 | 0 | 7 | 57 |
| 0730 - 0745 | 0 | 18 | 3 | 0 | 21 | 3 | 16 | 0 | 0 | 19 | 1 | 0 | 2 | 0 | 3 | 2 | 0 | 4 | 0 | 6 | 49 |
| 0745 - 0800 | 0 | 14 | 6 | 0 | 20 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 6 | 44 |
| Hourly Total | 1 | 63 | 15 | 0 | **79** | 11 | 79 | 0 | 0 | **90** | 2 | 0 | 4 | 0 | **6** | 15 | 0 | 7 | 0 | **22** | **197** |
| 0800 - 0815 | 0 | 25 | 4 | 0 | 29 | 0 | 23 | 0 | 0 | 23 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 55 |
| 0815 - 0830 | 0 | 15 | 6 | 0 | 21 | 6 | 24 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 7 | 58 |
| 0830 - 0845 | 0 | 17 | 6 | 0 | 23 | 0 | 24 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 2 | 0 | 9 | 56 |
| 0845 - 0900 | 0 | 22 | 4 | 0 | 26 | 3 | 23 | 0 | 0 | 26 | 1 | 0 | 2 | 0 | 3 | 5 | 1 | 0 | 0 | 6 | 61 |
| Hourly Total | 0 | 79 | 20 | 0 | **99** | 9 | 94 | 0 | 0 | **103** | 2 | 0 | 2 | 0 | **4** | 18 | 1 | 5 | 0 | **24** | **230** |
| Grand Total | 1 | 142 | 35 | 0 | **178** | 20 | 173 | 0 | 0 | **193** | 4 | 0 | 6 | 0 | **10** | 33 | 1 | 12 | 0 | **46** | **427** |
| Approach % | 0.56 | 79.78 | 19.66 | 0.00 | - | 10.36 | 89.64 | 0.00 | 0.00 | - | 40.00 | 0.00 | 60.00 | 0.00 | - | 71.74 | 2.17 | 26.09 | 0.00 | - | |
| Intersection % | 0.23 | 33.26 | 8.20 | 0.00 | 41.69 | 4.68 | 40.52 | 0.00 | 0.00 | 45.20 | 0.94 | 0.00 | 1.41 | 0.00 | 2.34 | 7.73 | 0.23 | 2.81 | 0.00 | 10.77 | |

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

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | | | GA-124 Rock Chapel Rd (North) | | | | | Driveway | | | | | Pleasant Hill Rd | | | | | |
| TIME | Left 6.1 | Thru 6.2 | Right 6.3 | U-Turn 6.4 | App Total | Left 6.5 | Thru 6.6 | Right 6.7 | U-Turn 6.8 | App Total | Left 6.9 | Thru 6.10 | Right 6.11 | U-Turn 6.12 | App Total | Left 6.13 | Thru 6.14 | Right 6.15 | U-Turn 6.16 | App Total | Int Total |
| 1600 - 1615 | 0 | 20 | 5 | 0 | 25 | 0 | 23 | 1 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 5 | 54 |
| 1615 - 1630 | 0 | 20 | 4 | 0 | 24 | 1 | 13 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 6 | 44 |
| 1630 - 1645 | 0 | 19 | 4 | 0 | 23 | 1 | 14 | 1 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 7 | 46 |
| 1645 - 1700 | 1 | 15 | 3 | 0 | 19 | 0 | 13 | 0 | 0 | 13 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 4 | 37 |
| Hourly Total | 1 | 74 | 16 | 0 | **91** | 2 | 63 | 2 | 0 | **67** | 0 | 1 | 0 | 0 | **1** | 8 | 0 | 14 | 0 | **22** | **181** |
| 1700 - 1715 | 1 | 18 | 6 | 0 | 25 | 2 | 7 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 5 | 39 |
| 1715 - 1730 | 0 | 21 | 0 | 0 | 21 | 2 | 7 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 7 | 37 |
| 1730 - 1745 | 0 | 13 | 2 | 0 | 15 | 1 | 11 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 30 |
| 1745 - 1800 | 0 | 11 | 0 | 0 | 11 | 0 | 8 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 23 |
| Hourly Total | 1 | 63 | 8 | 0 | **72** | 5 | 33 | 1 | 0 | **39** | 1 | 0 | 0 | 0 | **1** | 8 | 0 | 9 | 0 | **17** | **129** |
| Grand Total | 2 | 137 | 24 | 0 | **163** | 7 | 96 | 3 | 0 | **106** | 1 | 1 | 0 | 0 | **2** | 16 | 0 | 23 | 0 | **39** | **310** |
| Approach % | 1.23 | 84.05 | 14.72 | 0.00 | - | 6.60 | 90.57 | 2.83 | 0.00 | - | 50.00 | 50.00 | 0.00 | 0.00 | - | 41.03 | 0.00 | 58.97 | 0.00 | - | |
| Intersection % | 0.65 | 44.19 | 7.74 | 0.00 | 52.58 | 2.26 | 30.97 | 0.97 | 0.00 | 34.19 | 0.32 | 0.32 | 0.00 | 0.00 | 0.65 | 5.16 | 0.00 | 7.42 | 0.00 | 12.58 | |

# Crosswalk Counts || Pedestrians

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 6**
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Driveway
Pleasant Hill Rd

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.735179°, -84.088232°
Click here for Map

**Weather**
Fair
69°F
Click here for Detailed Weather

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

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

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

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | GA-124 Rock Chapel Rd (North) | | | Driveway | | | Pleasant Hill Rd | | | |
| TIME | EB 6a | WB 6b | App Total | EB 6c | WB 6d | App Total | NB 6e | SB 6f | App Total | NB 6g | SB 6h | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 1 | 1 | **2** | 0 | 0 | **0** | 0 | 0 | **0** | **2** |
| Grand Total | 0 | 0 | **0** | 1 | 1 | **2** | 0 | 0 | **0** | 0 | 0 | **0** | **2** |
| Approach % | 0.00 | 0.00 | - | 50.00 | 50.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 50.00 | 50.00 | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

# Crosswalk Counts || Bicycles

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**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)**
Bicycles

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

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

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | GA-124 Rock Chapel Rd (North) | | | Driveway | | | Pleasant Hill Rd | | | |
| TIME | EB 6a | WB 6b | App Total | EB 6c | WB 6d | App Total | NB 6e | SB 6f | App Total | NB 6g | SB 6h | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

# Crosswalk Counts || Motorized Vehicles

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 6**
GA-124 Rock Chapel Rd (South)
GA-124 Rock Chapel Rd (North)
Driveway
Pleasant Hill Rd

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.735179°, -84.088232°
Click here for Map

**Weather**
Fair
69°F
Click here for Detailed Weather

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

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

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

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GA-124 Rock Chapel Rd (South) | | | GA-124 Rock Chapel Rd (North) | | | Driveway | | | Pleasant Hill Rd | | | |
| TIME | EB 6a | WB 6b | App Total | EB 6c | WB 6d | App Total | NB 6e | SB 6f | App Total | NB 6g | SB 6h | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

| Start Date: 5/8/2025 | Driveway Eastbound | | | Pleasant Hill Rd Westbound | | | GA-124 Rock Chapel Rd (South) Northbound | | | GA-124 Rock Chapel Rd (North) Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 AM - 06:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 AM - 06:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 AM - 07:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 AM - 07:15 AM** | 0 | 0 | 1 | 110 | 1 | 58 | 3 | 272 | 36 | 12 | 168 | 2 | 663 |
| **07:15 AM - 07:30 AM** | 1 | 0 | 2 | 105 | 1 | 75 | 1 | 333 | 39 | 27 | 240 | 0 | 824 |
| **07:30 AM - 07:45 AM** | 1 | 0 | 2 | 111 | 0 | 81 | 0 | 361 | 37 | 31 | 223 | 0 | 847 |
| **07:45 AM - 08:00 AM** | 0 | 0 | 0 | 107 | 0 | 61 | 0 | 329 | 59 | 32 | 242 | 0 | 830 |
| **08:00 AM - 08:15 AM** | 1 | 0 | 0 | 73 | 0 | 48 | 3 | 355 | 49 | 30 | 247 | 2 | 808 |
| **08:15 AM - 08:30 AM** | 0 | 0 | 1 | 99 | 0 | 60 | 2 | 308 | 58 | 31 | 228 | 3 | 790 |
| **08:30 AM - 08:45 AM** | 0 | 0 | 0 | 78 | 0 | 41 | 1 | 250 | 57 | 23 | 251 | 0 | 701 |
| **08:45 AM - 09:00 AM** | 2 | 0 | 3 | 102 | 2 | 32 | 0 | 198 | 64 | 23 | 231 | 1 | 658 |
| **09:00 AM - 09:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 AM - 09:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 AM - 09:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 AM - 10:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 AM - 10:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 AM - 10:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 AM - 10:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 AM - 11:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 AM - 11:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 AM - 11:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 AM - 11:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 AM - 12:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00 PM - 12:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 PM - 12:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 PM - 12:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 PM - 01:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 PM - 01:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 PM - 01:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 PM - 01:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 PM - 02:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 PM - 02:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 PM - 02:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 PM - 02:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 PM - 03:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 PM - 03:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 PM - 03:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 PM - 03:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 PM - 04:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 PM - 04:15 PM** | 0 | 0 | 3 | 64 | 0 | 41 | 0 | 262 | 124 | 51 | 318 | 3 | 866 |
| **04:15 PM - 04:30 PM** | 0 | 1 | 3 | 63 | 0 | 49 | 2 | 323 | 102 | 60 | 328 | 0 | 931 |
| **04:30 PM - 04:45 PM** | 3 | 1 | 1 | 48 | 2 | 44 | 0 | 330 | 98 | 61 | 378 | 2 | 968 |
| **04:45 PM - 05:00 PM** | 1 | 1 | 2 | 69 | 1 | 39 | 4 | 266 | 112 | 72 | 348 | 0 | 915 |
| **05:00 PM - 05:15 PM** | 2 | 2 | 0 | 42 | 0 | 44 | 1 | 360 | 124 | 62 | 343 | 1 | 981 |
| **05:15 PM - 05:30 PM** | 0 | 1 | 0 | 52 | 2 | 52 | 0 | 303 | 91 | 65 | 326 | 0 | 892 |
| **05:30 PM - 05:45 PM** | 4 | 0 | 0 | 54 | 0 | 35 | 0 | 345 | 105 | 68 | 339 | 0 | 950 |
| **05:45 PM - 06:00 PM** | 1 | 0 | 0 | 67 | 0 | 33 | 2 | 274 | 100 | 57 | 297 | 2 | 833 |
| **06:00 PM - 06:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 PM - 06:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 PM - 06:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 PM - 07:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 PM - 07:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 PM - 07:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 PM - 07:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 PM - 08:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 PM - 08:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 PM - 08:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 PM - 08:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 PM - 09:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00 PM - 09:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 PM - 09:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 PM - 09:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 PM - 10:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 PM - 10:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 PM - 10:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 PM - 10:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 PM - 11:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 PM - 11:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 PM - 11:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 PM - 11:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 PM - 12:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Peak Hour Turning Movement Count

Click here for Map

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

www.marrtraffic.com

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

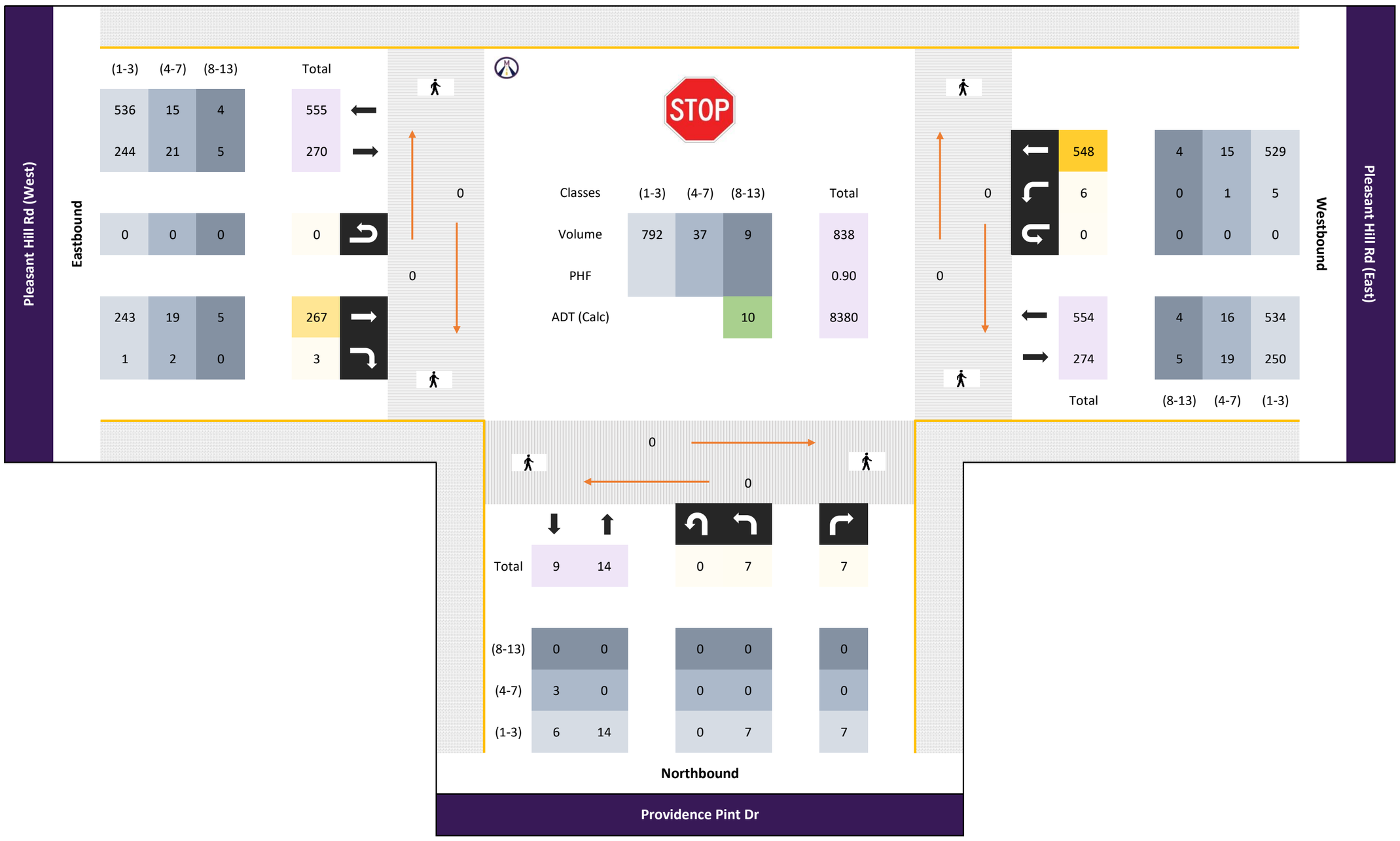
* the Peak Hour Diagram does not include bicycles

**Session Parameters**

(Drop Down Menu)

**Peak Hour**

**Volume**



**All vehicles**

| | Northbound | | | | | | | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Providence Pint Dr | | | | | | | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| Time | Left 7.1 | | Right 7.2 | | U-Turn 7.3 | App Total | | | | | | App Total | | Thru 7.4 | Right 7.5 | | U-Turn 7.6 | App Total | Left 7.7 | Thru 7.8 | | | U-Turn 7.9 | App Total | Int Total |
| 0715 - 0730 | 1 | - | 1 | - | 0 | 2 | - | - | - | - | - | 0 | - | 73 | 3 | - | 0 | 76 | 3 | 151 | - | - | 0 | 154 | 232 |
| 0730 - 0745 | 3 | - | 4 | - | 0 | 7 | - | - | - | - | - | 0 | - | 57 | 0 | - | 0 | 57 | 0 | 160 | - | - | 0 | 160 | 224 |
| 0745 - 0800 | 1 | - | 2 | - | 0 | 3 | - | - | - | - | - | 0 | - | 67 | 0 | - | 0 | 67 | 0 | 132 | - | - | 0 | 132 | 202 |
| 0800 - 0815 | 2 | - | 0 | - | 0 | 2 | - | - | - | - | - | 0 | - | 70 | 0 | - | 0 | 70 | 3 | 105 | - | - | 0 | 108 | 180 |
| Total | 7 | 0 | 7 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 267 | 3 | 0 | 0 | 270 | 6 | 548 | 0 | 0 | 0 | 554 | 838 |
| Approach % | 50.00 | 0.00 | 50.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 98.89 | 1.11 | 0.00 | 0.00 | - | 1.08 | 98.92 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.58 | 0.00 | 0.44 | 0.00 | 0.00 | **0.50** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.91 | 0.25 | 0.00 | 0.00 | **0.89** | 0.50 | 0.86 | 0.00 | 0.00 | 0.00 | **0.87** | **0.90** |

**Passenger Vehicles (1-3)**

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

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

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

| | Northbound | | | | | | | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Providence Pint Dr | | | | | | | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| Time | Left 7.1 | | Right 7.2 | | U-Turn 7.3 | App Total | | | | | | App Total | | Thru 7.4 | Right 7.5 | | U-Turn 7.6 | App Total | Left 7.7 | Thru 7.8 | | | U-Turn 7.9 | App Total | Int Total |
| 0715 - 0730 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | 0 |
| 0730 - 0745 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | 0 |
| 0745 - 0800 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | 0 |
| 0800 - 0815 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.00** |

# Peak Hour Turning Movement Count

Click here for Map

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION

www.marrtraffic.com

| Thursday, May 8, 2025 | | |
|---|---|---|
| | Fair | 69°F |
| **Period** | 1600 - 1800 | **APPLY** |
| **Peak Hour** | 1700 - 1800 | **APPLY** |
| **Global PH** | 1630 - 1730 | **APPLY** |

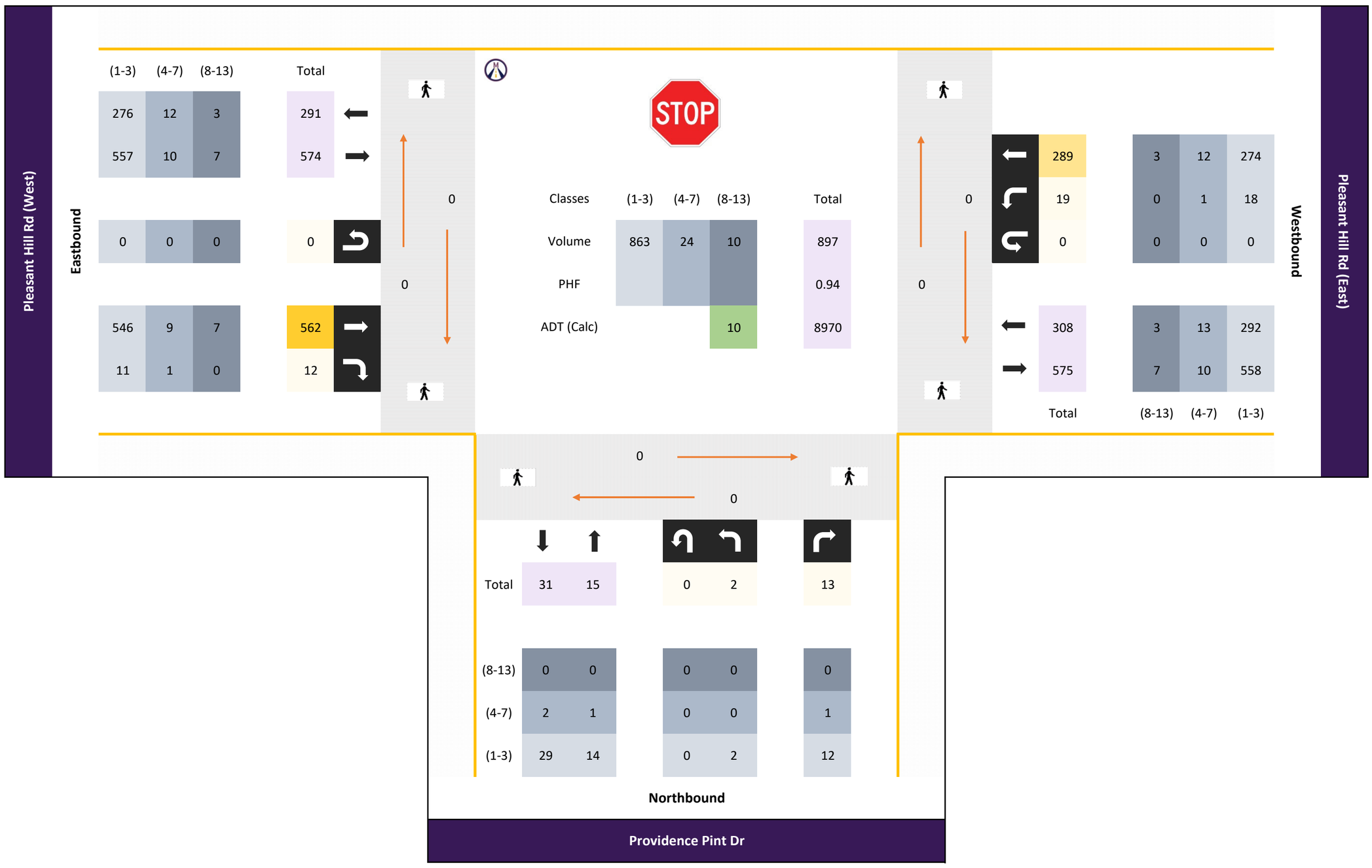
* the Peak Hour Diagram does not include bicycles

**Session Parameters**

(Drop Down Menu)

**Global Peak Hour**

**Volume**



**All vehicles**

| | Northbound | | | | | | | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 | Int Total |
| 1700 - 1715 | 0 | - | 4 | - | 0 | 4 | - | - | - | - | - | 0 | - | 166 | 5 | - | 0 | 171 | 5 | 59 | - | - | 0 | 64 | 239 |
| 1715 - 1730 | 1 | - | 6 | - | 0 | 7 | - | - | - | - | - | 0 | - | 124 | 2 | - | 0 | 126 | 4 | 76 | - | - | 0 | 80 | 213 |
| 1730 - 1745 | 1 | - | 6 | - | 0 | 7 | - | - | - | - | - | 0 | - | 143 | 1 | - | 0 | 144 | 4 | 76 | - | - | 0 | 80 | 231 |
| 1745 - 1800 | 1 | - | 2 | - | 0 | 3 | - | - | - | - | - | 0 | - | 115 | 2 | - | 0 | 117 | 3 | 99 | - | - | 0 | 102 | 222 |
| Total | 3 | 0 | 18 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 548 | 10 | 0 | 0 | 558 | 16 | 310 | 0 | 0 | 0 | 326 | 905 |
| Approach % | 14.29 | 0.00 | 85.71 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 98.21 | 1.79 | 0.00 | 0.00 | - | 4.91 | 95.09 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.75 | 0.00 | 0.75 | 0.00 | 0.00 | **0.75** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.83 | 0.50 | 0.00 | 0.00 | **0.82** | 0.80 | 0.78 | 0.00 | 0.00 | 0.00 | **0.80** | **0.95** |

**Passenger Vehicles (1-3)**

| | Northbound | | | | | | | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Providence Pint Dr | | | | | | | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| Time | Left 7.1 | | Right 7.2 | | U-Turn 7.3 | App Total | | | | | | App Total | | Thru 7.4 | Right 7.5 | | U-Turn 7.6 | App Total | Left 7.7 | Thru 7.8 | | | U-Turn 7.9 | App Total | Int Total |
| 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 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 | Int Total |
| 1700 - 1715 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | - | 3 | 1 | - | 0 | 4 | 0 | 2 | - | - | 0 | 2 | 6 |
| 1715 - 1730 | 0 | - | 1 | - | 0 | 1 | - | - | - | - | - | 0 | - | 0 | 0 | - | 0 | 0 | 1 | 6 | - | - | 0 | 7 | 8 |
| 1730 - 1745 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | - | 1 | 0 | - | 0 | 1 | 0 | 3 | - | - | 0 | 3 | 4 |
| 1745 - 1800 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | - | 0 | 0 | - | 0 | 0 | 0 | 4 | - | - | 0 | 4 | 4 |
| Total | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 5 | 1 | 15 | 0 | 0 | 0 | 16 | 22 |
| Approach % | 0.00 | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 80.00 | 20.00 | 0.00 | 0.00 | - | 6.25 | 93.75 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | **0.25** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.33 | 0.25 | 0.00 | 0.00 | **0.31** | 0.25 | 0.63 | 0.00 | 0.00 | 0.00 | **0.57** | **0.69** |

**Combination Trucks (8-13)**

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

| | Northbound | | | | | | | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Providence Pint Dr | | | | | | | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| Time | Left 7.1 | | Right 7.2 | | U-Turn 7.3 | App Total | | | | | | App Total | | Thru 7.4 | Right 7.5 | | U-Turn 7.6 | App Total | Left 7.7 | Thru 7.8 | | | U-Turn 7.9 | App Total | Int Total |
| 1700 - 1715 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | 0 |
| 1715 - 1730 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | 0 |
| 1730 - 1745 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | 0 |
| 1745 - 1800 | 0 | - | 0 | - | 0 | 0 | - | - | - | - | - | 0 | - | 0 | 0 | - | 0 | 0 | 0 | 0 | - | - | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.00** |

# Classified Turn Movement Count || All vehicles

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 7**
Providence Pint Dr

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

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.732957°, -84.066504°
Click here for Map

**Weather**
Fair
69°F
Click here for Detailed Weather

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

| | Northbound | | | | Eastbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Providence Pint Dr | | | | Pleasant Hill Rd (West) | | | | Pleasant Hill Rd (East) | | | | |
| TIME | Left 7.1 | Right 7.2 | U-Turn 7.3 | App Total | Thru 7.4 | Right 7.5 | U-Turn 7.6 | App Total | Left 7.7 | Thru 7.8 | U-Turn 7.9 | App Total | Int Total |
| 0700 - 0715 | 1 | 6 | 0 | 7 | 43 | 0 | 0 | 43 | 0 | 124 | 0 | 124 | 174 |
| 0715 - 0730 | 1 | 1 | 0 | 2 | 73 | 3 | 0 | 76 | 3 | 151 | 0 | 154 | 232 |
| 0730 - 0745 | 3 | 4 | 0 | 7 | 57 | 0 | 0 | 57 | 0 | 160 | 0 | 160 | 224 |
| 0745 - 0800 | 1 | 2 | 0 | 3 | 67 | 0 | 0 | 67 | 0 | 132 | 0 | 132 | 202 |
| Hourly Total | 6 | 13 | 0 | **19** | 240 | 3 | 0 | **243** | 3 | 567 | 0 | **570** | **832** |
| 0800 - 0815 | 2 | 0 | 0 | 2 | 70 | 0 | 0 | 70 | 3 | 105 | 0 | 108 | 180 |
| 0815 - 0830 | 4 | 2 | 0 | 6 | 75 | 2 | 0 | 77 | 3 | 119 | 0 | 122 | 205 |
| 0830 - 0845 | 3 | 2 | 0 | 5 | 57 | 2 | 0 | 59 | 1 | 111 | 0 | 112 | 176 |
| 0845 - 0900 | 2 | 4 | 0 | 6 | 71 | 2 | 0 | 73 | 1 | 95 | 0 | 96 | 175 |
| Hourly Total | 11 | 8 | 0 | **19** | 273 | 6 | 0 | **279** | 8 | 430 | 0 | **438** | **736** |
| Grand Total | 17 | 21 | 0 | **38** | 513 | 9 | 0 | **522** | 11 | 997 | 0 | **1008** | **1568** |
| Approach % | 44.74 | 55.26 | 0.00 | - | 98.28 | 1.72 | 0.00 | - | 1.09 | 98.91 | 0.00 | - | |
| Intersection % | 1.08 | 1.34 | 0.00 | 2.42 | 32.72 | 0.57 | 0.00 | 33.29 | 0.70 | 63.58 | 0.00 | 64.29 | |
| Heavy Vehicle % | 0 | 0 | - | **0** | 10 | 33 | - | **10** | 9 | 4 | - | **4** | **6** |
| PHF | 0.58 | 0.44 | 0.00 | **0.50** | 0.91 | 0.25 | 0.00 | **0.89** | 0.50 | 0.86 | 0.00 | **0.87** | **0.90** |
| Peak Hour Total | 7 | 7 | 0 | **14** | 267 | 3 | 0 | **270** | 6 | 548 | 0 | **554** | **838** |
| Peak Hour HV % | 0 | 0 | 0 | **0** | 9 | 67 | 0 | **10** | 17 | 3 | 0 | **4** | **5** |

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

| | Northbound | | | | Eastbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Providence Pint Dr | | | | Pleasant Hill Rd (West) | | | | Pleasant Hill Rd (East) | | | | |
| TIME | Left 7.1 | Right 7.2 | U-Turn 7.3 | App Total | Thru 7.4 | Right 7.5 | U-Turn 7.6 | App Total | Left 7.7 | Thru 7.8 | U-Turn 7.9 | App Total | Int Total |
| 1600 - 1615 | 1 | 0 | 0 | 1 | 135 | 2 | 0 | 137 | 7 | 73 | 0 | 80 | 218 |
| 1615 - 1630 | 2 | 1 | 0 | 3 | 122 | 4 | 0 | 126 | 0 | 87 | 0 | 87 | 216 |
| 1630 - 1645 | 1 | 2 | 0 | 3 | 133 | 4 | 0 | 137 | 3 | 87 | 0 | 90 | 230 |
| 1645 - 1700 | 0 | 1 | 0 | 1 | 139 | 1 | 0 | 140 | 7 | 67 | 0 | 74 | 215 |
| Hourly Total | 4 | 4 | 0 | **8** | 529 | 11 | 0 | **540** | 17 | 314 | 0 | **331** | **879** |
| 1700 - 1715 | 0 | 4 | 0 | 4 | 166 | 5 | 0 | 171 | 5 | 59 | 0 | 64 | 239 |
| 1715 - 1730 | 1 | 6 | 0 | 7 | 124 | 2 | 0 | 126 | 4 | 76 | 0 | 80 | 213 |
| 1730 - 1745 | 1 | 6 | 0 | 7 | 143 | 1 | 0 | 144 | 4 | 76 | 0 | 80 | 231 |
| 1745 - 1800 | 1 | 2 | 0 | 3 | 115 | 2 | 0 | 117 | 3 | 99 | 0 | 102 | 222 |
| Hourly Total | 3 | 18 | 0 | **21** | 548 | 10 | 0 | **558** | 16 | 310 | 0 | **326** | **905** |
| Grand Total | 7 | 22 | 0 | **29** | 1077 | 21 | 0 | **1098** | 33 | 624 | 0 | **657** | **1784** |
| Approach % | 24.14 | 75.86 | 0.00 | - | 98.09 | 1.91 | 0.00 | - | 5.02 | 94.98 | 0.00 | - | |
| Intersection % | 0.39 | 1.23 | 0.00 | 1.63 | 60.37 | 1.18 | 0.00 | 61.55 | 1.85 | 34.98 | 0.00 | 36.83 | |
| Heavy Vehicle % | 0 | 5 | - | **3** | 2 | 5 | - | **2** | 3 | 6 | - | **6** | **4** |
| PHF | 0.75 | 0.75 | 0.00 | **0.75** | 0.83 | 0.50 | 0.00 | **0.82** | 0.80 | 0.78 | 0.00 | **0.80** | **0.95** |
| Peak Hour Total | 3 | 18 | 0 | **21** | 548 | 10 | 0 | **558** | 16 | 310 | 0 | **326** | **905** |
| Peak Hour HV % | 0 | 6 | 0 | **5** | 2 | 10 | 0 | **2** | 6 | 5 | 0 | **5** | **3** |

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

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**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)

| | Northbound | | | | Eastbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Providence Pint Dr | | | | Pleasant Hill Rd (West) | | | | Pleasant Hill Rd (East) | | | | |
| TIME | Left 7.1 | Right 7.2 | U-Turn 7.3 | App Total | Thru 7.4 | Right 7.5 | U-Turn 7.6 | App Total | Left 7.7 | Thru 7.8 | U-Turn 7.9 | App Total | Int Total |
| 0700 - 0715 | 1 | 6 | 0 | 7 | 39 | 0 | 0 | 39 | 0 | 121 | 0 | 121 | 167 |
| 0715 - 0730 | 1 | 1 | 0 | 2 | 62 | 1 | 0 | 63 | 3 | 146 | 0 | 149 | 214 |
| 0730 - 0745 | 3 | 4 | 0 | 7 | 54 | 0 | 0 | 54 | 0 | 155 | 0 | 155 | 216 |
| 0745 - 0800 | 1 | 2 | 0 | 3 | 62 | 0 | 0 | 62 | 0 | 126 | 0 | 126 | 191 |
| Hourly Total | 6 | 13 | 0 | **19** | 217 | 1 | 0 | **218** | 3 | 548 | 0 | **551** | **788** |
| 0800 - 0815 | 2 | 0 | 0 | 2 | 65 | 0 | 0 | 65 | 2 | 102 | 0 | 104 | 171 |
| 0815 - 0830 | 4 | 2 | 0 | 6 | 65 | 1 | 0 | 66 | 3 | 114 | 0 | 117 | 189 |
| 0830 - 0845 | 3 | 2 | 0 | 5 | 52 | 2 | 0 | 54 | 1 | 103 | 0 | 104 | 163 |
| 0845 - 0900 | 2 | 4 | 0 | 6 | 64 | 2 | 0 | 66 | 1 | 89 | 0 | 90 | 162 |
| Hourly Total | 11 | 8 | 0 | **19** | 246 | 5 | 0 | **251** | 7 | 408 | 0 | **415** | **685** |
| Grand Total | 17 | 21 | 0 | **38** | 463 | 6 | 0 | **469** | 10 | 956 | 0 | **966** | **1473** |
| Approach % | 44.74 | 55.26 | 0.00 | - | 98.72 | 1.28 | 0.00 | - | 1.04 | 98.96 | 0.00 | - | |
| Intersection % | 1.15 | 1.43 | 0.00 | 2.58 | 31.43 | 0.41 | 0.00 | 31.84 | 0.68 | 64.90 | 0.00 | 65.58 | |

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

| | Northbound | | | | Eastbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Providence Pint Dr | | | | Pleasant Hill Rd (West) | | | | Pleasant Hill Rd (East) | | | | |
| TIME | Left 7.1 | Right 7.2 | U-Turn 7.3 | App Total | Thru 7.4 | Right 7.5 | U-Turn 7.6 | App Total | Left 7.7 | Thru 7.8 | U-Turn 7.9 | App Total | Int Total |
| 1600 - 1615 | 1 | 0 | 0 | 1 | 130 | 2 | 0 | 132 | 7 | 70 | 0 | 77 | 210 |
| 1615 - 1630 | 2 | 1 | 0 | 3 | 119 | 4 | 0 | 123 | 0 | 77 | 0 | 77 | 203 |
| 1630 - 1645 | 1 | 2 | 0 | 3 | 127 | 4 | 0 | 131 | 3 | 83 | 0 | 86 | 220 |
| 1645 - 1700 | 0 | 1 | 0 | 1 | 137 | 1 | 0 | 138 | 7 | 64 | 0 | 71 | 210 |
| Hourly Total | 4 | 4 | 0 | **8** | 513 | 11 | 0 | **524** | 17 | 294 | 0 | **311** | **843** |
| 1700 - 1715 | 0 | 4 | 0 | 4 | 160 | 4 | 0 | 164 | 5 | 57 | 0 | 62 | 230 |
| 1715 - 1730 | 1 | 5 | 0 | 6 | 122 | 2 | 0 | 124 | 3 | 70 | 0 | 73 | 203 |
| 1730 - 1745 | 1 | 6 | 0 | 7 | 141 | 1 | 0 | 142 | 4 | 73 | 0 | 77 | 226 |
| 1745 - 1800 | 1 | 2 | 0 | 3 | 115 | 2 | 0 | 117 | 3 | 94 | 0 | 97 | 217 |
| Hourly Total | 3 | 17 | 0 | **20** | 538 | 9 | 0 | **547** | 15 | 294 | 0 | **309** | **876** |
| Grand Total | 7 | 21 | 0 | **28** | 1051 | 20 | 0 | **1071** | 32 | 588 | 0 | **620** | **1719** |
| Approach % | 25.00 | 75.00 | 0.00 | - | 98.13 | 1.87 | 0.00 | - | 5.16 | 94.84 | 0.00 | - | |
| Intersection % | 0.41 | 1.22 | 0.00 | 1.63 | 61.14 | 1.16 | 0.00 | 62.30 | 1.86 | 34.21 | 0.00 | 36.07 | |

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

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**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)**
Single Unit Trucks (4-7)

| | Northbound | | | | Eastbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Providence Pint Dr | | | | Pleasant Hill Rd (West) | | | | Pleasant Hill Rd (East) | | | | |
| TIME | Left 7.1 | Right 7.2 | U-Turn 7.3 | App Total | Thru 7.4 | Right 7.5 | U-Turn 7.6 | App Total | Left 7.7 | Thru 7.8 | U-Turn 7.9 | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 0 | 3 | 6 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 11 | 0 | 3 | 0 | 3 | 14 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 5 | 0 | 5 | 8 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 5 | 0 | 5 | 7 |
| Hourly Total | 0 | 0 | 0 | **0** | 17 | 2 | 0 | **19** | 0 | 16 | 0 | **16** | **35** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 1 | 2 | 0 | 3 | 8 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 7 | 0 | 1 | 0 | 1 | 8 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 8 | 0 | 8 | 11 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 4 | 0 | 4 | 9 |
| Hourly Total | 0 | 0 | 0 | **0** | 19 | 1 | 0 | **20** | 1 | 15 | 0 | **16** | **36** |
| Grand Total | 0 | 0 | 0 | **0** | 36 | 3 | 0 | **39** | 1 | 31 | 0 | **32** | **71** |
| Approach % | 0.00 | 0.00 | 0.00 | - | 92.31 | 7.69 | 0.00 | - | 3.13 | 96.88 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 50.70 | 4.23 | 0.00 | 54.93 | 1.41 | 43.66 | 0.00 | 45.07 | |

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

| | Northbound | | | | Eastbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Providence Pint Dr | | | | Pleasant Hill Rd (West) | | | | Pleasant Hill Rd (East) | | | | |
| TIME | Left 7.1 | Right 7.2 | U-Turn 7.3 | App Total | Thru 7.4 | Right 7.5 | U-Turn 7.6 | App Total | Left 7.7 | Thru 7.8 | U-Turn 7.9 | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 1 | 0 | 1 | 5 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 8 | 0 | 8 | 11 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 2 | 0 | 2 | 6 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 4 |
| Hourly Total | 0 | 0 | 0 | **0** | 13 | 0 | 0 | **13** | 0 | 13 | 0 | **13** | **26** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 2 | 0 | 2 | 6 |
| 1715 - 1730 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 7 | 8 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 4 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 4 |
| Hourly Total | 0 | 1 | 0 | **1** | 4 | 1 | 0 | **5** | 1 | 15 | 0 | **16** | **22** |
| Grand Total | 0 | 1 | 0 | **1** | 17 | 1 | 0 | **18** | 1 | 28 | 0 | **29** | **48** |
| Approach % | 0.00 | 100.00 | 0.00 | - | 94.44 | 5.56 | 0.00 | - | 3.45 | 96.55 | 0.00 | - | |
| Intersection % | 0.00 | 2.08 | 0.00 | 2.08 | 35.42 | 2.08 | 0.00 | 37.50 | 2.08 | 58.33 | 0.00 | 60.42 | |

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

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**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)**
Combination Trucks (8-13)

| | Northbound | | | | Eastbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Providence Pint Dr | | | | Pleasant Hill Rd (West) | | | | Pleasant Hill Rd (East) | | | | |
| TIME | Left 7.1 | Right 7.2 | U-Turn 7.3 | App Total | Thru 7.4 | Right 7.5 | U-Turn 7.6 | App Total | Left 7.7 | Thru 7.8 | U-Turn 7.9 | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 4 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 1 | 4 |
| Hourly Total | 0 | 0 | 0 | **0** | 6 | 0 | 0 | **6** | 0 | 3 | 0 | **3** | **9** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 4 | 0 | 4 | 8 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 4 |
| Hourly Total | 0 | 0 | 0 | **0** | 8 | 0 | 0 | **8** | 0 | 7 | 0 | **7** | **15** |
| Grand Total | 0 | 0 | 0 | **0** | 14 | 0 | 0 | **14** | 0 | 10 | 0 | **10** | **24** |
| Approach % | 0.00 | 0.00 | 0.00 | - | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 58.33 | 0.00 | 0.00 | 58.33 | 0.00 | 41.67 | 0.00 | 41.67 | |

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

| | Northbound | | | | Eastbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Providence Pint Dr | | | | Pleasant Hill Rd (West) | | | | Pleasant Hill Rd (East) | | | | |
| TIME | Left 7.1 | Right 7.2 | U-Turn 7.3 | App Total | Thru 7.4 | Right 7.5 | U-Turn 7.6 | App Total | Left 7.7 | Thru 7.8 | U-Turn 7.9 | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 3 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 4 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Hourly Total | 0 | 0 | 0 | **0** | 3 | 0 | 0 | **3** | 0 | 7 | 0 | **7** | **10** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Hourly Total | 0 | 0 | 0 | **0** | 6 | 0 | 0 | **6** | 0 | 1 | 0 | **1** | **7** |
| Grand Total | 0 | 0 | 0 | **0** | 9 | 0 | 0 | **9** | 0 | 8 | 0 | **8** | **17** |
| Approach % | 0.00 | 0.00 | 0.00 | - | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 52.94 | 0.00 | 0.00 | 52.94 | 0.00 | 47.06 | 0.00 | 47.06 | |

# Classified Turn Movement Count || Bicycles

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 7**
Providence Pint Dr

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

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.732957°, -84.066504°
Click here for Map

**Weather**
Fair
69°F
Click here for Detailed Weather

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

| | Northbound | | | | Eastbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Providence Pint Dr | | | | Pleasant Hill Rd (West) | | | | Pleasant Hill Rd (East) | | | | |
| TIME | Left 7.1 | Right 7.2 | U-Turn 7.3 | App Total | Thru 7.4 | Right 7.5 | U-Turn 7.6 | App Total | Left 7.7 | Thru 7.8 | U-Turn 7.9 | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

| | Northbound | | | | Eastbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Providence Pint Dr | | | | Pleasant Hill Rd (West) | | | | Pleasant Hill Rd (East) | | | | |
| TIME | Left 7.1 | Right 7.2 | U-Turn 7.3 | App Total | Thru 7.4 | Right 7.5 | U-Turn 7.6 | App Total | Left 7.7 | Thru 7.8 | U-Turn 7.9 | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**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 Trucks (4-13)

| | Northbound | | | | Eastbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Providence Pint Dr | | | | Pleasant Hill Rd (West) | | | | Pleasant Hill Rd (East) | | | | |
| TIME | Left 7.1 | Right 7.2 | U-Turn 7.3 | App Total | Thru 7.4 | Right 7.5 | U-Turn 7.6 | App Total | Left 7.7 | Thru 7.8 | U-Turn 7.9 | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 3 | 0 | 3 | 7 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 11 | 2 | 0 | 13 | 0 | 5 | 0 | 5 | 18 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 5 | 0 | 5 | 8 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 6 | 0 | 6 | 11 |
| Hourly Total | 0 | 0 | 0 | **0** | 23 | 2 | 0 | **25** | 0 | 19 | 0 | **19** | **44** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 1 | 3 | 0 | 4 | 9 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 11 | 0 | 5 | 0 | 5 | 16 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 8 | 0 | 8 | 13 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 6 | 0 | 6 | 13 |
| Hourly Total | 0 | 0 | 0 | **0** | 27 | 1 | 0 | **28** | 1 | 22 | 0 | **23** | **51** |
| Grand Total | 0 | 0 | 0 | **0** | 50 | 3 | 0 | **53** | 1 | 41 | 0 | **42** | **95** |
| Approach % | 0.00 | 0.00 | 0.00 | - | 94.34 | 5.66 | 0.00 | - | 2.38 | 97.62 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 52.63 | 3.16 | 0.00 | 55.79 | 1.05 | 43.16 | 0.00 | 44.21 | |

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

| | Northbound | | | | Eastbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Providence Pint Dr | | | | Pleasant Hill Rd (West) | | | | Pleasant Hill Rd (East) | | | | |
| TIME | Left 7.1 | Right 7.2 | U-Turn 7.3 | App Total | Thru 7.4 | Right 7.5 | U-Turn 7.6 | App Total | Left 7.7 | Thru 7.8 | U-Turn 7.9 | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 3 | 0 | 3 | 8 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 10 | 0 | 10 | 13 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 4 | 0 | 4 | 10 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 3 | 0 | 3 | 5 |
| Hourly Total | 0 | 0 | 0 | **0** | 16 | 0 | 0 | **16** | 0 | 20 | 0 | **20** | **36** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 7 | 0 | 2 | 0 | 2 | 9 |
| 1715 - 1730 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 1 | 6 | 0 | 7 | 10 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 3 | 0 | 3 | 5 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 5 |
| Hourly Total | 0 | 1 | 0 | **1** | 10 | 1 | 0 | **11** | 1 | 16 | 0 | **17** | **29** |
| Grand Total | 0 | 1 | 0 | **1** | 26 | 1 | 0 | **27** | 1 | 36 | 0 | **37** | **65** |
| Approach % | 0.00 | 100.00 | 0.00 | - | 96.30 | 3.70 | 0.00 | - | 2.70 | 97.30 | 0.00 | - | |
| Intersection % | 0.00 | 1.54 | 0.00 | 1.54 | 40.00 | 1.54 | 0.00 | 41.54 | 1.54 | 55.38 | 0.00 | 56.92 | |

# Crosswalk Counts || Pedestrians

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**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)**
Pedestrians

| | Northbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Providence Pint Dr | | | Pleasant Hill Rd (West) | | | Pleasant Hill Rd (East) | | | |
| TIME | EB 7a | WB 7b | App Total | NB 7e | SB 7f | App Total | NB 7g | SB 7h | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

| | Northbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Providence Pint Dr | | | Pleasant Hill Rd (West) | | | Pleasant Hill Rd (East) | | | |
| TIME | EB 7a | WB 7b | App Total | NB 7e | SB 7f | App Total | NB 7g | SB 7h | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

# Crosswalk Counts || Bicycles

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 7**
Providence Pint Dr

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

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.732957°, -84.066504°
Click here for Map

**Weather**
Fair
69°F
Click here for Detailed Weather

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

| | Northbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Providence Pint Dr | | | Pleasant Hill Rd (West) | | | Pleasant Hill Rd (East) | | | |
| TIME | EB 7a | WB 7b | App Total | NB 7e | SB 7f | App Total | NB 7g | SB 7h | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

| | Northbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Providence Pint Dr | | | Pleasant Hill Rd (West) | | | Pleasant Hill Rd (East) | | | |
| TIME | EB 7a | WB 7b | App Total | NB 7e | SB 7f | App Total | NB 7g | SB 7h | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

# Crosswalk Counts || Motorized Vehicles

Lithonia, GA Batch 1

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 7**
Providence Pint Dr

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

**Date**
Thursday, May 8, 2025

**Lat/Long**
33.732957°, -84.066504°
Click here for Map

**Weather**
Fair
69°F
Click here for Detailed Weather

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

| | Northbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Providence Pint Dr | | | Pleasant Hill Rd (West) | | | Pleasant Hill Rd (East) | | | |
| TIME | EB 7a | WB 7b | App Total | NB 7e | SB 7f | App Total | NB 7g | SB 7h | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

| | Northbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Providence Pint Dr | | | Pleasant Hill Rd (West) | | | Pleasant Hill Rd (East) | | | |
| TIME | EB 7a | WB 7b | App Total | NB 7e | SB 7f | App Total | NB 7g | SB 7h | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

| Start Date: 5/8/2025 | Pleasant Hill Rd (West) Eastbound | | | Pleasant Hill Rd (East) Westbound | | | Providence Pint Dr Northbound | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 AM - 06:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 AM - 06:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 AM - 07:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 AM - 07:15 AM** | 0 | 43 | 0 | 0 | 124 | 0 | 1 | 0 | 6 | 0 | 0 | 0 | 174 |
| **07:15 AM - 07:30 AM** | 0 | 73 | 3 | 3 | 151 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 232 |
| **07:30 AM - 07:45 AM** | 0 | 57 | 0 | 0 | 160 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 224 |
| **07:45 AM - 08:00 AM** | 0 | 67 | 0 | 0 | 132 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 202 |
| **08:00 AM - 08:15 AM** | 0 | 70 | 0 | 3 | 105 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 180 |
| **08:15 AM - 08:30 AM** | 0 | 75 | 2 | 3 | 119 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 205 |
| **08:30 AM - 08:45 AM** | 0 | 57 | 2 | 1 | 111 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 176 |
| **08:45 AM - 09:00 AM** | 0 | 71 | 2 | 1 | 95 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 175 |
| **09:00 AM - 09:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 AM - 09:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 AM - 09:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 AM - 10:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 AM - 10:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 AM - 10:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 AM - 10:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 AM - 11:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 AM - 11:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 AM - 11:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 AM - 11:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 AM - 12:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00 PM - 12:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 PM - 12:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 PM - 12:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 PM - 01:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 PM - 01:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 PM - 01:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 PM - 01:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 PM - 02:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 PM - 02:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 PM - 02:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 PM - 02:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 PM - 03:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 PM - 03:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 PM - 03:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 PM - 03:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 PM - 04:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 PM - 04:15 PM** | 0 | 135 | 2 | 7 | 73 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 218 |
| **04:15 PM - 04:30 PM** | 0 | 122 | 4 | 0 | 87 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 216 |
| **04:30 PM - 04:45 PM** | 0 | 133 | 4 | 3 | 87 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 230 |
| **04:45 PM - 05:00 PM** | 0 | 139 | 1 | 7 | 67 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 215 |
| **05:00 PM - 05:15 PM** | 0 | 166 | 5 | 5 | 59 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 239 |
| **05:15 PM - 05:30 PM** | 0 | 124 | 2 | 4 | 76 | 0 | 1 | 0 | 6 | 0 | 0 | 0 | 213 |
| **05:30 PM - 05:45 PM** | 0 | 143 | 1 | 4 | 76 | 0 | 1 | 0 | 6 | 0 | 0 | 0 | 231 |
| **05:45 PM - 06:00 PM** | 0 | 115 | 2 | 3 | 99 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 222 |
| **06:00 PM - 06:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 PM - 06:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 PM - 06:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 PM - 07:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 PM - 07:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 PM - 07:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 PM - 07:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 PM - 08:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 PM - 08:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 PM - 08:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 PM - 08:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 PM - 09:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00 PM - 09:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 PM - 09:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 PM - 09:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 PM - 10:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 PM - 10:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 PM - 10:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 PM - 10:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 PM - 11:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 PM - 11:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 PM - 11:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 PM - 11:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 PM - 12:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Peak Hour Turning Movement Count

Click here for Map

Lithonia, GA Batch 2

Marr Traffic DATA COLLECTION

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 |

0

0

## Pleasant Hill Rd (West) (Eastbound)

| (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 |

0

0

STOP

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

## Pleasant Hill Rd (East) (Westbound)

| | | | | |
|---|---|---|---|---|
| 4 | 0 | 0 | 4 | |
| 394 | 12 | 13 | 369 | |
| 4 | 0 | 1 | 3 | |
| 0 | 0 | 0 | 0 | |
| 402 | 12 | 14 | 376 | |
| 235 | 2 | 13 | 220 | |
| Total | (8-13) | (4-7) | (1-3) | |

0

0

0

0

## Humphries Rd (Northbound)

| | | | | | | |
|---|---|---|---|---|---|---|
| Total | 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) | | | | | | |
| Time | Left 8.1 | Thru 8.2 | Right 8.3 | | U-Turn 8.4 | App Total | Left 8.5 | Thru 8.6 | Right 8.7 | | U-Turn 8.8 | App Total | Left 8.9 | Thru 8.10 | Right 8.11 | | U-Turn 8.12 | App Total | Left 8.13 | Thru 8.14 | Right 8.15 | | U-Turn 8.16 | App Total | Int Total |
| 0700 - 0715 | 10 | 39 | 2 | - | 0 | 51 | 1 | 10 | 7 | - | 0 | 18 | 19 | 48 | 1 | - | 0 | 68 | 0 | 114 | 1 | - | 0 | 115 | 252 |
| 0715 - 0730 | 10 | 66 | 2 | - | 0 | 78 | 1 | 16 | 6 | - | 0 | 23 | 13 | 54 | 2 | - | 0 | 69 | 1 | 106 | 1 | - | 0 | 108 | 278 |
| 0730 - 0745 | 7 | 57 | 1 | - | 0 | 65 | 0 | 20 | 5 | - | 0 | 25 | 10 | 52 | 3 | - | 0 | 65 | 1 | 118 | 2 | - | 0 | 121 | 276 |
| 0745 - 0800 | 10 | 46 | 1 | - | 0 | 57 | 0 | 18 | 6 | - | 0 | 24 | 12 | 51 | 4 | - | 0 | 67 | 1 | 82 | 0 | - | 0 | 83 | 231 |
| Total | 37 | 208 | 6 | 0 | 0 | 251 | 2 | 64 | 24 | 0 | 0 | 90 | 54 | 205 | 10 | 0 | 0 | 269 | 3 | 420 | 4 | 0 | 0 | 427 | 1037 |
| Approach % | 14.74 | 82.87 | 2.39 | 0.00 | 0.00 | - | 2.22 | 71.11 | 26.67 | 0.00 | 0.00 | - | 20.07 | 76.21 | 3.72 | 0.00 | 0.00 | - | 0.70 | 98.36 | 0.94 | 0.00 | 0.00 | - | |
| PHF | 0.93 | 0.79 | 0.75 | 0.00 | 0.00 | **0.80** | 0.50 | 0.80 | 0.86 | 0.00 | 0.00 | **0.90** | 0.71 | 0.95 | 0.63 | 0.00 | 0.00 | **0.97** | 0.75 | 0.89 | 0.50 | 0.00 | 0.00 | **0.88** | **0.93** |

**Passenger Vehicles (1-3)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Humphries Rd | | | | | | Norris Lake Dr | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| Time | Left 8.1 | Thru 8.2 | Right 8.3 | | U-Turn 8.4 | App Total | Left 8.5 | Thru 8.6 | Right 8.7 | | U-Turn 8.8 | App Total | Left 8.9 | Thru 8.10 | Right 8.11 | | U-Turn 8.12 | App Total | Left 8.13 | Thru 8.14 | Right 8.15 | | U-Turn 8.16 | App Total | Int Total |
| 0700 - 0715 | 10 | 38 | 2 | - | 0 | 50 | 1 | 10 | 7 | - | 0 | 18 | 17 | 48 | 1 | - | 0 | 66 | 0 | 106 | 1 | - | 0 | 107 | 241 |
| 0715 - 0730 | 9 | 66 | 1 | - | 0 | 76 | 1 | 16 | 5 | - | 0 | 22 | 13 | 51 | 2 | - | 0 | 66 | 1 | 100 | 1 | - | 0 | 102 | 266 |
| 0730 - 0745 | 6 | 55 | 1 | - | 0 | 62 | 0 | 20 | 5 | - | 0 | 25 | 10 | 50 | 3 | - | 0 | 63 | 1 | 113 | 2 | - | 0 | 116 | 266 |
| 0745 - 0800 | 9 | 46 | 1 | - | 0 | 56 | 0 | 18 | 6 | - | 0 | 24 | 12 | 47 | 4 | - | 0 | 63 | 0 | 77 | 0 | - | 0 | 77 | 220 |
| Total | 34 | 205 | 5 | 0 | 0 | 244 | 2 | 64 | 23 | 0 | 0 | 89 | 52 | 196 | 10 | 0 | 0 | 258 | 2 | 396 | 4 | 0 | 0 | 402 | 993 |
| Approach % | 13.93 | 84.02 | 2.05 | 0.00 | 0.00 | - | 2.25 | 71.91 | 25.84 | 0.00 | 0.00 | - | 20.16 | 75.97 | 3.88 | 0.00 | 0.00 | - | 0.50 | 98.51 | 1.00 | 0.00 | 0.00 | - | |
| PHF | 0.85 | 0.78 | 0.63 | 0.00 | 0.00 | **0.80** | 0.50 | 0.80 | 0.82 | 0.00 | 0.00 | **0.89** | 0.76 | 0.96 | 0.63 | 0.00 | 0.00 | **0.98** | 0.50 | 0.88 | 0.50 | 0.00 | 0.00 | **0.87** | **0.93** |

**Single Unit Trucks (4-7)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Humphries Rd | | | | | | Norris Lake Dr | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| Time | Left 8.1 | Thru 8.2 | Right 8.3 | | U-Turn 8.4 | App Total | Left 8.5 | Thru 8.6 | Right 8.7 | | U-Turn 8.8 | App Total | Left 8.9 | Thru 8.10 | Right 8.11 | | U-Turn 8.12 | App Total | Left 8.13 | Thru 8.14 | Right 8.15 | | U-Turn 8.16 | App Total | Int Total |
| 0700 - 0715 | 0 | 1 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 2 | 0 | 0 | - | 0 | 2 | 0 | 5 | 0 | - | 0 | 5 | 8 |
| 0715 - 0730 | 1 | 0 | 1 | - | 0 | 2 | 0 | 0 | 1 | - | 0 | 1 | 0 | 3 | 0 | - | 0 | 3 | 0 | 3 | 0 | - | 0 | 3 | 9 |
| 0730 - 0745 | 0 | 2 | 0 | - | 0 | 2 | 0 | 0 | 0 | - | 0 | 0 | 0 | 2 | 0 | - | 0 | 2 | 0 | 4 | 0 | - | 0 | 4 | 8 |
| 0745 - 0800 | 1 | 0 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 0 | 4 | 0 | - | 0 | 4 | 1 | 1 | 0 | - | 0 | 2 | 7 |
| Total | 2 | 3 | 1 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 9 | 0 | 0 | 0 | 11 | 1 | 13 | 0 | 0 | 0 | 14 | 32 |
| Approach % | 33.33 | 50.00 | 16.67 | 0.00 | 0.00 | - | 0.00 | 0.00 | 100.00 | 0.00 | 0.00 | - | 18.18 | 81.82 | 0.00 | 0.00 | 0.00 | - | 7.14 | 92.86 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.50 | 0.38 | 0.25 | 0.00 | 0.00 | **0.75** | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | **0.25** | 0.25 | 0.56 | 0.00 | 0.00 | 0.00 | **0.69** | 0.25 | 0.65 | 0.00 | 0.00 | 0.00 | **0.70** | **0.89** |

**Combination Trucks (8-13)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Humphries Rd | | | | | | Norris Lake Dr | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| Time | Left 8.1 | Thru 8.2 | Right 8.3 | | U-Turn 8.4 | App Total | Left 8.5 | Thru 8.6 | Right 8.7 | | U-Turn 8.8 | App Total | Left 8.9 | Thru 8.10 | Right 8.11 | | U-Turn 8.12 | App Total | Left 8.13 | Thru 8.14 | Right 8.15 | | U-Turn 8.16 | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 3 | 0 | - | 0 | 3 | 3 |
| 0715 - 0730 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 3 | 0 | - | 0 | 3 | 3 |
| 0730 - 0745 | 1 | 0 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 0 | 1 | 2 |
| 0745 - 0800 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 4 | 0 | - | 0 | 4 | 4 |
| Total | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 11 | 12 |
| Approach % | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | **0.25** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.69 | 0.00 | 0.00 | 0.00 | **0.69** | **0.75** |

**Bicycles**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Humphries Rd | | | | | | Norris Lake Dr | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| Time | Left 8.1 | Thru 8.2 | Right 8.3 | | U-Turn 8.4 | App Total | Left 8.5 | Thru 8.6 | Right 8.7 | | U-Turn 8.8 | App Total | Left 8.9 | Thru 8.10 | Right 8.11 | | U-Turn 8.12 | App Total | Left 8.13 | Thru 8.14 | Right 8.15 | | U-Turn 8.16 | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.00** |

# Peak Hour Turning Movement Count

Lithonia, GA Batch 2

Click here for Map

Marr Traffic DATA COLLECTION

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

## Norris Lake Dr (Southbound)

| | | | | | | |
|---|---|---|---|---|---|---|
| 48 | 208 | 7 | 0 | 263 | 126 | (1-3) |
| 2 | 2 | 0 | 0 | 4 | 1 | (4-7) |
| 0 | 0 | 0 | 0 | 0 | 1 | (8-13) |
| 50 | 210 | 7 | 0 | 267 | 128 | Total |

0

0

## Pleasant Hill Rd (West) (Eastbound)

| (1-3) | (4-7) | (8-13) | Total |
|---|---|---|---|
| 298 | 15 | 3 | 316 |
| 432 | 17 | 1 | 450 |
| 0 | 0 | 0 | 0 |
| 31 | 0 | 0 | 31 |
| 381 | 15 | 1 | 397 |
| 20 | 2 | 0 | 22 |

1

0

STOP

| Classes | (1-3) | (4-7) | (8-13) | Total |
|---|---|---|---|---|
| Volume | 1055 | 36 | 5 | 1096 |
| PHF | | | | 0.95 |
| ADT (Calc) | | | 10 | 10960 |

## Pleasant Hill Rd (East) (Westbound)

| | | | |
|---|---|---|---|
| 9 | 0 | 0 | 9 |
| 246 | 3 | 13 | 230 |
| 8 | 0 | 0 | 8 |
| 0 | 0 | 0 | 0 |
| 263 | 3 | 13 | 247 |
| 412 | 1 | 16 | 395 |
| Total | (8-13) | (4-7) | (1-3) |

0

0

0

0

## Humphries Rd (Northbound)

| | | | | | | |
|---|---|---|---|---|---|---|
| Total | 240 | 116 | 0 | 20 | 88 | 8 |
| (8-13) | 0 | 1 | 0 | 0 | 1 | 0 |
| (4-7) | 4 | 2 | 0 | 0 | 1 | 1 |
| (1-3) | 236 | 113 | 0 | 20 | 86 | 7 |

**All vehicles**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Humphries Rd | | | | | | Norris Lake Dr | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| Time | Left 8.1 | Thru 8.2 | Right 8.3 | | U-Turn 8.4 | App Total | Left 8.5 | Thru 8.6 | Right 8.7 | | U-Turn 8.8 | App Total | Left 8.9 | Thru 8.10 | Right 8.11 | | U-Turn 8.12 | App Total | Left 8.13 | Thru 8.14 | Right 8.15 | | U-Turn 8.16 | App Total | Int Total |
| 1700 - 1715 | 6 | 23 | 2 | - | 0 | 31 | 2 | 62 | 15 | - | 0 | 79 | 5 | 96 | 6 | - | 0 | 107 | 1 | 70 | 1 | - | 0 | 72 | 289 |
| 1715 - 1730 | 3 | 30 | 2 | - | 0 | 35 | 1 | 58 | 13 | - | 0 | 72 | 11 | 98 | 4 | - | 0 | 113 | 4 | 49 | 3 | - | 0 | 56 | 276 |
| 1730 - 1745 | 6 | 24 | 0 | - | 0 | 30 | 1 | 44 | 21 | - | 0 | 66 | 6 | 111 | 4 | - | 0 | 121 | 3 | 51 | 2 | - | 0 | 56 | 273 |
| 1745 - 1800 | 2 | 27 | 0 | - | 0 | 29 | 0 | 48 | 18 | - | 0 | 66 | 11 | 108 | 4 | - | 0 | 123 | 1 | 60 | 2 | - | 0 | 63 | 281 |
| Total | 17 | 104 | 4 | 0 | 0 | 125 | 4 | 212 | 67 | 0 | 0 | 283 | 33 | 413 | 18 | 0 | 0 | 464 | 9 | 230 | 8 | 0 | 0 | 247 | 1119 |
| Approach % | 13.60 | 83.20 | 3.20 | 0.00 | 0.00 | - | 1.41 | 74.91 | 23.67 | 0.00 | 0.00 | - | 7.11 | 89.01 | 3.88 | 0.00 | 0.00 | - | 3.64 | 93.12 | 3.24 | 0.00 | 0.00 | - | |
| PHF | 0.71 | 0.87 | 0.50 | 0.00 | 0.00 | **0.89** | 0.50 | 0.85 | 0.80 | 0.00 | 0.00 | **0.90** | 0.75 | 0.93 | 0.75 | 0.00 | 0.00 | **0.94** | 0.56 | 0.82 | 0.67 | 0.00 | 0.00 | **0.86** | **0.97** |

**Passenger Vehicles (1-3)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Humphries Rd | | | | | | Norris Lake Dr | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| Time | Left 8.1 | Thru 8.2 | Right 8.3 | | U-Turn 8.4 | App Total | Left 8.5 | Thru 8.6 | Right 8.7 | | U-Turn 8.8 | App Total | Left 8.9 | Thru 8.10 | Right 8.11 | | U-Turn 8.12 | App Total | Left 8.13 | Thru 8.14 | Right 8.15 | | U-Turn 8.16 | App Total | Int Total |
| 1700 - 1715 | 6 | 22 | 2 | - | 0 | 30 | 2 | 62 | 14 | - | 0 | 78 | 5 | 92 | 6 | - | 0 | 103 | 1 | 66 | 1 | - | 0 | 68 | 279 |
| 1715 - 1730 | 3 | 30 | 2 | - | 0 | 35 | 1 | 57 | 13 | - | 0 | 71 | 11 | 94 | 4 | - | 0 | 109 | 4 | 48 | 3 | - | 0 | 55 | 270 |
| 1730 - 1745 | 6 | 24 | 0 | - | 0 | 30 | 1 | 43 | 20 | - | 0 | 64 | 5 | 109 | 4 | - | 0 | 118 | 3 | 46 | 2 | - | 0 | 51 | 263 |
| 1745 - 1800 | 2 | 27 | 0 | - | 0 | 29 | 0 | 47 | 18 | - | 0 | 65 | 11 | 104 | 4 | - | 0 | 119 | 1 | 54 | 2 | - | 0 | 57 | 270 |
| Total | 17 | 103 | 4 | 0 | 0 | 124 | 4 | 209 | 65 | 0 | 0 | 278 | 32 | 399 | 18 | 0 | 0 | 449 | 9 | 214 | 8 | 0 | 0 | 231 | 1082 |
| Approach % | 13.71 | 83.06 | 3.23 | 0.00 | 0.00 | - | 1.44 | 75.18 | 23.38 | 0.00 | 0.00 | - | 7.13 | 88.86 | 4.01 | 0.00 | 0.00 | - | 3.90 | 92.64 | 3.46 | 0.00 | 0.00 | - | |
| PHF | 0.71 | 0.86 | 0.50 | 0.00 | 0.00 | **0.89** | 0.50 | 0.84 | 0.81 | 0.00 | 0.00 | **0.89** | 0.73 | 0.92 | 0.75 | 0.00 | 0.00 | **0.94** | 0.56 | 0.81 | 0.67 | 0.00 | 0.00 | **0.85** | **0.97** |

**Single Unit Trucks (4-7)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Humphries Rd | | | | | | Norris Lake Dr | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| Time | Left 8.1 | Thru 8.2 | Right 8.3 | | U-Turn 8.4 | App Total | Left 8.5 | Thru 8.6 | Right 8.7 | | U-Turn 8.8 | App Total | Left 8.9 | Thru 8.10 | Right 8.11 | | U-Turn 8.12 | App Total | Left 8.13 | Thru 8.14 | Right 8.15 | | U-Turn 8.16 | App Total | Int Total |
| 1700 - 1715 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 0 | 1 | 0 | 4 | 0 | - | 0 | 4 | 0 | 3 | 0 | - | 0 | 3 | 8 |
| 1715 - 1730 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 0 | 1 | 0 | 4 | 0 | - | 0 | 4 | 0 | 1 | 0 | - | 0 | 1 | 6 |
| 1730 - 1745 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 1 | - | 0 | 2 | 1 | 2 | 0 | - | 0 | 3 | 0 | 4 | 0 | - | 0 | 4 | 9 |
| 1745 - 1800 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 0 | 1 | 0 | 3 | 0 | - | 0 | 3 | 0 | 4 | 0 | - | 0 | 4 | 8 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 5 | 1 | 13 | 0 | 0 | 0 | 14 | 0 | 12 | 0 | 0 | 0 | 12 | 31 |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 60.00 | 40.00 | 0.00 | 0.00 | - | 7.14 | 92.86 | 0.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.75 | 0.50 | 0.00 | 0.00 | **0.63** | 0.25 | 0.81 | 0.00 | 0.00 | 0.00 | **0.88** | 0.00 | 0.75 | 0.00 | 0.00 | 0.00 | **0.75** | **0.86** |

**Combination Trucks (8-13)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Humphries Rd | | | | | | Norris Lake Dr | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| Time | Left 8.1 | Thru 8.2 | Right 8.3 | | U-Turn 8.4 | App Total | Left 8.5 | Thru 8.6 | Right 8.7 | | U-Turn 8.8 | App Total | Left 8.9 | Thru 8.10 | Right 8.11 | | U-Turn 8.12 | App Total | Left 8.13 | Thru 8.14 | Right 8.15 | | U-Turn 8.16 | App Total | Int Total |
| 1700 - 1715 | 0 | 1 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 0 | 1 | 2 |
| 1715 - 1730 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 0 | 1 | 1 |
| 1745 - 1800 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 0 | 1 | 0 | 2 | 0 | - | 0 | 2 | 3 |
| Total | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 4 | 6 |
| Approach % | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | **0.25** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | **0.25** | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | **0.50** | **0.50** |

**Bicycles**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Humphries Rd | | | | | | Norris Lake Dr | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| Time | Left 8.1 | Thru 8.2 | Right 8.3 | | U-Turn 8.4 | App Total | Left 8.5 | Thru 8.6 | Right 8.7 | | U-Turn 8.8 | App Total | Left 8.9 | Thru 8.10 | Right 8.11 | | U-Turn 8.12 | App Total | Left 8.13 | Thru 8.14 | Right 8.15 | | U-Turn 8.16 | App Total | Int Total |
| 1700 - 1715 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.00** |

# Classified Turn Movement Count || All vehicles

Lithonia, GA Batch 2

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 8**
Humphries Rd
Norris Lake Dr
Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

**Date**
Wednesday, May 14, 2025

**Lat/Long**
33.742795°, -84.037463°
Click here for Map

**Weather**
Fair
70°F
Click here for Detailed Weather

**0700 - 0900 (Weekday 2h Session) (05-14-2025)**
All vehicles

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Humphries Rd | | | | | | Norris Lake Dr | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| TIME | Left 8.1 | Thru 8.2 | Right 8.3 | | U-Turn 8.4 | App Total | Left 8.5 | Thru 8.6 | Right 8.7 | | U-Turn 8.8 | App Total | Left 8.9 | Thru 8.10 | Right 8.11 | | U-Turn 8.12 | App Total | Left 8.13 | Thru 8.14 | Right 8.15 | | U-Turn 8.16 | App Total | Int Total |
| 0700 - 0715 | 10 | 39 | 2 | | 0 | 51 | 1 | 10 | 7 | | 0 | 18 | 19 | 48 | 1 | | 0 | 68 | 0 | 114 | 1 | | 0 | 115 | 252 |
| 0715 - 0730 | 10 | 66 | 2 | | 0 | 78 | 1 | 16 | 6 | | 0 | 23 | 13 | 54 | 2 | | 0 | 69 | 1 | 106 | 1 | | 0 | 108 | 278 |
| 0730 - 0745 | 7 | 57 | 1 | | 0 | 65 | 0 | 20 | 5 | | 0 | 25 | 10 | 52 | 3 | | 0 | 65 | 1 | 118 | 2 | | 0 | 121 | 276 |
| 0745 - 0800 | 10 | 46 | 1 | | 0 | 57 | 0 | 18 | 6 | | 0 | 24 | 12 | 51 | 4 | | 0 | 67 | 1 | 82 | 0 | | 0 | 83 | 231 |
| Hourly Total | 37 | 208 | 6 | | 0 | **251** | 2 | 64 | 24 | | 0 | **90** | 54 | 205 | 10 | | 0 | **269** | 3 | 420 | 4 | | 0 | **427** | **1037** |
| 0800 - 0815 | 6 | 39 | 0 | | 0 | 45 | 1 | 27 | 6 | | 0 | 34 | 6 | 72 | 2 | | 0 | 80 | 1 | 88 | 1 | | 0 | 90 | 249 |
| 0815 - 0830 | 4 | 35 | 1 | | 0 | 40 | 2 | 19 | 8 | | 0 | 29 | 9 | 71 | 3 | | 0 | 83 | 1 | 73 | 1 | | 0 | 75 | 227 |
| 0830 - 0845 | 1 | 32 | 0 | | 0 | 33 | 0 | 21 | 4 | | 0 | 25 | 9 | 66 | 4 | | 0 | 79 | 1 | 118 | 1 | | 0 | 120 | 257 |
| 0845 - 0900 | 5 | 24 | 0 | | 0 | 29 | 2 | 16 | 6 | | 0 | 24 | 4 | 54 | 4 | | 0 | 62 | 1 | 74 | 0 | | 0 | 75 | 190 |
| Hourly Total | 16 | 130 | 1 | | 0 | **147** | 5 | 83 | 24 | | 0 | **112** | 28 | 263 | 13 | | 0 | **304** | 4 | 353 | 3 | | 0 | **360** | **923** |
| Grand Total | 53 | 338 | 7 | | 0 | **398** | 7 | 147 | 48 | | 0 | **202** | 82 | 468 | 23 | | 0 | **573** | 7 | 773 | 7 | | 0 | **787** | **1960** |
| Approach % | 13.32 | 84.92 | 1.76 | | 0.00 | - | 3.47 | 72.77 | 23.76 | | 0.00 | - | 14.31 | 81.68 | 4.01 | | 0.00 | - | 0.89 | 98.22 | 0.89 | | 0.00 | - | |
| Intersection % | 2.70 | 17.24 | 0.36 | | 0.00 | 20.31 | 0.36 | 7.50 | 2.45 | | 0.00 | 10.31 | 4.18 | 23.88 | 1.17 | | 0.00 | 29.23 | 0.36 | 39.44 | 0.36 | | 0.00 | 40.15 | |
| Heavy Vehicle % | 8 | 2 | 14 | | - | **3** | 0 | 1 | 6 | | - | **2** | 2 | 5 | 0 | | - | **5** | 14 | 7 | 0 | | - | **7** | **5** |
| PHF | 0.93 | 0.79 | 0.75 | | 0.00 | **0.80** | 0.50 | 0.80 | 0.86 | | 0.00 | **0.90** | 0.71 | 0.95 | 0.63 | | 0.00 | **0.97** | 0.75 | 0.89 | 0.50 | | 0.00 | **0.88** | **0.93** |
| Peak Hour Total | 37 | 208 | 6 | | 0 | **251** | 2 | 64 | 24 | | 0 | **90** | 54 | 205 | 10 | | 0 | **269** | 3 | 420 | 4 | | 0 | **427** | **1037** |
| Peak Hour HV % | 8 | 1 | 17 | | 0 | **3** | 0 | 0 | 4 | | 0 | **1** | 4 | 4 | 0 | | 0 | **4** | 33 | 6 | 0 | | 0 | **6** | **4** |

**1600 - 1800 (Weekday 2h Session) (05-14-2025)**
All vehicles

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Humphries Rd | | | | | | Norris Lake Dr | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| TIME | Left 8.1 | Thru 8.2 | Right 8.3 | | U-Turn 8.4 | App Total | Left 8.5 | Thru 8.6 | Right 8.7 | | U-Turn 8.8 | App Total | Left 8.9 | Thru 8.10 | Right 8.11 | | U-Turn 8.12 | App Total | Left 8.13 | Thru 8.14 | Right 8.15 | | U-Turn 8.16 | App Total | Int Total |
| 1600 - 1615 | 2 | 18 | 0 | | 0 | 20 | 1 | 47 | 12 | | 0 | 60 | 7 | 115 | 6 | | 0 | 128 | 3 | 53 | 1 | | 0 | 57 | 265 |
| 1615 - 1630 | 3 | 24 | 1 | | 0 | 28 | 0 | 36 | 3 | | 0 | 39 | 6 | 117 | 4 | | 0 | 127 | 1 | 75 | 0 | | 0 | 76 | 270 |
| 1630 - 1645 | 3 | 11 | 3 | | 0 | 17 | 3 | 48 | 11 | | 0 | 62 | 9 | 107 | 4 | | 0 | 120 | 2 | 57 | 3 | | 0 | 62 | 261 |
| 1645 - 1700 | 8 | 24 | 1 | | 0 | 33 | 1 | 42 | 11 | | 0 | 54 | 6 | 96 | 8 | | 0 | 110 | 1 | 70 | 2 | | 0 | 73 | 270 |
| Hourly Total | 16 | 77 | 5 | | 0 | **98** | 5 | 173 | 37 | | 0 | **215** | 28 | 435 | 22 | | 0 | **485** | 7 | 255 | 6 | | 0 | **268** | **1066** |
| 1700 - 1715 | 6 | 23 | 2 | | 0 | 31 | 2 | 62 | 15 | | 0 | 79 | 5 | 96 | 6 | | 0 | 107 | 1 | 70 | 1 | | 0 | 72 | 289 |
| 1715 - 1730 | 3 | 30 | 2 | | 0 | 35 | 1 | 58 | 13 | | 0 | 72 | 11 | 98 | 4 | | 0 | 113 | 4 | 49 | 3 | | 0 | 56 | 276 |
| 1730 - 1745 | 6 | 24 | 0 | | 0 | 30 | 1 | 44 | 21 | | 0 | 66 | 6 | 111 | 4 | | 0 | 121 | 3 | 51 | 2 | | 0 | 56 | 273 |
| 1745 - 1800 | 2 | 27 | 0 | | 0 | 29 | 0 | 48 | 18 | | 0 | 66 | 11 | 108 | 4 | | 0 | 123 | 1 | 60 | 2 | | 0 | 63 | 281 |
| Hourly Total | 17 | 104 | 4 | | 0 | **125** | 4 | 212 | 67 | | 0 | **283** | 33 | 413 | 18 | | 0 | **464** | 9 | 230 | 8 | | 0 | **247** | **1119** |
| Grand Total | 33 | 181 | 9 | | 0 | **223** | 9 | 385 | 104 | | 0 | **498** | 61 | 848 | 40 | | 0 | **949** | 16 | 485 | 14 | | 0 | **515** | **2185** |
| Approach % | 14.80 | 81.17 | 4.04 | | 0.00 | - | 1.81 | 77.31 | 20.88 | | 0.00 | - | 6.43 | 89.36 | 4.21 | | 0.00 | - | 3.11 | 94.17 | 2.72 | | 0.00 | - | |
| Intersection % | 1.51 | 8.28 | 0.41 | | 0.00 | 10.21 | 0.41 | 17.62 | 4.76 | | 0.00 | 22.79 | 2.79 | 38.81 | 1.83 | | 0.00 | 43.43 | 0.73 | 22.20 | 0.64 | | 0.00 | 23.57 | |
| Heavy Vehicle % | 0 | 3 | 11 | | - | **3** | 0 | 1 | 3 | | - | **2** | 2 | 3 | 8 | | - | **3** | 0 | 8 | 0 | | - | **8** | **4** |
| PHF | 0.71 | 0.87 | 0.50 | | 0.00 | **0.89** | 0.50 | 0.85 | 0.80 | | 0.00 | **0.90** | 0.75 | 0.93 | 0.75 | | 0.00 | **0.94** | 0.56 | 0.82 | 0.67 | | 0.00 | **0.86** | **0.97** |
| Peak Hour Total | 17 | 104 | 4 | | 0 | **125** | 4 | 212 | 67 | | 0 | **283** | 33 | 413 | 18 | | 0 | **464** | 9 | 230 | 8 | | 0 | **247** | **1119** |
| Peak Hour HV % | 0 | 1 | 0 | | 0 | **1** | 0 | 1 | 3 | | 0 | **2** | 3 | 3 | 0 | | 0 | **3** | 0 | 7 | 0 | | 0 | **6** | **3** |

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

Lithonia, GA Batch 2

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 8**

Humphries Rd
Norris Lake Dr
Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

**Date**

Wednesday, May 14, 2025

**Lat/Long**

33.742795°, -84.037463°
Click here for Map

**Weather**

Fair
70°F
Click here for Detailed Weather

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

Passenger Vehicles (1-3)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Humphries Rd | | | | | Norris Lake Dr | | | | | Pleasant Hill Rd (West) | | | | | Pleasant Hill Rd (East) | | | | | |
| TIME | Left 8.1 | Thru 8.2 | Right 8.3 | U-Turn 8.4 | App Total | Left 8.5 | Thru 8.6 | Right 8.7 | U-Turn 8.8 | App Total | Left 8.9 | Thru 8.10 | Right 8.11 | U-Turn 8.12 | App Total | Left 8.13 | Thru 8.14 | Right 8.15 | U-Turn 8.16 | App Total | Int Total |
| 0700 - 0715 | 10 | 38 | 2 | 0 | 50 | 1 | 10 | 7 | 0 | 18 | 17 | 48 | 1 | 0 | 66 | 0 | 106 | 1 | 0 | 107 | 241 |
| 0715 - 0730 | 9 | 66 | 1 | 0 | 76 | 1 | 16 | 5 | 0 | 22 | 13 | 51 | 2 | 0 | 66 | 1 | 100 | 1 | 0 | 102 | 266 |
| 0730 - 0745 | 6 | 55 | 1 | 0 | 62 | 0 | 20 | 5 | 0 | 25 | 10 | 50 | 3 | 0 | 63 | 1 | 113 | 2 | 0 | 116 | 266 |
| 0745 - 0800 | 9 | 46 | 1 | 0 | 56 | 0 | 18 | 6 | 0 | 24 | 12 | 47 | 4 | 0 | 63 | 0 | 77 | 0 | 0 | 77 | 220 |
| Hourly Total | 34 | 205 | 5 | 0 | **244** | 2 | 64 | 23 | 0 | **89** | 52 | 196 | 10 | 0 | **258** | 2 | 396 | 4 | 0 | **402** | **993** |
| 0800 - 0815 | 5 | 39 | 0 | 0 | 44 | 1 | 27 | 5 | 0 | 33 | 6 | 67 | 2 | 0 | 75 | 1 | 79 | 1 | 0 | 81 | 233 |
| 0815 - 0830 | 4 | 33 | 1 | 0 | 38 | 2 | 18 | 7 | 0 | 27 | 9 | 67 | 3 | 0 | 79 | 1 | 66 | 1 | 0 | 68 | 212 |
| 0830 - 0845 | 1 | 31 | 0 | 0 | 32 | 0 | 20 | 4 | 0 | 24 | 9 | 63 | 4 | 0 | 76 | 1 | 110 | 1 | 0 | 112 | 244 |
| 0845 - 0900 | 5 | 24 | 0 | 0 | 29 | 2 | 16 | 6 | 0 | 24 | 4 | 51 | 4 | 0 | 59 | 1 | 70 | 0 | 0 | 71 | 183 |
| Hourly Total | 15 | 127 | 1 | 0 | **143** | 5 | 81 | 22 | 0 | **108** | 28 | 248 | 13 | 0 | **289** | 4 | 325 | 3 | 0 | **332** | **872** |
| Grand Total | 49 | 332 | 6 | 0 | **387** | 7 | 145 | 45 | 0 | **197** | 80 | 444 | 23 | 0 | **547** | 6 | 721 | 7 | 0 | **734** | **1865** |
| Approach % | 12.66 | 85.79 | 1.55 | 0.00 | - | 3.55 | 73.60 | 22.84 | 0.00 | - | 14.63 | 81.17 | 4.20 | 0.00 | - | 0.82 | 98.23 | 0.95 | 0.00 | - | |
| Intersection % | 2.63 | 17.80 | 0.32 | 0.00 | 20.75 | 0.38 | 7.77 | 2.41 | 0.00 | 10.56 | 4.29 | 23.81 | 1.23 | 0.00 | 29.33 | 0.32 | 38.66 | 0.38 | 0.00 | 39.36 | |

**1600 - 1800 (Weekday 2h Session) (05-14-2025)**

Passenger Vehicles (1-3)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Humphries Rd | | | | | Norris Lake Dr | | | | | Pleasant Hill Rd (West) | | | | | Pleasant Hill Rd (East) | | | | | |
| TIME | Left 8.1 | Thru 8.2 | Right 8.3 | U-Turn 8.4 | App Total | Left 8.5 | Thru 8.6 | Right 8.7 | U-Turn 8.8 | App Total | Left 8.9 | Thru 8.10 | Right 8.11 | U-Turn 8.12 | App Total | Left 8.13 | Thru 8.14 | Right 8.15 | U-Turn 8.16 | App Total | Int Total |
| 1600 - 1615 | 2 | 17 | 0 | 0 | 19 | 1 | 46 | 12 | 0 | 59 | 7 | 111 | 6 | 0 | 124 | 3 | 46 | 1 | 0 | 50 | 252 |
| 1615 - 1630 | 3 | 22 | 1 | 0 | 26 | 0 | 36 | 3 | 0 | 39 | 6 | 114 | 3 | 0 | 123 | 1 | 68 | 0 | 0 | 69 | 257 |
| 1630 - 1645 | 3 | 11 | 2 | 0 | 16 | 3 | 48 | 11 | 0 | 62 | 9 | 101 | 2 | 0 | 112 | 2 | 53 | 3 | 0 | 58 | 248 |
| 1645 - 1700 | 8 | 23 | 1 | 0 | 32 | 1 | 41 | 10 | 0 | 52 | 6 | 94 | 8 | 0 | 108 | 1 | 63 | 2 | 0 | 66 | 258 |
| Hourly Total | 16 | 73 | 4 | 0 | **93** | 5 | 171 | 36 | 0 | **212** | 28 | 420 | 19 | 0 | **467** | 7 | 230 | 6 | 0 | **243** | **1015** |
| 1700 - 1715 | 6 | 22 | 2 | 0 | 30 | 2 | 62 | 14 | 0 | 78 | 5 | 92 | 6 | 0 | 103 | 1 | 66 | 1 | 0 | 68 | 279 |
| 1715 - 1730 | 3 | 30 | 2 | 0 | 35 | 1 | 57 | 13 | 0 | 71 | 11 | 94 | 4 | 0 | 109 | 4 | 48 | 3 | 0 | 55 | 270 |
| 1730 - 1745 | 6 | 24 | 0 | 0 | 30 | 1 | 43 | 20 | 0 | 64 | 5 | 109 | 4 | 0 | 118 | 3 | 46 | 2 | 0 | 51 | 263 |
| 1745 - 1800 | 2 | 27 | 0 | 0 | 29 | 0 | 47 | 18 | 0 | 65 | 11 | 104 | 4 | 0 | 119 | 1 | 54 | 2 | 0 | 57 | 270 |
| Hourly Total | 17 | 103 | 4 | 0 | **124** | 4 | 209 | 65 | 0 | **278** | 32 | 399 | 18 | 0 | **449** | 9 | 214 | 8 | 0 | **231** | **1082** |
| Grand Total | 33 | 176 | 8 | 0 | **217** | 9 | 380 | 101 | 0 | **490** | 60 | 819 | 37 | 0 | **916** | 16 | 444 | 14 | 0 | **474** | **2097** |
| Approach % | 15.21 | 81.11 | 3.69 | 0.00 | - | 1.84 | 77.55 | 20.61 | 0.00 | - | 6.55 | 89.41 | 4.04 | 0.00 | - | 3.38 | 93.67 | 2.95 | 0.00 | - | |
| Intersection % | 1.57 | 8.39 | 0.38 | 0.00 | 10.35 | 0.43 | 18.12 | 4.82 | 0.00 | 23.37 | 2.86 | 39.06 | 1.76 | 0.00 | 43.68 | 0.76 | 21.17 | 0.67 | 0.00 | 22.60 | |

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

Lithonia, GA Batch 2

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 8**

Humphries Rd
Norris Lake Dr
Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

**Date**

Wednesday, May 14, 2025

**Lat/Long**

33.742795°, -84.037463°
Click here for Map

**Weather**

Fair
70°F
Click here for Detailed Weather

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

Single Unit Trucks (4-7)

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Humphries Rd | | | | | | Norris Lake Dr | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| TIME | Left 8.1 | Thru 8.2 | Right 8.3 | | U-Turn 8.4 | App Total | Left 8.5 | Thru 8.6 | Right 8.7 | | U-Turn 8.8 | App Total | Left 8.9 | Thru 8.10 | Right 8.11 | | U-Turn 8.12 | App Total | Left 8.13 | Thru 8.14 | Right 8.15 | | U-Turn 8.16 | App Total | Int Total |
| 0700 - 0715 | 0 | 1 | 0 | | 0 | 1 | 0 | 0 | 0 | | 0 | 0 | 2 | 0 | 0 | | 0 | 2 | 0 | 5 | 0 | | 0 | 5 | 8 |
| 0715 - 0730 | 1 | 0 | 1 | | 0 | 2 | 0 | 0 | 1 | | 0 | 1 | 0 | 3 | 0 | | 0 | 3 | 0 | 3 | 0 | | 0 | 3 | 9 |
| 0730 - 0745 | 0 | 2 | 0 | | 0 | 2 | 0 | 0 | 0 | | 0 | 0 | 0 | 2 | 0 | | 0 | 2 | 0 | 4 | 0 | | 0 | 4 | 8 |
| 0745 - 0800 | 1 | 0 | 0 | | 0 | 1 | 0 | 0 | 0 | | 0 | 0 | 0 | 4 | 0 | | 0 | 4 | 1 | 1 | 0 | | 0 | 2 | 7 |
| Hourly Total | 2 | 3 | 1 | | 0 | **6** | 0 | 0 | 1 | | 0 | **1** | 2 | 9 | 0 | | 0 | **11** | 1 | 13 | 0 | | 0 | **14** | **32** |
| 0800 - 0815 | 1 | 0 | 0 | | 0 | 1 | 0 | 0 | 1 | | 0 | 1 | 0 | 3 | 0 | | 0 | 3 | 0 | 5 | 0 | | 0 | 5 | 10 |
| 0815 - 0830 | 0 | 2 | 0 | | 0 | 2 | 0 | 1 | 1 | | 0 | 2 | 0 | 3 | 0 | | 0 | 3 | 0 | 3 | 0 | | 0 | 3 | 10 |
| 0830 - 0845 | 0 | 1 | 0 | | 0 | 1 | 0 | 1 | 0 | | 0 | 1 | 0 | 3 | 0 | | 0 | 3 | 0 | 6 | 0 | | 0 | 6 | 11 |
| 0845 - 0900 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 2 | 0 | | 0 | 2 | 0 | 3 | 0 | | 0 | 3 | 5 |
| Hourly Total | 1 | 3 | 0 | | 0 | **4** | 0 | 2 | 2 | | 0 | **4** | 0 | 11 | 0 | | 0 | **11** | 0 | 17 | 0 | | 0 | **17** | **36** |
| Grand Total | 3 | 6 | 1 | | 0 | **10** | 0 | 2 | 3 | | 0 | **5** | 2 | 20 | 0 | | 0 | **22** | 1 | 30 | 0 | | 0 | **31** | **68** |
| Approach % | 30.00 | 60.00 | 10.00 | | 0.00 | - | 0.00 | 40.00 | 60.00 | | 0.00 | - | 9.09 | 90.91 | 0.00 | | 0.00 | - | 3.23 | 96.77 | 0.00 | | 0.00 | - | |
| Intersection % | 4.41 | 8.82 | 1.47 | | 0.00 | 14.71 | 0.00 | 2.94 | 4.41 | | 0.00 | 7.35 | 2.94 | 29.41 | 0.00 | | 0.00 | 32.35 | 1.47 | 44.12 | 0.00 | | 0.00 | 45.59 | |

**1600 - 1800 (Weekday 2h Session) (05-14-2025)**

Single Unit Trucks (4-7)

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Humphries Rd | | | | | | Norris Lake Dr | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| TIME | Left 8.1 | Thru 8.2 | Right 8.3 | | U-Turn 8.4 | App Total | Left 8.5 | Thru 8.6 | Right 8.7 | | U-Turn 8.8 | App Total | Left 8.9 | Thru 8.10 | Right 8.11 | | U-Turn 8.12 | App Total | Left 8.13 | Thru 8.14 | Right 8.15 | | U-Turn 8.16 | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | | 0 | 1 | 0 | 4 | 0 | | 0 | 4 | 0 | 7 | 0 | | 0 | 7 | 12 |
| 1615 - 1630 | 0 | 2 | 0 | | 0 | 2 | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | | 0 | 1 | 0 | 4 | 0 | | 0 | 4 | 7 |
| 1630 - 1645 | 0 | 0 | 1 | | 0 | 1 | 0 | 0 | 0 | | 0 | 0 | 0 | 5 | 2 | | 0 | 7 | 0 | 4 | 0 | | 0 | 4 | 12 |
| 1645 - 1700 | 0 | 1 | 0 | | 0 | 1 | 0 | 1 | 1 | | 0 | 2 | 0 | 2 | 0 | | 0 | 2 | 0 | 5 | 0 | | 0 | 5 | 10 |
| Hourly Total | 0 | 3 | 1 | | 0 | **4** | 0 | 2 | 1 | | 0 | **3** | 0 | 12 | 2 | | 0 | **14** | 0 | 20 | 0 | | 0 | **20** | **41** |
| 1700 - 1715 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 1 | | 0 | 1 | 0 | 4 | 0 | | 0 | 4 | 0 | 3 | 0 | | 0 | 3 | 8 |
| 1715 - 1730 | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | | 0 | 1 | 0 | 4 | 0 | | 0 | 4 | 0 | 1 | 0 | | 0 | 1 | 6 |
| 1730 - 1745 | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 1 | | 0 | 2 | 1 | 2 | 0 | | 0 | 3 | 0 | 4 | 0 | | 0 | 4 | 9 |
| 1745 - 1800 | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | | 0 | 1 | 0 | 3 | 0 | | 0 | 3 | 0 | 4 | 0 | | 0 | 4 | 8 |
| Hourly Total | 0 | 0 | 0 | | 0 | **0** | 0 | 3 | 2 | | 0 | **5** | 1 | 13 | 0 | | 0 | **14** | 0 | 12 | 0 | | 0 | **12** | **31** |
| Grand Total | 0 | 3 | 1 | | 0 | **4** | 0 | 5 | 3 | | 0 | **8** | 1 | 25 | 2 | | 0 | **28** | 0 | 32 | 0 | | 0 | **32** | **72** |
| Approach % | 0.00 | 75.00 | 25.00 | | 0.00 | - | 0.00 | 62.50 | 37.50 | | 0.00 | - | 3.57 | 89.29 | 7.14 | | 0.00 | - | 0.00 | 100.00 | 0.00 | | 0.00 | - | |
| Intersection % | 0.00 | 4.17 | 1.39 | | 0.00 | 5.56 | 0.00 | 6.94 | 4.17 | | 0.00 | 11.11 | 1.39 | 34.72 | 2.78 | | 0.00 | 38.89 | 0.00 | 44.44 | 0.00 | | 0.00 | 44.44 | |

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

Lithonia, GA Batch 2

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 8**
Humphries Rd
Norris Lake Dr
Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

**Date**
Wednesday, May 14, 2025

**Lat/Long**
33.742795°, -84.037463°
Click here for Map

**Weather**
Fair
70°F
Click here for Detailed Weather

**0700 - 0900 (Weekday 2h Session) (05-14-2025)**
Combination Trucks (8-13)

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Humphries Rd | | | | | | Norris Lake Dr | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| TIME | Left 8.1 | Thru 8.2 | Right 8.3 | | U-Turn 8.4 | App Total | Left 8.5 | Thru 8.6 | Right 8.7 | | U-Turn 8.8 | App Total | Left 8.9 | Thru 8.10 | Right 8.11 | | U-Turn 8.12 | App Total | Left 8.13 | Thru 8.14 | Right 8.15 | | U-Turn 8.16 | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 3 | 0 | | 0 | 3 | 3 |
| 0715 - 0730 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 3 | 0 | | 0 | 3 | 3 |
| 0730 - 0745 | 1 | 0 | 0 | | 0 | 1 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | | 0 | 1 | 2 |
| 0745 - 0800 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 4 | 0 | | 0 | 4 | 4 |
| Hourly Total | 1 | 0 | 0 | | 0 | **1** | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 0 | | 0 | **0** | 0 | 11 | 0 | | 0 | **11** | **12** |
| 0800 - 0815 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 2 | 0 | | 0 | 2 | 0 | 4 | 0 | | 0 | 4 | 6 |
| 0815 - 0830 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | | 0 | 1 | 0 | 4 | 0 | | 0 | 4 | 5 |
| 0830 - 0845 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 2 | 0 | | 0 | 2 | 2 |
| 0845 - 0900 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | | 0 | 1 | 0 | 1 | 0 | | 0 | 1 | 2 |
| Hourly Total | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 0 | | 0 | **0** | 0 | 4 | 0 | | 0 | **4** | 0 | 11 | 0 | | 0 | **11** | **15** |
| Grand Total | 1 | 0 | 0 | | 0 | **1** | 0 | 0 | 0 | | 0 | **0** | 0 | 4 | 0 | | 0 | **4** | 0 | 22 | 0 | | 0 | **22** | **27** |
| Approach % | 100.00 | 0.00 | 0.00 | | 0.00 | - | 0.00 | 0.00 | 0.00 | | 0.00 | - | 0.00 | 100.00 | 0.00 | | 0.00 | - | 0.00 | 100.00 | 0.00 | | 0.00 | - | |
| Intersection % | 3.70 | 0.00 | 0.00 | | 0.00 | 3.70 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 14.81 | 0.00 | | 0.00 | 14.81 | 0.00 | 81.48 | 0.00 | | 0.00 | 81.48 | |

**1600 - 1800 (Weekday 2h Session) (05-14-2025)**
Combination Trucks (8-13)

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Humphries Rd | | | | | | Norris Lake Dr | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| TIME | Left 8.1 | Thru 8.2 | Right 8.3 | | U-Turn 8.4 | App Total | Left 8.5 | Thru 8.6 | Right 8.7 | | U-Turn 8.8 | App Total | Left 8.9 | Thru 8.10 | Right 8.11 | | U-Turn 8.12 | App Total | Left 8.13 | Thru 8.14 | Right 8.15 | | U-Turn 8.16 | App Total | Int Total |
| 1600 - 1615 | 0 | 1 | 0 | | 0 | 1 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 1 |
| 1615 - 1630 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 2 | 1 | | 0 | 3 | 0 | 3 | 0 | | 0 | 3 | 6 |
| 1630 - 1645 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | | 0 | 1 | 0 | 0 | 0 | | 0 | 0 | 1 |
| 1645 - 1700 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 2 | 0 | | 0 | 2 | 2 |
| Hourly Total | 0 | 1 | 0 | | 0 | **1** | 0 | 0 | 0 | | 0 | **0** | 0 | 3 | 1 | | 0 | **4** | 0 | 5 | 0 | | 0 | **5** | **10** |
| 1700 - 1715 | 0 | 1 | 0 | | 0 | 1 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | | 0 | 1 | 2 |
| 1715 - 1730 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | | 0 | 1 | 1 |
| 1745 - 1800 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | | 0 | 1 | 0 | 2 | 0 | | 0 | 2 | 3 |
| Hourly Total | 0 | 1 | 0 | | 0 | **1** | 0 | 0 | 0 | | 0 | **0** | 0 | 1 | 0 | | 0 | **1** | 0 | 4 | 0 | | 0 | **4** | **6** |
| Grand Total | 0 | 2 | 0 | | 0 | **2** | 0 | 0 | 0 | | 0 | **0** | 0 | 4 | 1 | | 0 | **5** | 0 | 9 | 0 | | 0 | **9** | **16** |
| Approach % | 0.00 | 100.00 | 0.00 | | 0.00 | - | 0.00 | 0.00 | 0.00 | | 0.00 | - | 0.00 | 80.00 | 20.00 | | 0.00 | - | 0.00 | 100.00 | 0.00 | | 0.00 | - | |
| Intersection % | 0.00 | 12.50 | 0.00 | | 0.00 | 12.50 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 25.00 | 6.25 | | 0.00 | 31.25 | 0.00 | 56.25 | 0.00 | | 0.00 | 56.25 | |

# Classified Turn Movement Count || Bicycles

Lithonia, GA Batch 2

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 8**
Humphries Rd
Norris Lake Dr
Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

**Date**
Wednesday, May 14, 2025

**Lat/Long**
33.742795°, -84.037463°
Click here for Map

**Weather**
Fair
70°F
Click here for Detailed Weather

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

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Humphries Rd | | | | | Norris Lake Dr | | | | | Pleasant Hill Rd (West) | | | | | Pleasant Hill Rd (East) | | | | | |
| TIME | Left 8.1 | Thru 8.2 | Right 8.3 | U-Turn 8.4 | App Total | Left 8.5 | Thru 8.6 | Right 8.7 | U-Turn 8.8 | App Total | Left 8.9 | Thru 8.10 | Right 8.11 | U-Turn 8.12 | App Total | Left 8.13 | Thru 8.14 | Right 8.15 | U-Turn 8.16 | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

**1600 - 1800 (Weekday 2h Session) (05-14-2025)**
Bicycles

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Humphries Rd | | | | | Norris Lake Dr | | | | | Pleasant Hill Rd (West) | | | | | Pleasant Hill Rd (East) | | | | | |
| TIME | Left 8.1 | Thru 8.2 | Right 8.3 | U-Turn 8.4 | App Total | Left 8.5 | Thru 8.6 | Right 8.7 | U-Turn 8.8 | App Total | Left 8.9 | Thru 8.10 | Right 8.11 | U-Turn 8.12 | App Total | Left 8.13 | Thru 8.14 | Right 8.15 | U-Turn 8.16 | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

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

Lithonia, GA Batch 2

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 8**

Humphries Rd
Norris Lake Dr
Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

