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

**STAFF ANALYSIS**

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

**STAFF RECOMMENDATION: APPROVAL WITH CONDITIONS**

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

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

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

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

Section 14-200. of the *Land Development Code* requires a minimum of two (2) access points for residential developments containing between 76-150 units. The development site would be connected to the larger “Creekside Village” development by a singular access point to the west; a second access point in the southeastern corner of the development site would provide access to the properties associated with concurrent application CZ-25-1247294, and thus, provide a continuous means of access from Rock Chapel Road to Pleasant Hill Road. A third access point is proposed to connect to the “Piedmont Trace” subdivision to the south solely for the purpose of providing emergency access.

The area that is now “Creekside Village” as well as the subject properties were subject to a DRI review in 2007 (DRI #632). The age of the DRI review, as well as the connection with and partial integration of the proposals (including properties associated with CZ-25-1247294) within the larger “Creekside Village”, were determined by the Atlanta Regional Commission (ARC) to require a new Development of Regional Impact (DRI) be submitted and reviewed.

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

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

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

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

2. Traffic calming features and Right-of-Way improvements shall be made along Rock Chapel Road, in accordance with the GRTA Notice of Decision, dated October 14, 2025, and subject to approval by the Director of Planning and Sustainability and by Transportation. These features and improvements shall be completed prior to the issuance of a Certificate of Occupancy (CO) for any dwelling units on the development site.
3. The provision and location of access points shall be in accordance with the minimum requirements of Section 14-200. of the *Land Development Code* or subject to a variance from the Planning Commission. Approval of this rezoning request shall not be used in lieu of a variance from Section 14-200 of the *Land Development Code*.
4. A minimum of 20 percent of the area of the development site shall consist of open space; with a minimum of ten (10) percent of the development site that shall consist of enhanced open space. No more than 50 percent of areas designated as open space shall consist of floodplain, wetlands, steep slopes, streams and buffers.
5. Streetscaping shall be provided along all Rights-of-Way in accordance with Section 27-5.4.3. of the *Zoning Ordinance*. All intersections shall have crosswalks that provide access to opposite sides of a Right-of-Way, subject to approval by the Director of Planning and Sustainability and by Transportation.
6. A mandatory homeowners association with bylaws and covenants shall be established and maintained for the subdivision. The bylaws and covenants will explain the maintenance responsibility for common space, and landscaping.



## NOTICE OF DECISION

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**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:** Zane Grennell, DCA  
**(via electronic mail)** 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 14<sup>th</sup>, 2025

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

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

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

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

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

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

Jannine Miller  
Executive Director  
Georgia Regional Transportation Authority

## **Attachment A – General Conditions**

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

#### Bicycle, Pedestrian & Transit Facilities

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

#### General Georgia Department of Transportation (GDOT) Conditions

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

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

#### Internal Gas Station Site Access

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

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

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

#### SR 124/Rock Chapel Road and Site Drive South

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

#### Pleasant Hill Road and Providence Point Drive/Site Drive East

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

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

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

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

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

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

## **Attachment C – Required Improvements to Serve the DRI**

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

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

### **Section 1:**

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

##### Bicycle, Pedestrian & Transit Facilities

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

##### 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.

**Section 2:**

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

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

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

SR 124/Rock Chapel Road and Knoll Hollow Road

- Install a Restricted Crossing U-Turn intersection configuration

Pleasant Hill Road and Humphries Road/Norris Lake Drive

- Install a single-lane roundabout



# Regional Review Finding

## Development of Regional Impact

**DATE:** September 12, 2025

**TO:** Chair and CEO Lorraine Cochran, 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 significant 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 significant commercial spaces is aligned with regional placemaking and transportation policies.*

*The auto-centric configuration of the significant commercial space proposed 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.*

## **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-foot 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 significant amount of open space and the overall limited scale of the development. The project could be better aligned with Rural Area policies by reconfiguring the significant commercial area into more of a walkable village center easily accessible to the adjacent 250 townhomes and within biking distance of the single-family homes.

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

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

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

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

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



## Developments of Regional Impact

- [DRI Home](#)
[Tier Map](#)
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**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](mailto: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:

- |  |   |   |
|--|---|---|
| <input type="radio"/> (not selected)                       | <input type="radio"/> Hotels                                | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office                               | <input checked="" type="radio"/> Mixed Use                  | <input type="radio"/> Petroleum Storage Facilities    |
| <input type="radio"/> Commercial                           | <input type="radio"/> Airports                              | <input type="radio"/> Water Supply Intakes/Reservoirs |
| <input type="radio"/> Wholesale & Distribution             | <input type="radio"/> Attractions & Recreational Facilities | <input type="radio"/> Intermodal Terminals            |
| <input type="radio"/> Hospitals and Health Care Facilities | <input type="radio"/> Post-Secondary Schools                | <input type="radio"/> Truck Stops                     |
| <input type="radio"/> Housing                              | <input type="radio"/> Waste Handling Facilities             | <input type="radio"/> Any other development types     |
| <input type="radio"/> Industrial                           | <input type="radio"/> 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 sq

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](mailto:rebecca@hybrassproperties.com)

Is property owner different from developer/applicant?  (not selected)  Yes  No

If yes, property owner:

Is the proposed project entirely located within your  (not selected)  Yes  No

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

---

[Back to Top](#)



## Developments of Regional Impact

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[Tier Map](#)
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### 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](mailto: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](mailto: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-stripped to a shared left+through lane. Southbound U-Turn on SR 124 will need to be re-stripped 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:

[Back to Top](#)

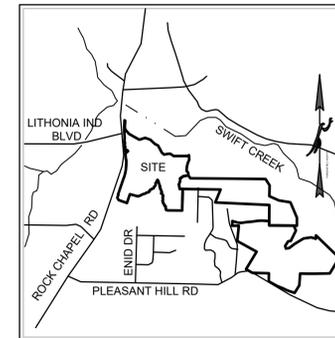
# DRI SITE PLAN FOR CREEKSIDE VILLAGE

## DRI #4478

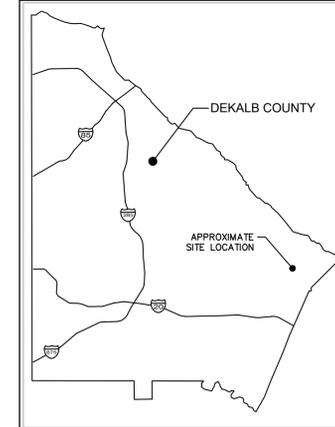
LAND LOTS 188, 189, 196, 197, 16TH DISTRICT  
DEKALB COUNTY, GEORGIA

ADDRESS: 7480 ROCK CHAPEL ROAD, LITHONIA, GA 30058

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



LOCATION MAP  
N.T.S.

CIVIL ENGINEERING  
CONSTRUCTION MANAGEMENT

LAND SURVEYING  
LANDSCAPE ARCHITECT

LAND PLANNING

FALCON DESIGN CONSULTANTS

STOCKBRIDGE OFFICE  
235 CORPORATE CENTER DRIVE, SUITE 200  
STOCKBRIDGE, GEORGIA 30281  
PH: (770) 389-8666 Fax: (770) 389-8666

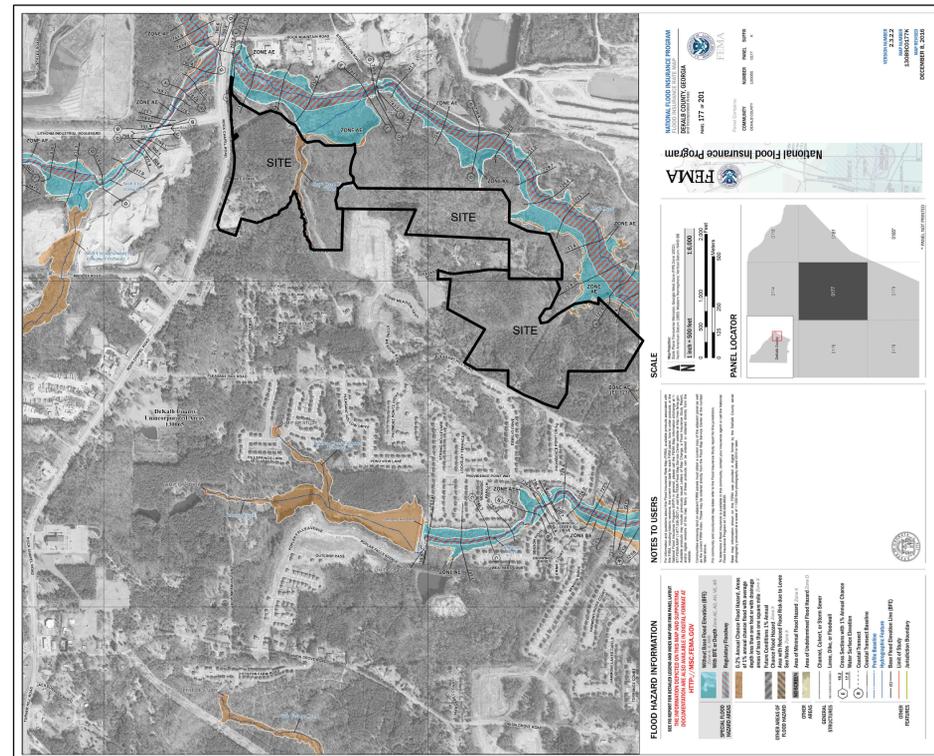
NEWNAN OFFICE  
60 GREENWAY C.T., STE. A  
NEWNAN, GEORGIA 30255  
PH: (770) 256-7979