**Date**

Wednesday, May 14, 2025

**Lat/Long**

33.742795°, -84.037463°
Click here for Map

**Weather**

Fair
70°F
Click here for Detailed Weather

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

All Trucks (4-13)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Humphries Rd | | | | | Norris Lake Dr | | | | | Pleasant Hill Rd (West) | | | | | Pleasant Hill Rd (East) | | | | | |
| TIME | Left 8.1 | Thru 8.2 | Right 8.3 | | U-Turn 8.4 | App Total | Left 8.5 | Thru 8.6 | Right 8.7 | | U-Turn 8.8 | App Total | Left 8.9 | Thru 8.10 | Right 8.11 | | U-Turn 8.12 | App Total | Left 8.13 | Thru 8.14 | Right 8.15 | | U-Turn 8.16 | App Total | Int Total |
| 0700 - 0715 | 0 | 1 | 0 | | 0 | 1 | 0 | 0 | 0 | | 0 | 0 | 2 | 0 | 0 | | 0 | 2 | 0 | 8 | 0 | | 0 | 8 | 11 |
| 0715 - 0730 | 1 | 0 | 1 | | 0 | 2 | 0 | 0 | 1 | | 0 | 1 | 0 | 3 | 0 | | 0 | 3 | 0 | 6 | 0 | | 0 | 6 | 12 |
| 0730 - 0745 | 1 | 2 | 0 | | 0 | 3 | 0 | 0 | 0 | | 0 | 0 | 0 | 2 | 0 | | 0 | 2 | 0 | 5 | 0 | | 0 | 5 | 10 |
| 0745 - 0800 | 1 | 0 | 0 | | 0 | 1 | 0 | 0 | 0 | | 0 | 0 | 0 | 4 | 0 | | 0 | 4 | 1 | 5 | 0 | | 0 | 6 | 11 |
| Hourly Total | 3 | 3 | 1 | | 0 | **7** | 0 | 0 | 1 | | 0 | **1** | 2 | 9 | 0 | | 0 | **11** | 1 | 24 | 0 | | 0 | **25** | **44** |
| 0800 - 0815 | 1 | 0 | 0 | | 0 | 1 | 0 | 0 | 1 | | 0 | 1 | 0 | 5 | 0 | | 0 | 5 | 0 | 9 | 0 | | 0 | 9 | 16 |
| 0815 - 0830 | 0 | 2 | 0 | | 0 | 2 | 0 | 1 | 1 | | 0 | 2 | 0 | 4 | 0 | | 0 | 4 | 0 | 7 | 0 | | 0 | 7 | 15 |
| 0830 - 0845 | 0 | 1 | 0 | | 0 | 1 | 0 | 1 | 0 | | 0 | 1 | 0 | 3 | 0 | | 0 | 3 | 0 | 8 | 0 | | 0 | 8 | 13 |
| 0845 - 0900 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 3 | 0 | | 0 | 3 | 0 | 4 | 0 | | 0 | 4 | 7 |
| Hourly Total | 1 | 3 | 0 | | 0 | **4** | 0 | 2 | 2 | | 0 | **4** | 0 | 15 | 0 | | 0 | **15** | 0 | 28 | 0 | | 0 | **28** | **51** |
| Grand Total | 4 | 6 | 1 | | 0 | **11** | 0 | 2 | 3 | | 0 | **5** | 2 | 24 | 0 | | 0 | **26** | 1 | 52 | 0 | | 0 | **53** | **95** |
| Approach % | 36.36 | 54.55 | 9.09 | | 0.00 | - | 0.00 | 40.00 | 60.00 | | 0.00 | - | 7.69 | 92.31 | 0.00 | | 0.00 | - | 1.89 | 98.11 | 0.00 | | 0.00 | - | |
| Intersection % | 4.21 | 6.32 | 1.05 | | 0.00 | 11.58 | 0.00 | 2.11 | 3.16 | | 0.00 | 5.26 | 2.11 | 25.26 | 0.00 | | 0.00 | 27.37 | 1.05 | 54.74 | 0.00 | | 0.00 | 55.79 | |

**1600 - 1800 (Weekday 2h Session) (05-14-2025)**

All Trucks (4-13)

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Humphries Rd | | | | | Norris Lake Dr | | | | | Pleasant Hill Rd (West) | | | | | Pleasant Hill Rd (East) | | | | | |
| TIME | Left 8.1 | Thru 8.2 | Right 8.3 | | U-Turn 8.4 | App Total | Left 8.5 | Thru 8.6 | Right 8.7 | | U-Turn 8.8 | App Total | Left 8.9 | Thru 8.10 | Right 8.11 | | U-Turn 8.12 | App Total | Left 8.13 | Thru 8.14 | Right 8.15 | | U-Turn 8.16 | App Total | Int Total |
| 1600 - 1615 | 0 | 1 | 0 | | 0 | 1 | 0 | 1 | 0 | | 0 | 1 | 0 | 4 | 0 | | 0 | 4 | 0 | 7 | 0 | | 0 | 7 | 13 |
| 1615 - 1630 | 0 | 2 | 0 | | 0 | 2 | 0 | 0 | 0 | | 0 | 0 | 0 | 3 | 1 | | 0 | 4 | 0 | 7 | 0 | | 0 | 7 | 13 |
| 1630 - 1645 | 0 | 0 | 1 | | 0 | 1 | 0 | 0 | 0 | | 0 | 0 | 0 | 6 | 2 | | 0 | 8 | 0 | 4 | 0 | | 0 | 4 | 13 |
| 1645 - 1700 | 0 | 1 | 0 | | 0 | 1 | 0 | 1 | 1 | | 0 | 2 | 0 | 2 | 0 | | 0 | 2 | 0 | 7 | 0 | | 0 | 7 | 12 |
| Hourly Total | 0 | 4 | 1 | | 0 | **5** | 0 | 2 | 1 | | 0 | **3** | 0 | 15 | 3 | | 0 | **18** | 0 | 25 | 0 | | 0 | **25** | **51** |
| 1700 - 1715 | 0 | 1 | 0 | | 0 | 1 | 0 | 0 | 1 | | 0 | 1 | 0 | 4 | 0 | | 0 | 4 | 0 | 4 | 0 | | 0 | 4 | 10 |
| 1715 - 1730 | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | | 0 | 1 | 0 | 4 | 0 | | 0 | 4 | 0 | 1 | 0 | | 0 | 1 | 6 |
| 1730 - 1745 | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 1 | | 0 | 2 | 1 | 2 | 0 | | 0 | 3 | 0 | 5 | 0 | | 0 | 5 | 10 |
| 1745 - 1800 | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | | 0 | 1 | 0 | 4 | 0 | | 0 | 4 | 0 | 6 | 0 | | 0 | 6 | 11 |
| Hourly Total | 0 | 1 | 0 | | 0 | **1** | 0 | 3 | 2 | | 0 | **5** | 1 | 14 | 0 | | 0 | **15** | 0 | 16 | 0 | | 0 | **16** | **37** |
| Grand Total | 0 | 5 | 1 | | 0 | **6** | 0 | 5 | 3 | | 0 | **8** | 1 | 29 | 3 | | 0 | **33** | 0 | 41 | 0 | | 0 | **41** | **88** |
| Approach % | 0.00 | 83.33 | 16.67 | | 0.00 | - | 0.00 | 62.50 | 37.50 | | 0.00 | - | 3.03 | 87.88 | 9.09 | | 0.00 | - | 0.00 | 100.00 | 0.00 | | 0.00 | - | |
| Intersection % | 0.00 | 5.68 | 1.14 | | 0.00 | 6.82 | 0.00 | 5.68 | 3.41 | | 0.00 | 9.09 | 1.14 | 32.95 | 3.41 | | 0.00 | 37.50 | 0.00 | 46.59 | 0.00 | | 0.00 | 46.59 | |

# Crosswalk Counts || Pedestrians

Lithonia, GA Batch 2

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 8**
Humphries Rd
Norris Lake Dr
Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

**Date**
Wednesday, May 14, 2025

**Lat/Long**
33.742795°, -84.037463°
Click here for Map

**Weather**
Fair
70°F
Click here for Detailed Weather

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

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Humphries Rd | | | Norris Lake Dr | | | Pleasant Hill Rd (West) | | | Pleasant Hill Rd (East) | | | |
| TIME | EB 8a | WB 8b | App Total | EB 8c | WB 8d | App Total | NB 8e | SB 8f | App Total | NB 8g | SB 8h | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

**1600 - 1800 (Weekday 2h Session) (05-14-2025)**
Pedestrians

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Humphries Rd | | | Norris Lake Dr | | | Pleasant Hill Rd (West) | | | Pleasant Hill Rd (East) | | | |
| TIME | EB 8a | WB 8b | App Total | EB 8c | WB 8d | App Total | NB 8e | SB 8f | App Total | NB 8g | SB 8h | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 1 | **1** | 0 | 0 | **0** | **1** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 1 | **1** | 0 | 0 | **0** | **1** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 100.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 100.00 | 100.00 | 0.00 | 0.00 | 0.00 | |

# Crosswalk Counts || Bicycles

Lithonia, GA Batch 2

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 8**
Humphries Rd
Norris Lake Dr
Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

**Date**
Wednesday, May 14, 2025

**Lat/Long**
33.742795°, -84.037463°
Click here for Map

**Weather**
Fair
70°F
Click here for Detailed Weather

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

| | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Humphries Rd | | | | Norris Lake Dr | | | | Pleasant Hill Rd (West) | | | | Pleasant Hill Rd (East) | | | | |
| TIME | EB 8a | WB 8b | | App Total | EB 8c | WB 8d | | App Total | NB 8e | SB 8f | | App Total | NB 8g | SB 8h | | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| 0715 - 0730 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| 0730 - 0745 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| 0745 - 0800 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Hourly Total | 0 | 0 | | **0** | 0 | 0 | | **0** | 0 | 0 | | **0** | 0 | 0 | | **0** | **0** |
| 0800 - 0815 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| 0815 - 0830 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| 0830 - 0845 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| 0845 - 0900 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Hourly Total | 0 | 0 | | **0** | 0 | 0 | | **0** | 0 | 0 | | **0** | 0 | 0 | | **0** | **0** |
| Grand Total | 0 | 0 | | **0** | 0 | 0 | | **0** | 0 | 0 | | **0** | 0 | 0 | | **0** | **0** |
| Approach % | 0.00 | 0.00 | | - | 0.00 | 0.00 | | - | 0.00 | 0.00 | | - | 0.00 | 0.00 | | - | |
| Intersection % | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | |

**1600 - 1800 (Weekday 2h Session) (05-14-2025)**
Bicycles

| | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Humphries Rd | | | | Norris Lake Dr | | | | Pleasant Hill Rd (West) | | | | Pleasant Hill Rd (East) | | | | |
| TIME | EB 8a | WB 8b | | App Total | EB 8c | WB 8d | | App Total | NB 8e | SB 8f | | App Total | NB 8g | SB 8h | | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| 1615 - 1630 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| 1630 - 1645 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| 1645 - 1700 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Hourly Total | 0 | 0 | | **0** | 0 | 0 | | **0** | 0 | 0 | | **0** | 0 | 0 | | **0** | **0** |
| 1700 - 1715 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| 1715 - 1730 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| 1730 - 1745 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| 1745 - 1800 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Hourly Total | 0 | 0 | | **0** | 0 | 0 | | **0** | 0 | 0 | | **0** | 0 | 0 | | **0** | **0** |
| Grand Total | 0 | 0 | | **0** | 0 | 0 | | **0** | 0 | 0 | | **0** | 0 | 0 | | **0** | **0** |
| Approach % | 0.00 | 0.00 | | - | 0.00 | 0.00 | | - | 0.00 | 0.00 | | - | 0.00 | 0.00 | | - | |
| Intersection % | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | |

# Crosswalk Counts || Motorized Vehicles

Lithonia, GA Batch 2

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 8**
Humphries Rd
Norris Lake Dr
Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

**Date**
Wednesday, May 14, 2025

**Lat/Long**
33.742795°, -84.037463°
Click here for Map

**Weather**
Fair
70°F
Click here for Detailed Weather

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

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Humphries Rd | | | Norris Lake Dr | | | Pleasant Hill Rd (West) | | | Pleasant Hill Rd (East) | | | |
| TIME | EB 8a | WB 8b | App Total | EB 8c | WB 8d | App Total | NB 8e | SB 8f | App Total | NB 8g | SB 8h | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

**1600 - 1800 (Weekday 2h Session) (05-14-2025)**
Motorized Vehicles

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Humphries Rd | | | Norris Lake Dr | | | Pleasant Hill Rd (West) | | | Pleasant Hill Rd (East) | | | |
| TIME | EB 8a | WB 8b | App Total | EB 8c | WB 8d | App Total | NB 8e | SB 8f | App Total | NB 8g | SB 8h | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

| Start Date: 5/14/2025 | Pleasant Hill Rd (West) Eastbound | | | Pleasant Hill Rd (East) Westbound | | | Humphries Rd Northbound | | | Norris Lake Dr Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 AM - 06:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 AM - 06:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 AM - 07:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 AM - 07:15 AM** | 19 | 48 | 1 | 0 | 114 | 1 | 10 | 39 | 2 | 1 | 10 | 7 | 252 |
| **07:15 AM - 07:30 AM** | 13 | 54 | 2 | 1 | 106 | 1 | 10 | 66 | 2 | 1 | 16 | 6 | 278 |
| **07:30 AM - 07:45 AM** | 10 | 52 | 3 | 1 | 118 | 2 | 7 | 57 | 1 | 0 | 20 | 5 | 276 |
| **07:45 AM - 08:00 AM** | 12 | 51 | 4 | 1 | 82 | 0 | 10 | 46 | 1 | 0 | 18 | 6 | 231 |
| **08:00 AM - 08:15 AM** | 6 | 72 | 2 | 1 | 88 | 1 | 6 | 39 | 0 | 1 | 27 | 6 | 249 |
| **08:15 AM - 08:30 AM** | 9 | 71 | 3 | 1 | 73 | 1 | 4 | 35 | 1 | 2 | 19 | 8 | 227 |
| **08:30 AM - 08:45 AM** | 9 | 66 | 4 | 1 | 118 | 1 | 1 | 32 | 0 | 0 | 21 | 4 | 257 |
| **08:45 AM - 09:00 AM** | 4 | 54 | 4 | 1 | 74 | 0 | 5 | 24 | 0 | 2 | 16 | 6 | 190 |
| **09:00 AM - 09:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 AM - 09:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 AM - 09:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 AM - 10:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 AM - 10:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 AM - 10:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 AM - 10:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 AM - 11:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 AM - 11:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 AM - 11:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 AM - 11:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 AM - 12:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00 PM - 12:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 PM - 12:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 PM - 12:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 PM - 01:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 PM - 01:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 PM - 01:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 PM - 01:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 PM - 02:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 PM - 02:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 PM - 02:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 PM - 02:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 PM - 03:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 PM - 03:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 PM - 03:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 PM - 03:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 PM - 04:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 PM - 04:15 PM** | 7 | 115 | 6 | 3 | 53 | 1 | 2 | 18 | 0 | 1 | 47 | 12 | 265 |
| **04:15 PM - 04:30 PM** | 6 | 117 | 4 | 1 | 75 | 0 | 3 | 24 | 1 | 0 | 36 | 3 | 270 |
| **04:30 PM - 04:45 PM** | 9 | 107 | 4 | 2 | 57 | 3 | 3 | 11 | 3 | 3 | 48 | 11 | 261 |
| **04:45 PM - 05:00 PM** | 6 | 96 | 8 | 1 | 70 | 2 | 8 | 24 | 1 | 1 | 42 | 11 | 270 |
| **05:00 PM - 05:15 PM** | 5 | 96 | 6 | 1 | 70 | 1 | 6 | 23 | 2 | 2 | 62 | 15 | 289 |
| **05:15 PM - 05:30 PM** | 11 | 98 | 4 | 4 | 49 | 3 | 3 | 30 | 2 | 1 | 58 | 13 | 276 |
| **05:30 PM - 05:45 PM** | 6 | 111 | 4 | 3 | 51 | 2 | 6 | 24 | 0 | 1 | 44 | 21 | 273 |
| **05:45 PM - 06:00 PM** | 11 | 108 | 4 | 1 | 60 | 2 | 2 | 27 | 0 | 0 | 48 | 18 | 281 |
| **06:00 PM - 06:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 PM - 06:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 PM - 06:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 PM - 07:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 PM - 07:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 PM - 07:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 PM - 07:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 PM - 08:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 PM - 08:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 PM - 08:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 PM - 08:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 PM - 09:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00 PM - 09:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 PM - 09:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 PM - 09:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 PM - 10:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 PM - 10:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 PM - 10:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 PM - 10:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 PM - 11:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 PM - 11:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 PM - 11:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 PM - 11:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 PM - 12:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Peak Hour Turning Movement Count

Click here for Map

Lithonia, GA Batch 2

Marr Traffic DATA COLLECTION

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

## Stone Meadow Rd (Southbound)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 22 | 0 | 0 | 0 | 22 | 9 | (1-3) |
| 1 | 0 | 0 | 0 | 1 | 0 | (4-7) |
| 0 | 0 | 0 | 0 | 0 | 0 | (8-13) |
| 23 | 0 | 0 | 0 | 23 | 9 | Total |

0

0

## Pleasant Hill Rd (West) (Eastbound)

| | (1-3) | (4-7) | (8-13) | Total |
|---|---|---|---|---|
| | 617 | 21 | 12 | 650 |
| | 291 | 14 | 2 | 307 |
| | 0 | 0 | 0 | 0 |
| | 6 | 0 | 0 | 6 |
| | 279 | 14 | 2 | 295 |
| | 6 | 0 | 0 | 6 |

0

3

STOP

| Classes | (1-3) | (4-7) | (8-13) | Total |
|---|---|---|---|---|
| Volume | 916 | 35 | 14 | 965 |
| PHF | | | | 0.98 |
| ADT (Calc) | | | 10 | 9650 |

## Pleasant Hill Rd (East) (Westbound)

| | | | | |
|---|---|---|---|---|
| 3 | 0 | 0 | 3 | |
| 616 | 12 | 20 | 584 | |
| 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | |
| 619 | 12 | 20 | 587 | |
| 300 | 2 | 14 | 284 | |
| Total | (8-13) | (4-7) | (1-3) | |

0

1

0

0

## Piedmont Pointe Dr (Northbound)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Total | 6 | 16 | 0 | 11 | 0 | 5 |
| (8-13) | 0 | 0 | 0 | 0 | 0 | 0 |
| (4-7) | 0 | 0 | 0 | 0 | 0 | 0 |
| (1-3) | 6 | 16 | 0 | 11 | 0 | 5 |

**All vehicles**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Piedmont Pointe Dr | | | | | | Stone Meadow Rd | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| Time | Left 9.1 | Thru 9.2 | Right 9.3 | | U-Turn 9.4 | App Total | Left 9.5 | Thru 9.6 | Right 9.7 | | U-Turn 9.8 | App Total | Left 9.9 | Thru 9.10 | Right 9.11 | | U-Turn 9.12 | App Total | Left 9.13 | Thru 9.14 | Right 9.15 | | U-Turn 9.16 | App Total | Int Total |
| 0715 - 0730 | 1 | 0 | 1 | - | 0 | 2 | 0 | 0 | 7 | - | 0 | 7 | 0 | 61 | 1 | - | 0 | 62 | 0 | 173 | 2 | - | 0 | 175 | 246 |
| 0730 - 0745 | 3 | 0 | 2 | - | 0 | 5 | 0 | 0 | 8 | - | 0 | 8 | 1 | 64 | 1 | - | 0 | 66 | 0 | 166 | 0 | - | 0 | 166 | 245 |
| 0745 - 0800 | 2 | 0 | 0 | - | 0 | 2 | 0 | 0 | 4 | - | 0 | 4 | 1 | 91 | 1 | - | 0 | 93 | 0 | 142 | 0 | - | 0 | 142 | 241 |
| 0800 - 0815 | 5 | 0 | 2 | - | 0 | 7 | 0 | 0 | 4 | - | 0 | 4 | 4 | 79 | 3 | - | 0 | 86 | 0 | 135 | 1 | - | 0 | 136 | 233 |
| Total | 11 | 0 | 5 | 0 | 0 | 16 | 0 | 0 | 23 | 0 | 0 | 23 | 6 | 295 | 6 | 0 | 0 | 307 | 0 | 616 | 3 | 0 | 0 | 619 | 965 |
| Approach % | 68.75 | 0.00 | 31.25 | 0.00 | 0.00 | - | 0.00 | 0.00 | 100.00 | 0.00 | 0.00 | - | 1.95 | 96.09 | 1.95 | 0.00 | 0.00 | - | 0.00 | 99.52 | 0.48 | 0.00 | 0.00 | - | |
| PHF | 0.55 | 0.00 | 0.63 | 0.00 | 0.00 | **0.57** | 0.00 | 0.00 | 0.72 | 0.00 | 0.00 | **0.72** | 0.38 | 0.81 | 0.50 | 0.00 | 0.00 | **0.83** | 0.00 | 0.89 | 0.38 | 0.00 | 0.00 | **0.88** | **0.98** |

**Passenger Vehicles (1-3)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Piedmont Pointe Dr | | | | | | Stone Meadow Rd | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| Time | Left 9.1 | Thru 9.2 | Right 9.3 | | U-Turn 9.4 | App Total | Left 9.5 | Thru 9.6 | Right 9.7 | | U-Turn 9.8 | App Total | Left 9.9 | Thru 9.10 | Right 9.11 | | U-Turn 9.12 | App Total | Left 9.13 | Thru 9.14 | Right 9.15 | | U-Turn 9.16 | App Total | Int Total |
| 0715 - 0730 | 1 | 0 | 1 | - | 0 | 2 | 0 | 0 | 7 | - | 0 | 7 | 0 | 58 | 1 | - | 0 | 59 | 0 | 165 | 2 | - | 0 | 167 | 235 |
| 0730 - 0745 | 3 | 0 | 2 | - | 0 | 5 | 0 | 0 | 7 | - | 0 | 7 | 1 | 61 | 1 | - | 0 | 63 | 0 | 161 | 0 | - | 0 | 161 | 236 |
| 0745 - 0800 | 2 | 0 | 0 | - | 0 | 2 | 0 | 0 | 4 | - | 0 | 4 | 1 | 87 | 1 | - | 0 | 89 | 0 | 132 | 0 | - | 0 | 132 | 227 |
| 0800 - 0815 | 5 | 0 | 2 | - | 0 | 7 | 0 | 0 | 4 | - | 0 | 4 | 4 | 73 | 3 | - | 0 | 80 | 0 | 126 | 1 | - | 0 | 127 | 218 |
| Total | 11 | 0 | 5 | 0 | 0 | 16 | 0 | 0 | 22 | 0 | 0 | 22 | 6 | 279 | 6 | 0 | 0 | 291 | 0 | 584 | 3 | 0 | 0 | 587 | 916 |
| Approach % | 68.75 | 0.00 | 31.25 | 0.00 | 0.00 | - | 0.00 | 0.00 | 100.00 | 0.00 | 0.00 | - | 2.06 | 95.88 | 2.06 | 0.00 | 0.00 | - | 0.00 | 99.49 | 0.51 | 0.00 | 0.00 | - | |
| PHF | 0.55 | 0.00 | 0.63 | 0.00 | 0.00 | **0.57** | 0.00 | 0.00 | 0.79 | 0.00 | 0.00 | **0.79** | 0.38 | 0.80 | 0.50 | 0.00 | 0.00 | **0.82** | 0.00 | 0.88 | 0.38 | 0.00 | 0.00 | **0.88** | **0.97** |

**Single Unit Trucks (4-7)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Piedmont Pointe Dr | | | | | | Stone Meadow Rd | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| Time | Left 9.1 | Thru 9.2 | Right 9.3 | | U-Turn 9.4 | App Total | Left 9.5 | Thru 9.6 | Right 9.7 | | U-Turn 9.8 | App Total | Left 9.9 | Thru 9.10 | Right 9.11 | | U-Turn 9.12 | App Total | Left 9.13 | Thru 9.14 | Right 9.15 | | U-Turn 9.16 | App Total | Int Total |
| 0715 - 0730 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 3 | 0 | - | 0 | 3 | 0 | 4 | 0 | - | 0 | 4 | 7 |
| 0730 - 0745 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 0 | 1 | 0 | 3 | 0 | - | 0 | 3 | 0 | 4 | 0 | - | 0 | 4 | 8 |
| 0745 - 0800 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 4 | 0 | - | 0 | 4 | 0 | 6 | 0 | - | 0 | 6 | 10 |
| 0800 - 0815 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 4 | 0 | - | 0 | 4 | 0 | 6 | 0 | - | 0 | 6 | 10 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 14 | 0 | 0 | 0 | 14 | 0 | 20 | 0 | 0 | 0 | 20 | 35 |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | **0.25** | 0.00 | 0.88 | 0.00 | 0.00 | 0.00 | **0.88** | 0.00 | 0.83 | 0.00 | 0.00 | 0.00 | **0.83** | **0.88** |

**Combination Trucks (8-13)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Piedmont Pointe Dr | | | | | | Stone Meadow Rd | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| Time | Left 9.1 | Thru 9.2 | Right 9.3 | | U-Turn 9.4 | App Total | Left 9.5 | Thru 9.6 | Right 9.7 | | U-Turn 9.8 | App Total | Left 9.9 | Thru 9.10 | Right 9.11 | | U-Turn 9.12 | App Total | Left 9.13 | Thru 9.14 | Right 9.15 | | U-Turn 9.16 | App Total | Int Total |
| 0715 - 0730 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 4 | 0 | - | 0 | 4 | 4 |
| 0730 - 0745 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 0 | 1 | 1 |
| 0745 - 0800 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 4 | 0 | - | 0 | 4 | 4 |
| 0800 - 0815 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 2 | 0 | - | 0 | 2 | 0 | 3 | 0 | - | 0 | 3 | 5 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 12 | 0 | 0 | 0 | 12 | 14 |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | **0.25** | 0.00 | 0.75 | 0.00 | 0.00 | 0.00 | **0.75** | **0.70** |

**Bicycles**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Piedmont Pointe Dr | | | | | | Stone Meadow Rd | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| Time | Left 9.1 | Thru 9.2 | Right 9.3 | | U-Turn 9.4 | App Total | Left 9.5 | Thru 9.6 | Right 9.7 | | U-Turn 9.8 | App Total | Left 9.9 | Thru 9.10 | Right 9.11 | | U-Turn 9.12 | App Total | Left 9.13 | Thru 9.14 | Right 9.15 | | U-Turn 9.16 | App Total | Int Total |
| 0715 - 0730 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 0800 - 0815 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.00** |

# Peak Hour Turning Movement Count

Lithonia, GA Batch 2

Click here for Map

Marr Traffic DATA COLLECTION

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

**All vehicles**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Piedmont Pointe Dr | | | | | | Stone Meadow Rd | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| Time | Left 9.1 | Thru 9.2 | Right 9.3 | | U-Turn 9.4 | App Total | Left 9.5 | Thru 9.6 | Right 9.7 | | U-Turn 9.8 | App Total | Left 9.9 | Thru 9.10 | Right 9.11 | | U-Turn 9.12 | App Total | Left 9.13 | Thru 9.14 | Right 9.15 | | U-Turn 9.16 | App Total | Int Total |
| 1700 - 1715 | 2 | 0 | 0 | - | 0 | 2 | 2 | 1 | 6 | - | 0 | 9 | 6 | 142 | 4 | - | 0 | 152 | 0 | 95 | 1 | - | 0 | 96 | 259 |
| 1715 - 1730 | 1 | 0 | 0 | - | 0 | 1 | 0 | 0 | 1 | - | 0 | 1 | 6 | 158 | 1 | - | 0 | 165 | 0 | 84 | 0 | - | 0 | 84 | 251 |
| 1730 - 1745 | 1 | 0 | 0 | - | 0 | 1 | 0 | 0 | 3 | - | 0 | 3 | 1 | 167 | 5 | - | 0 | 173 | 0 | 93 | 1 | - | 0 | 94 | 271 |
| 1745 - 1800 | 1 | 0 | 0 | - | 0 | 1 | 0 | 0 | 3 | - | 0 | 3 | 6 | 142 | 2 | - | 0 | 150 | 0 | 92 | 2 | - | 0 | 94 | 248 |
| Total | 5 | 0 | 0 | 0 | 0 | 5 | 2 | 1 | 13 | 0 | 0 | 16 | 19 | 609 | 12 | 0 | 0 | 640 | 0 | 364 | 4 | 0 | 0 | 368 | 1029 |
| Approach % | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 12.50 | 6.25 | 81.25 | 0.00 | 0.00 | - | 2.97 | 95.16 | 1.88 | 0.00 | 0.00 | - | 0.00 | 98.91 | 1.09 | 0.00 | 0.00 | - | |
| PHF | 0.63 | 0.00 | 0.00 | 0.00 | 0.00 | **0.63** | 0.25 | 0.25 | 0.54 | 0.00 | 0.00 | **0.44** | 0.79 | 0.91 | 0.60 | 0.00 | 0.00 | **0.92** | 0.00 | 0.96 | 0.50 | 0.00 | 0.00 | **0.96** | **0.95** |

**Passenger Vehicles (1-3)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Piedmont Pointe Dr | | | | | | Stone Meadow Rd | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| Time | Left 9.1 | Thru 9.2 | Right 9.3 | | U-Turn 9.4 | App Total | Left 9.5 | Thru 9.6 | Right 9.7 | | U-Turn 9.8 | App Total | Left 9.9 | Thru 9.10 | Right 9.11 | | U-Turn 9.12 | App Total | Left 9.13 | Thru 9.14 | Right 9.15 | | U-Turn 9.16 | App Total | Int Total |
| 1700 - 1715 | 2 | 0 | 0 | - | 0 | 2 | 2 | 1 | 5 | - | 0 | 8 | 6 | 136 | 4 | - | 0 | 146 | 0 | 87 | 1 | - | 0 | 88 | 244 |
| 1715 - 1730 | 1 | 0 | 0 | - | 0 | 1 | 0 | 0 | 1 | - | 0 | 1 | 6 | 153 | 1 | - | 0 | 160 | 0 | 83 | 0 | - | 0 | 83 | 245 |
| 1730 - 1745 | 1 | 0 | 0 | - | 0 | 1 | 0 | 0 | 3 | - | 0 | 3 | 1 | 163 | 5 | - | 0 | 169 | 0 | 87 | 1 | - | 0 | 88 | 261 |
| 1745 - 1800 | 1 | 0 | 0 | - | 0 | 1 | 0 | 0 | 3 | - | 0 | 3 | 6 | 139 | 2 | - | 0 | 147 | 0 | 88 | 2 | - | 0 | 90 | 241 |
| Total | 5 | 0 | 0 | 0 | 0 | 5 | 2 | 1 | 12 | 0 | 0 | 15 | 19 | 591 | 12 | 0 | 0 | 622 | 0 | 345 | 4 | 0 | 0 | 349 | 991 |
| Approach % | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 13.33 | 6.67 | 80.00 | 0.00 | 0.00 | - | 3.05 | 95.02 | 1.93 | 0.00 | 0.00 | - | 0.00 | 98.85 | 1.15 | 0.00 | 0.00 | - | |
| PHF | 0.63 | 0.00 | 0.00 | 0.00 | 0.00 | **0.63** | 0.25 | 0.25 | 0.60 | 0.00 | 0.00 | **0.47** | 0.79 | 0.91 | 0.60 | 0.00 | 0.00 | **0.92** | 0.00 | 0.98 | 0.50 | 0.00 | 0.00 | **0.97** | **0.95** |

**Single Unit Trucks (4-7)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Piedmont Pointe Dr | | | | | | Stone Meadow Rd | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| Time | Left 9.1 | Thru 9.2 | Right 9.3 | | U-Turn 9.4 | App Total | Left 9.5 | Thru 9.6 | Right 9.7 | | U-Turn 9.8 | App Total | Left 9.9 | Thru 9.10 | Right 9.11 | | U-Turn 9.12 | App Total | Left 9.13 | Thru 9.14 | Right 9.15 | | U-Turn 9.16 | App Total | Int Total |
| 1700 - 1715 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 0 | 1 | 0 | 6 | 0 | - | 0 | 6 | 0 | 5 | 0 | - | 0 | 5 | 12 |
| 1715 - 1730 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 5 | 0 | - | 0 | 5 | 0 | 1 | 0 | - | 0 | 1 | 6 |
| 1730 - 1745 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 4 | 0 | - | 0 | 4 | 0 | 5 | 0 | - | 0 | 5 | 9 |
| 1745 - 1800 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 2 | 0 | - | 0 | 2 | 0 | 4 | 0 | - | 0 | 4 | 6 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 17 | 0 | 0 | 0 | 17 | 0 | 15 | 0 | 0 | 0 | 15 | 33 |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 100.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | **0.25** | 0.00 | 0.71 | 0.00 | 0.00 | 0.00 | **0.71** | 0.00 | 0.75 | 0.00 | 0.00 | 0.00 | **0.75** | **0.69** |

**Combination Trucks (8-13)**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Piedmont Pointe Dr | | | | | | Stone Meadow Rd | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| Time | Left 9.1 | Thru 9.2 | Right 9.3 | | U-Turn 9.4 | App Total | Left 9.5 | Thru 9.6 | Right 9.7 | | U-Turn 9.8 | App Total | Left 9.9 | Thru 9.10 | Right 9.11 | | U-Turn 9.12 | App Total | Left 9.13 | Thru 9.14 | Right 9.15 | | U-Turn 9.16 | App Total | Int Total |
| 1700 - 1715 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 3 | 0 | - | 0 | 3 | 3 |
| 1715 - 1730 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 0 | 1 | 1 |
| 1745 - 1800 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 4 | 5 |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 100.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | **0.25** | 0.00 | 0.33 | 0.00 | 0.00 | 0.00 | **0.33** | **0.42** |

**Bicycles**

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Piedmont Pointe Dr | | | | | | Stone Meadow Rd | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| Time | Left 9.1 | Thru 9.2 | Right 9.3 | | U-Turn 9.4 | App Total | Left 9.5 | Thru 9.6 | Right 9.7 | | U-Turn 9.8 | App Total | Left 9.9 | Thru 9.10 | Right 9.11 | | U-Turn 9.12 | App Total | Left 9.13 | Thru 9.14 | Right 9.15 | | U-Turn 9.16 | App Total | Int Total |
| 1700 - 1715 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | |
| PHF | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | **0.00** | **0.00** |

# Classified Turn Movement Count || All vehicles

Lithonia, GA Batch 2

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 9**
Piedmont Pointe Dr
Stone Meadow Rd
Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

**Date**
Wednesday, May 14, 2025

**Lat/Long**
33.734617°, -84.074622°
Click here for Map

**Weather**
Fair
70°F
Click here for Detailed Weather

**0700 - 0900 (Weekday 2h Session) (05-14-2025)**
All vehicles

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Piedmont Pointe Dr | | | | | | Stone Meadow Rd | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| TIME | Left 9.1 | Thru 9.2 | Right 9.3 | | U-Turn 9.4 | App Total | Left 9.5 | Thru 9.6 | Right 9.7 | | U-Turn 9.8 | App Total | Left 9.9 | Thru 9.10 | Right 9.11 | | U-Turn 9.12 | App Total | Left 9.13 | Thru 9.14 | Right 9.15 | | U-Turn 9.16 | App Total | Int Total |
| 0700 - 0715 | 2 | 0 | 0 | | 0 | 2 | 0 | 0 | 11 | | 0 | 11 | 2 | 47 | 1 | | 0 | 50 | 0 | 166 | 1 | | 0 | 167 | 230 |
| 0715 - 0730 | 1 | 0 | 1 | | 0 | 2 | 0 | 0 | 7 | | 0 | 7 | 0 | 61 | 1 | | 0 | 62 | 0 | 173 | 2 | | 0 | 175 | 246 |
| 0730 - 0745 | 3 | 0 | 2 | | 0 | 5 | 0 | 0 | 8 | | 0 | 8 | 1 | 64 | 1 | | 0 | 66 | 0 | 166 | 0 | | 0 | 166 | 245 |
| 0745 - 0800 | 2 | 0 | 0 | | 0 | 2 | 0 | 0 | 4 | | 0 | 4 | 1 | 91 | 1 | | 0 | 93 | 0 | 142 | 0 | | 0 | 142 | 241 |
| Hourly Total | 8 | 0 | 3 | | 0 | **11** | 0 | 0 | 30 | | 0 | **30** | 4 | 263 | 4 | | 0 | **271** | 0 | 647 | 3 | | 0 | **650** | **962** |
| 0800 - 0815 | 5 | 0 | 2 | | 0 | 7 | 0 | 0 | 4 | | 0 | 4 | 4 | 79 | 3 | | 0 | 86 | 0 | 135 | 1 | | 0 | 136 | 233 |
| 0815 - 0830 | 1 | 0 | 0 | | 0 | 1 | 1 | 0 | 2 | | 0 | 3 | 4 | 90 | 1 | | 1 | 96 | 0 | 119 | 0 | | 0 | 119 | 219 |
| 0830 - 0845 | 1 | 0 | 1 | | 0 | 2 | 1 | 0 | 3 | | 0 | 4 | 3 | 79 | 2 | | 0 | 84 | 0 | 136 | 0 | | 0 | 136 | 226 |
| 0845 - 0900 | 2 | 0 | 0 | | 0 | 2 | 0 | 0 | 2 | | 0 | 2 | 2 | 71 | 2 | | 0 | 75 | 0 | 110 | 0 | | 0 | 110 | 189 |
| Hourly Total | 9 | 0 | 3 | | 0 | **12** | 2 | 0 | 11 | | 0 | **13** | 13 | 319 | 8 | | 1 | **341** | 0 | 500 | 1 | | 0 | **501** | **867** |
| Grand Total | 17 | 0 | 6 | | 0 | **23** | 2 | 0 | 41 | | 0 | **43** | 17 | 582 | 12 | | 1 | **612** | 0 | 1147 | 4 | | 0 | **1151** | **1829** |
| Approach % | 73.91 | 0.00 | 26.09 | | 0.00 | - | 4.65 | 0.00 | 95.35 | | 0.00 | - | 2.78 | 95.10 | 1.96 | | 0.16 | - | 0.00 | 99.65 | 0.35 | | 0.00 | - | |
| Intersection % | 0.93 | 0.00 | 0.33 | | 0.00 | 1.26 | 0.11 | 0.00 | 2.24 | | 0.00 | 2.35 | 0.93 | 31.82 | 0.66 | | 0.05 | 33.46 | 0.00 | 62.71 | 0.22 | | 0.00 | 62.93 | |
| Heavy Vehicle % | 0 | - | 0 | | - | **0** | 0 | - | 5 | | - | **5** | 0 | 4 | 0 | | 0 | **4** | - | 6 | 0 | | - | **6** | **5** |
| PHF | 0.55 | 0.00 | 0.63 | | 0.00 | **0.57** | 0.00 | 0.00 | 0.72 | | 0.00 | **0.72** | 0.38 | 0.81 | 0.50 | | 0.00 | **0.83** | 0.00 | 0.89 | 0.38 | | 0.00 | **0.88** | **0.98** |
| Peak Hour Total | 11 | 0 | 5 | | 0 | **16** | 0 | 0 | 23 | | 0 | **23** | 6 | 295 | 6 | | 0 | **307** | 0 | 616 | 3 | | 0 | **619** | **965** |
| Peak Hour HV % | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 4 | | 0 | **4** | 0 | 5 | 0 | | 0 | **5** | 0 | 5 | 0 | | 0 | **5** | **5** |

**1600 - 1800 (Weekday 2h Session) (05-14-2025)**
All vehicles

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Piedmont Pointe Dr | | | | | | Stone Meadow Rd | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| TIME | Left 9.1 | Thru 9.2 | Right 9.3 | | U-Turn 9.4 | App Total | Left 9.5 | Thru 9.6 | Right 9.7 | | U-Turn 9.8 | App Total | Left 9.9 | Thru 9.10 | Right 9.11 | | U-Turn 9.12 | App Total | Left 9.13 | Thru 9.14 | Right 9.15 | | U-Turn 9.16 | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 8 | | 0 | 8 | 6 | 165 | 1 | | 0 | 172 | 1 | 73 | 0 | | 0 | 74 | 254 |
| 1615 - 1630 | 3 | 0 | 1 | | 0 | 4 | 0 | 0 | 5 | | 0 | 5 | 8 | 132 | 3 | | 0 | 143 | 0 | 88 | 1 | | 0 | 89 | 241 |
| 1630 - 1645 | 2 | 0 | 1 | | 0 | 3 | 0 | 1 | 4 | | 0 | 5 | 6 | 151 | 4 | | 0 | 161 | 1 | 93 | 2 | | 0 | 96 | 265 |
| 1645 - 1700 | 3 | 0 | 1 | | 0 | 4 | 0 | 0 | 6 | | 0 | 6 | 6 | 136 | 3 | | 0 | 145 | 0 | 86 | 0 | | 0 | 86 | 241 |
| Hourly Total | 8 | 0 | 3 | | 0 | **11** | 0 | 1 | 23 | | 0 | **24** | 26 | 584 | 11 | | 0 | **621** | 2 | 340 | 3 | | 0 | **345** | **1001** |
| 1700 - 1715 | 2 | 0 | 0 | | 0 | 2 | 2 | 1 | 6 | | 0 | 9 | 6 | 142 | 4 | | 0 | 152 | 0 | 95 | 1 | | 0 | 96 | 259 |
| 1715 - 1730 | 1 | 0 | 0 | | 0 | 1 | 0 | 0 | 1 | | 0 | 1 | 6 | 158 | 1 | | 0 | 165 | 0 | 84 | 0 | | 0 | 84 | 251 |
| 1730 - 1745 | 1 | 0 | 0 | | 0 | 1 | 0 | 0 | 3 | | 0 | 3 | 1 | 167 | 5 | | 0 | 173 | 0 | 93 | 1 | | 0 | 94 | 271 |
| 1745 - 1800 | 1 | 0 | 0 | | 0 | 1 | 0 | 0 | 3 | | 0 | 3 | 6 | 142 | 2 | | 0 | 150 | 0 | 92 | 2 | | 0 | 94 | 248 |
| Hourly Total | 5 | 0 | 0 | | 0 | **5** | 2 | 1 | 13 | | 0 | **16** | 19 | 609 | 12 | | 0 | **640** | 0 | 364 | 4 | | 0 | **368** | **1029** |
| Grand Total | 13 | 0 | 3 | | 0 | **16** | 2 | 2 | 36 | | 0 | **40** | 45 | 1193 | 23 | | 0 | **1261** | 2 | 704 | 7 | | 0 | **713** | **2030** |
| Approach % | 81.25 | 0.00 | 18.75 | | 0.00 | - | 5.00 | 5.00 | 90.00 | | 0.00 | - | 3.57 | 94.61 | 1.82 | | 0.00 | - | 0.28 | 98.74 | 0.98 | | 0.00 | - | |
| Intersection % | 0.64 | 0.00 | 0.15 | | 0.00 | 0.79 | 0.10 | 0.10 | 1.77 | | 0.00 | 1.97 | 2.22 | 58.77 | 1.13 | | 0.00 | 62.12 | 0.10 | 34.68 | 0.34 | | 0.00 | 35.12 | |
| Heavy Vehicle % | 0 | - | 0 | | - | **0** | 0 | 0 | 6 | | - | **5** | 0 | 3 | 0 | | - | **3** | 0 | 7 | 0 | | - | **6** | **4** |
| PHF | 0.63 | 0.00 | 0.00 | | 0.00 | **0.63** | 0.25 | 0.25 | 0.54 | | 0.00 | **0.44** | 0.79 | 0.91 | 0.60 | | 0.00 | **0.92** | 0.00 | 0.96 | 0.50 | | 0.00 | **0.96** | **0.95** |
| Peak Hour Total | 5 | 0 | 0 | | 0 | **5** | 2 | 1 | 13 | | 0 | **16** | 19 | 609 | 12 | | 0 | **640** | 0 | 364 | 4 | | 0 | **368** | **1029** |
| Peak Hour HV % | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 8 | | 0 | **6** | 0 | 3 | 0 | | 0 | **3** | 0 | 5 | 0 | | 0 | **5** | **4** |

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

Lithonia, GA Batch 2

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 9**
Piedmont Pointe Dr
Stone Meadow Rd
Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

**Date**
Wednesday, May 14, 2025

**Lat/Long**
33.734617°, -84.074622°
Click here for Map

**Weather**
Fair
70°F
Click here for Detailed Weather

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

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Piedmont Pointe Dr | | | | | | Stone Meadow Rd | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| TIME | Left 9.1 | Thru 9.2 | Right 9.3 | | U-Turn 9.4 | App Total | Left 9.5 | Thru 9.6 | Right 9.7 | | U-Turn 9.8 | App Total | Left 9.9 | Thru 9.10 | Right 9.11 | | U-Turn 9.12 | App Total | Left 9.13 | Thru 9.14 | Right 9.15 | | U-Turn 9.16 | App Total | Int Total |
| 0700 - 0715 | 2 | 0 | 0 | | 0 | 2 | 0 | 0 | 11 | | 0 | 11 | 2 | 46 | 1 | | 0 | 49 | 0 | 158 | 1 | | 0 | 159 | 221 |
| 0715 - 0730 | 1 | 0 | 1 | | 0 | 2 | 0 | 0 | 7 | | 0 | 7 | 0 | 58 | 1 | | 0 | 59 | 0 | 165 | 2 | | 0 | 167 | 235 |
| 0730 - 0745 | 3 | 0 | 2 | | 0 | 5 | 0 | 0 | 7 | | 0 | 7 | 1 | 61 | 1 | | 0 | 63 | 0 | 161 | 0 | | 0 | 161 | 236 |
| 0745 - 0800 | 2 | 0 | 0 | | 0 | 2 | 0 | 0 | 4 | | 0 | 4 | 1 | 87 | 1 | | 0 | 89 | 0 | 132 | 0 | | 0 | 132 | 227 |
| Hourly Total | 8 | 0 | 3 | | 0 | **11** | 0 | 0 | 29 | | 0 | **29** | 4 | 252 | 4 | | 0 | **260** | 0 | 616 | 3 | | 0 | **619** | **919** |
| 0800 - 0815 | 5 | 0 | 2 | | 0 | 7 | 0 | 0 | 4 | | 0 | 4 | 4 | 73 | 3 | | 0 | 80 | 0 | 126 | 1 | | 0 | 127 | 218 |
| 0815 - 0830 | 1 | 0 | 0 | | 0 | 1 | 1 | 0 | 2 | | 0 | 3 | 4 | 86 | 1 | | 1 | 92 | 0 | 114 | 0 | | 0 | 114 | 210 |
| 0830 - 0845 | 1 | 0 | 1 | | 0 | 2 | 1 | 0 | 2 | | 0 | 3 | 3 | 77 | 2 | | 0 | 82 | 0 | 125 | 0 | | 0 | 125 | 212 |
| 0845 - 0900 | 2 | 0 | 0 | | 0 | 2 | 0 | 0 | 2 | | 0 | 2 | 2 | 68 | 2 | | 0 | 72 | 0 | 102 | 0 | | 0 | 102 | 178 |
| Hourly Total | 9 | 0 | 3 | | 0 | **12** | 2 | 0 | 10 | | 0 | **12** | 13 | 304 | 8 | | 1 | **326** | 0 | 467 | 1 | | 0 | **468** | **818** |
| Grand Total | 17 | 0 | 6 | | 0 | **23** | 2 | 0 | 39 | | 0 | **41** | 17 | 556 | 12 | | 1 | **586** | 0 | 1083 | 4 | | 0 | **1087** | **1737** |
| Approach % | 73.91 | 0.00 | 26.09 | | 0.00 | - | 4.88 | 0.00 | 95.12 | | 0.00 | - | 2.90 | 94.88 | 2.05 | | 0.17 | - | 0.00 | 99.63 | 0.37 | | 0.00 | - | |
| Intersection % | 0.98 | 0.00 | 0.35 | | 0.00 | 1.32 | 0.12 | 0.00 | 2.25 | | 0.00 | 2.36 | 0.98 | 32.01 | 0.69 | | 0.06 | 33.74 | 0.00 | 62.35 | 0.23 | | 0.00 | 62.58 | |

**1600 - 1800 (Weekday 2h Session) (05-14-2025)**
Passenger Vehicles (1-3)

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Piedmont Pointe Dr | | | | | | Stone Meadow Rd | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| TIME | Left 9.1 | Thru 9.2 | Right 9.3 | | U-Turn 9.4 | App Total | Left 9.5 | Thru 9.6 | Right 9.7 | | U-Turn 9.8 | App Total | Left 9.9 | Thru 9.10 | Right 9.11 | | U-Turn 9.12 | App Total | Left 9.13 | Thru 9.14 | Right 9.15 | | U-Turn 9.16 | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 7 | | 0 | 7 | 6 | 160 | 1 | | 0 | 167 | 1 | 67 | 0 | | 0 | 68 | 242 |
| 1615 - 1630 | 3 | 0 | 1 | | 0 | 4 | 0 | 0 | 5 | | 0 | 5 | 8 | 127 | 3 | | 0 | 138 | 0 | 78 | 1 | | 0 | 79 | 226 |
| 1630 - 1645 | 2 | 0 | 1 | | 0 | 3 | 0 | 1 | 4 | | 0 | 5 | 6 | 145 | 4 | | 0 | 155 | 1 | 86 | 2 | | 0 | 89 | 252 |
| 1645 - 1700 | 3 | 0 | 1 | | 0 | 4 | 0 | 0 | 6 | | 0 | 6 | 6 | 132 | 3 | | 0 | 141 | 0 | 82 | 0 | | 0 | 82 | 233 |
| Hourly Total | 8 | 0 | 3 | | 0 | **11** | 0 | 1 | 22 | | 0 | **23** | 26 | 564 | 11 | | 0 | **601** | 2 | 313 | 3 | | 0 | **318** | **953** |
| 1700 - 1715 | 2 | 0 | 0 | | 0 | 2 | 2 | 1 | 5 | | 0 | 8 | 6 | 136 | 4 | | 0 | 146 | 0 | 87 | 1 | | 0 | 88 | 244 |
| 1715 - 1730 | 1 | 0 | 0 | | 0 | 1 | 0 | 0 | 1 | | 0 | 1 | 6 | 153 | 1 | | 0 | 160 | 0 | 83 | 0 | | 0 | 83 | 245 |
| 1730 - 1745 | 1 | 0 | 0 | | 0 | 1 | 0 | 0 | 3 | | 0 | 3 | 1 | 163 | 5 | | 0 | 169 | 0 | 87 | 1 | | 0 | 88 | 261 |
| 1745 - 1800 | 1 | 0 | 0 | | 0 | 1 | 0 | 0 | 3 | | 0 | 3 | 6 | 139 | 2 | | 0 | 147 | 0 | 88 | 2 | | 0 | 90 | 241 |
| Hourly Total | 5 | 0 | 0 | | 0 | **5** | 2 | 1 | 12 | | 0 | **15** | 19 | 591 | 12 | | 0 | **622** | 0 | 345 | 4 | | 0 | **349** | **991** |
| Grand Total | 13 | 0 | 3 | | 0 | **16** | 2 | 2 | 34 | | 0 | **38** | 45 | 1155 | 23 | | 0 | **1223** | 2 | 658 | 7 | | 0 | **667** | **1944** |
| Approach % | 81.25 | 0.00 | 18.75 | | 0.00 | - | 5.26 | 5.26 | 89.47 | | 0.00 | - | 3.68 | 94.44 | 1.88 | | 0.00 | - | 0.30 | 98.65 | 1.05 | | 0.00 | - | |
| Intersection % | 0.67 | 0.00 | 0.15 | | 0.00 | 0.82 | 0.10 | 0.10 | 1.75 | | 0.00 | 1.95 | 2.31 | 59.41 | 1.18 | | 0.00 | 62.91 | 0.10 | 33.85 | 0.36 | | 0.00 | 34.31 | |

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

Lithonia, GA Batch 2

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 9**

Piedmont Pointe Dr
Stone Meadow Rd
Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

**Date**

Wednesday, May 14, 2025

**Lat/Long**

33.734617°, -84.074622°
Click here for Map

**Weather**

Fair
70°F
Click here for Detailed Weather

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

Single Unit Trucks (4-7)

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Piedmont Pointe Dr | | | | | | Stone Meadow Rd | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| TIME | Left 9.1 | Thru 9.2 | Right 9.3 | | U-Turn 9.4 | App Total | Left 9.5 | Thru 9.6 | Right 9.7 | | U-Turn 9.8 | App Total | Left 9.9 | Thru 9.10 | Right 9.11 | | U-Turn 9.12 | App Total | Left 9.13 | Thru 9.14 | Right 9.15 | | U-Turn 9.16 | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | | 0 | 1 | 0 | 5 | 0 | | 0 | 5 | 6 |
| 0715 - 0730 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 3 | 0 | | 0 | 3 | 0 | 4 | 0 | | 0 | 4 | 7 |
| 0730 - 0745 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 1 | | 0 | 1 | 0 | 3 | 0 | | 0 | 3 | 0 | 4 | 0 | | 0 | 4 | 8 |
| 0745 - 0800 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 4 | 0 | | 0 | 4 | 0 | 6 | 0 | | 0 | 6 | 10 |
| Hourly Total | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 1 | | 0 | **1** | 0 | 11 | 0 | | 0 | **11** | 0 | 19 | 0 | | 0 | **19** | **31** |
| 0800 - 0815 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 4 | 0 | | 0 | 4 | 0 | 6 | 0 | | 0 | 6 | 10 |
| 0815 - 0830 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 3 | 0 | | 0 | 3 | 0 | 3 | 0 | | 0 | 3 | 6 |
| 0830 - 0845 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 1 | | 0 | 1 | 0 | 2 | 0 | | 0 | 2 | 0 | 6 | 0 | | 0 | 6 | 9 |
| 0845 - 0900 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 2 | 0 | | 0 | 2 | 0 | 7 | 0 | | 0 | 7 | 9 |
| Hourly Total | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 1 | | 0 | **1** | 0 | 11 | 0 | | 0 | **11** | 0 | 22 | 0 | | 0 | **22** | **34** |
| Grand Total | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 2 | | 0 | **2** | 0 | 22 | 0 | | 0 | **22** | 0 | 41 | 0 | | 0 | **41** | **65** |
| Approach % | 0.00 | 0.00 | 0.00 | | 0.00 | - | 0.00 | 0.00 | 100.00 | | 0.00 | - | 0.00 | 100.00 | 0.00 | | 0.00 | - | 0.00 | 100.00 | 0.00 | | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 3.08 | | 0.00 | 3.08 | 0.00 | 33.85 | 0.00 | | 0.00 | 33.85 | 0.00 | 63.08 | 0.00 | | 0.00 | 63.08 | |

**1600 - 1800 (Weekday 2h Session) (05-14-2025)**

Single Unit Trucks (4-7)

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Piedmont Pointe Dr | | | | | | Stone Meadow Rd | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| TIME | Left 9.1 | Thru 9.2 | Right 9.3 | | U-Turn 9.4 | App Total | Left 9.5 | Thru 9.6 | Right 9.7 | | U-Turn 9.8 | App Total | Left 9.9 | Thru 9.10 | Right 9.11 | | U-Turn 9.12 | App Total | Left 9.13 | Thru 9.14 | Right 9.15 | | U-Turn 9.16 | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 1 | | 0 | 1 | 0 | 4 | 0 | | 0 | 4 | 0 | 6 | 0 | | 0 | 6 | 11 |
| 1615 - 1630 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 3 | 0 | | 0 | 3 | 0 | 7 | 0 | | 0 | 7 | 10 |
| 1630 - 1645 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 5 | 0 | | 0 | 5 | 0 | 6 | 0 | | 0 | 6 | 11 |
| 1645 - 1700 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 4 | 0 | | 0 | 4 | 0 | 3 | 0 | | 0 | 3 | 7 |
| Hourly Total | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 1 | | 0 | **1** | 0 | 16 | 0 | | 0 | **16** | 0 | 22 | 0 | | 0 | **22** | **39** |
| 1700 - 1715 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 1 | | 0 | 1 | 0 | 6 | 0 | | 0 | 6 | 0 | 5 | 0 | | 0 | 5 | 12 |
| 1715 - 1730 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 5 | 0 | | 0 | 5 | 0 | 1 | 0 | | 0 | 1 | 6 |
| 1730 - 1745 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 4 | 0 | | 0 | 4 | 0 | 5 | 0 | | 0 | 5 | 9 |
| 1745 - 1800 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 2 | 0 | | 0 | 2 | 0 | 4 | 0 | | 0 | 4 | 6 |
| Hourly Total | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 1 | | 0 | **1** | 0 | 17 | 0 | | 0 | **17** | 0 | 15 | 0 | | 0 | **15** | **33** |
| Grand Total | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 2 | | 0 | **2** | 0 | 33 | 0 | | 0 | **33** | 0 | 37 | 0 | | 0 | **37** | **72** |
| Approach % | 0.00 | 0.00 | 0.00 | | 0.00 | - | 0.00 | 0.00 | 100.00 | | 0.00 | - | 0.00 | 100.00 | 0.00 | | 0.00 | - | 0.00 | 100.00 | 0.00 | | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 2.78 | | 0.00 | 2.78 | 0.00 | 45.83 | 0.00 | | 0.00 | 45.83 | 0.00 | 51.39 | 0.00 | | 0.00 | 51.39 | |

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

Lithonia, GA Batch 2

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 9**

Piedmont Pointe Dr
Stone Meadow Rd
Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

**Date**

Wednesday, May 14, 2025

**Lat/Long**

33.734617°, -84.074622°
Click here for Map

**Weather**

Fair
70°F
Click here for Detailed Weather

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

Combination Trucks (8-13)

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Piedmont Pointe Dr | | | | | | Stone Meadow Rd | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| TIME | Left 9.1 | Thru 9.2 | Right 9.3 | | U-Turn 9.4 | App Total | Left 9.5 | Thru 9.6 | Right 9.7 | | U-Turn 9.8 | App Total | Left 9.9 | Thru 9.10 | Right 9.11 | | U-Turn 9.12 | App Total | Left 9.13 | Thru 9.14 | Right 9.15 | | U-Turn 9.16 | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 3 | 0 | | 0 | 3 | 3 |
| 0715 - 0730 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 4 | 0 | | 0 | 4 | 4 |
| 0730 - 0745 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | | 0 | 1 | 1 |
| 0745 - 0800 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 4 | 0 | | 0 | 4 | 4 |
| Hourly Total | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 0 | | 0 | **0** | 0 | 12 | 0 | | 0 | **12** | **12** |
| 0800 - 0815 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 2 | 0 | | 0 | 2 | 0 | 3 | 0 | | 0 | 3 | 5 |
| 0815 - 0830 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | | 0 | 1 | 0 | 2 | 0 | | 0 | 2 | 3 |
| 0830 - 0845 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 5 | 0 | | 0 | 5 | 5 |
| 0845 - 0900 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | | 0 | 1 | 0 | 1 | 0 | | 0 | 1 | 2 |
| Hourly Total | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 0 | | 0 | **0** | 0 | 4 | 0 | | 0 | **4** | 0 | 11 | 0 | | 0 | **11** | **15** |
| Grand Total | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 0 | | 0 | **0** | 0 | 4 | 0 | | 0 | **4** | 0 | 23 | 0 | | 0 | **23** | **27** |
| Approach % | 0.00 | 0.00 | 0.00 | | 0.00 | - | 0.00 | 0.00 | 0.00 | | 0.00 | - | 0.00 | 100.00 | 0.00 | | 0.00 | - | 0.00 | 100.00 | 0.00 | | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 14.81 | 0.00 | | 0.00 | 14.81 | 0.00 | 85.19 | 0.00 | | 0.00 | 85.19 | |

**1600 - 1800 (Weekday 2h Session) (05-14-2025)**

Combination Trucks (8-13)

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Piedmont Pointe Dr | | | | | | Stone Meadow Rd | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| TIME | Left 9.1 | Thru 9.2 | Right 9.3 | | U-Turn 9.4 | App Total | Left 9.5 | Thru 9.6 | Right 9.7 | | U-Turn 9.8 | App Total | Left 9.9 | Thru 9.10 | Right 9.11 | | U-Turn 9.12 | App Total | Left 9.13 | Thru 9.14 | Right 9.15 | | U-Turn 9.16 | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | | 0 | 1 | 0 | 0 | 0 | | 0 | 0 | 1 |
| 1615 - 1630 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 2 | 0 | | 0 | 2 | 0 | 3 | 0 | | 0 | 3 | 5 |
| 1630 - 1645 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | | 0 | 1 | 0 | 1 | 0 | | 0 | 1 | 2 |
| 1645 - 1700 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | | 0 | 1 | 1 |
| Hourly Total | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 0 | | 0 | **0** | 0 | 4 | 0 | | 0 | **4** | 0 | 5 | 0 | | 0 | **5** | **9** |
| 1700 - 1715 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 3 | 0 | | 0 | 3 | 3 |
| 1715 - 1730 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | | 0 | 1 | 1 |
| 1745 - 1800 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | | 0 | 1 | 0 | 0 | 0 | | 0 | 0 | 1 |
| Hourly Total | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 0 | | 0 | **0** | 0 | 1 | 0 | | 0 | **1** | 0 | 4 | 0 | | 0 | **4** | **5** |
| Grand Total | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 0 | | 0 | **0** | 0 | 5 | 0 | | 0 | **5** | 0 | 9 | 0 | | 0 | **9** | **14** |
| Approach % | 0.00 | 0.00 | 0.00 | | 0.00 | - | 0.00 | 0.00 | 0.00 | | 0.00 | - | 0.00 | 100.00 | 0.00 | | 0.00 | - | 0.00 | 100.00 | 0.00 | | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 35.71 | 0.00 | | 0.00 | 35.71 | 0.00 | 64.29 | 0.00 | | 0.00 | 64.29 | |

# Classified Turn Movement Count || Bicycles

Lithonia, GA Batch 2

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 9**
Piedmont Pointe Dr
Stone Meadow Rd
Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

**Date**
Wednesday, May 14, 2025

**Lat/Long**
33.734617°, -84.074622°
Click here for Map

**Weather**
Fair
70°F
Click here for Detailed Weather

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

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Piedmont Pointe Dr | | | | | Stone Meadow Rd | | | | | Pleasant Hill Rd (West) | | | | | Pleasant Hill Rd (East) | | | | | |
| TIME | Left 9.1 | Thru 9.2 | Right 9.3 | | U-Turn 9.4 | App Total | Left 9.5 | Thru 9.6 | Right 9.7 | | U-Turn 9.8 | App Total | Left 9.9 | Thru 9.10 | Right 9.11 | | U-Turn 9.12 | App Total | Left 9.13 | Thru 9.14 | Right 9.15 | | U-Turn 9.16 | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 0 | | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 0 | | 0 | **0** | **0** |
| Grand Total | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 0 | | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | 0.00 | | 0.00 | - | 0.00 | 0.00 | 0.00 | | 0.00 | - | 0.00 | 0.00 | 0.00 | | 0.00 | - | 0.00 | 0.00 | 0.00 | | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | |

**1600 - 1800 (Weekday 2h Session) (05-14-2025)**
Bicycles

| | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Piedmont Pointe Dr | | | | | Stone Meadow Rd | | | | | Pleasant Hill Rd (West) | | | | | Pleasant Hill Rd (East) | | | | | |
| TIME | Left 9.1 | Thru 9.2 | Right 9.3 | | U-Turn 9.4 | App Total | Left 9.5 | Thru 9.6 | Right 9.7 | | U-Turn 9.8 | App Total | Left 9.9 | Thru 9.10 | Right 9.11 | | U-Turn 9.12 | App Total | Left 9.13 | Thru 9.14 | Right 9.15 | | U-Turn 9.16 | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 0 | | 0 | **0** | **0** |
| 1700 - 1715 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 0 | | 0 | **0** | **0** |
| Grand Total | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 0 | | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | 0.00 | | 0.00 | - | 0.00 | 0.00 | 0.00 | | 0.00 | - | 0.00 | 0.00 | 0.00 | | 0.00 | - | 0.00 | 0.00 | 0.00 | | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | |

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

Lithonia, GA Batch 2

Marr Traffic DATA COLLECTION

www.marrtraffic.com

**Site 9**

Piedmont Pointe Dr
Stone Meadow Rd
Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

**Date**

Wednesday, May 14, 2025

**Lat/Long**

33.734617°, -84.074622°
Click here for Map

**Weather**

Fair
70°F
Click here for Detailed Weather

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

All Trucks (4-13)

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Piedmont Pointe Dr | | | | | | Stone Meadow Rd | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| TIME | Left 9.1 | Thru 9.2 | Right 9.3 | | U-Turn 9.4 | App Total | Left 9.5 | Thru 9.6 | Right 9.7 | | U-Turn 9.8 | App Total | Left 9.9 | Thru 9.10 | Right 9.11 | | U-Turn 9.12 | App Total | Left 9.13 | Thru 9.14 | Right 9.15 | | U-Turn 9.16 | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | | 0 | 1 | 0 | 8 | 0 | | 0 | 8 | 9 |
| 0715 - 0730 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 3 | 0 | | 0 | 3 | 0 | 8 | 0 | | 0 | 8 | 11 |
| 0730 - 0745 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 1 | | 0 | 1 | 0 | 3 | 0 | | 0 | 3 | 0 | 5 | 0 | | 0 | 5 | 9 |
| 0745 - 0800 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 4 | 0 | | 0 | 4 | 0 | 10 | 0 | | 0 | 10 | 14 |
| Hourly Total | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 1 | | 0 | **1** | 0 | 11 | 0 | | 0 | **11** | 0 | 31 | 0 | | 0 | **31** | **43** |
| 0800 - 0815 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 6 | 0 | | 0 | 6 | 0 | 9 | 0 | | 0 | 9 | 15 |
| 0815 - 0830 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 4 | 0 | | 0 | 4 | 0 | 5 | 0 | | 0 | 5 | 9 |
| 0830 - 0845 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 1 | | 0 | 1 | 0 | 2 | 0 | | 0 | 2 | 0 | 11 | 0 | | 0 | 11 | 14 |
| 0845 - 0900 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 3 | 0 | | 0 | 3 | 0 | 8 | 0 | | 0 | 8 | 11 |
| Hourly Total | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 1 | | 0 | **1** | 0 | 15 | 0 | | 0 | **15** | 0 | 33 | 0 | | 0 | **33** | **49** |
| Grand Total | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 2 | | 0 | **2** | 0 | 26 | 0 | | 0 | **26** | 0 | 64 | 0 | | 0 | **64** | **92** |
| Approach % | 0.00 | 0.00 | 0.00 | | 0.00 | - | 0.00 | 0.00 | 100.00 | | 0.00 | - | 0.00 | 100.00 | 0.00 | | 0.00 | - | 0.00 | 100.00 | 0.00 | | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 2.17 | | 0.00 | 2.17 | 0.00 | 28.26 | 0.00 | | 0.00 | 28.26 | 0.00 | 69.57 | 0.00 | | 0.00 | 69.57 | |

**1600 - 1800 (Weekday 2h Session) (05-14-2025)**

All Trucks (4-13)

| | Northbound | | | | | | Southbound | | | | | | Eastbound | | | | | | Westbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Piedmont Pointe Dr | | | | | | Stone Meadow Rd | | | | | | Pleasant Hill Rd (West) | | | | | | Pleasant Hill Rd (East) | | | | | | |
| TIME | Left 9.1 | Thru 9.2 | Right 9.3 | | U-Turn 9.4 | App Total | Left 9.5 | Thru 9.6 | Right 9.7 | | U-Turn 9.8 | App Total | Left 9.9 | Thru 9.10 | Right 9.11 | | U-Turn 9.12 | App Total | Left 9.13 | Thru 9.14 | Right 9.15 | | U-Turn 9.16 | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 1 | | 0 | 1 | 0 | 5 | 0 | | 0 | 5 | 0 | 6 | 0 | | 0 | 6 | 12 |
| 1615 - 1630 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 5 | 0 | | 0 | 5 | 0 | 10 | 0 | | 0 | 10 | 15 |
| 1630 - 1645 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 6 | 0 | | 0 | 6 | 0 | 7 | 0 | | 0 | 7 | 13 |
| 1645 - 1700 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 4 | 0 | | 0 | 4 | 0 | 4 | 0 | | 0 | 4 | 8 |
| Hourly Total | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 1 | | 0 | **1** | 0 | 20 | 0 | | 0 | **20** | 0 | 27 | 0 | | 0 | **27** | **48** |
| 1700 - 1715 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 1 | | 0 | 1 | 0 | 6 | 0 | | 0 | 6 | 0 | 8 | 0 | | 0 | 8 | 15 |
| 1715 - 1730 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 5 | 0 | | 0 | 5 | 0 | 1 | 0 | | 0 | 1 | 6 |
| 1730 - 1745 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 4 | 0 | | 0 | 4 | 0 | 6 | 0 | | 0 | 6 | 10 |
| 1745 - 1800 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 3 | 0 | | 0 | 3 | 0 | 4 | 0 | | 0 | 4 | 7 |
| Hourly Total | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 1 | | 0 | **1** | 0 | 18 | 0 | | 0 | **18** | 0 | 19 | 0 | | 0 | **19** | **38** |
| Grand Total | 0 | 0 | 0 | | 0 | **0** | 0 | 0 | 2 | | 0 | **2** | 0 | 38 | 0 | | 0 | **38** | 0 | 46 | 0 | | 0 | **46** | **86** |
| Approach % | 0.00 | 0.00 | 0.00 | | 0.00 | - | 0.00 | 0.00 | 100.00 | | 0.00 | - | 0.00 | 100.00 | 0.00 | | 0.00 | - | 0.00 | 100.00 | 0.00 | | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 2.33 | | 0.00 | 2.33 | 0.00 | 44.19 | 0.00 | | 0.00 | 44.19 | 0.00 | 53.49 | 0.00 | | 0.00 | 53.49 | |

# Crosswalk Counts || Pedestrians

Lithonia, GA Batch 2

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 9**
Piedmont Pointe Dr
Stone Meadow Rd
Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

**Date**
Wednesday, May 14, 2025

**Lat/Long**
33.734617°, -84.074622°
Click here for Map

**Weather**
Fair
70°F
Click here for Detailed Weather

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

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Piedmont Pointe Dr | | | Stone Meadow Rd | | | Pleasant Hill Rd (West) | | | Pleasant Hill Rd (East) | | | |
| TIME | EB 9a | WB 9b | App Total | EB 9c | WB 9d | App Total | NB 9e | SB 9f | App Total | NB 9g | SB 9h | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 1 | 4 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 3 | 0 | **3** | 1 | 0 | **1** | **4** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 3 | 0 | **3** | 1 | 0 | **1** | **4** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 100.00 | 0.00 | - | 100.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 75.00 | 0.00 | 75.00 | 25.00 | 0.00 | 25.00 | |

**1600 - 1800 (Weekday 2h Session) (05-14-2025)**
Pedestrians

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Piedmont Pointe Dr | | | Stone Meadow Rd | | | Pleasant Hill Rd (West) | | | Pleasant Hill Rd (East) | | | |
| TIME | EB 9a | WB 9b | App Total | EB 9c | WB 9d | App Total | NB 9e | SB 9f | App Total | NB 9g | SB 9h | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 1 | **1** | 0 | 0 | **0** | **1** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 1 | **1** | 0 | 0 | **0** | **1** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 100.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 100.00 | 100.00 | 0.00 | 0.00 | 0.00 | |

# Crosswalk Counts || Bicycles

Lithonia, GA Batch 2

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 9**
Piedmont Pointe Dr
Stone Meadow Rd
Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

**Date**
Wednesday, May 14, 2025

**Lat/Long**
33.734617°, -84.074622°
Click here for Map

**Weather**
Fair
70°F
Click here for Detailed Weather

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

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Piedmont Pointe Dr | | | Stone Meadow Rd | | | Pleasant Hill Rd (West) | | | Pleasant Hill Rd (East) | | | |
| TIME | EB 9a | WB 9b | App Total | EB 9c | WB 9d | App Total | NB 9e | SB 9f | App Total | NB 9g | SB 9h | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

**1600 - 1800 (Weekday 2h Session) (05-14-2025)**
Bicycles

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Piedmont Pointe Dr | | | Stone Meadow Rd | | | Pleasant Hill Rd (West) | | | Pleasant Hill Rd (East) | | | |
| TIME | EB 9a | WB 9b | App Total | EB 9c | WB 9d | App Total | NB 9e | SB 9f | App Total | NB 9g | SB 9h | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Grand Total | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** |
| Approach % | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | 0.00 | 0.00 | - | |
| Intersection % | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

# Crosswalk Counts || Motorized Vehicles

Lithonia, GA Batch 2

Marr Traffic DATA COLLECTION
www.marrtraffic.com

**Site 9**
Piedmont Pointe Dr
Stone Meadow Rd
Pleasant Hill Rd (West)
Pleasant Hill Rd (East)

**Date**
Wednesday, May 14, 2025

**Lat/Long**
33.734617°, -84.074622°
Click here for Map

**Weather**
Fair
70°F
Click here for Detailed Weather

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

| | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Piedmont Pointe Dr | | | | Stone Meadow Rd | | | | Pleasant Hill Rd (West) | | | | Pleasant Hill Rd (East) | | | | |
| TIME | EB 9a | WB 9b | | App Total | EB 9c | WB 9d | | App Total | NB 9e | SB 9f | | App Total | NB 9g | SB 9h | | App Total | Int Total |
| 0700 - 0715 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| 0715 - 0730 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| 0730 - 0745 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| 0745 - 0800 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Hourly Total | 0 | 0 | | **0** | 0 | 0 | | **0** | 0 | 0 | | **0** | 0 | 0 | | **0** | **0** |
| 0800 - 0815 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| 0815 - 0830 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| 0830 - 0845 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| 0845 - 0900 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Hourly Total | 0 | 0 | | **0** | 0 | 0 | | **0** | 0 | 0 | | **0** | 0 | 0 | | **0** | **0** |
| Grand Total | 0 | 0 | | **0** | 0 | 0 | | **0** | 0 | 0 | | **0** | 0 | 0 | | **0** | **0** |
| Approach % | 0.00 | 0.00 | | - | 0.00 | 0.00 | | - | 0.00 | 0.00 | | - | 0.00 | 0.00 | | - | |
| Intersection % | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | |

**1600 - 1800 (Weekday 2h Session) (05-14-2025)**
Motorized Vehicles

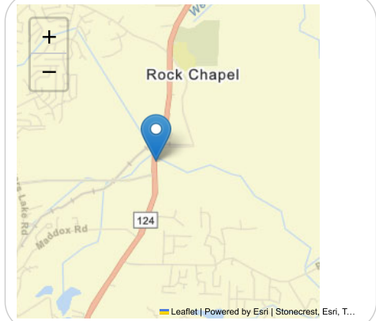
| | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Piedmont Pointe Dr | | | | Stone Meadow Rd | | | | Pleasant Hill Rd (West) | | | | Pleasant Hill Rd (East) | | | | |
| TIME | EB 9a | WB 9b | | App Total | EB 9c | WB 9d | | App Total | NB 9e | SB 9f | | App Total | NB 9g | SB 9h | | App Total | Int Total |
| 1600 - 1615 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| 1615 - 1630 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| 1630 - 1645 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| 1645 - 1700 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Hourly Total | 0 | 0 | | **0** | 0 | 0 | | **0** | 0 | 0 | | **0** | 0 | 0 | | **0** | **0** |
| 1700 - 1715 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| 1715 - 1730 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| 1730 - 1745 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| 1745 - 1800 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Hourly Total | 0 | 0 | | **0** | 0 | 0 | | **0** | 0 | 0 | | **0** | 0 | 0 | | **0** | **0** |
| Grand Total | 0 | 0 | | **0** | 0 | 0 | | **0** | 0 | 0 | | **0** | 0 | 0 | | **0** | **0** |
| Approach % | 0.00 | 0.00 | | - | 0.00 | 0.00 | | - | 0.00 | 0.00 | | - | 0.00 | 0.00 | | - | |
| Intersection % | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | |

| Start Date: 5/14/2025 | Pleasant Hill Rd (West) Eastbound | | | Pleasant Hill Rd (East) Westbound | | | Piedmont Pointe Dr Northbound | | | Stone Meadow Rd Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Total** |
| **15 Minute Totals** | | | | | | | | | | | | | |
| **12:00 AM - 12:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 AM - 12:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 AM - 12:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 AM - 01:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 AM - 01:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 AM - 01:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 AM - 01:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 AM - 02:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 AM - 02:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 AM - 02:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 AM - 02:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 AM - 03:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 AM - 03:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 AM - 03:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 AM - 03:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 AM - 04:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 AM - 04:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:15 AM - 04:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:30 AM - 04:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:45 AM - 05:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:00 AM - 05:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:15 AM - 05:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:30 AM - 05:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **05:45 AM - 06:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:00 AM - 06:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 AM - 06:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 AM - 06:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 AM - 07:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 AM - 07:15 AM** | 2 | 47 | 1 | 0 | 166 | 1 | 2 | 0 | 0 | 0 | 0 | 11 | 230 |
| **07:15 AM - 07:30 AM** | 0 | 61 | 1 | 0 | 173 | 2 | 1 | 0 | 1 | 0 | 0 | 7 | 246 |
| **07:30 AM - 07:45 AM** | 1 | 64 | 1 | 0 | 166 | 0 | 3 | 0 | 2 | 0 | 0 | 8 | 245 |
| **07:45 AM - 08:00 AM** | 1 | 91 | 1 | 0 | 142 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 241 |
| **08:00 AM - 08:15 AM** | 4 | 79 | 3 | 0 | 135 | 1 | 5 | 0 | 2 | 0 | 0 | 4 | 233 |
| **08:15 AM - 08:30 AM** | 4 | 90 | 1 | 0 | 119 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 218 |
| **08:30 AM - 08:45 AM** | 3 | 79 | 2 | 0 | 136 | 0 | 1 | 0 | 1 | 1 | 0 | 3 | 226 |
| **08:45 AM - 09:00 AM** | 2 | 71 | 2 | 0 | 110 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 189 |
| **09:00 AM - 09:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 AM - 09:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 AM - 09:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 AM - 10:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 AM - 10:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 AM - 10:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 AM - 10:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 AM - 11:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 AM - 11:15 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 AM - 11:30 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 AM - 11:45 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 AM - 12:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:00 PM - 12:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:15 PM - 12:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:30 PM - 12:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **12:45 PM - 01:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00 PM - 01:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:15 PM - 01:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:30 PM - 01:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:45 PM - 02:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00 PM - 02:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:15 PM - 02:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:30 PM - 02:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:45 PM - 03:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00 PM - 03:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:15 PM - 03:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:30 PM - 03:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:45 PM - 04:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00 PM - 04:15 PM** | 6 | 165 | 1 | 1 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 254 |
| **04:15 PM - 04:30 PM** | 8 | 132 | 3 | 0 | 88 | 1 | 3 | 0 | 1 | 0 | 0 | 5 | 241 |
| **04:30 PM - 04:45 PM** | 6 | 151 | 4 | 1 | 93 | 2 | 2 | 0 | 1 | 0 | 1 | 4 | 265 |
| **04:45 PM - 05:00 PM** | 6 | 136 | 3 | 0 | 86 | 0 | 3 | 0 | 1 | 0 | 0 | 6 | 241 |
| **05:00 PM - 05:15 PM** | 6 | 142 | 4 | 0 | 95 | 1 | 2 | 0 | 0 | 2 | 1 | 6 | 259 |
| **05:15 PM - 05:30 PM** | 6 | 158 | 1 | 0 | 84 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 251 |
| **05:30 PM - 05:45 PM** | 1 | 167 | 5 | 0 | 93 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 271 |
| **05:45 PM - 06:00 PM** | 6 | 142 | 2 | 0 | 92 | 2 | 1 | 0 | 0 | 0 | 0 | 3 | 248 |
| **06:00 PM - 06:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:15 PM - 06:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:30 PM - 06:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **06:45 PM - 07:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:00 PM - 07:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:15 PM - 07:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:30 PM - 07:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **07:45 PM - 08:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:00 PM - 08:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:15 PM - 08:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:30 PM - 08:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **08:45 PM - 09:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:00 PM - 09:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:15 PM - 09:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:30 PM - 09:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **09:45 PM - 10:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:00 PM - 10:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:15 PM - 10:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:30 PM - 10:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10:45 PM - 11:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 PM - 11:15 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:15 PM - 11:30 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:30 PM - 11:45 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:45 PM - 12:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**0000089_0158 - 089-0158**

- SR124/Rock Chapel Rd N of Lithonia Ind Blvd
**County:** DeKalb
**Route number:** 00000124
**LRS section:** 0891012400
**Functional class:** 3U - Principal Arterial - Other (Urban)
**Coordinates:** 33.747195, -84.083521

## Site Data

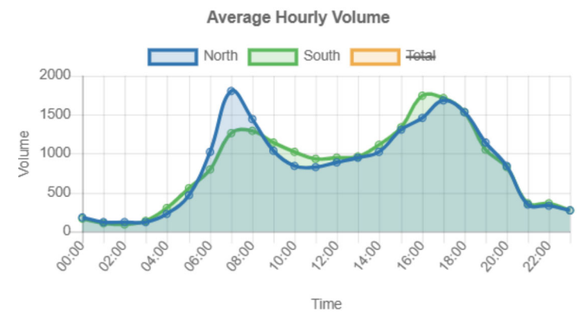


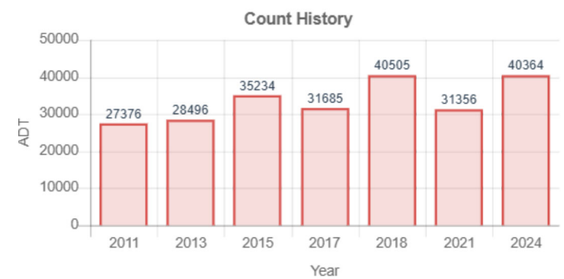

## Count History

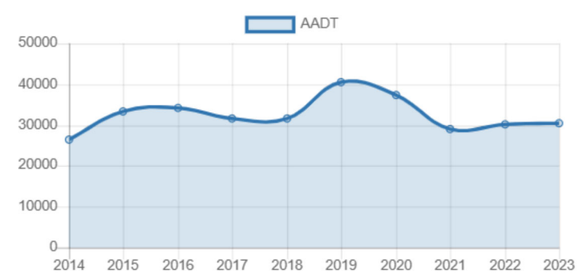
| Year | Month | Count type | Duration | Count | ADT |
|---|---|---|---|---|---|
| 2024 | September | Class | 48 hours | 80,727 | 40,364 |
| 2021 | March | Class | 48 hours | 62,711 | 31,356 |
| 2018 | December | Class | 48 hours | 81,010 | 40,505 |
| 2017 | January | Class | 48 hours | 63,370 | 31,685 |
| 2015 | September | Class | 48 hours | 70,468 | 35,234 |
| 2013 | March | Class | 48 hours | 56,993 | 28,496 |
| 2011 | March | Class | 48 hours | 54,753 | 27,376 |

## Annual Statistics

| Data Item | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|---|---|---|---|
| Statistics type | - | Actual | Estimated | Actual | Estimated | Actual | Estimated | Actual | Estimated | **Estimated** |
| AADT | 26,300 | 33,200 | 34,300 | 31,600 | 31,500 | 40,500 | 37,400 | 29,100 | 30,300 | **30,600** |
| SU AADT | 847 | 1,092 | 1,128 | 1,328 | 1,326 | 1,733 | 1,598 | 1,255 | 1,307 | **1,321** |
| CU AADT | 423 | 421 | 435 | 488 | 487 | 565 | 521 | 548 | 570 | **576** |
| K-Factor | 0.090 | 0.089 | 0.089 | 0.093 | 0.093 | 0.084 | 0.084 | 0.096 | 0.096 | **0.096** |
| D-Factor | 0.500 | 0.500 | 0.500 | 0.520 | 0.520 | 0.500 | 0.500 | 0.510 | 0.510 | **0.510** |
| Future AADT | - | - | 50,400 | 57,600 | 58,000 | 68,200 | 68,200 | 75,300 | 49,900 | **38,600** |



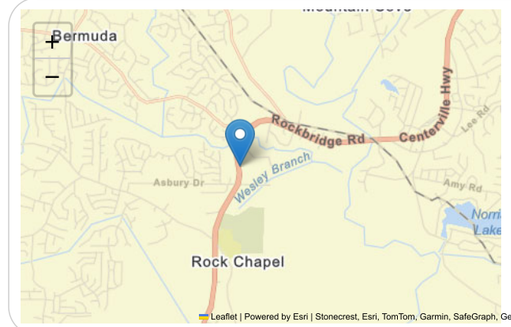

## Vehicle Classification 2024

| | |
|---|---|
| **1. Motorcycles** 2 axles, 2 or 3 wheels. | **0.23%** |
| **2. Passenger cars** 2 axles. Can have 1- or 2-axle trailers. | **75.61%** |
| **3. Pickups, panels, vans** 2-axle, 4-tire single units. Can have 1- or 2-axle trailers. | **16.69%** |
| **4. Buses** 2- or 3-axle, full length. | **0.53%** |
| **5. Single-unit trucks** 2-axle, 6-tire, (dual rear tires), single-unit trucks. | **2.71%** |
| **6. Single-unit trucks** 3-axle, single-unit trucks. | **2.11%** |
| **7. Single-unit trucks** 4 or more axle, single-unit trucks. | **0.10%** |
| **8. Single-trailer trucks** 3- or 4-axle, single-trailer trucks. | **0.59%** |
| **9. Single-trailer trucks** 5-axle, single-trailer trucks. | **1.30%** |
| **10. Single-trailer trucks** 6 or more axle, single-trailer trucks. | **0.09%** |
| **11. Multi-trailer trucks** 5 or less axle, multi-trailer trucks. | **0.00%** |
| **12. Multi-trailer trucks** 6-axle, multi-trailer trucks. | **0%** |
| **13. Multi-trailer trucks** 7 or more axle, multi-trailer trucks. | **0.04%** |

**0000089_0161 - 089-0161**

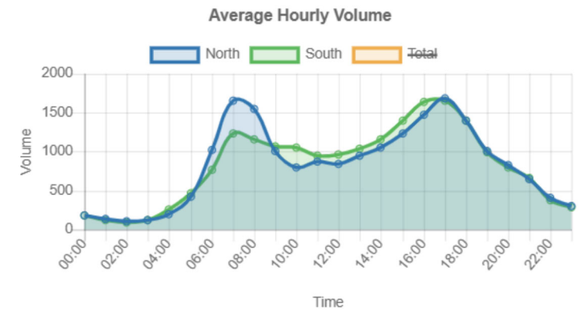
- Rock Chapel Rd
**County:** DeKalb
**Route number:** 00012400
**LRS section:** 0891012400
**Functional class:** 3U - Principal Arterial - Other (Urban)
**Coordinates:** 33.76937691, -84.07774481

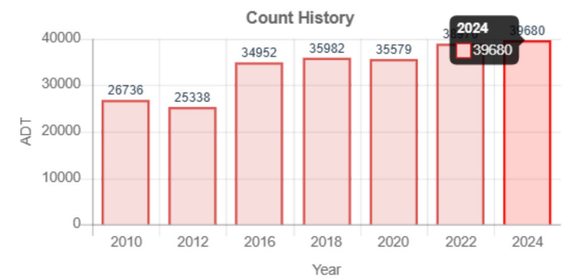
## Site Data




## Count History

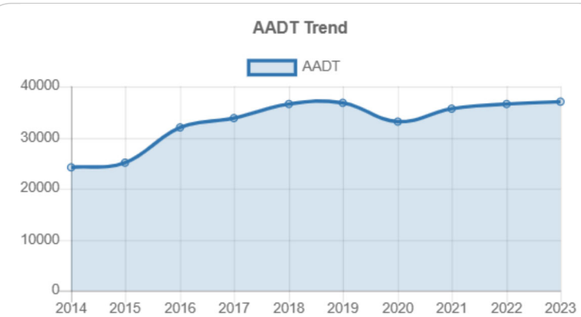
| Year | Month | Count type | Duration | Count | ADT |
|---|---|---|---|---|---|
| 2024 | April | Volume | 48 hours | 79,360 | 39,680 |
| 2022 | April | Class | 48 hours | 77,953 | 38,976 |
| 2020 | January | Class | 48 hours | 71,158 | 35,579 |
| 2018 | January | Class | 48 hours | 71,965 | 35,982 |
| 2016 | June | Class | 48 hours | 69,905 | 34,952 |
| 2012 | February | Class | 48 hours | 50,677 | 25,338 |
| 2010 | March | Volume | 48 hours | 53,472 | 26,736 |




## Annual Statistics

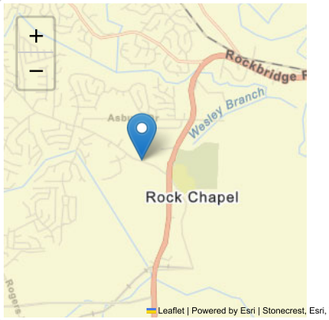
| Data Item | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|---|---|---|---|
| Statistics type | - | Estimated | Actual | Estimated | Actual | Estimated | Actual | Estimated | Actual | **Estimated** |
| AADT | 24,200 | 25,000 | 32,000 | 33,900 | 36,600 | 36,800 | 33,000 | 35,700 | 36,500 | **36,900** |
| SU AADT | 559 | 559 | 1,152 | - | 1,080 | 1,088 | 1,216 | 1,315 | 1,274 | **1,288** |
| CU AADT | 191 | 191 | 514 | - | 446 | 449 | 553 | 597 | 481 | **486** |
| K-Factor | - | - | 0.090 | - | 0.085 | 0.085 | 0.099 | 0.099 | 0.091 | **0.091** |
| D-Factor | - | - | 0.500 | - | 0.510 | 0.510 | 0.500 | 0.500 | 0.510 | **0.510** |
| Future AADT | - | - | 35,300 | 42,700 | 58,700 | 69,400 | 69,400 | 86,400 | 75,200 | **66,600** |



**0000089_0461 - 089-0461**

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

## Site Data

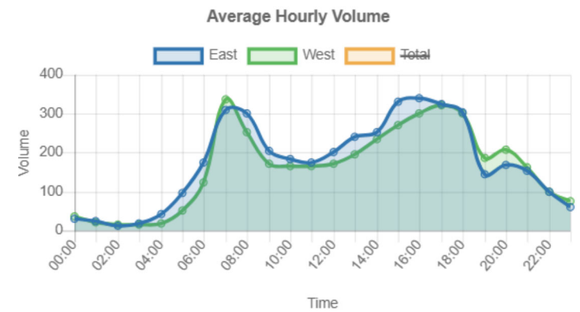


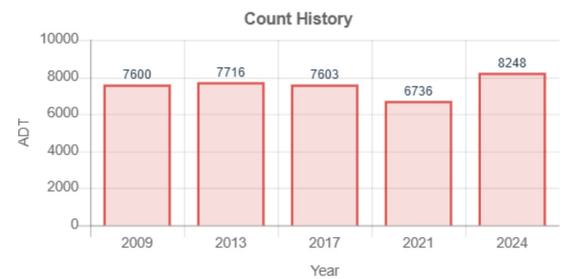

## Count History

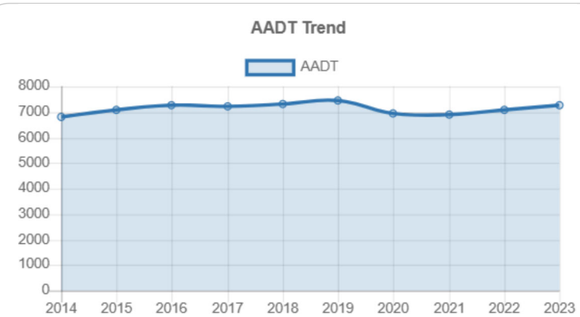
| Year | Month | Count type | Duration | Count | ADT |
|---|---|---|---|---|---|
| 2024 | April | Class | 48 hours | 16,497 | 8,248 |
| 2021 | January | Volume | 48 hours | 13,472 | 6,736 |
| 2017 | January | Volume | 48 hours | 15,206 | 7,603 |
| 2013 | March | Volume | 48 hours | 15,431 | 7,716 |
| 2009 | May | Volume | 48 hours | 15,199 | 7,600 |

## Annual Statistics

| Data Item | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|---|---|---|---|
| Statistics type | - | Estimated | Estimated | Actual | Estimated | Estimated | Estimated | Actual | Estimated | **Estimated** |
| AADT | 6,810 | 7,090 | 7,260 | 7,210 | 7,320 | 7,470 | 6,940 | 6,900 | 7,070 | **7,260** |
| K-Factor | 0.090 | 0.090 | 0.090 | 0.093 | 0.093 | 0.093 | 0.093 | 0.086 | 0.086 | **0.086** |
| D-Factor | - | - | - | 0.500 | 0.500 | 0.500 | 0.500 | 0.530 | 0.530 | **0.530** |
| Future AADT | - | - | 8,180 | 9,090 | 9,220 | 9,550 | 9,550 | 10,200 | 8,910 | **9,150** |



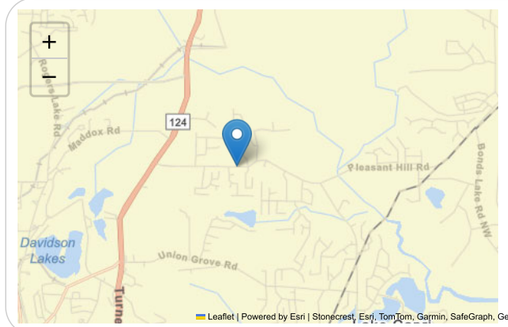

## Vehicle Classification 2024

| | |
|---|---|
| **1. Motorcycles** 2 axles, 2 or 3 wheels. | **0.15%** |
| **2. Passenger cars** 2 axles. Can have 1- or 2-axle trailers. | **81.60%** |
| **3. Pickups, panels, vans** 2-axle, 4-tire single units. Can have 1- or 2-axle trailers. | **14.50%** |
| **4. Buses** 2- or 3-axle, full length. | **0.58%** |
| **5. Single-unit trucks** 2-axle, 6-tire, (dual rear tires), single-unit trucks. | **2.14%** |
| **6. Single-unit trucks** 3-axle, single-unit trucks. | **0.44%** |
| **7. Single-unit trucks** 4 or more axle, single-unit trucks. | **0.03%** |
| **8. Single-trailer trucks** 3- or 4-axle, single-trailer trucks. | **0.41%** |
| **9. Single-trailer trucks** 5-axle, single-trailer trucks. | **0.11%** |
| **10. Single-trailer trucks** 6 or more axle, single-trailer trucks. | **0.01%** |
| **11. Multi-trailer trucks** 5 or less axle, multi-trailer trucks. | **0%** |
| **12. Multi-trailer trucks** 6-axle, multi-trailer trucks. | **0%** |
| **13. Multi-trailer trucks** 7 or more axle, multi-trailer trucks. | **0.02%** |

**0000089_0492 - 089-0492**

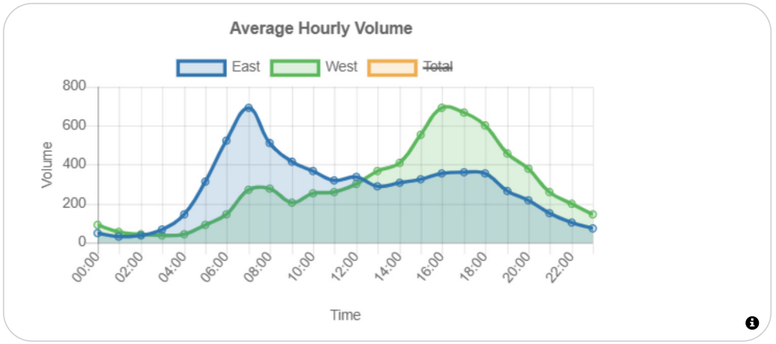
- SR 012400 BEG AT
**County:** DeKalb
**Route number:** 00516300
**LRS section:** 0892516300
**Functional class:** 4U - Minor Arterial (Urban)
**Coordinates:** 33.73459971, -84.07631127

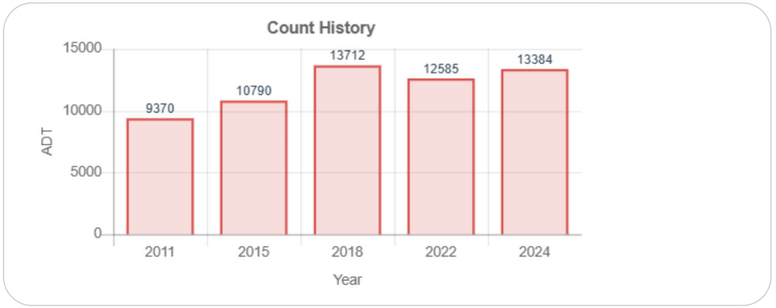
## Site Data




## Count History

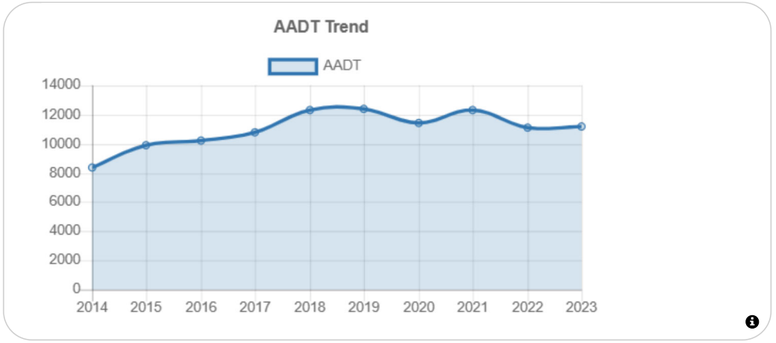
| Year | Month | Count type | Duration | Count | ADT |
|---|---|---|---|---|---|
| 2024 | August | Volume | 48 hours | 26,769 | 13,384 |
| 2022 | March | Volume | 48 hours | 25,170 | 12,585 |
| 2018 | May | Volume | 48 hours | 27,423 | 13,712 |
| 2015 | March | Volume | 48 hours | 21,580 | 10,790 |
| 2011 | March | Volume | 48 hours | 18,741 | 9,370 |




## Annual Statistics

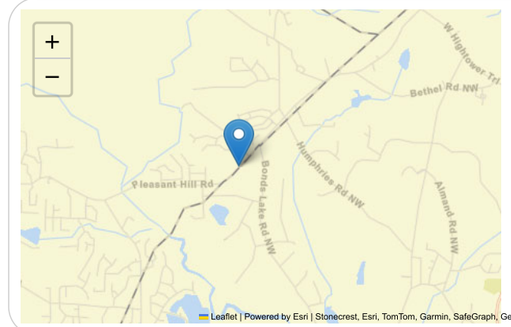
| Data Item | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|---|---|---|---|
| Statistics type | - | Actual | Estimated | Estimated | Actual | Estimated | Estimated | Estimated | Actual | **Estimated** |
| AADT | 8,340 | 9,880 | 10,200 | 10,800 | 12,300 | 12,400 | 11,400 | 12,300 | 11,100 | **11,200** |
| K-Factor | - | 0.099 | 0.099 | - | 0.091 | 0.091 | 0.091 | 0.091 | 0.093 | **0.093** |
| D-Factor | - | 0.500 | 0.500 | - | 0.660 | 0.660 | 0.660 | 0.660 | 0.690 | **0.690** |
| Future AADT | - | - | 10,700 | 13,600 | 17,100 | 20,900 | 20,900 | 27,000 | 21,000 | **17,300** |



**0000089_0494 - 089-0494**

- Pleasant Hill Rd E of Union Grove Rd
**County:** DeKalb
**Route number:** 00516300
**LRS section:** 0892516300
**Functional class:** 4U - Minor Arterial (Urban)
**Coordinates:** 33.736675, -84.044187

## Site Data

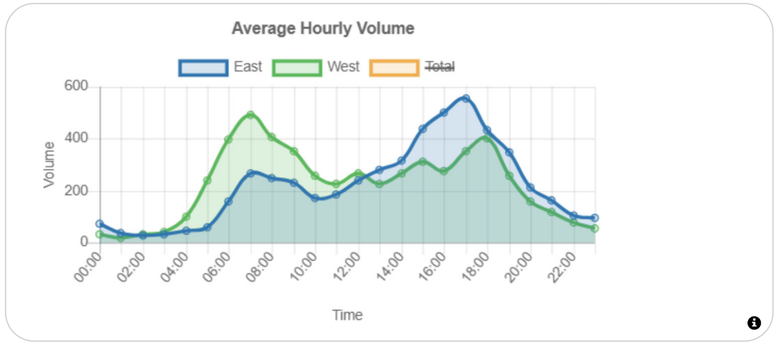


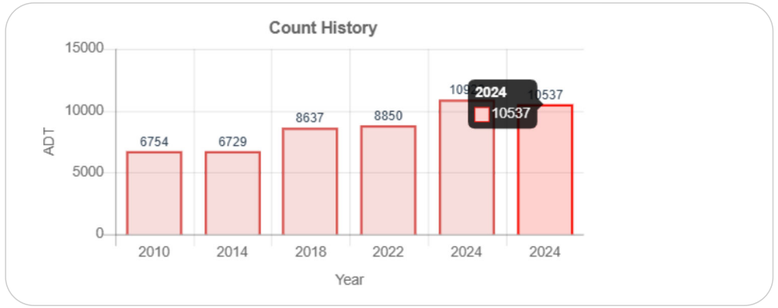

## Count History

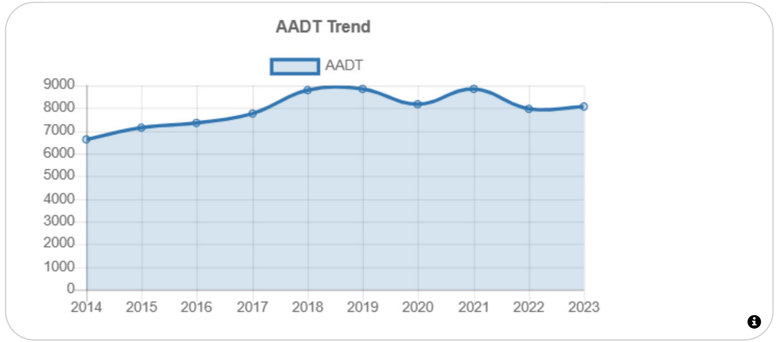
| Year | Month | Count type | Duration | Count | ADT |
|---|---|---|---|---|---|
| 2024 | June | Volume | 48 hours | 21,856 | 10,928 |
| 2024 | October | Volume | 48 hours | 21,074 | 10,537 |
| 2022 | March | Class | 48 hours | 17,701 | 8,850 |
| 2018 | January | Class | 48 hours | 17,274 | 8,637 |
| 2014 | February | Volume | 48 hours | 13,458 | 6,729 |
| 2010 | March | Volume | 48 hours | 13,507 | 6,754 |

## Annual Statistics

| Data Item | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|---|---|---|---|
| Statistics type | - | Estimated | Estimated | Estimated | Actual | Estimated | Estimated | Estimated | Actual | **Estimated** |
| AADT | 6,620 | 7,120 | 7,350 | 7,780 | 8,800 | 8,860 | 8,170 | 8,830 | 7,960 | **8,050** |
| SU AADT | - | - | - | - | 445 | 448 | 413 | 446 | 553 | **559** |
| CU AADT | - | - | - | - | 100 | 101 | 93 | 101 | 139 | **140** |
| K-Factor | 0.094 | 0.094 | 0.094 | - | 0.094 | 0.094 | 0.094 | 0.094 | 0.103 | **0.103** |
| D-Factor | 0.500 | 0.500 | 0.500 | - | 0.680 | 0.680 | 0.680 | 0.680 | 0.660 | **0.660** |
| Future AADT | - | - | 7,720 | 8,650 | 13,600 | 16,300 | 16,300 | 19,400 | 14,600 | **11,500** |



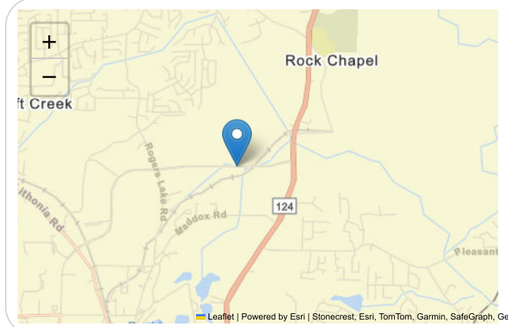



**0000089_4064 - 089-4064**

- Lithonia Ind Blvd E of Rogers Lake Rd
**City:** Atlanta **County:** DeKalb
**LRS section:** 0893298900
**Functional class:** 4U - Minor Arterial (Urban)
**Coordinates:** 33.744867, -84.091946