CUMMING OFFICE  
500 PIRKLE FERRY ROAD, STE. 1  
CUMMING, GEORGIA 30041  
PH: (770) 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

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

<b>1. OWNER</b> 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	<b>5. FLOOD ZONE DATA</b> 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																																				
<b>2. ENGINEER</b> FALCON DESIGN CONSULTANTS, LLC 235 CORPORATE CENTER DR., SUITE 200 STOCKBRIDGE, GA 30281 PHONE: (770) 389-8666	<b>6. PROPERTY ADDRESS</b> 7480 ROCK CHAPEL ROAD, LITHONIA, GA 30058																																				
<b>3. SOURCE OF DATA</b> 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	<b>7. CREEKSIDE SITE REQUIREMENTS</b> <table border="1"> <tr> <td>PHASE 2 DEVELOPMENT</td> <td>75.37 ACRES</td> </tr> <tr> <td>PHASE 2 NUMBER OF LOTS</td> <td>222 LOTS</td> </tr> <tr> <td>PH 2 PARCEL 1 DENSITY MU-4 (146 DU/44.63 AC)</td> <td>3.3 DU/AC</td> </tr> <tr> <td>PH 2 PARCEL 2 DENSITY MU-1 (76 DU/30.77 AC)</td> <td>2.5 DU/AC</td> </tr> <tr> <td>PHASE 2 MIN. LOT SIZE</td> <td>3,250 S.F.</td> </tr> <tr> <td>PHASE 2 MIN. LOT WIDTH</td> <td>25 FT.</td> </tr> <tr> <td>PHASE 2 MIN. HOUSE SIZE</td> <td>1,600 S.F.</td> </tr> <tr> <td>PHASE 2 OPEN SPACE</td> <td>30.54 ACRES</td> </tr> </table> <table border="1"> <tr> <td>BUILDING SETBACKS:</td> <td>MU-1</td> <td>MU-4</td> <td>PROPOSED MZ</td> </tr> <tr> <td>MIN./MAX FRONT YARD</td> <td>10'/20'</td> <td>0'</td> <td>10'</td> </tr> <tr> <td>MIN. INTERIOR SIDE YARD</td> <td>N/A</td> <td>0'</td> <td>0'</td> </tr> <tr> <td>MIN./MAX SIDE CORNER YARD</td> <td>10'/20'</td> <td>5'</td> <td>15'</td> </tr> <tr> <td>MIN. REAR YARD</td> <td>20'</td> <td>10'</td> <td>20'</td> </tr> </table>	PHASE 2 DEVELOPMENT	75.37 ACRES	PHASE 2 NUMBER OF LOTS	222 LOTS	PH 2 PARCEL 1 DENSITY MU-4 (146 DU/44.63 AC)	3.3 DU/AC	PH 2 PARCEL 2 DENSITY MU-1 (76 DU/30.77 AC)	2.5 DU/AC	PHASE 2 MIN. LOT SIZE	3,250 S.F.	PHASE 2 MIN. LOT WIDTH	25 FT.	PHASE 2 MIN. HOUSE SIZE	1,600 S.F.	PHASE 2 OPEN SPACE	30.54 ACRES	BUILDING SETBACKS:	MU-1	MU-4	PROPOSED MZ	MIN./MAX FRONT YARD	10'/20'	0'	10'	MIN. INTERIOR SIDE YARD	N/A	0'	0'	MIN./MAX SIDE CORNER YARD	10'/20'	5'	15'	MIN. REAR YARD	20'	10'	20'
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<b>4. SITE LOCATION DATA</b> 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.	<b>8. 30.54 ACRES OF OPEN SPACE /                  75.37 ACRES IN DEVELOPMENT =                  9. 40.52% OPEN SPACE</b>																																				
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DATE	REVISIONS
1. 6/20/25	REVISED TITLE AND STREAM BUFFERS
2. 9/10/25	REVISED STREAM BUFFER LABELS, SHEET 3.1
3. 9/10/25	CORRECTED STREAM BUFFER LABELS, SHEET 3.1
4.	
5.	
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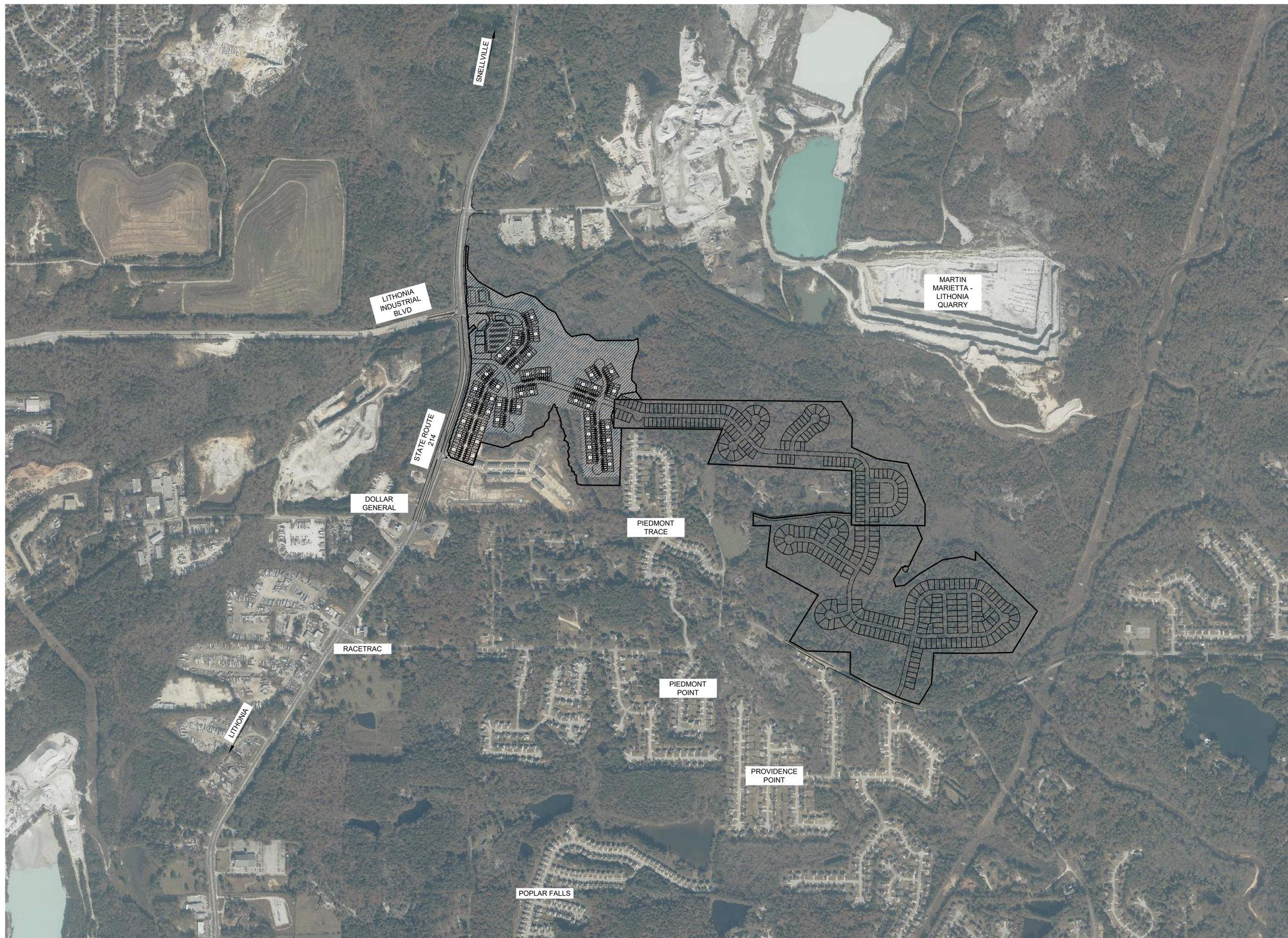
Know what's below  
Call before you dig  
UTILITIES PROTECTION CENTER  
1-800-368-7100  
OK, DALLAS, TX