## Site Data

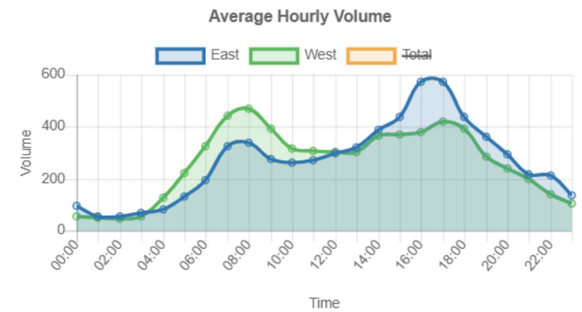


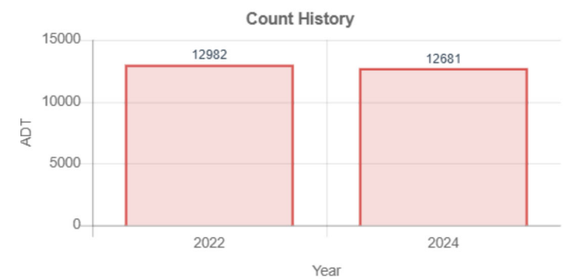

## Count History

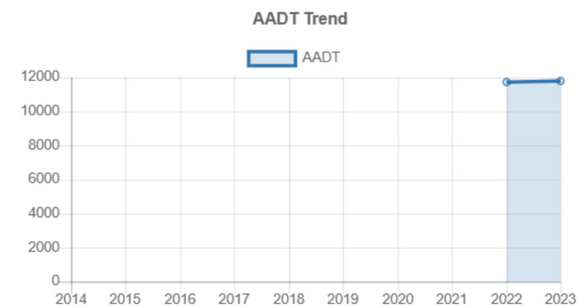
| Year | Month | Count type | Duration | Count | ADT |
|---|---|---|---|---|---|
| 2024 | June | Volume | 48 hours | 25,362 | 12,681 |
| 2022 | October | Class | 48 hours | 25,965 | 12,982 |

## Annual Statistics

| Data Item | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|---|---|---|---|
| Statistics type | - | - | - | - | - | - | - | - | Actual | **Estimated** |
| AADT | - | - | - | - | - | - | - | - | 11,700 | **11,800** |
| SU AADT | - | - | - | - | - | - | - | - | 633 | **639** |
| CU AADT | - | - | - | - | - | - | - | - | 396 | **400** |
| K-Factor | - | - | - | - | - | - | - | - | 0.097 | **0.097** |
| D-Factor | - | - | - | - | - | - | - | - | 0.600 | **0.600** |
| Future AADT | - | - | - | - | - | - | - | - | 19,000 | **14,900** |



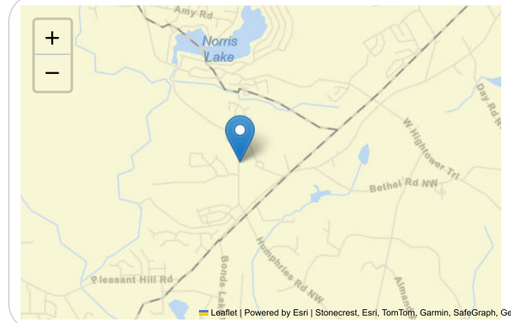



**0000089_7157 - 089-7157**

- Norris Lake Dr
**County:** DeKalb
**Route number:** 00066600
**LRS section:** 0892066600
**Functional class:** 5U - Major Collector (Urban)
**Coordinates:** 33.748776, -84.038237

## Site Data

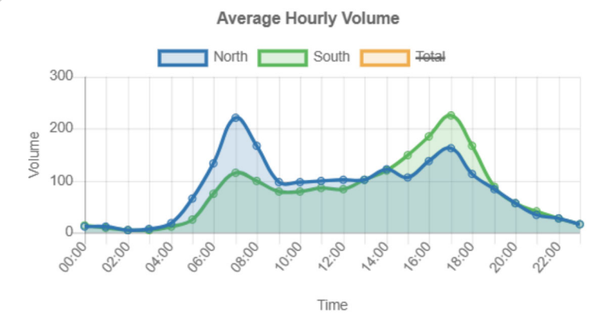


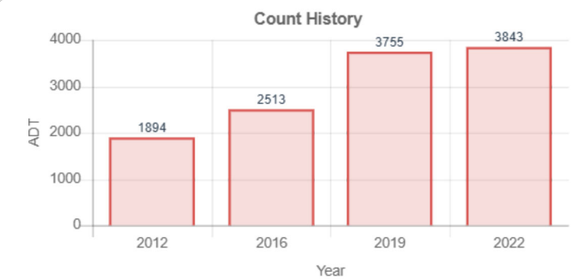

## Count History

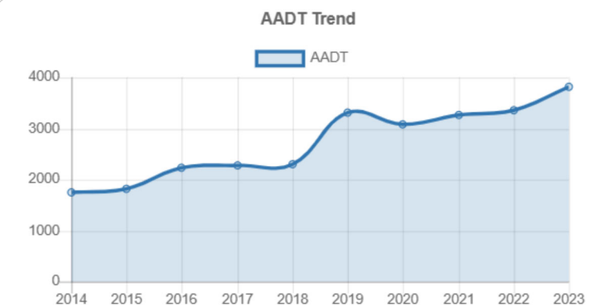
| Year | Month | Count type | Duration | Count | ADT |
|---|---|---|---|---|---|
| 2022 | December | Volume | 48 hours | 7,686 | 3,843 |
| 2019 | May | Volume | 48 hours | 7,510 | 3,755 |
| 2016 | June | Volume | 48 hours | 5,026 | 2,513 |
| 2012 | February | Volume | 48 hours | 3,789 | 1,894 |

## Annual Statistics

| Data Item | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|---|---|---|---|
| Statistics type | - | Estimated | Actual | Estimated | Estimated | Actual | Estimated | Estimated | Estimated | **Actual** |
| AADT | 1,740 | 1,810 | 2,230 | 2,270 | 2,310 | 3,310 | 3,080 | 3,270 | 3,350 | **3,820** |
| K-Factor | - | - | 0.112 | - | - | 0.108 | 0.108 | 0.108 | 0.108 | **0.102** |
| D-Factor | - | - | 0.500 | - | - | 0.650 | 0.650 | 0.650 | 0.650 | **0.600** |
| Future AADT | - | - | 2,560 | 3,340 | 3,330 | 5,210 | 5,210 | 7,040 | 7,580 | **8,400** |



# APPENDIX C: Growth Factor(s) Calculations & Analysis

HISTORICAL TRAFFIC COUNTS
Creekside Village DRI 4xxx
DeKalb County, Georgia

| Location | Counter ID | Georgia DOT AADT | | | | | | | | | | | | | | | | | Forecast | | Compounded Growth Rate | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2025 | 2028 | 2025-2028 | Percent |
| SR 124 N/O Lithonia Industrial Blvd | 089-0158 | | | 27,376 | | 28,496 | | 35,234 | | 31,685 | 40,505 | | | | | | 40,364 | | 43,179 | 46,376 | 2.41% | 32.26% |
| SR 124 S/O Rockbridge Rd | 089-0161 | | 26,736 | | 25,338 | | | | 34,952 | | 35,982 | | 35,579 | | | | 39,680 | | 41,655 | 44,755 | 2.42% | 31.13% |
| Stephenson Rd W/O SR 124 | 089-0461 | 7,600 | | | | 7,716 | | | | 7,603 | | | | | | | 8,248 | | 8,171 | 8,294 | 0.50% | 5.77% |
| Pleasant Hill Rd W/O Stone Meadow Rd | 089-0492 | | | 9,370 | | | | 10,790 | | | 13,712 | | | | | | 13,384 | | 14,445 | 15,432 | 2.23% | 10.73% |
| Pleasant Hill Rd W/O Norris Lake Dr | 089-0494 | | 6,754 | | | | 6,729 | | | | 8,637 | | | | | | 10,537 | | 10,647 | 11,524 | 2.67% | 8.02% |
| Lithonia Industrial Blvd W/O SR 124 | 089-4064 | | | | | | | | | | | | | | 12,982 | | 12,681 | | 12,531 | 12,079 | -1.22% | 8.40% |
| Norris Lake Dr N/O Pleasant Hill Rd | 089-7157 | | | | 1,894 | | | | 2,513 | | | 3,755 | | | 3,843 | | | | 4,663 | 5,307 | 4.41% | 3.69% |
| | | | | | | | | | | | | | | | | | | | 135,291 | 143,767 | 2.1% | 100.00% |

# APPENDIX D: Trip Generation

| NCHRP 684 Internal Trip Capture Estimation Tool | | | |
|---|---|---|---|
| **Project Name:** | DRI 4XXX Creekside Village | **Organization:** | NV5 |
| **Project Location:** | DeKalb County, GA | **Performed By:** | JP |
| **Scenario Description:** | Build | **Date:** | 5/7/2025 |
| **Analysis Year:** | 2028 | **Checked By:** | |
| **Analysis Period:** | **Daily** | **Date:** | |

**Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)**

| Land Use | Development Data (*For Information Only*) | | | Estimated Vehicle-Trips[3] | | |
|---|---|---|---|---|---|---|
| | ITE LUCs[1] | Quantity | Units | Total | Entering | Exiting |
| Office | | | | 0 | | |
| Retail | 821, 945 | 70,000 | SF | 5,422 | 2,711 | 2,711 |
| Restaurant | | | | 0 | | |
| Cinema/Entertainment | | | | 0 | | |
| Residential | 210, 215 | 551 | DU | 4,556 | 2,278 | 2,278 |
| Hotel | | | | 0 | | |
| All Other Land Uses[2] | | | | 0 | | |
| | | | | 9,978 | 4,989 | 4,989 |

**Table 2-A: Mode Split and Vehicle Occupancy Estimates**

| Land Use | Entering Trips | | | Exiting Trips | | |
|---|---|---|---|---|---|---|
| | Veh. Occ.[4] | % Transit | % Non-Motorized | Veh. Occ.[4] | % Transit | % Non-Motorized |
| Office | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Retail | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Restaurant | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Cinema/Entertainment | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Residential | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Hotel | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| All Other Land Uses[2] | 1.00 | 0% | 0% | 1.00 | 0% | 0% |

**Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | | | | | |
| Retail | | | | | | |
| Restaurant | | | | | | |
| Cinema/Entertainment | | | | | | |
| Residential | | | | | | |
| Hotel | | | | | | |

**Table 4-A: Internal Person-Trip Origin-Destination Matrix***

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 0 | 0 | 0 | 0 | 0 |
| Retail | 0 | | 0 | 0 | 46 | 0 |
| Restaurant | 0 | 0 | | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 0 | 23 | 0 | 0 | | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | |

**Table 5-A: Computations Summary**

| | Total | Entering | Exiting |
|---|---|---|---|
| All Person-Trips | 9,978 | 4,989 | 4,989 |
| Internal Capture Percentage | 1% | 1% | 1% |
| | | | |
| External Vehicle-Trips[5] | 9,840 | 4,920 | 4,920 |
| External Transit-Trips[6] | 0 | 0 | 0 |
| External Non-Motorized Trips[6] | 0 | 0 | 0 |

**Table 6-A: Internal Trip Capture Percentages by Land Use**

| Land Use | Entering Trips | Exiting Trips |
|---|---|---|
| Office | N/A | N/A |
| Retail | 1% | 2% |
| Restaurant | N/A | N/A |
| Cinema/Entertainment | N/A | N/A |
| Residential | 2% | 1% |
| Hotel | N/A | N/A |

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

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

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

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

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

[6]Person-Trips

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

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| | |
|---|---|
| **Project Name:** | DRI 4XXX Creekside Village |
| **Analysis Period:** | **Daily** |

**Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends**

| Land Use | Table 7-A (D): Entering Trips | | | Table 7-A (O): Exiting Trips | | |
|---|---|---|---|---|---|---|
| | Veh. Occ. | Vehicle-Trips | Person-Trips* | Veh. Occ. | Vehicle-Trips | Person-Trips* |
| Office | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Retail | 1.00 | 2711 | 2711 | 1.00 | 2711 | 2711 |
| Restaurant | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Cinema/Entertainment | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Residential | 1.00 | 2278 | 2278 | 1.00 | 2278 | 2278 |
| Hotel | 1.00 | 0 | 0 | 1.00 | 0 | 0 |

**Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 0 | 0 | 0 | 0 | 0 |
| Retail | 786 | | 352 | 0 | 380 | 0 |
| Restaurant | 0 | 0 | | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 46 | 23 | 456 | 0 | | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | |

**Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 868 | 0 | 0 | 0 | 0 |
| Retail | 0 | | 0 | 0 | 46 | 0 |
| Restaurant | 0 | 217 | | 0 | 114 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 0 | 461 | 0 | 0 | | 0 |
| Hotel | 0 | 108 | 0 | 0 | 0 | |

**Table 9-A (D): Internal and External Trips Summary (Entering Trips)**

| Destination Land Use | Person-Trip Estimates | | | External Trips by Mode* | | |
|---|---|---|---|---|---|---|
| | Internal | External | Total | Vehicles[1] | Transit[2] | Non-Motorized[2] |
| Office | 0 | 0 | 0 | 0 | 0 | 0 |
| Retail | 23 | 2688 | 2711 | 2688 | 0 | 0 |
| Restaurant | 0 | 0 | 0 | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential | 46 | 2232 | 2278 | 2232 | 0 | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | 0 |
| All Other Land Uses[3] | 0 | 0 | 0 | 0 | 0 | 0 |

**Table 9-A (O): Internal and External Trips Summary (Exiting Trips)**

| Origin Land Use | Person-Trip Estimates | | | External Trips by Mode* | | |
|---|---|---|---|---|---|---|
| | Internal | External | Total | Vehicles[1] | Transit[2] | Non-Motorized[2] |
| Office | 0 | 0 | 0 | 0 | 0 | 0 |
| Retail | 46 | 2665 | 2711 | 2665 | 0 | 0 |
| Restaurant | 0 | 0 | 0 | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential | 23 | 2255 | 2278 | 2255 | 0 | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | 0 |
| All Other Land Uses[3] | 0 | 0 | 0 | 0 | 0 | 0 |

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

[2]Person-Trips

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

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

| NCHRP 684 Internal Trip Capture Estimation Tool | | | |
|---|---|---|---|
| **Project Name:** | DRI 4XXX Creekside Village | **Organization:** | NV5 |
| **Project Location:** | DeKalb County, GA | **Performed By:** | JP |
| **Scenario Description:** | Build | **Date:** | 5/7/2025 |
| **Analysis Year:** | 2028 | **Checked By:** | |
| **Analysis Period:** | **AM Street Peak Hour** | **Date:** | |

**Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)**

| Land Use | Development Data (*For Information Only*) | | | Estimated Vehicle-Trips[3] | | |
|---|---|---|---|---|---|---|
| | ITE LUCs[1] | Quantity | Units | Total | Entering | Exiting |
| Office | | | | 0 | | |
| Retail | 821, 945 | 70,000 | SF | 314 | 184 | 130 |
| Restaurant | | | | 0 | | |
| Cinema/Entertainment | | | | 0 | | |
| Residential | 210, 215 | 551 | DU | 319 | 91 | 228 |
| Hotel | | | | 0 | | |
| All Other Land Uses[2] | | | | 0 | | |
| | | | | 633 | 275 | 358 |

**Table 2-A: Mode Split and Vehicle Occupancy Estimates**

| Land Use | Entering Trips | | | Exiting Trips | | |
|---|---|---|---|---|---|---|
| | Veh. Occ.[4] | % Transit | % Non-Motorized | Veh. Occ.[4] | % Transit | % Non-Motorized |
| Office | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Retail | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Restaurant | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Cinema/Entertainment | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Residential | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Hotel | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| All Other Land Uses[2] | 1.00 | 0% | 0% | 1.00 | 0% | 0% |

**Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | | | | | |
| Retail | | | | | | |
| Restaurant | | | | | | |
| Cinema/Entertainment | | | | | | |
| Residential | | | | | | |
| Hotel | | | | | | |

**Table 4-A: Internal Person-Trip Origin-Destination Matrix***

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 0 | 0 | 0 | 0 | 0 |
| Retail | 0 | | 0 | 0 | 2 | 0 |
| Restaurant | 0 | 0 | | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 0 | 2 | 0 | 0 | | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | |

**Table 5-A: Computations Summary**

| | Total | Entering | Exiting |
|---|---|---|---|
| All Person-Trips | 633 | 275 | 358 |
| Internal Capture Percentage | 1% | 1% | 1% |
| | | | |
| External Vehicle-Trips[5] | 625 | 271 | 354 |
| External Transit-Trips[6] | 0 | 0 | 0 |
| External Non-Motorized Trips[6] | 0 | 0 | 0 |

**Table 6-A: Internal Trip Capture Percentages by Land Use**

| Land Use | Entering Trips | Exiting Trips |
|---|---|---|
| Office | N/A | N/A |
| Retail | 1% | 2% |
| Restaurant | N/A | N/A |
| Cinema/Entertainment | N/A | N/A |
| Residential | 2% | 1% |
| Hotel | N/A | N/A |

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

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

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

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

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

[6]Person-Trips

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

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| | |
|---|---|
| **Project Name:** | DRI 4XXX Creekside Village |
| **Analysis Period:** | **AM Street Peak Hour** |

**Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends**

| Land Use | Table 7-A (D): Entering Trips | | | Table 7-A (O): Exiting Trips | | |
|---|---|---|---|---|---|---|
| | Veh. Occ. | Vehicle-Trips | Person-Trips* | Veh. Occ. | Vehicle-Trips | Person-Trips* |
| Office | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Retail | 1.00 | 184 | 184 | 1.00 | 130 | 130 |
| Restaurant | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Cinema/Entertainment | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Residential | 1.00 | 91 | 91 | 1.00 | 228 | 228 |
| Hotel | 1.00 | 0 | 0 | 1.00 | 0 | 0 |

**Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 0 | 0 | 0 | 0 | 0 |
| Retail | 38 | | 17 | 0 | 18 | 0 |
| Restaurant | 0 | 0 | | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 5 | 2 | 46 | 0 | | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | |

**Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 59 | 0 | 0 | 0 | 0 |
| Retail | 0 | | 0 | 0 | 2 | 0 |
| Restaurant | 0 | 15 | | 0 | 5 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 0 | 31 | 0 | 0 | | 0 |
| Hotel | 0 | 7 | 0 | 0 | 0 | |

**Table 9-A (D): Internal and External Trips Summary (Entering Trips)**

| Destination Land Use | Person-Trip Estimates | | | External Trips by Mode* | | |
|---|---|---|---|---|---|---|
| | Internal | External | Total | Vehicles[1] | Transit[2] | Non-Motorized[2] |
| Office | 0 | 0 | 0 | 0 | 0 | 0 |
| Retail | 2 | 182 | 184 | 182 | 0 | 0 |
| Restaurant | 0 | 0 | 0 | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential | 2 | 89 | 91 | 89 | 0 | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | 0 |
| All Other Land Uses[3] | 0 | 0 | 0 | 0 | 0 | 0 |

**Table 9-A (O): Internal and External Trips Summary (Exiting Trips)**

| Origin Land Use | Person-Trip Estimates | | | External Trips by Mode* | | |
|---|---|---|---|---|---|---|
| | Internal | External | Total | Vehicles[1] | Transit[2] | Non-Motorized[2] |
| Office | 0 | 0 | 0 | 0 | 0 | 0 |
| Retail | 2 | 128 | 130 | 128 | 0 | 0 |
| Restaurant | 0 | 0 | 0 | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential | 2 | 226 | 228 | 226 | 0 | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | 0 |
| All Other Land Uses[3] | 0 | 0 | 0 | 0 | 0 | 0 |

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

[2]Person-Trips

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

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

| NCHRP 684 Internal Trip Capture Estimation Tool | | | |
|---|---|---|---|
| **Project Name:** | DRI 4XXX Creekside Village | **Organization:** | NV5 |
| **Project Location:** | DeKalb County, GA | **Performed By:** | JP |
| **Scenario Description:** | Build | **Date:** | 5/7/2025 |
| **Analysis Year:** | 2028 | **Checked By:** | |
| **Analysis Period:** | **PM Street Peak Hour** | **Date:** | |

**Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)**

| Land Use | Development Data (*For Information Only*) | | | Estimated Vehicle-Trips[3] | | |
|---|---|---|---|---|---|---|
| | ITE LUCs[1] | Quantity | Units | Total | Entering | Exiting |
| Office | | | | 0 | | |
| Retail | 821, 945 | 70,000 | SF | 502 | 243 | 259 |
| Restaurant | | | | 0 | | |
| Cinema/Entertainment | | | | 0 | | |
| Residential | 210, 215 | 551 | DU | 404 | 243 | 161 |
| Hotel | | | | 0 | | |
| All Other Land Uses[2] | | | | 0 | | |
| | | | | 906 | 486 | 420 |

**Table 2-P: Mode Split and Vehicle Occupancy Estimates**

| Land Use | Entering Trips | | | Exiting Trips | | |
|---|---|---|---|---|---|---|
| | Veh. Occ.[4] | % Transit | % Non-Motorized | Veh. Occ.[4] | % Transit | % Non-Motorized |
| Office | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Retail | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Restaurant | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Cinema/Entertainment | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Residential | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| Hotel | 1.00 | 0% | 0% | 1.00 | 0% | 0% |
| All Other Land Uses[2] | 1.00 | 0% | 0% | 1.00 | 0% | 0% |

**Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 2000 | 2000 | | 2000 | |
| Retail | | | | | 2000 | |
| Restaurant | | | | | 2000 | |
| Cinema/Entertainment | | | | | 2000 | |
| Residential | | 2000 | 2000 | | | |
| Hotel | | | | | 2000 | |

**Table 4-P: Internal Person-Trip Origin-Destination Matrix***

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 0 | 0 | 0 | 0 | 0 |
| Retail | 0 | | 0 | 0 | 42 | 0 |
| Restaurant | 0 | 0 | | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 0 | 8 | 0 | 0 | | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | |

**Table 5-P: Computations Summary**

| | Total | Entering | Exiting |
|---|---|---|---|
| All Person-Trips | 906 | 486 | 420 |
| Internal Capture Percentage | 11% | 10% | 12% |
| | | | |
| External Vehicle-Trips[5] | 806 | 436 | 370 |
| External Transit-Trips[6] | 0 | 0 | 0 |
| External Non-Motorized Trips[6] | 0 | 0 | 0 |

**Table 6-P: Internal Trip Capture Percentages by Land Use**

| Land Use | Entering Trips | Exiting Trips |
|---|---|---|
| Office | N/A | N/A |
| Retail | 3% | 16% |
| Restaurant | N/A | N/A |
| Cinema/Entertainment | N/A | N/A |
| Residential | 17% | 5% |
| Hotel | N/A | N/A |

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

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

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

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made

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

[6]Person-Trips

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

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| | |
|---|---|
| **Project Name:** | DRI 4XXX Creekside Village |
| **Analysis Period:** | **PM Street Peak Hour** |

**Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends**

| Land Use | Table 7-P (D): Entering Trips | | | Table 7-P (O): Exiting Trips | | |
|---|---|---|---|---|---|---|
| | Veh. Occ. | Vehicle-Trips | Person-Trips* | Veh. Occ. | Vehicle-Trips | Person-Trips* |
| Office | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Retail | 1.00 | 243 | 243 | 1.00 | 259 | 259 |
| Restaurant | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Cinema/Entertainment | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Residential | 1.00 | 243 | 243 | 1.00 | 161 | 161 |
| Hotel | 1.00 | 0 | 0 | 1.00 | 0 | 0 |

**Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 0 | 0 | 0 | 0 | 0 |
| Retail | 5 | | 75 | 10 | 42 | 13 |
| Restaurant | 0 | 0 | | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 6 | 22 | 11 | 0 | | 5 |
| Hotel | 0 | 0 | 0 | 0 | 0 | |

**Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 6 | 0 | 0 | 10 | 0 |
| Retail | 0 | | 0 | 0 | 112 | 0 |
| Restaurant | 0 | 122 | | 0 | 39 | 0 |
| Cinema/Entertainment | 0 | 10 | 0 | | 10 | 0 |
| Residential | 0 | 8 | 0 | 0 | | 0 |
| Hotel | 0 | 5 | 0 | 0 | 0 | |

**Table 9-P (D): Internal and External Trips Summary (Entering Trips)**

| Destination Land Use | Person-Trip Estimates | | | External Trips by Mode* | | |
|---|---|---|---|---|---|---|
| | Internal | External | Total | Vehicles[1] | Transit[2] | Non-Motorized[2] |
| Office | 0 | 0 | 0 | 0 | 0 | 0 |
| Retail | 8 | 235 | 243 | 235 | 0 | 0 |
| Restaurant | 0 | 0 | 0 | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential | 42 | 201 | 243 | 201 | 0 | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | 0 |
| All Other Land Uses[3] | 0 | 0 | 0 | 0 | 0 | 0 |

**Table 9-P (O): Internal and External Trips Summary (Exiting Trips)**

| Origin Land Use | Person-Trip Estimates | | | External Trips by Mode* | | |
|---|---|---|---|---|---|---|
| | Internal | External | Total | Vehicles[1] | Transit[2] | Non-Motorized[2] |
| Office | 0 | 0 | 0 | 0 | 0 | 0 |
| Retail | 42 | 217 | 259 | 217 | 0 | 0 |
| Restaurant | 0 | 0 | 0 | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential | 8 | 153 | 161 | 153 | 0 | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | 0 |
| All Other Land Uses[3] | 0 | 0 | 0 | 0 | 0 | 0 |

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

[2]Person-Trips

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

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

## Single-Family Detached Housing (210)

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

| Project Land Use | Project Density | Project Trips | | | ITE Code | Variable | Equation Used[1] | In/Out Distribution | | Average Rate |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Total | Inbound | Outbound | | | | | | |
| **Single-Family Detached Housing** | 220 DU | | | | 210 | Dwelling Units | | | | |
| Daily | | **2,084** | 1,042 | 1,042 | | | LN(T) = 0.92 * LN(X) + 2.68 | 50% | 50% | 9.43 |
| AM Peak Hour | | **153** | 40 | 113 | | | LN(T) = 0.91 * LN(X) + 0.12 | 26% | 74% | 0.70 |
| PM Peak Hour | | **209** | 132 | 77 | | | LN(T) = 0.94 * LN(X) + 0.27 | 63% | 37% | 0.94 |
| Reductions for Pass-By Trips | | | | | | | | | | |
| Daily | | **0** | 0 | 0 | | | | | | |
| AM Peak Hour | | **0** | 0 | 0 | | | | | | |
| PM Peak Hour | | **0** | 0 | 0 | | | | | | |
| TOTAL PROJECT TRIPS | | | | | | | | | | |
| Daily | | **2,084** | 1,042 | 1,042 | | | | | | |
| AM Peak Hour | | **153** | 40 | 113 | | | | | | |
| PM Peak Hour | | **209** | 132 | 77 | | | | | | |

Note:

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

## Single-Family Attached Housing (215)

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

| Project Land Use | Project Density | Project Trips | | | ITE Code | Variable | Equation Used[1] | In/Out Distribution | | Average Rate |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Total | Inbound | Outbound | | | | | | |
| **Single-Family Attached Housing** | 331 DU | | | | 215 | Dwelling Units | | | | |
| Daily | | **2,472** | 1,236 | 1,236 | | | T = 7.62 * X - 50.48 | 50% | 50% | 7.20 |
| AM Peak Hour (One Hour from 7-9) | | **166** | 51 | 115 | | | T = 0.52 * X - 5.7 | 31% | 69% | 0.48 |
| PM Peak Hour (One Hour from 4-6) | | **195** | 111 | 84 | | | T = 0.6 * X - 3.93 | 57% | 43% | 0.57 |
| Reductions for Pass-By Trips | | | | | | | | | | |
| Daily | | **0** | 0 | 0 | | | | | | |
| AM Peak Hour | | **0** | 0 | 0 | | | | | | |
| PM Peak Hour | | **0** | 0 | 0 | | | | | | |
| TOTAL PROJECT TRIPS | | | | | | | | | | |
| Daily | | **2,472** | 1,236 | 1,236 | | | | | | |
| AM Peak Hour | | **166** | 51 | 115 | | | | | | |
| PM Peak Hour | | **195** | 111 | 84 | | | | | | |

Note:

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

## Shopping Plaza (40-150K) (821)

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

| With Supermarket<br>Project Land Use | Project Density | Project Trips<br>Total | Inbound | Outbound | ITE Code | Variable | Equation Used[1] | In/Out Distribution | | Average Rate |
|---|---|---|---|---|---|---|---|---|---|---|
| **Shopping Plaza (40-150K)** | 63,000 SF | | | | 821 | 1,000 SF | | | | |
| Daily | | **6,262** | 3,131 | 3,131 | | | T = 76.96 * X/1000 + 1412.79 | 50% | 50% | 94.49 |
| AM Peak Hour | | **222** | 138 | 84 | | | T = 3.53 * X/1000 | 62% | 38% | 3.53 |
| PM Peak Hour | | **602** | 289 | 313 | | | T = 7.67 * X/1000 + 118.86 | 48% | 52% | 9.03 |
| Reductions for Pass-By Trips | | | | | | | | | | |
| Daily | 30% | **1,878** | 939 | 939 | | | | | | |
| AM Peak Hour | | **0** | 0 | 0 | | | | | | |
| PM Peak Hour | 30% | **180** | 86 | 94 | | | | | | |
| TOTAL PROJECT TRIPS | | | | | | | | | | |
| Daily | | **4,384** | 2,192 | 2,192 | | | | | | |
| AM Peak Hour | | **222** | 138 | 84 | | | | | | |
| PM Peak Hour | | **422** | 203 | 219 | | | | | | |

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

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

## Convenience Store/Gas Station (945)

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

| GFA (5.5-10K) | | Project Trips | | | | | | In/Out | | Average |
|---|---|---|---|---|---|---|---|---|---|---|
| **Project Land Use** | **Project Density** | **Total** | **Inbound** | **Outbound** | **ITE Code** | **Variable** | **Equation Used[1]** | **Distribution** | | **Rate** |
| **Convenience Store/Gas Station** | 12 VPF | | | | 945 | Vehicle Fueling | | | | |
| Daily | | **4,150** | 2,075 | 2,075 | | Positions | T = 345.75 * X | 50% | 50% | 345.75 |
| AM Peak Hour | | **380** | 190 | 190 | | | T = 31.6 * X | 50% | 50% | 31.60 |
| PM Peak Hour | | **322** | 161 | 161 | | | T = 26.9 * X | 50% | 50% | 26.90 |
| Reductions for Pass-By Trips | | | | | | | | | | |
| Daily | 75% | **3,112** | 1,556 | 1,556 | | | | | | |
| AM Peak Hour | 76% | **288** | 144 | 144 | | | | | | |
| PM Peak Hour | 75% | **242** | 121 | 121 | | | | | | |
| TOTAL PROJECT TRIPS | | | | | | | | | | |
| Daily | | **1,038** | 519 | 519 | | | | | | |
| AM Peak Hour | | **92** | 46 | 46 | | | | | | |
| PM Peak Hour | | **80** | 40 | 40 | | | | | | |

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

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

# APPENDIX E: Capacity Analyses Reports

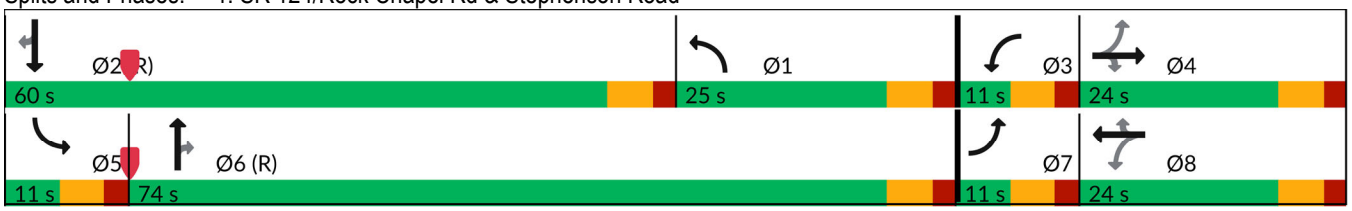
## 1: SR 124/Rock Chapel Rd & Stephenson Road

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 125 | 40 | 165 | 41 | 43 | 36 | 149 | 1480 | 98 | 31 | 1130 | 146 |
| Future Volume (vph) | 125 | 40 | 165 | 41 | 43 | 36 | 149 | 1480 | 98 | 31 | 1130 | 146 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | Prot | NA | Perm | Prot | NA | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | 6 | | | 2 |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 8 | 1 | 6 | 6 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 | 25.0 | 74.0 | 74.0 | 11.0 | 60.0 | 60.0 |
| Total Split (%) | 9.2% | 20.0% | 20.0% | 9.2% | 20.0% | 20.0% | 20.8% | 61.7% | 61.7% | 9.2% | 50.0% | 50.0% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lag | Lag | Lag | Lead | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | None | None | C-Max | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 12.5 | 8.5 | 8.5 | 12.4 | 8.5 | 8.5 | 19.0 | 81.8 | 81.8 | 7.7 | 65.7 | 65.7 |
| Actuated g/C Ratio | 0.10 | 0.07 | 0.07 | 0.10 | 0.07 | 0.07 | 0.16 | 0.68 | 0.68 | 0.06 | 0.55 | 0.55 |
| v/c Ratio | 0.89 | 0.32 | 0.60 | 0.27 | 0.37 | 0.13 | 0.57 | 0.66 | 0.09 | 0.29 | 0.63 | 0.16 |
| Control Delay (s/veh) | 98.6 | 58.6 | 14.2 | 46.9 | 60.6 | 0.9 | 57.1 | 17.9 | 4.0 | 59.2 | 21.7 | 2.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 98.6 | 58.6 | 14.2 | 46.9 | 60.6 | 0.9 | 57.1 | 17.9 | 4.0 | 59.2 | 21.7 | 2.8 |
| LOS | F | E | B | D | E | A | E | B | A | E | C | A |
| Approach Delay (s/veh) | | 51.5 | | | 37.9 | | | 20.5 | | | 20.5 | |
| Approach LOS | | D | | | D | | | C | | | C | |

### Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 47 (39%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay (s/veh): 24.0 — Intersection LOS: C
Intersection Capacity Utilization 73.7% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: SR 124/Rock Chapel Rd & Stephenson Road



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 125 | 40 | 165 | 41 | 43 | 36 | 149 | 1480 | 98 | 31 | 1130 | 146 |
| Future Volume (veh/h) | 125 | 40 | 165 | 41 | 43 | 36 | 149 | 1480 | 98 | 31 | 1130 | 146 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1856 | 1870 | 1870 | 1767 | 1900 | 1826 | 1826 | 1870 | 1856 | 1811 | 1856 |
| Adj Flow Rate, veh/h | 130 | 42 | 172 | 43 | 45 | 38 | 155 | 1542 | 102 | 32 | 1177 | 152 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 3 | 3 | 2 | 2 | 9 | 0 | 5 | 5 | 2 | 3 | 6 | 3 |
| Cap, veh/h | 253 | 232 | 198 | 239 | 203 | 185 | 336 | 2137 | 976 | 48 | 1548 | 708 |
| Arrive On Green | 0.04 | 0.12 | 0.12 | 0.03 | 0.11 | 0.11 | 0.19 | 0.62 | 0.62 | 0.03 | 0.45 | 0.45 |
| Sat Flow, veh/h | 1767 | 1856 | 1585 | 1781 | 1767 | 1610 | 1739 | 3469 | 1585 | 1767 | 3441 | 1572 |
| Grp Volume(v), veh/h | 130 | 42 | 172 | 43 | 45 | 38 | 155 | 1542 | 102 | 32 | 1177 | 152 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1856 | 1585 | 1781 | 1767 | 1610 | 1739 | 1735 | 1585 | 1767 | 1721 | 1572 |
| Q Serve(g_s), s | 5.0 | 2.4 | 12.8 | 2.5 | 2.8 | 1.7 | 9.5 | 36.9 | 3.2 | 2.2 | 34.3 | 5.4 |
| Cycle Q Clear(g_c), s | 5.0 | 2.4 | 12.8 | 2.5 | 2.8 | 1.7 | 9.5 | 36.9 | 3.2 | 2.2 | 34.3 | 5.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 253 | 232 | 198 | 239 | 203 | 185 | 336 | 2137 | 976 | 48 | 1548 | 708 |
| V/C Ratio(X) | 0.51 | 0.18 | 0.87 | 0.18 | 0.22 | 0.21 | 0.46 | 0.72 | 0.10 | 0.66 | 0.76 | 0.21 |
| Avail Cap(c_a), veh/h | 253 | 278 | 238 | 256 | 265 | 242 | 336 | 2137 | 976 | 74 | 1548 | 708 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 47.3 | 47.0 | 51.5 | 44.8 | 48.2 | 21.5 | 42.9 | 15.9 | 9.5 | 57.8 | 27.6 | 11.6 |
| Incr Delay (d2), s/veh | 1.8 | 0.4 | 24.2 | 0.4 | 0.5 | 0.5 | 1.0 | 2.1 | 0.2 | 14.4 | 3.6 | 0.7 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.7 | 1.1 | 6.4 | 1.2 | 1.3 | 1.1 | 4.1 | 13.5 | 1.2 | 1.1 | 14.0 | 2.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 49.0 | 47.4 | 75.7 | 45.1 | 48.8 | 22.1 | 43.8 | 18.1 | 9.7 | 72.3 | 31.2 | 12.3 |
| LnGrp LOS | D | D | E | D | D | C | D | B | A | E | C | B |
| Approach Vol, veh/h | | 344 | | | 126 | | | 1799 | | | 1361 | |
| Approach Delay, s/veh | | 62.2 | | | 39.5 | | | 19.8 | | | 30.0 | |
| Approach LOS | | E | | | D | | | B | | | C | |

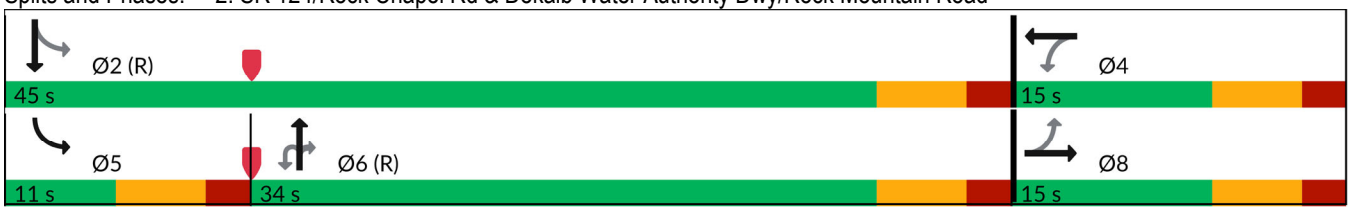
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 29.2 | 60.0 | 9.8 | 21.0 | 9.3 | 79.9 | 11.0 | 19.8 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 19.0 | 54.0 | 5.0 | 18.0 | 5.0 | 68.0 | 5.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 11.5 | 36.3 | 4.5 | 14.8 | 4.2 | 38.9 | 7.0 | 4.8 |
| Green Ext Time (p_c), s | 0.2 | 8.0 | 0.0 | 0.2 | 0.0 | 14.0 | 0.0 | 0.2 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 28.3 |
| HCM 7th LOS | C |

| Lane Group | WBL | WBT | NBU | NBT | NBR | SBL | SBT | Ø8 |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 21 | 0 | 5 | 1731 | 29 | 4 | 1362 | |
| Future Volume (vph) | 21 | 0 | 5 | 1731 | 29 | 4 | 1362 | |
| Turn Type | Perm | NA | Perm | NA | Perm | pm+pt | NA | |
| Protected Phases | | 4 | | 6 | | 5 | 2 | 8 |
| Permitted Phases | 4 | | 6 | | 6 | 2 | | |
| Detector Phase | 4 | 4 | 6 | 6 | 6 | 5 | 2 | |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 15.0 | 15.0 | 24.0 | 24.0 | 24.0 | 11.0 | 24.0 | 15.0 |
| Total Split (s) | 15.0 | 15.0 | 34.0 | 34.0 | 34.0 | 11.0 | 45.0 | 15.0 |
| Total Split (%) | 25.0% | 25.0% | 56.7% | 56.7% | 56.7% | 18.3% | 75.0% | 25% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | |
| Lead/Lag | | | Lag | Lag | Lag | Lead | | |
| Lead-Lag Optimize? | | | Yes | Yes | Yes | Yes | | |
| Recall Mode | None | None | C-Max | C-Max | C-Max | None | C-Max | None |
| Act Effct Green (s) | | 5.5 | 50.6 | 50.6 | 50.6 | 49.4 | 53.0 | |
| Actuated g/C Ratio | | 0.09 | 0.84 | 0.84 | 0.84 | 0.82 | 0.88 | |
| v/c Ratio | | 0.14 | 0.02 | 0.62 | 0.03 | 0.02 | 0.48 | |
| Control Delay (s/veh) | | 1.2 | 3.2 | 6.8 | 0.1 | 2.5 | 7.2 | |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | | 1.2 | 3.2 | 6.8 | 0.1 | 2.5 | 7.2 | |
| LOS | | A | A | A | A | A | A | |
| Approach Delay (s/veh) | | 1.2 | | 6.7 | | | 7.2 | |
| Approach LOS | | A | | A | | | A | |

| Intersection Summary | |
|---|---|
| Cycle Length: 60 | |
| Actuated Cycle Length: 60 | |
| Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTU, Start of Green | |
| Natural Cycle: 70 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.62 | |
| Intersection Signal Delay (s/veh): 6.8 | Intersection LOS: A |
| Intersection Capacity Utilization 62.0% | ICU Level of Service B |
| Analysis Period (min) 15 | |

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 21 | 0 | 11 | 5 | 0 | 1731 | 29 | 4 | 1362 |
| Future Volume (veh/h) | 0 | 0 | 0 | 21 | 0 | 11 | 5 | 0 | 1731 | 29 | 4 | 1362 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 848 | 1900 | 818 | | 0 | 1841 | 1129 | 789 | 1811 |
| Adj Flow Rate, veh/h | 0 | 0 | 0 | 22 | 0 | 0 | | 0 | 1822 | 31 | 4 | 1434 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 71 | 0 | 73 | | 0 | 4 | 52 | 75 | 6 |
| Cap, veh/h | 0 | 49 | 0 | 157 | 0 | | | 0 | 2340 | 640 | 194 | 2665 |
| Arrive On Green | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | | 0.00 | 1.00 | 1.00 | 0.01 | 0.77 |
| Sat Flow, veh/h | 0 | 1900 | 0 | 1440 | 0 | 0 | | 0 | 3589 | 957 | 751 | 3532 |
| Grp Volume(v), veh/h | 0 | 0 | 0 | 22 | 0 | 0 | | 0 | 1822 | 31 | 4 | 1434 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1900 | 0 | 1440 | 0 | 0 | | 0 | 1749 | 957 | 751 | 1721 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.1 | 9.7 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.1 | 9.7 |
| Prop In Lane | 0.00 | | 0.00 | 1.00 | | 0.00 | | 0.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 0 | 49 | 0 | 157 | 0 | | | 0 | 2340 | 640 | 194 | 2665 |
| V/C Ratio(X) | 0.00 | 0.00 | 0.00 | 0.14 | 0.00 | | | 0.00 | 0.78 | 0.05 | 0.02 | 0.54 |
| Avail Cap(c_a), veh/h | 0 | 285 | 0 | 336 | 0 | | | 0 | 2340 | 640 | 253 | 2665 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | | 0.00 | 0.77 | 0.77 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 0.0 | 0.0 | 28.9 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 2.6 | 2.6 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | | 0.0 | 2.0 | 0.1 | 0.0 | 0.8 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | | 0.0 | 0.7 | 0.0 | 0.0 | 0.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 0.0 | 0.0 | 0.0 | 29.3 | 0.0 | 0.0 | | 0.0 | 2.0 | 0.1 | 2.7 | 3.4 |
| LnGrp LOS | | | | C | | | | | A | A | A | A |
| Approach Vol, veh/h | | 0 | | | 22 | | | | 1853 | | | 1438 |
| Approach Delay, s/veh | | 0.0 | | | 29.3 | | | | 2.0 | | | 3.4 |
| Approach LOS | | | | | C | | | | A | | | A |

| Timer - Assigned Phs | 2 | 4 | 5 | 6 | 8 |
|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 52.5 | 7.5 | 6.3 | 46.1 | 7.5 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 39.0 | 9.0 | 5.0 | 28.0 | 9.0 |
| Max Q Clear Time (g_c+I1), s | 11.7 | 2.9 | 2.1 | 2.0 | 0.0 |
| Green Ext Time (p_c), s | 11.9 | 0.0 | 0.0 | 15.9 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 2.8 |
| HCM 7th LOS | A |

Notes

User approved ignoring U-Turning movement.

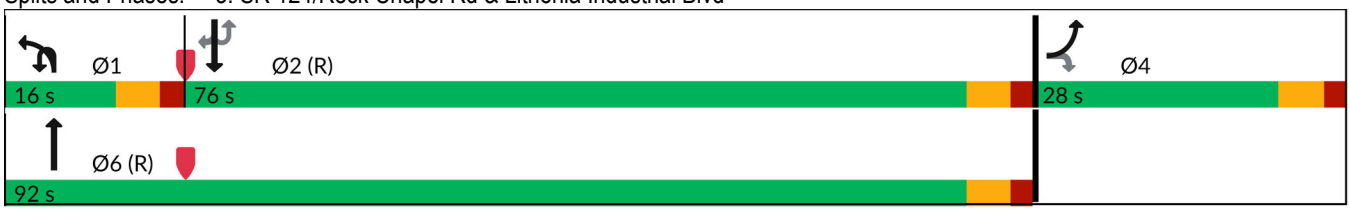
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

| Movement | SBR |
|---|---|
| Lane Configurations | |
| Traffic Volume (veh/h) | 0 |
| Future Volume (veh/h) | 0 |
| Initial Q (Qb), veh | 0 |
| Lane Width Adj. | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 |
| Parking Bus, Adj | 1.00 |
| Work Zone On Approach | |
| Adj Sat Flow, veh/h/ln | 1900 |
| Adj Flow Rate, veh/h | 0 |
| Peak Hour Factor | 0.95 |
| Percent Heavy Veh, % | 0 |
| Cap, veh/h | 0 |
| Arrive On Green | 0.00 |
| Sat Flow, veh/h | 0 |
| Grp Volume(v), veh/h | 0 |
| Grp Sat Flow(s),veh/h/ln | 0 |
| Q Serve(g_s), s | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 |
| Prop In Lane | 0.00 |
| Lane Grp Cap(c), veh/h | 0 |
| V/C Ratio(X) | 0.00 |
| Avail Cap(c_a), veh/h | 0 |
| HCM Platoon Ratio | 1.00 |
| Upstream Filter(I) | 0.00 |
| Uniform Delay (d), s/veh | 0.0 |
| Incr Delay (d2), s/veh | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 |
| Unsig. Movement Delay, s/veh | |
| LnGrp Delay(d), s/veh | 0.0 |
| LnGrp LOS | |
| Approach Vol, veh/h | |
| Approach Delay, s/veh | |
| Approach LOS | |
| Timer - Assigned Phs | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 238 | 85 | 95 | 1512 | 984 | 412 |
| Future Volume (vph) | 238 | 85 | 95 | 1512 | 984 | 412 |
| Turn Type | Prot | Perm | Prot | NA | NA | Perm |
| Protected Phases | 4 | | 1 | 6 | 2 | |
| Permitted Phases | | 4 | | | | 2 |
| Detector Phase | 4 | 4 | 1 | 6 | 2 | 2 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 | 24.0 |
| Total Split (s) | 28.0 | 28.0 | 16.0 | 92.0 | 76.0 | 76.0 |
| Total Split (%) | 23.3% | 23.3% | 13.3% | 76.7% | 63.3% | 63.3% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | Lead | | Lag | Lag |
| Lead-Lag Optimize? | | | Yes | | Yes | Yes |
| Recall Mode | None | None | None | C-Max | C-Max | C-Max |
| Act Effct Green (s) | 14.6 | 14.6 | 9.3 | 93.4 | 78.1 | 78.1 |
| Actuated g/C Ratio | 0.12 | 0.12 | 0.08 | 0.78 | 0.65 | 0.65 |
| v/c Ratio | 0.64 | 0.34 | 0.42 | 0.60 | 0.33 | 0.38 |
| Control Delay (s/veh) | 57.5 | 12.8 | 66.5 | 3.6 | 6.3 | 2.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 57.5 | 12.8 | 66.5 | 3.6 | 6.3 | 2.2 |
| LOS | E | B | E | A | A | A |
| Approach Delay (s/veh) | 45.8 | | | 7.4 | 5.1 | |
| Approach LOS | D | | | A | A | |

| Intersection Summary | |
|---|---|
| Cycle Length: 120 | |
| Actuated Cycle Length: 120 | |
| Offset: 115 (96%), Referenced to phase 2:SBTU and 6:NBT, Start of Green | |
| Natural Cycle: 60 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.64 | |
| Intersection Signal Delay (s/veh): 10.2 | Intersection LOS: B |
| Intersection Capacity Utilization 58.6% | ICU Level of Service B |
| Analysis Period (min) 15 | |

Splits and Phases: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd



| Movement | EBL | EBR | NBU | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (veh/h) | 238 | 85 | 2 | 95 | 1512 | 0 | 984 | 412 |
| Future Volume (veh/h) | 238 | 85 | 2 | 95 | 1512 | 0 | 984 | 412 |
| Initial Q (Qb), veh | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Work Zone On Approach | No | | | | No | | No | |
| Adj Sat Flow, veh/h/ln | 1781 | 1826 | | 1737 | 1841 | | 1796 | 1826 |
| Adj Flow Rate, veh/h | 253 | 90 | | 101 | 1609 | | 1047 | 438 |
| Peak Hour Factor | 0.94 | 0.94 | | 0.94 | 0.94 | | 0.94 | 0.94 |
| Percent Heavy Veh, % | 8 | 5 | | 11 | 4 | | 7 | 5 |
| Cap, veh/h | 326 | 153 | | 150 | 2802 | | 3454 | 1090 |
| Arrive On Green | 0.10 | 0.10 | | 0.05 | 0.80 | | 1.00 | 1.00 |
| Sat Flow, veh/h | 3291 | 1547 | | 3209 | 3589 | | 5065 | 1547 |
| Grp Volume(v), veh/h | 253 | 90 | | 101 | 1609 | | 1047 | 438 |
| Grp Sat Flow(s),veh/h/ln | 1646 | 1547 | | 1605 | 1749 | | 1635 | 1547 |
| Q Serve(g_s), s | 9.0 | 6.7 | | 3.7 | 20.3 | | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 9.0 | 6.7 | | 3.7 | 20.3 | | 0.0 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | | | | 1.00 |
| Lane Grp Cap(c), veh/h | 326 | 153 | | 150 | 2802 | | 3454 | 1090 |
| V/C Ratio(X) | 0.78 | 0.59 | | 0.67 | 0.57 | | 0.30 | 0.40 |
| Avail Cap(c_a), veh/h | 603 | 284 | | 267 | 2802 | | 3454 | 1090 |
| HCM Platoon Ratio | 1.00 | 1.00 | | 1.00 | 1.00 | | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.88 | 0.88 |
| Uniform Delay (d), s/veh | 52.8 | 51.7 | | 56.3 | 4.4 | | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 4.0 | 3.6 | | 5.2 | 0.9 | | 0.2 | 1.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.8 | 2.7 | | 1.6 | 4.9 | | 0.1 | 0.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | |
| LnGrp Delay(d), s/veh | 56.8 | 55.3 | | 61.5 | 5.3 | | 0.2 | 1.0 |
| LnGrp LOS | E | E | | E | A | | A | A |
| Approach Vol, veh/h | 343 | | | | 1710 | | 1485 | |
| Approach Delay, s/veh | 56.4 | | | | 8.6 | | 0.4 | |
| Approach LOS | E | | | | A | | A | |

| Timer - Assigned Phs | 1 | 2 | | 4 | | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 11.6 | 90.5 | | 17.9 | | 102.1 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 10.0 | 70.0 | | 22.0 | | 86.0 |
| Max Q Clear Time (g_c+I1), s | 5.7 | 2.0 | | 11.0 | | 22.3 |
| Green Ext Time (p_c), s | 0.1 | 11.5 | | 0.9 | | 18.7 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 9.8 |
| HCM 7th LOS | A |

Notes

User approved ignoring U-Turning movement.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | WBL | WBR | NBU | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Vol, veh/h | 10 | 28 | 0 | 1575 | 6 | 15 | 1056 |
| Future Vol, veh/h | 10 | 28 | 0 | 1575 | 6 | 15 | 1056 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | - | None | - | None |
| Storage Length | 0 | 50 | 190 | - | 235 | 165 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | - | - | 0 |
| Grade, % | 0 | - | - | 0 | - | - | 0 |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 20 | 0 | 0 | 5 | 33 | 0 | 7 |
| Mvmt Flow | 11 | 30 | 0 | 1676 | 6 | 16 | 1123 |

| Major/Minor | Minor1 | | Major1 | | | Major2 | |
|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 2157 | 838 | 820 | 0 | 0 | 1682 | 0 |
| Stage 1 | 1676 | - | - | - | - | - | - |
| Stage 2 | 481 | - | - | - | - | - | - |
| Critical Hdwy | 6.65 | 6.9 | 5.6 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 6.2 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.4 | - | - | - | - | - | - |
| Follow-up Hdwy | 3.85 | 3.3 | 2.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 45 | 314 | 562 | - | - | 386 | - |
| Stage 1 | 112 | - | - | - | - | - | - |
| Stage 2 | 508 | - | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | | - |
| Mov Cap-1 Maneuver | 43 | 314 | 562 | - | - | 386 | - |
| Mov Cap-2 Maneuver | 43 | - | - | - | - | - | - |
| Stage 1 | 112 | - | - | - | - | - | - |
| Stage 2 | 487 | - | - | - | - | - | - |

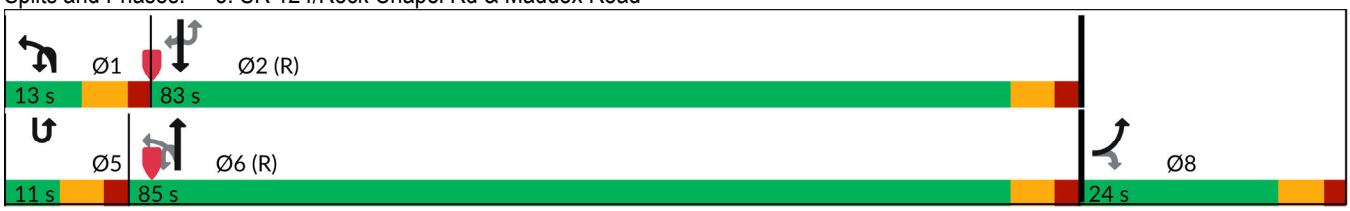
| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 43.33 | 0 | 0.21 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBU | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 562 | - | - | 43 | 314 | 386 | - |
| HCM Lane V/C Ratio | - | - | - | 0.249 | 0.095 | 0.041 | - |
| HCM Ctrl Dly (s/v) | 0 | - | - | 115.2 | 17.7 | 14.7 | - |
| HCM Lane LOS | A | - | - | F | C | B | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.8 | 0.3 | 0.1 | - |

| Lane Group | EBL | EBR | NBU | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 12 | 36 | 3 | 89 | 1569 | 3 | 1012 | 30 |
| Future Volume (vph) | 12 | 36 | 3 | 89 | 1569 | 3 | 1012 | 30 |
| Turn Type | Prot | Perm | pm+pt | pm+pt | NA | pm+pt | NA | Perm |
| Protected Phases | 8 | | 1 | 1 | 6 | 5 | 2 | |
| Permitted Phases | | 8 | 6 | 6 | | 2 | | 2 |
| Detector Phase | 8 | 8 | 1 | 1 | 6 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 24.0 | 24.0 | 10.0 | 10.0 | 24.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 24.0 | 24.0 | 13.0 | 13.0 | 85.0 | 11.0 | 83.0 | 83.0 |
| Total Split (%) | 20.0% | 20.0% | 10.8% | 10.8% | 70.8% | 9.2% | 69.2% | 69.2% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | Lead | Lead | Lag | Lead | Lag | Lag |
| Lead-Lag Optimize? | | | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 7.1 | 7.1 | | 102.5 | 102.1 | 96.1 | 90.6 | 90.6 |
| Actuated g/C Ratio | 0.06 | 0.06 | | 0.85 | 0.85 | 0.80 | 0.76 | 0.76 |
| v/c Ratio | 0.17 | 0.37 | | 0.23 | 0.55 | 0.01 | 0.41 | 0.03 |
| Control Delay (s/veh) | 58.0 | 26.5 | | 4.5 | 9.5 | 3.3 | 6.3 | 2.8 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 58.0 | 26.5 | | 4.5 | 9.5 | 3.3 | 6.3 | 2.8 |
| LOS | E | C | | A | A | A | A | A |
| Approach Delay (s/veh) | 34.2 | | | | 9.2 | | 6.2 | |
| Approach LOS | C | | | | A | | A | |

| Intersection Summary | |
|---|---|
| Cycle Length: 120 | |
| Actuated Cycle Length: 120 | |
| Offset: 0 (0%), Referenced to phase 2:SBTU and 6:NBTL, Start of Green | |
| Natural Cycle: 80 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.55 | |
| Intersection Signal Delay (s/veh): 8.5 | Intersection LOS: A |
| Intersection Capacity Utilization 66.7% | ICU Level of Service C |
| Analysis Period (min) 15 | |

Splits and Phases: 5: SR 124/Rock Chapel Rd & Maddox Road



| Movement | EBL | EBR | NBU | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (veh/h) | 12 | 36 | 3 | 89 | 1569 | 3 | 1012 | 30 |
| Future Volume (veh/h) | 12 | 36 | 3 | 89 | 1569 | 3 | 1012 | 30 |
| Initial Q (Qb), veh | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Work Zone On Approach | No | | | | No | | No | |
| Adj Sat Flow, veh/h/ln | 1159 | 1278 | | 1737 | 1826 | | 1811 | 1604 |
| Adj Flow Rate, veh/h | 12 | 37 | | 92 | 1618 | | 1043 | 31 |
| Peak Hour Factor | 0.97 | 0.97 | | 0.97 | 0.97 | | 0.97 | 0.97 |
| Percent Heavy Veh, % | 50 | 42 | | 11 | 5 | | 6 | 20 |
| Cap, veh/h | 45 | 45 | | 136 | 2979 | | 2674 | 1056 |
| Arrive On Green | 0.04 | 0.04 | | 0.04 | 1.00 | | 1.00 | 1.00 |
| Sat Flow, veh/h | 1104 | 1083 | | 1654 | 3561 | | 3532 | 1359 |
| Grp Volume(v), veh/h | 12 | 37 | | 92 | 1618 | | 1043 | 31 |
| Grp Sat Flow(s),veh/h/ln | 1104 | 1083 | | 1654 | 1735 | | 1721 | 1359 |
| Q Serve(g_s), s | 1.3 | 4.1 | | 0.8 | 0.0 | | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 1.3 | 4.1 | | 0.8 | 0.0 | | 0.0 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | | | | 1.00 |
| Lane Grp Cap(c), veh/h | 45 | 45 | | 136 | 2979 | | 2674 | 1056 |
| V/C Ratio(X) | 0.26 | 0.83 | | 0.68 | 0.54 | | 0.39 | 0.03 |
| Avail Cap(c_a), veh/h | 166 | 162 | | 180 | 2979 | | 2674 | 1056 |
| HCM Platoon Ratio | 1.00 | 1.00 | | 1.33 | 1.33 | | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 1.00 | | 0.42 | 0.42 | | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 55.8 | 57.1 | | 43.8 | 0.0 | | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 3.0 | 30.5 | | 2.6 | 0.3 | | 0.4 | 0.1 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 1.5 | | 2.4 | 0.1 | | 0.2 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | |
| LnGrp Delay(d), s/veh | 58.8 | 87.6 | | 46.4 | 0.3 | | 0.4 | 0.1 |
| LnGrp LOS | E | F | | D | A | | A | A |
| Approach Vol, veh/h | 49 | | | | 1710 | | 1074 | |
| Approach Delay, s/veh | 80.6 | | | | 2.8 | | 0.4 | |
| Approach LOS | F | | | | A | | A | |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.8 | 99.2 | | | | 109.1 | | 10.9 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | | | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 7.0 | 77.0 | | | | 79.0 | | 18.0 |
| Max Q Clear Time (g_c+I1), s | 2.8 | 2.0 | | | | 2.0 | | 6.1 |
| Green Ext Time (p_c), s | 0.1 | 9.0 | | | | 19.5 | | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 3.2 |
| HCM 7th LOS | A |

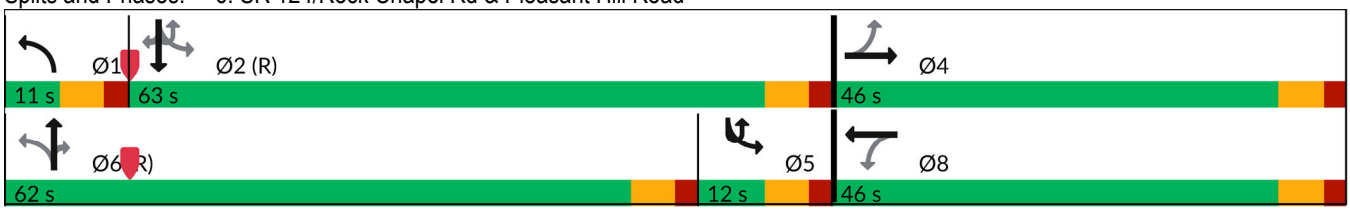
Notes

User approved ignoring U-Turning movement.

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | |
| Traffic Volume (vph) | 3 | 0 | 396 | 1 | 4 | 1378 | 184 | 2 | 120 | 952 | 2 |
| Future Volume (vph) | 3 | 0 | 396 | 1 | 4 | 1378 | 184 | 2 | 120 | 952 | 2 |
| Turn Type | Perm | NA | Perm | NA | pm+pt | NA | Perm | pm+pt | pm+pt | NA | Perm |
| Protected Phases | | 4 | | 8 | 1 | 6 | | 5 | 5 | 2 | |
| Permitted Phases | 4 | | 8 | | 6 | | 6 | 2 | 2 | | 2 |
| Detector Phase | 4 | 4 | 8 | 8 | 1 | 6 | 6 | 5 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 24.0 | 24.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 | 11.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 46.0 | 46.0 | 46.0 | 46.0 | 11.0 | 62.0 | 62.0 | 12.0 | 12.0 | 63.0 | 63.0 |
| Total Split (%) | 38.3% | 38.3% | 38.3% | 38.3% | 9.2% | 51.7% | 51.7% | 10.0% | 10.0% | 52.5% | 52.5% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | | | Lead | Lead | Lead | Lag | Lag | Lag | Lag |
| Lead-Lag Optimize? | | | | | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | C-Max | C-Max | None | None | C-Max | C-Max |
| Act Effct Green (s) | | 37.9 | 37.9 | 37.9 | 58.1 | 58.1 | 58.1 | | 67.9 | 67.9 | 67.9 |
| Actuated g/C Ratio | | 0.32 | 0.32 | 0.32 | 0.48 | 0.48 | 0.48 | | 0.57 | 0.57 | 0.57 |
| v/c Ratio | | 0.02 | 0.93 | 0.46 | 0.02 | 0.84 | 0.24 | | 0.80 | 0.52 | 0.00 |
| Control Delay (s/veh) | | 0.1 | 68.9 | 18.9 | 17.5 | 33.5 | 5.5 | | 61.1 | 9.3 | 0.0 |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | | 0.1 | 68.9 | 18.9 | 17.5 | 33.5 | 5.5 | | 61.1 | 9.3 | 0.0 |
| LOS | | A | E | B | B | C | A | | E | A | A |
| Approach Delay (s/veh) | | 0.1 | | 48.9 | | 30.2 | | | | 15.1 | |
| Approach LOS | | A | | D | | C | | | | B | |

| Intersection Summary | |
|---|---|
| Cycle Length: 120 | |
| Actuated Cycle Length: 120 | |
| Offset: 46 (38%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green | |
| Natural Cycle: 90 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.93 | |
| Intersection Signal Delay (s/veh): 29.0 | Intersection LOS: C |
| Intersection Capacity Utilization 88.5% | ICU Level of Service E |
| Analysis Period (min) 15 | |

Splits and Phases: 6: SR 124/Rock Chapel Rd & Pleasant Hill Road



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBU | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 3 | 0 | 4 | 396 | 1 | 265 | 4 | 1378 | 184 | 2 | 120 | 952 |
| Future Volume (veh/h) | 3 | 0 | 4 | 396 | 1 | 265 | 4 | 1378 | 184 | 2 | 120 | 952 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | | No |
| Adj Sat Flow, veh/h/ln | 418 | 1900 | 789 | 1841 | 1900 | 1856 | 1530 | 1826 | 1767 | | 1811 | 1767 |
| Adj Flow Rate, veh/h | 3 | 0 | 4 | 404 | 1 | 270 | 4 | 1406 | 188 | | 122 | 971 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | | 0.98 | 0.98 |
| Percent Heavy Veh, % | 100 | 0 | 75 | 4 | 0 | 3 | 25 | 5 | 9 | | 6 | 9 |
| Cap, veh/h | 159 | 16 | 176 | 451 | 2 | 535 | 136 | 1619 | 699 | | 173 | 1717 |
| Arrive On Green | 0.33 | 0.00 | 0.33 | 0.33 | 0.33 | 0.33 | 0.01 | 0.47 | 0.47 | | 0.02 | 0.17 |
| Sat Flow, veh/h | 347 | 49 | 528 | 1390 | 6 | 1605 | 1457 | 3469 | 1497 | | 1725 | 3357 |
| Grp Volume(v), veh/h | 7 | 0 | 0 | 404 | 0 | 271 | 4 | 1406 | 188 | | 122 | 971 |
| Grp Sat Flow(s),veh/h/ln | 925 | 0 | 0 | 1390 | 0 | 1611 | 1457 | 1735 | 1497 | | 1725 | 1678 |
| Q Serve(g_s), s | 0.1 | 0.0 | 0.0 | 23.8 | 0.0 | 16.2 | 0.2 | 43.6 | 9.2 | | 2.4 | 31.9 |
| Cycle Q Clear(g_c), s | 16.2 | 0.0 | 0.0 | 40.0 | 0.0 | 16.2 | 0.2 | 43.6 | 9.2 | | 2.4 | 31.9 |
| Prop In Lane | 0.43 | | 0.57 | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | |
| Lane Grp Cap(c), veh/h | 351 | 0 | 0 | 451 | 0 | 537 | 136 | 1619 | 699 | | 173 | 1717 |
| V/C Ratio(X) | 0.02 | 0.00 | 0.00 | 0.90 | 0.00 | 0.50 | 0.03 | 0.87 | 0.27 | | 0.71 | 0.57 |
| Avail Cap(c_a), veh/h | 351 | 0 | 0 | 451 | 0 | 537 | 190 | 1619 | 699 | | 173 | 1717 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.33 | 0.33 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.92 | 0.92 |
| Uniform Delay (d), s/veh | 27.5 | 0.0 | 0.0 | 42.8 | 0.0 | 32.1 | 24.1 | 28.7 | 19.5 | | 55.2 | 37.6 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.8 | 0.1 | 6.6 | 0.9 | | 11.3 | 1.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 0.0 | 0.0 | 14.1 | 0.0 | 6.2 | 0.1 | 18.3 | 3.2 | | 4.1 | 14.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 27.6 | 0.0 | 0.0 | 62.8 | 0.0 | 32.8 | 24.2 | 35.3 | 20.5 | | 66.6 | 38.9 |
| LnGrp LOS | C | | | E | | C | C | D | C | | E | D |
| Approach Vol, veh/h | | 7 | | | 675 | | | 1598 | | | | 1095 |
| Approach Delay, s/veh | | 27.6 | | | 50.7 | | | 33.5 | | | | 41.9 |
| Approach LOS | | C | | | D | | | C | | | | D |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 6.6 | 67.4 | | 46.0 | 12.0 | 62.0 | | 46.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 5.0 | 57.0 | | 40.0 | 6.0 | 56.0 | | 40.0 |
| Max Q Clear Time (g_c+I1), s | 2.2 | 33.9 | | 18.2 | 4.4 | 45.6 | | 42.0 |
| Green Ext Time (p_c), s | 0.0 | 6.7 | | 0.0 | 0.0 | 6.8 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 39.7 |
| HCM 7th LOS | D |

Notes

User approved ignoring U-Turning movement.

| Movement | SBR |
|---|---|
| Lane Configurations | |
| Traffic Volume (veh/h) | 2 |
| Future Volume (veh/h) | 2 |
| Initial Q (Qb), veh | 0 |
| Lane Width Adj. | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 |
| Parking Bus, Adj | 1.00 |
| Work Zone On Approach | |
| Adj Sat Flow, veh/h/ln | 1900 |
| Adj Flow Rate, veh/h | 2 |
| Peak Hour Factor | 0.98 |
| Percent Heavy Veh, % | 0 |
| Cap, veh/h | 824 |
| Arrive On Green | 0.17 |
| Sat Flow, veh/h | 1610 |
| Grp Volume(v), veh/h | 2 |
| Grp Sat Flow(s),veh/h/ln | 1610 |
| Q Serve(g_s), s | 0.1 |
| Cycle Q Clear(g_c), s | 0.1 |
| Prop In Lane | 1.00 |
| Lane Grp Cap(c), veh/h | 824 |
| V/C Ratio(X) | 0.00 |
| Avail Cap(c_a), veh/h | 824 |
| HCM Platoon Ratio | 0.33 |
| Upstream Filter(I) | 0.92 |
| Uniform Delay (d), s/veh | 24.4 |
| Incr Delay (d2), s/veh | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 |
| Unsig. Movement Delay, s/veh | |
| LnGrp Delay(d), s/veh | 24.4 |
| LnGrp LOS | C |
| Approach Vol, veh/h | |
| Approach Delay, s/veh | |
| Approach LOS | |
| Timer - Assigned Phs | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 267 | 3 | 6 | 548 | 7 | 7 |
| Future Vol, veh/h | 267 | 3 | 6 | 548 | 7 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 120 | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 9 | 67 | 17 | 3 | 0 | 0 |
| Mvmt Flow | 297 | 3 | 7 | 609 | 8 | 8 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 300 | 0 | 919 | 297 |
| Stage 1 | - | - | - | - | 297 | - |
| Stage 2 | - | - | - | - | 622 | - |
| Critical Hdwy | - | - | 4.27 | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | - | - | 2.353 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 1180 | - | 304 | 747 |
| Stage 1 | - | - | - | - | 759 | - |
| Stage 2 | - | - | - | - | 539 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1180 | - | 301 | 747 |
| Mov Cap-2 Maneuver | - | - | - | - | 301 | - |
| Stage 1 | - | - | - | - | 759 | - |
| Stage 2 | - | - | - | - | 534 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0.09 | 13.7 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 429 | - | - | 19 | - |
| HCM Lane V/C Ratio | 0.036 | - | - | 0.006 | - |
| HCM Ctrl Dly (s/v) | 13.7 | - | - | 8.1 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 19.2 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 41 | 229 | 11 | 4 | 394 | 4 | 33 | 208 | 4 | 2 | 81 | 23 |
| Future Vol, veh/h | 41 | 229 | 11 | 4 | 394 | 4 | 33 | 208 | 4 | 2 | 81 | 23 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles, % | 0 | 6 | 0 | 25 | 6 | 0 | 12 | 1 | 25 | 0 | 0 | 9 |
| Mvmt Flow | 44 | 246 | 12 | 4 | 424 | 4 | 35 | 224 | 4 | 2 | 87 | 25 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay, s/veh | 15.4 | 25.8 | 15.9 | 11.7 |
| HCM LOS | C | D | C | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 13% | 15% | 1% | 2% |
| Vol Thru, % | 85% | 81% | 98% | 76% |
| Vol Right, % | 2% | 4% | 1% | 22% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 245 | 281 | 402 | 106 |
| LT Vol | 33 | 41 | 4 | 2 |
| Through Vol | 208 | 229 | 394 | 81 |
| RT Vol | 4 | 11 | 4 | 23 |
| Lane Flow Rate | 263 | 302 | 432 | 114 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.487 | 0.511 | 0.752 | 0.214 |
| Departure Headway (Hd) | 6.657 | 6.088 | 6.264 | 6.767 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 540 | 592 | 579 | 529 |
| Service Time | 4.712 | 4.139 | 4.264 | 4.833 |
| HCM Lane V/C Ratio | 0.487 | 0.51 | 0.746 | 0.216 |
| HCM Control Delay, s/veh | 15.9 | 15.4 | 25.8 | 11.7 |
| HCM Lane LOS | C | C | D | B |
| HCM 95th-tile Q | 2.6 | 2.9 | 6.6 | 0.8 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 6 | 295 | 6 | 0 | 616 | 3 | 11 | 0 | 5 | 0 | 0 | 23 |
| Future Vol, veh/h | 6 | 295 | 6 | 0 | 616 | 3 | 11 | 0 | 5 | 0 | 0 | 23 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 100 | - | 150 | - | - | 165 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Mvmt Flow | 6 | 301 | 6 | 0 | 629 | 3 | 11 | 0 | 5 | 0 | 0 | 23 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 632 | 0 | 0 | 307 | 0 | 0 | 942 | 945 | 301 | 942 | 948 | 629 |
| Stage 1 | - | - | - | - | - | - | 313 | 313 | - | 629 | 629 | - |
| Stage 2 | - | - | - | - | - | - | 629 | 632 | - | 313 | 319 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.336 |
| Pot Cap-1 Maneuver | 961 | - | - | 1265 | - | - | 245 | 264 | 743 | 245 | 263 | 479 |
| Stage 1 | - | - | - | - | - | - | 702 | 660 | - | 474 | 479 | - |
| Stage 2 | - | - | - | - | - | - | 474 | 477 | - | 702 | 656 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 961 | - | - | 1265 | - | - | 232 | 262 | 743 | 242 | 261 | 479 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 232 | 262 | - | 242 | 261 | - |
| Stage 1 | - | - | - | - | - | - | 697 | 656 | - | 474 | 479 | - |
| Stage 2 | - | - | - | - | - | - | 451 | 477 | - | 692 | 652 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.17 | 0 | 17.91 | 12.9 |
| HCM LOS | | | C | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 295 | 961 | - | - | 1265 | - | - | 479 |
| HCM Lane V/C Ratio | 0.055 | 0.006 | - | - | - | - | - | 0.049 |
| HCM Ctrl Dly (s/v) | 17.9 | 8.8 | - | - | 0 | - | - | 12.9 |
| HCM Lane LOS | C | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.2 |

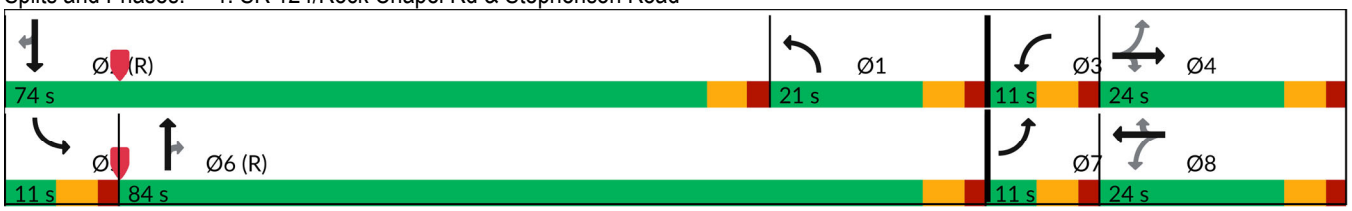
## 1: SR 124/Rock Chapel Rd & Stephenson Road

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 142 | 7 | 222 | 10 | 8 | 7 | 143 | 1643 | 5 | 2 | 1480 | 163 |
| Future Volume (vph) | 142 | 7 | 222 | 10 | 8 | 7 | 143 | 1643 | 5 | 2 | 1480 | 163 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | Prot | NA | Perm | Prot | NA | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | 6 | | | 2 |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 8 | 1 | 6 | 6 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 | 21.0 | 84.0 | 84.0 | 11.0 | 74.0 | 74.0 |
| Total Split (%) | 8.5% | 18.5% | 18.5% | 8.5% | 18.5% | 18.5% | 16.2% | 64.6% | 64.6% | 8.5% | 56.9% | 56.9% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lag | Lag | Lag | Lead | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | None | None | C-Max | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 10.2 | 8.2 | 8.2 | 9.8 | 8.2 | 8.2 | 15.0 | 102.9 | 102.9 | 5.8 | 84.4 | 84.4 |
| Actuated g/C Ratio | 0.08 | 0.06 | 0.06 | 0.08 | 0.06 | 0.06 | 0.12 | 0.79 | 0.79 | 0.04 | 0.65 | 0.65 |
| v/c Ratio | 1.37 | 0.06 | 0.73 | 0.09 | 0.07 | 0.03 | 0.73 | 0.62 | 0.00 | 0.03 | 0.69 | 0.16 |
| Control Delay (s/veh) | 256.8 | 55.1 | 20.5 | 48.7 | 55.5 | 0.1 | 69.1 | 7.8 | 0.0 | 60.0 | 18.3 | 2.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 256.8 | 55.1 | 20.5 | 48.7 | 55.5 | 0.1 | 69.1 | 7.8 | 0.0 | 60.0 | 18.3 | 2.2 |
| LOS | F | E | C | D | E | A | E | A | A | E | B | A |
| Approach Delay (s/veh) | | 111.4 | | | 37.7 | | | 12.7 | | | 16.7 | |
| Approach LOS | | F | | | D | | | B | | | B | |

### Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 25 (19%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.37
Intersection Signal Delay (s/veh): 24.1 — Intersection LOS: C
Intersection Capacity Utilization 79.1% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: SR 124/Rock Chapel Rd & Stephenson Road



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 142 | 7 | 222 | 10 | 8 | 7 | 143 | 1643 | 5 | 2 | 1480 | 163 |
| Future Volume (veh/h) | 142 | 7 | 222 | 10 | 8 | 7 | 143 | 1643 | 5 | 2 | 1480 | 163 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1885 | 1856 | 1900 | 1900 | 1841 | 1870 |
| Adj Flow Rate, veh/h | 149 | 7 | 234 | 11 | 8 | 7 | 151 | 1729 | 5 | 2 | 1558 | 172 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 2 |
| Cap, veh/h | 280 | 263 | 223 | 208 | 214 | 181 | 254 | 2333 | 1065 | 5 | 1829 | 829 |
| Arrive On Green | 0.04 | 0.14 | 0.14 | 0.01 | 0.11 | 0.11 | 0.14 | 0.66 | 0.66 | 0.00 | 0.52 | 0.52 |
| Sat Flow, veh/h | 1810 | 1900 | 1610 | 1810 | 1900 | 1610 | 1795 | 3526 | 1610 | 1810 | 3497 | 1585 |
| Grp Volume(v), veh/h | 149 | 7 | 234 | 11 | 8 | 7 | 151 | 1729 | 5 | 2 | 1558 | 172 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1900 | 1610 | 1810 | 1900 | 1610 | 1795 | 1763 | 1610 | 1810 | 1749 | 1585 |
| Q Serve(g_s), s | 5.0 | 0.4 | 18.0 | 0.7 | 0.5 | 0.4 | 10.3 | 42.3 | 0.1 | 0.1 | 49.8 | 5.9 |
| Cycle Q Clear(g_c), s | 5.0 | 0.4 | 18.0 | 0.7 | 0.5 | 0.4 | 10.3 | 42.3 | 0.1 | 0.1 | 49.8 | 5.9 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 280 | 263 | 223 | 208 | 214 | 181 | 254 | 2333 | 1065 | 5 | 1829 | 829 |
| V/C Ratio(X) | 0.53 | 0.03 | 1.05 | 0.05 | 0.04 | 0.04 | 0.60 | 0.74 | 0.00 | 0.41 | 0.85 | 0.21 |
| Avail Cap(c_a), veh/h | 280 | 263 | 223 | 255 | 263 | 223 | 254 | 2333 | 1065 | 70 | 1829 | 829 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 51.6 | 48.4 | 56.0 | 50.0 | 51.4 | 27.9 | 52.3 | 14.6 | 7.5 | 64.7 | 26.7 | 10.1 |
| Incr Delay (d2), s/veh | 1.9 | 0.0 | 73.9 | 0.1 | 0.1 | 0.1 | 3.7 | 2.2 | 0.0 | 47.7 | 5.2 | 0.6 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.6 | 0.2 | 11.9 | 0.3 | 0.2 | 0.2 | 4.8 | 15.4 | 0.1 | 0.1 | 20.5 | 2.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 53.5 | 48.5 | 129.9 | 50.1 | 51.5 | 28.0 | 56.1 | 16.8 | 7.5 | 112.4 | 31.9 | 10.7 |
| LnGrp LOS | D | D | F | D | D | C | E | B | A | F | C | B |
| Approach Vol, veh/h | | 390 | | | 26 | | | 1885 | | | 1732 | |
| Approach Delay, s/veh | | 99.3 | | | 44.6 | | | 19.9 | | | 29.9 | |
| Approach LOS | | F | | | D | | | B | | | C | |

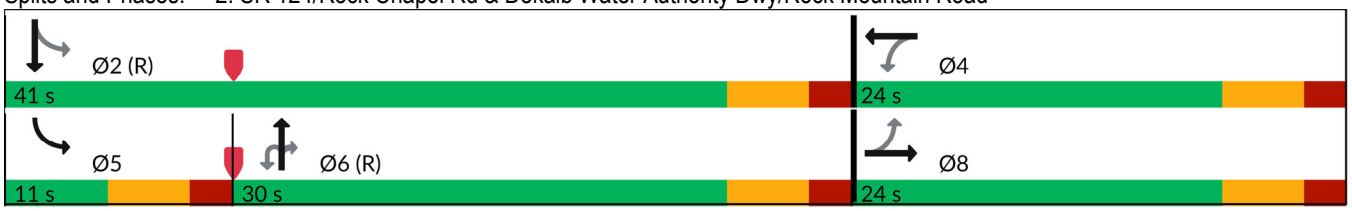
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 24.4 | 74.0 | 7.6 | 24.0 | 6.3 | 92.0 | 11.0 | 20.6 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 15.0 | 68.0 | 5.0 | 18.0 | 5.0 | 78.0 | 5.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 12.3 | 51.8 | 2.7 | 20.0 | 2.1 | 44.3 | 7.0 | 2.5 |
| Green Ext Time (p_c), s | 0.1 | 10.2 | 0.0 | 0.0 | 0.0 | 17.1 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 32.0 |
| HCM 7th LOS | C |

| Lane Group | WBL | WBT | NBU | NBT | NBR | SBL | SBT | Ø8 |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 27 | 0 | 3 | 1803 | 13 | 6 | 1746 | |
| Future Volume (vph) | 27 | 0 | 3 | 1803 | 13 | 6 | 1746 | |
| Turn Type | Perm | NA | Perm | NA | Perm | pm+pt | NA | |
| Protected Phases | | 4 | | 6 | | 5 | 2 | 8 |
| Permitted Phases | 4 | | 6 | | 6 | 2 | | |
| Detector Phase | 4 | 4 | 6 | 6 | 6 | 5 | 2 | |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 11.0 | 24.0 | 15.0 |
| Total Split (s) | 24.0 | 24.0 | 30.0 | 30.0 | 30.0 | 11.0 | 41.0 | 24.0 |
| Total Split (%) | 36.9% | 36.9% | 46.2% | 46.2% | 46.2% | 16.9% | 63.1% | 37% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | |
| Lead/Lag | | | Lag | Lag | Lag | Lead | | |
| Lead-Lag Optimize? | | | Yes | Yes | Yes | Yes | | |
| Recall Mode | None | None | C-Max | C-Max | C-Max | None | C-Max | None |
| Act Effct Green (s) | | 5.5 | 55.6 | 55.6 | 55.6 | 54.4 | 58.0 | |
| Actuated g/C Ratio | | 0.08 | 0.86 | 0.86 | 0.86 | 0.84 | 0.89 | |
| v/c Ratio | | 0.12 | 0.02 | 0.63 | 0.02 | 0.03 | 0.58 | |
| Control Delay (s/veh) | | 0.9 | 5.7 | 8.5 | 0.0 | 2.3 | 7.2 | |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | | 0.9 | 5.7 | 8.5 | 0.0 | 2.3 | 7.2 | |
| LOS | | A | A | A | A | A | A | |
| Approach Delay (s/veh) | | 0.9 | | 8.4 | | | 7.2 | |
| Approach LOS | | A | | A | | | A | |

| Intersection Summary | |
|---|---|
| Cycle Length: 65 | |
| Actuated Cycle Length: 65 | |
| Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTU, Start of Green | |
| Natural Cycle: 90 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.63 | |
| Intersection Signal Delay (s/veh): 7.7 | Intersection LOS: A |
| Intersection Capacity Utilization 64.0% | ICU Level of Service C |
| Analysis Period (min) 15 | |

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 27 | 0 | 6 | 3 | 0 | 1803 | 13 | 6 | 1746 |
| Future Volume (veh/h) | 0 | 0 | 0 | 27 | 0 | 6 | 3 | 0 | 1803 | 13 | 6 | 1746 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 1618 | 1900 | 1900 | | 0 | 1856 | 640 | 1159 | 1856 |
| Adj Flow Rate, veh/h | 0 | 0 | 0 | 28 | 0 | 0 | | 0 | 1878 | 14 | 6 | 1819 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 19 | 0 | 0 | | 0 | 3 | 85 | 50 | 3 |
| Cap, veh/h | 0 | 58 | 0 | 155 | 0 | | | 0 | 2414 | 372 | 221 | 2767 |
| Arrive On Green | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | | 0.00 | 1.00 | 1.00 | 0.01 | 0.78 |
| Sat Flow, veh/h | 0 | 1900 | 0 | 1440 | 0 | 0 | | 0 | 3618 | 543 | 1104 | 3618 |
| Grp Volume(v), veh/h | 0 | 0 | 0 | 28 | 0 | 0 | | 0 | 1878 | 14 | 6 | 1819 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1900 | 0 | 1440 | 0 | 0 | | 0 | 1763 | 543 | 1104 | 1763 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.1 | 14.9 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.1 | 14.9 |
| Prop In Lane | 0.00 | | 0.00 | 1.00 | | 0.00 | | 0.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 0 | 58 | 0 | 155 | 0 | | | 0 | 2414 | 372 | 221 | 2767 |
| V/C Ratio(X) | 0.00 | 0.00 | 0.00 | 0.18 | 0.00 | | | 0.00 | 0.78 | 0.04 | 0.03 | 0.66 |
| Avail Cap(c_a), veh/h | 0 | 526 | 0 | 510 | 0 | | | 0 | 2414 | 372 | 297 | 2767 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | | 0.00 | 0.75 | 0.75 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 0.0 | 0.0 | 31.2 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 2.5 | 3.1 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | | 0.0 | 1.9 | 0.1 | 0.0 | 1.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | | 0.0 | 0.6 | 0.0 | 0.0 | 1.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 0.0 | 0.0 | 0.0 | 31.7 | 0.0 | 0.0 | | 0.0 | 1.9 | 0.1 | 2.6 | 4.3 |
| LnGrp LOS | | | | C | | | | | A | A | A | A |
| Approach Vol, veh/h | | 0 | | | 28 | | | | 1892 | | | 1825 |
| Approach Delay, s/veh | | 0.0 | | | 31.7 | | | | 1.9 | | | 4.3 |
| Approach LOS | | | | | C | | | | A | | | A |

| Timer - Assigned Phs | 2 | 4 | 5 | 6 | 8 |
|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 57.0 | 8.0 | 6.5 | 50.5 | 8.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 35.0 | 18.0 | 5.0 | 24.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 16.9 | 3.2 | 2.1 | 2.0 | 0.0 |
| Green Ext Time (p_c), s | 12.3 | 0.1 | 0.0 | 14.7 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 3.3 |
| HCM 7th LOS | A |

**Notes**

User approved ignoring U-Turning movement.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

| Movement | SBR |
|---|---|
| Lane Configurations | |
| Traffic Volume (veh/h) | 0 |
| Future Volume (veh/h) | 0 |
| Initial Q (Qb), veh | 0 |
| Lane Width Adj. | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 |
| Parking Bus, Adj | 1.00 |
| Work Zone On Approach | |
| Adj Sat Flow, veh/h/ln | 1900 |
| Adj Flow Rate, veh/h | 0 |
| Peak Hour Factor | 0.96 |
| Percent Heavy Veh, % | 0 |
| Cap, veh/h | 0 |
| Arrive On Green | 0.00 |
| Sat Flow, veh/h | 0 |
| Grp Volume(v), veh/h | 0 |
| Grp Sat Flow(s),veh/h/ln | 0 |
| Q Serve(g_s), s | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 |
| Prop In Lane | 0.00 |
| Lane Grp Cap(c), veh/h | 0 |
| V/C Ratio(X) | 0.00 |
| Avail Cap(c_a), veh/h | 0 |
| HCM Platoon Ratio | 1.00 |
| Upstream Filter(I) | 0.00 |
| Uniform Delay (d), s/veh | 0.0 |
| Incr Delay (d2), s/veh | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 |
| Unsig. Movement Delay, s/veh | |
| LnGrp Delay(d), s/veh | 0.0 |
| LnGrp LOS | |
| Approach Vol, veh/h | |
| Approach Delay, s/veh | |
| Approach LOS | |
| Timer - Assigned Phs | |

| Lane Group | EBL | EBR | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 517 | 148 | 104 | 1288 | 1 | 1393 | 367 |
| Future Volume (vph) | 517 | 148 | 104 | 1288 | 1 | 1393 | 367 |
| Turn Type | Prot | Perm | Prot | NA | Prot | NA | Perm |
| Protected Phases | 4 | | 1 | 6 | 5 | 2 | |
| Permitted Phases | | 4 | | | | | 2 |
| Detector Phase | 4 | 4 | 1 | 6 | 5 | 2 | 2 |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 24.0 | 24.0 | 11.0 | 24.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 39.0 | 39.0 | 17.0 | 80.0 | 11.0 | 74.0 | 74.0 |
| Total Split (%) | 30.0% | 30.0% | 13.1% | 61.5% | 8.5% | 56.9% | 56.9% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | Lead | Lead | Lag | Lag | Lag |
| Lead-Lag Optimize? | | | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 25.9 | 25.9 | 9.9 | 89.9 | 5.0 | 76.3 | 76.3 |
| Actuated g/C Ratio | 0.20 | 0.20 | 0.08 | 0.69 | 0.04 | 0.59 | 0.59 |
| v/c Ratio | 0.79 | 0.35 | 0.48 | 0.55 | 0.01 | 0.49 | 0.36 |
| Control Delay (s/veh) | 58.0 | 8.3 | 66.3 | 11.1 | 61.0 | 13.2 | 4.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 58.0 | 8.3 | 66.3 | 11.1 | 61.0 | 13.2 | 4.3 |
| LOS | E | A | E | B | E | B | A |
| Approach Delay (s/veh) | 46.9 | | | 15.4 | | 11.4 | |
| Approach LOS | D | | | B | | B | |

| Intersection Summary | |
|---|---|
| Cycle Length: 130 | |
| Actuated Cycle Length: 130 | |
| Offset: 112 (86%), Referenced to phase 2:SBT and 6:NBT, Start of Green | |
| Natural Cycle: 65 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.79 | |
| Intersection Signal Delay (s/veh): 19.0 | Intersection LOS: B |
| Intersection Capacity Utilization 69.5% | ICU Level of Service C |
| Analysis Period (min) 15 | |

Splits and Phases: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd

| Movement | EBL | EBR | NBU | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (veh/h) | 517 | 148 | 3 | 104 | 1288 | 1 | 1393 | 367 |
| Future Volume (veh/h) | 517 | 148 | 3 | 104 | 1288 | 1 | 1393 | 367 |
| Initial Q (Qb), veh | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Work Zone On Approach | No | | | | No | | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1841 | | 1648 | 1856 | | 1856 | 1826 |
| Adj Flow Rate, veh/h | 533 | 153 | | 107 | 1328 | | 1436 | 378 |
| Peak Hour Factor | 0.97 | 0.97 | | 0.97 | 0.97 | | 0.97 | 0.97 |
| Percent Heavy Veh, % | 3 | 4 | | 17 | 3 | | 3 | 5 |
| Cap, veh/h | 621 | 283 | | 152 | 2561 | | 3194 | 976 |
| Arrive On Green | 0.18 | 0.18 | | 0.03 | 0.49 | | 1.00 | 1.00 |
| Sat Flow, veh/h | 3428 | 1560 | | 3045 | 3618 | | 5233 | 1547 |
| Grp Volume(v), veh/h | 533 | 153 | | 107 | 1328 | | 1436 | 378 |
| Grp Sat Flow(s),veh/h/ln | 1714 | 1560 | | 1522 | 1763 | | 1689 | 1547 |
| Q Serve(g_s), s | 19.6 | 11.6 | | 4.5 | 33.6 | | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 19.6 | 11.6 | | 4.5 | 33.6 | | 0.0 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | | | | 1.00 |
| Lane Grp Cap(c), veh/h | 621 | 283 | | 152 | 2561 | | 3194 | 976 |
| V/C Ratio(X) | 0.86 | 0.54 | | 0.70 | 0.52 | | 0.45 | 0.39 |
| Avail Cap(c_a), veh/h | 870 | 396 | | 258 | 2561 | | 3194 | 976 |
| HCM Platoon Ratio | 1.00 | 1.00 | | 0.67 | 0.67 | | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.79 | 0.79 |
| Uniform Delay (d), s/veh | 51.6 | 48.3 | | 61.9 | 17.8 | | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 6.3 | 1.6 | | 5.9 | 0.8 | | 0.4 | 0.9 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 8.7 | 10.2 | | 1.9 | 14.6 | | 0.1 | 0.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | |
| LnGrp Delay(d), s/veh | 57.9 | 49.9 | | 67.7 | 18.5 | | 0.4 | 0.9 |
| LnGrp LOS | E | D | | E | B | | A | A |
| Approach Vol, veh/h | 686 | | | | 1435 | | 1814 | |
| Approach Delay, s/veh | 56.1 | | | | 22.2 | | 0.5 | |
| Approach LOS | E | | | | C | | A | |

| Timer - Assigned Phs | 1 | 2 | | 4 | | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 12.5 | 88.0 | | 29.6 | | 100.4 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 11.0 | 68.0 | | 33.0 | | 74.0 |
| Max Q Clear Time (g_c+I1), s | 6.5 | 2.0 | | 21.6 | | 35.6 |
| Green Ext Time (p_c), s | 0.1 | 17.4 | | 2.0 | | 11.9 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 18.1 |
| HCM 7th LOS | B |

Notes

User approved ignoring U-Turning movement.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | WBL | WBR | NBU | NBT | NBR | SBU | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Vol, veh/h | 15 | 23 | 0 | 1394 | 15 | 1 | 22 | 1525 |
| Future Vol, veh/h | 15 | 23 | 0 | 1394 | 15 | 1 | 22 | 1525 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | - | None | - | - | None |
| Storage Length | 0 | 50 | 190 | - | 235 | - | 165 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | - | - | - | 0 |
| Grade, % | 0 | - | - | 0 | - | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 3 |
| Mvmt Flow | 16 | 24 | 0 | 1452 | 16 | 1 | 23 | 1589 |

| Major/Minor | Minor1 | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 2135 | 726 | 1160 | 0 | 0 | 1452 | 1468 | 0 |
| Stage 1 | 1452 | - | - | - | - | - | - | - |
| Stage 2 | 683 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.25 | 6.9 | 5.6 | - | - | 6.4 | 4.1 | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.65 | 3.3 | 2.3 | - | - | 2.5 | 2.2 | - |
| Pot Cap-1 Maneuver | 59 | 372 | 365 | - | - | 173 | 466 | - |
| Stage 1 | 182 | - | - | - | - | - | - | - |
| Stage 2 | 438 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | | | - |
| Mov Cap-1 Maneuver | 56 | 372 | 365 | - | - | 431 | 431 | - |
| Mov Cap-2 Maneuver | 56 | - | - | - | - | - | - | - |
| Stage 1 | 182 | - | - | - | - | - | - | - |
| Stage 2 | 413 | - | - | - | - | - | - | - |

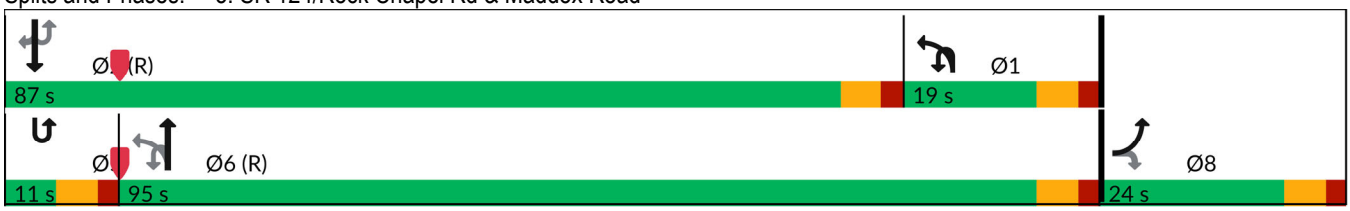
| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 45.88 | 0 | 0.21 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBU | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 365 | - | - | 56 | 372 | 431 | - |
| HCM Lane V/C Ratio | - | - | - | 0.279 | 0.064 | 0.056 | - |
| HCM Ctrl Dly (s/v) | 0 | - | - | 92.7 | 15.4 | 13.9 | - |
| HCM Lane LOS | A | - | - | F | C | B | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 1 | 0.2 | 0.2 | - |

| Lane Group | EBL | EBR | NBU | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 38 | 105 | 10 | 74 | 1367 | 2 | 1559 | 18 |
| Future Volume (vph) | 38 | 105 | 10 | 74 | 1367 | 2 | 1559 | 18 |
| Turn Type | Prot | Perm | pm+pt | pm+pt | NA | pm+pt | NA | Perm |
| Protected Phases | 8 | | 1 | 1 | 6 | 5 | 2 | |
| Permitted Phases | | 8 | 6 | 6 | | 2 | | 2 |
| Detector Phase | 8 | 8 | 1 | 1 | 6 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 24.0 | 24.0 | 10.0 | 10.0 | 24.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 24.0 | 24.0 | 19.0 | 19.0 | 95.0 | 11.0 | 87.0 | 87.0 |
| Total Split (%) | 18.5% | 18.5% | 14.6% | 14.6% | 73.1% | 8.5% | 66.9% | 66.9% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | Lag | Lag | Lag | Lead | Lead | Lead |
| Lead-Lag Optimize? | | | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 8.6 | 8.6 | | 107.0 | 107.0 | 90.4 | 90.4 | 90.4 |
| Actuated g/C Ratio | 0.07 | 0.07 | | 0.82 | 0.82 | 0.70 | 0.70 | 0.70 |
| v/c Ratio | 0.37 | 0.54 | | 0.38 | 0.49 | 0.01 | 0.66 | 0.02 |
| Control Delay (s/veh) | 67.1 | 20.6 | | 14.3 | 0.8 | 1.5 | 7.1 | 0.1 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 67.1 | 20.6 | | 14.3 | 0.8 | 1.5 | 7.1 | 0.1 |
| LOS | E | C | | B | A | A | A | A |
| Approach Delay (s/veh) | 32.9 | | | | 1.6 | | 7.0 | |
| Approach LOS | C | | | | A | | A | |

| Intersection Summary | |
|---|---|
| Cycle Length: 130 | |
| Actuated Cycle Length: 130 | |
| Offset: 17 (13%), Referenced to phase 2:SBTU and 6:NBTL, Start of Green | |
| Natural Cycle: 75 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.66 | |
| Intersection Signal Delay (s/veh): 5.7 | Intersection LOS: A |
| Intersection Capacity Utilization 69.3% | ICU Level of Service C |
| Analysis Period (min) 15 | |

Splits and Phases: 5: SR 124/Rock Chapel Rd & Maddox Road



| Movement | EBL | EBR | NBU | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (veh/h) | 38 | 105 | 10 | 74 | 1367 | 2 | 1559 | 18 |
| Future Volume (veh/h) | 38 | 105 | 10 | 74 | 1367 | 2 | 1559 | 18 |
| Initial Q (Qb), veh | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Work Zone On Approach | No | | | | No | | No | |
| Adj Sat Flow, veh/h/ln | 1707 | 1781 | | 1203 | 1841 | | 1856 | 1411 |
| Adj Flow Rate, veh/h | 39 | 108 | | 76 | 1409 | | 1607 | 19 |
| Peak Hour Factor | 0.97 | 0.97 | | 0.97 | 0.97 | | 0.97 | 0.97 |
| Percent Heavy Veh, % | 13 | 8 | | 47 | 4 | | 3 | 33 |
| Cap, veh/h | 141 | 131 | | 229 | 2871 | | 2197 | 745 |
| Arrive On Green | 0.09 | 0.09 | | 0.30 | 1.00 | | 1.00 | 1.00 |
| Sat Flow, veh/h | 1626 | 1510 | | 1146 | 3589 | | 3618 | 1196 |
| Grp Volume(v), veh/h | 39 | 108 | | 76 | 1409 | | 1607 | 19 |
| Grp Sat Flow(s),veh/h/ln | 1626 | 1510 | | 1146 | 1749 | | 1763 | 1196 |
| Q Serve(g_s), s | 2.9 | 9.1 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 2.9 | 9.1 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | | | | 1.00 |
| Lane Grp Cap(c), veh/h | 141 | 131 | | 229 | 2871 | | 2197 | 745 |
| V/C Ratio(X) | 0.28 | 0.82 | | 0.33 | 0.49 | | 0.73 | 0.03 |
| Avail Cap(c_a), veh/h | 225 | 209 | | 229 | 2871 | | 2197 | 745 |
| HCM Platoon Ratio | 1.00 | 1.00 | | 2.00 | 2.00 | | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 1.00 | | 0.59 | 0.59 | | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 55.5 | 58.4 | | 38.4 | 0.0 | | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 1.0 | 13.3 | | 0.5 | 0.4 | | 2.2 | 0.1 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.2 | 4.0 | | 1.7 | 0.1 | | 0.7 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | |
| LnGrp Delay(d), s/veh | 56.6 | 71.6 | | 38.9 | 0.4 | | 2.2 | 0.1 |
| LnGrp LOS | E | E | | D | A | | A | A |
| Approach Vol, veh/h | 147 | | | | 1485 | | 1626 | |
| Approach Delay, s/veh | 67.6 | | | | 2.3 | | 2.2 | |
| Approach LOS | E | | | | A | | A | |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 25.7 | 87.0 | | | | 112.7 | | 17.3 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | | | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 13.0 | 81.0 | | | | 89.0 | | 18.0 |
| Max Q Clear Time (g_c+I1), s | 2.0 | 2.0 | | | | 2.0 | | 11.1 |
| Green Ext Time (p_c), s | 0.1 | 19.4 | | | | 14.8 | | 0.2 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 5.2 |
| HCM 7th LOS | A |

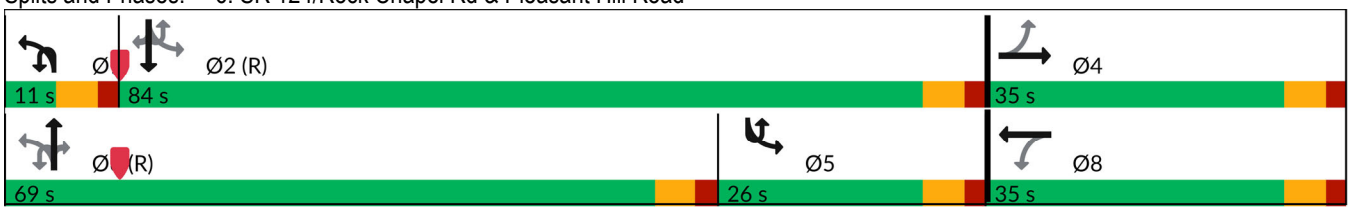
Notes

User approved ignoring U-Turning movement.