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



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

SHEET NUMBER  
1.0



CIVIL ENGINEERING  
CONSTRUCTION MANAGEMENT  
LAND SURVEYING  
LANDSCAPE ARCHITECT  
LAND PLANNING

**FALCON DESIGN CONSULTANTS**

STOCKBRIDGE OFFICE  
215 OBER CTR. DR. STE. 200  
STOCKBRIDGE, GEORGIA 30211  
PH: (770) 938-8666 • Fax: (770) 938-8664

NEWNAN OFFICE  
80 GREENWAY CT., STE. A  
NEWNAN, GEORGIA 30555  
PH: (770) 256-7979

CUMMING OFFICE  
500 PIRKLE FERRY RD., STE. C  
CUMMING, GEORGIA 30041  
PH: (770) 887-7100

www.fdc-llc.com

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

DATE	REVISIONS
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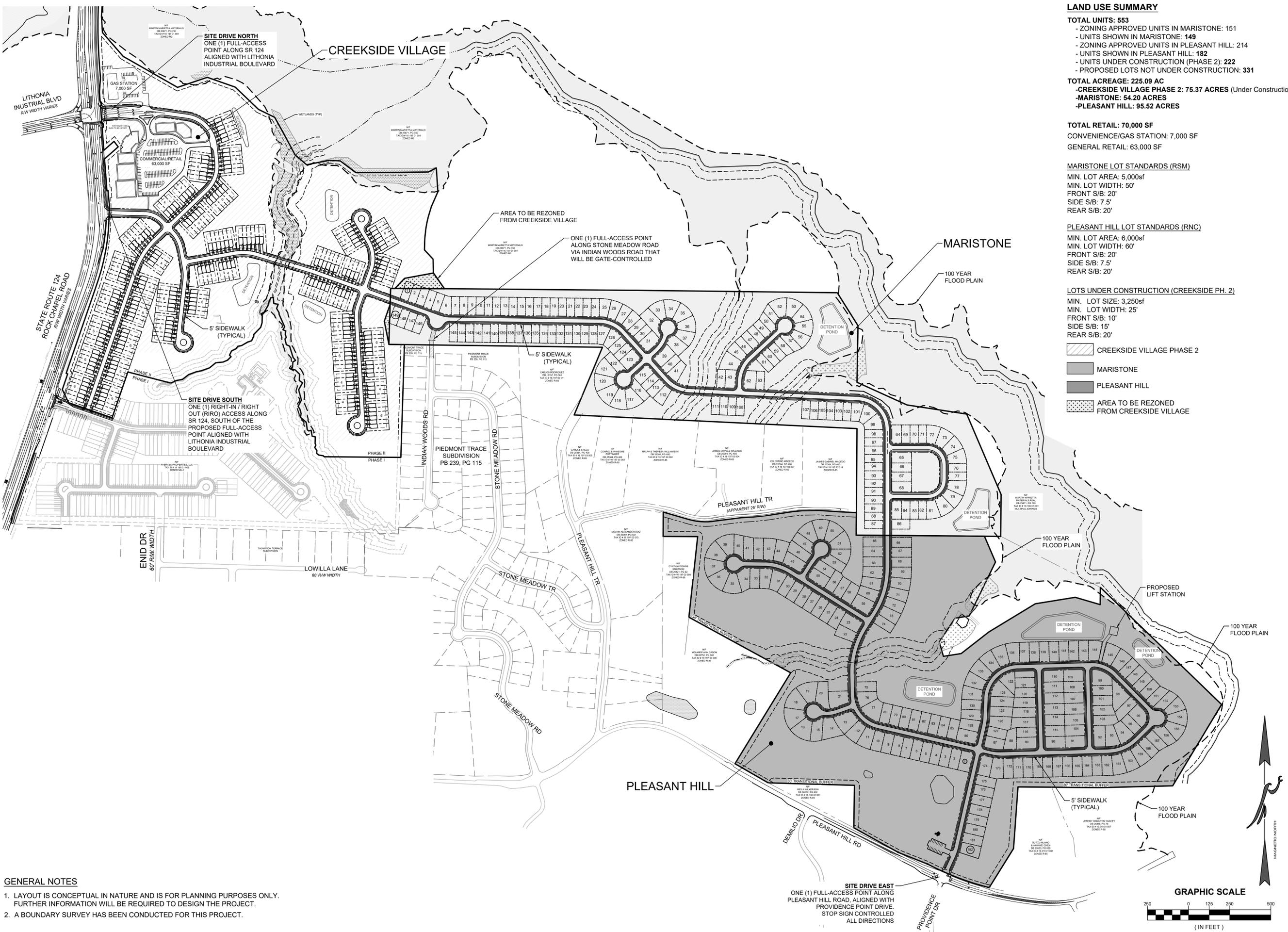
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Call before you dig  
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1-800-368-7400  
OR DIAL 811

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



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SHEET NUMBER  
**2.0**



**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**

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

**CIVIL ENGINEERING**  
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COVER SHEET FOR

**CREEKSIDE VILLAGE**

**DRI #4478**

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

**REVISONS**

DATE	REVISIONS
1. 6/10/25	REVISED TITLE AND STREAM BUFFERS
2. 6/10/25	REVISED DETENTION POND LABELS, SHEET 3.1
3. 9/09/25	CORRECTED STREAM BUFFER LABELS, SHEET 3.1
4.	
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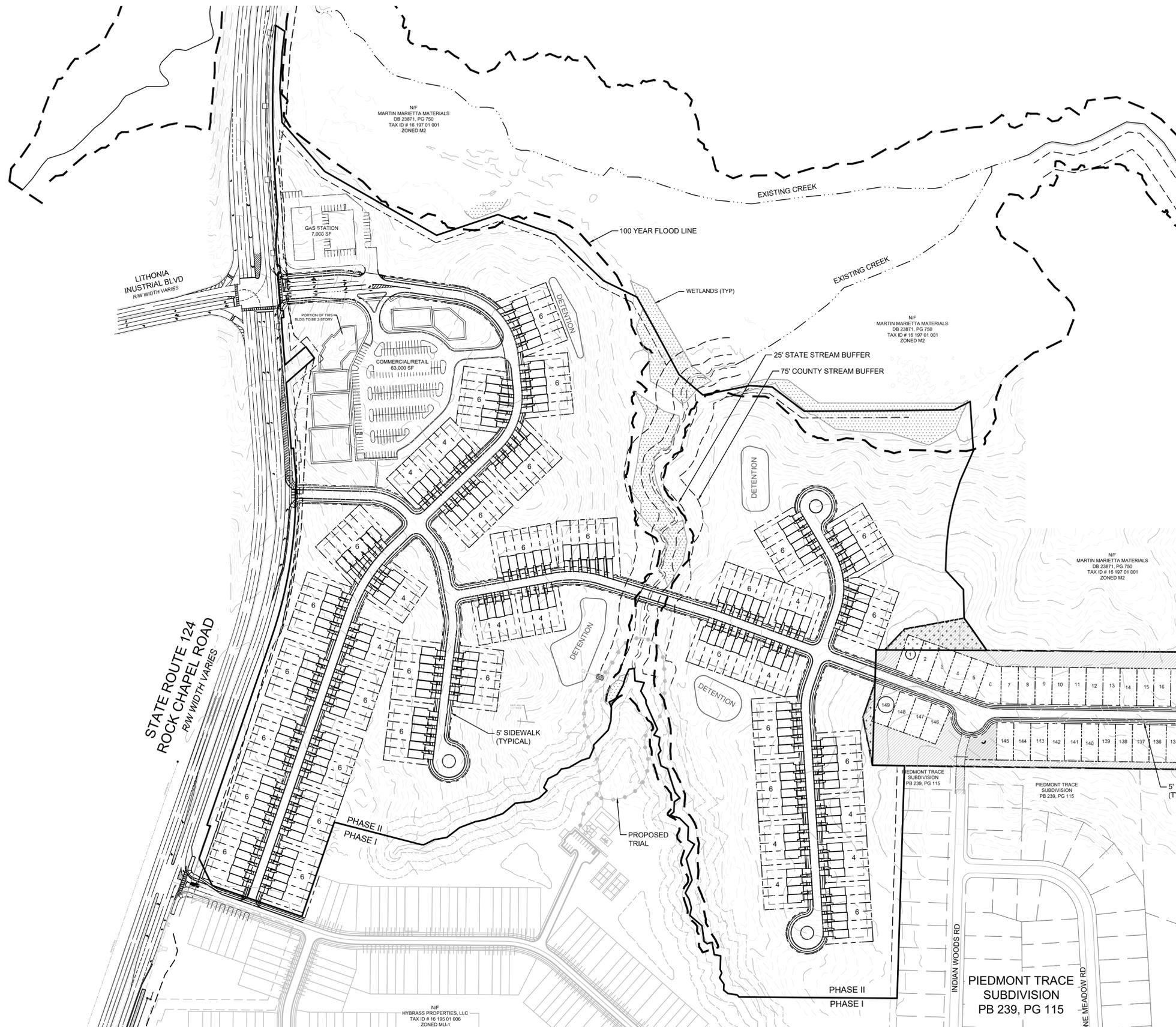
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DATE: 5/15/25  
 SCALE: 1" = 250'  
 PROJ NUMBER: 100.002  
 DRAWN BY: AM  
 REVIEWED BY: JDL  
 REVISED BY:

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SHEET NUMBER

**3.0**



**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'

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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. 6/20/25	REVISED TITLE AND STREAM BUFFERS
2. 6/20/25	REVISED DETENTION BASIN
3. 9/09/25	CORRECTED STREAM BUFFER LABELS, SHEET 3.1
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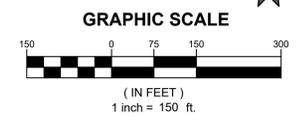
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DATE:	5/15/25
SCALE:	1" = 150'
PROJ NUMBER:	100.002
DRAWN BY:	AM
REVIEWED BY:	JDL
REVISED BY:	

9/09/25

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



SHEET NUMBER  
**3.1**

# 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%)

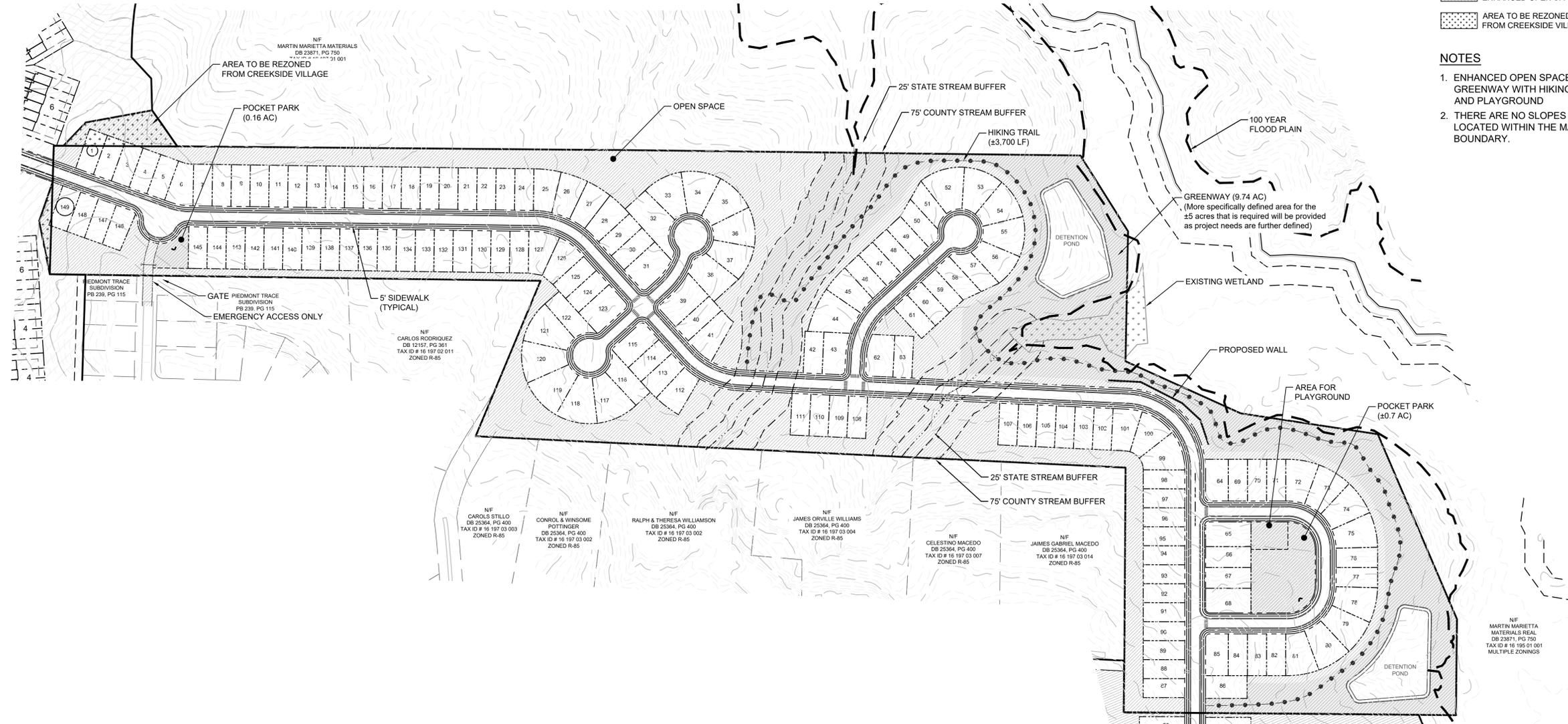
## MARISTONE LOT STANDARDS (RSM)

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

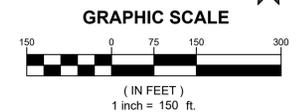
## NOTES

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



## GENERAL NOTES

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



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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
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PROJ NUMBER:	100.002
DRAWN BY:	AM
REVIEWED BY:	JDL
REVISED BY:	



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SHEET NUMBER  
**3.2**

# PLEASANT HILL SITE PLAN / CZ-25-1247294

Dated 07/01/2025

## LAND USE SUMMARY

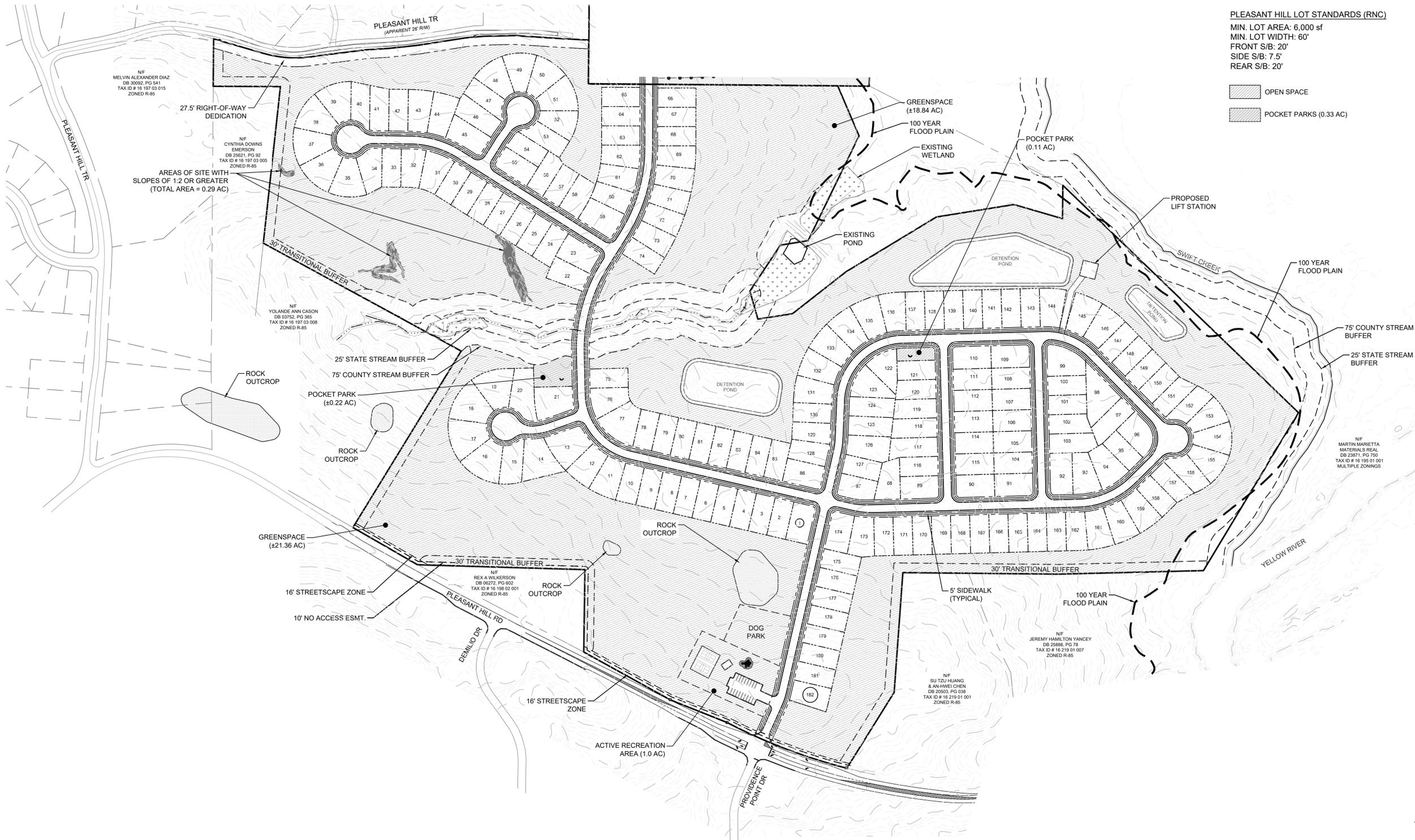
**TOTAL UNITS: 182**  
 - ZONING APPROVED UNITS IN PLEASANT HILL: 214  
 - UNITS SHOWN IN PLEASANT HILL: 182  
 TOTAL ACRES (PLEASANT HILL): 95.52 AC  
 DENSITY: 1.91 DU/AC

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

## PLEASANT HILL LOT STANDARDS (RNC)

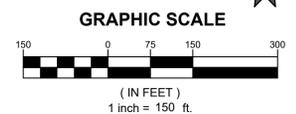
MIN. LOT AREA: 6,000 sf  
 MIN. LOT WIDTH: 60'  
 FRONT S/B: 20'  
 SIDE S/B: 7.5'  
 REAR S/B: 20'

-  OPEN SPACE
-  POCKET PARKS (0.33 AC)



## GENERAL NOTES

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



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 CONSTRUCTION MANAGEMENT

**LAND SURVEYING**  
 LANDSCAPE ARCHITECT

**LAND PLANNING**



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PLEASANT HILL SITE PLAN  
 FOR  
**CREEKSIDE VILLAGE**  
 DRI #4478  
 LOCATED IN:  
 LAND LOTS 188, 189, 196, 197 16th DISTRICT  
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REVIEWED BY:	JDL
REVISED BY:	



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SHEET NUMBER  
**3.3**

---

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](mailto:alking@dekalbcountyga.gov)

Office Phone: 404-371-2841

Mobile Phone: 470-898-2251

# 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-foot 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.

## **CREEKSIDE VILLAGE MIXED USE DEVELOPMENT DRI**

### **ARC Natural Resources Comments**

**Page Two**

**September 3, 2025**

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

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

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

---

Donald,

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

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

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

**Alan Hood**

*Airport Safety Data Program Manager*



*Aviation Programs*

600 West Peachtree Street NW

6<sup>th</sup> 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 28<sup>th</sup>, 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:

Table with 2 columns: Milestone, Date. Rows: Certification of Completeness: 8/14/2025, Staff Report & Recommendations: 8/28/2025, Notice of Decision: 9/2/2025

Please note that September 1<sup>st</sup> 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 4<sup>th</sup>, 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 19<sup>th</sup>, 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 Meadow 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 11<sup>th</sup> 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 4<sup>th</sup>, 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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Josh Pruitt, NV5 Traffic Engineers  
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Michele Battle, Battle Law, Attorney  
John Palmer, Falcon Design, Site Designers

TRANSPORTATION IMPACT STUDY FOR

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# DRI #4478 CREEKSIDE VILLAGE MIXED-USE DEVELOPMENT

**DATE:**

July 10, 2025

**LOCATION:**

DeKalb County, Georgia

**PREPARED FOR:**

Falcon Design Consultants, LLC

**PREPARED BY:**

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



## 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<sup>th</sup> percentile and 95<sup>th</sup> 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		Mitigation Measure	Movement	AM		PM							
				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		Overall	A	2.2	A	3.3		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		EB	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		WB	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		NB	A	0.6	A	0.5		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		SB	A	3.9	A	5.8		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		Overall	A	1.5	A	1.5		Overall	A	1.5	A	1.5
			EB L										EB L	A	9.0	A	8.1		EB L	A	9.0	A	8.1		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		WB L	A	8.2	A	9.1		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		NB	C	18.4	C	15.3		NB	C	18.4	C	15.3
			SB										SB	C	19.4	C	18.8		SB	C	19.4	C	18.8		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		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		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		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		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		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

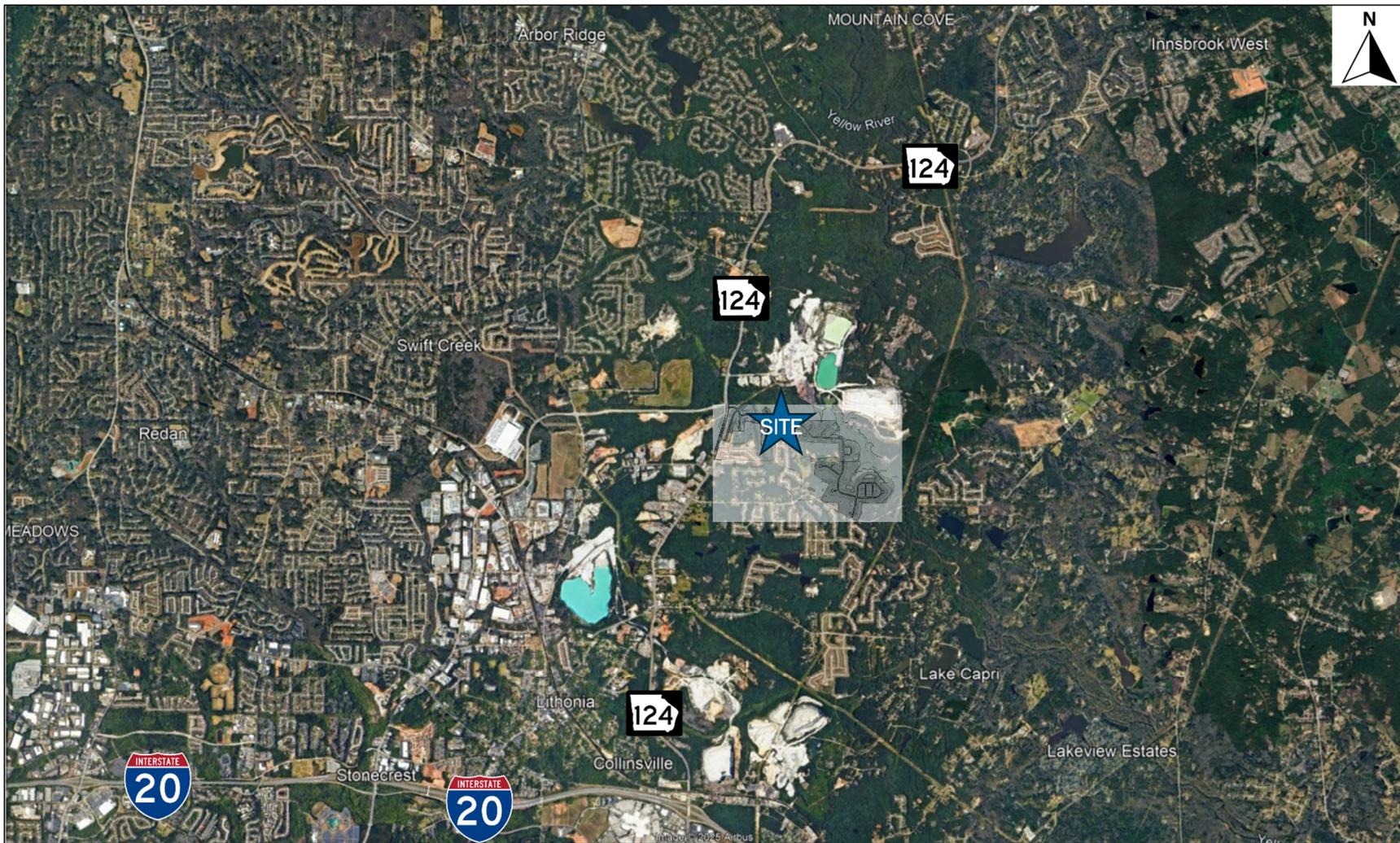
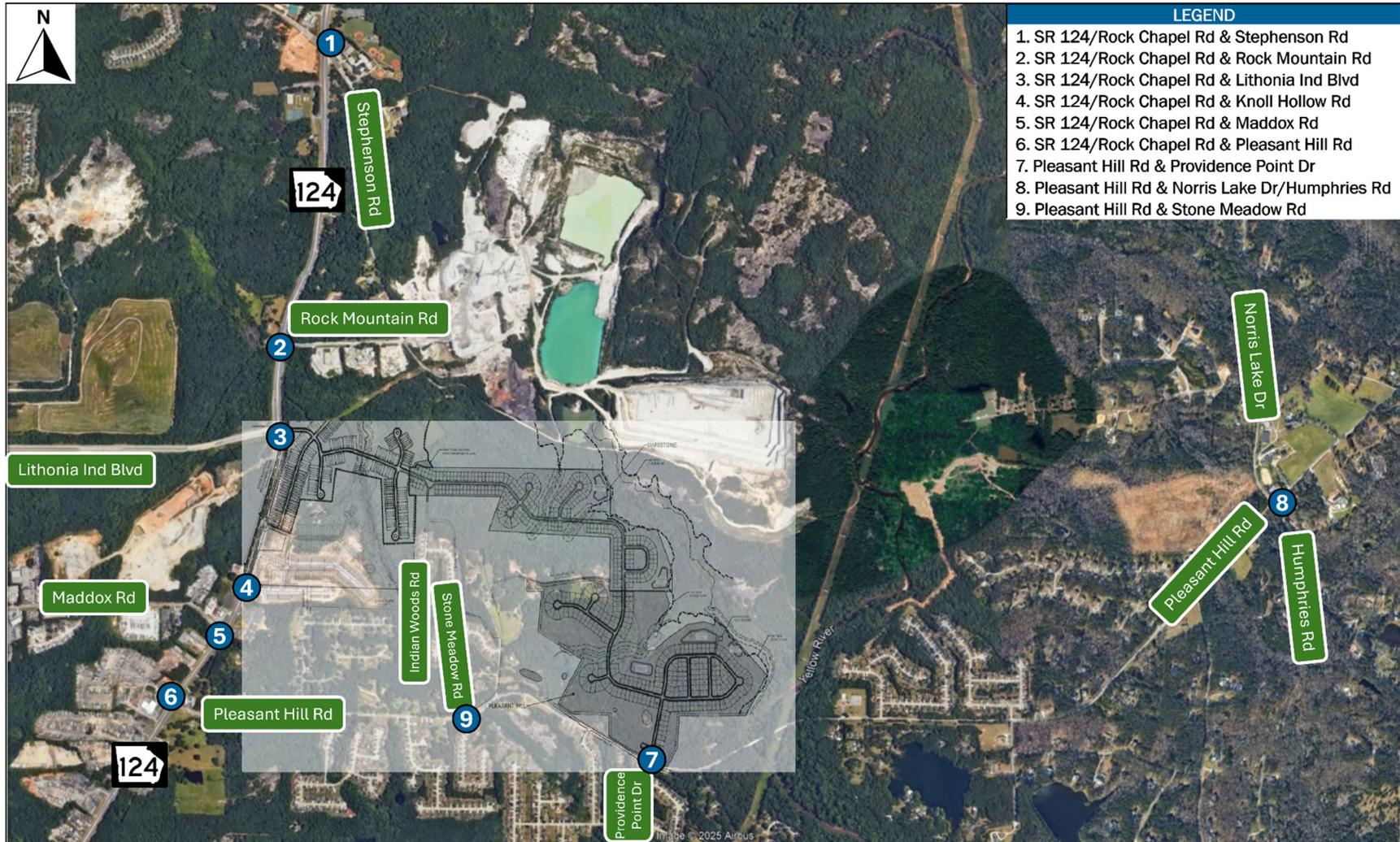