| Lane Group | EBL | EBT | WBL | WBT | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 6 | 5 | 211 | 5 | 3 | 5 | 1259 | 425 | 6 | 260 | 1395 | 3 |
| Future Volume (vph) | 6 | 5 | 211 | 5 | 3 | 5 | 1259 | 425 | 6 | 260 | 1395 | 3 |
| Turn Type | Perm | NA | Perm | NA | pm+pt | pm+pt | NA | Perm | pm+pt | pm+pt | NA | Perm |
| Protected Phases | | 4 | | 8 | 1 | 1 | 6 | | 5 | 5 | 2 | |
| Permitted Phases | 4 | | 8 | | 6 | 6 | | 6 | 2 | 2 | | 2 |
| Detector Phase | 4 | 4 | 8 | 8 | 1 | 1 | 6 | 6 | 5 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 24.0 | 24.0 | 24.0 | 24.0 | 11.0 | 11.0 | 24.0 | 24.0 | 11.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 35.0 | 35.0 | 35.0 | 35.0 | 11.0 | 11.0 | 69.0 | 69.0 | 26.0 | 26.0 | 84.0 | 84.0 |
| Total Split (%) | 26.9% | 26.9% | 26.9% | 26.9% | 8.5% | 8.5% | 53.1% | 53.1% | 20.0% | 20.0% | 64.6% | 64.6% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | | | Lead | Lead | Lead | Lead | Lag | Lag | Lag | Lag |
| Lead-Lag Optimize? | | | | | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | None | C-Max | C-Max | None | None | C-Max | C-Max |
| Act Effct Green (s) | | 24.7 | 24.7 | 24.7 | | 67.3 | 67.3 | 67.3 | | 91.1 | 91.1 | 91.1 |
| Actuated g/C Ratio | | 0.19 | 0.19 | 0.19 | | 0.52 | 0.52 | 0.52 | | 0.70 | 0.70 | 0.70 |
| v/c Ratio | | 0.05 | 0.84 | 0.44 | | 0.07 | 0.74 | 0.45 | | 0.72 | 0.59 | 0.00 |
| Control Delay (s/veh) | | 34.7 | 77.0 | 9.6 | | 18.4 | 28.7 | 5.5 | | 25.5 | 1.8 | 0.0 |
| Queue Delay | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | | 34.7 | 77.0 | 9.6 | | 18.4 | 28.7 | 5.5 | | 25.5 | 1.8 | 0.0 |
| LOS | | C | E | A | | B | C | A | | C | A | A |
| Approach Delay (s/veh) | | 34.7 | | 45.7 | | | 22.8 | | | | 5.6 | |
| Approach LOS | | C | | D | | | C | | | | A | |

| Intersection Summary | |
|---|---|
| Cycle Length: 130 | |
| Actuated Cycle Length: 130 | |
| Offset: 27 (21%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green | |
| Natural Cycle: 80 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.84 | |
| Intersection Signal Delay (s/veh): 17.6 | Intersection LOS: B |
| Intersection Capacity Utilization 82.9% | ICU Level of Service E |
| Analysis Period (min) 15 | |

Splits and Phases: 6: SR 124/Rock Chapel Rd & Pleasant Hill Road



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 6 | 5 | 3 | 211 | 5 | 179 | 3 | 5 | 1259 | 425 | 6 | 260 |
| Future Volume (veh/h) | 6 | 5 | 3 | 211 | 5 | 179 | 3 | 5 | 1259 | 425 | 6 | 260 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Work Zone On Approach | | No | | | No | | | | No | | | |
| Adj Sat Flow, veh/h/ln | 1900 | 1604 | 1900 | 1856 | 1900 | 1767 | | 1307 | 1811 | 1856 | | 1870 |
| Adj Flow Rate, veh/h | 6 | 5 | 3 | 220 | 5 | 186 | | 5 | 1311 | 443 | | 271 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 |
| Percent Heavy Veh, % | 0 | 20 | 0 | 3 | 0 | 9 | | 40 | 6 | 3 | | 2 |
| Cap, veh/h | 96 | 72 | 35 | 297 | 9 | 332 | | 174 | 1668 | 762 | | 393 |
| Arrive On Green | 0.21 | 0.21 | 0.21 | 0.21 | 0.21 | 0.21 | | 0.01 | 0.48 | 0.48 | | 0.33 |
| Sat Flow, veh/h | 267 | 341 | 166 | 1396 | 42 | 1574 | | 1245 | 3441 | 1572 | | 1781 |
| Grp Volume(v), veh/h | 14 | 0 | 0 | 220 | 0 | 191 | | 5 | 1311 | 443 | | 271 |
| Grp Sat Flow(s),veh/h/ln | 774 | 0 | 0 | 1396 | 0 | 1617 | | 1245 | 1721 | 1572 | | 1781 |
| Q Serve(g_s), s | 0.1 | 0.0 | 0.0 | 11.2 | 0.0 | 13.7 | | 0.3 | 41.2 | 26.3 | | 8.8 |
| Cycle Q Clear(g_c), s | 13.9 | 0.0 | 0.0 | 25.0 | 0.0 | 13.7 | | 0.3 | 41.2 | 26.3 | | 8.8 |
| Prop In Lane | 0.43 | | 0.21 | 1.00 | | 0.97 | | 1.00 | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 203 | 0 | 0 | 297 | 0 | 341 | | 174 | 1668 | 762 | | 393 |
| V/C Ratio(X) | 0.07 | 0.00 | 0.00 | 0.74 | 0.00 | 0.56 | | 0.03 | 0.79 | 0.58 | | 0.69 |
| Avail Cap(c_a), veh/h | 218 | 0 | 0 | 314 | 0 | 361 | | 214 | 1668 | 762 | | 393 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.71 |
| Uniform Delay (d), s/veh | 41.3 | 0.0 | 0.0 | 51.7 | 0.0 | 45.9 | | 19.5 | 27.9 | 24.0 | | 36.0 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 0.0 | 8.6 | 0.0 | 1.8 | | 0.1 | 3.8 | 3.2 | | 3.6 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 0.0 | 0.0 | 7.6 | 0.0 | 5.6 | | 0.1 | 16.8 | 9.9 | | 6.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 41.5 | 0.0 | 0.0 | 60.3 | 0.0 | 47.7 | | 19.5 | 31.7 | 27.3 | | 39.7 |
| LnGrp LOS | D | | | E | | D | | B | C | C | | D |
| Approach Vol, veh/h | | 14 | | | 411 | | | | 1759 | | | |
| Approach Delay, s/veh | | 41.5 | | | 54.4 | | | | 30.6 | | | |
| Approach LOS | | D | | | D | | | | C | | | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 6.8 | 89.8 | | 33.4 | 27.6 | 69.0 | | 33.4 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 5.0 | 78.0 | | 29.0 | 20.0 | 63.0 | | 29.0 |
| Max Q Clear Time (g_c+I1), s | 2.3 | 2.0 | | 15.9 | 10.8 | 43.2 | | 27.0 |
| Green Ext Time (p_c), s | 0.0 | 15.6 | | 0.0 | 0.5 | 10.8 | | 0.4 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 22.7 |
| HCM 7th LOS | C |

Notes

User approved ignoring U-Turning movement.

| Movement | SBT | SBR |
|---|---|---|
| Lane Configurations | | |
| Traffic Volume (veh/h) | 1395 | 3 |
| Future Volume (veh/h) | 1395 | 3 |
| Initial Q (Qb), veh | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 |
| Work Zone On Approach | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1411 |
| Adj Flow Rate, veh/h | 1453 | 3 |
| Peak Hour Factor | 0.96 | 0.96 |
| Percent Heavy Veh, % | 3 | 33 |
| Cap, veh/h | 2272 | 770 |
| Arrive On Green | 1.00 | 1.00 |
| Sat Flow, veh/h | 3526 | 1196 |
| Grp Volume(v), veh/h | 1453 | 3 |
| Grp Sat Flow(s),veh/h/ln | 1763 | 1196 |
| Q Serve(g_s), s | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 |
| Prop In Lane | | 1.00 |
| Lane Grp Cap(c), veh/h | 2272 | 770 |
| V/C Ratio(X) | 0.64 | 0.00 |
| Avail Cap(c_a), veh/h | 2272 | 770 |
| HCM Platoon Ratio | 2.00 | 2.00 |
| Upstream Filter(I) | 0.71 | 0.71 |
| Uniform Delay (d), s/veh | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 1.0 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 0.0 |
| Unsig. Movement Delay, s/veh | | |
| LnGrp Delay(d), s/veh | 1.0 | 0.0 |
| LnGrp LOS | A | A |
| Approach Vol, veh/h | 1727 | |
| Approach Delay, s/veh | 7.1 | |
| Approach LOS | A | |

| Timer - Assigned Phs |
|---|

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 562 | 12 | 19 | 289 | 2 | 13 |
| Future Vol, veh/h | 562 | 12 | 19 | 289 | 2 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 120 | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 3 | 8 | 5 | 5 | 0 | 8 |
| Mvmt Flow | 598 | 13 | 20 | 307 | 2 | 14 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 611 | 0 | 946 | 598 |
| Stage 1 | - | - | - | - | 598 | - |
| Stage 2 | - | - | - | - | 348 | - |
| Critical Hdwy | - | - | 4.15 | - | 6.4 | 6.28 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | - | - | 2.245 | - | 3.5 | 3.372 |
| Pot Cap-1 Maneuver | - | - | 954 | - | 293 | 491 |
| Stage 1 | - | - | - | - | 553 | - |
| Stage 2 | - | - | - | - | 719 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 954 | - | 285 | 491 |
| Mov Cap-2 Maneuver | - | - | - | - | 285 | - |
| Stage 1 | - | - | - | - | 553 | - |
| Stage 2 | - | - | - | - | 701 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0.55 | 13.33 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 448 | - | - | 111 | - |
| HCM Lane V/C Ratio | 0.036 | - | - | 0.021 | - |
| HCM Ctrl Dly (s/v) | 13.3 | - | - | 8.9 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 18.7 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 31 | 397 | 22 | 8 | 246 | 9 | 20 | 88 | 8 | 7 | 210 | 50 |
| Future Vol, veh/h | 31 | 397 | 22 | 8 | 246 | 9 | 20 | 88 | 8 | 7 | 210 | 50 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 0 | 4 | 9 | 0 | 7 | 0 | 0 | 2 | 13 | 0 | 1 | 4 |
| Mvmt Flow | 33 | 418 | 23 | 8 | 259 | 9 | 21 | 93 | 8 | 7 | 221 | 53 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay, s/veh | 24.9 | 14.6 | 12 | 15.4 |
| HCM LOS | C | B | B | C |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 17% | 7% | 3% | 3% |
| Vol Thru, % | 76% | 88% | 94% | 79% |
| Vol Right, % | 7% | 5% | 3% | 19% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 116 | 450 | 263 | 267 |
| LT Vol | 20 | 31 | 8 | 7 |
| Through Vol | 88 | 397 | 246 | 210 |
| RT Vol | 8 | 22 | 9 | 50 |
| Lane Flow Rate | 122 | 474 | 277 | 281 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.232 | 0.76 | 0.472 | 0.492 |
| Departure Headway (Hd) | 6.841 | 5.777 | 6.133 | 6.306 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 524 | 625 | 587 | 571 |
| Service Time | 4.903 | 3.818 | 4.182 | 4.355 |
| HCM Lane V/C Ratio | 0.233 | 0.758 | 0.472 | 0.492 |
| HCM Control Delay, s/veh | 12 | 24.9 | 14.6 | 15.4 |
| HCM Lane LOS | B | C | B | C |
| HCM 95th-tile Q | 0.9 | 6.9 | 2.5 | 2.7 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 24 | 587 | 12 | 1 | 358 | 3 | 8 | 0 | 2 | 2 | 2 | 17 |
| Future Vol, veh/h | 24 | 587 | 12 | 1 | 358 | 3 | 8 | 0 | 2 | 2 | 2 | 17 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 100 | - | 150 | - | - | 165 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 4 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Mvmt Flow | 25 | 611 | 13 | 1 | 373 | 3 | 8 | 0 | 2 | 2 | 2 | 18 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 376 | 0 | 0 | 624 | 0 | 0 | 1038 | 1040 | 611 | 1036 | 1049 | 373 |
| Stage 1 | - | - | - | - | - | - | 661 | 661 | - | 375 | 375 | - |
| Stage 2 | - | - | - | - | - | - | 376 | 378 | - | 661 | 674 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.26 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.354 |
| Pot Cap-1 Maneuver | 1194 | - | - | 967 | - | - | 211 | 232 | 497 | 211 | 229 | 664 |
| Stage 1 | - | - | - | - | - | - | 455 | 463 | - | 650 | 621 | - |
| Stage 2 | - | - | - | - | - | - | 649 | 619 | - | 455 | 457 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1194 | - | - | 967 | - | - | 199 | 227 | 497 | 206 | 224 | 664 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 199 | 227 | - | 206 | 224 | - |
| Stage 1 | - | - | - | - | - | - | 445 | 453 | - | 649 | 620 | - |
| Stage 2 | - | - | - | - | - | - | 629 | 618 | - | 443 | 447 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.31 | 0.02 | 21.69 | 12.95 |
| HCM LOS | | | C | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 226 | 1194 | - | - | 5 | - | - | 475 |
| HCM Lane V/C Ratio | 0.046 | 0.021 | - | - | 0.001 | - | - | 0.046 |
| HCM Ctrl Dly (s/v) | 21.7 | 8.1 | - | - | 8.7 | 0 | - | 12.9 |
| HCM Lane LOS | C | A | - | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0.1 | - | - | 0 | - | - | 0.1 |

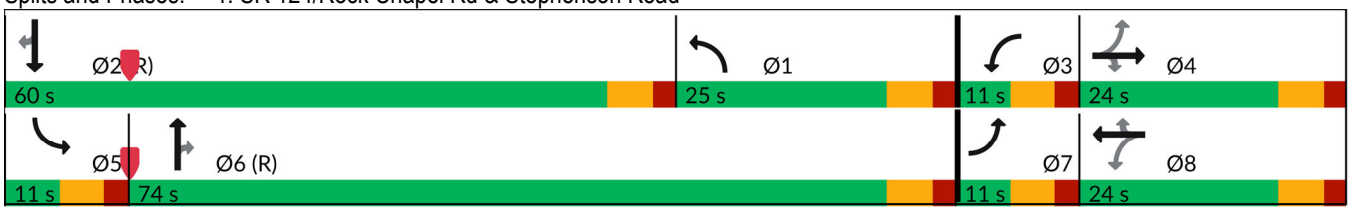
## 1: SR 124/Rock Chapel Rd & Stephenson Road

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 133 | 43 | 176 | 44 | 46 | 38 | 159 | 1575 | 104 | 33 | 1203 | 155 |
| Future Volume (vph) | 133 | 43 | 176 | 44 | 46 | 38 | 159 | 1575 | 104 | 33 | 1203 | 155 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | Prot | NA | Perm | Prot | NA | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | 6 | | | 2 |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 8 | 1 | 6 | 6 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 | 25.0 | 74.0 | 74.0 | 11.0 | 60.0 | 60.0 |
| Total Split (%) | 9.2% | 20.0% | 20.0% | 9.2% | 20.0% | 20.0% | 20.8% | 61.7% | 61.7% | 9.2% | 50.0% | 50.0% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lag | Lag | Lag | Lead | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | None | None | C-Max | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 12.9 | 8.9 | 8.9 | 12.8 | 8.9 | 8.9 | 19.0 | 81.4 | 81.4 | 7.8 | 65.3 | 65.3 |
| Actuated g/C Ratio | 0.11 | 0.07 | 0.07 | 0.11 | 0.07 | 0.07 | 0.16 | 0.68 | 0.68 | 0.07 | 0.54 | 0.54 |
| v/c Ratio | 0.93 | 0.33 | 0.62 | 0.29 | 0.38 | 0.14 | 0.61 | 0.70 | 0.10 | 0.30 | 0.68 | 0.17 |
| Control Delay (s/veh) | 105.6 | 58.2 | 16.2 | 46.7 | 60.2 | 0.9 | 59.1 | 20.4 | 4.4 | 59.6 | 23.1 | 2.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 105.6 | 58.2 | 16.2 | 46.7 | 60.2 | 0.9 | 59.1 | 20.4 | 4.4 | 59.6 | 23.1 | 2.9 |
| LOS | F | E | B | D | E | A | E | C | A | E | C | A |
| Approach Delay (s/veh) | | 55.2 | | | 37.9 | | | 22.9 | | | 21.7 | |
| Approach LOS | | E | | | D | | | C | | | C | |

### Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 47 (39%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay (s/veh): 26.0 — Intersection LOS: C
Intersection Capacity Utilization 76.7% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: SR 124/Rock Chapel Rd & Stephenson Road



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 133 | 43 | 176 | 44 | 46 | 38 | 159 | 1575 | 104 | 33 | 1203 | 155 |
| Future Volume (veh/h) | 133 | 43 | 176 | 44 | 46 | 38 | 159 | 1575 | 104 | 33 | 1203 | 155 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1856 | 1870 | 1870 | 1767 | 1900 | 1826 | 1826 | 1870 | 1856 | 1811 | 1856 |
| Adj Flow Rate, veh/h | 139 | 45 | 183 | 46 | 48 | 40 | 166 | 1641 | 108 | 34 | 1253 | 161 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 3 | 3 | 2 | 2 | 9 | 0 | 5 | 5 | 2 | 3 | 6 | 3 |
| Cap, veh/h | 261 | 244 | 208 | 245 | 216 | 197 | 323 | 2108 | 963 | 50 | 1548 | 708 |
| Arrive On Green | 0.04 | 0.13 | 0.13 | 0.03 | 0.12 | 0.12 | 0.19 | 0.61 | 0.61 | 0.03 | 0.45 | 0.45 |
| Sat Flow, veh/h | 1767 | 1856 | 1585 | 1781 | 1767 | 1610 | 1739 | 3469 | 1585 | 1767 | 3441 | 1572 |
| Grp Volume(v), veh/h | 139 | 45 | 183 | 46 | 48 | 40 | 166 | 1641 | 108 | 34 | 1253 | 161 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1856 | 1585 | 1781 | 1767 | 1610 | 1739 | 1735 | 1585 | 1767 | 1721 | 1572 |
| Q Serve(g_s), s | 5.0 | 2.6 | 13.6 | 2.7 | 2.9 | 1.8 | 10.3 | 42.3 | 3.4 | 2.3 | 37.8 | 5.7 |
| Cycle Q Clear(g_c), s | 5.0 | 2.6 | 13.6 | 2.7 | 2.9 | 1.8 | 10.3 | 42.3 | 3.4 | 2.3 | 37.8 | 5.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 261 | 244 | 208 | 245 | 216 | 197 | 323 | 2108 | 963 | 50 | 1548 | 708 |
| V/C Ratio(X) | 0.53 | 0.18 | 0.88 | 0.19 | 0.22 | 0.20 | 0.51 | 0.78 | 0.11 | 0.68 | 0.81 | 0.23 |
| Avail Cap(c_a), veh/h | 261 | 278 | 238 | 261 | 265 | 242 | 323 | 2108 | 963 | 74 | 1548 | 708 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 46.9 | 46.4 | 51.2 | 44.0 | 47.5 | 21.5 | 44.0 | 17.5 | 9.9 | 57.8 | 28.5 | 11.6 |
| Incr Delay (d2), s/veh | 2.1 | 0.4 | 26.7 | 0.4 | 0.5 | 0.5 | 1.4 | 2.9 | 0.2 | 15.1 | 4.7 | 0.7 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.5 | 1.2 | 7.0 | 1.2 | 1.3 | 1.1 | 4.4 | 15.6 | 1.3 | 1.2 | 15.5 | 2.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 49.0 | 46.7 | 77.9 | 44.3 | 48.0 | 22.0 | 45.4 | 20.5 | 10.2 | 72.8 | 33.2 | 12.4 |
| LnGrp LOS | D | D | E | D | D | C | D | C | B | E | C | B |
| Approach Vol, veh/h | | 367 | | | 134 | | | 1915 | | | 1448 | |
| Approach Delay, s/veh | | 63.1 | | | 39.0 | | | 22.0 | | | 31.8 | |
| Approach LOS | | E | | | D | | | C | | | C | |

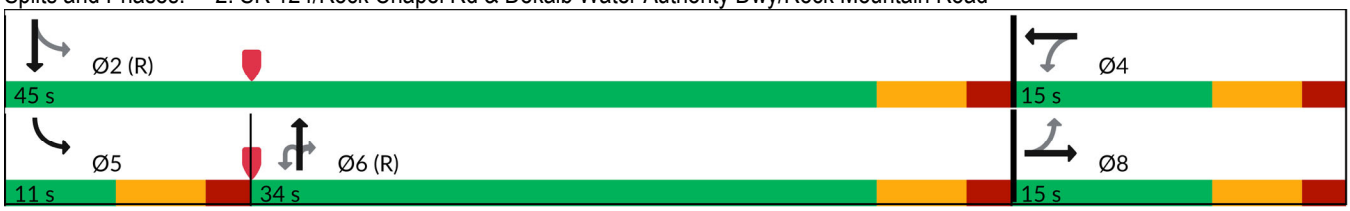
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 28.3 | 60.0 | 9.9 | 21.8 | 9.4 | 78.9 | 11.0 | 20.7 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 19.0 | 54.0 | 5.0 | 18.0 | 5.0 | 68.0 | 5.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 12.3 | 39.8 | 4.7 | 15.6 | 4.3 | 44.3 | 7.0 | 4.9 |
| Green Ext Time (p_c), s | 0.2 | 7.6 | 0.0 | 0.2 | 0.0 | 13.6 | 0.0 | 0.2 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 30.2 |
| HCM 7th LOS | C |

| Lane Group | WBL | WBT | NBU | NBT | NBR | SBL | SBT | Ø8 |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 22 | 0 | 5 | 1842 | 31 | 4 | 1450 | |
| Future Volume (vph) | 22 | 0 | 5 | 1842 | 31 | 4 | 1450 | |
| Turn Type | Perm | NA | Perm | NA | Perm | pm+pt | NA | |
| Protected Phases | | 4 | | 6 | | 5 | 2 | 8 |
| Permitted Phases | 4 | | 6 | | 6 | 2 | | |
| Detector Phase | 4 | 4 | 6 | 6 | 6 | 5 | 2 | |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 15.0 | 15.0 | 24.0 | 24.0 | 24.0 | 11.0 | 24.0 | 15.0 |
| Total Split (s) | 15.0 | 15.0 | 34.0 | 34.0 | 34.0 | 11.0 | 45.0 | 15.0 |
| Total Split (%) | 25.0% | 25.0% | 56.7% | 56.7% | 56.7% | 18.3% | 75.0% | 25% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | |
| Lead/Lag | | | Lag | Lag | Lag | Lead | | |
| Lead-Lag Optimize? | | | Yes | Yes | Yes | Yes | | |
| Recall Mode | None | None | C-Max | C-Max | C-Max | None | C-Max | None |
| Act Effct Green (s) | | 5.5 | 50.6 | 50.6 | 50.6 | 49.4 | 53.0 | |
| Actuated g/C Ratio | | 0.09 | 0.84 | 0.84 | 0.84 | 0.82 | 0.88 | |
| v/c Ratio | | 0.15 | 0.02 | 0.66 | 0.04 | 0.02 | 0.51 | |
| Control Delay (s/veh) | | 1.3 | 4.0 | 7.1 | 0.1 | 2.3 | 7.6 | |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | | 1.3 | 4.0 | 7.1 | 0.1 | 2.3 | 7.6 | |
| LOS | | A | A | A | A | A | A | |
| Approach Delay (s/veh) | | 1.3 | | 7.0 | | | 7.6 | |
| Approach LOS | | A | | A | | | A | |

| Intersection Summary | |
|---|---|
| Cycle Length: 60 | |
| Actuated Cycle Length: 60 | |
| Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTU, Start of Green | |
| Natural Cycle: 75 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.66 | |
| Intersection Signal Delay (s/veh): 7.2 | Intersection LOS: A |
| Intersection Capacity Utilization 65.1% | ICU Level of Service C |
| Analysis Period (min) 15 | |

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 22 | 0 | 12 | 5 | 0 | 1842 | 31 | 4 | 1450 |
| Future Volume (veh/h) | 0 | 0 | 0 | 22 | 0 | 12 | 5 | 0 | 1842 | 31 | 4 | 1450 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 848 | 1900 | 818 | | 0 | 1841 | 1129 | 789 | 1811 |
| Adj Flow Rate, veh/h | 0 | 0 | 0 | 23 | 0 | 0 | | 0 | 1939 | 33 | 4 | 1526 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 71 | 0 | 73 | | 0 | 4 | 52 | 75 | 6 |
| Cap, veh/h | 0 | 50 | 0 | 158 | 0 | | | 0 | 2337 | 639 | 186 | 2662 |
| Arrive On Green | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | | 0.00 | 1.00 | 1.00 | 0.01 | 0.77 |
| Sat Flow, veh/h | 0 | 1900 | 0 | 1440 | 0 | 0 | | 0 | 3589 | 957 | 751 | 3532 |
| Grp Volume(v), veh/h | 0 | 0 | 0 | 23 | 0 | 0 | | 0 | 1939 | 33 | 4 | 1526 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1900 | 0 | 1440 | 0 | 0 | | 0 | 1749 | 957 | 751 | 1721 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.1 | 10.8 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.1 | 10.8 |
| Prop In Lane | 0.00 | | 0.00 | 1.00 | | 0.00 | | 0.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 0 | 50 | 0 | 158 | 0 | | | 0 | 2337 | 639 | 186 | 2662 |
| V/C Ratio(X) | 0.00 | 0.00 | 0.00 | 0.15 | 0.00 | | | 0.00 | 0.83 | 0.05 | 0.02 | 0.57 |
| Avail Cap(c_a), veh/h | 0 | 285 | 0 | 336 | 0 | | | 0 | 2337 | 639 | 245 | 2662 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | | 0.00 | 0.72 | 0.72 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 0.0 | 0.0 | 28.9 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 2.6 | 2.8 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | | 0.0 | 2.6 | 0.1 | 0.0 | 0.9 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | | 0.0 | 0.8 | 0.0 | 0.0 | 0.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 0.0 | 0.0 | 0.0 | 29.3 | 0.0 | 0.0 | | 0.0 | 2.6 | 0.1 | 2.7 | 3.7 |
| LnGrp LOS | | | | C | | | | | A | A | A | A |
| Approach Vol, veh/h | | 0 | | | 23 | | | | 1972 | | | 1530 |
| Approach Delay, s/veh | | 0.0 | | | 29.3 | | | | 2.6 | | | 3.7 |
| Approach LOS | | | | | C | | | | A | | | A |

| Timer - Assigned Phs | 2 | 4 | 5 | 6 | 8 |
|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 52.4 | 7.6 | 6.3 | 46.1 | 7.6 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 39.0 | 9.0 | 5.0 | 28.0 | 9.0 |
| Max Q Clear Time (g_c+I1), s | 12.8 | 2.9 | 2.1 | 2.0 | 0.0 |
| Green Ext Time (p_c), s | 12.7 | 0.0 | 0.0 | 17.2 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 3.2 |
| HCM 7th LOS | A |

Notes

User approved ignoring U-Turning movement.

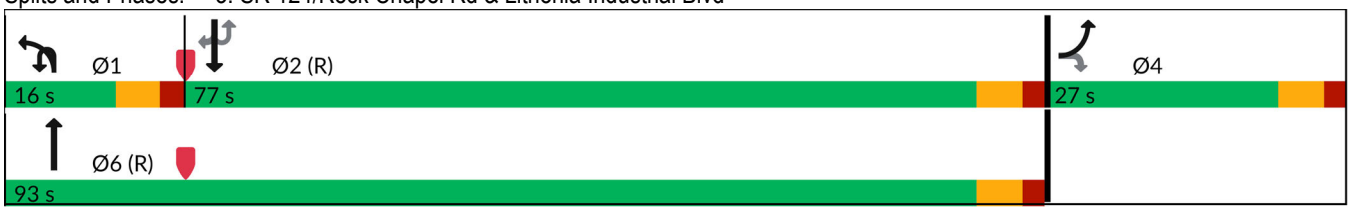
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

| Movement | SBR |
|---|---|
| Lane Configurations | |
| Traffic Volume (veh/h) | 0 |
| Future Volume (veh/h) | 0 |
| Initial Q (Qb), veh | 0 |
| Lane Width Adj. | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 |
| Parking Bus, Adj | 1.00 |
| Work Zone On Approach | |
| Adj Sat Flow, veh/h/ln | 1900 |
| Adj Flow Rate, veh/h | 0 |
| Peak Hour Factor | 0.95 |
| Percent Heavy Veh, % | 0 |
| Cap, veh/h | 0 |
| Arrive On Green | 0.00 |
| Sat Flow, veh/h | 0 |
| Grp Volume(v), veh/h | 0 |
| Grp Sat Flow(s),veh/h/ln | 0 |
| Q Serve(g_s), s | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 |
| Prop In Lane | 0.00 |
| Lane Grp Cap(c), veh/h | 0 |
| V/C Ratio(X) | 0.00 |
| Avail Cap(c_a), veh/h | 0 |
| HCM Platoon Ratio | 1.00 |
| Upstream Filter(I) | 0.00 |
| Uniform Delay (d), s/veh | 0.0 |
| Incr Delay (d2), s/veh | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 |
| Unsig. Movement Delay, s/veh | |
| LnGrp Delay(d), s/veh | 0.0 |
| LnGrp LOS | |
| Approach Vol, veh/h | |
| Approach Delay, s/veh | |
| Approach LOS | |
| Timer - Assigned Phs | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 253 | 90 | 101 | 1609 | 1047 | 439 |
| Future Volume (vph) | 253 | 90 | 101 | 1609 | 1047 | 439 |
| Turn Type | Prot | Perm | Prot | NA | NA | Perm |
| Protected Phases | 4 | | 1 | 6 | 2 | |
| Permitted Phases | | 4 | | | | 2 |
| Detector Phase | 4 | 4 | 1 | 6 | 2 | 2 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 | 24.0 |
| Total Split (s) | 27.0 | 27.0 | 16.0 | 93.0 | 77.0 | 77.0 |
| Total Split (%) | 22.5% | 22.5% | 13.3% | 77.5% | 64.2% | 64.2% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | Lead | | Lag | Lag |
| Lead-Lag Optimize? | | | Yes | | Yes | Yes |
| Recall Mode | None | None | None | C-Max | C-Max | C-Max |
| Act Effct Green (s) | 15.2 | 15.2 | 9.4 | 92.8 | 77.4 | 77.4 |
| Actuated g/C Ratio | 0.13 | 0.13 | 0.08 | 0.77 | 0.65 | 0.65 |
| v/c Ratio | 0.66 | 0.35 | 0.44 | 0.64 | 0.36 | 0.40 |
| Control Delay (s/veh) | 57.5 | 12.4 | 64.5 | 4.4 | 7.0 | 2.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 57.5 | 12.4 | 64.5 | 4.4 | 7.0 | 2.5 |
| LOS | E | B | E | A | A | A |
| Approach Delay (s/veh) | 45.6 | | | 8.0 | 5.7 | |
| Approach LOS | D | | | A | A | |

| Intersection Summary | |
|---|---|
| Cycle Length: 120 | |
| Actuated Cycle Length: 120 | |
| Offset: 115 (96%), Referenced to phase 2:SBTU and 6:NBT, Start of Green | |
| Natural Cycle: 60 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.66 | |
| Intersection Signal Delay (s/veh): 10.7 | Intersection LOS: B |
| Intersection Capacity Utilization 61.7% | ICU Level of Service B |
| Analysis Period (min) 15 | |

Splits and Phases: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd



| Movement | EBL | EBR | NBU | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (veh/h) | 253 | 90 | 2 | 101 | 1609 | 0 | 1047 | 439 |
| Future Volume (veh/h) | 253 | 90 | 2 | 101 | 1609 | 0 | 1047 | 439 |
| Initial Q (Qb), veh | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Work Zone On Approach | No | | | | No | | No | |
| Adj Sat Flow, veh/h/ln | 1781 | 1826 | | 1737 | 1841 | | 1796 | 1826 |
| Adj Flow Rate, veh/h | 269 | 96 | | 107 | 1712 | | 1114 | 467 |
| Peak Hour Factor | 0.94 | 0.94 | | 0.94 | 0.94 | | 0.94 | 0.94 |
| Percent Heavy Veh, % | 8 | 5 | | 11 | 4 | | 7 | 5 |
| Cap, veh/h | 341 | 160 | | 157 | 2785 | | 3421 | 1079 |
| Arrive On Green | 0.10 | 0.10 | | 0.05 | 0.80 | | 1.00 | 1.00 |
| Sat Flow, veh/h | 3291 | 1547 | | 3209 | 3589 | | 5065 | 1547 |
| Grp Volume(v), veh/h | 269 | 96 | | 107 | 1712 | | 1114 | 467 |
| Grp Sat Flow(s),veh/h/ln | 1646 | 1547 | | 1605 | 1749 | | 1635 | 1547 |
| Q Serve(g_s), s | 9.6 | 7.1 | | 3.9 | 23.4 | | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 9.6 | 7.1 | | 3.9 | 23.4 | | 0.0 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | | | | 1.00 |
| Lane Grp Cap(c), veh/h | 341 | 160 | | 157 | 2785 | | 3421 | 1079 |
| V/C Ratio(X) | 0.79 | 0.60 | | 0.68 | 0.61 | | 0.33 | 0.43 |
| Avail Cap(c_a), veh/h | 576 | 271 | | 267 | 2785 | | 3421 | 1079 |
| HCM Platoon Ratio | 1.00 | 1.00 | | 1.00 | 1.00 | | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.85 | 0.85 |
| Uniform Delay (d), s/veh | 52.5 | 51.4 | | 56.2 | 4.9 | | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 4.1 | 3.5 | | 5.2 | 1.0 | | 0.2 | 1.1 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.0 | 2.9 | | 1.7 | 5.8 | | 0.1 | 0.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | |
| LnGrp Delay(d), s/veh | 56.6 | 54.9 | | 61.3 | 5.9 | | 0.2 | 1.1 |
| LnGrp LOS | E | D | | E | A | | A | A |
| Approach Vol, veh/h | 365 | | | | 1819 | | 1581 | |
| Approach Delay, s/veh | 56.2 | | | | 9.2 | | 0.5 | |
| Approach LOS | E | | | | A | | A | |

| Timer - Assigned Phs | 1 | 2 | | 4 | | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 11.9 | 89.7 | | 18.4 | | 101.6 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 10.0 | 71.0 | | 21.0 | | 87.0 |
| Max Q Clear Time (g_c+I1), s | 5.9 | 2.0 | | 11.6 | | 25.4 |
| Green Ext Time (p_c), s | 0.1 | 12.8 | | 0.9 | | 21.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 10.1 |
| HCM 7th LOS | B |

Notes

User approved ignoring U-Turning movement.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | WBL | WBR | NBU | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Vol, veh/h | 11 | 30 | 0 | 1676 | 6 | 16 | 1124 |
| Future Vol, veh/h | 11 | 30 | 0 | 1676 | 6 | 16 | 1124 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | - | None | - | None |
| Storage Length | 0 | 50 | 190 | - | 235 | 165 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | - | - | 0 |
| Grade, % | 0 | - | - | 0 | - | - | 0 |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 20 | 0 | 0 | 5 | 33 | 0 | 7 |
| Mvmt Flow | 12 | 32 | 0 | 1783 | 6 | 17 | 1196 |

| Major/Minor | Minor1 | | Major1 | | | Major2 | |
|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 2295 | 891 | 873 | 0 | 0 | 1789 | 0 |
| Stage 1 | 1783 | - | - | - | - | - | - |
| Stage 2 | 512 | - | - | - | - | - | - |
| Critical Hdwy | 6.65 | 6.9 | 5.6 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 6.2 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.4 | - | - | - | - | - | - |
| Follow-up Hdwy | 3.85 | 3.3 | 2.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 36 | 289 | 525 | - | - | 351 | - |
| Stage 1 | 97 | - | - | - | - | - | - |
| Stage 2 | 488 | - | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | | - |
| Mov Cap-1 Maneuver | 34 | 289 | 525 | - | - | 351 | - |
| Mov Cap-2 Maneuver | 34 | - | - | - | - | - | - |
| Stage 1 | 97 | - | - | - | - | - | - |
| Stage 2 | 465 | - | - | - | - | - | - |

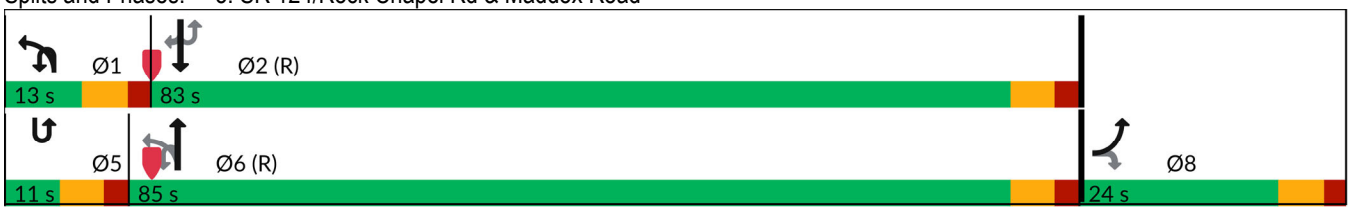
| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 55.79 | 0 | 0.22 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBU | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 525 | - | - | 34 | 289 | 351 | - |
| HCM Lane V/C Ratio | - | - | - | 0.34 | 0.11 | 0.049 | - |
| HCM Ctrl Dly (s/v) | 0 | - | - | 156.1 | 19 | 15.8 | - |
| HCM Lane LOS | A | - | - | F | C | C | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 1.1 | 0.4 | 0.2 | - |

| Lane Group | EBL | EBR | NBU | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 13 | 38 | 3 | 95 | 1670 | 3 | 1077 | 32 |
| Future Volume (vph) | 13 | 38 | 3 | 95 | 1670 | 3 | 1077 | 32 |
| Turn Type | Prot | Perm | pm+pt | pm+pt | NA | pm+pt | NA | Perm |
| Protected Phases | 8 | | 1 | 1 | 6 | 5 | 2 | |
| Permitted Phases | | 8 | 6 | 6 | | 2 | | 2 |
| Detector Phase | 8 | 8 | 1 | 1 | 6 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 24.0 | 24.0 | 10.0 | 10.0 | 24.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 24.0 | 24.0 | 13.0 | 13.0 | 85.0 | 11.0 | 83.0 | 83.0 |
| Total Split (%) | 20.0% | 20.0% | 10.8% | 10.8% | 70.8% | 9.2% | 69.2% | 69.2% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | Lead | Lead | Lag | Lead | Lag | Lag |
| Lead-Lag Optimize? | | | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 7.2 | 7.2 | | 102.4 | 102.0 | 95.9 | 90.4 | 90.4 |
| Actuated g/C Ratio | 0.06 | 0.06 | | 0.85 | 0.85 | 0.80 | 0.75 | 0.75 |
| v/c Ratio | 0.18 | 0.38 | | 0.26 | 0.59 | 0.01 | 0.43 | 0.03 |
| Control Delay (s/veh) | 58.3 | 26.3 | | 4.5 | 10.6 | 3.0 | 6.6 | 2.6 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 58.3 | 26.3 | | 4.5 | 10.6 | 3.0 | 6.6 | 2.6 |
| LOS | E | C | | A | B | A | A | A |
| Approach Delay (s/veh) | 34.3 | | | | 10.2 | | 6.4 | |
| Approach LOS | C | | | | B | | A | |

| Intersection Summary | |
|---|---|
| Cycle Length: 120 | |
| Actuated Cycle Length: 120 | |
| Offset: 0 (0%), Referenced to phase 2:SBTU and 6:NBTL, Start of Green | |
| Natural Cycle: 80 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.59 | |
| Intersection Signal Delay (s/veh): 9.2 | Intersection LOS: A |
| Intersection Capacity Utilization 69.5% | ICU Level of Service C |
| Analysis Period (min) 15 | |

Splits and Phases: 5: SR 124/Rock Chapel Rd & Maddox Road



| Movement | EBL | EBR | NBU | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (veh/h) | 13 | 38 | 3 | 95 | 1670 | 3 | 1077 | 32 |
| Future Volume (veh/h) | 13 | 38 | 3 | 95 | 1670 | 3 | 1077 | 32 |
| Initial Q (Qb), veh | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Work Zone On Approach | No | | | | No | | No | |
| Adj Sat Flow, veh/h/ln | 1159 | 1278 | | 1737 | 1826 | | 1811 | 1604 |
| Adj Flow Rate, veh/h | 13 | 39 | | 98 | 1722 | | 1110 | 33 |
| Peak Hour Factor | 0.97 | 0.97 | | 0.97 | 0.97 | | 0.97 | 0.97 |
| Percent Heavy Veh, % | 50 | 42 | | 11 | 5 | | 6 | 20 |
| Cap, veh/h | 48 | 47 | | 135 | 2971 | | 2664 | 1052 |
| Arrive On Green | 0.04 | 0.04 | | 0.02 | 0.57 | | 1.00 | 1.00 |
| Sat Flow, veh/h | 1104 | 1083 | | 1654 | 3561 | | 3532 | 1359 |
| Grp Volume(v), veh/h | 13 | 39 | | 98 | 1722 | | 1110 | 33 |
| Grp Sat Flow(s),veh/h/ln | 1104 | 1083 | | 1654 | 1735 | | 1721 | 1359 |
| Q Serve(g_s), s | 1.4 | 4.3 | | 1.0 | 38.0 | | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 1.4 | 4.3 | | 1.0 | 38.0 | | 0.0 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | | | | 1.00 |
| Lane Grp Cap(c), veh/h | 48 | 47 | | 135 | 2971 | | 2664 | 1052 |
| V/C Ratio(X) | 0.27 | 0.83 | | 0.72 | 0.58 | | 0.42 | 0.03 |
| Avail Cap(c_a), veh/h | 166 | 162 | | 179 | 2971 | | 2664 | 1052 |
| HCM Platoon Ratio | 1.00 | 1.00 | | 0.67 | 0.67 | | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 1.00 | | 0.28 | 0.28 | | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 55.5 | 56.9 | | 45.0 | 11.8 | | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 3.0 | 28.5 | | 2.8 | 0.2 | | 0.5 | 0.1 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 1.5 | | 2.6 | 15.4 | | 0.2 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | |
| LnGrp Delay(d), s/veh | 58.5 | 85.5 | | 47.8 | 12.0 | | 0.5 | 0.1 |
| LnGrp LOS | E | F | | D | B | | A | A |
| Approach Vol, veh/h | 52 | | | | 1820 | | 1143 | |
| Approach Delay, s/veh | 78.7 | | | | 13.9 | | 0.5 | |
| Approach LOS | E | | | | B | | A | |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.8 | 98.9 | | | | 108.8 | | 11.2 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | | | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 7.0 | 77.0 | | | | 79.0 | | 18.0 |
| Max Q Clear Time (g_c+I1), s | 3.0 | 2.0 | | | | 40.0 | | 6.3 |
| Green Ext Time (p_c), s | 0.1 | 9.9 | | | | 18.2 | | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 10.0 |
| HCM 7th LOS | A |

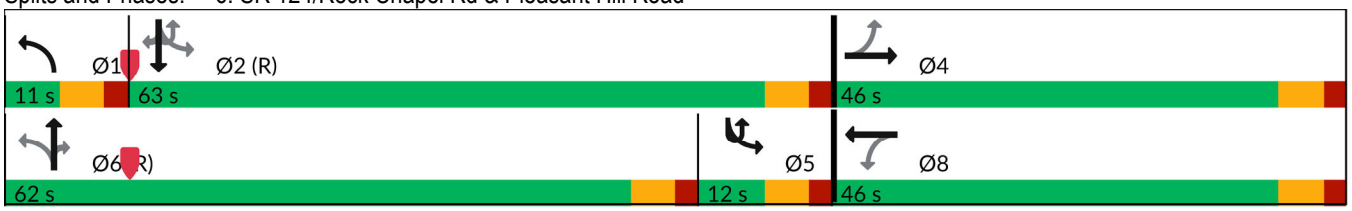
Notes

User approved ignoring U-Turning movement.

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | |
| Traffic Volume (vph) | 3 | 0 | 421 | 1 | 4 | 1467 | 196 | 2 | 128 | 1013 | 2 |
| Future Volume (vph) | 3 | 0 | 421 | 1 | 4 | 1467 | 196 | 2 | 128 | 1013 | 2 |
| Turn Type | Perm | NA | Perm | NA | pm+pt | NA | Perm | pm+pt | pm+pt | NA | Perm |
| Protected Phases | | 4 | | 8 | 1 | 6 | | 5 | 5 | 2 | |
| Permitted Phases | 4 | | 8 | | 6 | | 6 | 2 | 2 | | 2 |
| Detector Phase | 4 | 4 | 8 | 8 | 1 | 6 | 6 | 5 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 24.0 | 24.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 | 11.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 46.0 | 46.0 | 46.0 | 46.0 | 11.0 | 62.0 | 62.0 | 12.0 | 12.0 | 63.0 | 63.0 |
| Total Split (%) | 38.3% | 38.3% | 38.3% | 38.3% | 9.2% | 51.7% | 51.7% | 10.0% | 10.0% | 52.5% | 52.5% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | | | Lead | Lead | Lead | Lag | Lag | Lag | Lag |
| Lead-Lag Optimize? | | | | | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | C-Max | C-Max | None | None | C-Max | C-Max |
| Act Effct Green (s) | | 39.1 | 39.1 | 39.1 | 56.9 | 56.9 | 56.9 | | 66.7 | 66.7 | 66.7 |
| Actuated g/C Ratio | | 0.33 | 0.33 | 0.33 | 0.47 | 0.47 | 0.47 | | 0.56 | 0.56 | 0.56 |
| v/c Ratio | | 0.02 | 0.96 | 0.49 | 0.03 | 0.92 | 0.26 | | 0.85 | 0.56 | 0.00 |
| Control Delay (s/veh) | | 0.1 | 74.2 | 20.6 | 17.5 | 39.9 | 6.3 | | 68.9 | 9.6 | 0.0 |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | | 0.1 | 74.2 | 20.6 | 17.5 | 39.9 | 6.3 | | 68.9 | 9.6 | 0.0 |
| LOS | | A | E | C | B | D | A | | E | A | A |
| Approach Delay (s/veh) | | 0.1 | | 52.6 | | 35.9 | | | | 16.4 | |
| Approach LOS | | A | | D | | D | | | | B | |

| Intersection Summary | |
|---|---|
| Cycle Length: 120 | |
| Actuated Cycle Length: 120 | |
| Offset: 46 (38%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green | |
| Natural Cycle: 90 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.96 | |
| Intersection Signal Delay (s/veh): 32.8 | Intersection LOS: C |
| Intersection Capacity Utilization 92.7% | ICU Level of Service F |
| Analysis Period (min) 15 | |

Splits and Phases: 6: SR 124/Rock Chapel Rd & Pleasant Hill Road



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBU | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 3 | 0 | 4 | 421 | 1 | 282 | 4 | 1467 | 196 | 2 | 128 | 1013 |
| Future Volume (veh/h) | 3 | 0 | 4 | 421 | 1 | 282 | 4 | 1467 | 196 | 2 | 128 | 1013 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | | No |
| Adj Sat Flow, veh/h/ln | 418 | 1900 | 789 | 1841 | 1900 | 1856 | 1530 | 1826 | 1767 | | 1811 | 1767 |
| Adj Flow Rate, veh/h | 3 | 0 | 4 | 430 | 1 | 288 | 4 | 1497 | 200 | | 131 | 1034 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | | 0.98 | 0.98 |
| Percent Heavy Veh, % | 100 | 0 | 75 | 4 | 0 | 3 | 25 | 5 | 9 | | 6 | 9 |
| Cap, veh/h | 151 | 16 | 166 | 443 | 2 | 535 | 124 | 1619 | 699 | | 159 | 1717 |
| Arrive On Green | 0.33 | 0.00 | 0.33 | 0.33 | 0.33 | 0.33 | 0.01 | 0.47 | 0.47 | | 0.02 | 0.17 |
| Sat Flow, veh/h | 325 | 49 | 499 | 1390 | 6 | 1605 | 1457 | 3469 | 1497 | | 1725 | 3357 |
| Grp Volume(v), veh/h | 7 | 0 | 0 | 430 | 0 | 289 | 4 | 1497 | 200 | | 131 | 1034 |
| Grp Sat Flow(s),veh/h/ln | 873 | 0 | 0 | 1390 | 0 | 1611 | 1457 | 1735 | 1497 | | 1725 | 1678 |
| Q Serve(g_s), s | 0.1 | 0.0 | 0.0 | 22.4 | 0.0 | 17.5 | 0.2 | 48.6 | 9.9 | | 4.0 | 34.2 |
| Cycle Q Clear(g_c), s | 17.6 | 0.0 | 0.0 | 40.0 | 0.0 | 17.5 | 0.2 | 48.6 | 9.9 | | 4.0 | 34.2 |
| Prop In Lane | 0.43 | | 0.57 | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | |
| Lane Grp Cap(c), veh/h | 334 | 0 | 0 | 443 | 0 | 537 | 124 | 1619 | 699 | | 159 | 1717 |
| V/C Ratio(X) | 0.02 | 0.00 | 0.00 | 0.97 | 0.00 | 0.54 | 0.03 | 0.92 | 0.29 | | 0.82 | 0.60 |
| Avail Cap(c_a), veh/h | 334 | 0 | 0 | 443 | 0 | 537 | 177 | 1619 | 699 | | 159 | 1717 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.33 | 0.33 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.90 | 0.90 |
| Uniform Delay (d), s/veh | 27.7 | 0.0 | 0.0 | 44.3 | 0.0 | 32.5 | 24.8 | 30.0 | 19.7 | | 56.7 | 38.6 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.0 | 34.8 | 0.0 | 1.1 | 0.1 | 10.4 | 1.0 | | 26.1 | 1.4 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 0.0 | 0.0 | 17.1 | 0.0 | 6.7 | 0.1 | 21.1 | 3.5 | | 5.0 | 15.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 27.7 | 0.0 | 0.0 | 79.1 | 0.0 | 33.6 | 24.9 | 40.5 | 20.7 | | 82.7 | 40.0 |
| LnGrp LOS | C | | | E | | C | C | D | C | | F | D |
| Approach Vol, veh/h | | 7 | | | 719 | | | 1701 | | | | 1167 |
| Approach Delay, s/veh | | 27.7 | | | 60.8 | | | 38.1 | | | | 44.8 |
| Approach LOS | | C | | | E | | | D | | | | D |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 6.6 | 67.4 | | 46.0 | 12.0 | 62.0 | | 46.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 5.0 | 57.0 | | 40.0 | 6.0 | 56.0 | | 40.0 |
| Max Q Clear Time (g_c+I1), s | 2.2 | 36.2 | | 19.6 | 6.0 | 50.6 | | 42.0 |
| Green Ext Time (p_c), s | 0.0 | 7.0 | | 0.0 | 0.0 | 4.2 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 44.8 |
| HCM 7th LOS | D |

Notes

User approved ignoring U-Turning movement.

| Movement | SBR |
|---|---|
| Lane Configurations | |
| Traffic Volume (veh/h) | 2 |
| Future Volume (veh/h) | 2 |
| Initial Q (Qb), veh | 0 |
| Lane Width Adj. | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 |
| Parking Bus, Adj | 1.00 |
| Work Zone On Approach | |
| Adj Sat Flow, veh/h/ln | 1900 |
| Adj Flow Rate, veh/h | 2 |
| Peak Hour Factor | 0.98 |
| Percent Heavy Veh, % | 0 |
| Cap, veh/h | 824 |
| Arrive On Green | 0.17 |
| Sat Flow, veh/h | 1610 |
| Grp Volume(v), veh/h | 2 |
| Grp Sat Flow(s),veh/h/ln | 1610 |
| Q Serve(g_s), s | 0.1 |
| Cycle Q Clear(g_c), s | 0.1 |
| Prop In Lane | 1.00 |
| Lane Grp Cap(c), veh/h | 824 |
| V/C Ratio(X) | 0.00 |
| Avail Cap(c_a), veh/h | 824 |
| HCM Platoon Ratio | 0.33 |
| Upstream Filter(I) | 0.90 |
| Uniform Delay (d), s/veh | 24.4 |
| Incr Delay (d2), s/veh | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 |
| Unsig. Movement Delay, s/veh | |
| LnGrp Delay(d), s/veh | 24.4 |
| LnGrp LOS | C |
| Approach Vol, veh/h | |
| Approach Delay, s/veh | |
| Approach LOS | |
| Timer - Assigned Phs | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 284 | 3 | 6 | 583 | 7 | 7 |
| Future Vol, veh/h | 284 | 3 | 6 | 583 | 7 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 120 | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 9 | 67 | 17 | 3 | 0 | 0 |
| Mvmt Flow | 316 | 3 | 7 | 648 | 8 | 8 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 319 | 0 | 977 | 316 |
| Stage 1 | - | - | - | - | 316 | - |
| Stage 2 | - | - | - | - | 661 | - |
| Critical Hdwy | - | - | 4.27 | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | - | - | 2.353 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 1161 | - | 281 | 730 |
| Stage 1 | - | - | - | - | 744 | - |
| Stage 2 | - | - | - | - | 517 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1161 | - | 278 | 730 |
| Mov Cap-2 Maneuver | - | - | - | - | 278 | - |
| Stage 1 | - | - | - | - | 744 | - |
| Stage 2 | - | - | - | - | 513 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0.08 | 14.3 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 403 | - | - | 18 | - |
| HCM Lane V/C Ratio | 0.039 | - | - | 0.006 | - |
| HCM Ctrl Dly (s/v) | 14.3 | - | - | 8.1 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 22.9 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 44 | 244 | 12 | 4 | 419 | 4 | 35 | 221 | 4 | 2 | 86 | 24 |
| Future Vol, veh/h | 44 | 244 | 12 | 4 | 419 | 4 | 35 | 221 | 4 | 2 | 86 | 24 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles, % | 0 | 6 | 0 | 25 | 6 | 0 | 12 | 1 | 25 | 0 | 0 | 9 |
| Mvmt Flow | 47 | 262 | 13 | 4 | 451 | 4 | 38 | 238 | 4 | 2 | 92 | 26 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay, s/veh | 17.4 | 32.6 | 17.8 | 12.4 |
| HCM LOS | C | D | C | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 13% | 15% | 1% | 2% |
| Vol Thru, % | 85% | 81% | 98% | 77% |
| Vol Right, % | 2% | 4% | 1% | 21% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 260 | 300 | 427 | 112 |
| LT Vol | 35 | 44 | 4 | 2 |
| Through Vol | 221 | 244 | 419 | 86 |
| RT Vol | 4 | 12 | 4 | 24 |
| Lane Flow Rate | 280 | 323 | 459 | 120 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.537 | 0.567 | 0.821 | 0.237 |
| Departure Headway (Hd) | 6.91 | 6.332 | 6.436 | 7.098 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 520 | 568 | 560 | 503 |
| Service Time | 4.973 | 4.396 | 4.492 | 5.182 |
| HCM Lane V/C Ratio | 0.538 | 0.569 | 0.82 | 0.239 |
| HCM Control Delay, s/veh | 17.8 | 17.4 | 32.6 | 12.4 |
| HCM Lane LOS | C | C | D | B |
| HCM 95th-tile Q | 3.1 | 3.5 | 8.3 | 0.9 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 6 | 314 | 6 | 0 | 656 | 3 | 12 | 0 | 5 | 0 | 0 | 24 |
| Future Vol, veh/h | 6 | 314 | 6 | 0 | 656 | 3 | 12 | 0 | 5 | 0 | 0 | 24 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 100 | - | 150 | - | - | 165 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Mvmt Flow | 6 | 320 | 6 | 0 | 669 | 3 | 12 | 0 | 5 | 0 | 0 | 24 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 672 | 0 | 0 | 327 | 0 | 0 | 1002 | 1005 | 320 | 1002 | 1008 | 669 |
| Stage 1 | - | - | - | - | - | - | 333 | 333 | - | 669 | 669 | - |
| Stage 2 | - | - | - | - | - | - | 669 | 672 | - | 333 | 339 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.336 |
| Pot Cap-1 Maneuver | 928 | - | - | 1244 | - | - | 223 | 243 | 725 | 223 | 242 | 454 |
| Stage 1 | - | - | - | - | - | - | 685 | 648 | - | 450 | 459 | - |
| Stage 2 | - | - | - | - | - | - | 450 | 457 | - | 685 | 644 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 928 | - | - | 1244 | - | - | 210 | 242 | 725 | 220 | 241 | 454 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 210 | 242 | - | 220 | 241 | - |
| Stage 1 | - | - | - | - | - | - | 681 | 643 | - | 450 | 459 | - |
| Stage 2 | - | - | - | - | - | - | 426 | 457 | - | 676 | 639 | - |

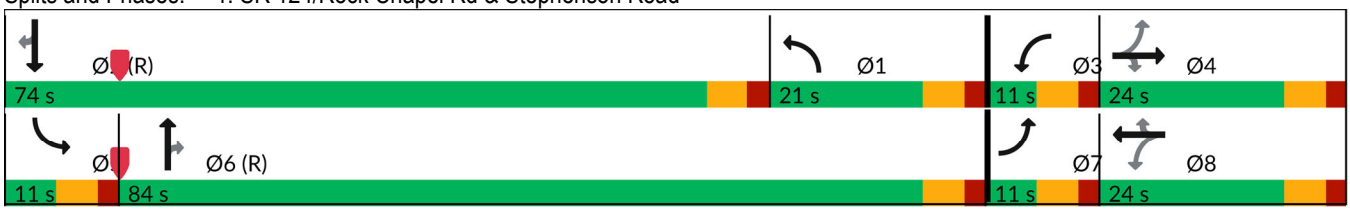
| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.16 | 0 | 19.53 | 13.38 |
| HCM LOS | | | C | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 265 | 928 | - | - | 1244 | - | - | 454 |
| HCM Lane V/C Ratio | 0.065 | 0.007 | - | - | - | - | - | 0.054 |
| HCM Ctrl Dly (s/v) | 19.5 | 8.9 | - | - | 0 | - | - | 13.4 |
| HCM Lane LOS | C | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.2 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 151 | 7 | 236 | 11 | 9 | 7 | 152 | 1749 | 5 | 2 | 1575 | 173 |
| Future Volume (vph) | 151 | 7 | 236 | 11 | 9 | 7 | 152 | 1749 | 5 | 2 | 1575 | 173 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | Prot | NA | Perm | Prot | NA | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | 6 | | | 2 |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 8 | 1 | 6 | 6 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 | 21.0 | 84.0 | 84.0 | 11.0 | 74.0 | 74.0 |
| Total Split (%) | 8.5% | 18.5% | 18.5% | 8.5% | 18.5% | 18.5% | 16.2% | 64.6% | 64.6% | 8.5% | 56.9% | 56.9% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lag | Lag | Lag | Lead | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | None | None | C-Max | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 10.3 | 8.3 | 8.3 | 10.0 | 8.4 | 8.4 | 15.0 | 102.8 | 102.8 | 5.8 | 84.3 | 84.3 |
| Actuated g/C Ratio | 0.08 | 0.06 | 0.06 | 0.08 | 0.06 | 0.06 | 0.12 | 0.79 | 0.79 | 0.04 | 0.65 | 0.65 |
| v/c Ratio | 1.46 | 0.06 | 0.74 | 0.09 | 0.07 | 0.03 | 0.78 | 0.66 | 0.00 | 0.03 | 0.74 | 0.17 |
| Control Delay (s/veh) | 291.4 | 54.9 | 20.4 | 48.7 | 55.4 | 0.1 | 71.5 | 9.0 | 0.0 | 60.0 | 19.8 | 2.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 291.4 | 54.9 | 20.4 | 48.7 | 55.4 | 0.1 | 71.5 | 9.0 | 0.0 | 60.0 | 19.8 | 2.2 |
| LOS | F | D | C | D | E | A | E | A | A | E | B | A |
| Approach Delay (s/veh) | | 125.1 | | | 38.7 | | | 14.0 | | | 18.1 | |
| Approach LOS | | F | | | D | | | B | | | B | |

| Intersection Summary | |
|---|---|
| Cycle Length: 130 | |
| Actuated Cycle Length: 130 | |
| Offset: 25 (19%), Referenced to phase 2:SBT and 6:NBT, Start of Green | |
| Natural Cycle: 100 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.46 | |
| Intersection Signal Delay (s/veh): 26.6 | Intersection LOS: C |
| Intersection Capacity Utilization 82.5% | ICU Level of Service E |
| Analysis Period (min) 15 | |

Splits and Phases: 1: SR 124/Rock Chapel Rd & Stephenson Road



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 151 | 7 | 236 | 11 | 9 | 7 | 152 | 1749 | 5 | 2 | 1575 | 173 |
| Future Volume (veh/h) | 151 | 7 | 236 | 11 | 9 | 7 | 152 | 1749 | 5 | 2 | 1575 | 173 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1885 | 1856 | 1900 | 1900 | 1841 | 1870 |
| Adj Flow Rate, veh/h | 159 | 7 | 248 | 12 | 9 | 7 | 160 | 1841 | 5 | 2 | 1658 | 182 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 2 |
| Cap, veh/h | 280 | 263 | 223 | 210 | 216 | 183 | 252 | 2329 | 1064 | 5 | 1829 | 829 |
| Arrive On Green | 0.04 | 0.14 | 0.14 | 0.01 | 0.11 | 0.11 | 0.14 | 0.66 | 0.66 | 0.00 | 0.52 | 0.52 |
| Sat Flow, veh/h | 1810 | 1900 | 1610 | 1810 | 1900 | 1610 | 1795 | 3526 | 1610 | 1810 | 3497 | 1585 |
| Grp Volume(v), veh/h | 159 | 7 | 248 | 12 | 9 | 7 | 160 | 1841 | 5 | 2 | 1658 | 182 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1900 | 1610 | 1810 | 1900 | 1610 | 1795 | 1763 | 1610 | 1810 | 1749 | 1585 |
| Q Serve(g_s), s | 5.0 | 0.4 | 18.0 | 0.8 | 0.5 | 0.4 | 10.9 | 48.2 | 0.1 | 0.1 | 55.9 | 6.3 |
| Cycle Q Clear(g_c), s | 5.0 | 0.4 | 18.0 | 0.8 | 0.5 | 0.4 | 10.9 | 48.2 | 0.1 | 0.1 | 55.9 | 6.3 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 280 | 263 | 223 | 210 | 216 | 183 | 252 | 2329 | 1064 | 5 | 1829 | 829 |
| V/C Ratio(X) | 0.57 | 0.03 | 1.11 | 0.06 | 0.04 | 0.04 | 0.64 | 0.79 | 0.00 | 0.41 | 0.91 | 0.22 |
| Avail Cap(c_a), veh/h | 280 | 263 | 223 | 255 | 263 | 223 | 252 | 2329 | 1064 | 70 | 1829 | 829 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 51.9 | 48.4 | 56.0 | 49.9 | 51.3 | 27.9 | 52.7 | 15.7 | 7.5 | 64.7 | 28.1 | 10.1 |
| Incr Delay (d2), s/veh | 2.7 | 0.0 | 93.7 | 0.1 | 0.1 | 0.1 | 5.2 | 2.8 | 0.0 | 47.7 | 8.0 | 0.6 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 0.2 | 13.2 | 0.4 | 0.3 | 0.2 | 5.2 | 17.7 | 0.1 | 0.1 | 23.5 | 2.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 54.6 | 48.5 | 149.7 | 50.0 | 51.4 | 28.0 | 57.9 | 18.5 | 7.5 | 112.4 | 36.1 | 10.7 |
| LnGrp LOS | D | D | F | D | D | C | E | B | A | F | D | B |
| Approach Vol, veh/h | | 414 | | | 28 | | | 2006 | | | 1842 | |
| Approach Delay, s/veh | | 111.5 | | | 44.9 | | | 21.6 | | | 33.7 | |
| Approach LOS | | F | | | D | | | C | | | C | |

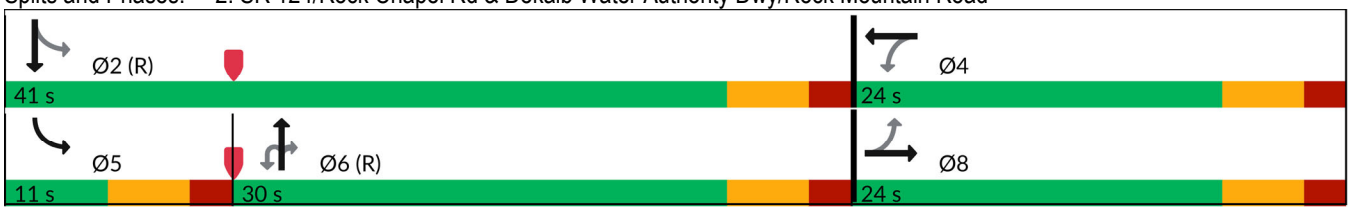
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 24.2 | 74.0 | 7.8 | 24.0 | 6.3 | 91.9 | 11.0 | 20.8 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 15.0 | 68.0 | 5.0 | 18.0 | 5.0 | 78.0 | 5.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 12.9 | 57.9 | 2.8 | 20.0 | 2.1 | 50.2 | 7.0 | 2.5 |
| Green Ext Time (p_c), s | 0.1 | 7.5 | 0.0 | 0.0 | 0.0 | 16.7 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 35.6 |
| HCM 7th LOS | D |

| Lane Group | WBL | WBT | NBU | NBT | NBR | SBL | SBT | Ø8 |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 29 | 0 | 3 | 1919 | 14 | 6 | 1858 | |
| Future Volume (vph) | 29 | 0 | 3 | 1919 | 14 | 6 | 1858 | |
| Turn Type | Perm | NA | Perm | NA | Perm | pm+pt | NA | |
| Protected Phases | | 4 | | 6 | | 5 | 2 | 8 |
| Permitted Phases | 4 | | 6 | | 6 | 2 | | |
| Detector Phase | 4 | 4 | 6 | 6 | 6 | 5 | 2 | |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 11.0 | 24.0 | 15.0 |
| Total Split (s) | 24.0 | 24.0 | 30.0 | 30.0 | 30.0 | 11.0 | 41.0 | 24.0 |
| Total Split (%) | 36.9% | 36.9% | 46.2% | 46.2% | 46.2% | 16.9% | 63.1% | 37% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | |
| Lead/Lag | | | Lag | Lag | Lag | Lead | | |
| Lead-Lag Optimize? | | | Yes | Yes | Yes | Yes | | |
| Recall Mode | None | None | C-Max | C-Max | C-Max | None | C-Max | None |
| Act Effct Green (s) | | 5.5 | 55.6 | 55.6 | 55.6 | 54.4 | 58.0 | |
| Actuated g/C Ratio | | 0.08 | 0.86 | 0.86 | 0.86 | 0.84 | 0.89 | |
| v/c Ratio | | 0.13 | 0.02 | 0.67 | 0.02 | 0.03 | 0.62 | |
| Control Delay (s/veh) | | 1.0 | 6.7 | 9.3 | 0.1 | 2.2 | 8.3 | |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | | 1.0 | 6.7 | 9.3 | 0.1 | 2.2 | 8.3 | |
| LOS | | A | A | A | A | A | A | |
| Approach Delay (s/veh) | | 1.0 | | 9.2 | | | 8.3 | |
| Approach LOS | | A | | A | | | A | |

| Intersection Summary | |
|---|---|
| Cycle Length: 65 | |
| Actuated Cycle Length: 65 | |
| Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTU, Start of Green | |
| Natural Cycle: 90 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.67 | |
| Intersection Signal Delay (s/veh): 8.7 | Intersection LOS: A |
| Intersection Capacity Utilization 67.2% | ICU Level of Service C |
| Analysis Period (min) 15 | |

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 29 | 0 | 6 | 3 | 0 | 1919 | 14 | 6 | 1858 |
| Future Volume (veh/h) | 0 | 0 | 0 | 29 | 0 | 6 | 3 | 0 | 1919 | 14 | 6 | 1858 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 1618 | 1900 | 1900 | | 0 | 1856 | 640 | 1159 | 1856 |
| Adj Flow Rate, veh/h | 0 | 0 | 0 | 30 | 0 | 0 | | 0 | 1999 | 15 | 6 | 1935 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 19 | 0 | 0 | | 0 | 3 | 85 | 50 | 3 |
| Cap, veh/h | 0 | 61 | 0 | 157 | 0 | | | 0 | 2408 | 371 | 209 | 2761 |
| Arrive On Green | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | | 0.00 | 1.00 | 1.00 | 0.01 | 0.78 |
| Sat Flow, veh/h | 0 | 1900 | 0 | 1440 | 0 | 0 | | 0 | 3618 | 543 | 1104 | 3618 |
| Grp Volume(v), veh/h | 0 | 0 | 0 | 30 | 0 | 0 | | 0 | 1999 | 15 | 6 | 1935 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1900 | 0 | 1440 | 0 | 0 | | 0 | 1763 | 543 | 1104 | 1763 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.1 | 17.1 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.1 | 17.1 |
| Prop In Lane | 0.00 | | 0.00 | 1.00 | | 0.00 | | 0.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 0 | 61 | 0 | 157 | 0 | | | 0 | 2408 | 371 | 209 | 2761 |
| V/C Ratio(X) | 0.00 | 0.00 | 0.00 | 0.19 | 0.00 | | | 0.00 | 0.83 | 0.04 | 0.03 | 0.70 |
| Avail Cap(c_a), veh/h | 0 | 526 | 0 | 510 | 0 | | | 0 | 2408 | 371 | 286 | 2761 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | | 0.00 | 0.71 | 0.71 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 0.0 | 0.0 | 31.1 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 2.6 | 3.4 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | | 0.0 | 2.5 | 0.1 | 0.1 | 1.5 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | | 0.0 | 0.8 | 0.0 | 0.0 | 1.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 0.0 | 0.0 | 0.0 | 31.7 | 0.0 | 0.0 | | 0.0 | 2.5 | 0.1 | 2.6 | 4.9 |
| LnGrp LOS | | | | C | | | | | A | A | A | A |
| Approach Vol, veh/h | | 0 | | | 30 | | | | 2014 | | | 1941 |
| Approach Delay, s/veh | | 0.0 | | | 31.7 | | | | 2.5 | | | 4.9 |
| Approach LOS | | | | | C | | | | A | | | A |

| Timer - Assigned Phs | 2 | 4 | 5 | 6 | 8 |
|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 56.9 | 8.1 | 6.5 | 50.4 | 8.1 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 35.0 | 18.0 | 5.0 | 24.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 19.1 | 3.3 | 2.1 | 2.0 | 0.0 |
| Green Ext Time (p_c), s | 11.8 | 0.1 | 0.0 | 15.7 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 3.9 |
| HCM 7th LOS | A |

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

| Movement | SBR |
|---|---|
| Lane Configurations | |
| Traffic Volume (veh/h) | 0 |
| Future Volume (veh/h) | 0 |
| Initial Q (Qb), veh | 0 |
| Lane Width Adj. | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 |
| Parking Bus, Adj | 1.00 |
| Work Zone On Approach | |
| Adj Sat Flow, veh/h/ln | 1900 |
| Adj Flow Rate, veh/h | 0 |
| Peak Hour Factor | 0.96 |
| Percent Heavy Veh, % | 0 |
| Cap, veh/h | 0 |
| Arrive On Green | 0.00 |
| Sat Flow, veh/h | 0 |
| Grp Volume(v), veh/h | 0 |
| Grp Sat Flow(s),veh/h/ln | 0 |
| Q Serve(g_s), s | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 |
| Prop In Lane | 0.00 |
| Lane Grp Cap(c), veh/h | 0 |
| V/C Ratio(X) | 0.00 |
| Avail Cap(c_a), veh/h | 0 |
| HCM Platoon Ratio | 1.00 |
| Upstream Filter(I) | 0.00 |
| Uniform Delay (d), s/veh | 0.0 |
| Incr Delay (d2), s/veh | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 |
| Unsig. Movement Delay, s/veh | |
| LnGrp Delay(d), s/veh | 0.0 |
| LnGrp LOS | |
| Approach Vol, veh/h | |
| Approach Delay, s/veh | |
| Approach LOS | |
| Timer - Assigned Phs | |

| Lane Group | EBL | EBR | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 550 | 158 | 111 | 1371 | 1 | 1483 | 391 |
| Future Volume (vph) | 550 | 158 | 111 | 1371 | 1 | 1483 | 391 |
| Turn Type | Prot | Perm | Prot | NA | Prot | NA | Perm |
| Protected Phases | 4 | | 1 | 6 | 5 | 2 | |
| Permitted Phases | | 4 | | | | | 2 |
| Detector Phase | 4 | 4 | 1 | 6 | 5 | 2 | 2 |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 24.0 | 24.0 | 11.0 | 24.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 39.0 | 39.0 | 16.0 | 80.0 | 11.0 | 75.0 | 75.0 |
| Total Split (%) | 30.0% | 30.0% | 12.3% | 61.5% | 8.5% | 57.7% | 57.7% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | Lead | Lead | Lag | Lag | Lag |
| Lead-Lag Optimize? | | | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 27.1 | 27.1 | 9.7 | 88.7 | 5.0 | 75.2 | 75.2 |
| Actuated g/C Ratio | 0.21 | 0.21 | 0.07 | 0.68 | 0.04 | 0.58 | 0.58 |
| v/c Ratio | 0.80 | 0.36 | 0.52 | 0.59 | 0.01 | 0.52 | 0.38 |
| Control Delay (s/veh) | 57.8 | 8.3 | 68.4 | 12.8 | 58.0 | 15.5 | 4.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 57.8 | 8.3 | 68.4 | 12.8 | 58.0 | 15.5 | 4.8 |
| LOS | E | A | E | B | E | B | A |
| Approach Delay (s/veh) | 46.7 | | | 17.0 | | 13.3 | |
| Approach LOS | D | | | B | | B | |

| Intersection Summary | |
|---|---|
| Cycle Length: 130 | |
| Actuated Cycle Length: 130 | |
| Offset: 112 (86%), Referenced to phase 2:SBT and 6:NBT, Start of Green | |
| Natural Cycle: 70 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.80 | |
| Intersection Signal Delay (s/veh): 20.5 | Intersection LOS: C |
| Intersection Capacity Utilization 72.8% | ICU Level of Service C |
| Analysis Period (min) 15 | |

Splits and Phases: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd

| Movement | EBL | EBR | NBU | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (veh/h) | 550 | 158 | 3 | 111 | 1371 | 1 | 1483 | 391 |
| Future Volume (veh/h) | 550 | 158 | 3 | 111 | 1371 | 1 | 1483 | 391 |
| Initial Q (Qb), veh | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Work Zone On Approach | No | | | | No | | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1841 | | 1648 | 1856 | | 1856 | 1826 |
| Adj Flow Rate, veh/h | 567 | 163 | | 114 | 1413 | | 1529 | 403 |
| Peak Hour Factor | 0.97 | 0.97 | | 0.97 | 0.97 | | 0.97 | 0.97 |
| Percent Heavy Veh, % | 3 | 4 | | 17 | 3 | | 3 | 5 |
| Cap, veh/h | 655 | 298 | | 158 | 2526 | | 3133 | 957 |
| Arrive On Green | 0.19 | 0.19 | | 0.05 | 0.72 | | 1.00 | 1.00 |
| Sat Flow, veh/h | 3428 | 1560 | | 3045 | 3618 | | 5233 | 1547 |
| Grp Volume(v), veh/h | 567 | 163 | | 114 | 1413 | | 1529 | 403 |
| Grp Sat Flow(s),veh/h/ln | 1714 | 1560 | | 1522 | 1763 | | 1689 | 1547 |
| Q Serve(g_s), s | 20.8 | 12.3 | | 4.8 | 24.6 | | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 20.8 | 12.3 | | 4.8 | 24.6 | | 0.0 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | | | | 1.00 |
| Lane Grp Cap(c), veh/h | 655 | 298 | | 158 | 2526 | | 3133 | 957 |
| V/C Ratio(X) | 0.87 | 0.55 | | 0.72 | 0.56 | | 0.49 | 0.42 |
| Avail Cap(c_a), veh/h | 870 | 396 | | 234 | 2526 | | 3133 | 957 |
| HCM Platoon Ratio | 1.00 | 1.00 | | 1.00 | 1.00 | | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.75 | 0.75 |
| Uniform Delay (d), s/veh | 51.0 | 47.5 | | 60.7 | 8.7 | | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 7.2 | 1.6 | | 6.0 | 0.9 | | 0.4 | 1.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 9.4 | 10.8 | | 1.9 | 8.2 | | 0.1 | 0.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | |
| LnGrp Delay(d), s/veh | 58.1 | 49.1 | | 66.7 | 9.6 | | 0.4 | 1.0 |
| LnGrp LOS | E | D | | E | A | | A | A |
| Approach Vol, veh/h | 730 | | | | 1527 | | 1932 | |
| Approach Delay, s/veh | 56.1 | | | | 13.9 | | 0.5 | |
| Approach LOS | E | | | | B | | A | |

| Timer - Assigned Phs | 1 | 2 | | 4 | | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 12.8 | 86.4 | | 30.8 | | 99.2 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 10.0 | 69.0 | | 33.0 | | 74.0 |
| Max Q Clear Time (g_c+I1), s | 6.8 | 2.0 | | 22.8 | | 26.6 |
| Green Ext Time (p_c), s | 0.1 | 19.7 | | 2.0 | | 13.9 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 15.1 |
| HCM 7th LOS | B |

Notes

User approved ignoring U-Turning movement.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | WBL | WBR | NBU | NBT | NBR | SBU | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Vol, veh/h | 16 | 24 | 0 | 1484 | 16 | 1 | 23 | 1623 |
| Future Vol, veh/h | 16 | 24 | 0 | 1484 | 16 | 1 | 23 | 1623 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | - | None | - | - | None |
| Storage Length | 0 | 50 | 190 | - | 235 | - | 165 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | - | - | - | 0 |
| Grade, % | 0 | - | - | 0 | - | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 3 |
| Mvmt Flow | 17 | 25 | 0 | 1546 | 17 | 1 | 24 | 1691 |

| Major/Minor | Minor1 | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 2272 | 773 | 1234 | 0 | 0 | 1546 | 1563 | 0 |
| Stage 1 | 1546 | - | - | - | - | - | - | - |
| Stage 2 | 726 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.25 | 6.9 | 5.6 | - | - | 6.4 | 4.1 | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.65 | 3.3 | 2.3 | - | - | 2.5 | 2.2 | - |
| Pot Cap-1 Maneuver | 49 | 346 | 332 | - | - | 150 | 429 | - |
| Stage 1 | 162 | - | - | - | - | - | - | - |
| Stage 2 | 415 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | | | - |
| Mov Cap-1 Maneuver | 46 | 346 | 332 | - | - | 395 | 395 | - |
| Mov Cap-2 Maneuver | 46 | - | - | - | - | - | - | - |
| Stage 1 | 162 | - | - | - | - | - | - | - |
| Stage 2 | 389 | - | - | - | - | - | - | - |

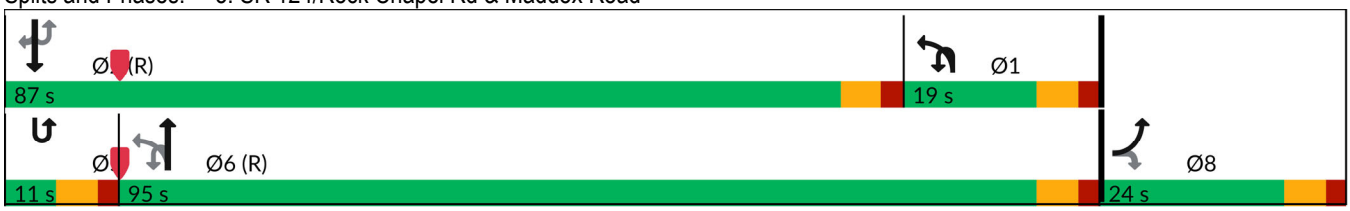
| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 59.01 | 0 | 0.21 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBU | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 332 | - | - | 46 | 346 | 395 | - |
| HCM Lane V/C Ratio | - | - | - | 0.364 | 0.072 | 0.063 | - |
| HCM Ctrl Dly (s/v) | 0 | - | - | 123.2 | 16.2 | 14.7 | - |
| HCM Lane LOS | A | - | - | F | C | B | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 1.3 | 0.2 | 0.2 | - |

| Lane Group | EBL | EBR | NBU | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 40 | 112 | 11 | 79 | 1455 | 2 | 1659 | 19 |
| Future Volume (vph) | 40 | 112 | 11 | 79 | 1455 | 2 | 1659 | 19 |
| Turn Type | Prot | Perm | pm+pt | pm+pt | NA | pm+pt | NA | Perm |
| Protected Phases | 8 | | 1 | 1 | 6 | 5 | 2 | |
| Permitted Phases | | 8 | 6 | 6 | | 2 | | 2 |
| Detector Phase | 8 | 8 | 1 | 1 | 6 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 24.0 | 24.0 | 10.0 | 10.0 | 24.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 24.0 | 24.0 | 19.0 | 19.0 | 95.0 | 11.0 | 87.0 | 87.0 |
| Total Split (%) | 18.5% | 18.5% | 14.6% | 14.6% | 73.1% | 8.5% | 66.9% | 66.9% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | Lag | Lag | Lag | Lead | Lead | Lead |
| Lead-Lag Optimize? | | | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 8.8 | 8.8 | | 106.9 | 106.9 | 90.2 | 90.2 | 90.2 |
| Actuated g/C Ratio | 0.07 | 0.07 | | 0.82 | 0.82 | 0.69 | 0.69 | 0.69 |
| v/c Ratio | 0.38 | 0.55 | | 0.44 | 0.53 | 0.01 | 0.70 | 0.02 |
| Control Delay (s/veh) | 67.2 | 20.2 | | 18.4 | 0.8 | 1.5 | 9.6 | 0.1 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 67.2 | 20.2 | | 18.4 | 0.8 | 1.5 | 9.6 | 0.1 |
| LOS | E | C | | B | A | A | A | A |
| Approach Delay (s/veh) | 32.6 | | | | 1.8 | | 9.5 | |
| Approach LOS | C | | | | A | | A | |

| Intersection Summary | |
|---|---|
| Cycle Length: 130 | |
| Actuated Cycle Length: 130 | |
| Offset: 17 (13%), Referenced to phase 2:SBTU and 6:NBTL, Start of Green | |
| Natural Cycle: 80 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.70 | |
| Intersection Signal Delay (s/veh): 7.0 | Intersection LOS: A |
| Intersection Capacity Utilization 72.8% | ICU Level of Service C |
| Analysis Period (min) 15 | |

Splits and Phases: 5: SR 124/Rock Chapel Rd & Maddox Road



| Movement | EBL | EBR | NBU | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (veh/h) | 40 | 112 | 11 | 79 | 1455 | 2 | 1659 | 19 |
| Future Volume (veh/h) | 40 | 112 | 11 | 79 | 1455 | 2 | 1659 | 19 |
| Initial Q (Qb), veh | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Work Zone On Approach | No | | | | No | | No | |
| Adj Sat Flow, veh/h/ln | 1707 | 1781 | | 1203 | 1841 | | 1856 | 1411 |
| Adj Flow Rate, veh/h | 41 | 115 | | 81 | 1500 | | 1710 | 20 |
| Peak Hour Factor | 0.97 | 0.97 | | 0.97 | 0.97 | | 0.97 | 0.97 |
| Percent Heavy Veh, % | 13 | 8 | | 47 | 4 | | 3 | 33 |
| Cap, veh/h | 149 | 138 | | 224 | 2854 | | 2197 | 745 |
| Arrive On Green | 0.09 | 0.09 | | 0.29 | 1.00 | | 1.00 | 1.00 |
| Sat Flow, veh/h | 1626 | 1510 | | 1146 | 3589 | | 3618 | 1196 |
| Grp Volume(v), veh/h | 41 | 115 | | 81 | 1500 | | 1710 | 20 |
| Grp Sat Flow(s),veh/h/ln | 1626 | 1510 | | 1146 | 1749 | | 1763 | 1196 |
| Q Serve(g_s), s | 3.1 | 9.7 | | 0.2 | 0.0 | | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 3.1 | 9.7 | | 0.2 | 0.0 | | 0.0 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | | | | 1.00 |
| Lane Grp Cap(c), veh/h | 149 | 138 | | 224 | 2854 | | 2197 | 745 |
| V/C Ratio(X) | 0.28 | 0.83 | | 0.36 | 0.53 | | 0.78 | 0.03 |
| Avail Cap(c_a), veh/h | 225 | 209 | | 224 | 2854 | | 2197 | 745 |
| HCM Platoon Ratio | 1.00 | 1.00 | | 2.00 | 2.00 | | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 1.00 | | 0.49 | 0.49 | | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 55.0 | 58.1 | | 39.2 | 0.0 | | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 1.0 | 15.7 | | 0.5 | 0.3 | | 2.8 | 0.1 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.3 | 4.3 | | 1.9 | 0.1 | | 0.9 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | |
| LnGrp Delay(d), s/veh | 56.0 | 73.8 | | 39.6 | 0.3 | | 2.8 | 0.1 |
| LnGrp LOS | E | E | | D | A | | A | A |
| Approach Vol, veh/h | 156 | | | | 1581 | | 1730 | |
| Approach Delay, s/veh | 69.1 | | | | 2.4 | | 2.8 | |
| Approach LOS | E | | | | A | | A | |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 25.1 | 87.0 | | | | 112.1 | | 17.9 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | | | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 13.0 | 81.0 | | | | 89.0 | | 18.0 |
| Max Q Clear Time (g_c+I1), s | 2.2 | 2.0 | | | | 2.0 | | 11.7 |
| Green Ext Time (p_c), s | 0.1 | 22.2 | | | | 16.8 | | 0.2 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 5.6 |
| HCM 7th LOS | A |

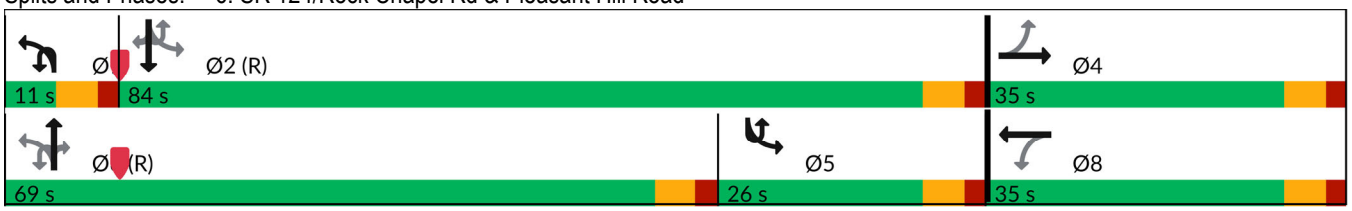
Notes

User approved ignoring U-Turning movement.

| Lane Group | EBL | EBT | WBL | WBT | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 6 | 5 | 225 | 5 | 3 | 5 | 1340 | 452 | 6 | 277 | 1485 | 3 |
| Future Volume (vph) | 6 | 5 | 225 | 5 | 3 | 5 | 1340 | 452 | 6 | 277 | 1485 | 3 |
| Turn Type | Perm | NA | Perm | NA | pm+pt | pm+pt | NA | Perm | pm+pt | pm+pt | NA | Perm |
| Protected Phases | | 4 | | 8 | 1 | 1 | 6 | | 5 | 5 | 2 | |
| Permitted Phases | 4 | | 8 | | 6 | 6 | | 6 | 2 | 2 | | 2 |
| Detector Phase | 4 | 4 | 8 | 8 | 1 | 1 | 6 | 6 | 5 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 24.0 | 24.0 | 24.0 | 24.0 | 11.0 | 11.0 | 24.0 | 24.0 | 11.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 35.0 | 35.0 | 35.0 | 35.0 | 11.0 | 11.0 | 69.0 | 69.0 | 26.0 | 26.0 | 84.0 | 84.0 |
| Total Split (%) | 26.9% | 26.9% | 26.9% | 26.9% | 8.5% | 8.5% | 53.1% | 53.1% | 20.0% | 20.0% | 64.6% | 64.6% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | | | Lead | Lead | Lead | Lead | Lag | Lag | Lag | Lag |
| Lead-Lag Optimize? | | | | | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | None | C-Max | C-Max | None | None | C-Max | C-Max |
| Act Effct Green (s) | | 25.6 | 25.6 | 25.6 | | 66.4 | 66.4 | 66.4 | | 90.2 | 90.2 | 90.2 |
| Actuated g/C Ratio | | 0.20 | 0.20 | 0.20 | | 0.51 | 0.51 | 0.51 | | 0.69 | 0.69 | 0.69 |
| v/c Ratio | | 0.05 | 0.86 | 0.45 | | 0.08 | 0.80 | 0.48 | | 0.83 | 0.64 | 0.00 |
| Control Delay (s/veh) | | 34.5 | 78.6 | 9.4 | | 18.8 | 31.6 | 6.6 | | 35.5 | 2.0 | 0.0 |
| Queue Delay | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | | 34.5 | 78.6 | 9.4 | | 18.8 | 31.6 | 6.6 | | 35.5 | 2.0 | 0.0 |
| LOS | | C | E | A | | B | C | A | | D | A | A |
| Approach Delay (s/veh) | | 34.5 | | 46.4 | | | 25.3 | | | | 7.4 | |
| Approach LOS | | C | | D | | | C | | | | A | |

| Intersection Summary | |
|---|---|
| Cycle Length: 130 | |
| Actuated Cycle Length: 130 | |
| Offset: 27 (21%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green | |
| Natural Cycle: 90 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.86 | |
| Intersection Signal Delay (s/veh): 19.6 | Intersection LOS: B |
| Intersection Capacity Utilization 86.9% | ICU Level of Service E |
| Analysis Period (min) 15 | |

Splits and Phases: 6: SR 124/Rock Chapel Rd & Pleasant Hill Road



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 6 | 5 | 3 | 225 | 5 | 191 | 3 | 5 | 1340 | 452 | 6 | 277 |
| Future Volume (veh/h) | 6 | 5 | 3 | 225 | 5 | 191 | 3 | 5 | 1340 | 452 | 6 | 277 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Work Zone On Approach | | No | | | No | | | | No | | | |
| Adj Sat Flow, veh/h/ln | 1900 | 1604 | 1900 | 1856 | 1900 | 1767 | | 1307 | 1811 | 1856 | | 1870 |
| Adj Flow Rate, veh/h | 6 | 5 | 3 | 234 | 5 | 199 | | 5 | 1396 | 471 | | 289 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 |
| Percent Heavy Veh, % | 0 | 20 | 0 | 3 | 0 | 9 | | 40 | 6 | 3 | | 2 |
| Cap, veh/h | 98 | 74 | 36 | 308 | 9 | 350 | | 164 | 1668 | 762 | | 360 |
| Arrive On Green | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | | 0.01 | 0.48 | 0.48 | | 0.31 |
| Sat Flow, veh/h | 263 | 331 | 162 | 1396 | 40 | 1577 | | 1245 | 3441 | 1572 | | 1781 |
| Grp Volume(v), veh/h | 14 | 0 | 0 | 234 | 0 | 204 | | 5 | 1396 | 471 | | 289 |
| Grp Sat Flow(s),veh/h/ln | 757 | 0 | 0 | 1396 | 0 | 1616 | | 1245 | 1721 | 1572 | | 1781 |
| Q Serve(g_s), s | 0.1 | 0.0 | 0.0 | 12.1 | 0.0 | 14.6 | | 0.3 | 45.7 | 28.6 | | 12.5 |
| Cycle Q Clear(g_c), s | 14.7 | 0.0 | 0.0 | 26.8 | 0.0 | 14.6 | | 0.3 | 45.7 | 28.6 | | 12.5 |
| Prop In Lane | 0.43 | | 0.21 | 1.00 | | 0.98 | | 1.00 | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 208 | 0 | 0 | 308 | 0 | 359 | | 164 | 1668 | 762 | | 360 |
| V/C Ratio(X) | 0.07 | 0.00 | 0.00 | 0.76 | 0.00 | 0.57 | | 0.03 | 0.84 | 0.62 | | 0.80 |
| Avail Cap(c_a), veh/h | 209 | 0 | 0 | 309 | 0 | 361 | | 204 | 1668 | 762 | | 360 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.66 |
| Uniform Delay (d), s/veh | 40.2 | 0.0 | 0.0 | 51.3 | 0.0 | 45.0 | | 19.5 | 29.1 | 24.6 | | 39.7 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 0.0 | 10.5 | 0.0 | 2.1 | | 0.1 | 5.2 | 3.7 | | 8.5 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 0.0 | 0.0 | 8.2 | 0.0 | 5.9 | | 0.1 | 18.8 | 10.9 | | 7.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 40.4 | 0.0 | 0.0 | 61.8 | 0.0 | 47.1 | | 19.6 | 34.2 | 28.4 | | 48.2 |
| LnGrp LOS | D | | | E | | D | | B | C | C | | D |
| Approach Vol, veh/h | | 14 | | | 438 | | | | 1872 | | | |
| Approach Delay, s/veh | | 40.4 | | | 54.9 | | | | 32.7 | | | |
| Approach LOS | | D | | | D | | | | C | | | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 6.8 | 88.3 | | 34.9 | 26.1 | 69.0 | | 34.9 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 5.0 | 78.0 | | 29.0 | 20.0 | 63.0 | | 29.0 |
| Max Q Clear Time (g_c+I1), s | 2.3 | 2.0 | | 16.7 | 14.5 | 47.7 | | 28.8 |
| Green Ext Time (p_c), s | 0.0 | 17.7 | | 0.0 | 0.4 | 9.7 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 24.4 |
| HCM 7th LOS | C |

Notes

User approved ignoring U-Turning movement.

| Movement | SBT | SBR |
|---|---|---|
| Lane Configurations | | |
| Traffic Volume (veh/h) | 1485 | 3 |
| Future Volume (veh/h) | 1485 | 3 |
| Initial Q (Qb), veh | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 |
| Work Zone On Approach | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1411 |
| Adj Flow Rate, veh/h | 1547 | 3 |
| Peak Hour Factor | 0.96 | 0.96 |
| Percent Heavy Veh, % | 3 | 33 |
| Cap, veh/h | 2232 | 757 |
| Arrive On Green | 1.00 | 1.00 |
| Sat Flow, veh/h | 3526 | 1196 |
| Grp Volume(v), veh/h | 1547 | 3 |
| Grp Sat Flow(s),veh/h/ln | 1763 | 1196 |
| Q Serve(g_s), s | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 |
| Prop In Lane | | 1.00 |
| Lane Grp Cap(c), veh/h | 2232 | 757 |
| V/C Ratio(X) | 0.69 | 0.00 |
| Avail Cap(c_a), veh/h | 2232 | 757 |
| HCM Platoon Ratio | 2.00 | 2.00 |
| Upstream Filter(I) | 0.66 | 0.66 |
| Uniform Delay (d), s/veh | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 1.2 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 0.0 |
| Unsig. Movement Delay, s/veh | | |
| LnGrp Delay(d), s/veh | 1.2 | 0.0 |
| LnGrp LOS | A | A |
| Approach Vol, veh/h | 1839 | |
| Approach Delay, s/veh | 8.6 | |
| Approach LOS | A | |

| Timer - Assigned Phs |
|---|

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 598 | 13 | 20 | 308 | 2 | 14 |
| Future Vol, veh/h | 598 | 13 | 20 | 308 | 2 | 14 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 120 | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 3 | 8 | 5 | 5 | 0 | 8 |
| Mvmt Flow | 636 | 14 | 21 | 328 | 2 | 15 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 650 | 0 | 1006 | 636 |
| Stage 1 | - | - | - | - | 636 | - |
| Stage 2 | - | - | - | - | 370 | - |
| Critical Hdwy | - | - | 4.15 | - | 6.4 | 6.28 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | - | - | 2.245 | - | 3.5 | 3.372 |
| Pot Cap-1 Maneuver | - | - | 922 | - | 269 | 467 |
| Stage 1 | - | - | - | - | 531 | - |
| Stage 2 | - | - | - | - | 703 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 922 | - | 262 | 467 |
| Mov Cap-2 Maneuver | - | - | - | - | 262 | - |
| Stage 1 | - | - | - | - | 531 | - |
| Stage 2 | - | - | - | - | 683 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0.55 | 13.81 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 425 | - | - | 110 | - |
| HCM Lane V/C Ratio | 0.04 | - | - | 0.023 | - |
| HCM Ctrl Dly (s/v) | 13.8 | - | - | 9 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 23.1 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 33 | 423 | 23 | 9 | 262 | 10 | 21 | 94 | 9 | 7 | 224 | 53 |
| Future Vol, veh/h | 33 | 423 | 23 | 9 | 262 | 10 | 21 | 94 | 9 | 7 | 224 | 53 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 0 | 4 | 9 | 0 | 7 | 0 | 0 | 2 | 13 | 0 | 1 | 4 |
| Mvmt Flow | 35 | 445 | 24 | 9 | 276 | 11 | 22 | 99 | 9 | 7 | 236 | 56 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay, s/veh | 33.1 | 16.4 | 12.8 | 17.4 |
| HCM LOS | D | C | B | C |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 17% | 7% | 3% | 2% |
| Vol Thru, % | 76% | 88% | 93% | 79% |
| Vol Right, % | 7% | 5% | 4% | 19% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 124 | 479 | 281 | 284 |
| LT Vol | 21 | 33 | 9 | 7 |
| Through Vol | 94 | 423 | 262 | 224 |
| RT Vol | 9 | 23 | 10 | 53 |
| Lane Flow Rate | 131 | 504 | 296 | 299 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.261 | 0.841 | 0.526 | 0.546 |
| Departure Headway (Hd) | 7.185 | 6.002 | 6.405 | 6.576 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 497 | 600 | 559 | 547 |
| Service Time | 5.276 | 4.063 | 4.479 | 4.648 |
| HCM Lane V/C Ratio | 0.264 | 0.84 | 0.53 | 0.547 |
| HCM Control Delay, s/veh | 12.8 | 33.1 | 16.4 | 17.4 |
| HCM Lane LOS | B | D | C | C |
| HCM 95th-tile Q | 1 | 9 | 3 | 3.3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 26 | 625 | 13 | 1 | 381 | 3 | 9 | 0 | 2 | 2 | 2 | 18 |
| Future Vol, veh/h | 26 | 625 | 13 | 1 | 381 | 3 | 9 | 0 | 2 | 2 | 2 | 18 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 100 | - | 150 | - | - | 165 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 4 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Mvmt Flow | 27 | 651 | 14 | 1 | 397 | 3 | 9 | 0 | 2 | 2 | 2 | 19 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 400 | 0 | 0 | 665 | 0 | 0 | 1105 | 1107 | 651 | 1104 | 1118 | 397 |
| Stage 1 | - | - | - | - | - | - | 705 | 705 | - | 399 | 399 | - |
| Stage 2 | - | - | - | - | - | - | 400 | 402 | - | 705 | 719 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.26 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.354 |
| Pot Cap-1 Maneuver | 1170 | - | - | 934 | - | - | 190 | 212 | 472 | 190 | 209 | 644 |
| Stage 1 | - | - | - | - | - | - | 430 | 442 | - | 631 | 606 | - |
| Stage 2 | - | - | - | - | - | - | 630 | 604 | - | 430 | 436 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1170 | - | - | 934 | - | - | 178 | 207 | 472 | 185 | 204 | 644 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 178 | 207 | - | 185 | 204 | - |
| Stage 1 | - | - | - | - | - | - | 420 | 432 | - | 630 | 605 | - |
| Stage 2 | - | - | - | - | - | - | 609 | 603 | - | 418 | 426 | - |

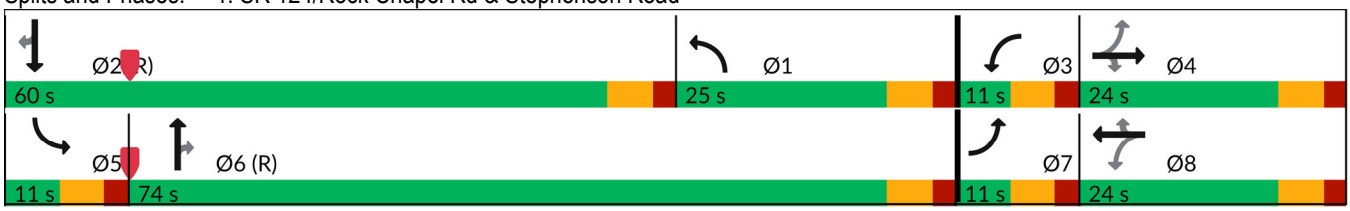
| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.32 | 0.02 | 24.02 | 13.38 |
| HCM LOS | | | C | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 201 | 1170 | - | - | 5 | - | - | 453 |
| HCM Lane V/C Ratio | 0.057 | 0.023 | - | - | 0.001 | - | - | 0.051 |
| HCM Ctrl Dly (s/v) | 24 | 8.2 | - | - | 8.9 | 0 | - | 13.4 |
| HCM Lane LOS | C | A | - | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0.1 | - | - | 0 | - | - | 0.2 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 133 | 43 | 206 | 52 | 46 | 38 | 198 | 1653 | 115 | 33 | 1263 | 155 |
| Future Volume (vph) | 133 | 43 | 206 | 52 | 46 | 38 | 198 | 1653 | 115 | 33 | 1263 | 155 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | Prot | NA | Perm | Prot | NA | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | 6 | | | 2 |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 8 | 1 | 6 | 6 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 | 25.0 | 74.0 | 74.0 | 11.0 | 60.0 | 60.0 |
| Total Split (%) | 9.2% | 20.0% | 20.0% | 9.2% | 20.0% | 20.0% | 20.8% | 61.7% | 61.7% | 9.2% | 50.0% | 50.0% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lag | Lag | Lag | Lead | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | None | None | C-Max | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 13.2 | 9.2 | 9.2 | 13.1 | 9.2 | 9.2 | 19.0 | 81.4 | 81.4 | 7.5 | 65.0 | 65.0 |
| Actuated g/C Ratio | 0.11 | 0.08 | 0.08 | 0.11 | 0.08 | 0.08 | 0.16 | 0.68 | 0.68 | 0.06 | 0.54 | 0.54 |
| v/c Ratio | 0.91 | 0.32 | 0.67 | 0.33 | 0.36 | 0.13 | 0.75 | 0.73 | 0.11 | 0.31 | 0.71 | 0.17 |
| Control Delay (s/veh) | 100.5 | 57.1 | 17.7 | 47.6 | 58.9 | 0.9 | 47.1 | 7.0 | 1.1 | 60.9 | 24.5 | 3.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 100.5 | 57.1 | 17.7 | 47.6 | 58.9 | 0.9 | 47.1 | 7.0 | 1.1 | 60.9 | 24.5 | 3.0 |
| LOS | F | E | B | D | E | A | D | A | A | E | C | A |
| Approach Delay (s/veh) | | 51.0 | | | 38.3 | | | 10.7 | | | 23.0 | |
| Approach LOS | | D | | | D | | | B | | | C | |

| Intersection Summary | |
|---|---|
| Cycle Length: 120 | |
| Actuated Cycle Length: 120 | |
| Offset: 47 (39%), Referenced to phase 2:SBT and 6:NBT, Start of Green | |
| Natural Cycle: 100 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.91 | |
| Intersection Signal Delay (s/veh): 20.1 | Intersection LOS: C |
| Intersection Capacity Utilization 78.9% | ICU Level of Service D |
| Analysis Period (min) 15 | |

Splits and Phases: 1: SR 124/Rock Chapel Rd & Stephenson Road



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 133 | 43 | 206 | 52 | 46 | 38 | 198 | 1653 | 115 | 33 | 1263 | 155 |
| Future Volume (veh/h) | 133 | 43 | 206 | 52 | 46 | 38 | 198 | 1653 | 115 | 33 | 1263 | 155 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1856 | 1870 | 1870 | 1767 | 1900 | 1841 | 1841 | 1870 | 1856 | 1811 | 1856 |
| Adj Flow Rate, veh/h | 139 | 45 | 215 | 54 | 48 | 40 | 206 | 1722 | 120 | 34 | 1316 | 161 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 3 | 3 | 2 | 2 | 9 | 0 | 4 | 4 | 2 | 3 | 6 | 3 |
| Cap, veh/h | 289 | 278 | 238 | 267 | 254 | 231 | 289 | 2051 | 929 | 50 | 1548 | 708 |
| Arrive On Green | 0.04 | 0.15 | 0.15 | 0.04 | 0.14 | 0.14 | 0.16 | 0.59 | 0.59 | 0.03 | 0.45 | 0.45 |
| Sat Flow, veh/h | 1767 | 1856 | 1585 | 1781 | 1767 | 1610 | 1753 | 3497 | 1585 | 1767 | 3441 | 1572 |
| Grp Volume(v), veh/h | 139 | 45 | 215 | 54 | 48 | 40 | 206 | 1722 | 120 | 34 | 1316 | 161 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1856 | 1585 | 1781 | 1767 | 1610 | 1753 | 1749 | 1585 | 1767 | 1721 | 1572 |
| Q Serve(g_s), s | 5.0 | 2.5 | 16.0 | 3.1 | 2.9 | 1.8 | 13.3 | 48.1 | 4.1 | 2.3 | 40.9 | 5.7 |
| Cycle Q Clear(g_c), s | 5.0 | 2.5 | 16.0 | 3.1 | 2.9 | 1.8 | 13.3 | 48.1 | 4.1 | 2.3 | 40.9 | 5.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 289 | 278 | 238 | 267 | 254 | 231 | 289 | 2051 | 929 | 50 | 1548 | 708 |
| V/C Ratio(X) | 0.48 | 0.16 | 0.90 | 0.20 | 0.19 | 0.17 | 0.71 | 0.84 | 0.13 | 0.68 | 0.85 | 0.23 |
| Avail Cap(c_a), veh/h | 289 | 278 | 238 | 278 | 265 | 242 | 289 | 2051 | 929 | 74 | 1548 | 708 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 44.5 | 44.4 | 50.2 | 41.7 | 45.2 | 21.5 | 47.4 | 20.2 | 11.1 | 57.8 | 29.4 | 11.5 |
| Incr Delay (d2), s/veh | 1.2 | 0.3 | 34.0 | 0.4 | 0.4 | 0.4 | 8.1 | 4.3 | 0.3 | 15.1 | 6.0 | 0.7 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 1.2 | 8.6 | 1.4 | 1.3 | 1.1 | 6.3 | 18.6 | 1.5 | 1.2 | 17.0 | 2.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 45.8 | 44.7 | 84.1 | 42.1 | 45.6 | 21.9 | 55.5 | 24.6 | 11.4 | 72.8 | 35.4 | 12.2 |
| LnGrp LOS | D | D | F | D | D | C | E | C | B | E | D | B |
| Approach Vol, veh/h | | 399 | | | 142 | | | 2048 | | | 1511 | |
| Approach Delay, s/veh | | 66.3 | | | 37.6 | | | 26.9 | | | 33.8 | |
| Approach LOS | | E | | | D | | | C | | | C | |

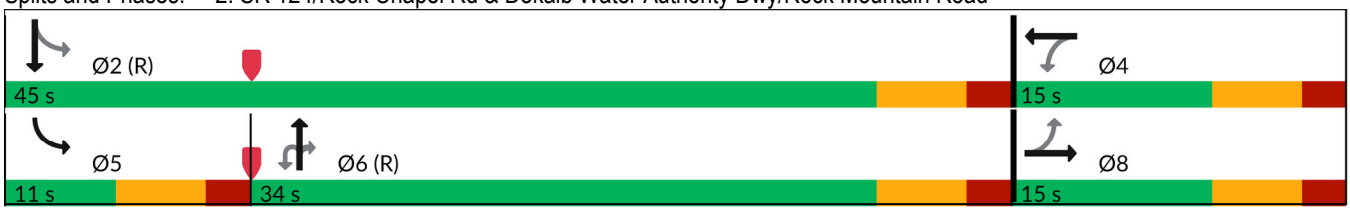
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 25.8 | 60.0 | 10.2 | 24.0 | 9.4 | 76.4 | 11.0 | 23.2 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 19.0 | 54.0 | 5.0 | 18.0 | 5.0 | 68.0 | 5.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 15.3 | 42.9 | 5.1 | 18.0 | 4.3 | 50.1 | 7.0 | 4.9 |
| Green Ext Time (p_c), s | 0.2 | 6.7 | 0.0 | 0.0 | 0.0 | 11.9 | 0.0 | 0.2 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 33.6 |
| HCM 7th LOS | C |

| Lane Group | WBL | WBT | NBU | NBT | NBR | SBL | SBT | Ø8 |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 22 | 0 | 5 | 1969 | 31 | 4 | 1548 | |
| Future Volume (vph) | 22 | 0 | 5 | 1969 | 31 | 4 | 1548 | |
| Turn Type | Perm | NA | Perm | NA | Perm | pm+pt | NA | |
| Protected Phases | | 4 | | 6 | | 5 | 2 | 8 |
| Permitted Phases | 4 | | 6 | | 6 | 2 | | |
| Detector Phase | 4 | 4 | 6 | 6 | 6 | 5 | 2 | |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 15.0 | 15.0 | 24.0 | 24.0 | 24.0 | 11.0 | 24.0 | 15.0 |
| Total Split (s) | 15.0 | 15.0 | 34.0 | 34.0 | 34.0 | 11.0 | 45.0 | 15.0 |
| Total Split (%) | 25.0% | 25.0% | 56.7% | 56.7% | 56.7% | 18.3% | 75.0% | 25% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | |
| Lead/Lag | | | Lag | Lag | Lag | Lead | | |
| Lead-Lag Optimize? | | | Yes | Yes | Yes | Yes | | |
| Recall Mode | None | None | C-Max | C-Max | C-Max | None | C-Max | None |
| Act Effct Green (s) | | 5.5 | 50.6 | 50.6 | 50.6 | 49.4 | 53.0 | |
| Actuated g/C Ratio | | 0.09 | 0.84 | 0.84 | 0.84 | 0.82 | 0.88 | |
| v/c Ratio | | 0.15 | 0.02 | 0.71 | 0.04 | 0.02 | 0.54 | |
| Control Delay (s/veh) | | 1.3 | 5.4 | 9.3 | 0.0 | 2.0 | 7.7 | |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | | 1.3 | 5.4 | 9.3 | 0.0 | 2.0 | 7.7 | |
| LOS | | A | A | A | A | A | A | |
| Approach Delay (s/veh) | | 1.3 | | 9.2 | | | 7.7 | |
| Approach LOS | | A | | A | | | A | |

| Intersection Summary | |
|---|---|
| Cycle Length: 60 | |
| Actuated Cycle Length: 60 | |
| Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTU, Start of Green | |
| Natural Cycle: 80 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.71 | |
| Intersection Signal Delay (s/veh): 8.4 | Intersection LOS: A |
| Intersection Capacity Utilization 68.6% | ICU Level of Service C |
| Analysis Period (min) 15 | |

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 22 | 0 | 12 | 5 | 0 | 1969 | 31 | 4 | 1548 |
| Future Volume (veh/h) | 0 | 0 | 0 | 22 | 0 | 12 | 5 | 0 | 1969 | 31 | 4 | 1548 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 848 | 1900 | 818 | | 0 | 1841 | 1129 | 789 | 1826 |
| Adj Flow Rate, veh/h | 0 | 0 | 0 | 23 | 0 | 0 | | 0 | 2073 | 33 | 4 | 1629 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 71 | 0 | 73 | | 0 | 4 | 52 | 75 | 5 |
| Cap, veh/h | 0 | 50 | 0 | 158 | 0 | | | 0 | 2337 | 639 | 179 | 2683 |
| Arrive On Green | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | | 0.00 | 1.00 | 1.00 | 0.01 | 0.77 |
| Sat Flow, veh/h | 0 | 1900 | 0 | 1440 | 0 | 0 | | 0 | 3589 | 957 | 751 | 3561 |
| Grp Volume(v), veh/h | 0 | 0 | 0 | 23 | 0 | 0 | | 0 | 2073 | 33 | 4 | 1629 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1900 | 0 | 1440 | 0 | 0 | | 0 | 1749 | 957 | 751 | 1735 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.1 | 12.0 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.1 | 12.0 |
| Prop In Lane | 0.00 | | 0.00 | 1.00 | | 0.00 | | 0.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 0 | 50 | 0 | 158 | 0 | | | 0 | 2337 | 639 | 179 | 2683 |
| V/C Ratio(X) | 0.00 | 0.00 | 0.00 | 0.15 | 0.00 | | | 0.00 | 0.89 | 0.05 | 0.02 | 0.61 |
| Avail Cap(c_a), veh/h | 0 | 285 | 0 | 336 | 0 | | | 0 | 2337 | 639 | 237 | 2683 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | | 0.00 | 0.10 | 0.10 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 0.0 | 0.0 | 28.9 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 2.6 | 2.9 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | | 0.0 | 0.6 | 0.0 | 0.0 | 1.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | | 0.0 | 0.2 | 0.0 | 0.0 | 0.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 0.0 | 0.0 | 0.0 | 29.3 | 0.0 | 0.0 | | 0.0 | 0.6 | 0.0 | 2.7 | 3.9 |
| LnGrp LOS | | | | C | | | | | A | A | A | A |
| Approach Vol, veh/h | | 0 | | | 23 | | | | 2106 | | | 1633 |
| Approach Delay, s/veh | | 0.0 | | | 29.3 | | | | 0.6 | | | 3.9 |
| Approach LOS | | | | | C | | | | A | | | A |

| Timer - Assigned Phs | 2 | 4 | 5 | 6 | 8 |
|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 52.4 | 7.6 | 6.3 | 46.1 | 7.6 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 39.0 | 9.0 | 5.0 | 28.0 | 9.0 |
| Max Q Clear Time (g_c+I1), s | 14.0 | 2.9 | 2.1 | 2.0 | 0.0 |
| Green Ext Time (p_c), s | 13.4 | 0.0 | 0.0 | 18.5 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 2.2 |
| HCM 7th LOS | A |

Notes

User approved ignoring U-Turning movement.