Figure 2. Site Location Aerial



## 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

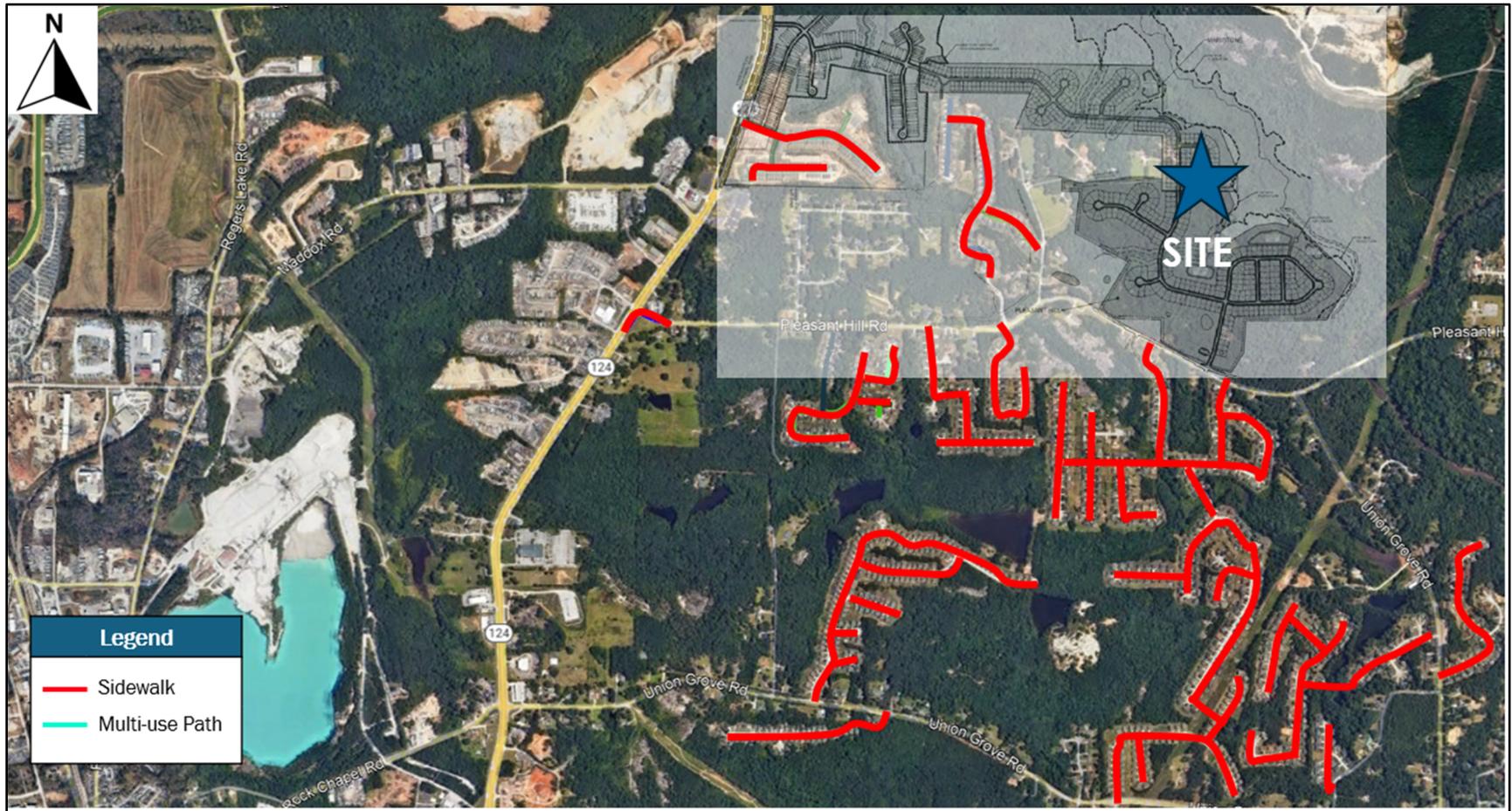
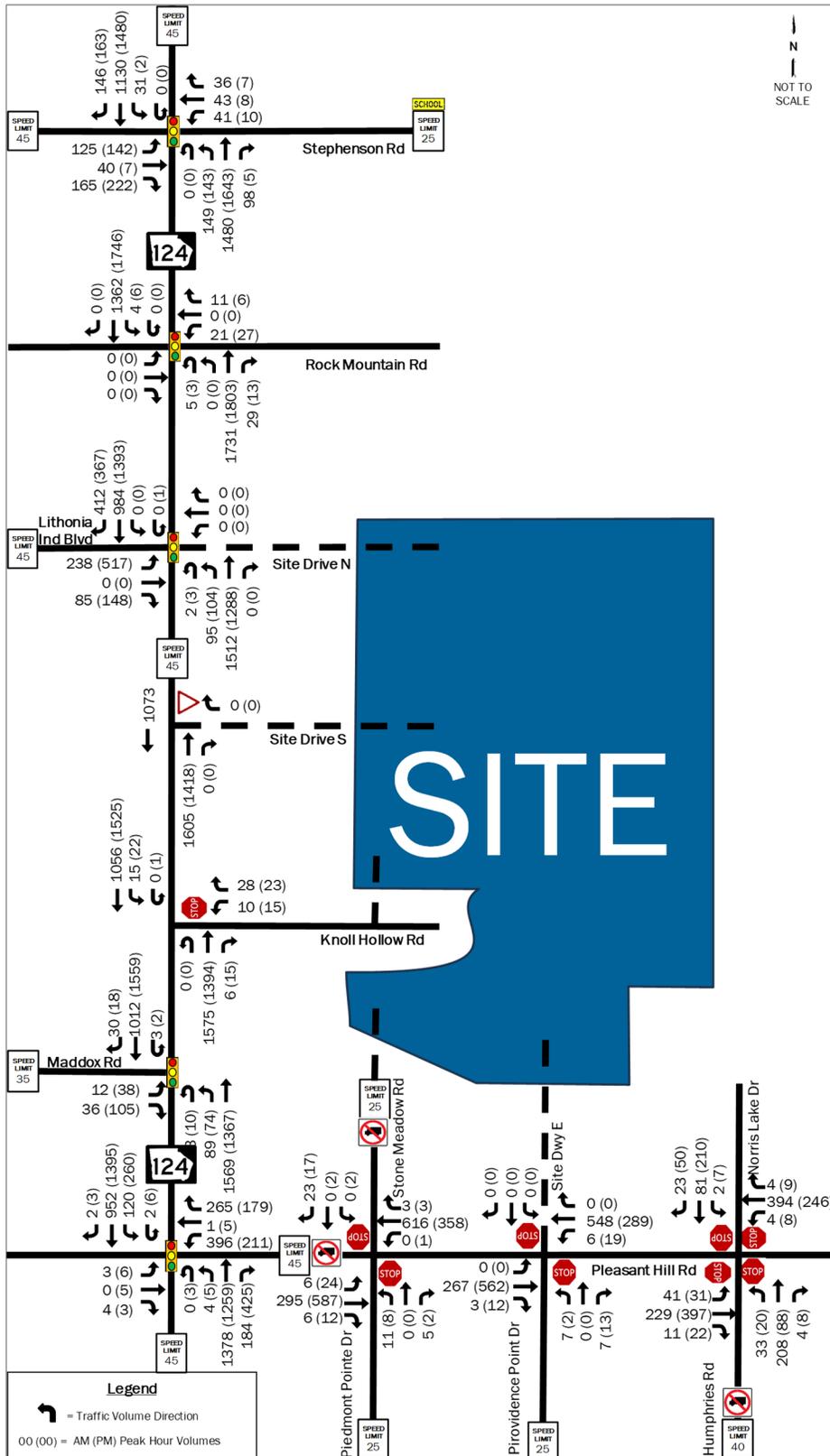


Figure 4: Existing Traffic Volumes



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## 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	<b>9,840</b>	<b>4,920</b>	<b>4,920</b>
	AM Peak Hour	<b>625</b>	<b>271</b>	<b>354</b>
	PM Peak Hour	<b>706</b>	<b>436</b>	<b>370</b>