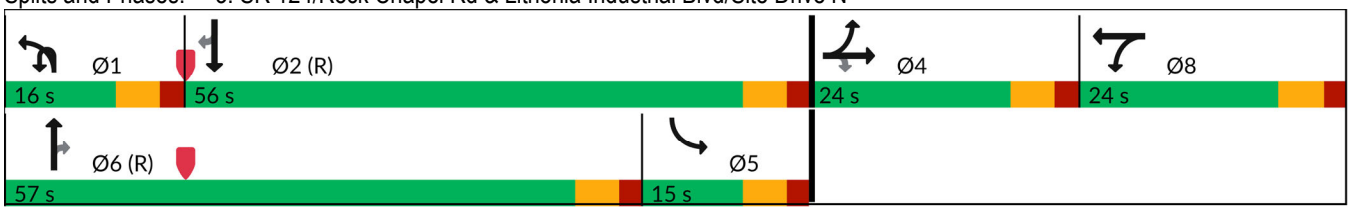
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

| Movement | SBR |
|---|---|
| Lane Configurations | |
| Traffic Volume (veh/h) | 0 |
| Future Volume (veh/h) | 0 |
| Initial Q (Qb), veh | 0 |
| Lane Width Adj. | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 |
| Parking Bus, Adj | 1.00 |
| Work Zone On Approach | |
| Adj Sat Flow, veh/h/ln | 1900 |
| Adj Flow Rate, veh/h | 0 |
| Peak Hour Factor | 0.95 |
| Percent Heavy Veh, % | 0 |
| Cap, veh/h | 0 |
| Arrive On Green | 0.00 |
| Sat Flow, veh/h | 0 |
| Grp Volume(v), veh/h | 0 |
| Grp Sat Flow(s),veh/h/ln | 0 |
| Q Serve(g_s), s | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 |
| Prop In Lane | 0.00 |
| Lane Grp Cap(c), veh/h | 0 |
| V/C Ratio(X) | 0.00 |
| Avail Cap(c_a), veh/h | 0 |
| HCM Platoon Ratio | 1.00 |
| Upstream Filter(I) | 0.00 |
| Uniform Delay (d), s/veh | 0.0 |
| Incr Delay (d2), s/veh | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 |
| Unsig. Movement Delay, s/veh | |
| LnGrp Delay(d), s/veh | 0.0 |
| LnGrp LOS | |
| Approach Vol, veh/h | |
| Approach Delay, s/veh | |
| Approach LOS | |
| Timer - Assigned Phs | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | |
| Traffic Volume (vph) | 253 | 62 | 95 | 118 | 46 | 143 | 1572 | 82 | 156 | 989 | 439 |
| Future Volume (vph) | 253 | 62 | 95 | 118 | 46 | 143 | 1572 | 82 | 156 | 989 | 439 |
| Turn Type | Split | NA | Perm | Split | NA | Prot | NA | Perm | Prot | NA | Perm |
| Protected Phases | 4 | 4 | | 8 | 8 | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | 4 | | | | | 6 | | | 2 |
| Detector Phase | 4 | 4 | 4 | 8 | 8 | 1 | 6 | 6 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 16.0 | 57.0 | 57.0 | 15.0 | 56.0 | 56.0 |
| Total Split (%) | 20.0% | 20.0% | 20.0% | 20.0% | 20.0% | 13.3% | 47.5% | 47.5% | 12.5% | 46.7% | 46.7% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | | | | Lead | Lead | Lead | Lag | Lag | Lag |
| Lead-Lag Optimize? | | | | | | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | None | C-Max | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 16.2 | 16.2 | 16.2 | 13.3 | 13.3 | 10.1 | 57.5 | 57.5 | 9.0 | 56.4 | 56.4 |
| Actuated g/C Ratio | 0.14 | 0.14 | 0.14 | 0.11 | 0.11 | 0.08 | 0.48 | 0.48 | 0.08 | 0.47 | 0.47 |
| v/c Ratio | 0.78 | 0.75 | 0.27 | 0.62 | 0.49 | 0.56 | 1.02 | 0.10 | 1.23 | 0.47 | 0.48 |
| Control Delay (s/veh) | 74.5 | 70.2 | 1.8 | 65.1 | 19.3 | 74.5 | 41.6 | 0.6 | 183.5 | 9.5 | 1.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 74.5 | 70.2 | 1.8 | 65.1 | 19.3 | 74.5 | 41.6 | 0.6 | 183.5 | 9.5 | 1.8 |
| LOS | E | E | A | E | B | E | D | A | F | A | A |
| Approach Delay (s/veh) | | 56.0 | | | 34.1 | | 42.4 | | | 24.5 | |
| Approach LOS | | E | | | C | | D | | | C | |

| Intersection Summary | |
|---|---|
| Cycle Length: 120 | |
| Actuated Cycle Length: 120 | |
| Offset: 115 (96%), Referenced to phase 2:SBT and 6:NBT, Start of Green | |
| Natural Cycle: 135 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.23 | |
| Intersection Signal Delay (s/veh): 36.2 | Intersection LOS: D |
| Intersection Capacity Utilization 87.4% | ICU Level of Service E |
| Analysis Period (min) 15 | |

Splits and Phases: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd/Site Drive N



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 253 | 62 | 95 | 118 | 46 | 164 | 2 | 143 | 1572 | 82 | 156 | 989 |
| Future Volume (veh/h) | 253 | 62 | 95 | 118 | 46 | 164 | 2 | 143 | 1572 | 82 | 156 | 989 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1781 | 1900 | 1841 | 1900 | 1900 | 1900 | | 1796 | 1826 | 1900 | 1900 | 1781 |
| Adj Flow Rate, veh/h | 168 | 208 | 101 | 116 | 63 | 174 | | 152 | 1672 | 87 | 166 | 1052 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 8 | 0 | 4 | 0 | 0 | 0 | | 7 | 5 | 0 | 0 | 8 |
| Cap, veh/h | 219 | 245 | 201 | 230 | 242 | 205 | | 204 | 1474 | 684 | 215 | 2346 |
| Arrive On Green | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | | 0.12 | 0.85 | 0.85 | 0.24 | 0.96 |
| Sat Flow, veh/h | 1697 | 1900 | 1560 | 1810 | 1900 | 1610 | | 3319 | 3469 | 1610 | 1810 | 4863 |
| Grp Volume(v), veh/h | 168 | 208 | 101 | 116 | 63 | 174 | | 152 | 1672 | 87 | 166 | 1052 |
| Grp Sat Flow(s),veh/h/ln | 1697 | 1900 | 1560 | 1810 | 1900 | 1610 | | 1659 | 1735 | 1610 | 1810 | 1621 |
| Q Serve(g_s), s | 11.5 | 12.8 | 7.2 | 7.2 | 3.6 | 12.7 | | 5.3 | 51.0 | 1.1 | 10.3 | 1.6 |
| Cycle Q Clear(g_c), s | 11.5 | 12.8 | 7.2 | 7.2 | 3.6 | 12.7 | | 5.3 | 51.0 | 1.1 | 10.3 | 1.6 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 219 | 245 | 201 | 230 | 242 | 205 | | 204 | 1474 | 684 | 215 | 2346 |
| V/C Ratio(X) | 0.77 | 0.85 | 0.50 | 0.50 | 0.26 | 0.85 | | 0.75 | 1.13 | 0.13 | 0.77 | 0.45 |
| Avail Cap(c_a), veh/h | 254 | 285 | 234 | 271 | 285 | 242 | | 277 | 1474 | 684 | 215 | 2346 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.84 | 0.84 |
| Uniform Delay (d), s/veh | 50.5 | 51.1 | 48.7 | 48.8 | 47.3 | 51.2 | | 51.7 | 9.0 | 5.3 | 44.2 | 1.1 |
| Incr Delay (d2), s/veh | 11.5 | 18.7 | 1.9 | 1.7 | 0.6 | 21.2 | | 7.2 | 69.3 | 0.4 | 13.5 | 0.5 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 5.4 | 7.2 | 3.0 | 3.4 | 1.8 | 6.4 | | 2.3 | 17.6 | 0.4 | 4.8 | 0.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 62.0 | 69.8 | 50.6 | 50.5 | 47.8 | 72.4 | | 58.9 | 78.3 | 5.6 | 57.7 | 1.6 |
| LnGrp LOS | E | E | D | D | D | E | | E | F | A | E | A |
| Approach Vol, veh/h | | 477 | | | 353 | | | | 1911 | | | 1685 |
| Approach Delay, s/veh | | 63.0 | | | 60.8 | | | | 73.4 | | | 7.9 |
| Approach LOS | | E | | | E | | | | E | | | A |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 13.4 | 63.9 | | 21.5 | 20.3 | 57.0 | | 21.3 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 10.0 | 50.0 | | 18.0 | 9.0 | 51.0 | | 18.0 |
| Max Q Clear Time (g_c+I1), s | 7.3 | 5.2 | | 14.8 | 12.3 | 53.0 | | 14.7 |
| Green Ext Time (p_c), s | 0.1 | 11.4 | | 0.6 | 0.0 | 0.0 | | 0.6 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 46.4 |
| HCM 7th LOS | D |

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

| Movement | SBR |
|---|---|
| Lane Configurations | |
| Traffic Volume (veh/h) | 439 |
| Future Volume (veh/h) | 439 |
| Initial Q (Qb), veh | 0 |
| Lane Width Adj. | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 |
| Parking Bus, Adj | 1.00 |
| Work Zone On Approach | |
| Adj Sat Flow, veh/h/ln | 1826 |
| Adj Flow Rate, veh/h | 467 |
| Peak Hour Factor | 0.94 |
| Percent Heavy Veh, % | 5 |
| Cap, veh/h | 747 |
| Arrive On Green | 0.96 |
| Sat Flow, veh/h | 1547 |
| Grp Volume(v), veh/h | 467 |
| Grp Sat Flow(s),veh/h/ln | 1547 |
| Q Serve(g_s), s | 3.2 |
| Cycle Q Clear(g_c), s | 3.2 |
| Prop In Lane | 1.00 |
| Lane Grp Cap(c), veh/h | 747 |
| V/C Ratio(X) | 0.63 |
| Avail Cap(c_a), veh/h | 747 |
| HCM Platoon Ratio | 2.00 |
| Upstream Filter(I) | 0.84 |
| Uniform Delay (d), s/veh | 1.1 |
| Incr Delay (d2), s/veh | 3.3 |
| Initial Q Delay(d3), s/veh | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.1 |
| Unsig. Movement Delay, s/veh | |
| LnGrp Delay(d), s/veh | 4.5 |
| LnGrp LOS | A |
| Approach Vol, veh/h | |
| Approach Delay, s/veh | |
| Approach LOS | |
| Timer - Assigned Phs | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.5 |

| Movement | WBL | WBR | NBU | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Vol, veh/h | 25 | 37 | 0 | 1722 | 17 | 21 | 1184 |
| Future Vol, veh/h | 25 | 37 | 0 | 1722 | 17 | 21 | 1184 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | - | None | - | None |
| Storage Length | 0 | 50 | 190 | - | 235 | 165 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | - | - | 0 |
| Grade, % | 0 | - | - | 0 | - | - | 0 |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 9 | 0 | 0 | 5 | 12 | 0 | 7 |
| Mvmt Flow | 27 | 39 | 0 | 1832 | 18 | 22 | 1260 |

| Major/Minor | Minor1 | | Major1 | | | Major2 | |
|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 2380 | 916 | 919 | 0 | 0 | 1850 | 0 |
| Stage 1 | 1832 | - | - | - | - | - | - |
| Stage 2 | 549 | - | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.9 | 5.6 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.98 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.18 | - | - | - | - | - | - |
| Follow-up Hdwy | 3.74 | 3.3 | 2.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 37 | 279 | 495 | - | - | 332 | - |
| Stage 1 | 103 | - | - | - | - | - | - |
| Stage 2 | 492 | - | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | | - |
| Mov Cap-1 Maneuver | 35 | 279 | 495 | - | - | 332 | - |
| Mov Cap-2 Maneuver | 35 | - | - | - | - | - | - |
| Stage 1 | 103 | - | - | - | - | - | - |
| Stage 2 | 459 | - | - | - | - | - | - |

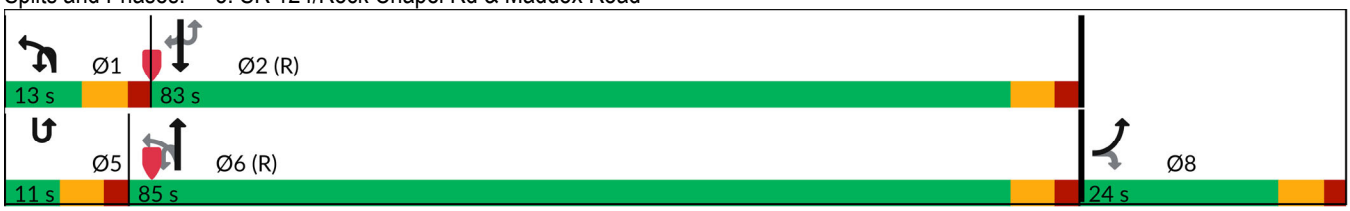
| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 114.6 | 0 | 0.29 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBU | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 495 | - | - | 35 | 279 | 332 | - |
| HCM Lane V/C Ratio | - | - | - | 0.77 | 0.141 | 0.067 | - |
| HCM Ctrl Dly (s/v) | 0 | - | - | 254.6 | 20 | 16.6 | - |
| HCM Lane LOS | A | - | - | F | C | C | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 2.7 | 0.5 | 0.2 | - |

| Lane Group | EBL | EBR | NBU | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 21 | 38 | 3 | 95 | 1719 | 3 | 1141 | 43 |
| Future Volume (vph) | 21 | 38 | 3 | 95 | 1719 | 3 | 1141 | 43 |
| Turn Type | Prot | Perm | pm+pt | pm+pt | NA | pm+pt | NA | Perm |
| Protected Phases | 8 | | 1 | 1 | 6 | 5 | 2 | |
| Permitted Phases | | 8 | 6 | 6 | | 2 | | 2 |
| Detector Phase | 8 | 8 | 1 | 1 | 6 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 24.0 | 24.0 | 10.0 | 10.0 | 24.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 24.0 | 24.0 | 13.0 | 13.0 | 85.0 | 11.0 | 83.0 | 83.0 |
| Total Split (%) | 20.0% | 20.0% | 10.8% | 10.8% | 70.8% | 9.2% | 69.2% | 69.2% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | Lead | Lead | Lag | Lead | Lag | Lag |
| Lead-Lag Optimize? | | | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 7.5 | 7.5 | | 102.1 | 101.7 | 95.5 | 90.0 | 90.0 |
| Actuated g/C Ratio | 0.06 | 0.06 | | 0.85 | 0.85 | 0.80 | 0.75 | 0.75 |
| v/c Ratio | 0.26 | 0.36 | | 0.28 | 0.60 | 0.01 | 0.46 | 0.04 |
| Control Delay (s/veh) | 60.0 | 25.6 | | 4.7 | 11.0 | 2.7 | 5.4 | 1.6 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 60.0 | 25.6 | | 4.7 | 11.0 | 2.7 | 5.4 | 1.6 |
| LOS | E | C | | A | B | A | A | A |
| Approach Delay (s/veh) | 38.0 | | | | 10.6 | | 5.3 | |
| Approach LOS | D | | | | B | | A | |

| Intersection Summary | |
|---|---|
| Cycle Length: 120 | |
| Actuated Cycle Length: 120 | |
| Offset: 0 (0%), Referenced to phase 2:SBTU and 6:NBTL, Start of Green | |
| Natural Cycle: 90 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.60 | |
| Intersection Signal Delay (s/veh): 9.1 | Intersection LOS: A |
| Intersection Capacity Utilization 70.9% | ICU Level of Service C |
| Analysis Period (min) 15 | |

Splits and Phases: 5: SR 124/Rock Chapel Rd & Maddox Road



| Movement | EBL | EBR | NBU | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (veh/h) | 21 | 38 | 3 | 95 | 1719 | 3 | 1141 | 43 |
| Future Volume (veh/h) | 21 | 38 | 3 | 95 | 1719 | 3 | 1141 | 43 |
| Initial Q (Qb), veh | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Work Zone On Approach | No | | | | No | | No | |
| Adj Sat Flow, veh/h/ln | 1441 | 1278 | | 1737 | 1841 | | 1811 | 1678 |
| Adj Flow Rate, veh/h | 22 | 39 | | 98 | 1772 | | 1176 | 44 |
| Peak Hour Factor | 0.97 | 0.97 | | 0.97 | 0.97 | | 0.97 | 0.97 |
| Percent Heavy Veh, % | 31 | 42 | | 11 | 4 | | 6 | 15 |
| Cap, veh/h | 63 | 50 | | 134 | 2986 | | 2656 | 1097 |
| Arrive On Green | 0.05 | 0.05 | | 0.02 | 0.57 | | 1.00 | 1.00 |
| Sat Flow, veh/h | 1372 | 1083 | | 1654 | 3589 | | 3532 | 1422 |
| Grp Volume(v), veh/h | 22 | 39 | | 98 | 1772 | | 1176 | 44 |
| Grp Sat Flow(s),veh/h/ln | 1372 | 1083 | | 1654 | 1749 | | 1721 | 1422 |
| Q Serve(g_s), s | 1.9 | 4.3 | | 1.1 | 39.4 | | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 1.9 | 4.3 | | 1.1 | 39.4 | | 0.0 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | | | | 1.00 |
| Lane Grp Cap(c), veh/h | 63 | 50 | | 134 | 2986 | | 2656 | 1097 |
| V/C Ratio(X) | 0.35 | 0.78 | | 0.73 | 0.59 | | 0.44 | 0.04 |
| Avail Cap(c_a), veh/h | 206 | 162 | | 177 | 2986 | | 2656 | 1097 |
| HCM Platoon Ratio | 1.00 | 1.00 | | 0.67 | 0.67 | | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 1.00 | | 0.19 | 0.19 | | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 55.5 | 56.6 | | 45.0 | 12.2 | | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 3.2 | 22.6 | | 2.1 | 0.2 | | 0.5 | 0.1 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.7 | 1.5 | | 2.5 | 16.1 | | 0.2 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | |
| LnGrp Delay(d), s/veh | 58.7 | 79.2 | | 47.1 | 12.3 | | 0.5 | 0.1 |
| LnGrp LOS | E | E | | D | B | | A | A |
| Approach Vol, veh/h | 61 | | | | 1870 | | 1220 | |
| Approach Delay, s/veh | 71.8 | | | | 14.2 | | 0.5 | |
| Approach LOS | E | | | | B | | A | |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.8 | 98.6 | | | | 108.5 | | 11.5 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | | | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 7.0 | 77.0 | | | | 79.0 | | 18.0 |
| Max Q Clear Time (g_c+I1), s | 3.1 | 2.0 | | | | 41.4 | | 6.3 |
| Green Ext Time (p_c), s | 0.1 | 10.9 | | | | 18.7 | | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 10.0 |
| HCM 7th LOS | A |

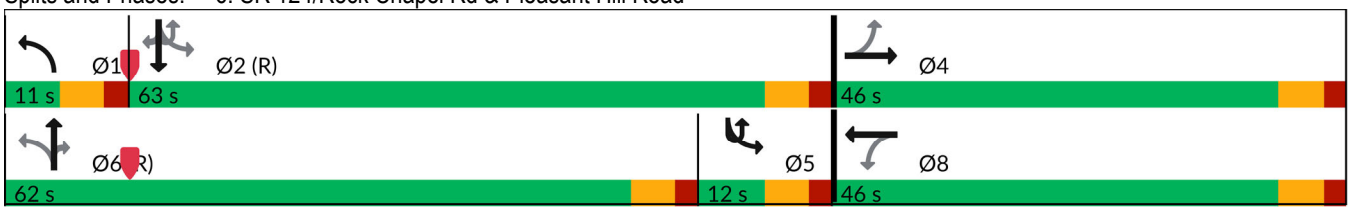
Notes

User approved ignoring U-Turning movement.

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | |
| Traffic Volume (vph) | 3 | 0 | 460 | 1 | 4 | 1505 | 226 | 2 | 142 | 1063 | 2 |
| Future Volume (vph) | 3 | 0 | 460 | 1 | 4 | 1505 | 226 | 2 | 142 | 1063 | 2 |
| Turn Type | Perm | NA | Perm | NA | pm+pt | NA | Perm | pm+pt | pm+pt | NA | Perm |
| Protected Phases | | 4 | | 8 | 1 | 6 | | 5 | 5 | 2 | |
| Permitted Phases | 4 | | 8 | | 6 | | 6 | 2 | 2 | | 2 |
| Detector Phase | 4 | 4 | 8 | 8 | 1 | 6 | 6 | 5 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 24.0 | 24.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 | 11.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 46.0 | 46.0 | 46.0 | 46.0 | 11.0 | 62.0 | 62.0 | 12.0 | 12.0 | 63.0 | 63.0 |
| Total Split (%) | 38.3% | 38.3% | 38.3% | 38.3% | 9.2% | 51.7% | 51.7% | 10.0% | 10.0% | 52.5% | 52.5% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | | | Lead | Lead | Lead | Lag | Lag | Lag | Lag |
| Lead-Lag Optimize? | | | | | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | C-Max | C-Max | None | None | C-Max | C-Max |
| Act Effct Green (s) | | 40.0 | 40.0 | 40.0 | 56.0 | 56.0 | 56.0 | | 65.8 | 65.8 | 65.8 |
| Actuated g/C Ratio | | 0.33 | 0.33 | 0.33 | 0.47 | 0.47 | 0.47 | | 0.55 | 0.55 | 0.55 |
| v/c Ratio | | 0.02 | 1.01 | 0.50 | 0.03 | 0.96 | 0.29 | | 0.94 | 0.59 | 0.00 |
| Control Delay (s/veh) | | 0.1 | 85.4 | 21.3 | 17.5 | 45.7 | 6.7 | | 77.1 | 5.7 | 0.0 |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | | 0.1 | 85.4 | 21.3 | 17.5 | 45.7 | 6.7 | | 77.1 | 5.7 | 0.0 |
| LOS | | A | F | C | B | D | A | | E | A | A |
| Approach Delay (s/veh) | | 0.1 | | 60.4 | | 40.6 | | | | 14.2 | |
| Approach LOS | | A | | E | | D | | | | B | |

| Intersection Summary | |
|---|---|
| Cycle Length: 120 | |
| Actuated Cycle Length: 120 | |
| Offset: 46 (38%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green | |
| Natural Cycle: 110 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.01 | |
| Intersection Signal Delay (s/veh): 35.9 | Intersection LOS: D |
| Intersection Capacity Utilization 96.7% | ICU Level of Service F |
| Analysis Period (min) 15 | |

Splits and Phases: 6: SR 124/Rock Chapel Rd & Pleasant Hill Road



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBU | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 3 | 0 | 4 | 460 | 1 | 293 | 4 | 1505 | 226 | 2 | 142 | 1063 |
| Future Volume (veh/h) | 3 | 0 | 4 | 460 | 1 | 293 | 4 | 1505 | 226 | 2 | 142 | 1063 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | | No |
| Adj Sat Flow, veh/h/ln | 418 | 1900 | 789 | 1856 | 1900 | 1856 | 1530 | 1826 | 1781 | | 1826 | 1781 |
| Adj Flow Rate, veh/h | 3 | 0 | 4 | 469 | 1 | 299 | 4 | 1536 | 231 | | 145 | 1085 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | | 0.98 | 0.98 |
| Percent Heavy Veh, % | 100 | 0 | 75 | 3 | 0 | 3 | 25 | 5 | 8 | | 5 | 8 |
| Cap, veh/h | 147 | 16 | 160 | 442 | 2 | 535 | 242 | 1619 | 705 | | 154 | 1731 |
| Arrive On Green | 0.33 | 0.00 | 0.33 | 0.33 | 0.33 | 0.33 | 0.01 | 0.47 | 0.47 | | 0.10 | 1.00 |
| Sat Flow, veh/h | 312 | 49 | 481 | 1401 | 5 | 1606 | 1457 | 3469 | 1510 | | 1739 | 3385 |
| Grp Volume(v), veh/h | 7 | 0 | 0 | 469 | 0 | 300 | 4 | 1536 | 231 | | 145 | 1085 |
| Grp Sat Flow(s),veh/h/ln | 842 | 0 | 0 | 1401 | 0 | 1611 | 1457 | 1735 | 1510 | | 1739 | 1692 |
| Q Serve(g_s), s | 0.1 | 0.0 | 0.0 | 21.6 | 0.0 | 18.3 | 0.2 | 50.9 | 11.6 | | 5.3 | 0.0 |
| Cycle Q Clear(g_c), s | 18.4 | 0.0 | 0.0 | 40.0 | 0.0 | 18.3 | 0.2 | 50.9 | 11.6 | | 5.3 | 0.0 |
| Prop In Lane | 0.43 | | 0.57 | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | |
| Lane Grp Cap(c), veh/h | 324 | 0 | 0 | 442 | 0 | 537 | 242 | 1619 | 705 | | 154 | 1731 |
| V/C Ratio(X) | 0.02 | 0.00 | 0.00 | 1.06 | 0.00 | 0.56 | 0.02 | 0.95 | 0.33 | | 0.94 | 0.63 |
| Avail Cap(c_a), veh/h | 324 | 0 | 0 | 442 | 0 | 537 | 295 | 1619 | 705 | | 154 | 1731 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.89 | 0.89 |
| Uniform Delay (d), s/veh | 27.8 | 0.0 | 0.0 | 44.8 | 0.0 | 32.8 | 19.3 | 30.6 | 20.1 | | 52.4 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.0 | 60.2 | 0.0 | 1.3 | 0.0 | 13.1 | 1.2 | | 51.7 | 1.5 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 0.0 | 0.0 | 20.5 | 0.0 | 7.1 | 0.1 | 22.5 | 4.1 | | 6.2 | 0.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 27.8 | 0.0 | 0.0 | 105.0 | 0.0 | 34.1 | 19.4 | 43.7 | 21.4 | | 104.1 | 1.5 |
| LnGrp LOS | C | | | F | | C | B | D | C | | F | A |
| Approach Vol, veh/h | | 7 | | | 769 | | | 1771 | | | | 1232 |
| Approach Delay, s/veh | | 27.8 | | | 77.4 | | | 40.8 | | | | 13.6 |
| Approach LOS | | C | | | E | | | D | | | | B |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 6.6 | 67.4 | | 46.0 | 12.0 | 62.0 | | 46.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 5.0 | 57.0 | | 40.0 | 6.0 | 56.0 | | 40.0 |
| Max Q Clear Time (g_c+I1), s | 2.2 | 2.0 | | 20.4 | 7.3 | 52.9 | | 42.0 |
| Green Ext Time (p_c), s | 0.0 | 9.3 | | 0.0 | 0.0 | 2.6 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 39.3 |
| HCM 7th LOS | D |

Notes

User approved ignoring U-Turning movement.

| Movement | SBR |
|---|---|
| Lane Configurations | |
| Traffic Volume (veh/h) | 2 |
| Future Volume (veh/h) | 2 |
| Initial Q (Qb), veh | 0 |
| Lane Width Adj. | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 |
| Parking Bus, Adj | 1.00 |
| Work Zone On Approach | |
| Adj Sat Flow, veh/h/ln | 1900 |
| Adj Flow Rate, veh/h | 2 |
| Peak Hour Factor | 0.98 |
| Percent Heavy Veh, % | 0 |
| Cap, veh/h | 824 |
| Arrive On Green | 1.00 |
| Sat Flow, veh/h | 1610 |
| Grp Volume(v), veh/h | 2 |
| Grp Sat Flow(s),veh/h/ln | 1610 |
| Q Serve(g_s), s | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 |
| Prop In Lane | 1.00 |
| Lane Grp Cap(c), veh/h | 824 |
| V/C Ratio(X) | 0.00 |
| Avail Cap(c_a), veh/h | 824 |
| HCM Platoon Ratio | 2.00 |
| Upstream Filter(I) | 0.89 |
| Uniform Delay (d), s/veh | 0.0 |
| Incr Delay (d2), s/veh | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 |
| Unsig. Movement Delay, s/veh | |
| LnGrp Delay(d), s/veh | 0.0 |
| LnGrp LOS | A |
| Approach Vol, veh/h | |
| Approach Delay, s/veh | |
| Approach LOS | |
| Timer - Assigned Phs | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 24 | 305 | 3 | 6 | 599 | 14 | 7 | 0 | 7 | 18 | 0 | 32 |
| Future Vol, veh/h | 24 | 305 | 3 | 6 | 599 | 14 | 7 | 0 | 7 | 18 | 0 | 32 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 235 | - | 120 | - | - | 175 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 8 | 67 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 27 | 339 | 3 | 7 | 666 | 16 | 8 | 0 | 8 | 20 | 0 | 36 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 681 | 0 | 0 | 342 | 0 | 0 | 1071 | 1087 | 339 | 1071 | 1074 | 666 |
| Stage 1 | - | - | - | - | - | - | 392 | 392 | - | 679 | 679 | - |
| Stage 2 | - | - | - | - | - | - | 679 | 694 | - | 392 | 396 | - |
| Critical Hdwy | 4.1 | - | - | 4.27 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.353 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 921 | - | - | 1138 | - | - | 200 | 218 | 708 | 200 | 222 | 463 |
| Stage 1 | - | - | - | - | - | - | 636 | 610 | - | 445 | 454 | - |
| Stage 2 | - | - | - | - | - | - | 445 | 447 | - | 636 | 608 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 921 | - | - | 1138 | - | - | 178 | 210 | 708 | 190 | 213 | 463 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 178 | 210 | - | 190 | 213 | - |
| Stage 1 | - | - | - | - | - | - | 618 | 592 | - | 441 | 450 | - |
| Stage 2 | - | - | - | - | - | - | 407 | 443 | - | 611 | 590 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.65 | 0.08 | 18.4 | 19.38 |
| HCM LOS | | | C | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 284 | 921 | - | - | 18 | - | - | 306 |
| HCM Lane V/C Ratio | 0.055 | 0.029 | - | - | 0.006 | - | - | 0.182 |
| HCM Ctrl Dly (s/v) | 18.4 | 9 | - | - | 8.2 | 0 | - | 19.4 |
| HCM Lane LOS | C | A | - | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.2 | 0.1 | - | - | 0 | - | - | 0.7 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 28.4 |
| Intersection LOS | D |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 51 | 272 | 16 | 4 | 441 | 4 | 38 | 221 | 4 | 2 | 86 | 29 |
| Future Vol, veh/h | 51 | 272 | 16 | 4 | 441 | 4 | 38 | 221 | 4 | 2 | 86 | 29 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles, % | 0 | 5 | 0 | 25 | 6 | 0 | 11 | 1 | 25 | 0 | 0 | 7 |
| Mvmt Flow | 55 | 292 | 17 | 4 | 474 | 4 | 41 | 238 | 4 | 2 | 92 | 31 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay, s/veh | 21.5 | 42.8 | 19.4 | 13.2 |
| HCM LOS | C | E | C | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 14% | 15% | 1% | 2% |
| Vol Thru, % | 84% | 80% | 98% | 74% |
| Vol Right, % | 2% | 5% | 1% | 25% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 263 | 339 | 449 | 117 |
| LT Vol | 38 | 51 | 4 | 2 |
| Through Vol | 221 | 272 | 441 | 86 |
| RT Vol | 4 | 16 | 4 | 29 |
| Lane Flow Rate | 283 | 365 | 483 | 126 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.566 | 0.66 | 0.892 | 0.264 |
| Departure Headway (Hd) | 7.2 | 6.523 | 6.652 | 7.559 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 498 | 550 | 541 | 478 |
| Service Time | 5.296 | 4.619 | 4.738 | 5.559 |
| HCM Lane V/C Ratio | 0.568 | 0.664 | 0.893 | 0.264 |
| HCM Control Delay, s/veh | 19.4 | 21.5 | 42.8 | 13.2 |
| HCM Lane LOS | C | C | E | B |
| HCM 95th-tile Q | 3.5 | 4.8 | 10.2 | 1.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 11 | 353 | 6 | 0 | 699 | 8 | 12 | 0 | 5 | 7 | 0 | 31 |
| Future Vol, veh/h | 11 | 353 | 6 | 0 | 699 | 8 | 12 | 0 | 5 | 7 | 0 | 31 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 100 | - | 150 | - | - | 165 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Mvmt Flow | 11 | 360 | 6 | 0 | 713 | 8 | 12 | 0 | 5 | 7 | 0 | 32 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 721 | 0 | 0 | 366 | 0 | 0 | 1096 | 1104 | 360 | 1096 | 1102 | 713 |
| Stage 1 | - | - | - | - | - | - | 383 | 383 | - | 713 | 713 | - |
| Stage 2 | - | - | - | - | - | - | 713 | 721 | - | 383 | 389 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.327 |
| Pot Cap-1 Maneuver | 890 | - | - | 1203 | - | - | 193 | 213 | 689 | 193 | 213 | 430 |
| Stage 1 | - | - | - | - | - | - | 644 | 616 | - | 426 | 438 | - |
| Stage 2 | - | - | - | - | - | - | 426 | 435 | - | 644 | 612 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 890 | - | - | 1203 | - | - | 176 | 210 | 689 | 189 | 211 | 430 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 176 | 210 | - | 189 | 211 | - |
| Stage 1 | - | - | - | - | - | - | 636 | 608 | - | 426 | 438 | - |
| Stage 2 | - | - | - | - | - | - | 395 | 435 | - | 631 | 604 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.27 | 0 | 22.29 | 16.64 |
| HCM LOS | | | C | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 226 | 890 | - | - | 1203 | - | - | 348 |
| HCM Lane V/C Ratio | 0.077 | 0.013 | - | - | - | - | - | 0.111 |
| HCM Ctrl Dly (s/v) | 22.3 | 9.1 | - | - | 0 | - | - | 16.6 |
| HCM Lane LOS | C | A | - | - | A | - | - | C |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | ↱ | ↑↑ | ↱ | | ↑↑↑ |
| Traffic Vol, veh/h | 0 | 85 | 1710 | 51 | 0 | 1208 |
| Future Vol, veh/h | 0 | 85 | 1710 | 51 | 0 | 1208 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | Free | - | None |
| Storage Length | - | 0 | - | 175 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 5 | 0 | 0 | 7 |
| Mvmt Flow | 0 | 89 | 1800 | 54 | 0 | 1272 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 900 | 0 | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.9 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 285 | - | 0 | 0 | - |
| Stage 1 | 0 | - | - | 0 | 0 | - |
| Stage 2 | 0 | - | - | 0 | 0 | - |
| Platoon blocked, % | | | - | | | - |
| Mov Cap-1 Maneuver | - | 285 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

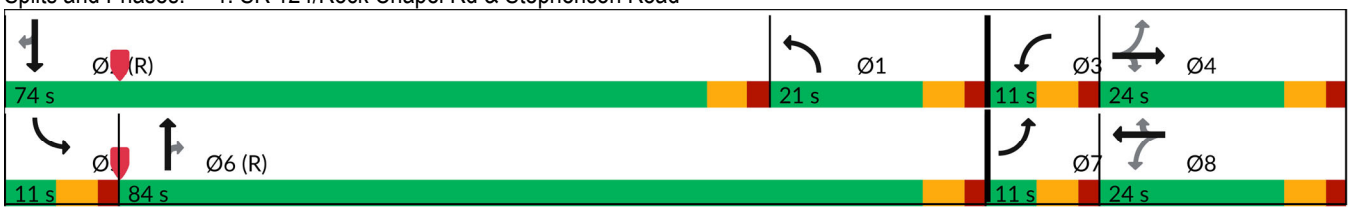
| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 23.27 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | WBLn1 | SBT |
|---|---|---|---|
| Capacity (veh/h) | - | 285 | - |
| HCM Lane V/C Ratio | - | 0.313 | - |
| HCM Ctrl Dly (s/v) | - | 23.3 | - |
| HCM Lane LOS | - | C | - |
| HCM 95th %tile Q(veh) | - | 1.3 | - |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 151 | 7 | 284 | 24 | 9 | 7 | 193 | 1830 | 16 | 2 | 1671 | 173 |
| Future Volume (vph) | 151 | 7 | 284 | 24 | 9 | 7 | 193 | 1830 | 16 | 2 | 1671 | 173 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | Prot | NA | Perm | Prot | NA | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | 6 | | | 2 |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 8 | 1 | 6 | 6 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 | 21.0 | 84.0 | 84.0 | 11.0 | 74.0 | 74.0 |
| Total Split (%) | 8.5% | 18.5% | 18.5% | 8.5% | 18.5% | 18.5% | 16.2% | 64.6% | 64.6% | 8.5% | 56.9% | 56.9% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lag | Lag | Lag | Lead | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | None | None | C-Max | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 14.5 | 10.3 | 10.3 | 11.3 | 9.7 | 9.7 | 15.0 | 98.9 | 98.9 | 5.5 | 80.1 | 80.1 |
| Actuated g/C Ratio | 0.11 | 0.08 | 0.08 | 0.09 | 0.07 | 0.07 | 0.12 | 0.76 | 0.76 | 0.04 | 0.62 | 0.62 |
| v/c Ratio | 1.05 | 0.05 | 0.81 | 0.18 | 0.06 | 0.02 | 0.99 | 0.72 | 0.01 | 0.03 | 0.82 | 0.17 |
| Control Delay (s/veh) | 139.4 | 51.7 | 27.9 | 49.9 | 52.8 | 0.1 | 97.2 | 5.7 | 0.0 | 60.5 | 25.6 | 2.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 139.4 | 51.7 | 27.9 | 49.9 | 52.8 | 0.1 | 97.2 | 5.7 | 0.0 | 60.5 | 25.6 | 2.7 |
| LOS | F | D | C | D | D | A | F | A | A | E | C | A |
| Approach Delay (s/veh) | | 66.4 | | | 42.0 | | | 14.3 | | | 23.5 | |
| Approach LOS | | E | | | D | | | B | | | C | |

| Intersection Summary | |
|---|---|
| Cycle Length: 130 | |
| Actuated Cycle Length: 130 | |
| Offset: 25 (19%), Referenced to phase 2:SBT and 6:NBT, Start of Green | |
| Natural Cycle: 120 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.05 | |
| Intersection Signal Delay (s/veh): 23.7 | Intersection LOS: C |
| Intersection Capacity Utilization 86.9% | ICU Level of Service E |
| Analysis Period (min) 15 | |

Splits and Phases: 1: SR 124/Rock Chapel Rd & Stephenson Road



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 151 | 7 | 284 | 24 | 9 | 7 | 193 | 1830 | 16 | 2 | 1671 | 173 |
| Future Volume (veh/h) | 151 | 7 | 284 | 24 | 9 | 7 | 193 | 1830 | 16 | 2 | 1671 | 173 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1885 | 1856 | 1900 | 1900 | 1841 | 1870 |
| Adj Flow Rate, veh/h | 159 | 7 | 299 | 25 | 9 | 7 | 203 | 1926 | 17 | 2 | 1759 | 182 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 2 |
| Cap, veh/h | 293 | 263 | 223 | 231 | 233 | 198 | 235 | 2296 | 1049 | 5 | 1829 | 829 |
| Arrive On Green | 0.04 | 0.14 | 0.14 | 0.02 | 0.12 | 0.12 | 0.13 | 0.65 | 0.65 | 0.00 | 0.52 | 0.52 |
| Sat Flow, veh/h | 1810 | 1900 | 1610 | 1810 | 1900 | 1610 | 1795 | 3526 | 1610 | 1810 | 3497 | 1585 |
| Grp Volume(v), veh/h | 159 | 7 | 299 | 25 | 9 | 7 | 203 | 1926 | 17 | 2 | 1759 | 182 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1900 | 1610 | 1810 | 1900 | 1610 | 1795 | 1763 | 1610 | 1810 | 1749 | 1585 |
| Q Serve(g_s), s | 5.0 | 0.4 | 18.0 | 1.6 | 0.5 | 0.4 | 14.4 | 54.6 | 0.5 | 0.1 | 62.7 | 6.1 |
| Cycle Q Clear(g_c), s | 5.0 | 0.4 | 18.0 | 1.6 | 0.5 | 0.4 | 14.4 | 54.6 | 0.5 | 0.1 | 62.7 | 6.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 293 | 263 | 223 | 231 | 233 | 198 | 235 | 2296 | 1049 | 5 | 1829 | 829 |
| V/C Ratio(X) | 0.54 | 0.03 | 1.34 | 0.11 | 0.04 | 0.04 | 0.86 | 0.84 | 0.02 | 0.41 | 0.96 | 0.22 |
| Avail Cap(c_a), veh/h | 293 | 263 | 223 | 259 | 263 | 223 | 235 | 2296 | 1049 | 70 | 1829 | 829 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 50.8 | 48.4 | 56.0 | 48.1 | 50.2 | 27.9 | 55.3 | 17.4 | 8.0 | 64.7 | 29.7 | 9.6 |
| Incr Delay (d2), s/veh | 2.0 | 0.0 | 180.5 | 0.2 | 0.1 | 0.1 | 26.5 | 3.9 | 0.0 | 47.7 | 13.7 | 0.6 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.9 | 0.2 | 18.5 | 0.7 | 0.3 | 0.2 | 8.1 | 20.4 | 0.2 | 0.1 | 27.6 | 0.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 52.8 | 48.5 | 236.5 | 48.3 | 50.3 | 28.0 | 81.9 | 21.3 | 8.0 | 112.4 | 43.5 | 10.2 |
| LnGrp LOS | D | D | F | D | D | C | F | C | A | F | D | B |
| Approach Vol, veh/h | | 465 | | | 41 | | | 2146 | | | 1943 | |
| Approach Delay, s/veh | | 170.9 | | | 45.3 | | | 26.9 | | | 40.4 | |
| Approach LOS | | F | | | D | | | C | | | D | |

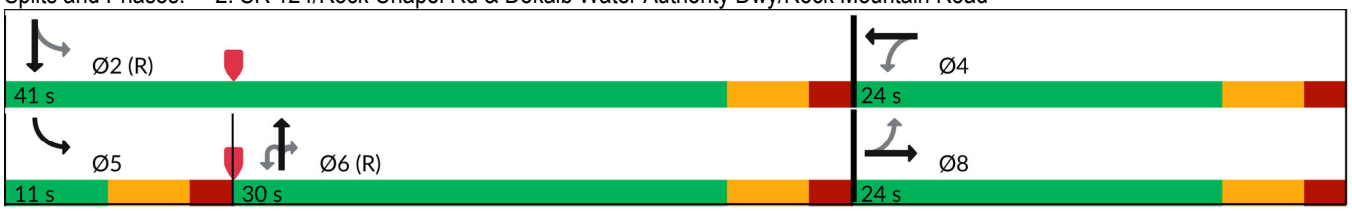
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 23.0 | 74.0 | 9.0 | 24.0 | 6.3 | 90.7 | 11.0 | 22.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 15.0 | 68.0 | 5.0 | 18.0 | 5.0 | 78.0 | 5.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 16.4 | 64.7 | 3.6 | 20.0 | 2.1 | 56.6 | 7.0 | 2.5 |
| Green Ext Time (p_c), s | 0.0 | 2.8 | 0.0 | 0.0 | 0.0 | 14.8 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 47.4 |
| HCM 7th LOS | D |

| Lane Group | WBL | WBT | NBU | NBT | NBR | SBL | SBT | Ø8 |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 29 | 0 | 3 | 2052 | 14 | 6 | 2015 | |
| Future Volume (vph) | 29 | 0 | 3 | 2052 | 14 | 6 | 2015 | |
| Turn Type | Perm | NA | Perm | NA | Perm | pm+pt | NA | |
| Protected Phases | | 4 | | 6 | | 5 | 2 | 8 |
| Permitted Phases | 4 | | 6 | | 6 | 2 | | |
| Detector Phase | 4 | 4 | 6 | 6 | 6 | 5 | 2 | |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 11.0 | 24.0 | 15.0 |
| Total Split (s) | 24.0 | 24.0 | 30.0 | 30.0 | 30.0 | 11.0 | 41.0 | 24.0 |
| Total Split (%) | 36.9% | 36.9% | 46.2% | 46.2% | 46.2% | 16.9% | 63.1% | 37% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | |
| Lead/Lag | | | Lag | Lag | Lag | Lead | | |
| Lead-Lag Optimize? | | | Yes | Yes | Yes | Yes | | |
| Recall Mode | None | None | C-Max | C-Max | C-Max | None | C-Max | None |
| Act Effct Green (s) | | 5.5 | 55.6 | 55.6 | 55.6 | 54.4 | 58.0 | |
| Actuated g/C Ratio | | 0.08 | 0.86 | 0.86 | 0.86 | 0.84 | 0.89 | |
| v/c Ratio | | 0.13 | 0.02 | 0.71 | 0.02 | 0.03 | 0.67 | |
| Control Delay (s/veh) | | 1.0 | 3.0 | 8.0 | 0.0 | 2.2 | 10.4 | |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | | 1.0 | 3.0 | 8.0 | 0.0 | 2.2 | 10.4 | |
| LOS | | A | A | A | A | A | B | |
| Approach Delay (s/veh) | | 1.0 | | 7.9 | | | 10.4 | |
| Approach LOS | | A | | A | | | B | |

| Intersection Summary | |
|---|---|
| Cycle Length: 65 | |
| Actuated Cycle Length: 65 | |
| Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTU, Start of Green | |
| Natural Cycle: 100 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.71 | |
| Intersection Signal Delay (s/veh): 9.1 | Intersection LOS: A |
| Intersection Capacity Utilization 70.9% | ICU Level of Service C |
| Analysis Period (min) 15 | |

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 29 | 0 | 6 | 3 | 0 | 2052 | 14 | 6 | 2015 |
| Future Volume (veh/h) | 0 | 0 | 0 | 29 | 0 | 6 | 3 | 0 | 2052 | 14 | 6 | 2015 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 1618 | 1900 | 1900 | | 0 | 1870 | 640 | 1159 | 1856 |
| Adj Flow Rate, veh/h | 0 | 0 | 0 | 30 | 0 | 0 | | 0 | 2138 | 15 | 6 | 2099 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 19 | 0 | 0 | | 0 | 2 | 85 | 50 | 3 |
| Cap, veh/h | 0 | 61 | 0 | 157 | 0 | | | 0 | 2427 | 371 | 198 | 2761 |
| Arrive On Green | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | | 0.00 | 1.00 | 1.00 | 0.01 | 0.78 |
| Sat Flow, veh/h | 0 | 1900 | 0 | 1440 | 0 | 0 | | 0 | 3647 | 543 | 1104 | 3618 |
| Grp Volume(v), veh/h | 0 | 0 | 0 | 30 | 0 | 0 | | 0 | 2138 | 15 | 6 | 2099 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1900 | 0 | 1440 | 0 | 0 | | 0 | 1777 | 543 | 1104 | 1763 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.1 | 20.7 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.1 | 20.7 |
| Prop In Lane | 0.00 | | 0.00 | 1.00 | | 0.00 | | 0.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 0 | 61 | 0 | 157 | 0 | | | 0 | 2427 | 371 | 198 | 2761 |
| V/C Ratio(X) | 0.00 | 0.00 | 0.00 | 0.19 | 0.00 | | | 0.00 | 0.88 | 0.04 | 0.03 | 0.76 |
| Avail Cap(c_a), veh/h | 0 | 526 | 0 | 510 | 0 | | | 0 | 2427 | 371 | 274 | 2761 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | | 0.00 | 0.09 | 0.09 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 0.0 | 0.0 | 31.1 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 2.6 | 3.8 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | | 0.0 | 0.5 | 0.0 | 0.1 | 2.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | | 0.0 | 0.2 | 0.0 | 0.0 | 1.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 0.0 | 0.0 | 0.0 | 31.7 | 0.0 | 0.0 | | 0.0 | 0.5 | 0.0 | 2.6 | 5.8 |
| LnGrp LOS | | | | C | | | | | A | A | A | A |
| Approach Vol, veh/h | | 0 | | | 30 | | | | 2153 | | | 2105 |
| Approach Delay, s/veh | | 0.0 | | | 31.7 | | | | 0.5 | | | 5.8 |
| Approach LOS | | | | | C | | | | A | | | A |

| Timer - Assigned Phs | 2 | 4 | 5 | 6 | 8 |
|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 56.9 | 8.1 | 6.5 | 50.4 | 8.1 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 35.0 | 18.0 | 5.0 | 24.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 22.7 | 3.3 | 2.1 | 2.0 | 0.0 |
| Green Ext Time (p_c), s | 10.1 | 0.1 | 0.0 | 16.7 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 3.3 |
| HCM 7th LOS | A |

Notes

User approved ignoring U-Turning movement.

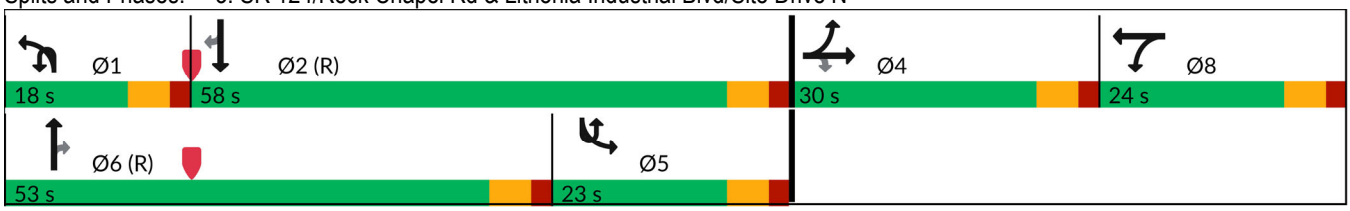
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

| Movement | SBR |
|---|---|
| Lane Configurations | |
| Traffic Volume (veh/h) | 0 |
| Future Volume (veh/h) | 0 |
| Initial Q (Qb), veh | 0 |
| Lane Width Adj. | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 |
| Parking Bus, Adj | 1.00 |
| Work Zone On Approach | |
| Adj Sat Flow, veh/h/ln | 1900 |
| Adj Flow Rate, veh/h | 0 |
| Peak Hour Factor | 0.96 |
| Percent Heavy Veh, % | 0 |
| Cap, veh/h | 0 |
| Arrive On Green | 0.00 |
| Sat Flow, veh/h | 0 |
| Grp Volume(v), veh/h | 0 |
| Grp Sat Flow(s),veh/h/ln | 0 |
| Q Serve(g_s), s | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 |
| Prop In Lane | 0.00 |
| Lane Grp Cap(c), veh/h | 0 |
| V/C Ratio(X) | 0.00 |
| Avail Cap(c_a), veh/h | 0 |
| HCM Platoon Ratio | 1.00 |
| Upstream Filter(I) | 0.00 |
| Uniform Delay (d), s/veh | 0.0 |
| Incr Delay (d2), s/veh | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 |
| Unsig. Movement Delay, s/veh | |
| LnGrp Delay(d), s/veh | 0.0 |
| LnGrp LOS | |
| Approach Vol, veh/h | |
| Approach Delay, s/veh | |
| Approach LOS | |
| Timer - Assigned Phs | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | |
| Traffic Volume (vph) | 550 | 100 | 167 | 149 | 48 | 155 | 1304 | 122 | 240 | 1400 | 391 |
| Future Volume (vph) | 550 | 100 | 167 | 149 | 48 | 155 | 1304 | 122 | 240 | 1400 | 391 |
| Turn Type | Split | NA | Perm | Split | NA | Prot | NA | Perm | Prot | NA | Perm |
| Protected Phases | 4 | 4 | | 8 | 8 | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | 4 | | | | | 6 | | | 2 |
| Detector Phase | 4 | 4 | 4 | 8 | 8 | 1 | 6 | 6 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 30.0 | 30.0 | 30.0 | 24.0 | 24.0 | 18.0 | 53.0 | 53.0 | 23.0 | 58.0 | 58.0 |
| Total Split (%) | 23.1% | 23.1% | 23.1% | 18.5% | 18.5% | 13.8% | 40.8% | 40.8% | 17.7% | 44.6% | 44.6% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | | | | Lead | Lead | Lead | Lag | Lag | Lag |
| Lead-Lag Optimize? | | | | | | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | None | C-Max | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 24.0 | 24.0 | 24.0 | 15.2 | 15.2 | 11.1 | 49.8 | 49.8 | 17.0 | 55.8 | 55.8 |
| Actuated g/C Ratio | 0.18 | 0.18 | 0.18 | 0.12 | 0.12 | 0.09 | 0.38 | 0.38 | 0.13 | 0.43 | 0.43 |
| v/c Ratio | 1.09 | 1.06 | 0.40 | 0.73 | 0.51 | 0.61 | 1.01 | 0.18 | 1.05 | 0.67 | 0.45 |
| Control Delay (s/veh) | 127.0 | 118.6 | 8.9 | 76.4 | 17.1 | 68.7 | 47.1 | 1.5 | 106.8 | 17.6 | 3.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 127.0 | 118.6 | 8.9 | 76.4 | 17.1 | 68.7 | 47.1 | 1.5 | 106.8 | 17.6 | 3.3 |
| LOS | F | F | A | E | B | E | D | A | F | B | A |
| Approach Delay (s/veh) | | 99.5 | | | 37.0 | | 45.7 | | | 25.4 | |
| Approach LOS | | F | | | D | | D | | | C | |

| Intersection Summary | |
|---|---|
| Cycle Length: 130 | |
| Actuated Cycle Length: 130 | |
| Offset: 112 (86%), Referenced to phase 2:SBT and 6:NBT, Start of Green | |
| Natural Cycle: 145 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 1.09 | |
| Intersection Signal Delay (s/veh): 45.6 | Intersection LOS: D |
| Intersection Capacity Utilization 95.4% | ICU Level of Service F |
| Analysis Period (min) 15 | |

Splits and Phases: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd/Site Drive N



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 550 | 100 | 167 | 149 | 48 | 204 | 3 | 155 | 1304 | 122 | 1 | 240 |
| Future Volume (veh/h) | 550 | 100 | 167 | 149 | 48 | 204 | 3 | 155 | 1304 | 122 | 1 | 240 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Work Zone On Approach | | No | | | No | | | | No | | | |
| Adj Sat Flow, veh/h/ln | 1856 | 1900 | 1841 | 1900 | 1900 | 1900 | | 1722 | 1841 | 1900 | | 1900 |
| Adj Flow Rate, veh/h | 641 | 0 | 172 | 138 | 72 | 210 | | 160 | 1344 | 126 | | 247 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 |
| Percent Heavy Veh, % | 3 | 0 | 4 | 0 | 0 | 0 | | 12 | 4 | 0 | | 0 |
| Cap, veh/h | 652 | 0 | 288 | 251 | 263 | 223 | | 209 | 1264 | 582 | | 237 |
| Arrive On Green | 0.18 | 0.00 | 0.18 | 0.14 | 0.14 | 0.14 | | 0.07 | 0.36 | 0.36 | | 0.26 |
| Sat Flow, veh/h | 3534 | 0 | 1560 | 1810 | 1900 | 1610 | | 3182 | 3497 | 1610 | | 1810 |
| Grp Volume(v), veh/h | 641 | 0 | 172 | 138 | 72 | 210 | | 160 | 1344 | 126 | | 247 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 0 | 1560 | 1810 | 1900 | 1610 | | 1591 | 1749 | 1610 | | 1810 |
| Q Serve(g_s), s | 23.5 | 0.0 | 13.1 | 9.2 | 4.4 | 16.8 | | 6.4 | 47.0 | 7.0 | | 17.0 |
| Cycle Q Clear(g_c), s | 23.5 | 0.0 | 13.1 | 9.2 | 4.4 | 16.8 | | 6.4 | 47.0 | 7.0 | | 17.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 652 | 0 | 288 | 251 | 263 | 223 | | 209 | 1264 | 582 | | 237 |
| V/C Ratio(X) | 0.98 | 0.00 | 0.60 | 0.55 | 0.27 | 0.94 | | 0.76 | 1.06 | 0.22 | | 1.04 |
| Avail Cap(c_a), veh/h | 652 | 0 | 288 | 251 | 263 | 223 | | 294 | 1264 | 582 | | 237 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.71 |
| Uniform Delay (d), s/veh | 52.8 | 0.0 | 48.6 | 52.2 | 50.1 | 55.5 | | 59.7 | 41.5 | 28.7 | | 48.0 |
| Incr Delay (d2), s/veh | 30.7 | 0.0 | 3.4 | 2.6 | 0.6 | 44.2 | | 7.5 | 43.8 | 0.9 | | 61.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 |
| %ile BackOfQ(50%),veh/ln | 12.9 | 0.0 | 5.4 | 4.4 | 2.2 | 9.6 | | 2.8 | 27.0 | 2.8 | | 10.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 83.5 | 0.0 | 51.9 | 54.8 | 50.7 | 99.7 | | 67.2 | 85.3 | 29.6 | | 109.2 |
| LnGrp LOS | F | | D | D | D | F | | E | F | C | | F |
| Approach Vol, veh/h | | 813 | | | 420 | | | | 1630 | | | |
| Approach Delay, s/veh | | 76.8 | | | 76.5 | | | | 79.3 | | | |
| Approach LOS | | E | | | E | | | | E | | | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 14.6 | 61.4 | | 30.0 | 23.0 | 53.0 | | 24.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 12.0 | 52.0 | | 24.0 | 17.0 | 47.0 | | 18.0 |
| Max Q Clear Time (g_c+I1), s | 8.4 | 14.6 | | 25.5 | 19.0 | 49.0 | | 18.8 |
| Green Ext Time (p_c), s | 0.1 | 15.4 | | 0.0 | 0.0 | 0.0 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 53.6 |
| HCM 7th LOS | D |

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

| Movement | SBT | SBR |
|---|---|---|
| Lane Configurations | ↑↑↑ | ↱ |
| Traffic Volume (veh/h) | 1400 | 391 |
| Future Volume (veh/h) | 1400 | 391 |
| Initial Q (Qb), veh | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 |
| Work Zone On Approach | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1826 |
| Adj Flow Rate, veh/h | 1443 | 403 |
| Peak Hour Factor | 0.97 | 0.97 |
| Percent Heavy Veh, % | 3 | 5 |
| Cap, veh/h | 2161 | 660 |
| Arrive On Green | 0.85 | 0.85 |
| Sat Flow, veh/h | 5066 | 1547 |
| Grp Volume(v), veh/h | 1443 | 403 |
| Grp Sat Flow(s),veh/h/ln | 1689 | 1547 |
| Q Serve(g_s), s | 12.6 | 10.4 |
| Cycle Q Clear(g_c), s | 12.6 | 10.4 |
| Prop In Lane | | 1.00 |
| Lane Grp Cap(c), veh/h | 2161 | 660 |
| V/C Ratio(X) | 0.67 | 0.61 |
| Avail Cap(c_a), veh/h | 2161 | 660 |
| HCM Platoon Ratio | 2.00 | 2.00 |
| Upstream Filter(I) | 0.71 | 0.71 |
| Uniform Delay (d), s/veh | 6.4 | 6.2 |
| Incr Delay (d2), s/veh | 1.2 | 3.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.5 | 2.4 |
| Unsig. Movement Delay, s/veh | | |
| LnGrp Delay(d), s/veh | 7.6 | 9.2 |
| LnGrp LOS | A | A |
| Approach Vol, veh/h | 2093 | |
| Approach Delay, s/veh | 19.9 | |
| Approach LOS | B | |
| Timer - Assigned Phs | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.8 |

| Movement | WBL | WBR | NBU | NBT | NBR | SBU | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Vol, veh/h | 31 | 31 | 0 | 1558 | 33 | 1 | 32 | 1686 |
| Future Vol, veh/h | 31 | 31 | 0 | 1558 | 33 | 1 | 32 | 1686 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | - | None | - | - | None |
| Storage Length | 0 | 50 | 190 | - | 235 | - | 165 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | - | - | - | 0 |
| Grade, % | 0 | - | - | 0 | - | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 3 |
| Mvmt Flow | 32 | 32 | 0 | 1623 | 34 | 1 | 33 | 1756 |

| Major/Minor | Minor1 | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 2394 | 811 | 1282 | 0 | 0 | 1623 | 1657 | 0 |
| Stage 1 | 1623 | - | - | - | - | - | - | - |
| Stage 2 | 771 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.25 | 6.9 | 5.6 | - | - | 6.4 | 4.1 | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.65 | 3.3 | 2.3 | - | - | 2.5 | 2.2 | - |
| Pot Cap-1 Maneuver | 41 | 327 | 312 | - | - | 134 | 394 | - |
| Stage 1 | 147 | - | - | - | - | - | - | - |
| Stage 2 | 393 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | | | - |
| Mov Cap-1 Maneuver | 37 | 327 | 312 | - | - | 369 | 369 | - |
| Mov Cap-2 Maneuver | 37 | - | - | - | - | - | - | - |
| Stage 1 | 147 | - | - | - | - | - | - | - |
| Stage 2 | 357 | - | - | - | - | - | - | - |

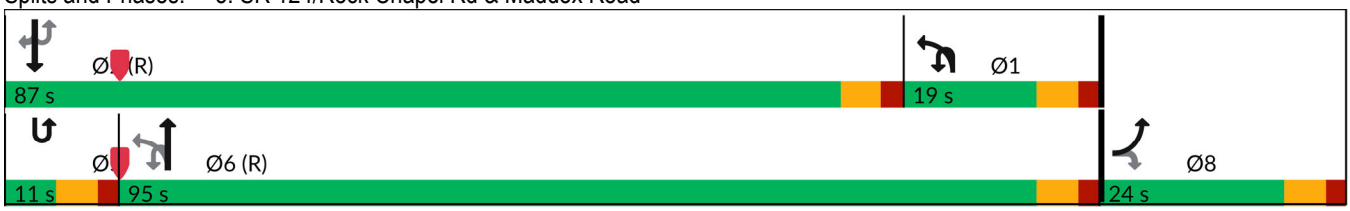
| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 142.43 | 0 | 0.3 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBU | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 312 | - | - | 37 | 327 | 369 | - |
| HCM Lane V/C Ratio | - | - | - | 0.866 | 0.099 | 0.093 | - |
| HCM Ctrl Dly (s/v) | 0 | - | - | 267.6 | 17.2 | 15.8 | - |
| HCM Lane LOS | A | - | - | F | C | C | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 3.2 | 0.3 | 0.3 | - |

| Lane Group | EBL | EBR | NBU | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 53 | 112 | 11 | 79 | 1533 | 2 | 1726 | 30 |
| Future Volume (vph) | 53 | 112 | 11 | 79 | 1533 | 2 | 1726 | 30 |
| Turn Type | Prot | Perm | pm+pt | pm+pt | NA | pm+pt | NA | Perm |
| Protected Phases | 8 | | 1 | 1 | 6 | 5 | 2 | |
| Permitted Phases | | 8 | 6 | 6 | | 2 | | 2 |
| Detector Phase | 8 | 8 | 1 | 1 | 6 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 24.0 | 24.0 | 10.0 | 10.0 | 24.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 24.0 | 24.0 | 19.0 | 19.0 | 95.0 | 11.0 | 87.0 | 87.0 |
| Total Split (%) | 18.5% | 18.5% | 14.6% | 14.6% | 73.1% | 8.5% | 66.9% | 66.9% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | Lag | Lag | Lag | Lead | Lead | Lead |
| Lead-Lag Optimize? | | | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 9.7 | 9.7 | | 105.9 | 105.9 | 89.3 | 89.3 | 89.3 |
| Actuated g/C Ratio | 0.07 | 0.07 | | 0.81 | 0.81 | 0.69 | 0.69 | 0.69 |
| v/c Ratio | 0.45 | 0.53 | | 0.47 | 0.56 | 0.01 | 0.74 | 0.03 |
| Control Delay (s/veh) | 68.2 | 18.7 | | 20.8 | 1.0 | 2.5 | 10.3 | 0.3 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 68.2 | 18.7 | | 20.8 | 1.0 | 2.5 | 10.3 | 0.3 |
| LOS | E | B | | C | A | A | B | A |
| Approach Delay (s/veh) | 34.7 | | | | 2.0 | | 10.1 | |
| Approach LOS | C | | | | A | | B | |

| Intersection Summary | |
|---|---|
| Cycle Length: 130 | |
| Actuated Cycle Length: 130 | |
| Offset: 17 (13%), Referenced to phase 2:SBTU and 6:NBTL, Start of Green | |
| Natural Cycle: 80 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.74 | |
| Intersection Signal Delay (s/veh): 7.6 | Intersection LOS: A |
| Intersection Capacity Utilization 74.6% | ICU Level of Service D |
| Analysis Period (min) 15 | |

Splits and Phases: 5: SR 124/Rock Chapel Rd & Maddox Road



| Movement | EBL | EBR | NBU | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (veh/h) | 53 | 112 | 11 | 79 | 1533 | 2 | 1726 | 30 |
| Future Volume (veh/h) | 53 | 112 | 11 | 79 | 1533 | 2 | 1726 | 30 |
| Initial Q (Qb), veh | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Work Zone On Approach | No | | | | No | | No | |
| Adj Sat Flow, veh/h/ln | 1752 | 1781 | | 1203 | 1841 | | 1856 | 1589 |
| Adj Flow Rate, veh/h | 55 | 115 | | 81 | 1580 | | 1779 | 31 |
| Peak Hour Factor | 0.97 | 0.97 | | 0.97 | 0.97 | | 0.97 | 0.97 |
| Percent Heavy Veh, % | 10 | 8 | | 47 | 4 | | 3 | 21 |
| Cap, veh/h | 153 | 139 | | 223 | 2853 | | 2197 | 839 |
| Arrive On Green | 0.09 | 0.09 | | 0.29 | 1.00 | | 1.00 | 1.00 |
| Sat Flow, veh/h | 1668 | 1510 | | 1146 | 3589 | | 3618 | 1346 |
| Grp Volume(v), veh/h | 55 | 115 | | 81 | 1580 | | 1779 | 31 |
| Grp Sat Flow(s),veh/h/ln | 1668 | 1510 | | 1146 | 1749 | | 1763 | 1346 |
| Q Serve(g_s), s | 4.0 | 9.7 | | 0.2 | 0.0 | | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 4.0 | 9.7 | | 0.2 | 0.0 | | 0.0 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | | | | 1.00 |
| Lane Grp Cap(c), veh/h | 153 | 139 | | 223 | 2853 | | 2197 | 839 |
| V/C Ratio(X) | 0.36 | 0.83 | | 0.36 | 0.55 | | 0.81 | 0.04 |
| Avail Cap(c_a), veh/h | 231 | 209 | | 223 | 2853 | | 2197 | 839 |
| HCM Platoon Ratio | 1.00 | 1.00 | | 2.00 | 2.00 | | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 1.00 | | 0.35 | 0.35 | | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 55.4 | 58.0 | | 39.2 | 0.0 | | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 1.4 | 15.4 | | 0.3 | 0.3 | | 3.4 | 0.1 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.7 | 4.3 | | 1.8 | 0.1 | | 1.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | |
| LnGrp Delay(d), s/veh | 56.8 | 73.5 | | 39.6 | 0.3 | | 3.4 | 0.1 |
| LnGrp LOS | E | E | | D | A | | A | A |
| Approach Vol, veh/h | 170 | | | | 1661 | | 1810 | |
| Approach Delay, s/veh | 68.1 | | | | 2.2 | | 3.3 | |
| Approach LOS | E | | | | A | | A | |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 25.1 | 87.0 | | | | 112.1 | | 17.9 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | | | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 13.0 | 81.0 | | | | 89.0 | | 18.0 |
| Max Q Clear Time (g_c+I1), s | 2.2 | 2.0 | | | | 2.0 | | 11.7 |
| Green Ext Time (p_c), s | 0.1 | 24.4 | | | | 18.8 | | 0.2 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 5.8 |
| HCM 7th LOS | A |

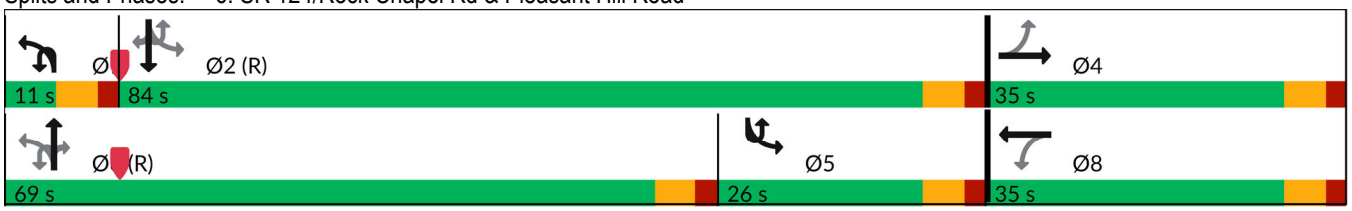
Notes

User approved ignoring U-Turning movement.

| Lane Group | EBL | EBT | WBL | WBT | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 6 | 5 | 266 | 5 | 3 | 5 | 1401 | 500 | 6 | 292 | 1537 | 3 |
| Future Volume (vph) | 6 | 5 | 266 | 5 | 3 | 5 | 1401 | 500 | 6 | 292 | 1537 | 3 |
| Turn Type | Perm | NA | Perm | NA | pm+pt | pm+pt | NA | Perm | pm+pt | pm+pt | NA | Perm |
| Protected Phases | | 4 | | 8 | 1 | 1 | 6 | | 5 | 5 | 2 | |
| Permitted Phases | 4 | | 8 | | 6 | 6 | | 6 | 2 | 2 | | 2 |
| Detector Phase | 4 | 4 | 8 | 8 | 1 | 1 | 6 | 6 | 5 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 24.0 | 24.0 | 24.0 | 24.0 | 11.0 | 11.0 | 24.0 | 24.0 | 11.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 35.0 | 35.0 | 35.0 | 35.0 | 11.0 | 11.0 | 69.0 | 69.0 | 26.0 | 26.0 | 84.0 | 84.0 |
| Total Split (%) | 26.9% | 26.9% | 26.9% | 26.9% | 8.5% | 8.5% | 53.1% | 53.1% | 20.0% | 20.0% | 64.6% | 64.6% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | | | Lead | Lead | Lead | Lead | Lag | Lag | Lag | Lag |
| Lead-Lag Optimize? | | | | | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | None | C-Max | C-Max | None | None | C-Max | C-Max |
| Act Effct Green (s) | | 28.0 | 28.0 | 28.0 | | 64.0 | 64.0 | 64.0 | | 87.8 | 87.8 | 87.8 |
| Actuated g/C Ratio | | 0.22 | 0.22 | 0.22 | | 0.49 | 0.49 | 0.49 | | 0.68 | 0.68 | 0.68 |
| v/c Ratio | | 0.04 | 0.94 | 0.45 | | 0.08 | 0.87 | 0.54 | | 0.91 | 0.68 | 0.00 |
| Control Delay (s/veh) | | 34.2 | 88.2 | 8.9 | | 19.0 | 36.5 | 7.8 | | 49.7 | 2.2 | 0.0 |
| Queue Delay | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | | 34.2 | 88.2 | 8.9 | | 19.0 | 36.5 | 7.8 | | 49.7 | 2.2 | 0.0 |
| LOS | | C | F | A | | B | D | A | | D | A | A |
| Approach Delay (s/veh) | | 34.2 | | 52.9 | | | 28.9 | | | | 9.9 | |
| Approach LOS | | C | | D | | | C | | | | A | |

| Intersection Summary | |
|---|---|
| Cycle Length: 130 | |
| Actuated Cycle Length: 130 | |
| Offset: 27 (21%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green | |
| Natural Cycle: 90 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.94 | |
| Intersection Signal Delay (s/veh): 23.4 | Intersection LOS: C |
| Intersection Capacity Utilization 91.6% | ICU Level of Service F |
| Analysis Period (min) 15 | |

Splits and Phases: 6: SR 124/Rock Chapel Rd & Pleasant Hill Road



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 6 | 5 | 3 | 266 | 5 | 208 | 3 | 5 | 1401 | 500 | 6 | 292 |
| Future Volume (veh/h) | 6 | 5 | 3 | 266 | 5 | 208 | 3 | 5 | 1401 | 500 | 6 | 292 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Work Zone On Approach | | No | | | No | | | | No | | | |
| Adj Sat Flow, veh/h/ln | 1900 | 1604 | 1900 | 1856 | 1900 | 1781 | | 1307 | 1811 | 1856 | | 1870 |
| Adj Flow Rate, veh/h | 6 | 5 | 3 | 277 | 5 | 217 | | 5 | 1459 | 521 | | 304 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 |
| Percent Heavy Veh, % | 0 | 20 | 0 | 3 | 0 | 8 | | 40 | 6 | 3 | | 2 |
| Cap, veh/h | 92 | 69 | 33 | 300 | 8 | 352 | | 159 | 1668 | 762 | | 349 |
| Arrive On Green | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | | 0.01 | 0.48 | 0.48 | | 0.31 |
| Sat Flow, veh/h | 235 | 307 | 148 | 1396 | 36 | 1579 | | 1245 | 3441 | 1572 | | 1781 |
| Grp Volume(v), veh/h | 14 | 0 | 0 | 277 | 0 | 222 | | 5 | 1459 | 521 | | 304 |
| Grp Sat Flow(s),veh/h/ln | 690 | 0 | 0 | 1396 | 0 | 1616 | | 1245 | 1721 | 1572 | | 1781 |
| Q Serve(g_s), s | 0.2 | 0.0 | 0.0 | 12.8 | 0.0 | 16.1 | | 0.3 | 49.3 | 33.2 | | 15.0 |
| Cycle Q Clear(g_c), s | 16.2 | 0.0 | 0.0 | 29.0 | 0.0 | 16.1 | | 0.3 | 49.3 | 33.2 | | 15.0 |
| Prop In Lane | 0.43 | | 0.21 | 1.00 | | 0.98 | | 1.00 | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 194 | 0 | 0 | 300 | 0 | 360 | | 159 | 1668 | 762 | | 349 |
| V/C Ratio(X) | 0.07 | 0.00 | 0.00 | 0.92 | 0.00 | 0.62 | | 0.03 | 0.87 | 0.68 | | 0.87 |
| Avail Cap(c_a), veh/h | 194 | 0 | 0 | 300 | 0 | 360 | | 199 | 1668 | 762 | | 349 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.61 |
| Uniform Delay (d), s/veh | 40.3 | 0.0 | 0.0 | 53.7 | 0.0 | 45.5 | | 19.5 | 30.0 | 25.8 | | 41.0 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 0.0 | 32.4 | 0.0 | 3.1 | | 0.1 | 6.7 | 4.9 | | 13.7 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 0.0 | 0.0 | 11.7 | 0.0 | 6.6 | | 0.1 | 20.6 | 12.8 | | 8.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 40.5 | 0.0 | 0.0 | 86.1 | 0.0 | 48.6 | | 19.6 | 36.7 | 30.8 | | 54.7 |
| LnGrp LOS | D | | | F | | D | | B | D | C | | D |
| Approach Vol, veh/h | | 14 | | | 499 | | | | 1985 | | | |
| Approach Delay, s/veh | | 40.5 | | | 69.4 | | | | 35.1 | | | |
| Approach LOS | | D | | | E | | | | D | | | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 6.8 | 88.2 | | 35.0 | 26.0 | 69.0 | | 35.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 5.0 | 78.0 | | 29.0 | 20.0 | 63.0 | | 29.0 |
| Max Q Clear Time (g_c+I1), s | 2.3 | 2.0 | | 18.2 | 17.0 | 51.3 | | 31.0 |
| Green Ext Time (p_c), s | 0.0 | 19.0 | | 0.0 | 0.3 | 8.4 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 28.0 |
| HCM 7th LOS | C |

Notes

User approved ignoring U-Turning movement.

| Movement | SBT | SBR |
|---|---|---|
| Lane Configurations | | |
| Traffic Volume (veh/h) | 1537 | 3 |
| Future Volume (veh/h) | 1537 | 3 |
| Initial Q (Qb), veh | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 |
| Work Zone On Approach | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1411 |
| Adj Flow Rate, veh/h | 1601 | 3 |
| Peak Hour Factor | 0.96 | 0.96 |
| Percent Heavy Veh, % | 3 | 33 |
| Cap, veh/h | 2229 | 756 |
| Arrive On Green | 1.00 | 1.00 |
| Sat Flow, veh/h | 3526 | 1196 |
| Grp Volume(v), veh/h | 1601 | 3 |
| Grp Sat Flow(s),veh/h/ln | 1763 | 1196 |
| Q Serve(g_s), s | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 |
| Prop In Lane | | 1.00 |
| Lane Grp Cap(c), veh/h | 2229 | 756 |
| V/C Ratio(X) | 0.72 | 0.00 |
| Avail Cap(c_a), veh/h | 2229 | 756 |
| HCM Platoon Ratio | 2.00 | 2.00 |
| Upstream Filter(I) | 0.61 | 0.61 |
| Uniform Delay (d), s/veh | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 1.2 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 0.0 |
| Unsig. Movement Delay, s/veh | | |
| LnGrp Delay(d), s/veh | 1.2 | 0.0 |
| LnGrp LOS | A | A |
| Approach Vol, veh/h | 1908 | |
| Approach Delay, s/veh | 9.8 | |
| Approach LOS | A | |

| Timer - Assigned Phs |
|---|

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 39 | 620 | 13 | 20 | 334 | 22 | 2 | 0 | 14 | 19 | 0 | 33 |
| Future Vol, veh/h | 39 | 620 | 13 | 20 | 334 | 22 | 2 | 0 | 14 | 19 | 0 | 33 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 235 | - | 120 | - | - | 175 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 0 | 3 | 8 | 5 | 5 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| Mvmt Flow | 41 | 660 | 14 | 21 | 355 | 23 | 2 | 0 | 15 | 20 | 0 | 35 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 379 | 0 | 0 | 673 | 0 | 0 | 1140 | 1164 | 660 | 1140 | 1154 | 355 |
| Stage 1 | - | - | - | - | - | - | 743 | 743 | - | 398 | 398 | - |
| Stage 2 | - | - | - | - | - | - | 398 | 421 | - | 743 | 756 | - |
| Critical Hdwy | 4.1 | - | - | 4.15 | - | - | 7.1 | 6.5 | 6.28 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.245 | - | - | 3.5 | 4 | 3.372 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1191 | - | - | 904 | - | - | 180 | 196 | 453 | 180 | 199 | 693 |
| Stage 1 | - | - | - | - | - | - | 410 | 425 | - | 632 | 606 | - |
| Stage 2 | - | - | - | - | - | - | 632 | 592 | - | 410 | 419 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1191 | - | - | 904 | - | - | 160 | 184 | 453 | 163 | 186 | 693 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 160 | 184 | - | 163 | 186 | - |
| Stage 1 | - | - | - | - | - | - | 396 | 410 | - | 613 | 588 | - |
| Stage 2 | - | - | - | - | - | - | 582 | 574 | - | 383 | 404 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.47 | 0.48 | 15.25 | 18.79 |
| HCM LOS | | | C | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 368 | 1191 | - | - | 102 | - | - | 316 |
| HCM Lane V/C Ratio | 0.046 | 0.035 | - | - | 0.024 | - | - | 0.175 |
| HCM Ctrl Dly (s/v) | 15.2 | 8.1 | - | - | 9.1 | 0 | - | 18.8 |
| HCM Lane LOS | C | A | - | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.1 | 0.1 | - | - | 0.1 | - | - | 0.6 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 34.8 |
| Intersection LOS | D |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 40 | 453 | 27 | 9 | 297 | 10 | 25 | 94 | 9 | 7 | 224 | 62 |
| Future Vol, veh/h | 40 | 453 | 27 | 9 | 297 | 10 | 25 | 94 | 9 | 7 | 224 | 62 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 0 | 4 | 8 | 0 | 6 | 0 | 0 | 2 | 13 | 0 | 1 | 3 |
| Mvmt Flow | 42 | 477 | 28 | 9 | 313 | 11 | 26 | 99 | 9 | 7 | 236 | 65 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay, s/veh | 56.4 | 20.8 | 14.1 | 20.4 |
| HCM LOS | F | C | B | C |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 20% | 8% | 3% | 2% |
| Vol Thru, % | 73% | 87% | 94% | 76% |
| Vol Right, % | 7% | 5% | 3% | 21% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 128 | 520 | 316 | 293 |
| LT Vol | 25 | 40 | 9 | 7 |
| Through Vol | 94 | 453 | 297 | 224 |
| RT Vol | 9 | 27 | 10 | 62 |
| Lane Flow Rate | 135 | 547 | 333 | 308 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.292 | 0.972 | 0.629 | 0.604 |
| Departure Headway (Hd) | 7.81 | 6.394 | 6.812 | 7.046 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 458 | 569 | 529 | 512 |
| Service Time | 5.891 | 4.394 | 4.875 | 5.108 |
| HCM Lane V/C Ratio | 0.295 | 0.961 | 0.629 | 0.602 |
| HCM Control Delay, s/veh | 14.1 | 56.4 | 20.8 | 20.4 |
| HCM Lane LOS | B | F | C | C |
| HCM 95th-tile Q | 1.2 | 13.4 | 4.3 | 4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 35 | 679 | 13 | 1 | 432 | 12 | 9 | 0 | 2 | 9 | 2 | 25 |
| Future Vol, veh/h | 35 | 679 | 13 | 1 | 432 | 12 | 9 | 0 | 2 | 9 | 2 | 25 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 100 | - | 150 | - | - | 165 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Mvmt Flow | 36 | 707 | 14 | 1 | 450 | 13 | 9 | 0 | 2 | 9 | 2 | 26 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 463 | 0 | 0 | 721 | 0 | 0 | 1233 | 1245 | 707 | 1232 | 1246 | 450 |
| Stage 1 | - | - | - | - | - | - | 780 | 780 | - | 452 | 452 | - |
| Stage 2 | - | - | - | - | - | - | 453 | 465 | - | 780 | 794 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.336 |
| Pot Cap-1 Maneuver | 1109 | - | - | 890 | - | - | 155 | 176 | 439 | 155 | 175 | 605 |
| Stage 1 | - | - | - | - | - | - | 391 | 409 | - | 591 | 574 | - |
| Stage 2 | - | - | - | - | - | - | 590 | 567 | - | 391 | 403 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1109 | - | - | 890 | - | - | 142 | 170 | 439 | 149 | 169 | 605 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 142 | 170 | - | 149 | 169 | - |
| Stage 1 | - | - | - | - | - | - | 378 | 395 | - | 590 | 573 | - |
| Stage 2 | - | - | - | - | - | - | 562 | 566 | - | 377 | 390 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.4 | 0.02 | 28.99 | 17.86 |
| HCM LOS | | | D | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 161 | 1109 | - | - | 4 | - | - | 317 |
| HCM Lane V/C Ratio | 0.071 | 0.033 | - | - | 0.001 | - | - | 0.118 |
| HCM Ctrl Dly (s/v) | 29 | 8.4 | - | - | 9 | 0 | - | 17.9 |
| HCM Lane LOS | D | A | - | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.2 | 0.1 | - | - | 0 | - | - | 0.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | ↱ | ↑↑ | ↱ | | ↑↑↑ |
| Traffic Vol, veh/h | 0 | 96 | 1515 | 76 | 0 | 1720 |
| Future Vol, veh/h | 0 | 96 | 1515 | 76 | 0 | 1720 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | Free | - | None |
| Storage Length | - | 0 | - | 175 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 0 | 4 | 0 | 0 | 3 |
| Mvmt Flow | 0 | 100 | 1578 | 79 | 0 | 1792 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 789 | 0 | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.9 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 338 | - | 0 | 0 | - |
| Stage 1 | 0 | - | - | 0 | 0 | - |
| Stage 2 | 0 | - | - | 0 | 0 | - |
| Platoon blocked, % | | | - | | | - |
| Mov Cap-1 Maneuver | - | 338 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 20.08 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | WBLn1 | SBT |
|---|---|---|---|
| Capacity (veh/h) | - | 338 | - |
| HCM Lane V/C Ratio | - | 0.296 | - |
| HCM Ctrl Dly (s/v) | - | 20.1 | - |
| HCM Lane LOS | - | C | - |
| HCM 95th %tile Q(veh) | - | 1.2 | - |

## 1: SR 124/Rock Chapel Rd & Stephenson Road

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 133 | 43 | 176 | 44 | 46 | 38 | 159 | 1575 | 104 | 33 | 1203 | 155 |
| Future Volume (vph) | 133 | 43 | 176 | 44 | 46 | 38 | 159 | 1575 | 104 | 33 | 1203 | 155 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | Perm | Prot | NA | Perm | Prot | NA | Perm |
| Protected Phases | 7 | 4 | 1 | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | 6 | | | 2 |
| Detector Phase | 7 | 4 | 1 | 3 | 8 | 8 | 1 | 6 | 6 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 11.0 | 24.0 | 11.0 | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 11.0 | 24.0 | 20.0 | 11.0 | 24.0 | 24.0 | 20.0 | 64.0 | 64.0 | 11.0 | 55.0 | 55.0 |
| Total Split (%) | 10.0% | 21.8% | 18.2% | 10.0% | 21.8% | 21.8% | 18.2% | 58.2% | 58.2% | 10.0% | 50.0% | 50.0% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lag | Lead | Lead | Lag | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | None | None | C-Max | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 14.2 | 11.2 | 27.0 | 12.5 | 8.5 | 8.5 | 13.3 | 73.6 | 73.6 | 5.0 | 60.8 | 60.8 |
| Actuated g/C Ratio | 0.13 | 0.10 | 0.25 | 0.11 | 0.08 | 0.08 | 0.12 | 0.67 | 0.67 | 0.05 | 0.55 | 0.55 |
| v/c Ratio | 0.82 | 0.24 | 0.40 | 0.27 | 0.36 | 0.13 | 0.80 | 0.71 | 0.10 | 0.43 | 0.67 | 0.17 |
| Control Delay (s/veh) | 78.9 | 49.2 | 15.2 | 41.5 | 54.8 | 0.8 | 63.3 | 8.9 | 0.2 | 67.9 | 20.7 | 1.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 78.9 | 49.2 | 15.2 | 41.5 | 54.8 | 0.8 | 63.3 | 8.9 | 0.2 | 67.9 | 20.7 | 1.2 |
| LOS | E | D | B | D | D | A | E | A | A | E | C | A |
| Approach Delay (s/veh) | | 43.5 | | | 34.1 | | | 13.1 | | | 19.6 | |
| Approach LOS | | D | | | C | | | B | | | B | |

### Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 97 (88%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay (s/veh): 19.2 — Intersection LOS: B
Intersection Capacity Utilization 76.7% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: SR 124/Rock Chapel Rd & Stephenson Road

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 133 | 43 | 176 | 44 | 46 | 38 | 159 | 1575 | 104 | 33 | 1203 | 155 |
| Future Volume (veh/h) | 133 | 43 | 176 | 44 | 46 | 38 | 159 | 1575 | 104 | 33 | 1203 | 155 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1856 | 1870 | 1870 | 1767 | 1900 | 1826 | 1826 | 1870 | 1856 | 1811 | 1856 |
| Adj Flow Rate, veh/h | 139 | 45 | 183 | 46 | 48 | 40 | 166 | 1641 | 108 | 34 | 1253 | 161 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 3 | 3 | 2 | 2 | 9 | 0 | 5 | 5 | 2 | 3 | 6 | 3 |
| Cap, veh/h | 172 | 108 | 479 | 166 | 83 | 76 | 424 | 1829 | 836 | 287 | 1533 | 700 |
| Arrive On Green | 0.05 | 0.06 | 0.06 | 0.03 | 0.05 | 0.05 | 0.24 | 0.53 | 0.53 | 0.16 | 0.45 | 0.45 |
| Sat Flow, veh/h | 1767 | 1856 | 1585 | 1781 | 1767 | 1610 | 1739 | 3469 | 1585 | 1767 | 3441 | 1572 |
| Grp Volume(v), veh/h | 139 | 45 | 183 | 46 | 48 | 40 | 166 | 1641 | 108 | 34 | 1253 | 161 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1856 | 1585 | 1781 | 1767 | 1610 | 1739 | 1735 | 1585 | 1767 | 1721 | 1572 |
| Q Serve(g_s), s | 5.0 | 2.6 | 1.3 | 2.7 | 2.9 | 1.9 | 8.8 | 46.7 | 2.6 | 1.8 | 34.9 | 5.0 |
| Cycle Q Clear(g_c), s | 5.0 | 2.6 | 1.3 | 2.7 | 2.9 | 1.9 | 8.8 | 46.7 | 2.6 | 1.8 | 34.9 | 5.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 172 | 108 | 479 | 166 | 83 | 76 | 424 | 1829 | 836 | 287 | 1533 | 700 |
| V/C Ratio(X) | 0.81 | 0.42 | 0.38 | 0.28 | 0.58 | 0.53 | 0.39 | 0.90 | 0.13 | 0.12 | 0.82 | 0.23 |
| Avail Cap(c_a), veh/h | 172 | 304 | 646 | 186 | 289 | 263 | 424 | 1829 | 836 | 287 | 1533 | 700 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 50.4 | 50.0 | 16.0 | 47.7 | 51.4 | 26.2 | 34.8 | 23.3 | 6.4 | 39.4 | 26.6 | 9.8 |
| Incr Delay (d2), s/veh | 24.0 | 2.6 | 0.5 | 0.9 | 6.3 | 5.7 | 0.6 | 7.4 | 0.3 | 0.2 | 5.0 | 0.8 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.9 | 1.2 | 2.7 | 1.2 | 1.4 | 1.2 | 3.7 | 18.8 | 1.4 | 0.8 | 14.2 | 2.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 74.4 | 52.6 | 16.5 | 48.6 | 57.6 | 31.9 | 35.3 | 30.7 | 6.7 | 39.5 | 31.6 | 10.6 |
| LnGrp LOS | E | D | B | D | E | C | D | C | A | D | C | B |
| Approach Vol, veh/h | | 367 | | | 134 | | | 1915 | | | 1448 | |
| Approach Delay, s/veh | | 42.9 | | | 46.8 | | | 29.8 | | | 29.4 | |
| Approach LOS | | D | | | D | | | C | | | C | |

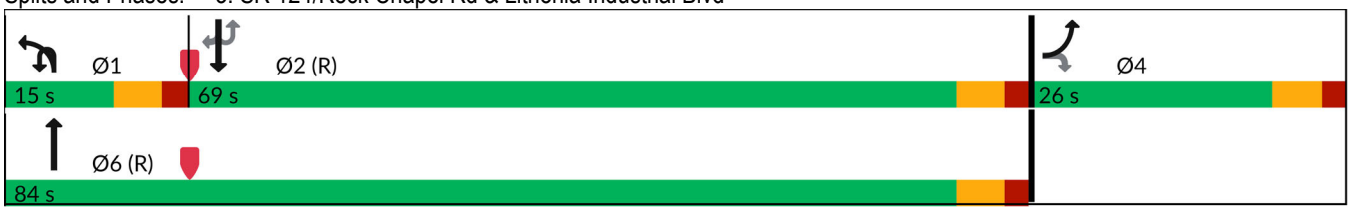
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 32.8 | 55.0 | 9.8 | 12.4 | 23.8 | 64.0 | 11.0 | 11.2 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 14.0 | 49.0 | 5.0 | 18.0 | 5.0 | 58.0 | 5.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 10.8 | 36.9 | 4.7 | 4.6 | 3.8 | 48.7 | 7.0 | 4.9 |
| Green Ext Time (p_c), s | 0.1 | 6.8 | 0.0 | 0.6 | 0.0 | 6.9 | 0.0 | 0.2 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 31.5 |
| HCM 7th LOS | C |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 253 | 90 | 101 | 1609 | 1047 | 439 |
| Future Volume (vph) | 253 | 90 | 101 | 1609 | 1047 | 439 |
| Turn Type | Prot | Perm | Prot | NA | NA | Perm |
| Protected Phases | 4 | | 1 | 6 | 2 | |
| Permitted Phases | | 4 | | | | 2 |
| Detector Phase | 4 | 4 | 1 | 6 | 2 | 2 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 | 24.0 |
| Total Split (s) | 26.0 | 26.0 | 15.0 | 84.0 | 69.0 | 69.0 |
| Total Split (%) | 23.6% | 23.6% | 13.6% | 76.4% | 62.7% | 62.7% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | Lead | | Lag | Lag |
| Lead-Lag Optimize? | | | Yes | | Yes | Yes |
| Recall Mode | None | None | None | C-Max | C-Max | C-Max |
| Act Effct Green (s) | 14.4 | 14.4 | 8.9 | 83.6 | 68.7 | 68.7 |
| Actuated g/C Ratio | 0.13 | 0.13 | 0.08 | 0.76 | 0.62 | 0.62 |
| v/c Ratio | 0.64 | 0.34 | 0.43 | 0.65 | 0.37 | 0.41 |
| Control Delay (s/veh) | 52.0 | 11.7 | 52.9 | 8.0 | 4.7 | 1.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 52.0 | 11.7 | 52.9 | 8.0 | 4.7 | 1.0 |
| LOS | D | B | D | A | A | A |
| Approach Delay (s/veh) | 41.4 | | | 10.7 | 3.7 | |
| Approach LOS | D | | | B | A | |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 48 (44%), Referenced to phase 2:SBTU and 6:NBT, Start of Green | |
| Natural Cycle: 60 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.65 | |
| Intersection Signal Delay (s/veh): 10.7 | Intersection LOS: B |
| Intersection Capacity Utilization 61.7% | ICU Level of Service B |
| Analysis Period (min) 15 | |

Splits and Phases: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd



| Movement | EBL | EBR | NBU | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (veh/h) | 253 | 90 | 2 | 101 | 1609 | 0 | 1047 | 439 |
| Future Volume (veh/h) | 253 | 90 | 2 | 101 | 1609 | 0 | 1047 | 439 |
| Initial Q (Qb), veh | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Work Zone On Approach | No | | | | No | | No | |
| Adj Sat Flow, veh/h/ln | 1781 | 1826 | | 1737 | 1841 | | 1796 | 1826 |
| Adj Flow Rate, veh/h | 269 | 96 | | 107 | 1712 | | 1114 | 467 |
| Peak Hour Factor | 0.94 | 0.94 | | 0.94 | 0.94 | | 0.94 | 0.94 |
| Percent Heavy Veh, % | 8 | 5 | | 11 | 4 | | 7 | 5 |
| Cap, veh/h | 347 | 163 | | 159 | 2747 | | 3340 | 1054 |
| Arrive On Green | 0.11 | 0.11 | | 0.05 | 0.79 | | 1.00 | 1.00 |
| Sat Flow, veh/h | 3291 | 1547 | | 3209 | 3589 | | 5065 | 1547 |
| Grp Volume(v), veh/h | 269 | 96 | | 107 | 1712 | | 1114 | 467 |
| Grp Sat Flow(s),veh/h/ln | 1646 | 1547 | | 1605 | 1749 | | 1635 | 1547 |
| Q Serve(g_s), s | 8.8 | 6.5 | | 3.6 | 22.6 | | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 8.8 | 6.5 | | 3.6 | 22.6 | | 0.0 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | | | | 1.00 |
| Lane Grp Cap(c), veh/h | 347 | 163 | | 159 | 2747 | | 3340 | 1054 |
| V/C Ratio(X) | 0.77 | 0.59 | | 0.67 | 0.62 | | 0.33 | 0.44 |
| Avail Cap(c_a), veh/h | 598 | 281 | | 263 | 2747 | | 3340 | 1054 |
| HCM Platoon Ratio | 1.00 | 1.00 | | 1.00 | 1.00 | | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.86 | 0.86 |
| Uniform Delay (d), s/veh | 47.9 | 46.9 | | 51.4 | 5.0 | | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 3.7 | 3.3 | | 4.8 | 1.1 | | 0.2 | 1.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.7 | 2.6 | | 1.5 | 5.5 | | 0.1 | 0.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | |
| LnGrp Delay(d), s/veh | 51.6 | 50.3 | | 56.2 | 6.0 | | 0.2 | 1.2 |
| LnGrp LOS | D | D | | E | A | | A | A |
| Approach Vol, veh/h | 365 | | | | 1819 | | 1581 | |
| Approach Delay, s/veh | 51.3 | | | | 9.0 | | 0.5 | |
| Approach LOS | D | | | | A | | A | |

| Timer - Assigned Phs | 1 | 2 | | 4 | | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 11.5 | 80.9 | | 17.6 | | 92.4 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 9.0 | 63.0 | | 20.0 | | 78.0 |
| Max Q Clear Time (g_c+I1), s | 5.6 | 2.0 | | 10.8 | | 24.6 |
| Green Ext Time (p_c), s | 0.1 | 12.7 | | 0.9 | | 20.2 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 9.5 |
| HCM 7th LOS | A |

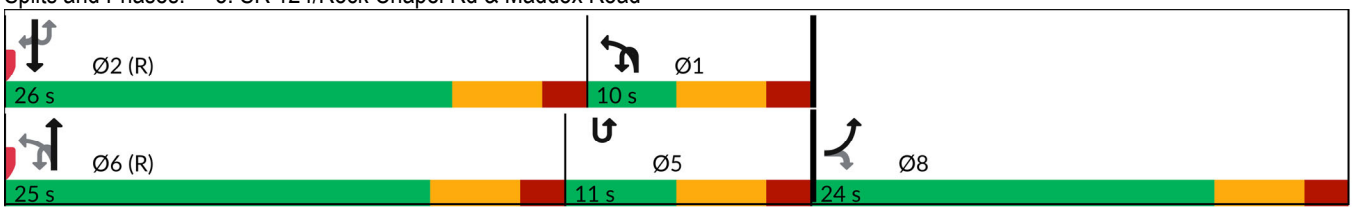
Notes

User approved ignoring U-Turning movement.

| Lane Group | EBL | EBR | NBU | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 13 | 38 | 3 | 95 | 1670 | 3 | 1077 | 32 |
| Future Volume (vph) | 13 | 38 | 3 | 95 | 1670 | 3 | 1077 | 32 |
| Turn Type | Prot | Perm | pm+pt | pm+pt | NA | pm+pt | NA | Perm |
| Protected Phases | 8 | | 1 | 1 | 6 | 5 | 2 | |
| Permitted Phases | | 8 | 6 | 6 | | 2 | | 2 |
| Detector Phase | 8 | 8 | 1 | 1 | 6 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 24.0 | 24.0 | 10.0 | 10.0 | 24.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 24.0 | 24.0 | 10.0 | 10.0 | 25.0 | 11.0 | 26.0 | 26.0 |
| Total Split (%) | 40.0% | 40.0% | 16.7% | 16.7% | 41.7% | 18.3% | 43.3% | 43.3% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | Lag | Lag | Lead | Lag | Lead | Lead |
| Lead-Lag Optimize? | | | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 6.5 | 6.5 | | 44.7 | 46.3 | 42.3 | 39.3 | 39.3 |
| Actuated g/C Ratio | 0.11 | 0.11 | | 0.75 | 0.77 | 0.71 | 0.66 | 0.66 |
| v/c Ratio | 0.10 | 0.25 | | 0.30 | 0.45 | 0.01 | 0.50 | 0.04 |
| Control Delay (s/veh) | 25.0 | 13.1 | | 8.3 | 5.9 | 3.7 | 9.2 | 3.4 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 25.0 | 13.1 | | 8.3 | 5.9 | 3.7 | 9.2 | 3.4 |
| LOS | C | B | | A | A | A | A | A |
| Approach Delay (s/veh) | 16.1 | | | | 6.1 | | 9.1 | |
| Approach LOS | B | | | | A | | A | |

| Intersection Summary | |
|---|---|
| Cycle Length: 60 | |
| Actuated Cycle Length: 60 | |
| Offset: 0 (0%), Referenced to phase 2:SBTU and 6:NBTL, Start of Green | |
| Natural Cycle: 65 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.50 | |
| Intersection Signal Delay (s/veh): 7.4 | Intersection LOS: A |
| Intersection Capacity Utilization 55.6% | ICU Level of Service B |
| Analysis Period (min) 15 | |

Splits and Phases: 5: SR 124/Rock Chapel Rd & Maddox Road



| Movement | EBL | EBR | NBU | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (veh/h) | 13 | 38 | 3 | 95 | 1670 | 3 | 1077 | 32 |
| Future Volume (veh/h) | 13 | 38 | 3 | 95 | 1670 | 3 | 1077 | 32 |
| Initial Q (Qb), veh | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Work Zone On Approach | No | | | | No | | No | |
| Adj Sat Flow, veh/h/ln | 1159 | 1278 | | 1737 | 1826 | | 1811 | 1604 |
| Adj Flow Rate, veh/h | 13 | 39 | | 98 | 1722 | | 1110 | 33 |
| Peak Hour Factor | 0.97 | 0.97 | | 0.97 | 0.97 | | 0.97 | 0.97 |
| Percent Heavy Veh, % | 50 | 42 | | 11 | 5 | | 6 | 20 |
| Cap, veh/h | 53 | 52 | | 647 | 3747 | | 1147 | 453 |
| Arrive On Green | 0.05 | 0.05 | | 0.32 | 0.75 | | 0.33 | 0.33 |
| Sat Flow, veh/h | 1104 | 1083 | | 1654 | 5149 | | 3532 | 1359 |
| Grp Volume(v), veh/h | 13 | 39 | | 98 | 1722 | | 1110 | 33 |
| Grp Sat Flow(s),veh/h/ln | 1104 | 1083 | | 1654 | 1662 | | 1721 | 1359 |
| Q Serve(g_s), s | 0.7 | 2.1 | | 0.0 | 7.9 | | 19.0 | 1.0 |
| Cycle Q Clear(g_c), s | 0.7 | 2.1 | | 0.0 | 7.9 | | 19.0 | 1.0 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | | | | 1.00 |
| Lane Grp Cap(c), veh/h | 53 | 52 | | 647 | 3747 | | 1147 | 453 |
| V/C Ratio(X) | 0.24 | 0.75 | | 0.15 | 0.46 | | 0.97 | 0.07 |
| Avail Cap(c_a), veh/h | 331 | 325 | | 647 | 3747 | | 1147 | 453 |
| HCM Platoon Ratio | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | | 0.60 | 0.60 | | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 27.5 | 28.2 | | 13.9 | 2.8 | | 19.7 | 13.7 |
| Incr Delay (d2), s/veh | 2.3 | 18.7 | | 0.1 | 0.2 | | 19.9 | 0.3 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 0.8 | | 0.8 | 0.6 | | 9.3 | 0.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | |
| LnGrp Delay(d), s/veh | 29.8 | 46.9 | | 14.0 | 3.1 | | 39.6 | 14.0 |
| LnGrp LOS | C | D | | B | A | | D | B |
| Approach Vol, veh/h | 52 | | | | 1820 | | 1143 | |
| Approach Delay, s/veh | 42.7 | | | | 3.7 | | 38.8 | |
| Approach LOS | D | | | | A | | D | |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 25.1 | 26.0 | | | | 51.1 | | 8.9 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | | | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 4.0 | 20.0 | | | | 19.0 | | 18.0 |
| Max Q Clear Time (g_c+I1), s | 2.0 | 21.0 | | | | 9.9 | | 4.1 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | | | 6.7 | | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 17.7 |
| HCM 7th LOS | B |

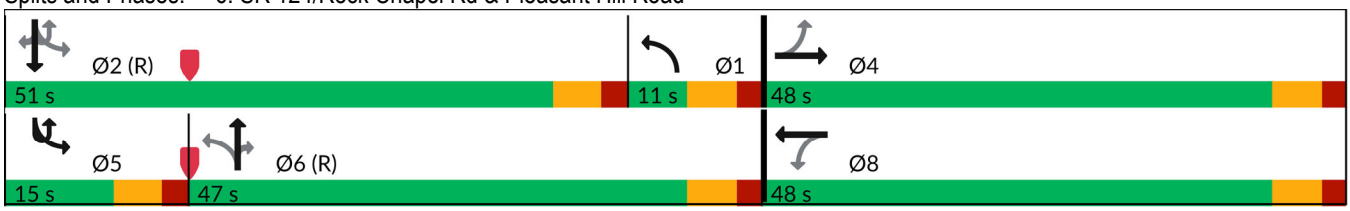
Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | |
| Traffic Volume (vph) | 3 | 0 | 421 | 1 | 4 | 1467 | 196 | 2 | 128 | 1013 | 2 |
| Future Volume (vph) | 3 | 0 | 421 | 1 | 4 | 1467 | 196 | 2 | 128 | 1013 | 2 |
| Turn Type | Perm | NA | Perm | NA | pm+pt | NA | Perm | pm+pt | pm+pt | NA | Perm |
| Protected Phases | | 4 | | 8 | 1 | 6 | | 5 | 5 | 2 | |
| Permitted Phases | 4 | | 8 | | 6 | | 6 | 2 | 2 | | 2 |
| Detector Phase | 4 | 4 | 8 | 8 | 1 | 6 | 6 | 5 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 24.0 | 24.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 | 11.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 48.0 | 48.0 | 48.0 | 48.0 | 11.0 | 47.0 | 47.0 | 15.0 | 15.0 | 51.0 | 51.0 |
| Total Split (%) | 43.6% | 43.6% | 43.6% | 43.6% | 10.0% | 42.7% | 42.7% | 13.6% | 13.6% | 46.4% | 46.4% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | | | Lag | Lag | Lag | Lead | Lead | Lead | Lead |
| Lead-Lag Optimize? | | | | | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | C-Max | C-Max | None | None | C-Max | C-Max |
| Act Effct Green (s) | | 38.2 | 38.2 | 38.2 | 45.1 | 45.1 | 45.1 | | 57.6 | 57.6 | 57.6 |
| Actuated g/C Ratio | | 0.35 | 0.35 | 0.35 | 0.41 | 0.41 | 0.41 | | 0.52 | 0.52 | 0.52 |
| v/c Ratio | | 0.02 | 0.90 | 0.42 | 0.02 | 0.74 | 0.28 | | 0.64 | 0.60 | 0.00 |
| Control Delay (s/veh) | | 0.1 | 56.9 | 8.4 | 22.8 | 31.2 | 4.3 | | 33.2 | 21.6 | 0.0 |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | | 0.1 | 56.9 | 8.4 | 22.8 | 31.2 | 4.3 | | 33.2 | 21.6 | 0.0 |
| LOS | | A | E | A | C | C | A | | C | C | A |
| Approach Delay (s/veh) | | 0.1 | | 37.4 | | 28.0 | | | | 22.9 | |
| Approach LOS | | A | | D | | C | | | | C | |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green | |
| Natural Cycle: 75 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.90 | |
| Intersection Signal Delay (s/veh): 28.2 | Intersection LOS: C |
| Intersection Capacity Utilization 80.5% | ICU Level of Service D |
| Analysis Period (min) 15 | |

Splits and Phases: 6: SR 124/Rock Chapel Rd & Pleasant Hill Road



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBU | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 3 | 0 | 4 | 421 | 1 | 282 | 4 | 1467 | 196 | 2 | 128 | 1013 |
| Future Volume (veh/h) | 3 | 0 | 4 | 421 | 1 | 282 | 4 | 1467 | 196 | 2 | 128 | 1013 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | | No |
| Adj Sat Flow, veh/h/ln | 418 | 1900 | 789 | 1841 | 1900 | 1856 | 1530 | 1826 | 1767 | | 1811 | 1767 |
| Adj Flow Rate, veh/h | 3 | 0 | 4 | 430 | 1 | 288 | 4 | 1497 | 200 | | 131 | 1034 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | | 0.98 | 0.98 |
| Percent Heavy Veh, % | 100 | 0 | 75 | 4 | 0 | 3 | 25 | 5 | 9 | | 6 | 9 |
| Cap, veh/h | 185 | 18 | 208 | 516 | 2 | 603 | 198 | 1954 | 587 | | 191 | 1373 |
| Arrive On Green | 0.38 | 0.00 | 0.38 | 0.38 | 0.38 | 0.38 | 0.05 | 0.39 | 0.39 | | 0.07 | 0.41 |
| Sat Flow, veh/h | 368 | 48 | 554 | 1390 | 6 | 1605 | 1457 | 4985 | 1497 | | 1725 | 3357 |
| Grp Volume(v), veh/h | 7 | 0 | 0 | 430 | 0 | 289 | 4 | 1497 | 200 | | 131 | 1034 |
| Grp Sat Flow(s),veh/h/ln | 969 | 0 | 0 | 1390 | 0 | 1611 | 1457 | 1662 | 1497 | | 1725 | 1678 |
| Q Serve(g_s), s | 0.1 | 0.0 | 0.0 | 23.8 | 0.0 | 15.0 | 0.0 | 28.7 | 10.3 | | 5.7 | 28.9 |
| Cycle Q Clear(g_c), s | 15.1 | 0.0 | 0.0 | 38.9 | 0.0 | 15.0 | 0.0 | 28.7 | 10.3 | | 5.7 | 28.9 |
| Prop In Lane | 0.43 | | 0.57 | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | |
| Lane Grp Cap(c), veh/h | 411 | 0 | 0 | 516 | 0 | 605 | 198 | 1954 | 587 | | 191 | 1373 |
| V/C Ratio(X) | 0.02 | 0.00 | 0.00 | 0.83 | 0.00 | 0.48 | 0.02 | 0.77 | 0.34 | | 0.69 | 0.75 |
| Avail Cap(c_a), veh/h | 419 | 0 | 0 | 525 | 0 | 615 | 198 | 1954 | 587 | | 214 | 1373 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.87 | 0.87 |
| Uniform Delay (d), s/veh | 22.2 | 0.0 | 0.0 | 35.6 | 0.0 | 26.1 | 37.4 | 29.1 | 23.5 | | 28.4 | 27.8 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.0 | 10.8 | 0.0 | 0.6 | 0.0 | 2.9 | 1.6 | | 6.7 | 3.4 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 0.0 | 0.0 | 12.2 | 0.0 | 5.6 | 0.1 | 11.2 | 3.7 | | 2.6 | 11.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 22.3 | 0.0 | 0.0 | 46.4 | 0.0 | 26.7 | 37.4 | 32.0 | 25.0 | | 35.2 | 31.1 |
| LnGrp LOS | C | | | D | | C | D | C | C | | D | C |
| Approach Vol, veh/h | | 7 | | | 719 | | | 1701 | | | | 1167 |
| Approach Delay, s/veh | | 22.3 | | | 38.5 | | | 31.2 | | | | 31.6 |
| Approach LOS | | C | | | D | | | C | | | | C |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 11.7 | 51.0 | | 47.3 | 13.6 | 49.1 | | 47.3 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 5.0 | 45.0 | | 42.0 | 9.0 | 41.0 | | 42.0 |
| Max Q Clear Time (g_c+I1), s | 2.0 | 30.9 | | 17.1 | 7.7 | 30.7 | | 40.9 |
| Green Ext Time (p_c), s | 0.0 | 5.8 | | 0.0 | 0.0 | 6.9 | | 0.4 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 32.7 |
| HCM 7th LOS | C |

Notes

User approved ignoring U-Turning movement.

| Movement | SBR |
|---|---|
| Lane Configurations | |
| Traffic Volume (veh/h) | 2 |
| Future Volume (veh/h) | 2 |
| Initial Q (Qb), veh | 0 |
| Lane Width Adj. | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 |
| Parking Bus, Adj | 1.00 |
| Work Zone On Approach | |
| Adj Sat Flow, veh/h/ln | 1900 |
| Adj Flow Rate, veh/h | 2 |
| Peak Hour Factor | 0.98 |
| Percent Heavy Veh, % | 0 |
| Cap, veh/h | 659 |
| Arrive On Green | 0.41 |
| Sat Flow, veh/h | 1610 |
| Grp Volume(v), veh/h | 2 |
| Grp Sat Flow(s),veh/h/ln | 1610 |
| Q Serve(g_s), s | 0.1 |
| Cycle Q Clear(g_c), s | 0.1 |
| Prop In Lane | 1.00 |
| Lane Grp Cap(c), veh/h | 659 |
| V/C Ratio(X) | 0.00 |
| Avail Cap(c_a), veh/h | 659 |
| HCM Platoon Ratio | 1.00 |
| Upstream Filter(I) | 0.87 |
| Uniform Delay (d), s/veh | 19.2 |
| Incr Delay (d2), s/veh | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 |
| Unsig. Movement Delay, s/veh | |
| LnGrp Delay(d), s/veh | 19.2 |
| LnGrp LOS | B |
| Approach Vol, veh/h | |
| Approach Delay, s/veh | |
| Approach LOS | |
| Timer - Assigned Phs | |

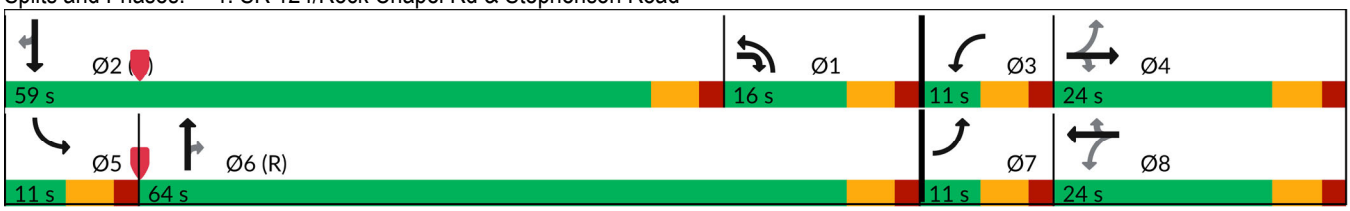
## 1: SR 124/Rock Chapel Rd & Stephenson Road

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 151 | 7 | 236 | 11 | 9 | 7 | 152 | 1749 | 5 | 2 | 1575 | 173 |
| Future Volume (vph) | 151 | 7 | 236 | 11 | 9 | 7 | 152 | 1749 | 5 | 2 | 1575 | 173 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | Perm | Prot | NA | Perm | Prot | NA | Perm |
| Protected Phases | 7 | 4 | 1 | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | 6 | | | 2 |
| Detector Phase | 7 | 4 | 1 | 3 | 8 | 8 | 1 | 6 | 6 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 11.0 | 24.0 | 11.0 | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 11.0 | 24.0 | 16.0 | 11.0 | 24.0 | 24.0 | 16.0 | 64.0 | 64.0 | 11.0 | 59.0 | 59.0 |
| Total Split (%) | 10.0% | 21.8% | 14.5% | 10.0% | 21.8% | 21.8% | 14.5% | 58.2% | 58.2% | 10.0% | 53.6% | 53.6% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lag | Lag | Lag | Lead | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | None | None | C-Max | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 9.3 | 8.3 | 23.1 | 7.7 | 6.1 | 6.1 | 10.0 | 85.1 | 85.1 | 5.7 | 71.5 | 71.5 |
| Actuated g/C Ratio | 0.08 | 0.08 | 0.21 | 0.07 | 0.06 | 0.06 | 0.09 | 0.77 | 0.77 | 0.05 | 0.65 | 0.65 |
| v/c Ratio | 1.31 | 0.05 | 0.54 | 0.09 | 0.08 | 0.02 | 0.99 | 0.68 | 0.00 | 0.02 | 0.73 | 0.17 |
| Control Delay (s/veh) | 228.7 | 46.4 | 18.7 | 42.9 | 50.6 | 0.1 | 100.8 | 3.6 | 0.0 | 50.0 | 16.6 | 1.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 228.7 | 46.4 | 18.7 | 42.9 | 50.6 | 0.1 | 100.8 | 3.6 | 0.0 | 50.0 | 16.6 | 1.9 |
| LOS | F | D | B | D | D | A | F | A | A | D | B | A |
| Approach Delay (s/veh) | | 99.8 | | | 34.7 | | | 11.3 | | | 15.2 | |
| Approach LOS | | F | | | C | | | B | | | B | |

### Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 5 (5%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.31
Intersection Signal Delay (s/veh): 21.7 — Intersection LOS: C
Intersection Capacity Utilization 82.5% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 1: SR 124/Rock Chapel Rd & Stephenson Road



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 151 | 7 | 236 | 11 | 9 | 7 | 152 | 1749 | 5 | 2 | 1575 | 173 |
| Future Volume (veh/h) | 151 | 7 | 236 | 11 | 9 | 7 | 152 | 1749 | 5 | 2 | 1575 | 173 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1885 | 1856 | 1900 | 1900 | 1841 | 1870 |
| Adj Flow Rate, veh/h | 159 | 7 | 248 | 12 | 9 | 7 | 160 | 1841 | 5 | 2 | 1658 | 182 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 2 |
| Cap, veh/h | 206 | 146 | 461 | 143 | 86 | 73 | 375 | 2426 | 1108 | 5 | 1685 | 764 |
| Arrive On Green | 0.05 | 0.08 | 0.08 | 0.01 | 0.05 | 0.05 | 0.21 | 0.69 | 0.69 | 0.00 | 0.48 | 0.48 |
| Sat Flow, veh/h | 1810 | 1900 | 1610 | 1810 | 1900 | 1610 | 1795 | 3526 | 1610 | 1810 | 3497 | 1585 |
| Grp Volume(v), veh/h | 159 | 7 | 248 | 12 | 9 | 7 | 160 | 1841 | 5 | 2 | 1658 | 182 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1900 | 1610 | 1810 | 1900 | 1610 | 1795 | 1763 | 1610 | 1810 | 1749 | 1585 |
| Q Serve(g_s), s | 5.0 | 0.4 | 1.4 | 0.7 | 0.5 | 0.5 | 8.5 | 37.5 | 0.1 | 0.1 | 51.4 | 5.2 |
| Cycle Q Clear(g_c), s | 5.0 | 0.4 | 1.4 | 0.7 | 0.5 | 0.5 | 8.5 | 37.5 | 0.1 | 0.1 | 51.4 | 5.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 206 | 146 | 461 | 143 | 86 | 73 | 375 | 2426 | 1108 | 5 | 1685 | 764 |
| V/C Ratio(X) | 0.77 | 0.05 | 0.54 | 0.08 | 0.10 | 0.10 | 0.43 | 0.76 | 0.00 | 0.41 | 0.98 | 0.24 |
| Avail Cap(c_a), veh/h | 206 | 311 | 600 | 200 | 311 | 263 | 375 | 2426 | 1108 | 82 | 1685 | 764 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 50.3 | 47.0 | 19.0 | 49.0 | 50.4 | 50.3 | 37.8 | 11.2 | 5.4 | 54.8 | 28.1 | 8.2 |
| Incr Delay (d2), s/veh | 16.5 | 0.1 | 1.0 | 0.3 | 0.5 | 0.6 | 0.8 | 2.3 | 0.0 | 47.1 | 18.4 | 0.7 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 5.2 | 0.2 | 4.1 | 0.3 | 0.3 | 0.2 | 3.7 | 12.3 | 0.0 | 0.1 | 23.6 | 2.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 66.8 | 47.2 | 20.0 | 49.2 | 50.9 | 50.9 | 38.5 | 13.5 | 5.4 | 101.9 | 46.5 | 9.0 |
| LnGrp LOS | E | D | B | D | D | D | D | B | A | F | D | A |
| Approach Vol, veh/h | | 414 | | | 28 | | | 2006 | | | 1842 | |
| Approach Delay, s/veh | | 38.4 | | | 50.2 | | | 15.5 | | | 42.9 | |
| Approach LOS | | D | | | D | | | B | | | D | |

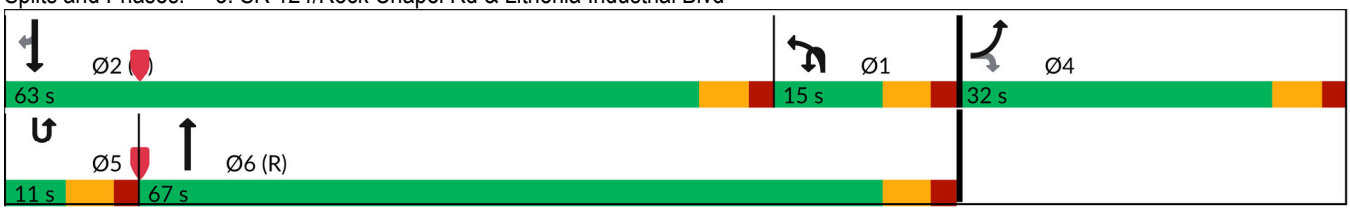
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 29.0 | 59.0 | 7.5 | 14.5 | 6.3 | 81.7 | 11.0 | 11.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 10.0 | 53.0 | 5.0 | 18.0 | 5.0 | 58.0 | 5.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 10.5 | 53.4 | 2.7 | 3.4 | 2.1 | 39.5 | 7.0 | 2.5 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 12.7 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 29.7 |
| HCM 7th LOS | C |

| Lane Group | EBL | EBR | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 550 | 158 | 111 | 1371 | 1 | 1483 | 391 |
| Future Volume (vph) | 550 | 158 | 111 | 1371 | 1 | 1483 | 391 |
| Turn Type | Prot | Perm | Prot | NA | Prot | NA | Perm |
| Protected Phases | 4 | | 1 | 6 | 5 | 2 | |
| Permitted Phases | | 4 | | | | | 2 |
| Detector Phase | 4 | 4 | 1 | 6 | 5 | 2 | 2 |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 24.0 | 24.0 | 11.0 | 24.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 32.0 | 32.0 | 15.0 | 67.0 | 11.0 | 63.0 | 63.0 |
| Total Split (%) | 29.1% | 29.1% | 13.6% | 60.9% | 10.0% | 57.3% | 57.3% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | Lag | Lag | Lead | Lead | Lead |
| Lead-Lag Optimize? | | | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 22.9 | 22.9 | 9.0 | 72.9 | 5.3 | 60.1 | 60.1 |
| Actuated g/C Ratio | 0.21 | 0.21 | 0.08 | 0.66 | 0.05 | 0.55 | 0.55 |
| v/c Ratio | 0.80 | 0.36 | 0.48 | 0.61 | 0.01 | 0.56 | 0.39 |
| Control Delay (s/veh) | 50.5 | 7.7 | 48.1 | 7.2 | 61.0 | 14.8 | 3.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 50.5 | 7.7 | 48.1 | 7.2 | 61.0 | 14.8 | 3.5 |
| LOS | D | A | D | A | E | B | A |
| Approach Delay (s/veh) | 40.9 | | | 10.3 | | 12.4 | |
| Approach LOS | D | | | B | | B | |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 55 (50%), Referenced to phase 2:SBT and 6:NBT, Start of Green | |
| Natural Cycle: 70 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.80 | |
| Intersection Signal Delay (s/veh): 16.6 | Intersection LOS: B |
| Intersection Capacity Utilization 72.8% | ICU Level of Service C |
| Analysis Period (min) 15 | |

Splits and Phases: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd



| Movement | EBL | EBR | NBU | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (veh/h) | 550 | 158 | 3 | 111 | 1371 | 1 | 1483 | 391 |
| Future Volume (veh/h) | 550 | 158 | 3 | 111 | 1371 | 1 | 1483 | 391 |
| Initial Q (Qb), veh | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Work Zone On Approach | No | | | | No | | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1841 | | 1648 | 1856 | | 1856 | 1826 |
| Adj Flow Rate, veh/h | 567 | 163 | | 114 | 1413 | | 1529 | 403 |
| Peak Hour Factor | 0.97 | 0.97 | | 0.97 | 0.97 | | 0.97 | 0.97 |
| Percent Heavy Veh, % | 3 | 4 | | 17 | 3 | | 3 | 5 |
| Cap, veh/h | 659 | 300 | | 383 | 2463 | | 2625 | 802 |
| Arrive On Green | 0.19 | 0.19 | | 0.08 | 0.47 | | 1.00 | 1.00 |
| Sat Flow, veh/h | 3428 | 1560 | | 3045 | 3618 | | 5233 | 1547 |
| Grp Volume(v), veh/h | 567 | 163 | | 114 | 1413 | | 1529 | 403 |
| Grp Sat Flow(s),veh/h/ln | 1714 | 1560 | | 1522 | 1763 | | 1689 | 1547 |
| Q Serve(g_s), s | 17.6 | 10.4 | | 3.9 | 32.1 | | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 17.6 | 10.4 | | 3.9 | 32.1 | | 0.0 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | | | | 1.00 |
| Lane Grp Cap(c), veh/h | 659 | 300 | | 383 | 2463 | | 2625 | 802 |
| V/C Ratio(X) | 0.86 | 0.54 | | 0.30 | 0.57 | | 0.58 | 0.50 |
| Avail Cap(c_a), veh/h | 810 | 369 | | 383 | 2463 | | 2625 | 802 |
| HCM Platoon Ratio | 1.00 | 1.00 | | 0.67 | 0.67 | | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.76 | 0.76 |
| Uniform Delay (d), s/veh | 43.0 | 40.1 | | 45.8 | 17.3 | | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 7.9 | 1.5 | | 0.4 | 1.0 | | 0.7 | 1.7 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 7.9 | 9.1 | | 1.5 | 13.7 | | 0.2 | 0.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | |
| LnGrp Delay(d), s/veh | 50.9 | 41.6 | | 46.2 | 18.3 | | 0.7 | 1.7 |
| LnGrp LOS | D | D | | D | B | | A | A |
| Approach Vol, veh/h | 730 | | | | 1527 | | 1932 | |
| Approach Delay, s/veh | 48.8 | | | | 20.4 | | 0.9 | |
| Approach LOS | D | | | | C | | A | |

| Timer - Assigned Phs | 1 | 2 | | 4 | | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 19.8 | 63.0 | | 27.2 | | 82.8 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 9.0 | 57.0 | | 26.0 | | 61.0 |
| Max Q Clear Time (g_c+I1), s | 5.9 | 2.0 | | 19.6 | | 34.1 |
| Green Ext Time (p_c), s | 0.1 | 18.9 | | 1.6 | | 11.5 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 16.4 |
| HCM 7th LOS | B |

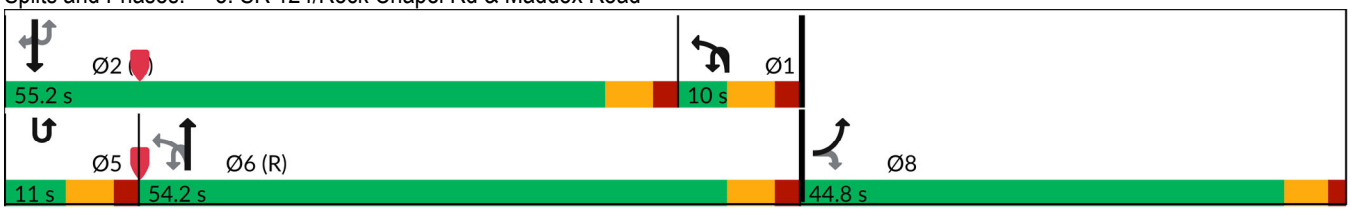
Notes

User approved ignoring U-Turning movement.

| Lane Group | EBL | EBR | NBU | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 40 | 112 | 11 | 79 | 1455 | 2 | 1659 | 19 |
| Future Volume (vph) | 40 | 112 | 11 | 79 | 1455 | 2 | 1659 | 19 |
| Turn Type | Prot | Perm | pm+pt | pm+pt | NA | pm+pt | NA | Perm |
| Protected Phases | 8 | | 1 | 1 | 6 | 5 | 2 | |
| Permitted Phases | | 8 | 6 | 6 | | 2 | | 2 |
| Detector Phase | 8 | 8 | 1 | 1 | 6 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 24.0 | 24.0 | 10.0 | 10.0 | 24.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 44.8 | 44.8 | 10.0 | 10.0 | 54.2 | 11.0 | 55.2 | 55.2 |
| Total Split (%) | 40.7% | 40.7% | 9.1% | 9.1% | 49.3% | 10.0% | 50.2% | 50.2% |
| Yellow Time (s) | 3.5 | 3.5 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 1.5 | 1.5 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | Lag | Lag | Lag | Lead | Lead | Lead |
| Lead-Lag Optimize? | | | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 9.1 | 9.1 | | 87.6 | 87.6 | 79.9 | 79.9 | 79.9 |
| Actuated g/C Ratio | 0.08 | 0.08 | | 0.80 | 0.80 | 0.73 | 0.73 | 0.73 |
| v/c Ratio | 0.31 | 0.58 | | 0.63 | 0.38 | 0.01 | 0.67 | 0.02 |
| Control Delay (s/veh) | 52.3 | 28.9 | | 34.5 | 2.0 | 0.5 | 3.8 | 0.2 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 52.3 | 28.9 | | 34.5 | 2.0 | 0.5 | 3.8 | 0.2 |
| LOS | D | C | | C | A | A | A | A |
| Approach Delay (s/veh) | 35.0 | | | | 3.9 | | 3.7 | |
| Approach LOS | D | | | | A | | A | |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 0 (0%), Referenced to phase 2:SBTU and 6:NBTL, Start of Green | |
| Natural Cycle: 80 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.67 | |
| Intersection Signal Delay (s/veh): 5.2 | Intersection LOS: A |
| Intersection Capacity Utilization 71.9% | ICU Level of Service C |
| Analysis Period (min) 15 | |

Splits and Phases: 5: SR 124/Rock Chapel Rd & Maddox Road



| Movement | EBL | EBR | NBU | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (veh/h) | 40 | 112 | 11 | 79 | 1455 | 2 | 1659 | 19 |
| Future Volume (veh/h) | 40 | 112 | 11 | 79 | 1455 | 2 | 1659 | 19 |
| Initial Q (Qb), veh | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Work Zone On Approach | No | | | | No | | No | |
| Adj Sat Flow, veh/h/ln | 1707 | 1781 | | 1203 | 1841 | | 1856 | 1411 |
| Adj Flow Rate, veh/h | 41 | 115 | | 81 | 1500 | | 1710 | 20 |
| Peak Hour Factor | 0.97 | 0.97 | | 0.97 | 0.97 | | 0.97 | 0.97 |
| Percent Heavy Veh, % | 13 | 8 | | 47 | 4 | | 3 | 33 |
| Cap, veh/h | 156 | 145 | | 412 | 4039 | | 1577 | 535 |
| Arrive On Green | 0.10 | 0.10 | | 0.60 | 1.00 | | 0.89 | 0.89 |
| Sat Flow, veh/h | 1626 | 1510 | | 1146 | 5191 | | 3618 | 1196 |
| Grp Volume(v), veh/h | 41 | 115 | | 81 | 1500 | | 1710 | 20 |
| Grp Sat Flow(s),veh/h/ln | 1626 | 1510 | | 1146 | 1675 | | 1763 | 1196 |
| Q Serve(g_s), s | 2.6 | 8.2 | | 0.0 | 0.0 | | 49.2 | 0.2 |
| Cycle Q Clear(g_c), s | 2.6 | 8.2 | | 0.0 | 0.0 | | 49.2 | 0.2 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | | | | 1.00 |
| Lane Grp Cap(c), veh/h | 156 | 145 | | 412 | 4039 | | 1577 | 535 |
| V/C Ratio(X) | 0.26 | 0.79 | | 0.20 | 0.37 | | 1.08 | 0.04 |
| Avail Cap(c_a), veh/h | 588 | 546 | | 412 | 4039 | | 1577 | 535 |
| HCM Platoon Ratio | 1.00 | 1.00 | | 2.00 | 2.00 | | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 1.00 | | 0.76 | 0.76 | | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 46.1 | 48.6 | | 15.2 | 0.0 | | 5.8 | 3.2 |
| Incr Delay (d2), s/veh | 0.9 | 9.3 | | 0.2 | 0.2 | | 49.3 | 0.1 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.1 | 3.4 | | 0.8 | 0.1 | | 13.0 | 0.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | |
| LnGrp Delay(d), s/veh | 47.0 | 57.9 | | 15.4 | 0.2 | | 55.1 | 3.3 |
| LnGrp LOS | D | E | | B | A | | F | A |
| Approach Vol, veh/h | 156 | | | | 1581 | | 1730 | |
| Approach Delay, s/veh | 55.0 | | | | 1.0 | | 54.5 | |
| Approach LOS | E | | | | A | | D | |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 39.2 | 55.2 | | | | 94.4 | | 15.6 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | | | 6.0 | | 5.0 |
| Max Green Setting (Gmax), s | 4.0 | 49.2 | | | | 48.2 | | 39.8 |
| Max Q Clear Time (g_c+I1), s | 2.0 | 51.2 | | | | 2.0 | | 10.2 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | | | 14.3 | | 0.5 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 30.1 |
| HCM 7th LOS | C |

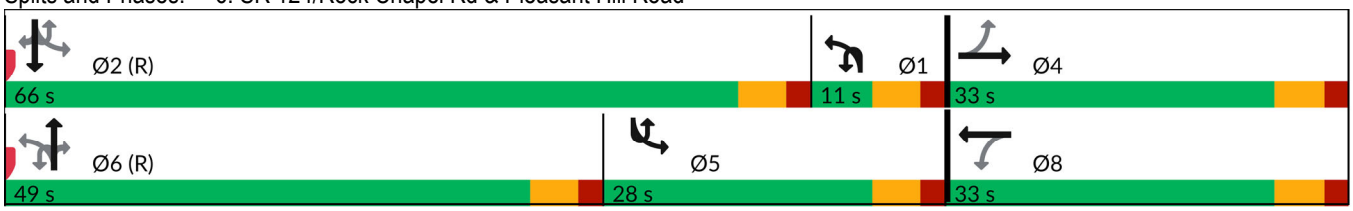
Notes

User approved ignoring U-Turning movement.

| Lane Group | EBL | EBT | WBL | WBT | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 6 | 5 | 225 | 5 | 3 | 5 | 1340 | 452 | 6 | 277 | 1485 | 3 |
| Future Volume (vph) | 6 | 5 | 225 | 5 | 3 | 5 | 1340 | 452 | 6 | 277 | 1485 | 3 |
| Turn Type | Perm | NA | Perm | NA | pm+pt | pm+pt | NA | Perm | pm+pt | pm+pt | NA | Perm |
| Protected Phases | | 4 | | 8 | 1 | 1 | 6 | | 5 | 5 | 2 | |
| Permitted Phases | 4 | | 8 | | 6 | 6 | | 6 | 2 | 2 | | 2 |
| Detector Phase | 4 | 4 | 8 | 8 | 1 | 1 | 6 | 6 | 5 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 24.0 | 24.0 | 24.0 | 24.0 | 11.0 | 11.0 | 24.0 | 24.0 | 11.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 33.0 | 33.0 | 33.0 | 33.0 | 11.0 | 11.0 | 49.0 | 49.0 | 28.0 | 28.0 | 66.0 | 66.0 |
| Total Split (%) | 30.0% | 30.0% | 30.0% | 30.0% | 10.0% | 10.0% | 44.5% | 44.5% | 25.5% | 25.5% | 60.0% | 60.0% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | | | Lag | Lag | Lead | Lead | Lag | Lag | Lead | Lead |
| Lead-Lag Optimize? | | | | | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | None | C-Max | C-Max | None | None | C-Max | C-Max |
| Act Effct Green (s) | | 22.8 | 22.8 | 22.8 | | 56.8 | 51.8 | 51.8 | | 75.2 | 73.0 | 73.0 |
| Actuated g/C Ratio | | 0.21 | 0.21 | 0.21 | | 0.52 | 0.47 | 0.47 | | 0.68 | 0.66 | 0.66 |
| v/c Ratio | | 0.04 | 0.82 | 0.44 | | 0.06 | 0.61 | 0.48 | | 0.75 | 0.66 | 0.00 |
| Control Delay (s/veh) | | 27.8 | 64.0 | 8.4 | | 11.4 | 24.5 | 3.8 | | 30.7 | 3.4 | 0.0 |
| Queue Delay | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | | 27.8 | 64.0 | 8.4 | | 11.4 | 24.5 | 3.8 | | 30.7 | 3.4 | 0.0 |
| LOS | | C | E | A | | B | C | A | | C | A | A |
| Approach Delay (s/veh) | | 27.8 | | 38.1 | | | 19.2 | | | | 7.8 | |
| Approach LOS | | C | | D | | | B | | | | A | |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 106 (96%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green | |
| Natural Cycle: 75 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.82 | |
| Intersection Signal Delay (s/veh): 16.2 | Intersection LOS: B |
| Intersection Capacity Utilization 79.3% | ICU Level of Service D |
| Analysis Period (min) 15 | |

Splits and Phases: 6: SR 124/Rock Chapel Rd & Pleasant Hill Road



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 6 | 5 | 3 | 225 | 5 | 191 | 3 | 5 | 1340 | 452 | 6 | 277 |
| Future Volume (veh/h) | 6 | 5 | 3 | 225 | 5 | 191 | 3 | 5 | 1340 | 452 | 6 | 277 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Work Zone On Approach | | No | | | No | | | | No | | | |
| Adj Sat Flow, veh/h/ln | 1900 | 1604 | 1900 | 1856 | 1900 | 1767 | | 1307 | 1811 | 1856 | | 1870 |
| Adj Flow Rate, veh/h | 6 | 5 | 3 | 234 | 5 | 199 | | 5 | 1396 | 471 | | 289 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 |
| Percent Heavy Veh, % | 0 | 20 | 0 | 3 | 0 | 9 | | 40 | 6 | 3 | | 2 |
| Cap, veh/h | 107 | 79 | 38 | 326 | 9 | 354 | | 239 | 1933 | 615 | | 492 |
| Arrive On Green | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | | 0.07 | 0.39 | 0.39 | | 0.44 |
| Sat Flow, veh/h | 267 | 353 | 169 | 1396 | 40 | 1577 | | 1245 | 4944 | 1572 | | 1781 |
| Grp Volume(v), veh/h | 14 | 0 | 0 | 234 | 0 | 204 | | 5 | 1396 | 471 | | 289 |
| Grp Sat Flow(s),veh/h/ln | 789 | 0 | 0 | 1396 | 0 | 1616 | | 1245 | 1648 | 1572 | | 1781 |
| Q Serve(g_s), s | 0.1 | 0.0 | 0.0 | 9.7 | 0.0 | 12.3 | | 0.0 | 26.4 | 28.6 | | 5.8 |
| Cycle Q Clear(g_c), s | 12.4 | 0.0 | 0.0 | 22.2 | 0.0 | 12.3 | | 0.0 | 26.4 | 28.6 | | 5.8 |
| Prop In Lane | 0.43 | | 0.21 | 1.00 | | 0.98 | | 1.00 | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 224 | 0 | 0 | 326 | 0 | 363 | | 239 | 1933 | 615 | | 492 |
| V/C Ratio(X) | 0.06 | 0.00 | 0.00 | 0.72 | 0.00 | 0.56 | | 0.02 | 0.72 | 0.77 | | 0.59 |
| Avail Cap(c_a), veh/h | 250 | 0 | 0 | 355 | 0 | 397 | | 239 | 1933 | 615 | | 492 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.69 |
| Uniform Delay (d), s/veh | 33.8 | 0.0 | 0.0 | 42.8 | 0.0 | 37.8 | | 16.6 | 28.4 | 29.1 | | 23.7 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 0.0 | 6.2 | 0.0 | 1.5 | | 0.0 | 2.4 | 8.9 | | 1.3 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 0.0 | 0.0 | 6.5 | 0.0 | 4.8 | | 0.1 | 10.2 | 11.6 | | 4.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 33.9 | 0.0 | 0.0 | 48.9 | 0.0 | 39.4 | | 16.6 | 30.8 | 38.0 | | 25.0 |
| LnGrp LOS | C | | | D | | D | | B | C | D | | C |
| Approach Vol, veh/h | | 14 | | | 438 | | | | 1872 | | | |
| Approach Delay, s/veh | | 33.9 | | | 44.5 | | | | 32.6 | | | |
| Approach LOS | | C | | | D | | | | C | | | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 13.3 | 66.0 | | 30.7 | 30.3 | 49.0 | | 30.7 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 5.0 | 60.0 | | 27.0 | 22.0 | 43.0 | | 27.0 |
| Max Q Clear Time (g_c+I1), s | 2.0 | 2.0 | | 14.4 | 7.8 | 30.6 | | 24.2 |
| Green Ext Time (p_c), s | 0.0 | 17.0 | | 0.0 | 0.7 | 8.2 | | 0.5 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 22.1 |
| HCM 7th LOS | C |

Notes

User approved ignoring U-Turning movement.

| Movement | SBT | SBR |
|---|---|---|
| Lane Configurations | | |
| Traffic Volume (veh/h) | 1485 | 3 |
| Future Volume (veh/h) | 1485 | 3 |
| Initial Q (Qb), veh | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 |
| Work Zone On Approach | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1411 |
| Adj Flow Rate, veh/h | 1547 | 3 |
| Peak Hour Factor | 0.96 | 0.96 |
| Percent Heavy Veh, % | 3 | 33 |
| Cap, veh/h | 1923 | 652 |
| Arrive On Green | 1.00 | 1.00 |
| Sat Flow, veh/h | 3526 | 1196 |
| Grp Volume(v), veh/h | 1547 | 3 |
| Grp Sat Flow(s),veh/h/ln | 1763 | 1196 |
| Q Serve(g_s), s | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 |
| Prop In Lane | | 1.00 |
| Lane Grp Cap(c), veh/h | 1923 | 652 |
| V/C Ratio(X) | 0.80 | 0.00 |
| Avail Cap(c_a), veh/h | 1923 | 652 |
| HCM Platoon Ratio | 2.00 | 2.00 |
| Upstream Filter(I) | 0.69 | 0.69 |
| Uniform Delay (d), s/veh | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 2.6 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.7 | 0.0 |
| Unsig. Movement Delay, s/veh | | |
| LnGrp Delay(d), s/veh | 2.6 | 0.0 |
| LnGrp LOS | A | A |
| Approach Vol, veh/h | 1839 | |
| Approach Delay, s/veh | 6.1 | |
| Approach LOS | A | |

| Timer - Assigned Phs |
|---|

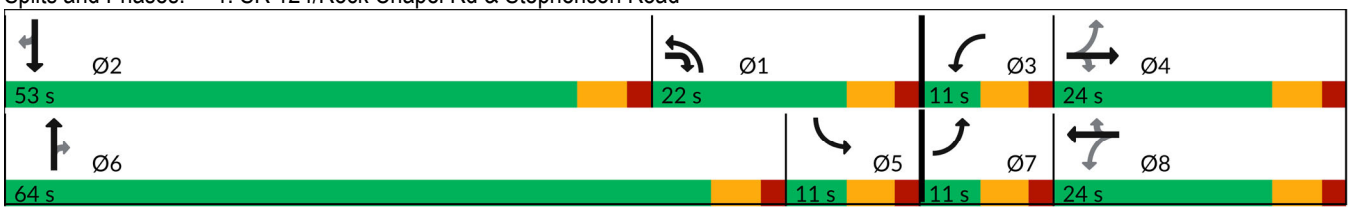
## 1: SR 124/Rock Chapel Rd & Stephenson Road

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 133 | 43 | 206 | 52 | 46 | 38 | 198 | 1653 | 115 | 33 | 1263 | 155 |
| Future Volume (vph) | 133 | 43 | 206 | 52 | 46 | 38 | 198 | 1653 | 115 | 33 | 1263 | 155 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | Perm | Prot | NA | Perm | Prot | NA | Perm |
| Protected Phases | 7 | 4 | 1 | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | 6 | | | 2 |
| Detector Phase | 7 | 4 | 1 | 3 | 8 | 8 | 1 | 6 | 6 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 11.0 | 24.0 | 11.0 | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 11.0 | 24.0 | 22.0 | 11.0 | 24.0 | 24.0 | 22.0 | 64.0 | 64.0 | 11.0 | 53.0 | 53.0 |
| Total Split (%) | 10.0% | 21.8% | 20.0% | 10.0% | 21.8% | 21.8% | 20.0% | 58.2% | 58.2% | 10.0% | 48.2% | 48.2% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lag | Lead | Lead | Lag | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | None | None | Max | Max | None | Max | Max |
| Act Effct Green (s) | 10.6 | 8.1 | 23.1 | 13.0 | 8.1 | 8.1 | 14.9 | 62.0 | 62.0 | 5.0 | 47.3 | 47.3 |
| Actuated g/C Ratio | 0.11 | 0.08 | 0.24 | 0.13 | 0.08 | 0.08 | 0.15 | 0.64 | 0.64 | 0.05 | 0.49 | 0.49 |
| v/c Ratio | 0.83 | 0.29 | 0.48 | 0.27 | 0.33 | 0.12 | 0.77 | 0.78 | 0.11 | 0.38 | 0.79 | 0.18 |
| Control Delay (s/veh) | 76.1 | 48.1 | 17.2 | 37.3 | 49.4 | 0.8 | 60.9 | 18.3 | 1.2 | 59.0 | 26.5 | 1.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 76.1 | 48.1 | 17.2 | 37.3 | 49.4 | 0.8 | 60.9 | 18.3 | 1.2 | 59.0 | 26.5 | 1.4 |
| LOS | E | D | B | D | D | A | E | B | A | E | C | A |
| Approach Delay (s/veh) | | 41.2 | | | 31.1 | | | 21.6 | | | 24.5 | |
| Approach LOS | | D | | | C | | | C | | | C | |

### Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 96.9
Natural Cycle: 100
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.83
Intersection Signal Delay (s/veh): 24.9 — Intersection LOS: C
Intersection Capacity Utilization 78.9% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: SR 124/Rock Chapel Rd & Stephenson Road



## 1: SR 124/Rock Chapel Rd & Stephenson Road

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 133 | 43 | 206 | 52 | 46 | 38 | 198 | 1653 | 115 | 33 | 1263 | 155 |
| Future Volume (veh/h) | 133 | 43 | 206 | 52 | 46 | 38 | 198 | 1653 | 115 | 33 | 1263 | 155 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1856 | 1870 | 1870 | 1767 | 1900 | 1841 | 1841 | 1870 | 1856 | 1811 | 1856 |
| Adj Flow Rate, veh/h | 139 | 45 | 215 | 54 | 48 | 40 | 206 | 1722 | 120 | 34 | 1316 | 161 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 3 | 3 | 2 | 2 | 9 | 0 | 4 | 4 | 2 | 3 | 6 | 3 |
| Cap, veh/h | 203 | 121 | 337 | 194 | 93 | 85 | 258 | 2136 | 968 | 55 | 1703 | 778 |
| Arrive On Green | 0.05 | 0.07 | 0.07 | 0.04 | 0.05 | 0.05 | 0.15 | 0.61 | 0.61 | 0.03 | 0.49 | 0.49 |
| Sat Flow, veh/h | 1767 | 1856 | 1585 | 1781 | 1767 | 1610 | 1753 | 3497 | 1585 | 1767 | 3441 | 1572 |
| Grp Volume(v), veh/h | 139 | 45 | 215 | 54 | 48 | 40 | 206 | 1722 | 120 | 34 | 1316 | 161 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1856 | 1585 | 1781 | 1767 | 1610 | 1753 | 1749 | 1585 | 1767 | 1721 | 1572 |
| Q Serve(g_s), s | 5.0 | 2.2 | 1.5 | 2.7 | 2.5 | 1.9 | 10.8 | 35.8 | 1.7 | 1.8 | 29.7 | 3.5 |
| Cycle Q Clear(g_c), s | 5.0 | 2.2 | 1.5 | 2.7 | 2.5 | 1.9 | 10.8 | 35.8 | 1.7 | 1.8 | 29.7 | 3.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 203 | 121 | 337 | 194 | 93 | 85 | 258 | 2136 | 968 | 55 | 1703 | 778 |
| V/C Ratio(X) | 0.69 | 0.37 | 0.64 | 0.28 | 0.52 | 0.47 | 0.80 | 0.81 | 0.12 | 0.62 | 0.77 | 0.21 |
| Avail Cap(c_a), veh/h | 203 | 352 | 533 | 217 | 335 | 305 | 295 | 2136 | 968 | 93 | 1703 | 778 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 42.2 | 42.5 | 17.7 | 40.3 | 43.8 | 30.4 | 39.1 | 14.2 | 2.6 | 45.4 | 19.6 | 5.6 |
| Incr Delay (d2), s/veh | 9.2 | 1.9 | 2.0 | 0.8 | 4.4 | 4.0 | 12.8 | 3.4 | 0.3 | 10.7 | 3.5 | 0.6 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.7 | 1.0 | 3.2 | 1.2 | 1.2 | 1.0 | 5.3 | 12.4 | 1.0 | 0.9 | 11.2 | 2.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 51.3 | 44.4 | 19.7 | 41.1 | 48.2 | 34.4 | 51.9 | 17.5 | 2.8 | 56.1 | 23.1 | 6.2 |
| LnGrp LOS | D | D | B | D | D | C | D | B | A | E | C | A |
| Approach Vol, veh/h | | 399 | | | 142 | | | 2048 | | | 1511 | |
| Approach Delay, s/veh | | 33.5 | | | 41.6 | | | 20.1 | | | 22.0 | |
| Approach LOS | | C | | | D | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 20.0 | 53.0 | 9.8 | 12.2 | 9.0 | 64.0 | 11.0 | 11.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 16.0 | 47.0 | 5.0 | 18.0 | 5.0 | 58.0 | 5.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 12.8 | 31.7 | 4.7 | 4.2 | 3.8 | 37.8 | 7.0 | 4.5 |
| Green Ext Time (p_c), s | 0.2 | 8.3 | 0.0 | 0.7 | 0.0 | 12.9 | 0.0 | 0.2 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 22.9 |
| HCM 7th LOS | C |

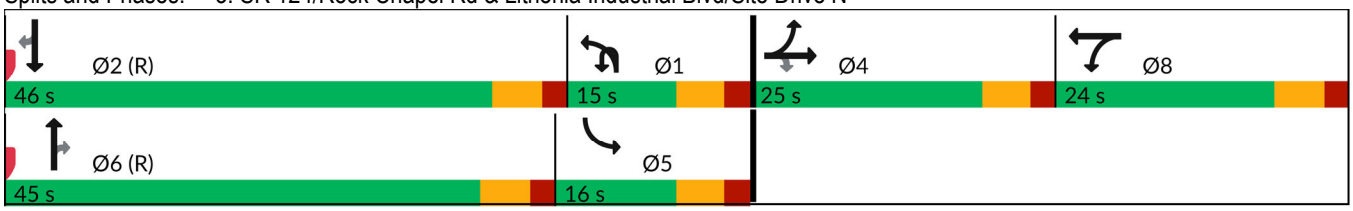
## 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd/Site Drive N

| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | |
| Traffic Volume (vph) | 253 | 62 | 95 | 118 | 46 | 143 | 1572 | 82 | 156 | 989 | 439 |
| Future Volume (vph) | 253 | 62 | 95 | 118 | 46 | 143 | 1572 | 82 | 156 | 989 | 439 |
| Turn Type | Split | NA | Perm | Split | NA | Prot | NA | Perm | Prot | NA | Perm |
| Protected Phases | 4 | 4 | | 8 | 8 | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | 4 | | | | | 6 | | | 2 |
| Detector Phase | 4 | 4 | 4 | 8 | 8 | 1 | 6 | 6 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 25.0 | 25.0 | 25.0 | 24.0 | 24.0 | 15.0 | 45.0 | 45.0 | 16.0 | 46.0 | 46.0 |
| Total Split (%) | 22.7% | 22.7% | 22.7% | 21.8% | 21.8% | 13.6% | 40.9% | 40.9% | 14.5% | 41.8% | 41.8% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | | | | Lag | Lead | Lead | Lag | Lead | Lead |
| Lead-Lag Optimize? | | | | | | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | None | C-Max | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 15.8 | 15.8 | 15.8 | 12.8 | 12.8 | 9.0 | 47.4 | 47.4 | 10.0 | 48.4 | 48.4 |
| Actuated g/C Ratio | 0.14 | 0.14 | 0.14 | 0.12 | 0.12 | 0.08 | 0.43 | 0.43 | 0.09 | 0.44 | 0.44 |
| v/c Ratio | 0.73 | 0.70 | 0.29 | 0.59 | 0.46 | 0.58 | 0.79 | 0.11 | 1.01 | 0.50 | 0.50 |
| Control Delay (s/veh) | 63.4 | 60.1 | 4.0 | 58.0 | 15.9 | 57.8 | 31.7 | 0.6 | 124.1 | 24.3 | 4.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 63.4 | 60.1 | 4.0 | 58.0 | 15.9 | 57.8 | 31.7 | 0.6 | 124.1 | 24.3 | 4.3 |
| LOS | E | E | A | E | B | E | C | A | F | C | A |
| Approach Delay (s/veh) | | 48.4 | | | 29.5 | | 32.4 | | | 28.6 | |
| Approach LOS | | D | | | C | | C | | | C | |

### Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 57 (52%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay (s/veh): 32.3 Intersection LOS: C
Intersection Capacity Utilization 74.3% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd/Site Drive N



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 253 | 62 | 95 | 118 | 46 | 164 | 2 | 143 | 1572 | 82 | 156 | 989 |
| Future Volume (veh/h) | 253 | 62 | 95 | 118 | 46 | 164 | 2 | 143 | 1572 | 82 | 156 | 989 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1781 | 1900 | 1841 | 1900 | 1900 | 1900 | | 1796 | 1826 | 1900 | 1900 | 1781 |
| Adj Flow Rate, veh/h | 168 | 208 | 101 | 116 | 63 | 174 | | 152 | 1672 | 87 | 166 | 1052 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 8 | 0 | 4 | 0 | 0 | 0 | | 7 | 5 | 0 | 0 | 8 |
| Cap, veh/h | 226 | 253 | 208 | 236 | 247 | 210 | | 514 | 1767 | 571 | 297 | 1768 |
| Arrive On Green | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | | 0.15 | 0.35 | 0.35 | 0.16 | 0.36 |
| Sat Flow, veh/h | 1697 | 1900 | 1560 | 1810 | 1900 | 1610 | | 3319 | 4985 | 1610 | 1810 | 4863 |
| Grp Volume(v), veh/h | 168 | 208 | 101 | 116 | 63 | 174 | | 152 | 1672 | 87 | 166 | 1052 |
| Grp Sat Flow(s),veh/h/ln | 1697 | 1900 | 1560 | 1810 | 1900 | 1610 | | 1659 | 1662 | 1610 | 1810 | 1621 |
| Q Serve(g_s), s | 10.5 | 11.7 | 6.6 | 6.6 | 3.3 | 11.6 | | 4.5 | 35.8 | 4.1 | 9.3 | 19.3 |
| Cycle Q Clear(g_c), s | 10.5 | 11.7 | 6.6 | 6.6 | 3.3 | 11.6 | | 4.5 | 35.8 | 4.1 | 9.3 | 19.3 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 226 | 253 | 208 | 236 | 247 | 210 | | 514 | 1767 | 571 | 297 | 1768 |
| V/C Ratio(X) | 0.74 | 0.82 | 0.49 | 0.49 | 0.25 | 0.83 | | 0.30 | 0.95 | 0.15 | 0.56 | 0.59 |
| Avail Cap(c_a), veh/h | 293 | 328 | 269 | 296 | 311 | 263 | | 514 | 1767 | 571 | 297 | 1768 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 0.83 | 0.83 |
| Uniform Delay (d), s/veh | 45.9 | 46.4 | 44.2 | 44.5 | 43.0 | 46.7 | | 41.2 | 34.5 | 24.2 | 42.3 | 28.4 |
| Incr Delay (d2), s/veh | 7.2 | 12.2 | 1.8 | 1.6 | 0.5 | 16.2 | | 0.3 | 12.0 | 0.6 | 2.0 | 1.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.7 | 6.2 | 2.7 | 3.1 | 1.6 | 5.6 | | 1.8 | 15.5 | 1.6 | 4.2 | 7.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 53.1 | 58.6 | 45.9 | 46.0 | 43.6 | 62.8 | | 41.5 | 46.4 | 24.8 | 44.3 | 29.7 |
| LnGrp LOS | D | E | D | D | D | E | | D | D | C | D | C |
| Approach Vol, veh/h | | 477 | | | 353 | | | | 1911 | | | 1685 |
| Approach Delay, s/veh | | 54.0 | | | 53.9 | | | | 45.1 | | | 34.8 |
| Approach LOS | | D | | | D | | | | D | | | C |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 23.0 | 46.0 | | 20.6 | 24.0 | 45.0 | | 20.3 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 9.0 | 40.0 | | 19.0 | 10.0 | 39.0 | | 18.0 |
| Max Q Clear Time (g_c+I1), s | 6.5 | 32.3 | | 13.7 | 11.3 | 37.8 | | 13.6 |
| Green Ext Time (p_c), s | 0.1 | 4.8 | | 0.9 | 0.0 | 1.0 | | 0.7 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 42.8 |
| HCM 7th LOS | D |

Notes

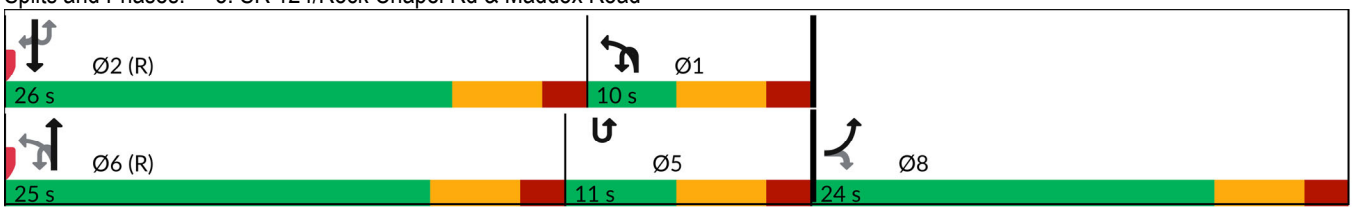
User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

| Movement | SBR |
|---|---|
| Lane Configurations | |
| Traffic Volume (veh/h) | 439 |
| Future Volume (veh/h) | 439 |
| Initial Q (Qb), veh | 0 |
| Lane Width Adj. | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 |
| Parking Bus, Adj | 1.00 |
| Work Zone On Approach | |
| Adj Sat Flow, veh/h/ln | 1826 |
| Adj Flow Rate, veh/h | 467 |
| Peak Hour Factor | 0.94 |
| Percent Heavy Veh, % | 5 |
| Cap, veh/h | 563 |
| Arrive On Green | 0.36 |
| Sat Flow, veh/h | 1547 |
| Grp Volume(v), veh/h | 467 |
| Grp Sat Flow(s),veh/h/ln | 1547 |
| Q Serve(g_s), s | 30.3 |
| Cycle Q Clear(g_c), s | 30.3 |
| Prop In Lane | 1.00 |
| Lane Grp Cap(c), veh/h | 563 |
| V/C Ratio(X) | 0.83 |
| Avail Cap(c_a), veh/h | 563 |
| HCM Platoon Ratio | 1.00 |
| Upstream Filter(I) | 0.83 |
| Uniform Delay (d), s/veh | 31.9 |
| Incr Delay (d2), s/veh | 11.3 |
| Initial Q Delay(d3), s/veh | 0.0 |
| %ile BackOfQ(50%),veh/ln | 12.4 |
| Unsig. Movement Delay, s/veh | |
| LnGrp Delay(d), s/veh | 43.2 |
| LnGrp LOS | D |
| Approach Vol, veh/h | |
| Approach Delay, s/veh | |
| Approach LOS | |
| Timer - Assigned Phs | |

| Lane Group | EBL | EBR | NBU | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 21 | 38 | 3 | 95 | 1719 | 3 | 1141 | 43 |
| Future Volume (vph) | 21 | 38 | 3 | 95 | 1719 | 3 | 1141 | 43 |
| Turn Type | Prot | Perm | pm+pt | pm+pt | NA | pm+pt | NA | Perm |
| Protected Phases | 8 | | 1 | 1 | 6 | 5 | 2 | |
| Permitted Phases | | 8 | 6 | 6 | | 2 | | 2 |
| Detector Phase | 8 | 8 | 1 | 1 | 6 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 24.0 | 24.0 | 10.0 | 10.0 | 24.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 24.0 | 24.0 | 10.0 | 10.0 | 25.0 | 11.0 | 26.0 | 26.0 |
| Total Split (%) | 40.0% | 40.0% | 16.7% | 16.7% | 41.7% | 18.3% | 43.3% | 43.3% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | Lag | Lag | Lead | Lag | Lead | Lead |
| Lead-Lag Optimize? | | | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 6.7 | 6.7 | | 44.5 | 46.1 | 42.1 | 39.1 | 39.1 |
| Actuated g/C Ratio | 0.11 | 0.11 | | 0.74 | 0.77 | 0.70 | 0.65 | 0.65 |
| v/c Ratio | 0.14 | 0.24 | | 0.32 | 0.46 | 0.01 | 0.53 | 0.05 |
| Control Delay (s/veh) | 25.6 | 12.9 | | 9.8 | 6.1 | 4.0 | 9.7 | 3.1 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 25.6 | 12.9 | | 9.8 | 6.1 | 4.0 | 9.7 | 3.1 |
| LOS | C | B | | A | A | A | A | A |
| Approach Delay (s/veh) | 17.4 | | | | 6.3 | | 9.5 | |
| Approach LOS | B | | | | A | | A | |

| Intersection Summary | |
|---|---|
| Cycle Length: 60 | |
| Actuated Cycle Length: 60 | |
| Offset: 0 (0%), Referenced to phase 2:SBTU and 6:NBTL, Start of Green | |
| Natural Cycle: 65 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.53 | |
| Intersection Signal Delay (s/veh): 7.7 | Intersection LOS: A |
| Intersection Capacity Utilization 56.5% | ICU Level of Service B |
| Analysis Period (min) 15 | |

Splits and Phases: 5: SR 124/Rock Chapel Rd & Maddox Road



| Movement | EBL | EBR | NBU | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (veh/h) | 21 | 38 | 3 | 95 | 1719 | 3 | 1141 | 43 |
| Future Volume (veh/h) | 21 | 38 | 3 | 95 | 1719 | 3 | 1141 | 43 |
| Initial Q (Qb), veh | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Work Zone On Approach | No | | | | No | | No | |
| Adj Sat Flow, veh/h/ln | 1441 | 1278 | | 1737 | 1841 | | 1811 | 1678 |
| Adj Flow Rate, veh/h | 22 | 39 | | 98 | 1772 | | 1176 | 44 |
| Peak Hour Factor | 0.97 | 0.97 | | 0.97 | 0.97 | | 0.97 | 0.97 |
| Percent Heavy Veh, % | 31 | 42 | | 11 | 4 | | 6 | 15 |
| Cap, veh/h | 73 | 58 | | 639 | 3753 | | 1147 | 474 |
| Arrive On Green | 0.05 | 0.05 | | 0.31 | 0.75 | | 0.33 | 0.33 |
| Sat Flow, veh/h | 1372 | 1083 | | 1654 | 5191 | | 3532 | 1422 |
| Grp Volume(v), veh/h | 22 | 39 | | 98 | 1772 | | 1176 | 44 |
| Grp Sat Flow(s),veh/h/ln | 1372 | 1083 | | 1654 | 1675 | | 1721 | 1422 |
| Q Serve(g_s), s | 0.9 | 2.1 | | 0.0 | 8.3 | | 20.0 | 1.3 |
| Cycle Q Clear(g_c), s | 0.9 | 2.1 | | 0.0 | 8.3 | | 20.0 | 1.3 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | | | | 1.00 |
| Lane Grp Cap(c), veh/h | 73 | 58 | | 639 | 3753 | | 1147 | 474 |
| V/C Ratio(X) | 0.30 | 0.68 | | 0.15 | 0.47 | | 1.03 | 0.09 |
| Avail Cap(c_a), veh/h | 412 | 325 | | 639 | 3753 | | 1147 | 474 |
| HCM Platoon Ratio | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | | 0.50 | 0.50 | | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 27.3 | 27.9 | | 14.1 | 3.0 | | 20.0 | 13.8 |
| Incr Delay (d2), s/veh | 2.3 | 13.0 | | 0.1 | 0.2 | | 33.2 | 0.4 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 0.7 | | 0.8 | 0.7 | | 11.8 | 0.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | |
| LnGrp Delay(d), s/veh | 29.6 | 40.9 | | 14.2 | 3.2 | | 53.2 | 14.1 |
| LnGrp LOS | C | D | | B | A | | F | B |
| Approach Vol, veh/h | 61 | | | | 1870 | | 1220 | |
| Approach Delay, s/veh | 36.8 | | | | 3.8 | | 51.8 | |
| Approach LOS | D | | | | A | | D | |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 24.8 | 26.0 | | | | 50.8 | | 9.2 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | | | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 4.0 | 20.0 | | | | 19.0 | | 18.0 |
| Max Q Clear Time (g_c+I1), s | 2.0 | 22.0 | | | | 10.3 | | 4.1 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | | | 6.5 | | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 23.0 |
| HCM 7th LOS | C |

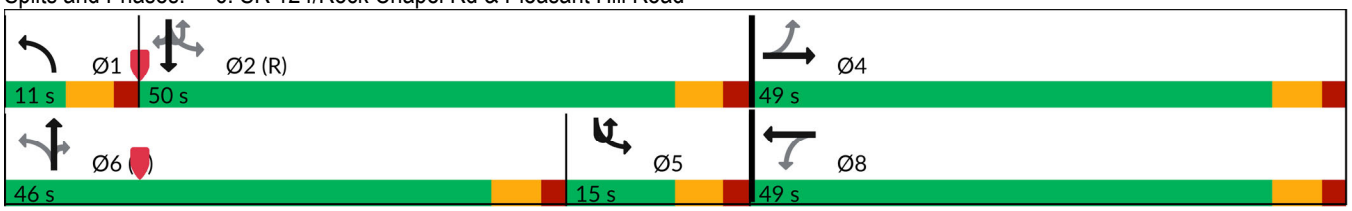
Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.

| Lane Group | EBL | EBT | WBL | WBT | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | |
| Traffic Volume (vph) | 3 | 0 | 460 | 1 | 4 | 1505 | 226 | 2 | 142 | 1063 | 2 |
| Future Volume (vph) | 3 | 0 | 460 | 1 | 4 | 1505 | 226 | 2 | 142 | 1063 | 2 |
| Turn Type | Perm | NA | Perm | NA | pm+pt | NA | Perm | pm+pt | pm+pt | NA | Perm |
| Protected Phases | | 4 | | 8 | 1 | 6 | | 5 | 5 | 2 | |
| Permitted Phases | 4 | | 8 | | 6 | | 6 | 2 | 2 | | 2 |
| Detector Phase | 4 | 4 | 8 | 8 | 1 | 6 | 6 | 5 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 24.0 | 24.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 | 11.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 49.0 | 49.0 | 49.0 | 49.0 | 11.0 | 46.0 | 46.0 | 15.0 | 15.0 | 50.0 | 50.0 |
| Total Split (%) | 44.5% | 44.5% | 44.5% | 44.5% | 10.0% | 41.8% | 41.8% | 13.6% | 13.6% | 45.5% | 45.5% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | | | Lead | Lead | Lead | Lag | Lag | Lag | Lag |
| Lead-Lag Optimize? | | | | | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | C-Max | C-Max | None | None | C-Max | C-Max |
| Act Effct Green (s) | | 40.3 | 40.3 | 40.3 | 42.7 | 42.7 | 42.7 | | 55.5 | 55.5 | 55.5 |
| Actuated g/C Ratio | | 0.37 | 0.37 | 0.37 | 0.39 | 0.39 | 0.39 | | 0.50 | 0.50 | 0.50 |
| v/c Ratio | | 0.02 | 0.92 | 0.42 | 0.03 | 0.80 | 0.32 | | 0.66 | 0.64 | 0.00 |
| Control Delay (s/veh) | | 0.1 | 58.6 | 8.3 | 23.0 | 34.4 | 4.9 | | 50.3 | 23.7 | 0.0 |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | | 0.1 | 58.6 | 8.3 | 23.0 | 34.4 | 4.9 | | 50.3 | 23.7 | 0.0 |
| LOS | | A | E | A | C | C | A | | D | C | A |
| Approach Delay (s/veh) | | 0.1 | | 39.0 | | 30.6 | | | | 26.8 | |
| Approach LOS | | A | | D | | C | | | | C | |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 4 (4%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green | |
| Natural Cycle: 80 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.92 | |
| Intersection Signal Delay (s/veh): 31.0 | Intersection LOS: C |
| Intersection Capacity Utilization 84.2% | ICU Level of Service E |
| Analysis Period (min) 15 | |

Splits and Phases: 6: SR 124/Rock Chapel Rd & Pleasant Hill Road



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBU | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 3 | 0 | 4 | 460 | 1 | 293 | 4 | 1505 | 226 | 2 | 142 | 1063 |
| Future Volume (veh/h) | 3 | 0 | 4 | 460 | 1 | 293 | 4 | 1505 | 226 | 2 | 142 | 1063 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | | No |
| Adj Sat Flow, veh/h/ln | 418 | 1900 | 789 | 1856 | 1900 | 1856 | 1530 | 1826 | 1781 | | 1826 | 1781 |
| Adj Flow Rate, veh/h | 3 | 0 | 4 | 469 | 1 | 299 | 4 | 1536 | 231 | | 145 | 1085 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | | 0.98 | 0.98 |
| Percent Heavy Veh, % | 100 | 0 | 75 | 3 | 0 | 3 | 25 | 5 | 8 | | 5 | 8 |
| Cap, veh/h | 191 | 18 | 217 | 540 | 2 | 628 | 90 | 1813 | 549 | | 224 | 1490 |
| Arrive On Green | 0.39 | 0.00 | 0.39 | 0.39 | 0.39 | 0.39 | 0.01 | 0.36 | 0.36 | | 0.08 | 0.44 |
| Sat Flow, veh/h | 370 | 46 | 554 | 1401 | 5 | 1606 | 1457 | 4985 | 1510 | | 1739 | 3385 |
| Grp Volume(v), veh/h | 7 | 0 | 0 | 469 | 0 | 300 | 4 | 1536 | 231 | | 145 | 1085 |
| Grp Sat Flow(s),veh/h/ln | 970 | 0 | 0 | 1401 | 0 | 1611 | 1457 | 1662 | 1510 | | 1739 | 1692 |
| Q Serve(g_s), s | 0.1 | 0.0 | 0.0 | 27.0 | 0.0 | 15.3 | 0.2 | 31.2 | 12.6 | | 3.5 | 29.1 |
| Cycle Q Clear(g_c), s | 15.4 | 0.0 | 0.0 | 42.4 | 0.0 | 15.3 | 0.2 | 31.2 | 12.6 | | 3.5 | 29.1 |
| Prop In Lane | 0.43 | | 0.57 | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | |
| Lane Grp Cap(c), veh/h | 426 | 0 | 0 | 540 | 0 | 630 | 90 | 1813 | 549 | | 224 | 1490 |
| V/C Ratio(X) | 0.02 | 0.00 | 0.00 | 0.87 | 0.00 | 0.48 | 0.04 | 0.85 | 0.42 | | 0.65 | 0.73 |
| Avail Cap(c_a), veh/h | 426 | 0 | 0 | 540 | 0 | 630 | 149 | 1813 | 549 | | 224 | 1490 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.84 | 0.84 |
| Uniform Delay (d), s/veh | 21.2 | 0.0 | 0.0 | 35.4 | 0.0 | 25.1 | 29.4 | 32.2 | 26.3 | | 46.6 | 25.4 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.0 | 14.2 | 0.0 | 0.6 | 0.2 | 5.1 | 2.4 | | 5.3 | 2.7 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 0.0 | 0.0 | 13.9 | 0.0 | 5.6 | 0.1 | 12.6 | 4.7 | | 3.9 | 11.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 21.2 | 0.0 | 0.0 | 49.6 | 0.0 | 25.6 | 29.6 | 37.3 | 28.7 | | 52.0 | 28.0 |
| LnGrp LOS | C | | | D | | C | C | D | C | | D | C |
| Approach Vol, veh/h | | 7 | | | 769 | | | 1771 | | | | 1232 |
| Approach Delay, s/veh | | 21.2 | | | 40.3 | | | 36.2 | | | | 30.8 |
| Approach LOS | | C | | | D | | | D | | | | C |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 6.6 | 54.4 | | 49.0 | 15.0 | 46.0 | | 49.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 5.0 | 44.0 | | 43.0 | 9.0 | 40.0 | | 43.0 |
| Max Q Clear Time (g_c+I1), s | 2.2 | 31.1 | | 17.4 | 5.5 | 33.2 | | 44.4 |
| Green Ext Time (p_c), s | 0.0 | 5.8 | | 0.0 | 0.1 | 5.1 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 35.2 |
| HCM 7th LOS | D |

Notes

User approved ignoring U-Turning movement.

| Movement | SBR |
|---|---|
| Lane Configurations | |
| Traffic Volume (veh/h) | 2 |
| Future Volume (veh/h) | 2 |
| Initial Q (Qb), veh | 0 |
| Lane Width Adj. | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 |
| Parking Bus, Adj | 1.00 |
| Work Zone On Approach | |
| Adj Sat Flow, veh/h/ln | 1900 |
| Adj Flow Rate, veh/h | 2 |
| Peak Hour Factor | 0.98 |
| Percent Heavy Veh, % | 0 |
| Cap, veh/h | 709 |
| Arrive On Green | 0.44 |
| Sat Flow, veh/h | 1610 |
| Grp Volume(v), veh/h | 2 |
| Grp Sat Flow(s),veh/h/ln | 1610 |
| Q Serve(g_s), s | 0.1 |
| Cycle Q Clear(g_c), s | 0.1 |
| Prop In Lane | 1.00 |
| Lane Grp Cap(c), veh/h | 709 |
| V/C Ratio(X) | 0.00 |
| Avail Cap(c_a), veh/h | 709 |
| HCM Platoon Ratio | 1.00 |
| Upstream Filter(I) | 0.84 |
| Uniform Delay (d), s/veh | 17.3 |
| Incr Delay (d2), s/veh | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 |
| Unsig. Movement Delay, s/veh | |
| LnGrp Delay(d), s/veh | 17.3 |
| LnGrp LOS | B |
| Approach Vol, veh/h | |
| Approach Delay, s/veh | |
| Approach LOS | |
| Timer - Assigned Phs | |

## 1: SR 124/Rock Chapel Rd & Stephenson Road

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 151 | 7 | 284 | 24 | 9 | 7 | 193 | 1830 | 16 | 2 | 1671 | 173 |
| Future Volume (vph) | 151 | 7 | 284 | 24 | 9 | 7 | 193 | 1830 | 16 | 2 | 1671 | 173 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | Perm | Prot | NA | Perm | Prot | NA | Perm |
| Protected Phases | 7 | 4 | 1 | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | | | 6 | | | 2 |
| Detector Phase | 7 | 4 | 1 | 3 | 8 | 8 | 1 | 6 | 6 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 11.0 | 24.0 | 11.0 | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 11.0 | 24.0 | 18.0 | 11.0 | 24.0 | 24.0 | 18.0 | 64.0 | 64.0 | 11.0 | 57.0 | 57.0 |
| Total Split (%) | 10.0% | 21.8% | 16.4% | 10.0% | 21.8% | 21.8% | 16.4% | 58.2% | 58.2% | 10.0% | 51.8% | 51.8% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lag | Lag | Lag | Lead | Lead | Lead |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | None | None | Max | Max | None | Max | Max |
| Act Effct Green (s) | 6.7 | 6.0 | 20.7 | 8.6 | 6.0 | 6.0 | 12.0 | 67.2 | 67.2 | 5.0 | 51.2 | 51.2 |
| Actuated g/C Ratio | 0.07 | 0.07 | 0.23 | 0.09 | 0.07 | 0.07 | 0.13 | 0.74 | 0.74 | 0.05 | 0.56 | 0.56 |
| v/c Ratio | 1.24 | 0.06 | 0.62 | 0.15 | 0.07 | 0.02 | 0.86 | 0.75 | 0.01 | 0.02 | 0.91 | 0.19 |
| Control Delay (s/veh) | 194.3 | 43.4 | 22.1 | 37.2 | 43.7 | 0.1 | 74.0 | 12.0 | 0.0 | 44.5 | 27.4 | 2.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 194.3 | 43.4 | 22.1 | 37.2 | 43.7 | 0.1 | 74.0 | 12.0 | 0.0 | 44.5 | 27.4 | 2.4 |
| LOS | F | D | C | D | D | A | E | B | A | D | C | A |
| Approach Delay (s/veh) | | 81.3 | | | 32.3 | | | 17.8 | | | 25.1 | |
| Approach LOS | | F | | | C | | | B | | | C | |

### Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 91.4
Natural Cycle: 120
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.24
Intersection Signal Delay (s/veh): 27.4 — Intersection LOS: C
Intersection Capacity Utilization 86.9% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 1: SR 124/Rock Chapel Rd & Stephenson Road

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 151 | 7 | 284 | 24 | 9 | 7 | 193 | 1830 | 16 | 2 | 1671 | 173 |
| Future Volume (veh/h) | 151 | 7 | 284 | 24 | 9 | 7 | 193 | 1830 | 16 | 2 | 1671 | 173 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1885 | 1856 | 1900 | 1900 | 1841 | 1870 |
| Adj Flow Rate, veh/h | 159 | 7 | 299 | 25 | 9 | 7 | 203 | 1926 | 17 | 2 | 1759 | 182 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 2 |
| Cap, veh/h | 234 | 148 | 325 | 176 | 98 | 83 | 222 | 2280 | 1041 | 5 | 1839 | 833 |
| Arrive On Green | 0.05 | 0.08 | 0.08 | 0.03 | 0.05 | 0.05 | 0.12 | 0.65 | 0.65 | 0.00 | 0.53 | 0.53 |
| Sat Flow, veh/h | 1810 | 1900 | 1610 | 1810 | 1900 | 1610 | 1795 | 3526 | 1610 | 1810 | 3497 | 1585 |
| Grp Volume(v), veh/h | 159 | 7 | 299 | 25 | 9 | 7 | 203 | 1926 | 17 | 2 | 1759 | 182 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1900 | 1610 | 1810 | 1900 | 1610 | 1795 | 1763 | 1610 | 1810 | 1749 | 1585 |
| Q Serve(g_s), s | 5.0 | 0.3 | 2.9 | 1.3 | 0.4 | 0.4 | 10.8 | 41.3 | 0.4 | 0.1 | 46.5 | 3.8 |
| Cycle Q Clear(g_c), s | 5.0 | 0.3 | 2.9 | 1.3 | 0.4 | 0.4 | 10.8 | 41.3 | 0.4 | 0.1 | 46.5 | 3.8 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 234 | 148 | 325 | 176 | 98 | 83 | 222 | 2280 | 1041 | 5 | 1839 | 833 |
| V/C Ratio(X) | 0.68 | 0.05 | 0.92 | 0.14 | 0.09 | 0.08 | 0.91 | 0.84 | 0.02 | 0.41 | 0.96 | 0.22 |
| Avail Cap(c_a), veh/h | 234 | 353 | 498 | 224 | 353 | 299 | 222 | 2280 | 1041 | 93 | 1839 | 833 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 43.1 | 41.4 | 21.5 | 41.9 | 43.8 | 43.8 | 42.0 | 13.3 | 6.1 | 48.3 | 21.9 | 4.9 |
| Incr Delay (d2), s/veh | 7.7 | 0.1 | 16.5 | 0.4 | 0.4 | 0.4 | 37.7 | 4.1 | 0.0 | 46.7 | 13.0 | 0.6 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.1 | 0.2 | 6.3 | 0.6 | 0.2 | 0.2 | 6.9 | 13.9 | 0.1 | 0.1 | 19.6 | 2.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 50.8 | 41.5 | 38.0 | 42.3 | 44.2 | 44.3 | 79.7 | 17.4 | 6.1 | 95.0 | 34.9 | 5.5 |
| LnGrp LOS | D | D | D | D | D | D | E | B | A | F | C | A |
| Approach Vol, veh/h | | 465 | | | 41 | | | 2146 | | | 1943 | |
| Approach Delay, s/veh | | 42.4 | | | 43.0 | | | 23.2 | | | 32.2 | |
| Approach LOS | | D | | | D | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 18.0 | 57.0 | 8.5 | 13.5 | 6.3 | 68.7 | 11.0 | 11.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 12.0 | 51.0 | 5.0 | 18.0 | 5.0 | 58.0 | 5.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 12.8 | 48.5 | 3.3 | 4.9 | 2.1 | 43.3 | 7.0 | 2.4 |
| Green Ext Time (p_c), s | 0.0 | 2.1 | 0.0 | 0.8 | 0.0 | 11.1 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 29.1 |
| HCM 7th LOS | C |

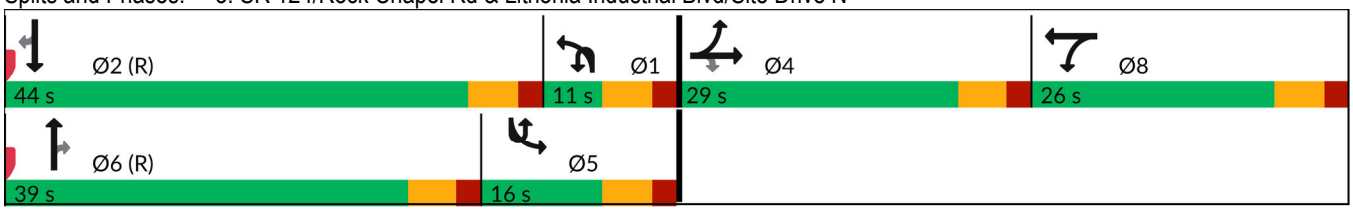
## 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd/Site Drive N

| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | |
| Traffic Volume (vph) | 550 | 100 | 167 | 149 | 48 | 155 | 1304 | 122 | 240 | 1400 | 391 |
| Future Volume (vph) | 550 | 100 | 167 | 149 | 48 | 155 | 1304 | 122 | 240 | 1400 | 391 |
| Turn Type | Split | NA | Perm | Split | NA | Prot | NA | Perm | Prot | NA | Perm |
| Protected Phases | 4 | 4 | | 8 | 8 | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | 4 | | | | | 6 | | | 2 |
| Detector Phase | 4 | 4 | 4 | 8 | 8 | 1 | 6 | 6 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 24.0 | 24.0 | 24.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 29.0 | 29.0 | 29.0 | 26.0 | 26.0 | 11.0 | 39.0 | 39.0 | 16.0 | 44.0 | 44.0 |
| Total Split (%) | 26.4% | 26.4% | 26.4% | 23.6% | 23.6% | 10.0% | 35.5% | 35.5% | 14.5% | 40.0% | 40.0% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | | | | Lag | Lead | Lead | Lag | Lead | Lead |
| Lead-Lag Optimize? | | | | | | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | None | C-Max | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 23.0 | 23.0 | 23.0 | 14.7 | 14.7 | 5.0 | 38.3 | 38.3 | 10.0 | 43.3 | 43.3 |
| Actuated g/C Ratio | 0.21 | 0.21 | 0.21 | 0.13 | 0.13 | 0.05 | 0.35 | 0.35 | 0.09 | 0.39 | 0.39 |
| v/c Ratio | 0.96 | 0.94 | 0.37 | 0.63 | 0.55 | 1.15 | 0.77 | 0.19 | 1.51 | 0.73 | 0.47 |
| Control Delay (s/veh) | 83.8 | 78.1 | 8.0 | 57.5 | 31.6 | 157.5 | 17.8 | 0.8 | 294.7 | 31.7 | 4.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 83.8 | 78.1 | 8.0 | 57.5 | 31.6 | 157.5 | 17.8 | 0.8 | 294.7 | 31.7 | 4.6 |
| LOS | F | E | A | E | C | F | B | A | F | C | A |
| Approach Delay (s/veh) | | 66.1 | | | 40.3 | | 30.5 | | | 57.6 | |
| Approach LOS | | E | | | D | | C | | | E | |

### Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 57 (52%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.51
Intersection Signal Delay (s/veh): 48.7 Intersection LOS: D
Intersection Capacity Utilization 84.6% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd/Site Drive N



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 550 | 100 | 167 | 149 | 48 | 204 | 3 | 155 | 1304 | 122 | 1 | 240 |
| Future Volume (veh/h) | 550 | 100 | 167 | 149 | 48 | 204 | 3 | 155 | 1304 | 122 | 1 | 240 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Work Zone On Approach | | No | | | No | | | | No | | | |
| Adj Sat Flow, veh/h/ln | 1856 | 1900 | 1841 | 1900 | 1900 | 1900 | | 1722 | 1841 | 1900 | | 1900 |
| Adj Flow Rate, veh/h | 641 | 0 | 172 | 138 | 72 | 210 | | 160 | 1344 | 126 | | 247 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 |
| Percent Heavy Veh, % | 3 | 0 | 4 | 0 | 0 | 0 | | 12 | 4 | 0 | | 0 |
| Cap, veh/h | 708 | 0 | 313 | 277 | 291 | 246 | | 264 | 1508 | 483 | | 233 |
| Arrive On Green | 0.20 | 0.00 | 0.20 | 0.15 | 0.15 | 0.15 | | 0.03 | 0.10 | 0.10 | | 0.13 |
| Sat Flow, veh/h | 3534 | 0 | 1560 | 1810 | 1900 | 1610 | | 3182 | 5025 | 1610 | | 1810 |
| Grp Volume(v), veh/h | 641 | 0 | 172 | 138 | 72 | 210 | | 160 | 1344 | 126 | | 247 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 0 | 1560 | 1810 | 1900 | 1610 | | 1591 | 1675 | 1610 | | 1810 |
| Q Serve(g_s), s | 19.5 | 0.0 | 10.9 | 7.7 | 3.7 | 14.0 | | 5.5 | 29.1 | 8.0 | | 14.1 |
| Cycle Q Clear(g_c), s | 19.5 | 0.0 | 10.9 | 7.7 | 3.7 | 14.0 | | 5.5 | 29.1 | 8.0 | | 14.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 708 | 0 | 313 | 277 | 291 | 246 | | 264 | 1508 | 483 | | 233 |
| V/C Ratio(X) | 0.91 | 0.00 | 0.55 | 0.50 | 0.25 | 0.85 | | 0.61 | 0.89 | 0.26 | | 1.06 |
| Avail Cap(c_a), veh/h | 739 | 0 | 326 | 329 | 345 | 293 | | 264 | 1508 | 483 | | 233 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 0.33 | 0.33 | 0.33 | | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.69 |
| Uniform Delay (d), s/veh | 43.0 | 0.0 | 39.5 | 42.7 | 41.0 | 45.4 | | 51.7 | 47.8 | 38.3 | | 47.9 |
| Incr Delay (d2), s/veh | 14.4 | 0.0 | 1.8 | 1.4 | 0.4 | 18.5 | | 3.9 | 8.4 | 1.3 | | 66.4 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 |
| %ile BackOfQ(50%),veh/ln | 9.6 | 0.0 | 4.4 | 3.6 | 1.8 | 6.9 | | 2.3 | 14.1 | 3.4 | | 10.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 57.3 | 0.0 | 41.3 | 44.1 | 41.5 | 63.9 | | 55.6 | 56.2 | 39.6 | | 114.3 |
| LnGrp LOS | E | | D | D | D | E | | E | E | D | | F |
| Approach Vol, veh/h | | 813 | | | 420 | | | | 1630 | | | |
| Approach Delay, s/veh | | 53.9 | | | 53.5 | | | | 54.8 | | | |
| Approach LOS | | D | | | D | | | | D | | | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 15.1 | 44.0 | | 28.0 | 20.1 | 39.0 | | 22.8 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 5.0 | 38.0 | | 23.0 | 10.0 | 33.0 | | 20.0 |
| Max Q Clear Time (g_c+I1), s | 7.5 | 30.7 | | 21.5 | 16.1 | 31.1 | | 16.0 |
| Green Ext Time (p_c), s | 0.0 | 5.4 | | 0.6 | 0.0 | 1.5 | | 0.8 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 50.8 |
| HCM 7th LOS | D |

Notes

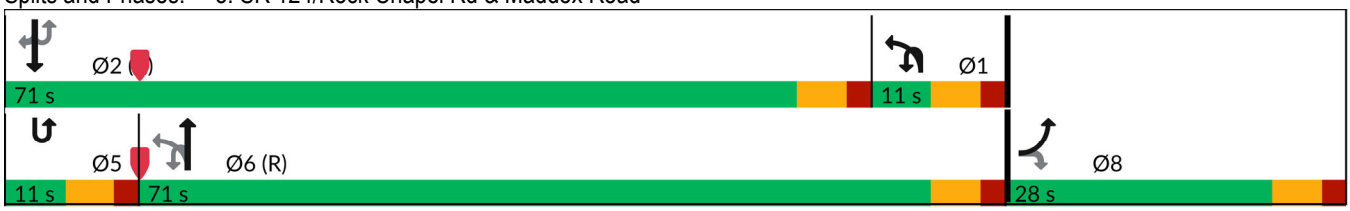
User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

| Movement | SBT | SBR |
|---|---|---|
| Lane Configurations | ↑↑↑ | ↱ |
| Traffic Volume (veh/h) | 1400 | 391 |
| Future Volume (veh/h) | 1400 | 391 |
| Initial Q (Qb), veh | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 |
| Work Zone On Approach | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1826 |
| Adj Flow Rate, veh/h | 1443 | 403 |
| Peak Hour Factor | 0.97 | 0.97 |
| Percent Heavy Veh, % | 3 | 5 |
| Cap, veh/h | 1750 | 535 |
| Arrive On Green | 0.35 | 0.35 |
| Sat Flow, veh/h | 5066 | 1547 |
| Grp Volume(v), veh/h | 1443 | 403 |
| Grp Sat Flow(s),veh/h/ln | 1689 | 1547 |
| Q Serve(g_s), s | 28.7 | 25.4 |
| Cycle Q Clear(g_c), s | 28.7 | 25.4 |
| Prop In Lane | | 1.00 |
| Lane Grp Cap(c), veh/h | 1750 | 535 |
| V/C Ratio(X) | 0.82 | 0.75 |
| Avail Cap(c_a), veh/h | 1750 | 535 |
| HCM Platoon Ratio | 1.00 | 1.00 |
| Upstream Filter(I) | 0.69 | 0.69 |
| Uniform Delay (d), s/veh | 32.9 | 31.9 |
| Incr Delay (d2), s/veh | 3.2 | 6.7 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 11.6 | 9.9 |
| Unsig. Movement Delay, s/veh | | |
| LnGrp Delay(d), s/veh | 36.2 | 38.6 |
| LnGrp LOS | D | D |
| Approach Vol, veh/h | 2093 | |
| Approach Delay, s/veh | 45.8 | |
| Approach LOS | D | |
| Timer - Assigned Phs | | |

| Lane Group | EBL | EBR | NBU | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (vph) | 53 | 112 | 11 | 79 | 1533 | 2 | 1726 | 30 |
| Future Volume (vph) | 53 | 112 | 11 | 79 | 1533 | 2 | 1726 | 30 |
| Turn Type | Prot | Perm | pm+pt | pm+pt | NA | pm+pt | NA | Perm |
| Protected Phases | 8 | | 1 | 1 | 6 | 5 | 2 | |
| Permitted Phases | | 8 | 6 | 6 | | 2 | | 2 |
| Detector Phase | 8 | 8 | 1 | 1 | 6 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 24.0 | 24.0 | 10.0 | 10.0 | 24.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 28.0 | 28.0 | 11.0 | 11.0 | 71.0 | 11.0 | 71.0 | 71.0 |
| Total Split (%) | 25.5% | 25.5% | 10.0% | 10.0% | 64.5% | 10.0% | 64.5% | 64.5% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | Lag | Lag | Lag | Lead | Lead | Lead |
| Lead-Lag Optimize? | | | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 9.2 | 9.2 | | 86.4 | 86.4 | 77.8 | 77.8 | 77.8 |
| Actuated g/C Ratio | 0.08 | 0.08 | | 0.79 | 0.79 | 0.71 | 0.71 | 0.71 |
| v/c Ratio | 0.40 | 0.55 | | 0.67 | 0.40 | 0.01 | 0.72 | 0.03 |
| Control Delay (s/veh) | 55.2 | 25.2 | | 37.4 | 0.6 | 1.5 | 8.7 | 0.1 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 55.2 | 25.2 | | 37.4 | 0.6 | 1.5 | 8.7 | 0.1 |
| LOS | E | C | | D | A | A | A | A |
| Approach Delay (s/veh) | 34.9 | | | | 2.6 | | 8.5 | |
| Approach LOS | C | | | | A | | A | |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 97 (88%), Referenced to phase 2:SBTU and 6:NBTL, Start of Green | |
| Natural Cycle: 80 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.72 | |
| Intersection Signal Delay (s/veh): 7.1 | Intersection LOS: A |
| Intersection Capacity Utilization 74.6% | ICU Level of Service D |
| Analysis Period (min) 15 | |

Splits and Phases: 5: SR 124/Rock Chapel Rd & Maddox Road



| Movement | EBL | EBR | NBU | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | |
| Traffic Volume (veh/h) | 53 | 112 | 11 | 79 | 1533 | 2 | 1726 | 30 |
| Future Volume (veh/h) | 53 | 112 | 11 | 79 | 1533 | 2 | 1726 | 30 |
| Initial Q (Qb), veh | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | | | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Work Zone On Approach | No | | | | No | | No | |
| Adj Sat Flow, veh/h/ln | 1752 | 1781 | | 1203 | 1841 | | 1856 | 1589 |
| Adj Flow Rate, veh/h | 55 | 115 | | 81 | 1580 | | 1779 | 31 |
| Peak Hour Factor | 0.97 | 0.97 | | 0.97 | 0.97 | | 0.97 | 0.97 |
| Percent Heavy Veh, % | 10 | 8 | | 47 | 4 | | 3 | 21 |
| Cap, veh/h | 159 | 144 | | 237 | 3997 | | 2083 | 796 |
| Arrive On Green | 0.10 | 0.10 | | 0.30 | 1.00 | | 1.00 | 1.00 |
| Sat Flow, veh/h | 1668 | 1510 | | 1146 | 5191 | | 3618 | 1346 |
| Grp Volume(v), veh/h | 55 | 115 | | 81 | 1580 | | 1779 | 31 |
| Grp Sat Flow(s),veh/h/ln | 1668 | 1510 | | 1146 | 1675 | | 1763 | 1346 |
| Q Serve(g_s), s | 3.4 | 8.2 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 3.4 | 8.2 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | | | | 1.00 |
| Lane Grp Cap(c), veh/h | 159 | 144 | | 237 | 3997 | | 2083 | 796 |
| V/C Ratio(X) | 0.35 | 0.80 | | 0.34 | 0.40 | | 0.85 | 0.04 |
| Avail Cap(c_a), veh/h | 334 | 302 | | 237 | 3997 | | 2083 | 796 |
| HCM Platoon Ratio | 1.00 | 1.00 | | 2.00 | 2.00 | | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 1.00 | | 0.67 | 0.67 | | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 46.5 | 48.7 | | 32.7 | 0.0 | | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 1.3 | 9.6 | | 0.6 | 0.2 | | 4.7 | 0.1 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.5 | 3.4 | | 1.5 | 0.1 | | 1.4 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | |
| LnGrp Delay(d), s/veh | 47.8 | 58.3 | | 33.3 | 0.2 | | 4.7 | 0.1 |
| LnGrp LOS | D | E | | C | A | | A | A |
| Approach Vol, veh/h | 170 | | | | 1661 | | 1810 | |
| Approach Delay, s/veh | 54.9 | | | | 1.8 | | 4.6 | |
| Approach LOS | D | | | | A | | A | |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 22.5 | 71.0 | | | | 93.5 | | 16.5 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | | | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 5.0 | 65.0 | | | | 65.0 | | 22.0 |
| Max Q Clear Time (g_c+I1), s | 2.0 | 2.0 | | | | 2.0 | | 10.2 |
| Green Ext Time (p_c), s | 0.0 | 23.1 | | | | 16.6 | | 0.4 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 5.7 |
| HCM 7th LOS | A |

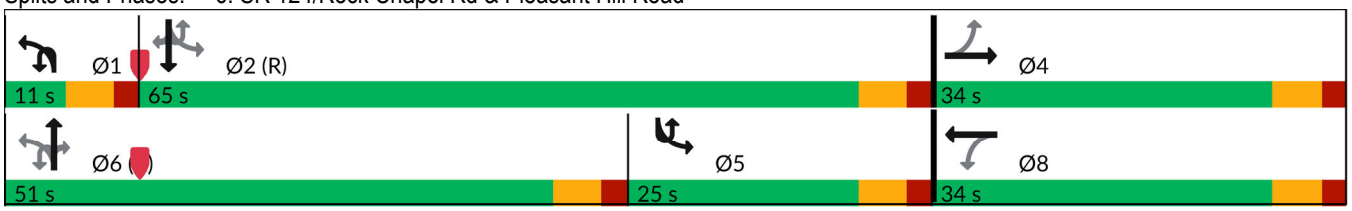
Notes

User approved ignoring U-Turning movement.