## B.6. Trip Distribution and Assignment

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

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

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

Figure 5: 2028 No-Build Traffic Volumes

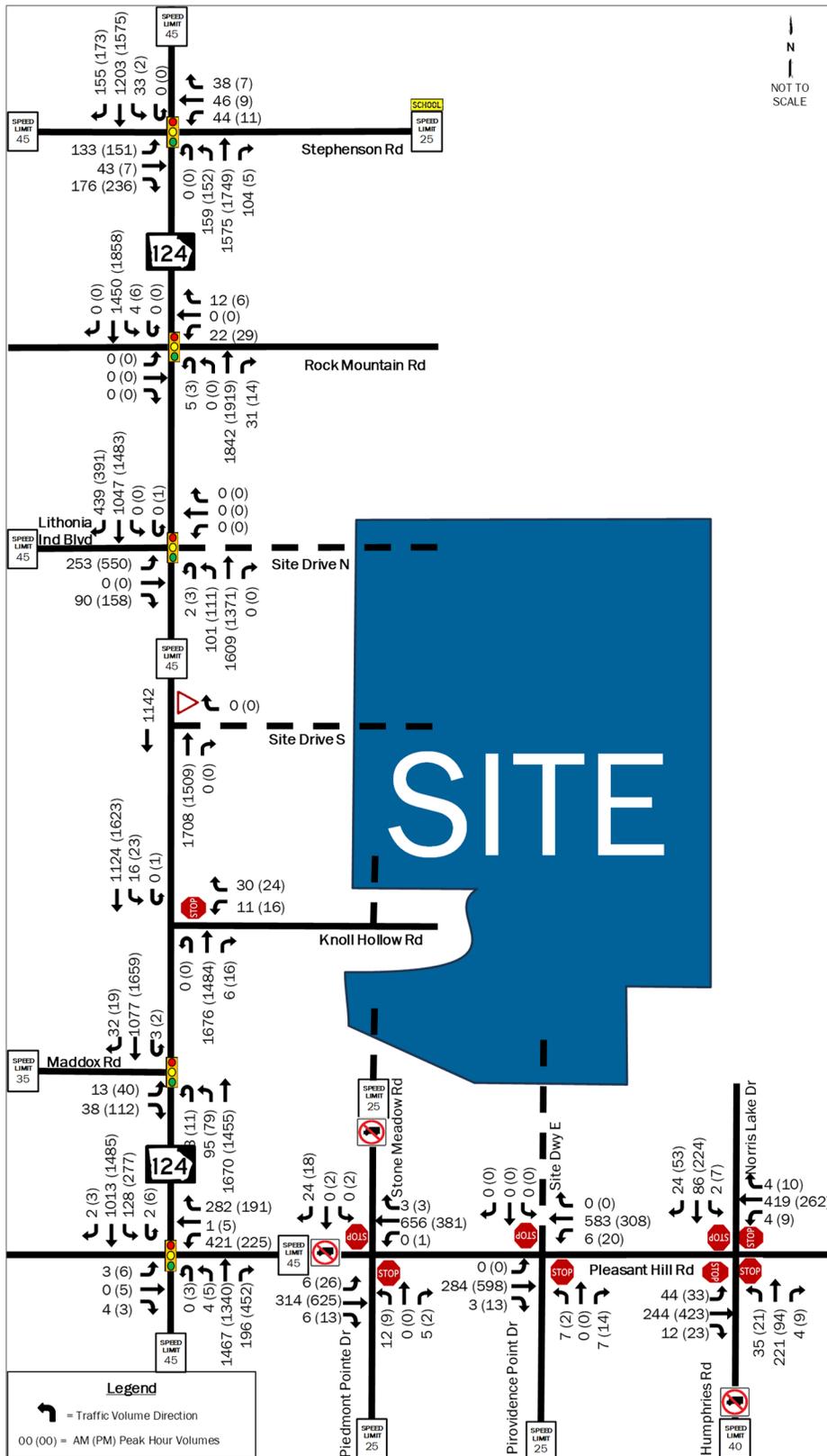


Figure 6: New Trip Distribution

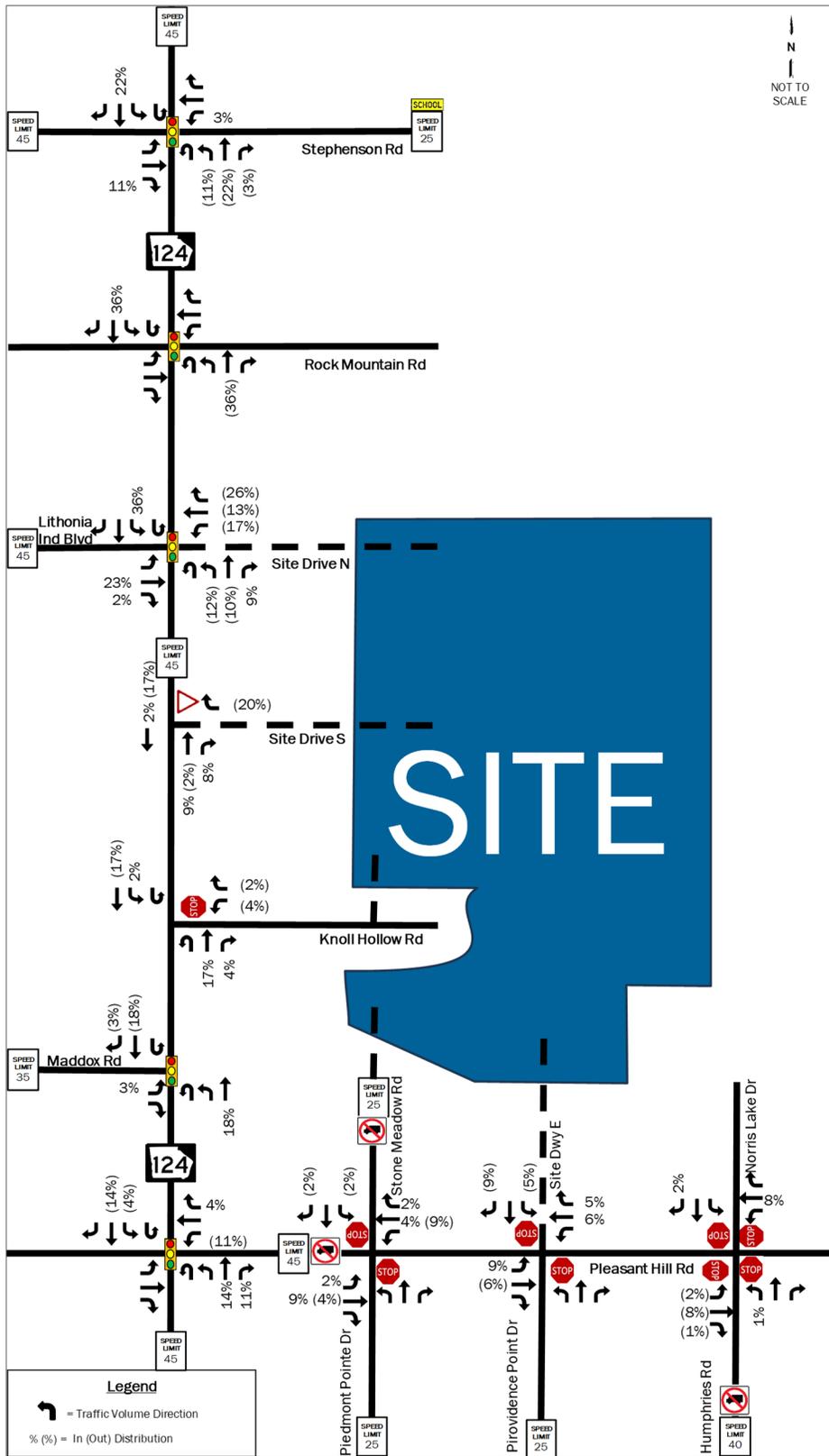
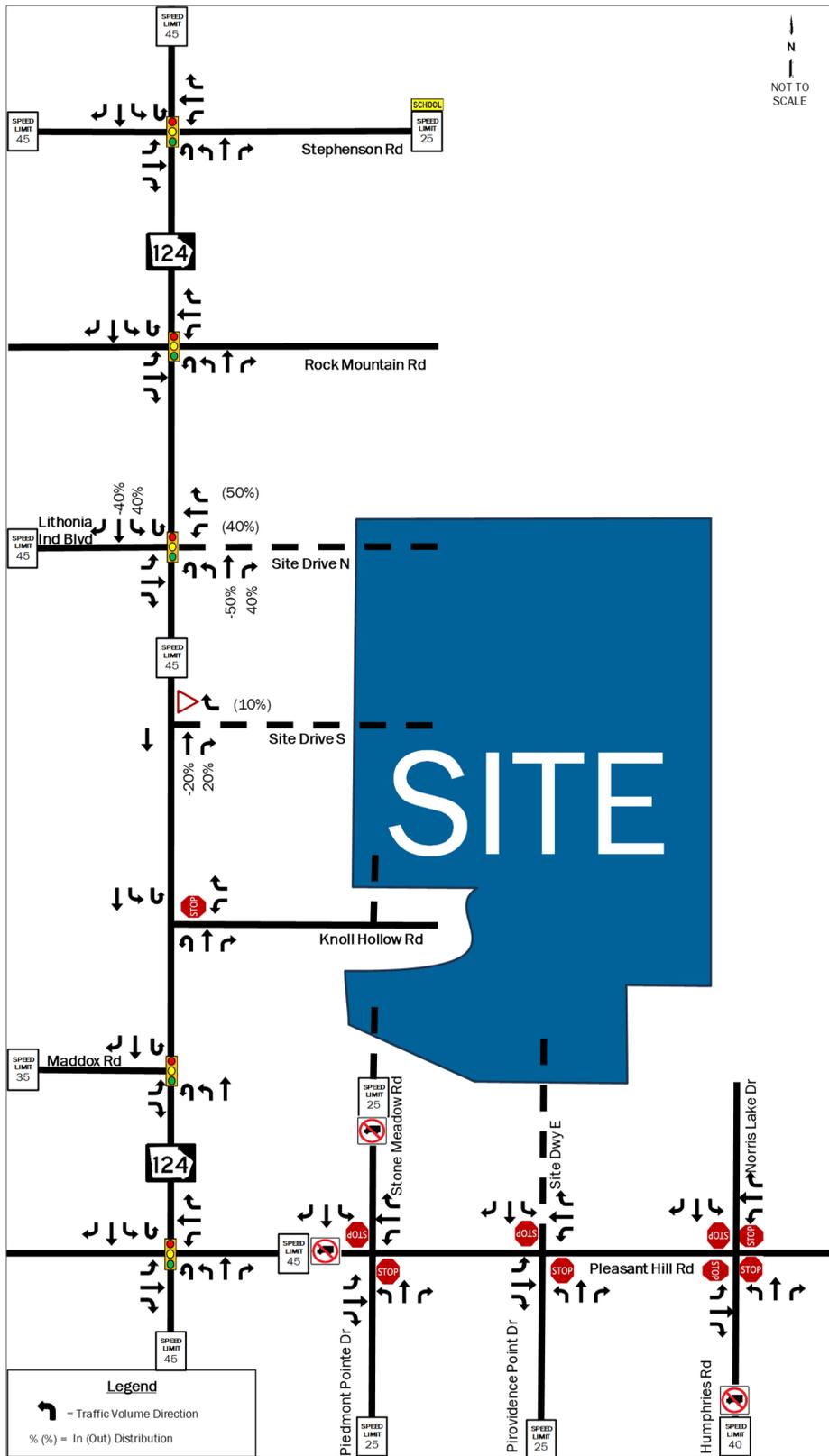