| Lane Group | EBL | EBT | WBL | WBT | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 6 | 5 | 266 | 5 | 3 | 5 | 1401 | 500 | 6 | 292 | 1537 | 3 |
| Future Volume (vph) | 6 | 5 | 266 | 5 | 3 | 5 | 1401 | 500 | 6 | 292 | 1537 | 3 |
| Turn Type | Perm | NA | Perm | NA | pm+pt | pm+pt | NA | Perm | pm+pt | pm+pt | NA | Perm |
| Protected Phases | | 4 | | 8 | 1 | 1 | 6 | | 5 | 5 | 2 | |
| Permitted Phases | 4 | | 8 | | 6 | 6 | | 6 | 2 | 2 | | 2 |
| Detector Phase | 4 | 4 | 8 | 8 | 1 | 1 | 6 | 6 | 5 | 5 | 2 | 2 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 24.0 | 24.0 | 24.0 | 24.0 | 11.0 | 11.0 | 24.0 | 24.0 | 11.0 | 11.0 | 24.0 | 24.0 |
| Total Split (s) | 34.0 | 34.0 | 34.0 | 34.0 | 11.0 | 11.0 | 51.0 | 51.0 | 25.0 | 25.0 | 65.0 | 65.0 |
| Total Split (%) | 30.9% | 30.9% | 30.9% | 30.9% | 10.0% | 10.0% | 46.4% | 46.4% | 22.7% | 22.7% | 59.1% | 59.1% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 |
| Lead/Lag | | | | | Lead | Lead | Lead | Lead | Lag | Lag | Lag | Lag |
| Lead-Lag Optimize? | | | | | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | None | None | None | None | None | C-Max | C-Max | None | None | C-Max | C-Max |
| Act Effct Green (s) | | 25.3 | 25.3 | 25.3 | | 47.7 | 47.7 | 47.7 | | 70.5 | 70.5 | 70.5 |
| Actuated g/C Ratio | | 0.23 | 0.23 | 0.23 | | 0.43 | 0.43 | 0.43 | | 0.64 | 0.64 | 0.64 |
| v/c Ratio | | 0.04 | 0.87 | 0.43 | | 0.06 | 0.69 | 0.53 | | 0.78 | 0.71 | 0.00 |
| Control Delay (s/veh) | | 26.8 | 67.4 | 7.7 | | 20.5 | 27.8 | 4.1 | | 28.6 | 4.3 | 0.0 |
| Queue Delay | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | | 26.8 | 67.4 | 7.7 | | 20.5 | 27.8 | 4.1 | | 28.6 | 4.3 | 0.0 |
| LOS | | C | E | A | | C | C | A | | C | A | A |
| Approach Delay (s/veh) | | 26.8 | | 40.8 | | | 21.6 | | | | 8.2 | |
| Approach LOS | | C | | D | | | C | | | | A | |

| Intersection Summary | |
|---|---|
| Cycle Length: 110 | |
| Actuated Cycle Length: 110 | |
| Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green | |
| Natural Cycle: 90 | |
| Control Type: Actuated-Coordinated | |
| Maximum v/c Ratio: 0.87 | |
| Intersection Signal Delay (s/veh): 18.0 | Intersection LOS: B |
| Intersection Capacity Utilization 83.1% | ICU Level of Service E |
| Analysis Period (min) 15 | |

Splits and Phases: 6: SR 124/Rock Chapel Rd & Pleasant Hill Road



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 6 | 5 | 3 | 266 | 5 | 208 | 3 | 5 | 1401 | 500 | 6 | 292 |
| Future Volume (veh/h) | 6 | 5 | 3 | 266 | 5 | 208 | 3 | 5 | 1401 | 500 | 6 | 292 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Work Zone On Approach | | No | | | No | | | | No | | | |
| Adj Sat Flow, veh/h/ln | 1900 | 1604 | 1900 | 1856 | 1900 | 1781 | | 1307 | 1811 | 1856 | | 1870 |
| Adj Flow Rate, veh/h | 6 | 5 | 3 | 277 | 5 | 217 | | 5 | 1459 | 521 | | 304 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 |
| Percent Heavy Veh, % | 0 | 20 | 0 | 3 | 0 | 8 | | 40 | 6 | 3 | | 2 |
| Cap, veh/h | 118 | 89 | 44 | 363 | 9 | 402 | | 150 | 2023 | 643 | | 405 |
| Arrive On Green | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | | 0.01 | 0.41 | 0.41 | | 0.35 |
| Sat Flow, veh/h | 282 | 350 | 172 | 1396 | 36 | 1579 | | 1245 | 4944 | 1572 | | 1781 |
| Grp Volume(v), veh/h | 14 | 0 | 0 | 277 | 0 | 222 | | 5 | 1459 | 521 | | 304 |
| Grp Sat Flow(s),veh/h/ln | 804 | 0 | 0 | 1396 | 0 | 1616 | | 1245 | 1648 | 1572 | | 1781 |
| Q Serve(g_s), s | 0.1 | 0.0 | 0.0 | 12.8 | 0.0 | 13.1 | | 0.3 | 27.2 | 32.2 | | 9.6 |
| Cycle Q Clear(g_c), s | 13.2 | 0.0 | 0.0 | 26.0 | 0.0 | 13.1 | | 0.3 | 27.2 | 32.2 | | 9.6 |
| Prop In Lane | 0.43 | | 0.21 | 1.00 | | 0.98 | | 1.00 | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 251 | 0 | 0 | 363 | 0 | 411 | | 150 | 2023 | 643 | | 405 |
| V/C Ratio(X) | 0.06 | 0.00 | 0.00 | 0.76 | 0.00 | 0.54 | | 0.03 | 0.72 | 0.81 | | 0.75 |
| Avail Cap(c_a), veh/h | 251 | 0 | 0 | 363 | 0 | 411 | | 199 | 2023 | 643 | | 405 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.64 |
| Uniform Delay (d), s/veh | 31.3 | 0.0 | 0.0 | 41.6 | 0.0 | 35.4 | | 21.7 | 27.2 | 28.7 | | 30.6 |
| Incr Delay (d2), s/veh | 0.1 | 0.0 | 0.0 | 9.3 | 0.0 | 1.4 | | 0.1 | 2.3 | 10.6 | | 5.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 0.0 | 0.0 | 8.0 | 0.0 | 5.1 | | 0.1 | 10.4 | 13.2 | | 6.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 31.4 | 0.0 | 0.0 | 50.9 | 0.0 | 36.9 | | 21.8 | 29.5 | 39.3 | | 35.6 |
| LnGrp LOS | C | | | D | | D | | C | C | D | | D |
| Approach Vol, veh/h | | 14 | | | 499 | | | | 1985 | | | |
| Approach Delay, s/veh | | 31.4 | | | 44.6 | | | | 32.1 | | | |
| Approach LOS | | C | | | D | | | | C | | | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 6.7 | 69.3 | | 34.0 | 25.0 | 51.0 | | 34.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | 6.0 |
| Max Green Setting (Gmax), s | 5.0 | 59.0 | | 28.0 | 19.0 | 45.0 | | 28.0 |
| Max Q Clear Time (g_c+I1), s | 2.3 | 2.0 | | 15.2 | 11.6 | 34.2 | | 28.0 |
| Green Ext Time (p_c), s | 0.0 | 18.1 | | 0.0 | 0.5 | 7.7 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 22.8 |
| HCM 7th LOS | C |

Notes

User approved ignoring U-Turning movement.

| Movement | SBT | SBR |
|---|---|---|
| Lane Configurations | | |
| Traffic Volume (veh/h) | 1537 | 3 |
| Future Volume (veh/h) | 1537 | 3 |
| Initial Q (Qb), veh | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 |
| Work Zone On Approach | No | |
| Adj Sat Flow, veh/h/ln | 1856 | 1411 |
| Adj Flow Rate, veh/h | 1601 | 3 |
| Peak Hour Factor | 0.96 | 0.96 |
| Percent Heavy Veh, % | 3 | 33 |
| Cap, veh/h | 2029 | 688 |
| Arrive On Green | 1.00 | 1.00 |
| Sat Flow, veh/h | 3526 | 1196 |
| Grp Volume(v), veh/h | 1601 | 3 |
| Grp Sat Flow(s),veh/h/ln | 1763 | 1196 |
| Q Serve(g_s), s | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 |
| Prop In Lane | | 1.00 |
| Lane Grp Cap(c), veh/h | 2029 | 688 |
| V/C Ratio(X) | 0.79 | 0.00 |
| Avail Cap(c_a), veh/h | 2029 | 688 |
| HCM Platoon Ratio | 2.00 | 2.00 |
| Upstream Filter(I) | 0.64 | 0.64 |
| Uniform Delay (d), s/veh | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 2.1 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.6 | 0.0 |
| Unsig. Movement Delay, s/veh | | |
| LnGrp Delay(d), s/veh | 2.1 | 0.0 |
| LnGrp LOS | A | A |
| Approach Vol, veh/h | 1908 | |
| Approach Delay, s/veh | 7.4 | |
| Approach LOS | A | |

| Timer - Assigned Phs |
|---|

## Intersection: 1: SR 124/Rock Chapel Rd & Stephenson Road

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | R | L | T | R | L | T | T | R | L | T |
| Maximum Queue (ft) | 224 | 67 | 99 | 69 | 90 | 22 | 201 | 354 | 412 | 360 | 46 | 408 |
| Average Queue (ft) | 89 | 15 | 35 | 20 | 17 | 2 | 78 | 165 | 223 | 65 | 6 | 206 |
| 95th Queue (ft) | 192 | 47 | 85 | 52 | 53 | 11 | 154 | 300 | 372 | 257 | 27 | 331 |
| Link Distance (ft) | | 1573 | | | 1241 | | | 1528 | 1528 | 1528 | | 1240 |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 275 | | 275 | 300 | | 260 | 330 | | | | 400 | |
| Storage Blk Time (%) | 1 | | | | | | | 0 | | | | 0 |
| Queuing Penalty (veh) | 1 | | | | | | | 0 | | | | 0 |

## Intersection: 1: SR 124/Rock Chapel Rd & Stephenson Road

| Movement | SB | SB |
|---|---|---|
| Directions Served | T | R |
| Maximum Queue (ft) | 360 | 31 |
| Average Queue (ft) | 181 | 1 |
| 95th Queue (ft) | 298 | 22 |
| Link Distance (ft) | 1240 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | 360 |
| Storage Blk Time (%) | 0 | |
| Queuing Penalty (veh) | 0 | |

## Intersection: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd

| Movement | EB | EB | NB | NB | NB | NB | B10 | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | UL | L | T | T | T | T | T | T |
| Maximum Queue (ft) | 153 | 167 | 109 | 120 | 128 | 162 | 10 | 121 | 112 | 92 |
| Average Queue (ft) | 89 | 105 | 52 | 46 | 39 | 48 | 0 | 43 | 44 | 22 |
| 95th Queue (ft) | 146 | 155 | 89 | 91 | 98 | 119 | 7 | 101 | 95 | 67 |
| Link Distance (ft) | | 4758 | | | 719 | 719 | 920 | 1136 | 1136 | 1136 |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | 670 | | 385 | 385 | | | | | | |
| Storage Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |

## Intersection: 4: SR 124/Rock Chapel Rd & Knoll Hollow Road

| Movement | WB | WB | SB |
|---|---|---|---|
| Directions Served | L | R | UL |
| Maximum Queue (ft) | 80 | 20 | 38 |
| Average Queue (ft) | 11 | 1 | 7 |
| 95th Queue (ft) | 46 | 19 | 28 |
| Link Distance (ft) | 1910 | | |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | 50 | 165 |
| Storage Blk Time (%) | 4 | | |
| Queuing Penalty (veh) | 1 | | |

## Intersection: 5: SR 124/Rock Chapel Rd & Maddox Road

| Movement | EB | EB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | R | UL | T | T | U | T | T | R |
| Maximum Queue (ft) | 72 | 66 | 95 | 243 | 276 | 27 | 214 | 237 | 95 |
| Average Queue (ft) | 18 | 5 | 40 | 48 | 52 | 3 | 59 | 64 | 6 |
| 95th Queue (ft) | 57 | 33 | 81 | 165 | 180 | 16 | 173 | 186 | 43 |
| Link Distance (ft) | 1742 | | | 1142 | 1142 | | 1170 | 1170 | 1170 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | | 135 | 220 | | | 240 | | | |
| Storage Blk Time (%) | | | | 0 | | | 0 | | |
| Queuing Penalty (veh) | | | | 0 | | | 0 | | |

## Zone Summary

Zone wide Queuing Penalty: 3

## Intersection: 1: SR 124/Rock Chapel Rd & Stephenson Road

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | B21 | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | R | L | T | R | L | T | T | R | T | L |
| Maximum Queue (ft) | 317 | 557 | 299 | 23 | 20 | 2 | 195 | 234 | 347 | 100 | 6 | 4 |
| Average Queue (ft) | 175 | 115 | 122 | 4 | 1 | 0 | 80 | 73 | 112 | 7 | 0 | 0 |
| 95th Queue (ft) | 347 | 598 | 301 | 17 | 9 | 2 | 154 | 178 | 265 | 46 | 4 | 3 |
| Link Distance (ft) | | 1573 | | | 1241 | | | 1528 | 1528 | 1528 | 1271 | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 275 | | 275 | 300 | | 260 | 330 | | | | | 400 |
| Storage Blk Time (%) | 18 | | 0 | | | | | 0 | | | | |
| Queuing Penalty (veh) | 41 | | 1 | | | | | 0 | | | | |

## Intersection: 1: SR 124/Rock Chapel Rd & Stephenson Road

| Movement | SB | SB |
|---|---|---|
| Directions Served | T | T |
| Maximum Queue (ft) | 423 | 378 |
| Average Queue (ft) | 220 | 185 |
| 95th Queue (ft) | 359 | 318 |
| Link Distance (ft) | 1240 | 1240 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | 0 | 0 |
| Queuing Penalty (veh) | 0 | 0 |

## Intersection: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd

| Movement | EB | EB | EB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | R | UL | L | T | T | U | T | T | T |
| Maximum Queue (ft) | 252 | 275 | 105 | 123 | 134 | 233 | 244 | 10 | 262 | 251 | 194 |
| Average Queue (ft) | 167 | 188 | 6 | 58 | 61 | 85 | 105 | 1 | 127 | 123 | 76 |
| 95th Queue (ft) | 242 | 260 | 54 | 105 | 114 | 177 | 211 | 6 | 220 | 216 | 146 |
| Link Distance (ft) | | 4758 | 4758 | | | 719 | 719 | | 1136 | 1136 | 1136 |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | 670 | | | 385 | 385 | | | 225 | | | |
| Storage Blk Time (%) | | | | | | | | | 1 | | |
| Queuing Penalty (veh) | | | | | | | | | 0 | | |

## Intersection: 4: SR 124/Rock Chapel Rd & Knoll Hollow Road

| Movement | WB | NB | SB | SB | SB |
|---|---|---|---|---|---|
| Directions Served | L | T | UL | T | T |
| Maximum Queue (ft) | 41 | 6 | 43 | 3 | 24 |
| Average Queue (ft) | 10 | 0 | 10 | 0 | 1 |
| 95th Queue (ft) | 30 | 4 | 34 | 2 | 12 |
| Link Distance (ft) | 1910 | 1170 | | 920 | 920 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | | 165 | | |
| Storage Blk Time (%) | 1 | | | | |
| Queuing Penalty (veh) | 0 | | | | |

## Intersection: 5: SR 124/Rock Chapel Rd & Maddox Road

| Movement | EB | EB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | R | UL | T | T | U | T | T | R |
| Maximum Queue (ft) | 114 | 120 | 159 | 100 | 110 | 27 | 212 | 239 | 108 |
| Average Queue (ft) | 38 | 36 | 72 | 15 | 27 | 2 | 90 | 94 | 16 |
| 95th Queue (ft) | 87 | 90 | 137 | 59 | 73 | 13 | 194 | 205 | 70 |
| Link Distance (ft) | 1742 | | | 1142 | 1142 | | 1170 | 1170 | 1170 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | | 135 | 220 | | | 240 | | | |
| Storage Blk Time (%) | 0 | 0 | | | | | 0 | | |
| Queuing Penalty (veh) | 0 | 0 | | | | | 0 | | |

## Zone Summary

Zone wide Queuing Penalty: 43

## Intersection: 1: SR 124/Rock Chapel Rd & Stephenson Road

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | R | L | T | R | L | T | T | R | L | T |
| Maximum Queue (ft) | 216 | 76 | 126 | 83 | 90 | 42 | 209 | 462 | 472 | 534 | 52 | 405 |
| Average Queue (ft) | 103 | 14 | 41 | 24 | 23 | 3 | 94 | 220 | 271 | 100 | 9 | 227 |
| 95th Queue (ft) | 191 | 49 | 96 | 62 | 64 | 20 | 168 | 394 | 447 | 374 | 33 | 353 |
| Link Distance (ft) | | 1573 | | | 1241 | | | 1528 | 1528 | 1528 | | 1240 |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 275 | | 275 | 300 | | 260 | 330 | | | | 400 | |
| Storage Blk Time (%) | 0 | | | | | | | 1 | | | | 0 |
| Queuing Penalty (veh) | 1 | | | | | | | 1 | | | | 0 |

## Intersection: 1: SR 124/Rock Chapel Rd & Stephenson Road

| Movement | SB | SB |
|---|---|---|
| Directions Served | T | R |
| Maximum Queue (ft) | 349 | 105 |
| Average Queue (ft) | 197 | 5 |
| 95th Queue (ft) | 307 | 43 |
| Link Distance (ft) | 1240 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | 360 |
| Storage Blk Time (%) | 0 | |
| Queuing Penalty (veh) | 0 | |

## Intersection: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd

| Movement | EB | EB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | UL | L | T | T | T | T | T | R |
| Maximum Queue (ft) | 172 | 187 | 102 | 110 | 172 | 219 | 151 | 149 | 114 | 30 |
| Average Queue (ft) | 94 | 115 | 54 | 48 | 55 | 71 | 53 | 55 | 33 | 1 |
| 95th Queue (ft) | 153 | 172 | 95 | 94 | 132 | 168 | 118 | 118 | 87 | 21 |
| Link Distance (ft) | | 4758 | | | 719 | 719 | 1136 | 1136 | 1136 | |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | 670 | | 385 | 385 | | | | | | 370 |
| Storage Blk Time (%) | | | | | | | 0 | | | |
| Queuing Penalty (veh) | | | | | | | 0 | | | |

## Intersection: 4: SR 124/Rock Chapel Rd & Knoll Hollow Road

| Movement | WB | WB | SB | SB | SB |
|---|---|---|---|---|---|
| Directions Served | L | R | UL | T | T |
| Maximum Queue (ft) | 44 | 9 | 46 | 7 | 20 |
| Average Queue (ft) | 10 | 0 | 11 | 0 | 1 |
| 95th Queue (ft) | 34 | 7 | 35 | 5 | 14 |
| Link Distance (ft) | 1910 | | | 920 | 920 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | 50 | 165 | | |
| Storage Blk Time (%) | 2 | 0 | | | |
| Queuing Penalty (veh) | 1 | 0 | | | |

## Intersection: 5: SR 124/Rock Chapel Rd & Maddox Road

| Movement | EB | EB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | R | UL | T | T | U | T | T | R |
| Maximum Queue (ft) | 61 | 41 | 100 | 268 | 284 | 27 | 236 | 255 | 157 |
| Average Queue (ft) | 17 | 4 | 41 | 66 | 74 | 2 | 72 | 82 | 13 |
| 95th Queue (ft) | 50 | 27 | 83 | 196 | 218 | 14 | 200 | 210 | 73 |
| Link Distance (ft) | 1742 | | | 1142 | 1142 | | 1170 | 1170 | 1170 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | | 135 | 220 | | | 240 | | | |
| Storage Blk Time (%) | | | | 0 | | | 0 | | |
| Queuing Penalty (veh) | | | | 0 | | | 0 | | |

## Zone Summary

Zone wide Queuing Penalty: 3

## Intersection: 1: SR 124/Rock Chapel Rd & Stephenson Road

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | B21 | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | R | L | T | R | L | T | T | R | T | L |
| Maximum Queue (ft) | 322 | 380 | 302 | 27 | 24 | 8 | 219 | 300 | 363 | 342 | 8 | 10 |
| Average Queue (ft) | 148 | 48 | 99 | 4 | 2 | 0 | 96 | 95 | 127 | 23 | 0 | 0 |
| 95th Queue (ft) | 296 | 306 | 233 | 17 | 13 | 4 | 192 | 218 | 264 | 165 | 6 | 5 |
| Link Distance (ft) | | 1573 | | | 1241 | | | 1528 | 1528 | 1528 | 1271 | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 275 | | 275 | 300 | | 260 | 330 | | | | | 400 |
| Storage Blk Time (%) | 9 | | 1 | | | | | 0 | | | | |
| Queuing Penalty (veh) | 22 | | 1 | | | | | 0 | | | | |

## Intersection: 1: SR 124/Rock Chapel Rd & Stephenson Road

| Movement | SB | SB | SB |
|---|---|---|---|
| Directions Served | T | T | R |
| Maximum Queue (ft) | 463 | 409 | 128 |
| Average Queue (ft) | 258 | 214 | 5 |
| 95th Queue (ft) | 408 | 356 | 68 |
| Link Distance (ft) | 1240 | 1240 | |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | 360 |
| Storage Blk Time (%) | 1 | 0 | |
| Queuing Penalty (veh) | 0 | 1 | |

## Intersection: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd

| Movement | EB | EB | EB | NB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | R | UL | L | T | T | U | T | T | T |
| Maximum Queue (ft) | 269 | 291 | 203 | 114 | 125 | 224 | 261 | 22 | 263 | 241 | 187 |
| Average Queue (ft) | 171 | 196 | 23 | 58 | 60 | 85 | 107 | 1 | 128 | 125 | 80 |
| 95th Queue (ft) | 241 | 265 | 132 | 104 | 112 | 172 | 205 | 9 | 224 | 204 | 156 |
| Link Distance (ft) | | 4758 | 4758 | | | 719 | 719 | | 1136 | 1136 | 1136 |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | 670 | | | 385 | 385 | | | 225 | | | |
| Storage Blk Time (%) | | | | | | | | | 0 | | |
| Queuing Penalty (veh) | | | | | | | | | 0 | | |

## Intersection: 4: SR 124/Rock Chapel Rd & Knoll Hollow Road

| Movement | WB | WB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|
| Directions Served | L | R | T | UL | T | T |
| Maximum Queue (ft) | 45 | 9 | 12 | 43 | 9 | 46 |
| Average Queue (ft) | 14 | 0 | 0 | 15 | 0 | 2 |
| 95th Queue (ft) | 38 | 6 | 9 | 41 | 5 | 21 |
| Link Distance (ft) | 1910 | | 1170 | | 920 | 920 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | 50 | | 165 | | |
| Storage Blk Time (%) | 4 | 0 | | | | |
| Queuing Penalty (veh) | 1 | 0 | | | | |

## Intersection: 5: SR 124/Rock Chapel Rd & Maddox Road

| Movement | EB | EB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | R | UL | T | T | U | T | T | R |
| Maximum Queue (ft) | 110 | 112 | 202 | 88 | 77 | 30 | 315 | 358 | 201 |
| Average Queue (ft) | 41 | 36 | 77 | 12 | 23 | 3 | 118 | 127 | 32 |
| 95th Queue (ft) | 96 | 91 | 162 | 49 | 62 | 17 | 252 | 286 | 128 |
| Link Distance (ft) | 1742 | | | 1142 | 1142 | | 1170 | 1170 | 1170 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | | 135 | 220 | | | 240 | | | |
| Storage Blk Time (%) | 0 | 0 | 0 | | | | 1 | | |
| Queuing Penalty (veh) | 0 | 0 | 1 | | | | 0 | | |

## Zone Summary

Zone wide Queuing Penalty: 26

## Intersection: 1: SR 124/Rock Chapel Rd & Stephenson Road

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | B21 | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | R | L | T | R | L | T | T | R | T | L |
| Maximum Queue (ft) | 238 | 187 | 186 | 83 | 105 | 38 | 261 | 350 | 394 | 457 | 12 | 61 |
| Average Queue (ft) | 97 | 23 | 63 | 27 | 20 | 5 | 120 | 202 | 248 | 66 | 0 | 10 |
| 95th Queue (ft) | 213 | 161 | 151 | 66 | 62 | 22 | 218 | 325 | 376 | 291 | 8 | 38 |
| Link Distance (ft) | | 1573 | | | 1241 | | | 1528 | 1528 | 1528 | 1271 | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 275 | | 275 | 300 | | 260 | 330 | | | | | 400 |
| Storage Blk Time (%) | 3 | | 0 | | | | 0 | 0 | | | | |
| Queuing Penalty (veh) | 7 | | 0 | | | | 1 | 1 | | | | |

## Intersection: 1: SR 124/Rock Chapel Rd & Stephenson Road

| Movement | SB | SB | SB |
|---|---|---|---|
| Directions Served | T | T | R |
| Maximum Queue (ft) | 396 | 380 | 81 |
| Average Queue (ft) | 244 | 211 | 4 |
| 95th Queue (ft) | 376 | 335 | 62 |
| Link Distance (ft) | 1240 | 1240 | |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | 360 |
| Storage Blk Time (%) | 0 | 0 | |
| Queuing Penalty (veh) | 0 | 0 | |

## Intersection: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd/Site Drive N

| Movement | EB | EB | WB | WB | WB | NB | NB | NB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | LT | L | LT | TR | UL | L | T | T | R | L | T |
| Maximum Queue (ft) | 186 | 211 | 116 | 109 | 147 | 136 | 582 | 744 | 789 | 275 | 335 | 610 |
| Average Queue (ft) | 100 | 119 | 68 | 54 | 28 | 73 | 202 | 572 | 604 | 107 | 265 | 341 |
| 95th Queue (ft) | 162 | 187 | 106 | 88 | 95 | 120 | 605 | 837 | 883 | 321 | 428 | 815 |
| Link Distance (ft) | | 4758 | 1488 | 1488 | 1488 | | | 732 | 732 | | | 1142 |
| Upstream Blk Time (%) | | | | | | | | 7 | 18 | | | |
| Queuing Penalty (veh) | | | | | | | | 64 | 161 | | | |
| Storage Bay Dist (ft) | 670 | | | | | 385 | 385 | | | 175 | 225 | |
| Storage Blk Time (%) | | | | | | | | 38 | 48 | | 52 | 1 |
| Queuing Penalty (veh) | | | | | | | | 55 | 39 | | 171 | 1 |

## Intersection: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd/Site Drive N

| Movement | SB | SB | SB |
|---|---|---|---|
| Directions Served | T | T | R |
| Maximum Queue (ft) | 571 | 368 | 264 |
| Average Queue (ft) | 302 | 129 | 25 |
| 95th Queue (ft) | 745 | 367 | 153 |
| Link Distance (ft) | 1142 | 1142 | |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | 370 |
| Storage Blk Time (%) | | 0 | 0 |
| Queuing Penalty (veh) | | 0 | 0 |

## Intersection: 4: SR 124/Rock Chapel Rd & Knoll Hollow Road

| Movement | WB | WB | NB | NB | SB |
|---|---|---|---|---|---|
| Directions Served | L | R | T | R | UL |
| Maximum Queue (ft) | 82 | 43 | 11 | 4 | 47 |
| Average Queue (ft) | 26 | 2 | 0 | 0 | 11 |
| 95th Queue (ft) | 62 | 18 | 8 | 3 | 37 |
| Link Distance (ft) | | | 1170 | | |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | 50 | | 235 | 165 |
| Storage Blk Time (%) | 10 | 0 | | | |
| Queuing Penalty (veh) | 4 | 0 | | | |

## Intersection: 5: SR 124/Rock Chapel Rd & Maddox Road

| Movement | EB | EB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | R | UL | T | T | U | T | T | R |
| Maximum Queue (ft) | 129 | 70 | 109 | 309 | 351 | 25 | 265 | 272 | 201 |
| Average Queue (ft) | 36 | 9 | 42 | 109 | 121 | 2 | 81 | 96 | 18 |
| 95th Queue (ft) | 95 | 46 | 83 | 263 | 294 | 14 | 189 | 214 | 96 |
| Link Distance (ft) | 1742 | | | 1142 | 1142 | | 1170 | 1170 | 1170 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | | 135 | 220 | | | 240 | | | |
| Storage Blk Time (%) | 0 | | | 1 | | | 0 | | |
| Queuing Penalty (veh) | 0 | | | 1 | | | 0 | | |

## Zone Summary

Zone wide Queuing Penalty: 505

## Intersection: 1: SR 124/Rock Chapel Rd & Stephenson Road

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | B21 | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | R | L | T | R | L | T | T | R | T | L |
| Maximum Queue (ft) | 203 | 15 | 260 | 56 | 24 | 10 | 302 | 306 | 358 | 178 | 4 | 0 |
| Average Queue (ft) | 102 | 1 | 116 | 13 | 2 | 0 | 148 | 111 | 155 | 13 | 0 | 0 |
| 95th Queue (ft) | 185 | 7 | 220 | 41 | 11 | 4 | 254 | 227 | 290 | 80 | 3 | 0 |
| Link Distance (ft) | | 1573 | | | 1241 | | | 1528 | 1528 | 1528 | 1271 | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 275 | | 275 | 300 | | 260 | 330 | | | | | 400 |
| Storage Blk Time (%) | | | 0 | | | | 0 | 0 | | | | |
| Queuing Penalty (veh) | | | 0 | | | | 1 | 0 | | | | |

## Intersection: 1: SR 124/Rock Chapel Rd & Stephenson Road

| Movement | SB | SB | SB |
|---|---|---|---|
| Directions Served | T | T | R |
| Maximum Queue (ft) | 571 | 535 | 356 |
| Average Queue (ft) | 345 | 296 | 32 |
| 95th Queue (ft) | 522 | 455 | 206 |
| Link Distance (ft) | 1240 | 1240 | |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | 360 |
| Storage Blk Time (%) | 5 | 3 | 0 |
| Queuing Penalty (veh) | 0 | 5 | 0 |

## Intersection: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd/Site Drive N

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | NB | NB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | LT | R | L | LT | TR | UL | L | T | T | R | UL |
| Maximum Queue (ft) | 581 | 760 | 659 | 138 | 135 | 168 | 142 | 434 | 666 | 689 | 275 | 355 |
| Average Queue (ft) | 413 | 480 | 215 | 75 | 60 | 28 | 78 | 161 | 428 | 447 | 121 | 305 |
| 95th Queue (ft) | 680 | 919 | 729 | 123 | 107 | 101 | 129 | 503 | 753 | 795 | 335 | 429 |
| Link Distance (ft) | | 4758 | 4758 | 1488 | 1488 | 1488 | | | 732 | 732 | | |
| Upstream Blk Time (%) | | | | | | | | | 3 | 6 | | |
| Queuing Penalty (veh) | | | | | | | | | 21 | 49 | | |
| Storage Bay Dist (ft) | 670 | | | | | | 385 | 385 | | | 175 | 225 |
| Storage Blk Time (%) | 8 | 9 | | | | | | 0 | 21 | 45 | | 60 |
| Queuing Penalty (veh) | 29 | 26 | | | | | | 1 | 33 | 55 | | 282 |

## Intersection: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd/Site Drive N

| Movement | SB | SB | SB | SB |
|---|---|---|---|---|
| Directions Served | T | T | T | R |
| Maximum Queue (ft) | 828 | 796 | 584 | 34 |
| Average Queue (ft) | 434 | 397 | 207 | 1 |
| 95th Queue (ft) | 865 | 807 | 433 | 24 |
| Link Distance (ft) | 1142 | 1142 | 1142 | |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | 370 |
| Storage Blk Time (%) | 6 | | 0 | |
| Queuing Penalty (veh) | 14 | | 1 | |

## Intersection: 4: SR 124/Rock Chapel Rd & Knoll Hollow Road

| Movement | WB | WB | NB | NB | NB | SB |
|---|---|---|---|---|---|---|
| Directions Served | L | R | T | T | R | UL |
| Maximum Queue (ft) | 80 | 83 | 28 | 8 | 17 | 42 |
| Average Queue (ft) | 28 | 5 | 2 | 0 | 1 | 13 |
| 95th Queue (ft) | 66 | 40 | 18 | 6 | 9 | 37 |
| Link Distance (ft) | | | 1170 | 1170 | | |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | 50 | | | 235 | 165 |
| Storage Blk Time (%) | 13 | 0 | | | | |
| Queuing Penalty (veh) | 4 | 0 | | | | |

## Intersection: 5: SR 124/Rock Chapel Rd & Maddox Road

| Movement | EB | EB | NB | NB | NB | SB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | R | UL | T | T | U | T | T | R |
| Maximum Queue (ft) | 116 | 147 | 202 | 66 | 90 | 28 | 331 | 355 | 368 |
| Average Queue (ft) | 47 | 44 | 79 | 15 | 33 | 3 | 129 | 138 | 48 |
| 95th Queue (ft) | 101 | 111 | 157 | 48 | 74 | 15 | 267 | 281 | 199 |
| Link Distance (ft) | 1742 | | | 1142 | 1142 | | 1170 | 1170 | 1170 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | | 135 | 220 | | | 240 | | | |
| Storage Blk Time (%) | 0 | 1 | 0 | | | | 2 | | |
| Queuing Penalty (veh) | 1 | 1 | 0 | | | | 0 | | |

## Zone Summary

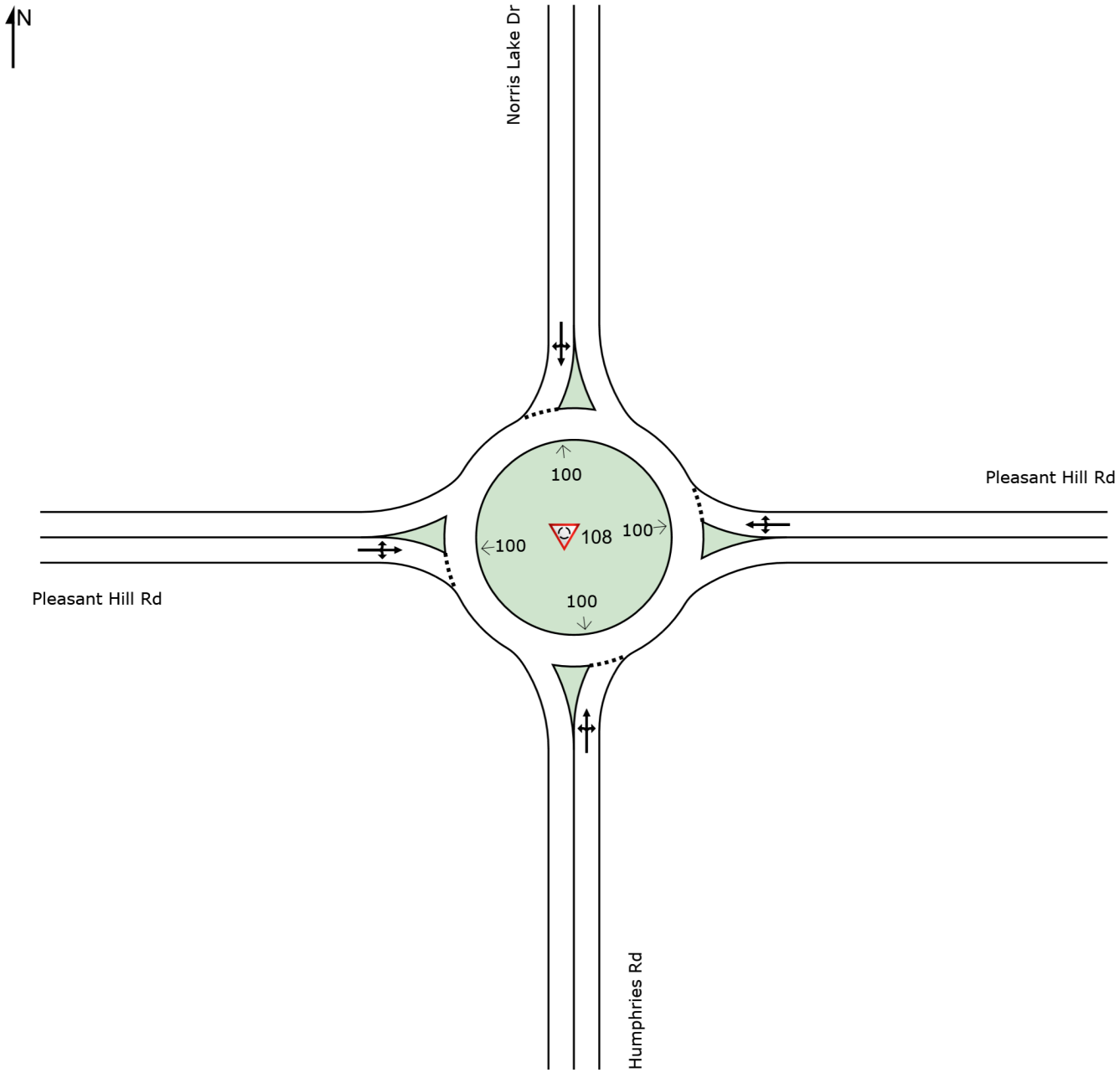
Zone wide Queuing Penalty: 522

# SITE LAYOUT

## Site: 108 [2028 Build AM - Mitigated (Site Folder: 08 Pleasant HIll Road & Humphries Road/Norris Lake Drive)]

New Site
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



# LANE SUMMARY

## Site: 108 [2028 Build AM - Mitigated (Site Folder: 08 Pleasant HIll Road & Humphries Road/Norris Lake Drive)]

New Site
Site Category: (None)
Roundabout

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] ft | Lane Config | Lane Length ft | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Humphries Rd | | | | | | | | | | | | | |
| Lane 1[d] | 283 | 2.8 | 926 | 0.305 | 100 | 7.1 | LOS A | 1.5 | 37.9 | Full | 1600 | 0.0 | 0.0 |
| Approach | 283 | 2.8 | | 0.305 | | 7.1 | LOS A | 1.5 | 37.9 | | | | |
| East: Pleasant Hill Rd | | | | | | | | | | | | | |
| Lane 1[d] | 483 | 6.1 | 919 | 0.525 | 100 | 10.8 | LOS B | 3.9 | 102.9 | Full | 1600 | 0.0 | 0.0 |
| Approach | 483 | 6.1 | | 0.525 | | 10.8 | LOS B | 3.9 | 102.9 | | | | |
| North: Norris Lake Dr | | | | | | | | | | | | | |
| Lane 1[d] | 126 | 1.7 | 771 | 0.163 | 100 | 6.4 | LOS A | 0.7 | 17.2 | Full | 1600 | 0.0 | 0.0 |
| Approach | 126 | 1.7 | | 0.163 | | 6.4 | LOS A | 0.7 | 17.2 | | | | |
| West: Pleasant Hill Rd | | | | | | | | | | | | | |
| Lane 1[d] | 365 | 4.0 | 1198 | 0.304 | 100 | 5.8 | LOS A | 1.6 | 42.4 | Full | 1600 | 0.0 | 0.0 |
| Approach | 365 | 4.0 | | 0.304 | | 5.8 | LOS A | 1.6 | 42.4 | | | | |
| Intersection | 1256 | 4.3 | | 0.525 | | 8.1 | LOS A | 3.9 | 102.9 | | | | |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

**Approach Lane Flows (veh/h)**

South: Humphries Rd

| Mov. From S To Exit: | L2 W | T1 N | R2 E | Total | %HV | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Prob. SL Ov. % | Ov. Lane No. |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane 1 | 41 | 238 | 4 | 283 | 2.8 | 926 | 0.305 | 100 | NA | NA |
| Approach | 41 | 238 | 4 | 283 | 2.8 | | 0.305 | | | |

East: Pleasant Hill Rd

| Mov. From E To Exit: | L2 S | T1 W | R2 N | Total | %HV | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Prob. SL Ov. % | Ov. Lane No. |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane 1 | 4 | 474 | 4 | 483 | 6.1 | 919 | 0.525 | 100 | NA | NA |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Approach | 4 | 474 | 4 | 483 | 6.1 | | 0.525 | | | |
| North: Norris Lake Dr | | | | | | | | | | |
| Mov. From N To Exit: | L2 E | T1 S | R2 W | Total | %HV | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Prob. SL Ov. % | Ov. Lane No. |
| Lane 1 | 2 | 92 | 31 | 126 | 1.7 | 771 | 0.163 | 100 | NA | NA |
| Approach | 2 | 92 | 31 | 126 | 1.7 | | 0.163 | | | |
| West: Pleasant Hill Rd | | | | | | | | | | |
| Mov. From W To Exit: | L2 N | T1 E | R2 S | Total | %HV | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Prob. SL Ov. % | Ov. Lane No. |
| Lane 1 | 55 | 292 | 17 | 365 | 4.0 | 1198 | 0.304 | 100 | NA | NA |
| Approach | 55 | 292 | 17 | 365 | 4.0 | | 0.304 | | | |
| | Total | %HV | Deg.Satn (v/c) | | | | | | | |
| Intersection | 1256 | 4.3 | | 0.525 | | | | | | |

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

**Merge Analysis**

| | Exit Lane Number | Short Lane Length ft | Percent Opng in Lane % | Opposing Flow Rate veh/h | Opposing Flow Rate pcu/h | Critical Gap sec | Follow-up Headway sec | Lane Flow Rate veh/h | Capacity veh/h | Deg. Satn v/c | Min. Delay sec | Merge Delay sec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South Exit: Humphries Rd<br>Merge Type: **Not Applied** | | | | | | | | | | | | |
| Full Length Lane | 1 | Merge Analysis not applied. | | | | | | | | | | |
| East Exit: Pleasant Hill Rd<br>Merge Type: **Not Applied** | | | | | | | | | | | | |
| Full Length Lane | 1 | Merge Analysis not applied. | | | | | | | | | | |
| North Exit: Norris Lake Dr<br>Merge Type: **Not Applied** | | | | | | | | | | | | |
| Full Length Lane | 1 | Merge Analysis not applied. | | | | | | | | | | |
| West Exit: Pleasant Hill Rd<br>Merge Type: **Not Applied** | | | | | | | | | | | | |
| Full Length Lane | 1 | Merge Analysis not applied. | | | | | | | | | | |

# LANE SUMMARY

## Site: 108 [2028 Build PM - Mitigated (Site Folder: 08 Pleasant HIll Road & Humphries Road/Norris Lake Drive)]

New Site
Site Category: (None)
Roundabout

**Lane Use and Performance**

| | DEMAND FLOWS [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh | Dist ] ft | Lane Config | Lane Length ft | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Humphries Rd | | | | | | | | | | | | | |
| Lane 1[d] | 135 | 2.4 | 773 | 0.174 | 100 | 6.5 | LOS A | 0.7 | 18.5 | Full | 1600 | 0.0 | 0.0 |
| Approach | 135 | 2.4 | | 0.174 | | 6.5 | LOS A | 0.7 | 18.5 | | | | |
| East: Pleasant Hill Rd | | | | | | | | | | | | | |
| Lane 1[d] | 333 | 5.6 | 1099 | 0.303 | 100 | 6.2 | LOS A | 1.5 | 40.4 | Full | 1600 | 0.0 | 0.0 |
| Approach | 333 | 5.6 | | 0.303 | | 6.2 | LOS A | 1.5 | 40.4 | | | | |
| North: Norris Lake Dr | | | | | | | | | | | | | |
| Lane 1[d] | 308 | 1.4 | 936 | 0.330 | 100 | 7.4 | LOS A | 1.7 | 42.0 | Full | 1600 | 0.0 | 0.0 |
| Approach | 308 | 1.4 | | 0.330 | | 7.4 | LOS A | 1.7 | 42.0 | | | | |
| West: Pleasant Hill Rd | | | | | | | | | | | | | |
| Lane 1[d] | 547 | 3.9 | 1024 | 0.535 | 100 | 10.2 | LOS B | 3.7 | 94.1 | Full | 1600 | 0.0 | 0.0 |
| Approach | 547 | 3.9 | | 0.535 | | 10.2 | LOS B | 3.7 | 94.1 | | | | |
| Intersection | 1323 | 3.6 | | 0.535 | | 8.1 | LOS A | 3.7 | 94.1 | | | | |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

**Approach Lane Flows (veh/h)**

South: Humphries Rd

| Mov. From S To Exit: | L2 W | T1 N | R2 E | Total | %HV | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Prob. SL Ov. % | Ov. Lane No. |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane 1 | 26 | 99 | 9 | 135 | 2.4 | 773 | 0.174 | 100 | NA | NA |
| Approach | 26 | 99 | 9 | 135 | 2.4 | | 0.174 | | | |

East: Pleasant Hill Rd

| Mov. From E To Exit: | L2 S | T1 W | R2 N | Total | %HV | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Prob. SL Ov. % | Ov. Lane No. |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane 1 | 9 | 313 | 11 | 333 | 5.6 | 1099 | 0.303 | 100 | NA | NA |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | 9 | 313 | 11 | 333 | 5.6 | | 0.303 | | | | |
| North: Norris Lake Dr | | | | | | | | | | | |
| Mov. From N To Exit: | L2 E | T1 S | R2 W | Total | %HV | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Prob. SL Ov. % | Ov. Lane No. | |
| Lane 1 | 7 | 236 | 65 | 308 | 1.4 | 936 | 0.330 | 100 | NA | NA | |
| Approach | 7 | 236 | 65 | 308 | 1.4 | | 0.330 | | | | |
| West: Pleasant Hill Rd | | | | | | | | | | | |
| Mov. From W To Exit: | L2 N | T1 E | R2 S | Total | %HV | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Prob. SL Ov. % | Ov. Lane No. | |
| Lane 1 | 42 | 477 | 28 | 547 | 3.9 | 1024 | 0.535 | 100 | NA | NA | |
| Approach | 42 | 477 | 28 | 547 | 3.9 | | 0.535 | | | | |
| | Total | %HV | Deg.Satn (v/c) | | | | | | | | |
| Intersection | 1323 | 3.6 | | 0.535 | | | | | | | |

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

## Merge Analysis

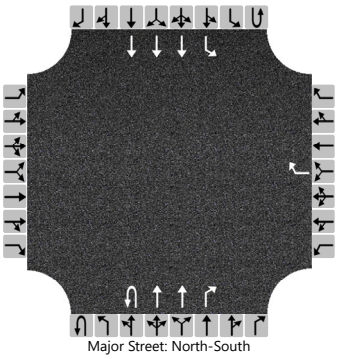
| | Exit Lane Number | Short Lane Length ft | Percent Opng in Lane % | Opposing Flow Rate veh/h | Opposing Flow Rate pcu/h | Critical Gap sec | Follow-up Headway sec | Lane Flow Rate veh/h | Capacity veh/h | Deg. Satn v/c | Min. Delay sec | Merge Delay sec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South Exit: Humphries Rd<br>Merge Type: **Not Applied** | | | | | | | | | | | | |
| Full Length Lane | 1 | Merge Analysis not applied. | | | | | | | | | | |
| East Exit: Pleasant Hill Rd<br>Merge Type: **Not Applied** | | | | | | | | | | | | |
| Full Length Lane | 1 | Merge Analysis not applied. | | | | | | | | | | |
| North Exit: Norris Lake Dr<br>Merge Type: **Not Applied** | | | | | | | | | | | | |
| Full Length Lane | 1 | Merge Analysis not applied. | | | | | | | | | | |
| West Exit: Pleasant Hill Rd<br>Merge Type: **Not Applied** | | | | | | | | | | | | |
| Full Length Lane | 1 | Merge Analysis not applied. | | | | | | | | | | |

# HCS7 Two-Way Stop-Control Report

## General 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



Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 1 | 3 | 0 |
| Configuration | | | | | | | | R | U | | T | R | | L | T | |
| Volume (veh/h) | | | | | | | | 41 | 0 | | 1676 | 6 | 0 | 16 | 1124 | |
| Percent Heavy Vehicles (%) | | | | | | | | 5 | 0 | | | | 0 | 0 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | 0 | | | | | | | | | | | |
| Right Turn Channelized | | | | | No | | | | No | | | | | | | |
| Median Type \| Storage | Left Only | | | | | | | | 7 | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | | | | | 6.9 | 5.6 | | | | | 4.1 | | |
| Critical Headway (sec) | | | | | | | | 7.00 | 5.60 | | | | | 4.10 | | |
| Base Follow-Up Headway (sec) | | | | | | | | 3.3 | 2.3 | | | | | 2.2 | | |
| Follow-Up Headway (sec) | | | | | | | | 3.35 | 2.30 | | | | | 2.20 | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | | | | | | 44 | 0 | | | | | 17 | | |
| Capacity, c (veh/h) | | | | | | | | 279 | 525 | | | | | 351 | | |
| v/c Ratio | | | | | | | | 0.16 | 0.00 | | | | | 0.05 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | | | | | | 0.5 | 0.0 | | | | | 0.2 | | |
| Control Delay (s/veh) | | | | | | | | 20.3 | 11.9 | | | | | 15.8 | | |
| Level of Service (LOS) | | | | | | | | C | B | | | | | C | | |
| Approach Delay (s/veh) | | | | | 20.3 | | | | 0.0 | | | | 0.2 | | | |
| Approach LOS | | | | | C | | | | | | | | | | | |

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# HCS7 Two-Way Stop-Control Report

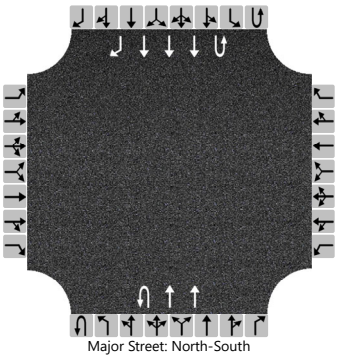
## General Information

| | |
|---|---|
| Analyst | JP |
| Agency/Co. | NV5 |
| Date Performed | 7/1/2025 |
| Analysis Year | 2028 |
| Time Analyzed | 2028 No-Build AM |
| Intersection Orientation | North-South |
| Project Description | DRI 4478 Creekside Village Mixed-Use Development |

## Site Information

| | |
|---|---|
| Intersection | SR 124 & Lithonia Ind |
| Jurisdiction | GDOT D7 |
| East/West Street | Lithonia Ind Blvd |
| North/South Street | SR 124/Rock Chapel Rd |
| Peak Hour Factor | 0.97 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes



Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 3 | 1 |
| Configuration | | | | | | | | | U | | T | | U | | T | R |
| Volume (veh/h) | | | | | | | | | 13 | | 1609 | | 0 | | 1047 | 439 |
| Percent Heavy Vehicles (%) | | | | | | | | | 15 | | | | 0 | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | No | | | |
| Median Type \| Storage | Left Only | | | | | | | | 9 | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | | | | | | 4.3 | | | | 4.3 | | | |
| Critical Headway (sec) | | | | | | | | | 4.64 | | | | 4.34 | | | |
| Base Follow-Up Headway (sec) | | | | | | | | | 2.6 | | | | 2.6 | | | |
| Follow-Up Headway (sec) | | | | | | | | | 2.72 | | | | 2.57 | | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | | | | | | | 13 | | | | 0 | | | |
| Capacity, c (veh/h) | | | | | | | | | 636 | | | | 324 | | | |
| v/c Ratio | | | | | | | | | 0.02 | | | | 0.00 | | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | | | | | | | 0.1 | | | | 0.0 | | | |
| Control Delay (s/veh) | | | | | | | | | 10.8 | | | | 16.1 | | | |
| Level of Service (LOS) | | | | | | | | | B | | | | C | | | |
| Approach Delay (s/veh) | | | | | | | | | 0.1 | | | | 0.0 | | | |
| Approach LOS | | | | | | | | | | | | | | | | |

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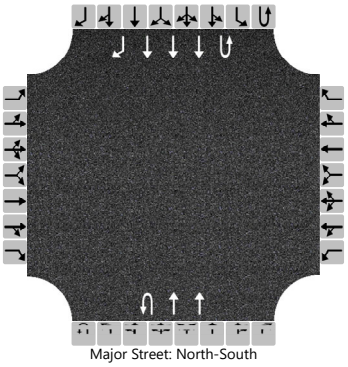
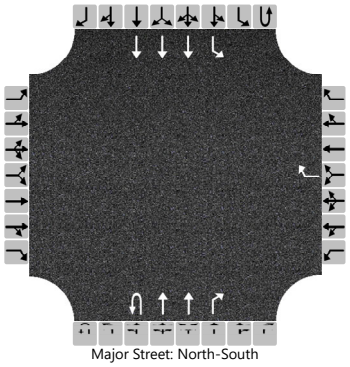
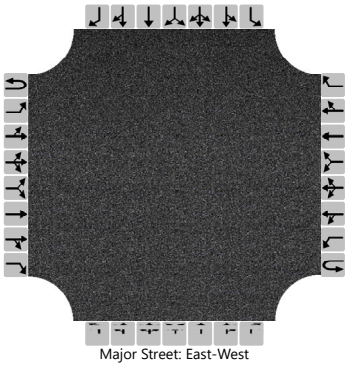
# HCS7 Alternative Intersections Results Summary

| General Information | | | | Alternative Intersection Information | |
|---|---|---|---|---|---|
| Agency | NV5 | | | Intersection Type | RCUT with TWSC |
| Analyst | JP | Analysis Date | 7/1/2025 | Segment One Distance, ft | 1700 |
| Jurisdiction | GDOT D7 | Duration, h | 0.25 | Segment Two Distance, ft | 1150 |
| Intersection | SR 124 & Knoll Hollow Rd | PHF | 0.94 | Arterial Direction | North-South |
| Main Intersection File | 2028 No-Build AM_RCUT Main.xtw | | | | |
| North Crossover File | 2028 No-Build AM_RCUT N U-Turn.xtw | | | | |
| South Crossover File | | | | | |
| Project Description | DRI 4478 Creekside Village Mixed-Use Development | | | | |

| Demand | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Intersection One Demand ( *v* ), veh/h | | | | | | | | | 13 | | 1609 | | 0 | | 1047 | 439 |
| Intersection Two Demand ( *v* ), veh/h | | | | | | | | 41 | 0 | | 1676 | 6 | 0 | 16 | 1124 | |
| Intersection Three Demand ( *v* ), veh/h | | | | | | | | | | | | | | | | |

| (1) North Crossover | (2) Main Intersection | (3) South Crossover |
|---|---|---|
|  |  |  |
| Major Street: North-South | Major Street: North-South | Major Street: East-West |

| Queue-to-Storage Ratio | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Intersection One ($R_Q$) | | | | | | | | | 0.00 | | | | | | | |
| Intersection Two ($R_Q$) | | | | | | | | | | | | | | 0.02 | | |
| Intersection Three ($R_Q$) | | | | | | | | | | | | | | | | |

**Alternative Intesection Results**

| O-D | O-D Movements | Flow Rate (veh/h) | Control Delay (s/veh) | EDTT (s/veh) | ETT (s/veh) | v/c>1? | $R_Q$>1? | LOS |
|---|---|---|---|---|---|---|---|---|
| EBL | EBR(2) + SBU(3) + NBT(2) | 0 | | | | No | No | |
| EBT | EBR(2) + SBU(3) + NBR(2) | 0 | | | | No | No | |
| EBR | EBR(2) | 0 | | | | No | No | |
| WBL | WBR(2) + NBU(1) + SBT(2) | 12 | 31.0 | 51.4 | 82.4 | No | No | F |
| WBT | WBR(2) + NBU(1) + SBR(2) | 0 | | | | No | No | |
| WBR | WBR(2) | 32 | 20.3 | -- | 20.3 | No | No | C |
| NBL | NBL(2) | 0 | | | | No | No | |
| NBT | NBT(2) | 1783 | 0.0 | -- | 0.0 | -- | -- | A |
| NBR | NBR(2) | 6 | 0.0 | -- | 0.0 | -- | -- | A |
| SBL | SBL(2) | 17 | 15.8 | -- | 15.8 | No | No | B |
| SBT | SBT(2) | 1196 | 0.0 | -- | 0.0 | -- | -- | A |
| SBR | SBR(2) | 0 | | | | -- | -- | |

| Overall Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Approach ETT, s/veh \| LOS | | | 37.2 | D | 0.0 | A | 0.2 | A |
| Intersection ETT, s/veh \| LOS | 0.6 | | | | A | | | |

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# HCS7 Two-Way Stop-Control Report

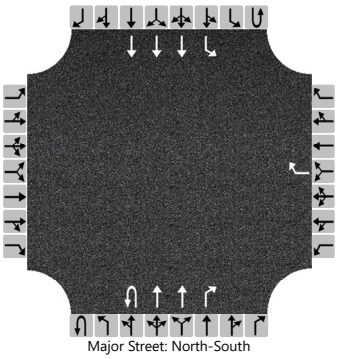
## General Information

| | |
|---|---|
| Analyst | JP |
| Agency/Co. | NV5 |
| Date Performed | 7/1/2025 |
| Analysis Year | 2028 |
| Time Analyzed | 2028 No-Build PM |
| Intersection Orientation | North-South |
| Project Description | DRI 4478 Creekside Village Mixed-Use Development |

## Site Information

| | |
|---|---|
| Intersection | SR 124 & Knoll Hollow Rd |
| Jurisdiction | GDOT D7 |
| East/West Street | Knoll Hollow Rd |
| North/South Street | SR 124/Rock Chapel Rd |
| Peak Hour Factor | 0.96 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes



Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 1 | 3 | 0 |
| Configuration | | | | | | | | R | U | | T | R | | L | T | |
| Volume (veh/h) | | | | | | | | 40 | 0 | | 1484 | 16 | 1 | 23 | 1623 | |
| Percent Heavy Vehicles (%) | | | | | | | | 0 | 0 | | | | 0 | 0 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | 0 | | | | | | | | | | | |
| Right Turn Channelized | | | | | No | | | | No | | | | | | | |
| Median Type \| Storage | Left Only | | | | | | | | 7 | | | | | | | |

## Critical and Follow-up Headways

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

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | | | | | | 42 | 0 | | | | | 25 | | |
| Capacity, c (veh/h) | | | | | | | | 346 | 332 | | | | | 392 | | |
| v/c Ratio | | | | | | | | 0.12 | 0.00 | | | | | 0.06 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | | | | | | 0.4 | 0.0 | | | | | 0.2 | | |
| Control Delay (s/veh) | | | | | | | | 16.8 | 15.9 | | | | | 14.8 | | |
| Level of Service (LOS) | | | | | | | | C | C | | | | | B | | |
| Approach Delay (s/veh) | | | | | 16.8 | | | | 0.0 | | | | 0.2 | | | |
| Approach LOS | | | | | C | | | | | | | | | | | |

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# HCS7 Two-Way Stop-Control Report

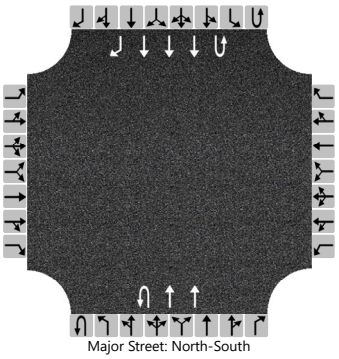
## General Information

| | |
|---|---|
| Analyst | JP |
| Agency/Co. | NV5 |
| Date Performed | 7/1/2025 |
| Analysis Year | 2028 |
| Time Analyzed | 2028 No-Build PM |
| Intersection Orientation | North-South |
| Project Description | DRI 4478 Creekside Village Mixed-Use Development |

## Site Information

| | |
|---|---|
| Intersection | SR 124 & Lithonia Ind |
| Jurisdiction | GDOT D7 |
| East/West Street | Lithonia Ind Blvd |
| North/South Street | SR 124/Rock Chapel Rd |
| Peak Hour Factor | 0.97 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes



Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 3 | 1 |
| Configuration | | | | | | | | | U | | T | | U | | T | R |
| Volume (veh/h) | | | | | | | | | 19 | | 1371 | | 1 | | 1483 | 391 |
| Percent Heavy Vehicles (%) | | | | | | | | | 0 | | | | 0 | | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | | | | | No | | | |
| Median Type \| Storage | Left Only | | | | | | | | 9 | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | | | | | | 4.3 | | | | 4.3 | | | |
| Critical Headway (sec) | | | | | | | | | 4.34 | | | | 4.34 | | | |
| Base Follow-Up Headway (sec) | | | | | | | | | 2.6 | | | | 2.6 | | | |
| Follow-Up Headway (sec) | | | | | | | | | 2.57 | | | | 2.57 | | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | | | | | | | 20 | | | | 1 | | | |
| Capacity, c (veh/h) | | | | | | | | | 529 | | | | 405 | | | |
| v/c Ratio | | | | | | | | | 0.04 | | | | 0.00 | | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | | | | | | | 0.1 | | | | 0.0 | | | |
| Control Delay (s/veh) | | | | | | | | | 12.1 | | | | 13.9 | | | |
| Level of Service (LOS) | | | | | | | | | B | | | | B | | | |
| Approach Delay (s/veh) | | | | | | | | | 0.2 | | | | 0.0 | | | |
| Approach LOS | | | | | | | | | | | | | | | | |

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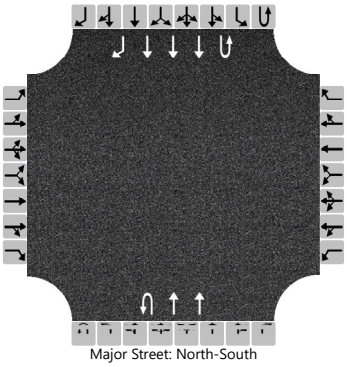
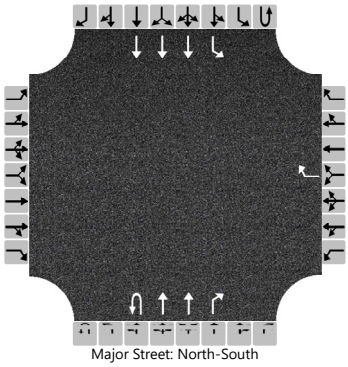
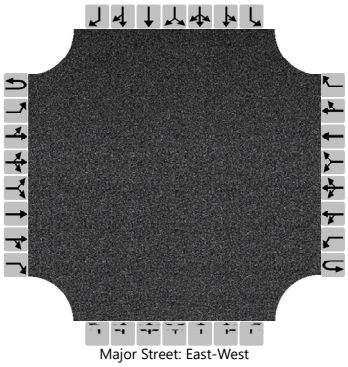
# HCS7 Alternative Intersections Results Summary

| General Information | | | | Alternative Intersection Information | |
|---|---|---|---|---|---|
| Agency | NV5 | | | Intersection Type | RCUT with TWSC |
| Analyst | JP | Analysis Date | 7/1/2025 | Segment One Distance, ft | 1700 |
| Jurisdiction | GDOT D7 | Duration, h | 0.25 | Segment Two Distance, ft | 1150 |
| Intersection | SR 124 & Knoll Hollow Rd | PHF | 0.96 | Arterial Direction | North-South |
| Main Intersection File | 2028 No-Build PM_RCUT Main.xtw | | | | |
| North Crossover File | 2028 No-Build PM_RCUT N U-Turn.xtw | | | | |
| South Crossover File | | | | | |
| Project Description | DRI 4478 Creekside Village Mixed-Use Development | | | | |

| Demand | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Intersection One Demand ( *v* ), veh/h | | | | | | | | | 19 | | 1371 | | 1 | | 1483 | 391 |
| Intersection Two Demand ( *v* ), veh/h | | | | | | | | 40 | 0 | | 1484 | 16 | 1 | 23 | 1623 | |
| Intersection Three Demand ( *v* ), veh/h | | | | | | | | | | | | | | | | |

| (1) North Crossover | (2) Main Intersection | (3) South Crossover |
|---|---|---|
|  Major Street: North-South |  Major Street: North-South |  Major Street: East-West |

| Queue-to-Storage Ratio | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Intersection One ($R_Q$) | | | | | | | | | 0.01 | | | | | | | |
| Intersection Two ($R_Q$) | | | | | | | | | | | | | | 0.03 | | |
| Intersection Three ($R_Q$) | | | | | | | | | | | | | | | | |

**Alternative Intesection Results**

| O-D | O-D Movements | Flow Rate (veh/h) | Control Delay (s/veh) | EDTT (s/veh) | ETT (s/veh) | v/c>1? | $R_Q$>1? | LOS |
|---|---|---|---|---|---|---|---|---|
| EBL | EBR(2) + SBU(3) + NBT(2) | 0 | | | | No | No | |
| EBT | EBR(2) + SBU(3) + NBR(2) | 0 | | | | No | No | |
| EBR | EBR(2) | 0 | | | | No | No | |
| WBL | WBR(2) + NBU(1) + SBT(2) | 17 | 28.9 | 51.4 | 80.3 | No | No | F |
| WBT | WBR(2) + NBU(1) + SBR(2) | 0 | | | | No | No | |
| WBR | WBR(2) | 25 | 16.8 | -- | 16.8 | No | No | B |
| NBL | NBL(2) | 0 | | | | No | No | |
| NBT | NBT(2) | 1546 | 0.0 | -- | 0.0 | -- | -- | A |
| NBR | NBR(2) | 17 | 0.0 | -- | 0.0 | -- | -- | A |
| SBL | SBL(2) | 24 | 14.8 | -- | 14.8 | No | No | B |
| SBT | SBT(2) | 1691 | 0.0 | -- | 0.0 | -- | -- | A |
| SBR | SBR(2) | 0 | | | | -- | -- | |

| Overall Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Approach ETT, s/veh \| LOS | | | 42.5 | D | 0.0 | A | 0.2 | A |
| Intersection ETT, s/veh \| LOS | 0.6 | | | | A | | | |

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# HCS7 Two-Way Stop-Control Report

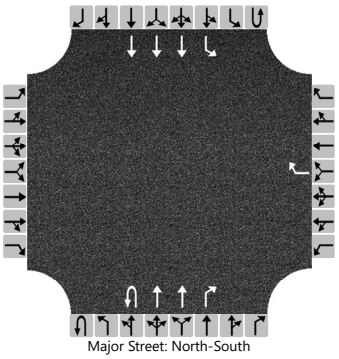
## General Information

| | |
|---|---|
| Analyst | JP |
| Agency/Co. | NV5 |
| Date Performed | 7/1/2025 |
| Analysis Year | 2028 |
| Time Analyzed | 2028 Build AM |
| Intersection Orientation | North-South |
| Project Description | DRI 4478 Creekside Village Mixed-Use Development |

## Site Information

| | |
|---|---|
| Intersection | SR 124 & Knoll Hollow Rd |
| Jurisdiction | GDOT D7 |
| East/West Street | Knoll Hollow Rd |
| North/South Street | SR 124/Rock Chapel Rd |
| Peak Hour Factor | 0.94 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes



Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 1 | 3 | 0 |
| Configuration | | | | | | | | R | U | | T | R | | L | T | |
| Volume (veh/h) | | | | | | | | 62 | 0 | | 1722 | 17 | 0 | 21 | 1209 | |
| Percent Heavy Vehicles (%) | | | | | | | | 3 | 0 | | | | 0 | 0 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | 0 | | | | | | | | | | | |
| Right Turn Channelized | | | | | No | | | | No | | | | | | | |
| Median Type \| Storage | Left Only | | | | | | | | 7 | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | | | | | 6.9 | 5.6 | | | | | 4.1 | | |
| Critical Headway (sec) | | | | | | | | 6.96 | 5.60 | | | | | 4.10 | | |
| Base Follow-Up Headway (sec) | | | | | | | | 3.3 | 2.3 | | | | | 2.2 | | |
| Follow-Up Headway (sec) | | | | | | | | 3.33 | 2.30 | | | | | 2.20 | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | | | | | | 66 | 0 | | | | | 22 | | |
| Capacity, c (veh/h) | | | | | | | | 273 | 483 | | | | | 332 | | |
| v/c Ratio | | | | | | | | 0.24 | 0.00 | | | | | 0.07 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | | | | | | 0.9 | 0.0 | | | | | 0.2 | | |
| Control Delay (s/veh) | | | | | | | | 22.4 | 12.5 | | | | | 16.6 | | |
| Level of Service (LOS) | | | | | | | | C | B | | | | | C | | |
| Approach Delay (s/veh) | | | | | 22.4 | | | | 0.0 | | | | 0.3 | | | |
| Approach LOS | | | | | C | | | | | | | | | | | |

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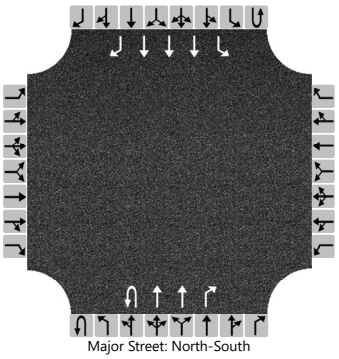
# HCS7 Two-Way Stop-Control Report

| General Information | | 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 AM | 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



Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 3 | 1 |
| Configuration | | | | | | | | | U | | T | R | | L | T | R |
| Volume (veh/h) | | | | | | | | | 27 | | 1572 | 82 | 0 | 156 | 989 | 439 |
| Percent Heavy Vehicles (%) | | | | | | | | | 7 | | | | 0 | 0 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | No | | | | No | | | |
| Median Type \| Storage | Left Only | | | | | | | | 9 | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | | | | | | 4.3 | | | | | 4.1 | | |
| Critical Headway (sec) | | | | | | | | | 4.48 | | | | | 4.10 | | |
| Base Follow-Up Headway (sec) | | | | | | | | | 2.6 | | | | | 2.2 | | |
| Follow-Up Headway (sec) | | | | | | | | | 2.64 | | | | | 2.20 | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | | | | | | | 28 | | | | | 161 | | |
| Capacity, c (veh/h) | | | | | | | | | 701 | | | | | 378 | | |
| v/c Ratio | | | | | | | | | 0.04 | | | | | 0.43 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | | | | | | | 0.1 | | | | | 2.1 | | |
| Control Delay (s/veh) | | | | | | | | | 10.3 | | | | | 21.4 | | |
| Level of Service (LOS) | | | | | | | | | B | | | | | C | | |
| Approach Delay (s/veh) | | | | | | | | | 0.2 | | | | 2.1 | | | |
| Approach LOS | | | | | | | | | | | | | | | | |

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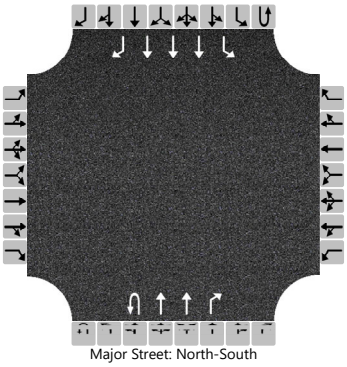
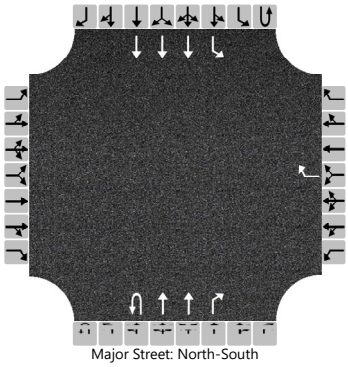
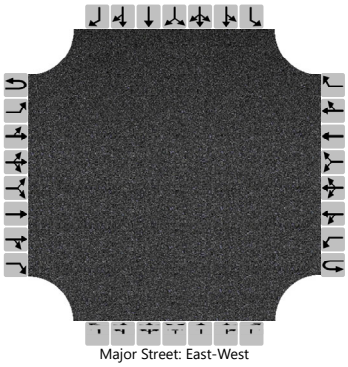
# HCS7 Alternative Intersections Results Summary

| General Information | | | | Alternative Intersection Information | |
|---|---|---|---|---|---|
| Agency | NV5 | | | Intersection Type | RCUT with TWSC |
| Analyst | JP | Analysis Date | 7/1/2025 | Segment One Distance, ft | 1700 |
| Jurisdiction | GDOT D7 | Duration, h | 0.25 | Segment Two Distance, ft | 1150 |
| Intersection | SR 124 & Knoll Hollow Rd | PHF | 0.94 | Arterial Direction | North-South |
| Main Intersection File | 2028 yBuild AM_RCUT Main.xtw | | | | |
| North Crossover File | 2028 yBuild AM_RCUT N U-Turn.xtw | | | | |
| South Crossover File | | | | | |
| Project Description | DRI 4478 Creekside Village Mixed-Use Development | | | | |

| Demand | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Intersection One Demand ( *v* ), veh/h | | | | | | | | | 27 | | 1572 | 82 | | 156 | 989 | 439 |
| Intersection Two Demand ( *v* ), veh/h | | | | | | | | 62 | 0 | | 1722 | 17 | 0 | 21 | 1209 | |
| Intersection Three Demand ( *v* ), veh/h | | | | | | | | | | | | | | | | |

| (1) North Crossover | (2) Main Intersection | (3) South Crossover |
|---|---|---|
|  Major Street: North-South |  Major Street: North-South |  Major Street: East-West |

| Queue-to-Storage Ratio | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Intersection One ($R_Q$) | | | | | | | | | 0.01 | | | | | | | |
| Intersection Two ($R_Q$) | | | | | | | | | | | | | | 0.03 | | |
| Intersection Three ($R_Q$) | | | | | | | | | | | | | | | | |

**Alternative Intesection Results**

| O-D | O-D Movements | Flow Rate (veh/h) | Control Delay (s/veh) | EDTT (s/veh) | ETT (s/veh) | v/c>1? | $R_Q$>1? | LOS |
|---|---|---|---|---|---|---|---|---|
| EBL | EBR(2) + SBU(3) + NBT(2) | 0 | | | | No | No | |
| EBT | EBR(2) + SBU(3) + NBR(2) | 0 | | | | No | No | |
| EBR | EBR(2) | 0 | | | | No | No | |
| WBL | WBR(2) + NBU(1) + SBT(2) | 27 | 32.7 | 51.4 | 84.1 | No | No | F |
| WBT | WBR(2) + NBU(1) + SBR(2) | 0 | | | | No | No | |
| WBR | WBR(2) | 39 | 22.4 | -- | 22.4 | No | No | C |
| NBL | NBL(2) | 0 | | | | No | No | |
| NBT | NBT(2) | 1832 | 0.0 | -- | 0.0 | -- | -- | A |
| NBR | NBR(2) | 18 | 0.0 | -- | 0.0 | -- | -- | A |
| SBL | SBL(2) | 22 | 16.6 | -- | 16.6 | No | No | B |
| SBT | SBT(2) | 1260 | 0.0 | -- | 0.0 | -- | -- | A |
| SBR | SBR(2) | 0 | | | | -- | -- | |

| Overall Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Approach ETT, s/veh \| LOS | | | 47.6 | D | 0.0 | A | 0.3 | A |
| Intersection ETT, s/veh \| LOS | 1.1 | | | | A | | | |

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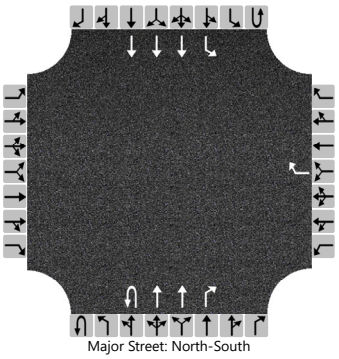
# HCS7 Two-Way Stop-Control Report

## General Information

| | | | |
|---|---|---|---|
| Analyst | JP | 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



Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 1 | 3 | 0 |
| Configuration | | | | | | | | R | U | | T | R | | L | T | |
| Volume (veh/h) | | | | | | | | 62 | 0 | | 1558 | 33 | 1 | 32 | 1686 | |
| Percent Heavy Vehicles (%) | | | | | | | | 0 | 0 | | | | 0 | 0 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | 0 | | | | | | | | | | | |
| Right Turn Channelized | | | | | No | | | | No | | | | | | | |
| Median Type \| Storage | Left Only | | | | | | | | 7 | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | | | | | 6.9 | 5.6 | | | | 6.4 | 4.1 | | |
| Critical Headway (sec) | | | | | | | | 6.90 | 5.60 | | | | 6.40 | 4.10 | | |
| Base Follow-Up Headway (sec) | | | | | | | | 3.3 | 2.3 | | | | 2.5 | 2.2 | | |
| Follow-Up Headway (sec) | | | | | | | | 3.30 | 2.30 | | | | 2.50 | 2.20 | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | | | | | | 65 | 0 | | | | | 34 | | |
| Capacity, c (veh/h) | | | | | | | | 327 | 312 | | | | | 365 | | |
| v/c Ratio | | | | | | | | 0.20 | 0.00 | | | | | 0.09 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | | | | | | 0.7 | 0.0 | | | | | 0.3 | | |
| Control Delay (s/veh) | | | | | | | | 18.7 | 16.5 | | | | | 15.9 | | |
| Level of Service (LOS) | | | | | | | | C | C | | | | | C | | |
| Approach Delay (s/veh) | | | | | 18.7 | | | | 0.0 | | | | 0.3 | | | |
| Approach LOS | | | | | C | | | | | | | | | | | |

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# HCS7 Two-Way Stop-Control Report

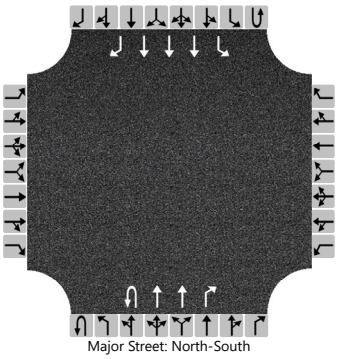
## General Information

| | |
|---|---|
| Analyst | JP |
| Agency/Co. | NV5 |
| Date Performed | 7/1/2025 |
| Analysis Year | 2028 |
| Time Analyzed | 2028 Build PM |
| Intersection Orientation | North-South |
| Project Description | DRI 4478 Creekside Village Mixed-Use Development |

## Site Information

| | |
|---|---|
| Intersection | SR 124 & LIB/Site Drive N |
| Jurisdiction | GDOT D7 |
| East/West Street | LIB/Site Drive N |
| North/South Street | SR 124/Rock Chapel Rd |
| Peak Hour Factor | 0.97 |
| Analysis Time Period (hrs) | 0.25 |

## Lanes



Major Street: North-South

## Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | | 10 | 11 | 12 | | 7 | 8 | 9 | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 |
| Number of Lanes | | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 3 | 1 |
| Configuration | | | | | | | | | U | | T | R | | L | T | R |
| Volume (veh/h) | | | | | | | | | 34 | | 1304 | 122 | 1 | 240 | 1400 | 391 |
| Percent Heavy Vehicles (%) | | | | | | | | | 0 | | | | 0 | 0 | | |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | | | | | | | | | | | |
| Right Turn Channelized | | | | | | | | | No | | | | No | | | |
| Median Type \| Storage | Left Only | | | | | | | | 9 | | | | | | | |

## Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Critical Headway (sec) | | | | | | | | | 4.3 | | | | 4.3 | 4.1 | | |
| Critical Headway (sec) | | | | | | | | | 4.34 | | | | 4.34 | 4.10 | | |
| Base Follow-Up Headway (sec) | | | | | | | | | 2.6 | | | | 2.6 | 2.2 | | |
| Follow-Up Headway (sec) | | | | | | | | | 2.57 | | | | 2.57 | 2.20 | | |

## Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flow Rate, v (veh/h) | | | | | | | | | 35 | | | | | 248 | | |
| Capacity, c (veh/h) | | | | | | | | | 560 | | | | | 465 | | |
| v/c Ratio | | | | | | | | | 0.06 | | | | | 0.53 | | |
| 95% Queue Length, $Q_{95}$ (veh) | | | | | | | | | 0.2 | | | | | 3.1 | | |
| Control Delay (s/veh) | | | | | | | | | 11.9 | | | | | 21.3 | | |
| Level of Service (LOS) | | | | | | | | | B | | | | | C | | |
| Approach Delay (s/veh) | | | | | | | | | 0.3 | | | | 2.5 | | | |
| Approach LOS | | | | | | | | | | | | | | | | |

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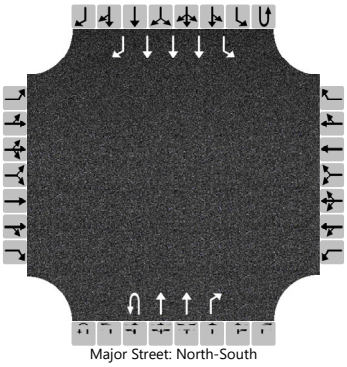
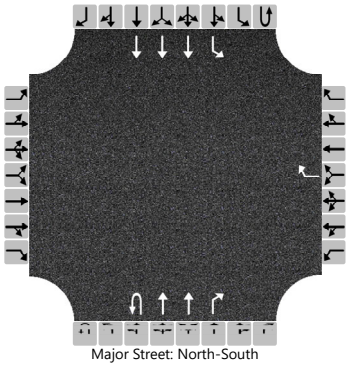
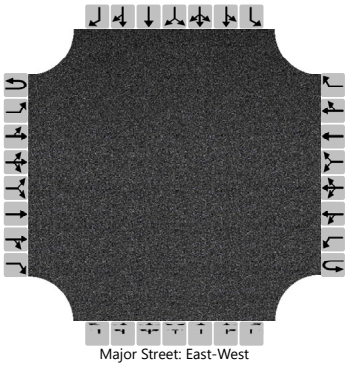
# HCS7 Alternative Intersections Results Summary

| General Information | | | | Alternative Intersection Information | |
|---|---|---|---|---|---|
| Agency | NV5 | | | Intersection Type | RCUT with TWSC |
| Analyst | JP | Analysis Date | 7/1/2025 | Segment One Distance, ft | 1700 |
| Jurisdiction | GDOT D7 | Duration, h | 0.25 | Segment Two Distance, ft | 1150 |
| Intersection | SR 124 & Knoll Hollow Rd | PHF | 0.96 | Arterial Direction | North-South |
| Main Intersection File | 2028 yBuild PM_RCUT Main.xtw | | | | |
| North Crossover File | 2028 yBuild PM_RCUT N U-Turn.xtw | | | | |
| South Crossover File | | | | | |
| Project Description | DRI 4478 Creekside Village Mixed-Use Development | | | | |

| Demand | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Intersection One Demand ( *v* ), veh/h | | | | | | | | | 34 | | 1304 | 122 | | 240 | 1400 | 391 |
| Intersection Two Demand ( *v* ), veh/h | | | | | | | | 62 | 0 | | 1558 | 33 | 1 | 32 | 1686 | |
| Intersection Three Demand ( *v* ), veh/h | | | | | | | | | | | | | | | | |

| (1) North Crossover | (2) Main Intersection | (3) South Crossover |
|---|---|---|
|  |  |  |
| Major Street: North-South | Major Street: North-South | Major Street: East-West |

| Queue-to-Storage Ratio | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Intersection One ($R_Q$) | | | | | | | | | 0.01 | | | | | | | |
| Intersection Two ($R_Q$) | | | | | | | | | | | | | | 0.05 | | |
| Intersection Three ($R_Q$) | | | | | | | | | | | | | | | | |

**Alternative Intesection Results**

| O-D | O-D Movements | Flow Rate (veh/h) | Control Delay (s/veh) | EDTT (s/veh) | ETT (s/veh) | v/c>1? | $R_Q$>1? | LOS |
|---|---|---|---|---|---|---|---|---|
| EBL | EBR(2) + SBU(3) + NBT(2) | 0 | | | | No | No | |
| EBT | EBR(2) + SBU(3) + NBR(2) | 0 | | | | No | No | |
| EBR | EBR(2) | 0 | | | | No | No | |
| WBL | WBR(2) + NBU(1) + SBT(2) | 32 | 30.6 | 51.4 | 82.0 | No | No | F |
| WBT | WBR(2) + NBU(1) + SBR(2) | 0 | | | | No | No | |
| WBR | WBR(2) | 32 | 18.7 | -- | 18.7 | No | No | B |
| NBL | NBL(2) | 0 | | | | No | No | |
| NBT | NBT(2) | 1623 | 0.0 | -- | 0.0 | -- | -- | A |
| NBR | NBR(2) | 34 | 0.0 | -- | 0.0 | -- | -- | A |
| SBL | SBL(2) | 33 | 15.9 | -- | 15.9 | No | No | B |
| SBT | SBT(2) | 1756 | 0.0 | -- | 0.0 | -- | -- | A |
| SBR | SBR(2) | 0 | | | | -- | -- | |

| Overall Results | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|
| Approach ETT, s/veh \| LOS | | | 50.4 | D | 0.0 | A | 0.3 | A |
| Intersection ETT, s/veh \| LOS | 1.1 | | | | A | | | |

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# APPENDIX F: Turn Lane Evaluations

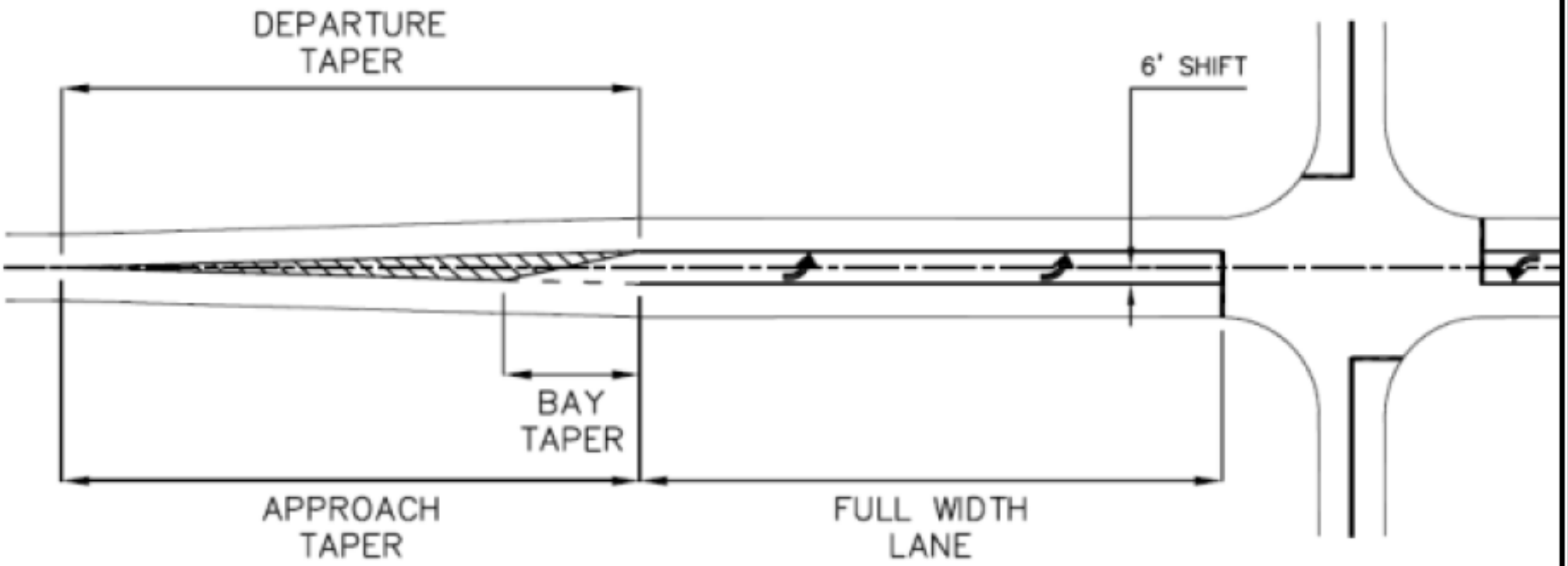
# Condition 1

| LEFT TURN REQUIREMENTS-FULL CONSTRUCTION | | | | |
|---|---|---|---|---|
| Posted Speed | 2 Lane Routes | | More than 2 Lanes on Main Road | |
| | ADT | | ADT | |
| | <6,000 | >=6,000 | <10,000 | >=10,000 |
| 35 MPH or Less | 300 LTV a day | 200 LTV a day | 400 LTV a day | 300 LTV a day |
| 40 to 50 MPH | 250 LTV a day | 175 LTV a day | 325 LTV a day | 250 LTV a day |
| >= 55 MPH | 200 LTV a day | 150 LTV a day | 250 LTV a day | 200 LTV a day |

**Table 4-7a Minimum Volumes Requiring Left Turn Lanes**

4,989 Daily Expected IN * 9% Expected LTV on Pleasant Hill Road = 449 LTV a day +
2,495 Daily Pass-By IN * 0% Expected LTV on Pleasant Hill Road = 0 LTV a day
449 TOTAL LTV a day – **WARRANTED** on **Site Drive East**

4,989 Daily Expected IN * 36% Expected LTV on SR 124 = 1,796 LTV a day +
2,495 Daily Pass-By IN * 40% Expected LTV on SR 124 = 998 LTV a day
2,794 TOTAL LTV a day – **WARRANTED** on **Site Drive North**




| POSTED SPEED LIMIT, MPH | APPROACH AND DEPARTURE TAPER, FT. | | BAY TAPER, FT. | FULL WIDTH STORAGE, FT |
|---|---|---|---|---|
| | 6' Shift | 12' Shift | | |
| 25 | 65 | 130 | 50 | 85 |
| 30 | 90 | 180 | 50 | 135 |
| 35 | 125 | 250 | 50 | 160 |
| 40 | 160 | 320 | 50 | 210 |
| 45 | 270 | 540 | 100 | 235 |
| 50 | 300 | 600 | 100 | 285 |
| 55 | 330 | 660 | 100 | 310 |
| 60 | 360 | 720 | 100 | 360 |
| 65 | 390 | 780 | 100 | 410 |

**Table 4-9 Minimum Design Elements of Left Turn Lanes**

| Posted Speed | 2 Lane Routes | | More than 2 Lanes on Main Road | |
|---|---|---|---|---|
| | AADT | | AADT | |
| | < 6,000 | >=6,000 | <10,000 | >=10,000 |
| 35 MPH or Less | 200 RTV a day | 100 RTV a day | 200 RTV a day | 100 RTV a day |
| 40 to 50 MPH | 150 RTV a day | 75 RTV a day | 150 RTV a day | 75 RTV a day |
| 55 to 60 MPH | 100 RTV a day | 50 RTV a day | 100 RTV a day | 50 RTV a day |
| >= 65 MPH | Always | Always | Always | Always |

**Table 4-6 Minimum Volumes Requiring Right Turn Lanes**

4,989 Daily Expected IN * 9% Expected RTV on SR 124 = 449 RTV a day +
2,495 Daily Pass-By IN * 40% Expected RTV on SR 124 = 998 RTV a day
1,447 TOTAL RTV a day – **WARRANTED** on **Site Drive North**

4,989 Daily Expected IN * 8% Expected RTV on SR 124 = 399 RTV a day +
2,495 Daily Pass-By IN * 20% Expected RTV on SR 124 = 499 RTV a day
898 TOTAL RTV a day – **WARRANTED** on **Site Drive South**

4,989 Daily Expected IN * 5% Expected RTV on Pleasant Hill Road = 249 RTV a day
**WARRANTED** on **Site Drive East**

| SPEED (MPH) | FULL WIDTH STORAGE, FT. | TAPER, FT. |
|---|---|---|
| 25 | 50 | 50 |
| 30 | 75 | 50 |
| 35 | 100 | 50 |
| 40 | 150 | 50 |
| 45 | 175 | 100 |
| 50 | 225 | 100 |
| 55 | 250 | 100 |
| 60 | 300 | 100 |
| 65 | 350 | 100 |

**Table 4-8 Minimum Right Turn Deceleration Lengths**

DeKalb County
GEORGIA

Government Services Center
178 Sams Street
Decatur, GA 30030
www.dekalbcountyga.gov/planning
404-371-2155 (o); 404-371-4556 (f)

Chief Executive Officer
Michael Thurmond

DEPARTMENT OF PLANNING & SUSTAINABILITY

Interim Director
Cedric Hudson

# ZONING COMMENTS – DECEMBER 2024

**N1. SLUP-25-1247288 - 3195 Kelly Chapel Road**- No Comments

**N2. SLUP-25-1247279 - 3110 E Ponce De Leon Ave**. - E Ponce de Leon is classified as a minor arterial. Aldridge Ave is classified as local street. Property is within the Scottdale Overlay District Tier 1. Please ask assigned planner for the infrastructure requirements within the overlay district. Where overlay is silent- the Zoning Code and Land Development Codes are applied. If a Land Development Permit is required for this project- please refer to the requirements in Zoning Code 5.4.3 and Land Development Code 14-190. E Ponce de Leon is classified as a minor arterial. Requires a right of way dedication of 40 feet from centerline OR such that all public infrastructure is within right of way, whichever greater. Requires a 10-foot landscape strip (at least 5 feet must be from back of curb to the sidewalk/path) with 6-foot sidewalk with 4-foot bike lanes OR (preferred) 10-foot multiuse path in lieu of sidewalk and bike lane. Street Lighting required. (hefowler@dekalbcountyga.gov) Aldridge Ave is classified as local street. Requires a right of way dedication to 27.5 from centerline OR such that all public infrastructure is within right of way, whichever greater. Requires a 12-foot lane with curb and gutter. Requires a 6-foot landscape strip with a 5-foot sidewalk. Requires pedestrian scale streetlights. (hefowler@dekalbcountyga.gov). No poles may remain within the limits of the path/sidewalk. Verify all intersections/driveways meet AASHTO sight distance requirements.

**N3. SLUP-25-1247277 - 5644 Memorial Drive** - If a LDP is requested, GDOT review and approval is required prior to permitting. Memorial Drive is classified as a major arterial. If a Land Development Permit is required for this project- please refer to the requirements in Zoning Code 5.4.3 and Land Development Code 14-190. Memorial Drive is classified as a major arterial. Requires a right of way dedication of 50 feet from centerline OR such that all public infrastructure is within right of way, whichever greater. Requires a 10-foot landscape strip and a 10-foot multiuse path in lieu of sidewalk and bike lane. Street Lighting required. (hefowler@dekalbcountyga.gov) No poles may remain within the limits of the path/sidewalk. Verify all intersections/driveways meet AASHTO sight distance requirements.

**N4. SLUP-25-1247206 - 5099 Memorial Drive** - No comments. If a LDP is requested, GDOT review and approval is required prior to permitting. Memorial Drive is classified as a major arterial. Doyal Mills Court is classified as a local road. If a Land Development Permit is required for this project- please refer to the requirements in Zoning Code 5.4.3 and Land Development Code 14-190. Memorial Drive is classified as a major arterial. Requires a right of way dedication of 50 feet from centerline OR such that all public infrastructure is within right of way, whichever greater. Requires a 10-foot landscape strip and a 10-foot multiuse path in lieu of sidewalk and bike lane. Street Lighting required. (hefowler@dekalbcountyga.gov) No poles may remain within the limits of the path/sidewalk. Doyal Mills Court is classified as a local road. Doyal Mills Court is classified as a local road. Requires a right of way dedication of 27.5 feet from centerline OR such that all public infrastructure is within right of way, whichever greater. Requires a 5-foot landscape strip with a 5-foot sidewalk. Requires pedestrian scale streetlights. (hefowler@dekalbcountyga.gov). No poles may remain within the limits of the path/sidewalk. Verify all intersections/driveways meet AASHTO sight distance requirements.

**N5. CZ-25-1247294 - 7778 Pleasant Hills Road, etc**. - Phase 1 has 182 lots and requires 3 access points (Sec. 14-200 (5)). Verify the reserved secondary access point meets the minimum spacing outlined in 14-200 (6) and has the required sight distance. Please see infrastructure requirements in Zoning Code 5.4.3 and Land Development Code 14-190. Pleasant Hill Road is a classified as a minor arterial (45MPH). Requires a right of way dedication of 40 feet from centerline OR such that all public infrastructure is within right of way, whichever greater. Requires at least an 11-foot travel lane with curb and gutter. Requires a 10-foot landscape strip (with at least 5 feet between the back of curb and the sidewalk/path), 6-foot sidewalk with 4-foot bike lanes OR (preferred) 10-foot multiuse path in lieu of sidewalk and bike lane. Street Lighting required. (hefowler@dekalbcountyga.gov). Pleasant Hill Trial is classified as a local road. Requires a right of way dedication to 27.5 from centerline OR such that all public infrastructure is within right of

way, whichever greater. Pleasant Hill Trail must be constructed to county standards on your side of the road from the centerline along the proposed development's frontage. Requires a 12-foot lane with curb and gutter. Requires a 6-foot landscape strip with a 5-foot sidewalk. Requires pedestrian scale streetlights. (hefowler@dekalbcountyga.gov). All proposed interior public streets require a right of way of 55 feet OR such that all public infrastructure is within right of way, whichever greater. Requires a 6-foot landscape strip with a 5-foot sidewalk. Requires pedestrian scale streetlights. (hefowler@dekalbcountyga.gov). No poles may remain within the limits of the path/sidewalk. Verify all driveways meet ADA crossing slope requirements at point of crossing and that vehicles will not block sidewalk when parked in the driveway. Verify all intersections/driveways meet AASHTO sight distance requirements.
No poles may remain within the limits of the path/sidewalk.

**N6. & N7. Z-25-1247293 & SLUP-25-1247295 - 3298 & 3272 Fayetteville Road** - Coordination with the Transportation Division of Public Works is required due to an adjacent intersection project. Dedicate all necessary right of way and easements for the proposed roundabout project at the intersection of Bailey St/Fleetwood Rd/Fayetteville Rd/Woodstock Rd. Coordinate required right of way infrastructure improvements with Patrece Keeter (pgkeeter@dekalbcountyga.gov) prior to permitting to eliminate potential conflicts and/or removals. (We do not want you to build it and then we remove it with our project.) Please see infrastructure requirements in Zoning Code 5.4.3 and Land Development Code 14-190. Fayetteville Road is classified as a minor arterial. Requires a right of way dedication of 40 feet from centerline OR such that all public infrastructure is within right of way, whichever greater. Requires at least an 11-foot travel lane with curb and gutter. Requires a 10-foot landscape strip (with at least 5 feet between the back of curb and the sidewalk/path), 6-foot sidewalk with 4-foot bike lanes OR (preferred) 10-foot multiuse path in lieu of sidewalk and bike lane. Street Lighting required. (hefowler@dekalbcountyga.gov). Fleetwood Drive is classified as a local road. Require a right of way dedication of 27.5 feet OR such that all public infrastructure is within right of way, whichever greater. Requires a 6-foot landscape strip with a 5-foot sidewalk. Requires pedestrian scale streetlights. (hefowler@dekalbcountyga.gov). No poles may remain within the limits of the path/sidewalk. Verify all intersections/driveways meet AASHTO sight distance requirements.

**N8. SLUP-25-1247287 - 1102 Stewart Mill Road** - Stewart Mill Road is classified as a collector road. If a Land Development Permit is required for this project- please refer to the requirements in Zoning Code 5.4.3 and Land Development Code. Requires a right of way dedication of 40 feet from centerline OR such that all public infrastructure is within right of way, whichever greater. Requires a 10-foot landscape strip with 6-foot sidewalk with 4-foot bike lanes OR (preferred) 10-foot multiuse path in lieu of sidewalk and bike lane. Street Lighting required. (hefowler@dekalbcountyga.gov) No poles may remain within the limits of the path/sidewalk. Verify all intersections/driveways meet AASHTO sight distance requirements.

**N9. CZ-25-1246771 - 4015 Flat Shoals Parkway** - Soapstone Historic District. I-20 Overlay District Tier 2. Developer is responsible for all requirements noted in the GRTA Notice of Decision for DRI 4109, Attachment A (see below)-. Major points: Provide pedestrian connection to the Michelle Obama Trail, Provide grading and concrete work for MARTA bus stop upgrades, Provide a mid-block pedestrian crossing with enhancements (most likely a pedestrian hybrid beacon based on number of lanes and speed limit) at MARTA bus stop crossing location, and noted right turn lanes. Flat Shoals Parkway is SR 155. Prior to permitting, GDOT District 7 review and approval is required. Please ask assigned planner for the infrastructure requirements within the overlay district. Where overlay is silent- the Zoning Code and Land Development Codes are applied. Please refer to the requirements in Zoning Code 5.4.3 and Land Development Code 14-190. All interior streets to be privately owned and maintained. Flat Shoals Parkway is classified as a major arterial. Requires a right of way dedication of 50 feet from centerline OR such that all public infrastructure is within right of way, whichever greater. Requires a 10-foot landscape strip with 6-foot sidewalk with 4-foot bike lanes OR (preferred) 10-foot multiuse path in lieu of sidewalk and bike lane. Street Lighting required. (hefowler@dekalbcountyga.gov) Clifton Springs Road is classified as a minor arterial. Please ask assigned planner for the infrastructure requirements within the overlay district. Where overlay is silent- the Zoning Code and Land Development Codes are applied. If a Land Development Permit is required for this project- please refer to the requirements in Zoning Code 5.4.3 and Land Development Code 14-190. Requires a right of way dedication of 40 feet from centerline OR such that all public infrastructure is within right of way, whichever greater. Requires a 10-foot

landscape strip with 6-foot sidewalk with 4-foot bike lanes OR (preferred) 10-foot multiuse path in lieu of sidewalk and bike lane. Street Lighting required. (hefowler@dekalbcountyga.gov) No poles may remain within the limits of the path/sidewalk. Verify all intersections/driveways meet AASHTO sight distance requirements.

## General Conditions

**General Conditions of Approval to GRTA Notice of Decision:**

- Pedestrian, Bicycle and Transit Facilities
- Provide pedestrian and bicycle connectivity between all buildings, uses, and existing and future pedestrian access points.
- Provide pedestrian sidewalks along all property frontage on Flat Shoals Parkway and Clifton Springs Road.
- Provide pedestrian crosswalks across the private internal roadways at all driveways and intersections.
- Coordinate with Dekalb County to provide alternative mode infrastructure on site to meet the alternative mode reduction rate.
- Coordinate with the county to provide pedestrian connectivity to the Michelle Obama Walking Trail.
- Provide bicycle racks at all amenity centers, retail, residential, commercial, and office developments.
- Provide illuminated sidewalks along both sides of all internal roadways to connect all buildings and uses.
- Coordinate with Dekalb County to ensure that all sidewalk widths, vegetative buffers, and street tree requirements are met.
- Provide pedestrian and bicycle connectivity to the greater transportation network through coordination and as required by DeKalb County.
- MARTA will Provide bus shelters with seating, lighting, and real-time bus arrival information. In coordination with MARTA the developer will provide the grading, concrete work, and enhanced crosswalks at the designated bus stop locations to ensure proper accessibility and safety for pedestrians.
- Provide a mid-block pedestrian crossing with enhancements, such as Rectangular Rapid Flashing Beacons (RRFBs), in the vicinity of the site and for access to MARTA bus stops at the location determined in coordination with DeKalb County and MARTA.

## Development Intensity and Use

Coordinate with DeKalb County to provide a mix of residential and non-residential uses on site to meet the Mixed-Use Reduction Rates. The design features incorporated in the Site Plan must maintain and justify the application of mixed-use reductions.

## Roadway & Site Access Improvement Conditions to GRTA Notice of Decision:

**Site Driveway A:** Full access driveway on Clifton Springs Road aligned with the main driveway of DeKalb Community Service Board (Intersection 7).

- Stop control on side street.
- Construct a full-movement driveway with one (1) ingress lane entering the site and two (2) egress lanes exiting the site.

**Site Driveway B:** Existing QuikTrip full access driveway on Clifton Springs Road (Intersection 5).

- Stop control on side street.
- Consider converting the existing full-movement driveway utilized by QuikTrip to a right-in/right-out (RIRO) driveway subject to access agreements currently in place with QuikTrip.
- Provide an exclusive eastbound right-turn deceleration lane along Clifton Springs Road.

**Site Driveway C:** Existing QuikTrip full access driveway on Flat Shoals Parkway (SR 155).

- All access points and encroachments on GDOT ROW will need to be in compliance with the latest version of the GDOT encroachment manual at the time of permitting.
- All access points will need to include required driveway spacing, decel lane lengths, appropriate turn restriction designs, radius to safely accommodate site traffic, bike/ped needs, etc.
- If proposed driveways cannot meet GDOT standards, then access points need to be removed or revised to mitigate the standards not met.
- Stop control on side street, or as approved by GDOT.
- One receiving and one exiting lane for right-in, right-out access to/from Flat Shoals Parkway (SR 155).
- Design subject to approval from DeKalb County and GDOT.

**Site Driveway D:** Full access driveway on Flat Shoals Parkway (SR 155) (Intersection 8)

- All access points and encroachments on GDOT ROW will need to be in compliance with the latest version of the GDOT encroachment manual at the time of permitting. All access points will need to include required driveway spacing, decel lane lengths, appropriate turn restriction designs, radius to safely accommodate site traffic, bike/ped needs, etc. If proposed driveways cannot meet GDOT standards, then access points need to be removed or revised to mitigate the standards not met.
- Stop control on side street, or as approved by GDOT.
- Construct a right-in/right-out (RIRO) driveway with one (1) ingress lane entering the site and one (1) egress lane exiting the site, per the approved GDOT driveway permit.
- Provide an exclusive southbound right-turn deceleration lane along Flat Shoals Parkway (SR 155).

**11/27/2024**

**To: Ms. LaSondra**
**From: Ryan Cira, Director of Environmental Health**
**Cc: Alan Gaines, Deputy Director, Environmental Health**
**Re: Rezone Application Review**

General Comments:

DeKalb County Health Regulations prohibit use of on-site sewage disposal systems for

- multiple dwellings
- food service establishments
- hotels and motels
- commercial laundry
- funeral homes
- schools
- nursing care facilities
- personal care homes with more than six (6) clients
- child or adult day care facilities with more than six (6) clients
- residential facilities containing food service establishments

If proposal will use on-site sewage disposal, please contact the Land Use Section (404) 508-7900. Any proposal, which will alter wastewater flow to an on-site sewage disposal system, must be reviewed by this office prior to construction.

This office must approve any proposed food service operation or swimming pool prior to starting construction.

Public health recommends the inclusion of sidewalks to continue a preexisting sidewalk network or begin a new sidewalk network. Sidewalks can provide safe and convenient pedestrian access to a community-oriented facility and access to adjacent facilities and neighborhoods.

For a public transportation route, there shall be a 5ft. sidewalk with a buffer between the sidewalk and the road. There shall be enough space next to the sidewalk for the bus shelter's concrete pad installation.

Since DeKalb County is classified as a Zone 1 radon county, this office recommends the use of radon resistant construction.

**N1.2024-1428** **SLUP-25-124728 15 094 07 023**

3195 Kelly Chapel Road, Decatur, GA 30034

- PLEASE REVIEW GENERAL COMMENTS
- SEPTIC INSTALLED 7/3/64

- DeKalb Public Health Regulations prohibit use of on-site sewage disposal systems for personal care homes with more than six (6) clients.

**N2.202401439** **SLUP-25-1247279 18 009 05 003**

3110 EAST PONCE DE LEON AVE., SCOTTDALE, GA 30079

- PLEASE REVIEW GENERAL COMMENTS

- NO SEPTIC INDICATED ON THIS PROPERTY

**N3. 2024-1440** **SLUP-25-1247277 18 070 01 015**

5644 MEMORIAL DRIVE, STONE MOUNTAIN, GA 30083

- PLEASE REVIEW GENERAL COMMENTS

- NO SEPTIC INDICATE ON THIS PROPERTY

**N4. 2024-1441** **SLUP-25-1247296 18 043 02 081**

5099 MEMORIAL DRIVE, STONE MOUNTAIN, GA 30083

- PLEASE REVIEW GENERAL COMMENTS
- NO SEPTIC INDICATED ON THIS PROPERTY FROM THIS OFFICE

**N5. 2024-1441** **SLUP CZ-25-1247296 18 043 02 081**

7778/1716/7900/7860/8042/7956/ AND 7890 PLEASANT HILL ROAD, LITHONIA, GA

- PLEASE REVIEW GENERAL COMMENTS

- NO SEPTIC INDICATED ON THE ABOVE PROPERTIES. INDICATIONS OF SEPTIC ON 7900

**N6. 202401442** **Z-25-1247293 15 080 05 002 & 15 080 05 013**

3298 & 3272 FAYETTEVILLE ROAD, ATLANTA, GA 30316

- PLEASE REVIEW GENERAL COMMENTS
- SEPTIC INSTALLED ON 9/9/24

**N7. 2024-1444** **SLUP-25-1247295 15 080 05 002 & 15 080 05 013**

3298 & 3272 FAYETTEVILLE ROAD, ATLANTA, GA 30316

- PLEASE REVIEW GENERAL COMMENTS

**N8. 2024-1445** **SLUP-25-1247287 18 079 02 004**

1102 STEWART MILL ROAD, STONE MOUNTAIN, GA 30087

- PLEASE REVIEW GENERAL COMMENTS

**N9-2024-1496** **CZ-25-1246771 15 090 01 021**

4015 FLAT SHOALS PARKWAY, DECATUR, GA 30034

-PLEASE REVIEW GENERAL COMMENTS
- NO INDICTION OF SEPTIC INSTALLATION ON THIS PROPERTY FROM THIS PROPERTY

**DeKalb County School District**
**Development Review Comments**

**Analysis Date:** 12/4/2024

**Submitted to:** DeKalb County

**Case #:** N5-2024-1442 CZ-25-1247294
**Parcel #:** 16-197-03-006; 16-219-01-006

**Name of Development:** Hybrass Properties LLC
**Location:** 7798 7900 Pleasant Hill Road

**Description:** Rezoning request to allow for development of 182 units Single family community.

**Impact of Development:** ="When fully constructed, this development would be expected to generate "&H24&" students: "&C24&" at "&C17&", "&D24&" at "&D17&", "&E24&" at "&E17&", "&F24&" at other DCSD schools, and "&G24&" at private school."All three schools have capacity to add students.

| Current Condition of Schools | Rock Chapel Elementary School | Lithonia Middle School | Lithonia High School | Other DCSD Schools | Private Schools | Total |
|---|---|---|---|---|---|---|
| Capacity | 696 | 1,230 | 1,426 | | | |
| Portables | 0 | 0 | 0 | | | |
| Enrollment (Fcast Oct. 2022) | 505 | 1,155 | 1,480 | | | |
| Seats Available | 191 | 75 | -54 | | | |
| Utilization (%) | 72.6% | 93.9% | 103.8% | | | |
| **New students from development** | 18 | 11 | 22 | 28 | 4 | 83 |
| New Enrollment | 523 | 1,166 | 1,502 | | | |
| New Seats Available | 173 | 64 | -76 | | | |
| New Utilization | 75.1% | 94.8% | 105.3% | | | |

| Yield Rates | Attend Home School | Attend other DCSD School | Private School | Total |
|---|---|---|---|---|
| Elementary | 0.1015 | 0.0677 | 0.0128 | 0.1820 |
| Middle | 0.0627 | 0.0378 | 0.0029 | 0.1033 |
| High | 0.1185 | 0.0477 | 0.0052 | 0.1714 |
| **Total** | **0.2826** | **0.1532** | **0.0208** | **0.4567** |

**Student Calculations**

| | |
|---|---|
| **Proposed Units** | 182 |
| **Unit Type** | SF |
| **Cluster** | Lithonia High School |

| Units x Yield | Attend Home School | Attend other DCSD School | Private School | Total |
|---|---|---|---|---|
| Elementary | 18.46 | 12.33 | 2.32 | 33.11 |
| Middle | 11.41 | 6.87 | 0.52 | 18.80 |
| High | 21.56 | 8.69 | 0.94 | 31.19 |
| **Total** | **51.43** | **27.89** | **3.78** | **83.10** |

| Anticipated Students | Attend Home School | Attend other DCSD School | Private School | Total |
|---|---|---|---|---|
| Rock Chapel Elementary School | 18 | 12 | 2 | 32 |
| Lithonia Middle School | 11 | 7 | 1 | 19 |
| Lithonia High School | 22 | 9 | 1 | 32 |
| **Total** | **51** | **28** | **4** | **83** |

DeKalb County School District Operations Planning

# DEKALB COUNTY GOVERNMENT
# PLANNING DEPARTMENT
# DISTRIBUTION FORM

***NOTE*: PLEASE RETURN ALL COMMENTS VIA EMAIL TO EXPEDITE THE PROCESS TO JOHN REID jreid@dekalbcountyga.gov AND/OR LASONDRA HILL lahill@dekalbcountyga.gov**

The following must be added as conditions on the approval of the modification

**The following areasbelowmay warrant comments from the Development Division. Please respond accordingly as the issues relate to the proposed request and the site plan enclosed as it relates to Chapter 14. You may address applicable disciplines.**

**DEVELOPMENT ANALYSIS:**

1. Compliance with the Georgia Stormwater Management Manual, DeKalb County Code of Ordinances 14-40 for Stormwater Management and 14-42 for Storm Water Quality Control, to include Runoff Reduction Volume where applicable, is required as a condition of land development permit approval. Use Volume Three of the G.S.M.M. for best maintenance practices. Use the NOAA Atlas 14 Point Precipitation Data set specific to the site. Recommend Low Impact Development features/ Green Infrastructure be included in the proposed site design to protect as much as practicable the state waters and special flood hazard areas.
2. The county codes require the hydrology study to model the existing conditions as wooded
3. Runoff Reduction Volume shall be provided unless technical justification is provided regarding the unfeasibility. Strongly recommend investigating the site and identifying the location where RRv can be provided and re-designing/revising the layout to comply with the RRv requirement.
4. The presence of FEMA Flood Hazard Area was in the County G.I.S. mapping records for the site; and should be noted in the plans at the time of any land development permit application. Encroachment of flood hazard areas requires compliance with Article IV of Chapter 14 and FEMA floodplain regulations
5. Landscaping and tree preservation plans for any building or parking lot must comply with DeKalb County Code of Ordinances 14-39 as well as Chapter 27 Article 5 and are subject to approval from the County Arborist.
6. The state water buffer was reflected in the G.I.S. records for the site. Typical state waters buffer have a 75' undisturbed stream buffer and land development within the undisturbed creek buffer is prohibited without a variance per DeKalb County Code of Ordinances 14-44.1.
7. The internal street(s) must be at least 24' for the travel lanes (2 x 12') and have a R/W of 55' at a minimum

- **Fire Safety**

_____

_____

_____

# DEKALB COUNTY GOVERNMENT
# PLANNING DEPARTMENT
# DISTRIBUTION FORM

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## REZONE
## COMMENTS FORM:

## PUBLIC WORKS ROAD AND DRAINAGE

**Case No.:** _____ **Parcel I.D. #:** 16 197 03 012

**Address:** 7778; 1716; 7900; 7860; 8024; 7956; and 7890 Pleasant Hill Road, Lithonia, GA 30058

**Drainage Basin:** Yellow River

**Upstream Drainage Area:** N/A

**Percent of Property in 100-Year Floodplain:** 5%

**Impact on property (flood, erosion, sedimentation) under existing zoning:** No known impact of flood, erosion, and sedimentation under existing zoning.

**Required detention facility(s):** Yes

**COMMENTS:**

Sewer Capacity Evalution req

**Signature:** Akin A. Akinsola

# DEKALB COUNTY
# GOVERNMENT PLANNING
# DEPARTMENT DISTRIBUTION
# FORM

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**COMMENTS FORM:**

## PUBLIC WORKS TRAFFIC ENGINEERING

**Case No.:** CZ-25-1247294 **Parcel I.D. #s:** 16-219-01-006; 16-219-01-005; 16-220-01-009 16-197-03-012; 16-220-01-007; 16-197-03-006; 16-220-01-004;

**Address:** 7778, 7860, 7890, 1716, 7900, 8024, 7956 Pleasant Hill Rd; Lithonia, Ga 30058

**Adjacent Roadway (s):**

_____ _____

**(classification) (classification)**

| | |
|---|---|
| **Capacity (TPD)** _____ | **Capacity (TPD)** _____ |
| **Latest Count (TPD)** _____ | **Latest Count (TPD)** _____ |
| **Hourly Capacity (VPH)** _____ | **Hourly Capacity (VPH)** _____ |
| **Peak Hour. Volume (VPH)** _____ | **Peak Hour. Volume (VPH)** _____ |
| **Existing number of traffic lanes** _____ | **Existing number of traffic lanes** _____ |
| **Existing right of way width** _____ | **Existing right of way width** _____ |
| **Proposed number of traffic lanes** _____ | **Proposed number of traffic lanes** _____ |
| **Proposed right of way width** _____ | **Proposed right of way width** _____ |

**Please provide additional information relating to the following statement.**

According to studies conducted by the Institute of Traffic Engineers (ITE) 6/7th Edition (whichever is applicable), churches generate an average of fifteen (15) vehicle trip end (VTE) per 1, 000 square feet of floor area, with an eight (8%) percent peak hour factor. Based on the above formula, the _____ square foot place of worship building would generate _____ vehicle trip ends, with approximately _____ peak hour vehicle trip ends.

Single Family residence, on the other hand, would generate ten (10) VTE's per day per dwelling unit, with a ten (10%) percent peak hour factor. Based on the above referenced formula, the _____ (Single Family Residential) District designation which allows a maximum of _____units per acres, and the given fact that the project site is approximately _____ acres in land area, _____ daily vehicle trip end, and _____ peak hour vehicle trip end would be generated with residential development of the parcel.

**COMMENTS:** Did not see any traffic engineering concerns at this time.

**Signature:** Jerry White

# DEKALB COUNTY
# GOVERNMENT PLANNING
# DEPARTMENT DISTRIBUTION
# FORM

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**COMMENTS FORM:**
**PUBLIC WORKS WATER AND SEWER**

**Case No.:** _____ **Parcel I.D. #:** 16 197 03 012

**Address:** 1716 Pleasant HIll Trl

_____

_____

**WATER:**

**Size of existing water main:** None **(adequate/inadequate)**

**Distance from property to nearest main:** 757 feet **Size of line required, if inadequate:** _____

_____

**SEWER:**

**Outfall Servicing Project:** Johnson Creek

**Is sewer adjacent to property: Yes** _____ **No** X **If no, distance to nearest line:** 2000 feet

**Water Treatment Facility:** Honey Crrek Lift Station **adequate** _____ **inadequate** _____

**Sewage Capacity:** _____ **(MGPD)** **Current Flow:** _____ **(MGPD)**

**COMMENTS:**

Sewer Capacity Evalution req

_____

_____

_____

_____

_____

_____

**Signature:** Yola Lewis

DeKalb County
GEORGIA

DEPARTMENT OF PLANNING & SUSTAINABILITY

# MAJOR MODIFICATION APPLICATION

Date Submitted: _____ Case No.: _____

Existing Conditional Zoning No.: _____

**APPLICANT NAME:** HYBRASS PROPERTIES, LLC c/o Battle Law, P.C.

Daytime Phone#: 404-601-7616 Fax #: 404-745-0045 E-mail: cmm@battlelawpc.com
mlb@battlelawpc.com

Mailing Address: 3562 Habersham at Northlake, Bldg. J, Ste. 100, Tucker, GA 30084

**OWNER NAME:** HYBRASS PROPERTIES, LLC
(If more than one owner, attach contact information for each owner)

Daytime Phone#: 404-557-4892 Fax #: _____ E-mail: doug@havenwoodholdings.com

Mailing Address: 6350 Lake Oconee Pkwy, Suite 110, PMB 51
Greensboro, GA 30642

**SUBJECT PROPERTY ADDRESS OR LOCATION:** See Attached List on Schedule A

_____, DeKalb County, GA, _____

District(s): _____ Land Lot(s) : _____ Block(s) : _____ Parcel(s) : _____

Acreage or Square Feet: 95.52 Commission District(s): 5 & 7 Existing Zoning: RNC

I hereby authorize the staff of the Planning and Development Department to inspect the property that is the subject of this application.

HYBRASS PROPERTIES, LLC, a Georgia limited liability company

**Signature of Applicant:** _____

**Printed Name of Applicant:** Michael R. Potts
Its: Managing Member

DeKalb County
GEORGIA

Government Services Center
178 Sams Street
Decatur, GA 30030
www.dekalbcountyga.gov/planning
404-371-2155 (o); 404-371-4556 (f)

Chief Executive Officer
Michael Thurmond

DEPARTMENT OF PLANNING & SUSTAINABILITY

Interim Director
Cedric Hudson

# PRE-APPLICATION FORM
# REZONE, SPECIAL LAND USE PERMIT, MODIFICATION, AND LAND USE

**(Required prior to filing application: signed copy of this form must be submitted at filing)**

Applicant Name: Jordan Battle Phone: 706-386-4387 Email: jeb@battlelawpc.com

Property Address: 7788 Pleasant Hill Road, Lithonia 30058

Tax Parcel ID: 16 197 03 006 Comm. District(s): 5 & 7 Acreage: 25.85

Existing Use: _____ Proposed Use: Single-family, detached homes.

Supplemental Regs: _____ Overlay District: No DRI: _____

**Rezoning**: Yes X No X

Existing Zoning: RNC Proposed Zoning: _____ Square Footage/Number of Units: _____

Rezoning Request: Applicant is requesting to modify 2 conditions from CZ-18-22130.

**Land Use Plan Amendment:** Yes ____ No ____

Existing Land Use: SUB Proposed Land Use: _____ Consistent _____ Inconsistent_____

**Special Land Use Permit**: Yes ____ No X Article Number(s) 27-_____

Special Land Use Request(s): _____

**Major Modification**:

Existing Case Number(s): CZ-18-22130

Condition(s) to be modified:

DeKalb County
GEORGIA

DEPARTMENT OF PLANNING & SUSTAINABILITY

# WHAT TO KNOW BEFORE YOU FILE YOUR APPLICATION

Pre-submittal Community Meeting: _____ Review Calendar Dates: _____ PC: _____ BOC: _____

Letter of Intent: _____Impact Analysis: _____ Owner Authorization(s):_____ Campaign Disclosure: _____

Zoning Conditions: _____ Community Council Meeting: _____ Public Notice, Signs: _____

Tree Survey, Conservation: _____ Land Disturbance Permit (LDP): _____ Sketch Plat: _____

Bldg. Permits: _____ Fire Inspection: _____ Business License: _____ State License: _____

Lighting Plan: _____ Tent Permit: _____ Submittal Format: NO STAPLES, NO BINDERS PLEASE

**Review of Site Plan**

Density: _____ Density Bonuses: _____ Mix of Uses: _____ Open Space: _____

Enhanced Open Space: _____ Setbacks: front _____ sides _____ side corner _____ rear _____

Lot Size: _____ Frontage: _____ Street Widths: _____ Landscape Strips:_____

Buffers:_____ Parking Lot Landscaping: _____ Parking - Auto: _____ Parking - Bicycle: _____

Screening: _____ Streetscapes: _____ Sidewalks: _____Fencing/Walls:_____

Bldg. Height: _____ Bldg. Orientation: _____ Bldg. Separation: _____ Bldg. Materials: _ _ ____

Roofs: _____ Fenestration: _____ Façade Design: _____ Garages: _____ Pedestrian Plan:_____

Perimeter Landscape Strip: _____

Possible Variances: _____

Comments: Applicant is requesting to modify 2 conditions from CZ-18-22130.

Planner: Andrea Folgherait, Sr. Planner Date: 10/28/2024

**FILING FEES**

| | | |
|---|---|---|
| **REZONING:** | RE, RLG, R-100, R-85, R-75, R-60, MHP, RSM, MR-1 | $500.00 |
| | RNC, MR-2, HR-1, HR-2, HR-3, MU-1, MU-2, MU-3, MU-4, MU-5 | $750.00 |
| | OI, OD, OIT, NS, C1, C2, M, M2 | $750.00 |
| **LAND USE MAP AMENDMENT** | | $500.00 |
| **SPECIAL LAND USE PERMIT** | | $400.00 |

# SCHEDULE A

## LIST OF PROPERTIES

Searched for:

| | |
|---|---|
| Owner Name | HYBRASS PROPERTIES |
| Street | PLEASANT HILL |
| Tax Year | 2023-2023 |
| Inactive Account | No |

Results **1 - 7** of **7**

| Parcel | Owner | Parcel Address | City |
|---|---|---|---|
| 16 197 03 006 | HYBRASS PROPERTIES LLC | 7788 PLEASANT HILL RD | LITHONIA |
| 16 197 03 012 | HYBRASS PROPERTIES LLC | 1716 PLEASANT HILL TRL | LITHONIA |
| 16 219 01 005 | HYBRASS PROPERTIES LLC | 7900 PLEASANT HILL RD | LITHONIA |
| 16 219 01 006 | HYBRASS PROPERTIES LLC | 7860 PLEASANT HILL RD | LITHONIA |
| 16 220 01 004 | HYBRASS PROPERTIES LLC | 8024 PLEASANT HILL RD | LITHONIA |
| 16 220 01 007 | HYBRASS PROPERTIES LLC | 7956 PLEASANT HILL RD | LITHONIA |
| 16 220 01 009 | HYBRASS PROPERTIES LLC | 7890 PLEASANT HILL RD | LITHONIA |

Battle Law

3562 Habersham at Northlake, Bldg. J, Ste 100
Tucker, Georgia 30084

## Zoom Instructions:

Go to https://otago.zoom.us/join and Enter the Meeting ID that you have been provided with in the appropriate field and click "Join" . To join by phone, please dial (646) 558-8656. If you are unable to attend or would like to learn more about the proposed project, please call our office at the number below.

We encourage you to come out and participate!

For More Information Contact
Jordan Battle at:
Phone: 404-601-7616 ext. 8
Fax: 404-745-0045
Email: jnb@battlelawpc.com

# Community Meeting to discuss a Rezoning of the Property from RNC to RSM for 185 single-family detached lots

**Project Title: Hybrass Properties, LLC -Pleasant Hill Road & Maristone**

**When: October 17,2024**

**Time: 6:30 PM Eastern (US and Canada)**

**Register in advance for this meeting:**
https://otago.zoom.us/join

**Meeting ID: 832 9592 5266**

**Password: 542283**

| OWNERNME1 | PSTLADDRESS |
|---|---|
| MARTIN MARIETTA MATERIALS REAL | 6920 POINTE INVERNESS WAY STE 301 |
| MARISTON DEVELOPMENTS LLC | 6030 BETHELVIEW RD # 102 |
| GOSPEL ASSEMBLY CHURCH OF | 7771 PLEASANT HILL RD |
| ORTIZ FIDEL PEREZ | 1831 PLEASANT HILL TRL |
| BRITT LONNIE JOE | 1825 PLEASANT HILL TRL |
| RODRIGUEZ CARLOS | PO BOX 1075 |
| CLARKE SHAWN M | 1125 HAMMOND DR APT 562 |
| HOLUB JOSEPH A | 1840 PLEASANT HILL TRL |
| HARRIS STEPHANIE | 1822 STONE MEADOW RD |
| HEFFNER EVANGELINE | 1816 STONE MEADOW RD |
| KENNEDY MCKENZIE MARLENE E | 1810 STONE MEADOW RD |
| MITCHELL SIMONE A | 1804 STONE MEADOW RD |
| TAYLOR RENEE L | 7695 STONE MEADOW TRL |
| MARSHALL CASSANDRA M | 7701 STONE MEADOW TRL |
| ANDREWS CANDICE I | 7711 STONE MEADOW TRL |
| KHALID JULIOUS G | 7721 STONE MEADOW TRL |
| FKH SFR PROPCO K LP | 1850 PARKWAY PL STE 900 |
| TOLBERT MARQUITA DANEL | 7733 STONE MEADOW TRL |
| WALTERS ALBERT D | 7739 STONE MEADOW TRL |
| LEE GLORIA | 7745 STONE MEADOW TRL |
| WILLIAMS DENEEN | 7751 STONE MEADOW TRL |
| PROCOPE BEVERLY | 7732 STONE MEADOW TRL |
| THAI TUAN T | 7722 STONE MEADOW TRL |
| TURNER RHONDA M | 7716 STONE MEADOW TRL |
| DEBARDELABEN DANNIE | 7710 STONE MEADOW TRL |
| MACON CARL | 7706 STONE MEADOW TRL |
| HAMBIE JAMES | 7700 STONE MEADOW TRL |
| WILLIAMS SHARON | 7694 STONE MEADOW TRL |
| NELSON STEPHANIE | 7684 STONE MEADOW TRL |
| PIEDMONT TRACE HOMEOWNERS ASSO INC | 1465 NORTHSIDE DR STE 128 |
| PIEDMONT TRACE HOMEOWNERS ASSO INC | 1465 NORTHSIDE DR STE 128 |
| WILLIAMSON RALPH R | 1735 PLEASANT HILL TRL |
| STILLO CAROL S | 1745 PLEASANT HILL TRL |
| WILLIAMS JAMES ORVILLE | 1723 PLEASANT HILL TRL |
| EMERSON CYNTHIA DOWNS | 4955 MCCOY CIR |
| HYBRASS PROPERTIES LLC | 6350 LAKE OCONEE PKWY PMB 11051 |
| MACEDO CELESTINO | 1711 PLEASANT HILL TRL |
| CASON YOLANDE ANN | 7772 PLEASANT HILL RD |
| HARRIS MICHAEL D | 2555 PLEASANT HILL TRL |
| POTTINGER CONROL | 1739 PLEASANT HILL TRL |
| HYBRASS PROPERTIES LLC | 6350 LAKE OCONEE PKWY PMB 110-51 |
| MACEDO JAIMES GABRIEL | 1687 PLEASANT HILL TRL |
| DIAZ ESTEBAN MELVIN ALEXANDER | 1746 PLEASANT HILL TRL |
| BLK NOVA LLC | 5314 HOLLY BROOKE LN |
| BRYDSON MICHELLE | 1826 PLEASANT HILL TRL |
| T K MORELAND INC | PO BOX 2838 |
| 2018 3 IH BORROWER LP | P.O. BOX 4900 |
| BEDFORD FUTURE | 7787 PLEASANT HILL RD |
| BLAIR HAZEL | 7793 PLEASANT HILL RD |
| ALGHRAIRI YOUNUS A | 1849 DEMILIO DR |
| MAXEY DENZEL | 1857 DEMILLIO DR |
| PATTERSON KERRY WAYNE | 1865 DEMILIO DR |

| | |
|---|---|
| BOLTON CYNTHIA | 1871 DEMILIO DR |
| FEACHER REGINA M | 1877 DEMILIO DR |
| HAY LANCELOT G | 1883 DEMILIO DR |
| BAF ASSETS 6 LLC | 5001 PLAZA ON THE LAKE STE 200 |
| CAMPBELL JOSEPH | 1895 DEMILIO DR |
| NGO MINH CAM | 1901 DEMILIO DR |
| NELSON COLIN A | 1907 DEMILIO DR |
| FENNIMORE LLC | 3921 MARTIN DR |
| WAYNE THOMAS GROUP INC | PO BOX 2838 |
| 510 SFR GA OPERATIONS I LLC | 1719 NJ-10 STE 219 |
| HANSLEY DONIELLE T | 1966 LOCKSLEY TER |
| ZACHARY KENETHIA L | 1960 LOCKSLEY TER |
| ROWE RONALD B | 1959 LOCKSLEY TER |
| WHITESIDES CARTER | 2082 STRANG BLVD |
| BRYANT JIMMIE L | 2078 STRANG BLVD |
| DAVIS YVETTE E | 2072 STRANG BLVD |
| WOODS RODNEY B | 8936 GREY MOUNTIAN DR |
| EMILE GAETHANE | 2071 STRANG BLVD |
| WILKERSON REX A | 7812 PLEASANT HILL RD |
| SHERMAN REGINA | 1902 DEMILIO DR |
| OTTEY PAULINE | 1896 DEMILIO DR |
| GOOLSBY STANTHONY | 1890 DEMILIO DR |
| BATTISTE IOANA | 1884 DEMILIO DR |
| COLWELL TIMOTHY | 1878 DEMILIO DR |
| ONWUSONYE IKECHUKWU | 1874 DEMILIO DR |
| BROWN ANGELA L | PO BOX 1214 |
| ANTHONY LAVERNE L | 1858 DEMILIO DR |
| HUANG SU TZU | 1622 GIRVAN RIDGE DR |
| SHINE HARVEY L | 7929 PLEASANT HILL RD |
| REED NORA | 2178 PROVIDENCE POINT DR |
| PEEPLES ANGELA | 7911 PROVIDENCE POINT WAY |
| BLACKWELL PROPERTIES LLC | 2350 POINTE PKWY STE 250 |
| BOWDEN TIONA C | 2177 PROVIDENCE POINT DR |
| HARRIS THOMAS JR | 2183 PROVIDENCE POINT DR |
| ANDERSON GRADY MARQUIS | 2189 PROVIDENCE POINT DR |
| LAWSON JOANNA | 2195 PROVIDENCE POINT DR |
| SIMON CHRISTIE NATACHA | 116 PLEASANT HILL RD NW |
| RKM GROUP INVESTMENTS LLC | 1017 PEARL MIST DR SW |
| SWERTFEGER LEON JACK JR U/W | 3919 NE WIEUCA RD NE |
| HYBRASS PROPERTIES LLC | 988 EAST FREEWAY DR SE STE A |

PSTLCITY__PSTLSTATE__ZIP
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CUMMING , GA  30058
LITHONIA , GA  30058
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CONYERS , GA  30058
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LOGANVILLE , GA  30058
PARSIPPANY , NJ  30058
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COLLTEWAH , TN  30058
LITHONIA , GA  30058
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CARMEL , IN  30058
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LILBURN , GA  30058
ATLANTA , GA  30058
CONYERS , GA  30058

Battle Law

**STATEMENT OF INTENT**

and

Other Material Required by
DeKalb County Zoning Ordinance
For
A Major Change of Zoning Conditions

of

**Hybrass Properties, LLC**
**c/o Battle Law, P.C.**

for

**+/- 95.52 Acres of Land**
Being 7 parcels along Pleasant Hills Road
Lithonia, Georgia and
Parcel Nos. 16 197 03 006, 16 197 03 012, 16 219 01 005,
16 219 01 006, 16 220 01 004, 16 220 01 007, and 16 220 01 009

Submitted for Applicant by:

Michèle L. Battle, Esq.
Battle Law, P.C.
Habersham at Northlake, Building J, Suite 100
Tucker, Georgia 300384
(404) 601-7616 Phone
(404) 745-0045 Facsimile
mlb@battlelawpc.com

Battle Law

# I. LETTER OF INTENT

Hybrass Properties, LLC (the "Applicant") is seeking to develop on +/- 95.52 acres of land having frontage on Pleasant Hills Road (the "Subject Property") with 214 fee simple townhome units. Schedule A of this Application contains the list of the specific parcels included in the Subject Property.

In 2018, the Subject Property was rezoned to RNC with the following 17 conditions:

Comm. 5+7
Item No. 20-L-151 Date: 5/22/18
Clerk's Office
Gina Mangham

**Z-18-22130 Proposed RNC (Neighborhood Conservation District) Zoned Conditions**

1. Limit the use to a 214-unit single-family detached subdivision with recreational and greenspace area as conceptually shown on the revised site plan entitled CONCEPTUAL PLAN for Hybass Properties, LLC located in Land Lots 197, 219 & 220, 16th District, DeKalb County, Georgia and submitted to the Planning and Sustainability Department on February 28, 2018.
2. Provide a minimum of 30% greenspace (25.42 acres) excluding rock and required buffers.
3. Provide a minimum of 50% (12.11 acres) contiguous greenspace.
4. Provide three (3) points of access on Pleasant Hill Road subject to approval by the Transportation Division within the Department of Public Works.
5. Dedicate at no cost to DeKalb County 40 feet from centerline of right-of-way on Pleasant Hill Road.
6. Provide a deceleration lane on Pleasant Hill Road and onsite road improvements as required by the Transportation Division within the Department of Public Works.
7. Demonstrate compliance to intersection and stopping sight distance per American Association of State Highway and Transportation Officials (AASHTO) prior to receiving an approved Land Disturbance Permit (LDP).
8. Provide bike lanes or multiuse path, 6-foot wide sidewalks on Pleasant Hill Road and street lights or as may be required by the Transportation Division within the Department of Public Works.
9. The heated floor area shall be no less than 2,100 square feet.
10. Each home shall have a minimum two-car garage (side entry garages where lot area allows).
11. The front façade building materials shall include a minimum of 40% brick masonry. Stone masonry, cedar shingles, and/or hard coat stucco. Vinyl siding is strictly prohibited.
12. Provide underground utilities.
13. Front and sides shall be sodded prior to the issuance of a Certificate of Occupancy.
14. No more than one (1) brick base monument sign shall be erected at each subdivision entrance. Sign area shall not exceed 32 square feet, excluding base and shall not exceed eight (8) feet in height.
15. The entrances to the subdivision shall be landscaped subject to the approval of the DeKalb County Arborist.
16. A mandatory homeowners association with bylaws and covenants shall be established and maintained for the subdivision. The bylaws and covenants will explain the maintenance responsibility for common space, and landscaping.
17. Any applicant for development within this approved RNC shall be required to provide a legal mechanism for unified control of the entire parcel to be developed for review and approval by the county attorney prior to the issuance of any land disturbance or building permit.

Prepared 5/9/2018 by: KFHILL
PC: 05/22/2018

Page 7

DeKalb County Board of Commissioners
Zoning Hearing, May 22, 2018, 6:30 p.m.
Agenda Item No. N.9 / Application No. Z-18-22103
Submitted to the Record by Gina S. Mangham
East DeKalb Community Coalition

Due to changes in the market, along with the location of rock on the property, the Applicant is seeking to amend the approved zoning conditions in order to update the site plan which reduces the total maximum number of single-family detached units from 214 units to 182. Based upon the new site plan, the Applicant is seeking to modify conditions 1, 4, 9 and 10 as follows:

Condition 1: Limit the use to no more than 182 single-family detached units based upon the site plan submitted to the DeKalb County Planning and Sustainability Department on October 28, 2024;

Conditions 4: Allow for 2 points of entry onto Pleasant Hill Road, with one full-service entrance and one emergency only entrance, along with a third point of entry from the proposed adjacent residential community North of the Subject Property as soon on the submitted site plan.

This document serves as a statement of intent, analysis of the criteria under the DeKalb County Zoning Ordinance, and contains notice of constitutional allegations as a reservation of the Applicant's rights.

## II. DEKALB COUNTY IMPACT ANALYSIS CRITERIA

### A. Whether the zoning proposal is in conformity with the policy and intent of the comprehensive plan

The zoning proposal is in conformity with the policy and intent of the comprehensive plan. The Subject Property has a future land use designation of Suburban. The Suburban land use designation promotes housing choice and income diversity without sacrificing traditional neighborhood layouts.

### B. Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby properties

The nearby area is predominantly residential in area and this residential development aligns with that residential character of the area by adding additional single family detached housing and conserving a substantial amount of open space for the community.

### C. Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned

The subject property does not have a reasonable economic use as currently zoned. A large section of the Subject Property's geography presents challenges to constructing the subject property in the original contemplated configuration, which would result in a significant loss of lots.

**D. Whether the zoning proposal would adversely affect the existing use or usability of adjacent or nearby properties**

The proposed modification would not adversely affect the existing use or usability of adjacent or nearby properties.

**E. Whether there are other existing or changing conditions affecting the use and development of the property which gives supporting grounds for either approval or disapproval of the zoning proposal**

The applicant is not aware of any other existing or changing conditions that give grounds for the approval or disapproval of the zoning proposal.

**F. Whether their zoning proposal will adversely affect historic building sites districts or archaeological resources**

The Applicant is not aware of any historic buildings sites or archaeological resources on the subject property.

**G. Whether the zoning proposal will result in a use which will or could cause excessive or burdensome use of existing streets, transportation facilities, utilities or schools.**

The Applicant's proposed modification reduces the number of lots, and takes pressure off of the number of curb cuts along Pleasant Hill Road which is a minor arterial road. Additionally, the connection through the adjacent proposed community will allow for a tertiary access point to Rock Chapel Road.

## III. CONCLUSION

For the foregoing reasons, the Applicant hereby requests that the application for a Major Modification of Zoning Conditions be approved. The Applicant welcomes any questions and feedback from the planning staff.

## IV. NOTICE OF CONSTITUTIONAL ALLEGATIONS AND PRESERVATION OF CONTITUTIONAL RIGHTS

The portions of the DeKalb County Zoning Ordinance, facially and as applied to the Subject Property, which restrict or classify or may restrict or classify the Subject Property so as to prohibit its development as proposed by the Applicant are or would be unconstitutional in that they would destroy the Applicant's property rights without first paying fair, adequate and just compensation

for such rights, in violation of the Fifth Amendment and Fourteenth Amendment of the Constitution of the United States and Article I, Section I, Paragraph I of the Constitution of the State of Georgia of 1983, Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and would be in violation of the Commerce Clause, Article I, Section 8, Clause 3 of the Constitution of the United States.

The application of the DeKalb County Zoning Ordinance to the Subject Property which restricts its use to any classification other than that proposed by the Applicant is unconstitutional, illegal, null and void, constituting a taking of Applicant's Property in violation of the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States, Article I, Section I, Paragraph I, and Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Equal Protection and Due Process Clauses of the Fourteenth Amendment to the Constitution of the United States denying the Applicant an economically viable use of its land while not substantially advancing legitimate state interests.

A denial of this Application would constitute an arbitrary irrational abuse of discretion and unreasonable use of the zoning power because they bear no substantial relationship to the public health, safety, morality or general welfare of the public and substantially harm the Applicant in violation of the due process and equal protection rights guaranteed by the Fifth Amendment and Fourteenth Amendment of the Constitution of the United States, and Article I, Section I, Paragraph I and Article I, Section III, Paragraph 1 of the Constitution of the State of Georgia.

A refusal by the DeKalb County Board of Commissioners grant the major modification of zoning conditions as requested by the Applicant would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and owners of similarly situated property in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States. Any major modification of zoning conditions of the Property subject to conditions which are different from the conditions requested by the Applicant, to the extent such different conditions would have the effect of further restricting Applicant's utilization of the property, would also constitute an arbitrary, capricious and discriminatory act in zoning the Subject Property to an unconstitutional classification and would likewise violate each of the provisions of the State and Federal Constitutions set forth hereinabove.

A refusal to allow the major modification of zoning conditions in question would be unjustified from a fact-based standpoint and instead would result only from constituent opposition, which would be an unlawful delegation of authority in violation of Article IX, Section II, Paragraph IV of the Georgia Constitution.

A refusal to allow the major modification of zoning conditions in question would be invalid inasmuch as it would be denied pursuant to an ordinance which is not in compliance with the Zoning Procedures Law, O.C.G.A Section 36-66/1 et seq., due to the manner in which the Ordinance as a whole and its map(s) have been adopted.

Battle Law

The existing land use designation and/or zoning classification on the Subject Property is unconstitutional as it applies to the Subject Property. This notice is being given to comply with the provisions of O.C.G.A. Section 36-11-1 to afford the County an opportunity to revise the Property to a constitutional classification. If action is not taken by the County to rectify this unconstitutional land use designation and/or zoning classification within a reasonable time, the Applicant is hereby placing the County on notice that it may elect to file a claim in the Superior Court of DeKalb County demanding just and adequate compensation under Georgia law for the taking of the Subject Property, diminution of value of the Subject Property, attorney's fees and other damages arising out of the unlawful deprivation of the Applicant's property rights.

Michele L. Battle, Esq.
Attorney for the Applicant

DeKalb County
GEORGIA

DEPARTMENT OF PLANNING & SUSTAINABILITY

## AUTHORIZATION

The property owner should complete this form or a similar signed and notarized form if the individual who will file the application with the County is not the property owner.

Date: 9/6, 2024

TO WHOM IT MAY CONCERN:

(I), (WE), HYBRASS PROPERTIES, LLC
Name of Owner(s)

being (owner) (owners) of the subject property described below or attached hereby delegate authority to

BATTLE LAW P.C.
Name of Applicant or Representative

to file an application on (my) (our) behalf.

HYBRASS PROPERTIES, LLC, a Georgia limited liability company

By:
Name: Michael R. Potts
Its: Manager

Notary Public

REBECCA ENDRESS NOTARY PUBLIC GREENE COUNTY GEORGIA EXPIRES Oct. 18, 2025

Notary Public

Owner

Notary Public

Owner

Notary Public

Owner

DeKalb County
GEORGIA

404.371.2155 (o)
404.371.4556 (f)
DeKalbCountyGa.gov

178 Sams Street
Decatur, GA 30030

DEPARTMENT OF PLANNING & SUSTAINABILITY

# DISCLOSURE OF CAMPAIGN CONTRIBUTION

In accordance with the Conflict of Interest in Zoning Act, OCGA Chapter 36-67A, the following questions must be answered.

Have you, the applicant, made $250.00 or more in campaign contribution to a local government official within two years immediately preceding the filling of this application?

Yes ✓ No_____*

If the answer is yes, you must file a disclosure report with the governing authority of DeKalb County showing:

1. The name and official position of the local government official to whom the campaign contribution was made.

2. The dollar amount and description of each campaign contribution made during the two years immediately preceding the filing of this application and the date of each such contribution.

The disclosure must be filed within 10 days after the application is first filed and must be submitted to the C.E.O. and to the Board of Commissioners of DeKalb County, 1300 Commerce Drive, Decatur, GA 30030.

Notary

Michele L Battle
Signature of Applicant /Date

Check one: Owner_____ Agent X

May 04, 2028
Expiration Date/ Seal

BATOYA CLEMENTS
NOTARY
EXPIRES
GEORGIA
MAY 4, 2028
PUBLIC
GWINNETT COUNTY

*Notary seal not needed if answer is "No".

| Commissioner/Zoning Advisory Board Member Name | County/District | Date | Amount |
|---|---|---|---|
| Lorraine Cochran Johnson | DeKalb County | 6/17/2022 | $ 750.00 |
| Oz Nesbitt | Rockdale County | 6/30/2023 | $ 249.00 |
| Lauren Kiefer | Brookhaven | 10/25/2023 | $ 250.00 |
| Malaika Wells | DeKalb County | 10/25/2023 | $ 250.00 |
| Lance Hammonds | DeKalb County | 10/25/2023 | $ 250.00 |
| Mereda Davis Johnson | DeKalb County | 11/1/2023 | $ 1,000.00 |
| Lisa Cupid | Cobb County | 12/4/2023 | $ 500.00 |
| Ted Terry | DeKalb County | 3/4/2024 | $ 500.00 |
| Felicia Franklin | Clayton County | 3/4/2024 | $ 500.00 |
| Lorraine Cochran Johnson | DeKalb County | 5/8/2024 | $ 500.00 |
| Larry Johnson | DeKalb County | 5/8/2024 | $ 500.00 |

DeKalb County
GEORGIA

DEPARTMENT OF PLANNING & SUSTAINABILITY

## DISCLOSURE OF CAMPAIGN CONTRIBUTION

In accordance with the Conflict of Interest in Zoning Act, OCGA Chapter 36-67A, the following questions must be answered.

Have you, the applicant, made $250.00 or more in campaign contribution to a local government official within two years immediately preceding the filling of this application? Yes_____ No_X_*

If the answer is yes, you must file a disclosure report with the governing authority of DeKalb County showing:

1. The name and official position of the local government official to whom the campaign contribution was made.

2. The dollar amount and description of each campaign contribution made during the two years immediately preceding the filing of this application and the date of each such contribution.

The disclosure must be filed within 10 days after the application is first filed and must be submitted to the C.E.O. and to the Board of Commissioners of DeKalb County, 1300 Commerce Drive, Decatur, GA 30030.

HYBRASS PROPERTIES, LLC, a Georgia limited liability company

By: _____
Signature of Applicant /Date

Name/Title: Michael R. Potts
Manager

Check one: Owner _X_ Agent _____

N/A
Notary

N/A
Expiration Date/ Seal

*Notarization is not needed if the response is "No"

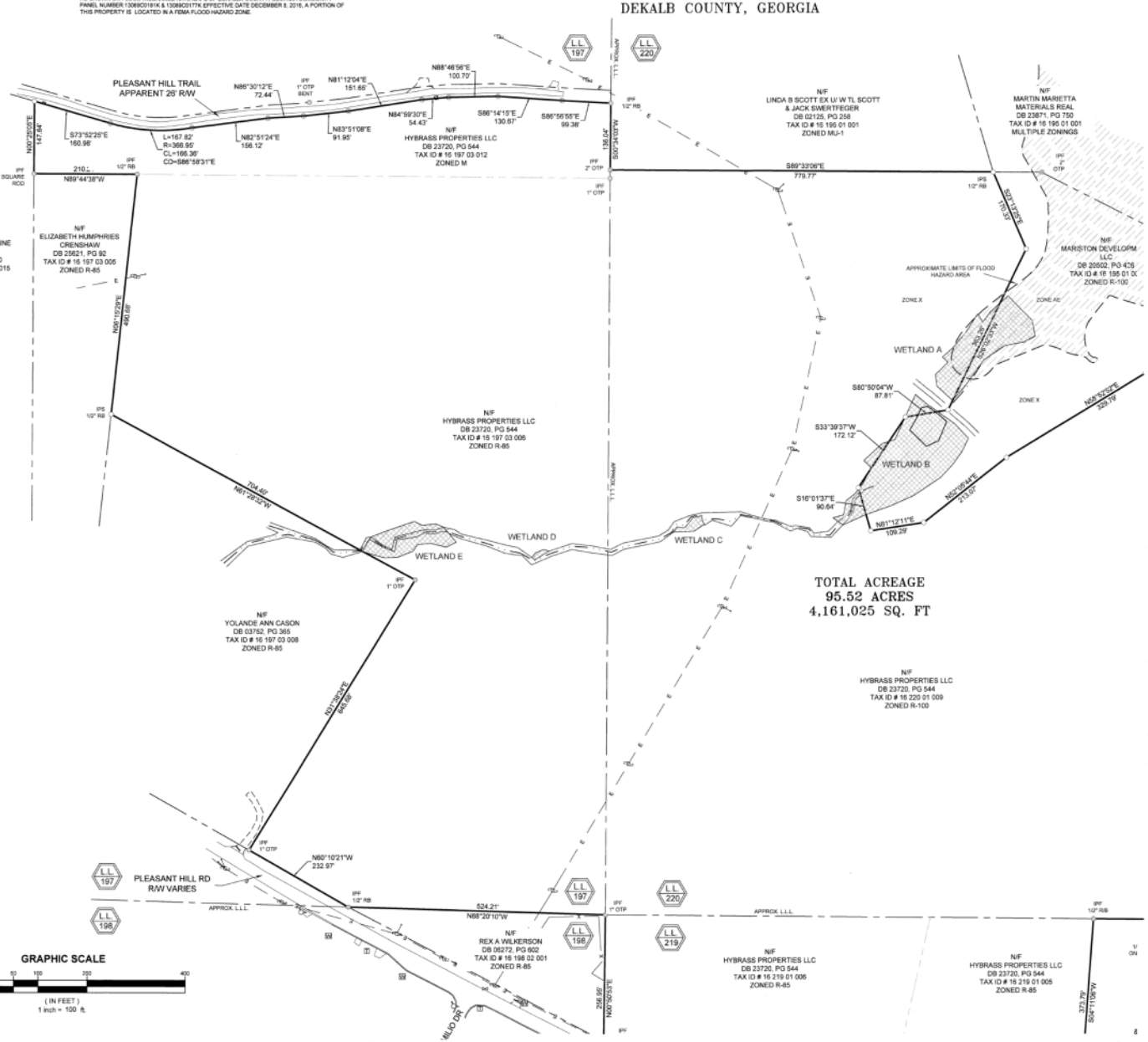
# BOUNDARY RETRACEMENT SURVEY FOR:
# HYBRASS PROPERTIES LLC
## LAND LOTS 197, 219 & 220, 16TH DISTRICT
## DEKALB COUNTY, GEORGIA

### SURVEY REFERENCES

CURRENT OWNER OF RECORD: HYBRASS PROPERTIES, LLC
DEED BOOK 23720, PAGE 544
CURRENT ZONING: M, R-85 & R-100

### FLOOD NOTE

AS SHOWN ON FLOOD INSURANCE RATE MAPS OF DEKALBK COUNTY, GEORGIA COMMUNITY PANEL NUMBER 13089C0181K & 13089C0117K EFFECTIVE DATE DECEMBER 8, 2016, A PORTION OF THIS PROPERTY IS LOCATED IN A FEMA FLOOD HAZARD ZONE.



VICINITY MAP
N.T.S.

### SURVEY NOTES

NO N.G.S. MONUMENT FOUND WITHIN 500 FEET OF ANY POINT ON THE SUBJECT PROPERTY.

ALL PROPERTY CORNERS REFERENCED AS I.P.S. INDICATES A ½" REBAR PLACED W/C FDC 00095 UNLESS OTHERWISE NOTED.

FALCON DESIGN CONSULTANTS, L.L.C. AND/OR JASON HOPKINS DO NOT GUARANTEE THAT ALL EASEMENTS AND SUB-SURFACE CONDITIONS WHICH MAY AFFECT THIS PROPERTY ARE SHOWN.

THIS DRAWING HAS BEEN GENERATED ELECTRONICALLY. THIS MEDIA SHOULD NOT CONSIDERED A CERTIFIED VALID DOCUMENT UNLESS IT HAS BEEN PROPERLY SEALED, SIGNED, AND DATED BY JASON A. HOPKINS IN CONTRASTING COLOR OF INK PER O.C.G.A. 43-15-22.

THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT WHICH COULD REVEAL ENCUMBRANCES NOT SHOWN. ALL MATTERS TO TITLE ARE EXCEPTED.

THIS PLAT WAS PREPARED FOR THE EXCLUSIVE USE OF THE PARTY OR ENTITY NAMED HEREON AND THE CERTIFICATION DOES NOT EXTEND TO ANY OTHERS.

THIS PLAT MAY NOT CONFORM TO THE BEARINGS AND DISTANCES RECORDED ON THE DEED AND/OR PLAT OF RECORD DUE TO SEVERAL FACTORS INCLUDING, BUT NOT LIMITED TO, THE NATURE OF THE ADVANCES IN SURVEYING TECHNOLOGY SUCH AS ELECTRONIC DISTANCE MEASURING DEVICES AND THE ADVENT OF SURVEY GRADE G.P.S. MEASUREMENT EQUIPMENT.

THIS SURVEY IS REFERENCED TO THE NORTH AMERICAN DATUM (N.A.D.) OF 1983(1994 ADJUSTMENT) FOR HORIZONTAL DATUM AND THE NORTH AMERICAN VERTICAL DATUM (N.A.V.D.) 1988 FOR THE VERTICAL DATUM. THE USE OF G.P.S. SURVEY MEASURING TECHNIQUES WERE USED FOR THESE DATUMS AND BASED ON THE POSITIONAL VALUES FOR THE VIRTUAL REFERENCE STATION NETWORK DEVELOPED BY EGPS SOLUTIONS. THE ORTHIMETRIC HEIGHTS WERE DERIVED USING THE GEOID 2009.

ALL DISTANCES SHOWN HEREON ARE HORIZONTAL GROUND DISTANCES UNLESS OTHERWISE NOTED.

UTILITIES SHOWN ARE BASED ON ABOVE GROUND EVIDENCE. ADDITIONAL UTILITIES MAY EXIST ABOVE OR BELOW GROUND. NO CERTIFICATION OR GUARANTEE IS MADE AS TO THE ACCURACY OR THOROUGHNESS OF THE UTILITIES OR STRUCTURES SHOWN HEREON. PER GEORGIA LAW THE UNDERGROUND UTILITIES PROTECTION SERVICE MUST BE CALLED PRIOR TO THE COMMENCEMENT OF ANY AND ALL EARTH DISTURBING ACTIVITIES.

THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 29,261 FEET, AND AN ANGULAR ERROR OF 01" PER ANGLE. IT WAS A CLOSED LOOP TRAVERSE AND WAS ADJUSTED USING THE LEAST SQUARES METHOD.

THE CLOSURE PRECISION OF THE DATA SHOWN ON THE MAP OR PLAT. "THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 801,303 FEET."

LINEAR AND ANGULAR MEASUREMENTS WERE OBTAINED USING A SPECTRA PRECISION FOCUS 30 ROBOTIC TOTAL STATION & CHAMPION TKO ROVER GPS UNIT. THE FIELDWORK WAS COMPLETED XX XX, XXXX ON THIS PROJECT.

### LEGEND

| | | | |
|---|---|---|---|
| DB | DEED BOOK | L | LINE LABEL |
| PB | PLAT BOOK | N/F | NOW OR FORMERLY |
| PG | PAGE | PKS | PK NAIL SET |
| LL | LAND LOT | SSE | SANITARY SEWER EASEMENT |
| OTP | OPEN TOP PIPE | UE | UTILITY EASEMENT |
| RB | REBAR | REF | REFERENCE |
| IPF | IRON PIN FOUND | CO | SEWER CLEAN OUT |
| IPS | 1/2" REBAR W/C FDC 00095 | SQ. FT. | SQUARE FOOT |
| CTP | CRIMP TOP PIPE | | IRON PIN FOUND |
| C&G | CURB & GUTTER | | IRON PIN SET |
| R/W | RIGHT OF WAY | | CALCULATED POINT |
| N/F | NOW OR FORMERLY | | POWER POLE |
| -E- | OVERHEAD POWER LINE | | FIRE HYDRANT |
| CMP | CORRUGATED METAL PIPE | | WATER VALVE |
| SWMF | STORMWATER MANAGEMENT FACILITY | | WATER METER |
| TBM | TEMPORARY BENCHMARK | | JUNCTION BOX |
| POB | POINT OF BEGINNING | | SANITARY SEWER MANHOLE |
| POC | POINT OF COMMENCEMENT | | DROP INLET |
| RCP | REINFORCED CONCRETE PIPE | | R/W MONUMENT |
| DIP | DUCTILE IRON PIPE | | SINGLE WING CATCH BASIN |
| PVC | POLYVINYL CHLORIDE PIPE | | DOUBLE WING CATCH BASIN |
| HDPE | HIGH DENSITY POLYETHYLENE PIPE | | CURB INLET |
| R | PROPERTY LINE | | HEADWALL |
| ℄ | CENTERLINE | | FLARED END SECTION |
| ID | IDENTIFICATION | | GAS METER |
| B.S.L. | BUILDING SETBACK LINE | | GAS VALVE |
| BOC | BACK OF CURB | | ELECTRIC TRANSFORMER |
| C | CURVE LABEL | | TELEPHONE PEDESTAL |
| CI | CURB INLET | | LIGHT POST |
| DE | DRAINAGE EASEMENT | | ASPHALT |
| EOP | EDGE OF PAVEMENT | | |
| FH | FIRE HYDRANT | | CONCRETE |

### SURVEY CERTIFICATE

IT IS HEREBY CERTIFIED THAT IN MY OPINION, THIS IS A TRUE AND CORRECT REPRESENTATION OF THIS PROPERTY AND WAS PREPARED IN CONFORMITY WITH THE TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN CHAPTER 180-7 OF THE RULES OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN THE GEORGIA PLAT ACT O.C.G.A. 15-6-67 AUTHORITY O.C.G.A. SECS. 15-6-67, 43-15-4, 43-15-6, 43-15-19, 43-15-22.

12-19-16
DATE:

JASON A. HOPKINS
REGISTERED LAND SURVEYOR #3215

** As used in the Certification, certify means to state or declare a professional opinion of conditions regarding those facts or findings which are the subject of the certification and does not constitute a warranty or guarantee, either expressed or implied.

FALCON DESIGN CONSULTANTS, LLC

CIVIL ENGINEERING · LAND PLANNING · SURVEYING · CONSTRUCTION MANAGEMENT

BOUNDARY RETRACEMENT SURVEY
FOR
HYBRASS PROEPRTIES LLC

LOCATED IN:
LAND LOTS 197, 219 & 220, 16TH DISTRICT
DEKALB COUNTY, GEORGIA

REVISIONS

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|---|---|---|---|
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THIS PLAT WAS PREPARED FOR THE EXCLUSIVE USE OF THE PERSON, PERSONS, OR ENTITY NAMED IN THE CERTIFICATE. THE CERTIFICATE DOES NOT EXTEND TO ANY UNNAMED PERSON WITHOUT THE EXPRESSED WRITTEN CONSENT BY THE SURVEYOR NAMING SAID PERSON.

| | |
|---|---|
| DATE: | 12-14-16 |
| SCALE: | 1" = 100' |
| FILE NUMBER: | 100.001 |
| DRAWN BY: | LBAILEY |
| REVIEWED BY: | JHOPKINS |

12-19-16
GEORGIA REGISTERED LAND SURVEYOR JASON A. HOPKINS

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SHEET NUMBER
1 OF 2

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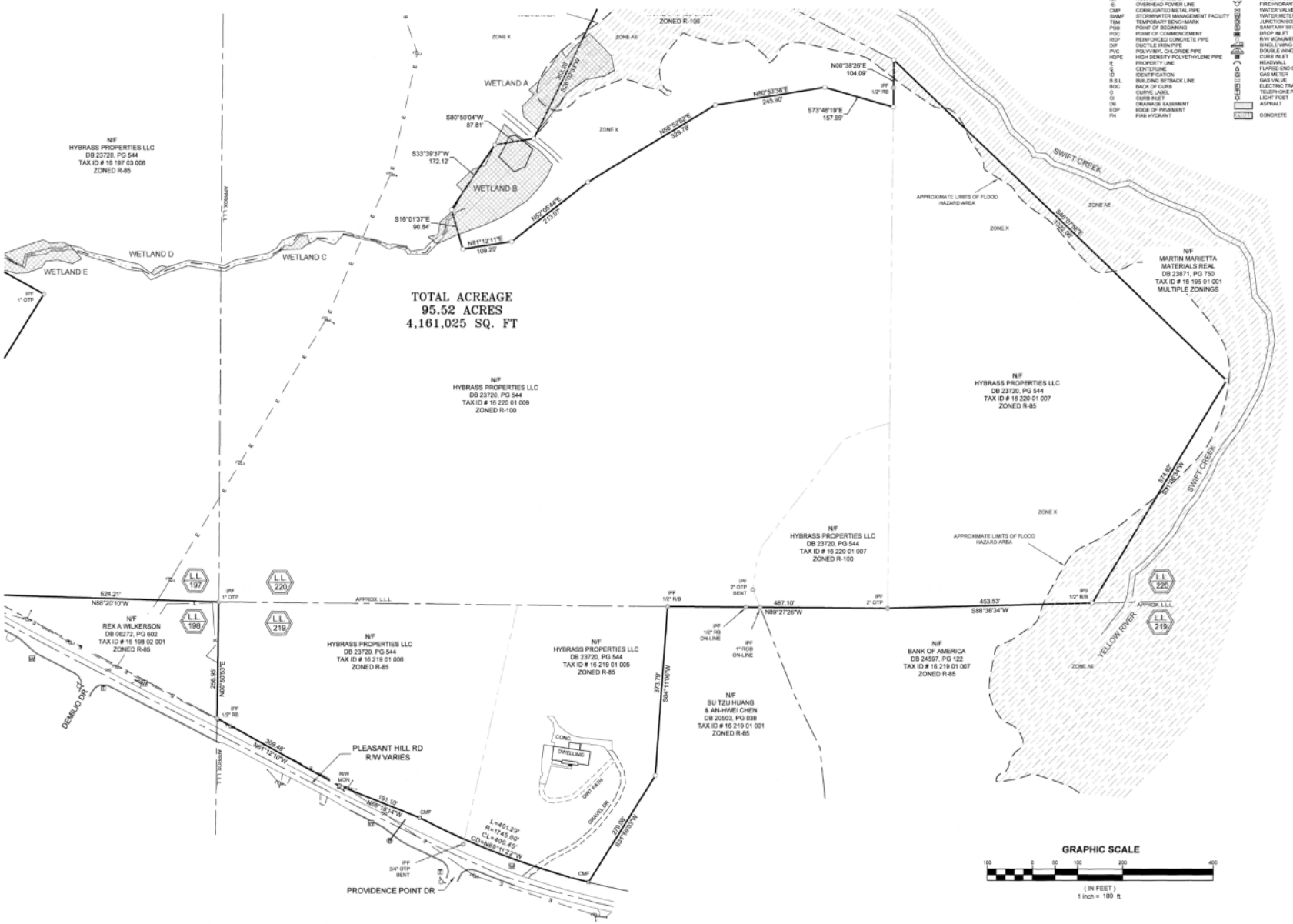
P:\Projects\100.001 Pleasant Hill Road\Survey\dwg\PLEASANT-BNDRY-00.dwg, 24X36_jhopkins, Jan 23, 2017 - 9:31:17am

# BOUNDARY RETRACEMENT SURVEY FOR:
# HYBRASS PROPERTIES LLC
## LAND LOTS 197, 219 & 220, 16TH DISTRICT
## DEKALB COUNTY, GEORGIA




## LEGEND

| | | | |
|---|---|---|---|
| DB | DEED BOOK | L | LINE LABEL |
| PB | PLAT BOOK | N/F | NOW OR FORMERLY |
| PG | PAGE | PKS | PK NAIL SET |
| LL | LAND LOT | SSE | SANITARY SEWER EASEMENT |
| OTP | OPEN TOP PIPE | UE | UTILITY EASEMENT |
| RB | REBAR | REF | REFERENCE |
| IPF | IRON PIN FOUND | CIO | SEWER CLEAN OUT |
| IPS | 1/2" REBAR W/C FDC 000965 | SQ. FT. | SQUARE FOOT |
| CTP | CRIMP TOP PIPE | | IRON PIN FOUND |
| C&G | CURB & GUTTER | | IRON PIN SET |
| R/W | RIGHT OF WAY | | CALCULATED POINT |
| N/F | NOW OR FORMERLY | | POWER POLE |
| -E- | OVERHEAD POWER LINE | | FIRE HYDRANT |
| CMP | CORRUGATED METAL PIPE | | WATER VALVE |
| SWMF | STORMWATER MANAGEMENT FACILITY | | WATER METER |
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| BOC | BACK OF CURB | | ELECTRIC TRANSFORMER |
| C | CURVE LABEL | | TELEPHONE PEDESTAL |
| CI | CURB INLET | | LIGHT POST |
| DE | DRAINAGE EASEMENT | | ASPHALT |
| EOP | EDGE OF PAVEMENT | | |
| FH | FIRE HYDRANT | | CONCRETE |

LAND PLANNING
CIVIL ENGINEERING
SURVEYING
CONSTRUCTION MANAGEMENT
BALLOON DESIGN

BOUNDARY RETRACEMENT SURVEY
FOR
HYBRASS PROEPRTIES LLC
LOCATED IN:
LAND LOTS 197, 219 & 220, 16TH DISTRICT
DEKALB COUNTY, GEORGIA

REVISIONS

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THIS PLAT WAS PREPARED FOR THE EXCLUSIVE USE OF THE PERSON, PERSONS, OR ENTITY LISTED HEREON. THE USE OF THIS HEREON, SAID CERTIFICATE DOES NOT EXTEND TO ANY UNNAMED PERSON OR ENTITY WITHOUT AN EXPRESS RECERTIFICATION BY THE SURVEYOR HAVING SAID PERSON.

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|---|---|
| DATE: | 12-14-16 |
| SCALE: | 1" = 100' |
| FILE NUMBER: | 100.001 |
| DRAWN BY: | LBAILEY |
| REVIEWED BY: | JHOPKINS |

GEORGIA REGISTERED LAND SURVEYOR JASON A. HOPKINS

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SHEET NUMBER
2 OF 2

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P:\Projects\100.001 Pleasant Hill Road\Survey\dwg\PLEASANT-BNDRY-00.dwg, 24X36 (2), jhopkins, Jan 23, 2017 - 9:30:30am

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 197, 219 AND 220, 16TH DISTRICT, DEKALB COUNTY, GEORGIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

***BEGINNING*** AT A 1 INCH OPEN TOP PIPE FOUND ON THE COMMON CORNER OF LAND LOTS 197, 198, 219 AND 220;

THENCE, ALONG THE SOUTHERLY LINE OF LAND LOT 197, NORTH 88 DEGREES 20 MINUTES 10 SECONDS WEST, 524.21 FEET TO A 1/2 INCH REBAR ON THE NORTHERLY RIGHT-OF-WAY LINE OF PLEASANT HILL ROAD (RIGHT-OF-WAY WIDTH VARIES);

THENCE, WITH SAID RIGHT-OF-WAY LINE, NORTH 60 DEGREES 10 MINUTES 21 SECONDS WEST, 232.97 FEET TO A 1 INCH OPEN TOP PIPE;

THENCE, LEAVING SAID RIGHT-OF-WAY LINE, NORTH 31 DEGREES 38 MINUTES 24 SECONDS EAST, 645.68 FEET TO A 1 INCH OPEN TOP PIPE;

THENCE, NORTH 61 DEGREES 28 MINUTES 32 SECONDS WEST, 704.40 FEET TO A 1/2 INCH REBAR;

THENCE, NORTH 06 DEGREES 15 MINUTES 29 SECONDS EAST, 490.68 FEET TO A 1/2 INCH REBAR;

THENCE, NORTH 89 DEGREES 44 MINUTES 38 SECONDS WEST, 210.24 FEET TO A 1 INCH SQUARE ROD;

THENCE, NORTH 00 DEGREES 25 MINUTES 05 SECONDS EAST, 147.64 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF PLEASANT HILL TRAIL (APPARENT 26 FOOT RIGHT-OF-WAY WIDTH);

THENCE, WITH SAID SOUTHERLY RIGHT-OF-WAY LINE, SOUTH 73 DEGREES 52 MINUTES 25 SECONDS EAST, 160.98 FEET TO A POINT;

THENCE, 167.82 FEET ALONG A CURVE TO THE LEFT (SAID CURVE HAVING A RADIUS OF 366.95 FEET AND A CHORD BEARING SOUTH 86 DEGREES 58 MINUTES 31 SECONDS EAST, 166.36 FEET) TO A POINT;

THENCE, NORTH 82 DEGREES 51 MINUTES 24 SECONDS EAST, 156.12 FEET TO A POINT;

THENCE, NORTH 86 DEGREES 30 MINUTES 12 SECONDS EAST, 72.44 FEET TO A POINT;

THENCE, NORTH 83 DEGREES 51 MINUTES 08 SECONDS EAST, 91.95 FEET TO A POINT;

THENCE, NORTH 81 DEGREES 12 MINUTES 04 SECONDS EAST, 151.65 FEET TO A POINT;

THENCE, NORTH 84 DEGREES 59 MINUTES 30 SECONDS EAST, 54.43 FEET TO A POINT;

THENCE, NORTH 88 DEGREES 46 MINUTES 56 SECONDS EAST, 100.70 FEET TO A POINT;

THENCE, SOUTH 86 DEGREES 14 MINUTES 15 SECONDS EAST, 130.67 FEET TO A POINT;

THENCE, SOUTH 86 DEGREES 56 MINUTES 55 SECONDS EAST, 99.38 FEET TO A 1/2 INCH REBAR ON THE EASTERLY LINE OF LAND LOT 197;

THENCE, WITH SAID LAND LOT LINE, SOUTH 00 DEGREES 34 MINUTES 03 SECONDS WEST, 136.04 FEET TO A 2 INCH OPEN TOP PIPE;

THENCE, LEAVING SAID LAND LOT LINE, SOUTH 89 DEGREES 33 MINUTES 06 SECONDS EAST, 779.77 FEET TO A 1/2 INCH REBAR;

THENCE, SOUTH 23 DEGREES 13 MINUTES 25 SECONDS EAST, 170.33 FEET TO A POINT;

THENCE, SOUTH 26 DEGREES 02 MINUTES 33 SECONDS WEST, 363.26 FEET TO A POINT;

THENCE, SOUTH 80 DEGREES 50 MINUTES 04 SECONDS WEST, 87.81 FEET TO A POINT;

THENCE, SOUTH 33 DEGREES 39 MINUTES 37 SECONDS WEST, 172.12 FEET TO A POINT;

THENCE, SOUTH 16 DEGREES 01 MINUTES 37 SECONDS EAST, 90.64 FEET TO A POINT;

THENCE, NORTH 81 DEGREES 12 MINUTES 11 SECONDS EAST, 109.29 FEET TO A POINT;

THENCE, NORTH 52 DEGREES 05 MINUTES 44 SECONDS EAST, 213.07 FEET TO A POINT;

THENCE, NORTH 58 DEGREES 52 MINUTES 52 SECONDS EAST, 329.79 FEET TO A POINT;

THENCE, NORTH 80 DEGREES 53 MINUTES 38 SECONDS EAST, 245.90 FEET TO A POINT;

THENCE, SOUTH 73 DEGREES 46 MINUTES 19 SECONDS EAST, 157.99 FEET TO A POINT;

THENCE, NORTH 00 DEGREES 38 MINUTES 26 SECONDS EAST, 104.09 FEET TO A POINT;

THENCE, SOUTH 46 DEGREES 07 MINUTES 58 SECONDS EAST, 1,022.06 FEET TO A POINT;

THENCE, SOUTH 31 DEGREES 06 MINUTES 34 SECONDS WEST, 574.82 FEET TO A 1/2 INCH REBAR ON THE SOUTHERLY LINE OF LAND LOT 220;

THENCE, WITH SAID LAND LOT LINE, SOUTH 88 DEGREES 36 MINUTES 34 SECONDS WEST, 453.53 FEET TO A 2 INCH OPEN TOP PIPE;

THENCE, NORTH 89 DEGREES 27 MINUTES 26 SECONDS WEST, 487.10 FEET TO A 1/2 INCH REBAR;

THENCE, LEAVING SAID LAND LOT LINE, SOUTH 04 DEGREES 11 MINUTES 06 SECONDS WEST, 373.79 FEET TO A POINT;

THENCE, SOUTH 31 DEGREES 59 MINUTES 03 SECONDS WEST, 279.08 FEET TO A CONCRETE MONUMENT ON SAID NORTHERLY RIGHT-OF-WAY LINE OF PLEASANT HILL ROAD;

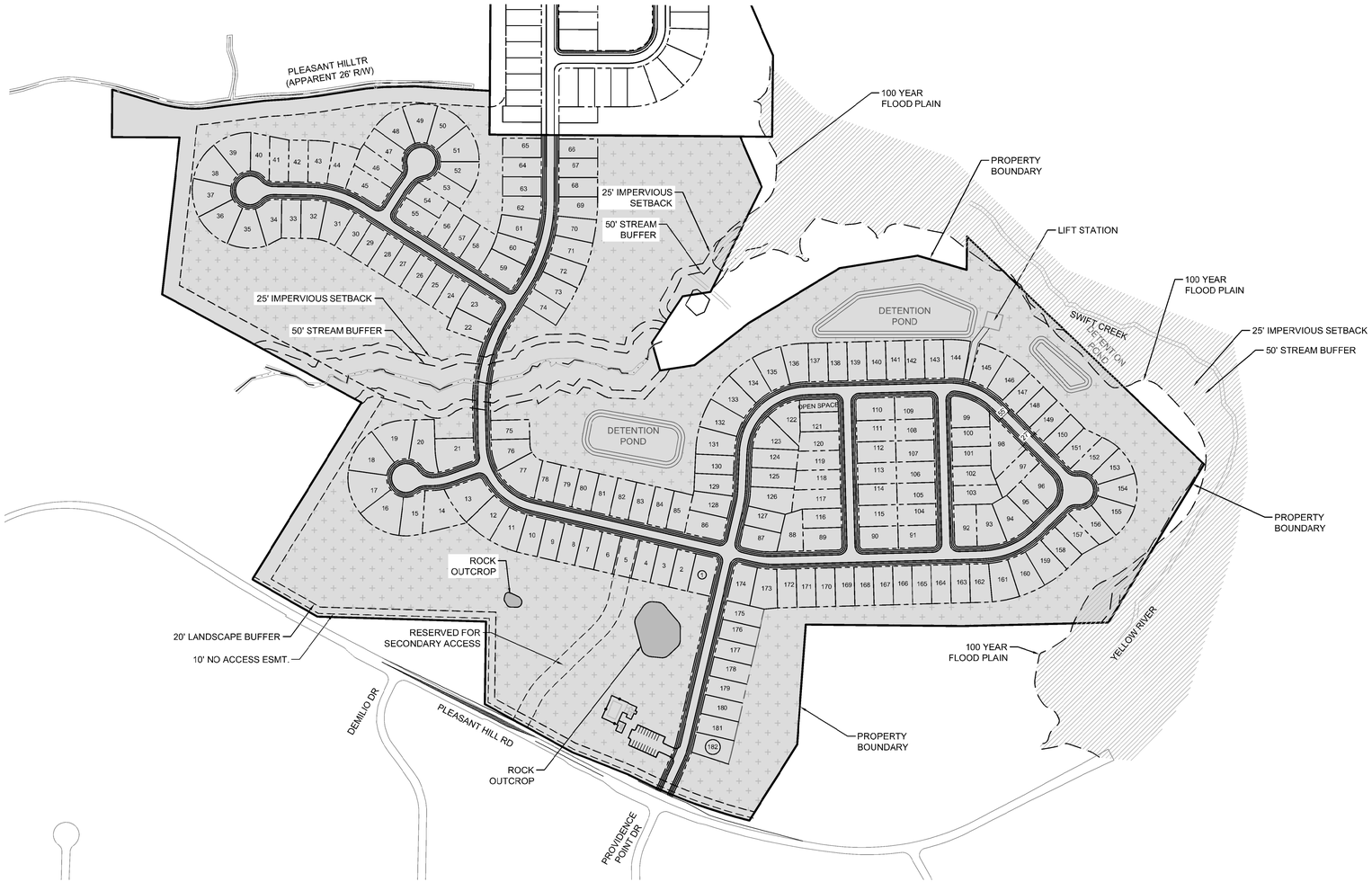
THENCE, WITH SAID RIGHT-OF-WAY LINE, 401.29 FEET ALONG A CURVE TO THE RIGHT (SAID CURVE HAVING A RADIUS OF 1,745.00 FEET AND A CHORD BEARING NORTH 69 DEGREES 11 MINUTES 22 SECONDS WEST, 400.40 FEET) TO A CONCRETE MONUMENT;

THENCE, NORTH 68 DEGREES 18 MINUTES 14 SECONDS WEST, 191.10 FEET TO A CONCRETE MONUMENT;

THENCE, NORTH 61 DEGREES 12 MINUTES 10 SECONDS WEST, 309.48 FEET TO A 1/2 INCH REBAR ON THE WESTERLY LINE OF LAND LOT 219;

THENCE, WITH SAID LAND LOT LINE, NORTH 00 DEGREES 50 MINUTES 53 SECONDS EAST, 256.95 FEET TO THE ***POINT OF BEGINNING***.

SAID TRACT OR PARCEL CONTAINING ***95.52 ACRES (4,161,025 SQUARE FEET)***.




## LAND USE SUMMARY

**TOTAL UNITS: 182**
- ZONING APPROVED UNITS IN PLEASANT HILL: 214
  - UNITS SHOWN IN PLEASANT HILL: **182**

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'

RNC GREENSPACE REQUIREMENTS:

REQUIRED GREENSPACE: 30% OF SITE (25.42 acres)
-50% SHALL BE CONTIGUOUS
PROVIDED GREENSPACE: 36.91 acres WITH OVER
50% CONTINUOUS GREENSPACE

PLEASANT HILL

GREENSPACE

## GENERAL NOTES

1. LAYOUT IS CONCEPTUAL IN NATURE AND IS FOR PLANNING PURPOSES ONLY. FURTHER INFORMATION WILL BE REQUIRED TO DESIGN THE PROJECT.
2. A BOUNDARY SURVEY HAS BEEN CONDUCTED FOR THIS PROJECT.
3. ANY WETLANDS SHOWN IN THE DRAWING WERE OBTAINED FROM THE NATIONAL WETLANDS INVENTORY MAP. FURTHER ENVIRONMENTAL STUDIES WILL BE REQUIRED.
4. SEWERABILITY OF THIS PROJECT *HAS NOT* BEEN DETERMINED.

MAGNETIC NORTH

GRAPHIC SCALE

200 0 100 200 400

( IN FEET )
1 inch = 200 ft.


CIVIL ENGINEERING
COA NO. PER 004790
LAND SURVEYING
COA NO. LSF 000995
CONSTRUCTION MANAGEMENT
LANDSCAPE ARCHITECT
LAND PLANNING

FALCON DESIGN CONSULTANTS

STOCKBRIDGE OFFICE
235 CORP. CTR., DR., STE 200
STOCKBRIDGE, GEORGIA 30281
Ph (770)389-8666 - Fax (770)389-8656

NEWNAN OFFICE
40 GREENWAY CT., STE A
NEWNAN, GEORGIA 30265
Ph. (770) 755-7978

CUMMING OFFICE
500 PIRKLE FERRY RD., STE C
CUMMING, GEORGIA 30040
Ph. (678) 807-7100

www.fdc-llc.com


CONCEPT PLAN
FOR
# PLEASANT HILL

LOCATED IN:
LAND LOTS 188, 189, 196, 16TH DISTRICT
DEKALB COUNTY, GEORGIA

REVISIONS

| DATE | |
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Know what's below.
Call before you dig.
UTILITIES PROTECTION CENTER
1 (800) 282-7411 - 800 DIGGER
GA 811

| | |
|---|---|
| DATE: | 10/10/24 |
| SCALE: | |
| PROJ NUMBER: | 100.002 |
| DRAWN BY: | AM |
| REVIEWED BY: | JDL |
| REVISED BY: | |

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SHEET NUMBER

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P:\Projects\Hybrass-Landlife\100.002 Rock Chapel Road\Planning\CONCEPT\MARISTONE\CP80R Maristone.cwg, MARISTONE, nferris, Oct 16, 2024 - 4:47:35pm

**Z-18-22130** **2018-1857**

**AN ORDINANCE TO AMEND THE DEKALB COUNTY ZONING MAP**

**AN ORDINANCE TO AMEND THE DEKALB COUNTY ZONING MAP IN ORDER TO REZONE PROPERTY FROM M (LIGHT INDUSTRIAL) DISTRICT, R-100 & R-85 (RESIDENTIAL MEDIUM LOT) DISTRICTS TO RNC (NEIGHBORHOOD CONSERVATION) DISTRICT TO DEVELOP 214 DETACHED SINGLE-FAMILY RESIDENCES WITH A MINIMUM LOT SIZE OF 6,000 SQUARE FEET. THE PROPERTY IS LOCATED ON THE SOUTH SIDE OF PLEASANT HILL TRAIL AND THE NORTH SIDE OF PLEASANT HILL ROAD, APPROXIMATELY 897 FEET EAST OF THE NORTHEAST INTERSECTION OF PLEASANT HILL ROAD AND PLEASANT HILL TRAIL AT 7956, 7890, 8024, 7788, 7900 & 7860 PLEASANT HILL ROAD AND 1716 PLEASANT HILL TRAIL, LITHONIA, GEORGIA. THE PROPERTY HAS APPROXIMATELY 1,146 FEET OF FRONTAGE ALONG THE SOUTH SIDE OF PLEASANT HILL TRAIL AND APPROXIMATELY 901.87 FEET OF FRONTAGE ALONG THE NORTH SIDE OF PLEASANT HILL ROAD AND CONTAINS 95.52 ACRES.**

**APPLICANT:** Hybrass Properties
**OWNER:**

**COMMISSION DISTRICTS: 5 & 7**

**WHEREAS,** Hybrass Properties has filed an application to amend the DeKalb County Zoning Ordinance to rezone property located at 7956, 7890, 8024, 7788, 7900 & 7860 Pleasant Hill Road and 1716 Pleasant Hill Trail, and more particularly described as follows:

All that tract or parcel of land and being in **District 16, Land Lots 197, 219, & 220, Blocks 03 & 01, Parcels 006, 012, 005, 006, 004, 007, & 009** of DeKalb County, Georgia, containing 95.52 acres, and

**WHEREAS,** it appears to the Board of Commissioners that the application meets all of the criteria set forth in the DeKalb County Code, Chapter 27, Article IIV, Division 3, Section 27-7.3 for amending the DeKalb County Zoning Ordinance for the subject property from R-100 & R-85 District to RNC District.

**THE BOARD OF COMMISSIONERS OF DEKALB COUNTY, GEORGIA, HEREBY ORDAINS:**

Part 1: Pursuant to the authority of the DeKalb County Board of Commissioners to exercise powers of zoning, set forth in Section 27, Article 1.1 & 7.3 of the DeKalb County Zoning Ordinance, an amendment to rezone property from M (Light Industrial) District, R-100 & R-85 (Residential Medium Lot) Districts to RNC (Neighborhood Conservation) District to develop 214 detached single-family residences with a minimum lot size of 6,000 square feet. The property is located on the south side of Pleasant Hill Trail and the north side of Pleasant Hill Road approximately 897 feet east of the northeast intersection of Pleasant Hill Road and Pleasant Hill Trail at 7956, 7890, 8024, 7788, 7900 & 7860 Pleasant Hill Road and 1716 Pleasant Hill Trail, Lithonia, Georgia. The property has approximately 1,146 feet of frontage along the south side of Pleasant Hill Trail and approximately 901.87 feet of frontage along the north side of Pleasant Hill Road. The property contains 95.52 acres and is hereby approved, (with conditions).

**Part 2:** That if this amendment is approved conditionally, and under the provisions of Section 27-7.3.9 of the DeKalb County Zoning Ordinance, as identified by the use of the term "Conditional" after the district designation in Part 1 above, the development and use of the above-described property shall be permitted only in compliance with the conditions and/or site plan as attached to this ordinance.

**Part 3:** That all ordinances or parts of ordinances in conflict with this ordinance are hereby repealed.

**Part 4:** This ordinance, hereby approved, does not authorize the violation of any Zoning District Regulations. District regulation variances can be approved in accordance with Chapter 27, Article VII, Division 5.

**ADOPTED** by the DeKalb County Board of Commissioners this _____ day of

_____ 2018.

_____
Jeff Rader
Presiding Officer
Board of Commissioners
DeKalb County, Georgia

ATTEST:

_____
Barbara H. Sanders, CCC
Clerk to the Board of Commissioners and
Chief Executive Officer
DeKalb County, Georgia

## FINAL CONDITIONS FOR Z-18-22130 2018-1857

### REQUESTED BY APPLICANT:

Application of Hybrass Properties, LLC c/o Battle Law, PC to rezone property from M (Light Industrial) District, R-100 & R-85 (Residential Medium Lot) Districts to RNC (Neighborhood Conservation) District to develop 214 detached single-family residences with a minimum lot size of 6,000 square feet.

### PLANNING AND SUSTAINABILITY DEPARTMENT:

**Approval w/Conditions.** The rezoning request from the R-85 (Residential Medium Lot and M (Light Industrial) Districts to the RNC (Neighborhood Conservation District) allows greater flexibility for development by incorporating use of greenspace with natural features of the environment and allowing development standards compatible with adjacent residential properties. The proposed single-family development is consistent with the following DeKalb County 2035 Comprehensive Plan policies: Protect stable neighborhoods from incompatible development that could alter established residential development patterns and density; and Ensure that new development and redevelopment is compatible with existing residential areas. The proposed RNC zoning district with its combined greenspace and natural features provides more opportunity for development on the subject site. Given that Pleasant Hill Road is a minor thoroughfare, it should be able to absorb additional traffic resulting from the proposed subdivision. To ensure compliance to greenspace requirements, applicants for development within an RNC are required to provide a legal mechanism for unified control of the entire parcel to be developed and a legal mechanism for the maintenance and protection of land held in common prior to the issuance of any land disturbance permit. Given that the proposed RNC zoning district provides for the protection of land in harmony with adjacent residential properties, Planning Staff concludes that the proposed RNC zoning district is appropriate for the site. Staff recommends conditions consistent with the conditions approved on Union Grove Road for RNC development pursuant to Z-14-18943. Therefore, the Department of Planning and Sustainability recommends "Approval, with the following conditions":

1. Limit the use to a 214-unit single-family detached subdivision with recreational and greenspace area as conceptually shown on the revised site plan entitled CONCEPTUAL PLAN for Hybrass Properties, LLC located in Land Lots 197, 219 & 220, 16'h District, DeKalb County, Georgia and submitted to the Planning and Sustainability Department on February 28, 2018.
2. Provide a minimum of 30% greenspace (25.42 acres) excluding rock and required buffers.
3. Provide a minimum of 50% (12.11acres) contiguous greenspace.
4. Provide three (3) points of access on Pleasant Hill Road subject to approval by the Transportation Division within the Department of Public Works.
5. Dedicate at no cost to DeKalb County 40 feet from centerline of right-of-way on Pleasant Hill Road.
6. Provide a deceleration lane on Pleasant **Hill** Road and onsite road improvements as required by the Transportation Division within the Department of Public Works.
7. Demonstrate compliance to intersection and stopping sight distance per American Association of State Highway and Transportation Officials (AASHTO) prior to receiving an approved Land Disturbance Permit (LOP).
8. Provide bike lanes or multiuse path, 6-foot wide sidewalks on Pleasant Hill Road and street lights or as may be required by the Transportation Division within the Department of Public Works.
9. The heated floor area shall be no less than 2,100 square feet.
10. Each home shall have a minimum two-car garage (side entry garages where lot area allows).
11. The front facade building materials shall include a minimum of 40% brick masonry. Stone masonry, cedar shingles, and/or hard coat stucco. Vinyl siding is strictly prohibited.
12. Provide underground utilities.
13. Front and sides shall be sodded prior to the issuance of a Certificate of Occupancy.

14. No more than one (1) brick base monument sign shall be erected at each subdivision entrance. Sign area shall not exceed 32 square feet, excluding base and shall not exceed eight (8) feet in height.
15. The entrances to the subdivision shall be landscaped subject to the approval of the DeKalb County Arborist.
16. A mandatory homeowner's association with bylaws and covenants shall be established and maintained for the subdivision. The bylaws and covenants will explain the maintenance responsibility for common space, and landscaping.
17. Any applicant for development within this approved RNC shall be required to provide a legal mechanism for unified control of the entire parcel to be developed for review and approval by the county attorney prior to the issuance of any land disturbance or building permit.

## PLANNING COMMISSION:

**Approval w/Conditions. 7-0-0.** Approval M. Butts moved, J. West seconded for approval with additional conditions submitted by the applicant. They include minimum heated floor area of 2,100 square feet; a mandatory homeowner's association; and front building façade materials.

## BOARD OF COMMISSIONERS:

**May 22, 2018, Approved with Staff's seventeen (17) staff conditions, dated May 9, 2018.**

Comm. 5+7
Item No. 20K-163 Date: 5/22/18
Clerk's Office
Gina Mangham

**Z-18-22130 Proposed RNC (Neighborhood Conservation District) Zoned Conditions**

1. Limit the use to a 214-unit single-family detached subdivision with recreational and greenspace area as conceptually shown on the revised site plan entitled CONCEPTUAL PLAN for Hybass Properties, LLC located in Land Lots 197, 219 & 220, 16th District, DeKalb County, Georgia and submitted to the Planning and Sustainability Department on February 28, 2018.

2. Provide a minimum of 30% greenspace (25.42 acres) excluding rock and required buffers.

3. Provide a minimum of 50% (12.11 acres) contiguous greenspace.

4. Provide three (3) points of access on Pleasant Hill Road subject to approval by the Transportation Division within the Department of Public Works.

5. Dedicate at no cost to DeKalb County 40 feet from centerline of right-of-way on Pleasant Hill Road.

6. Provide a deceleration lane on Pleasant Hill Road and onsite road improvements as required by the Transportation Division within the Department of Public Works.

7. Demonstrate compliance to intersection and stopping sight distance per American Association of State Highway and Transportation Officials (AASHTO) prior to receiving an approved Land Disturbance Permit (LDP).

8. Provide bike lanes or multiuse path, 6-foot wide sidewalks on Pleasant Hill Road and street lights or as may be required by the Transportation Division within the Department of Public Works.

9. The heated floor area shall be no less than 2,100 square feet.

10. Each home shall have a minimum two-car garage (side entry garages where lot area allows).

11. The front façade building materials shall include a minimum of 40% brick masonry. Stone masonry, cedar shingles, and/or hard coat stucco. Vinyl siding is strictly prohibited.

12. Provide underground utilities.

13. Front and sides shall be sodded prior to the issuance of a Certificate of Occupancy.

14. No more than one (1) brick base monument sign shall be erected at each subdivision entrance. Sign area shall not exceed 32 square feet, excluding base and shall not exceed eight (8) feet in height.

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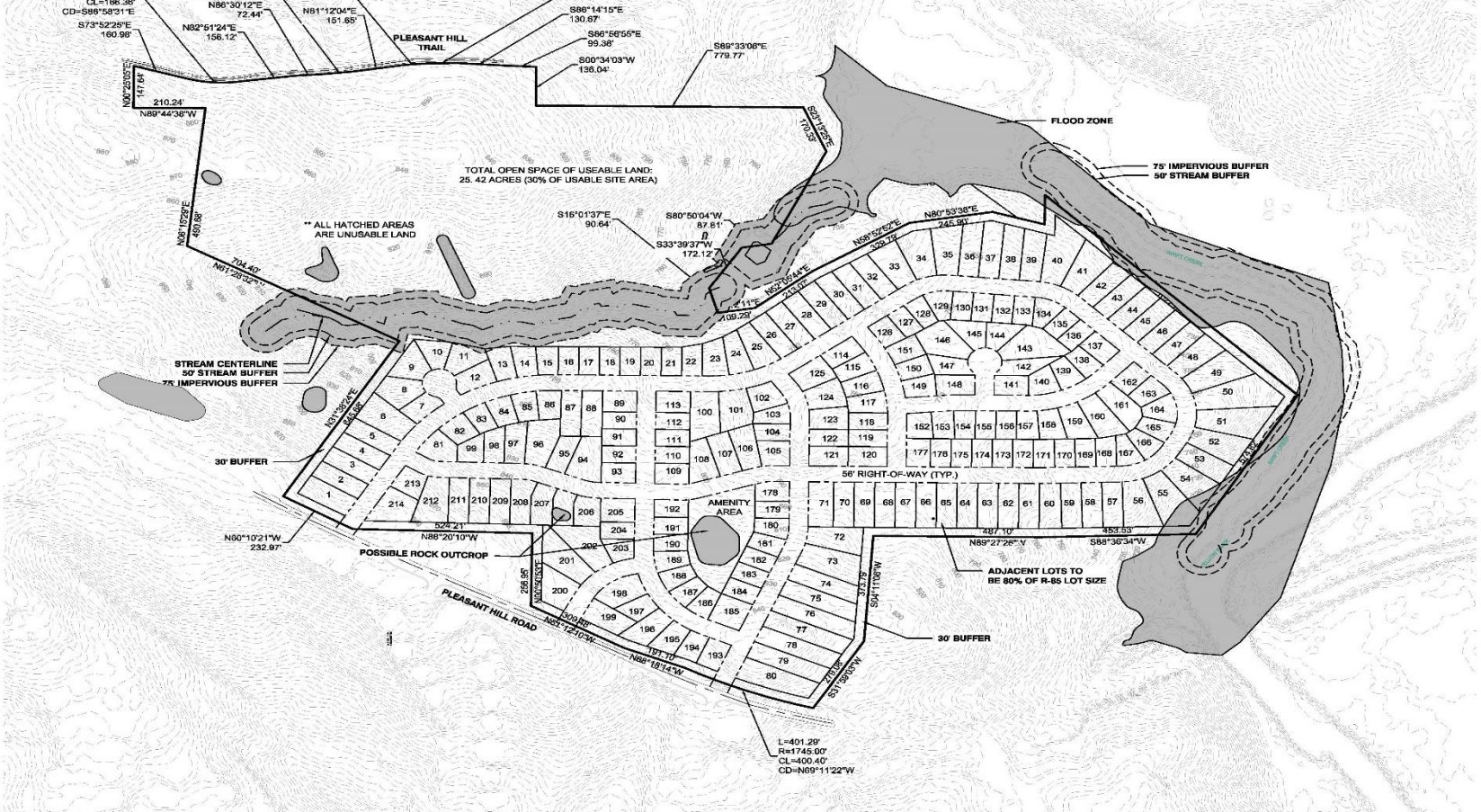
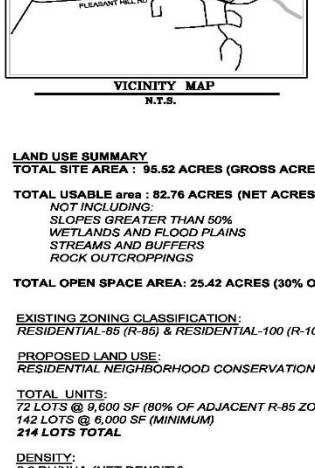
16. A mandatory homeowners association with bylaws and covenants shall be established and maintained for the subdivision. The bylaws and covenants will explain the maintenance responsibility for common space, and landscaping.

17. Any applicant for development within this approved RNC shall be required to provide a legal mechanism for unified control of the entire parcel to be developed for review and approval by the county attorney prior to the issuance of any land disturbance or building permit.

# N. 9 Z-18-22130 Site Plan




VICINITY MAP
N.T.S.

**LAND USE SUMMARY**
**TOTAL SITE AREA : 95.52 ACRES (GROSS ACRES)**

**TOTAL USABLE area : 82.76 ACRES (NET ACRES)**
*NOT INCLUDING:*
*SLOPES GREATER THAN 50%*
*WETLANDS AND FLOOD PLAINS*
*STREAMS AND BUFFERS*
*ROCK OUTCROPPINGS*

**TOTAL OPEN SPACE AREA: 25.42 ACRES (30% OF USEABLE LAND)**

EXISTING ZONING CLASSIFICATION:
*RESIDENTIAL-85 (R-85) & RESIDENTIAL-100 (R-100)*

PROPOSED LAND USE:
*RESIDENTIAL NEIGHBORHOOD CONSERVATION (RNC)*

TOTAL UNITS:
*72 LOTS @ 9,600 SF (80% OF ADJACENT R-85 ZONING)*
*142 LOTS @ 6,000 SF (MINIMUM)*
***214 LOTS TOTAL***

DENSITY:
2.6 DU/NUA *(NET DENSITY)*

RNC DEVELOPMENT STANDARDS:
*MIN. LOT SIZE = 6,000 SF (TYP. LOT)*
*MIN. LOT WIDTH = 80'*
*MIN. FRONT YARD SETBACK = 30'*
*MIN. SIDE YARD SETBACK = 7.5'*
*MIN. REAR YARD SETBACK = 20'*

BOUNDARY LOTS (80% ADJACENT R-85 ZONING):
*MIN. LOT SIZE = 9,600 SF (TYP. LOT)*
*MIN. LOT WIDTH = 60'*
*MIN. FRONT YARD SETBACK = 30'*
*MIN. SIDE YARD SETBACK = 7.5'*
*MIN. REAR YARD SETBACK = 20'*

RIGHT-OF-WAY:
*56 LINEAR FT.*
*INCLUDES:*
*TRAVEL LANES: 24'*
*UTILITY STRIPS: 28'*
*CURB AND GUTTER: 4'*
***TOTAL: 56'***

MAGNETIC NORTH

**BOUNDARY SURVEY PREPARED FOR HYBRASS PROPERTIES, LLC, BY FALCON DESIGN CONSULTANTS, DATED 12-14-18.**

**TOPOGRAPHY IS FROM DEKALB COUNTY GIS.**

**DESIGN IS CONCEPTUAL IN NATURE AND PROVIDED FOR DISCUSSION PURPOSES ONLY.**

**FLOOD NOTE**

**AS SHOWN ON FLOOD INSURANCE RATE MAPS OF HENRY COUNTY, GEORGIA COMMUNITY PANEL NUMBER: 13151C0085D EFFECTIVE DATE OCTOBER 6, 2016, A PORTION OF THIS PROPERTY IS LOCATED IN A SPECIAL FEMA FLOOD HAZARD AREA (ZONE A). THIS AREA IS SHOWN GRAPHICALLY PER AVAILABLE MAP INFORMATION.**

**GRAPHIC SCALE**
200 0 100 200 400 800
( IN FEET )
1 inch = 200 ft.

PRELIMINARY (NOT FOR CONSTRUCTION)

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4X36 (3), dhall, Jan 09, 2018 - 11:55:48am

**DeKalb County Parcel Map**

0 0.0375 0.075 0.15 0.225 0.3 mi

Date Printed: 11/21/2024

**DeKalb County GIS Disclaimer**

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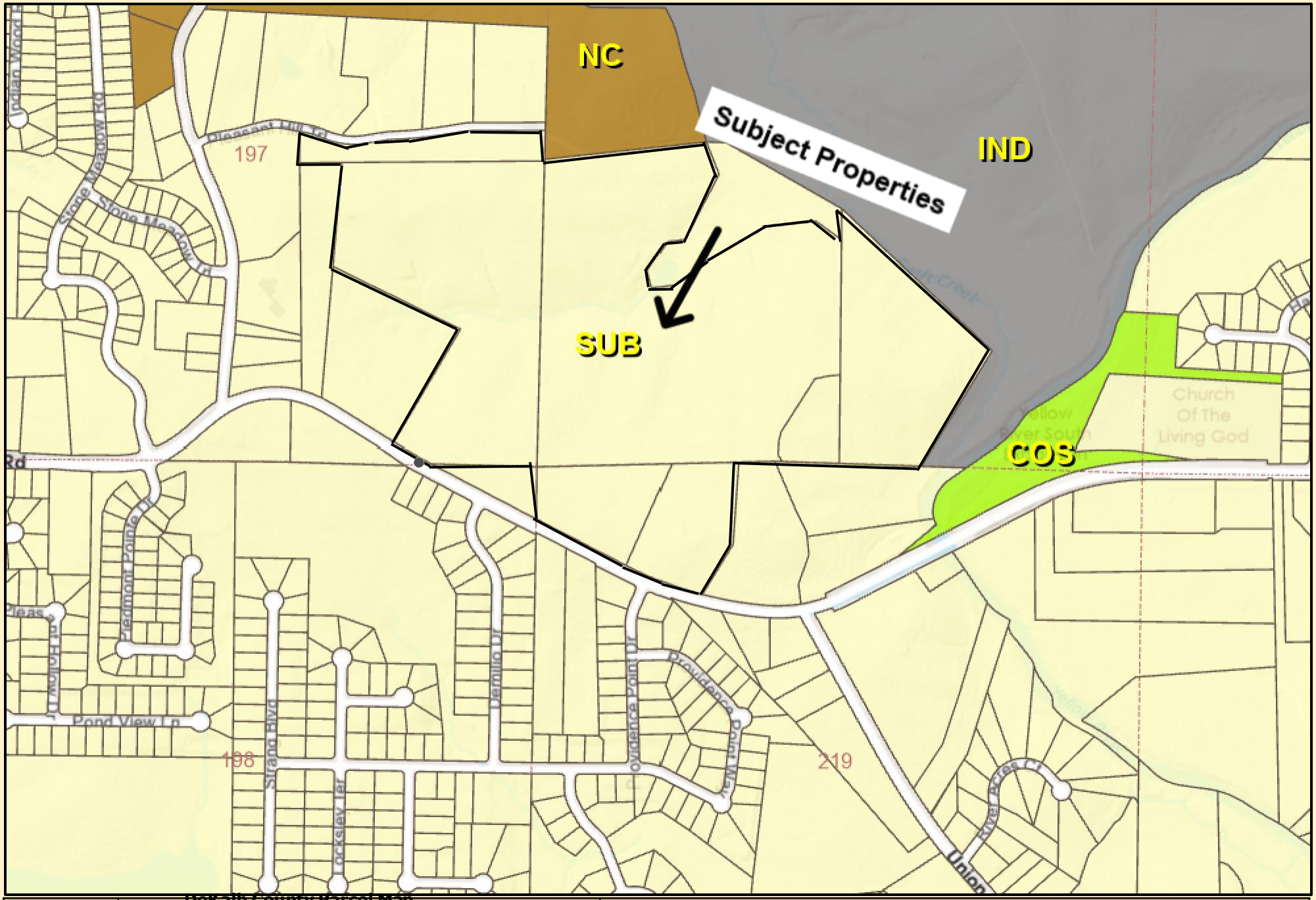


**DeKalb County Parcel Map**

0 0.0375 0.075 0.15 0.225 0.3 mi

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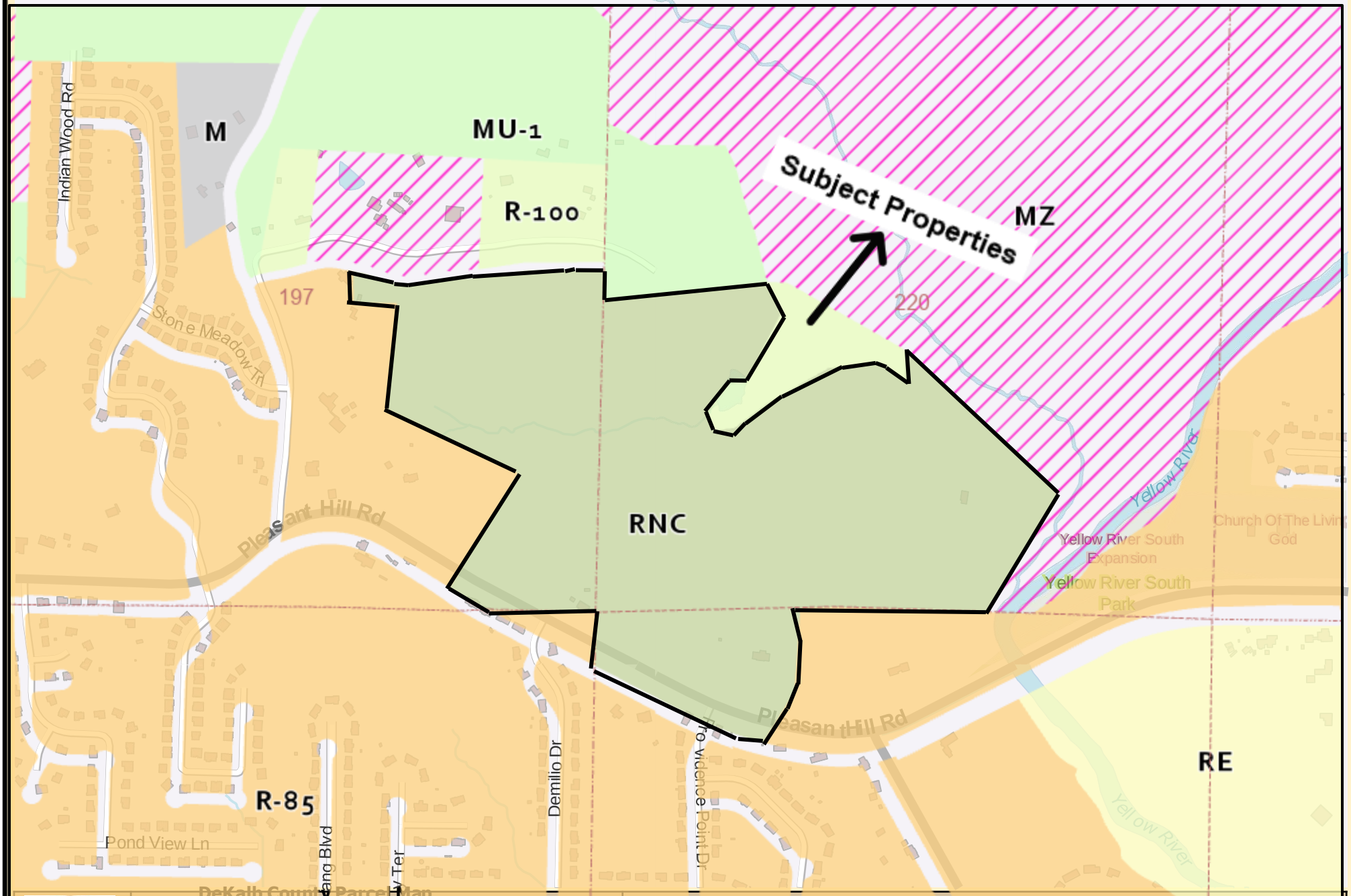


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