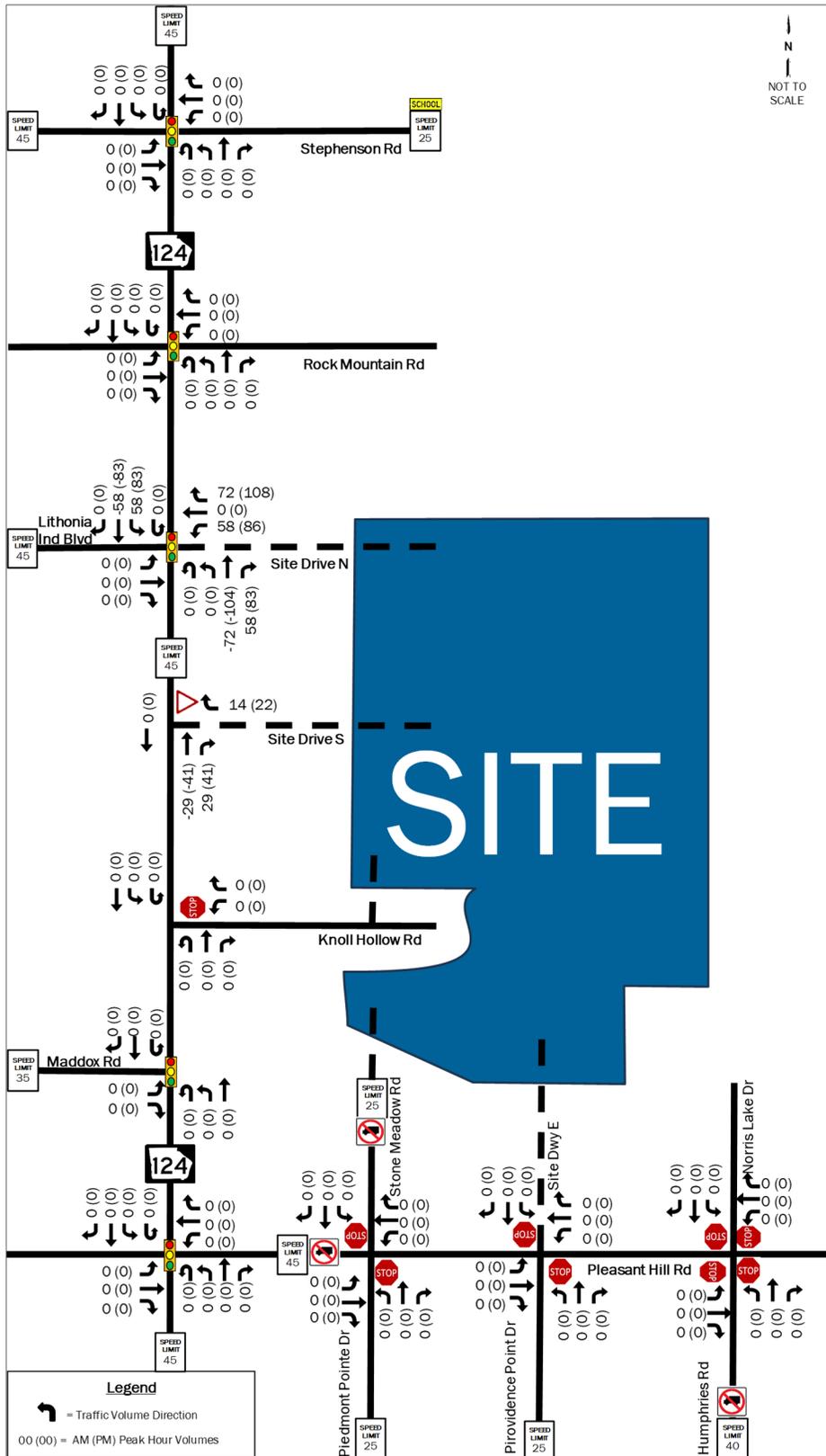


Figure 8: Pass-By Trip Distribution



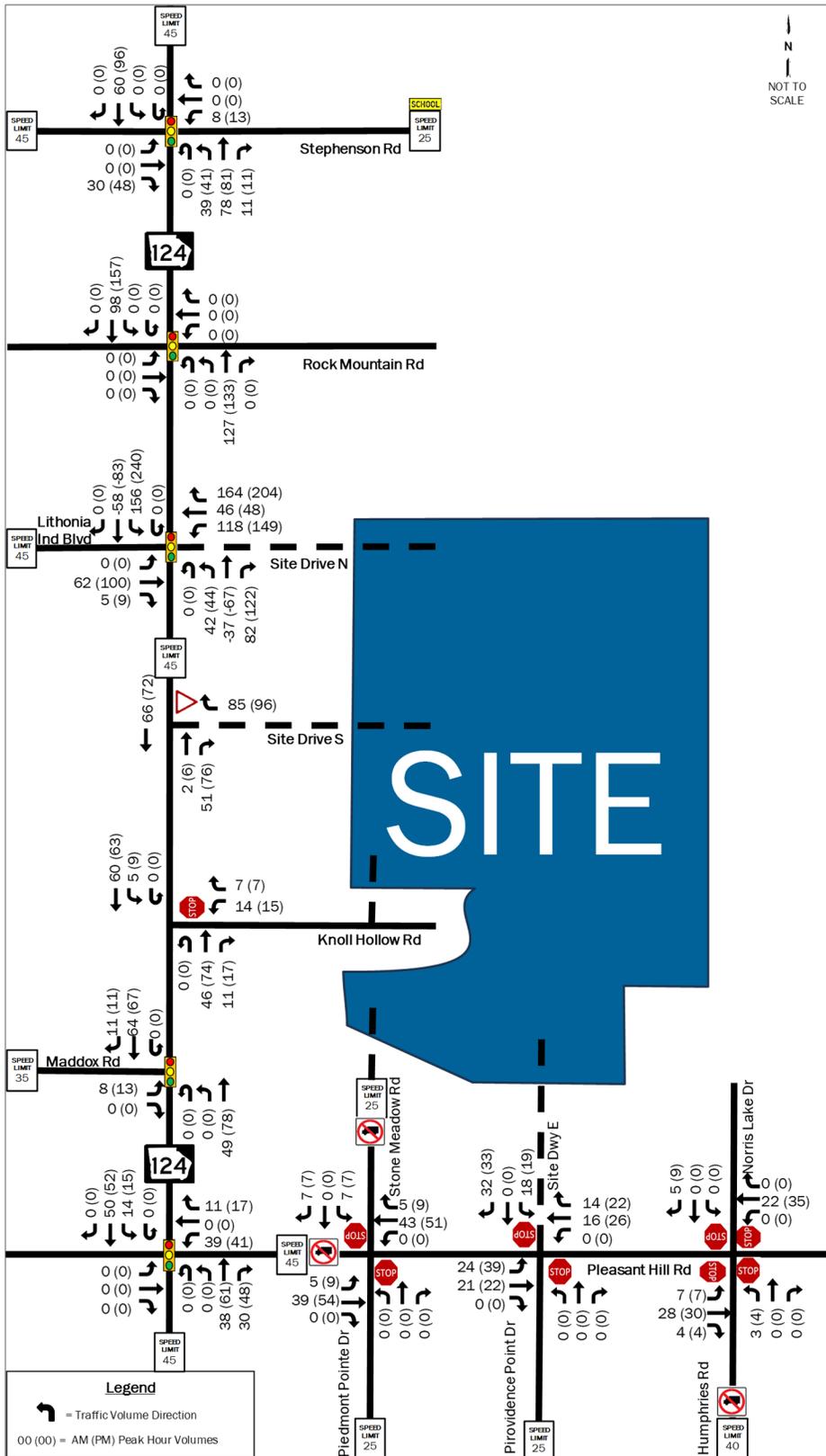
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Figure 9: Pass-By Project Volumes



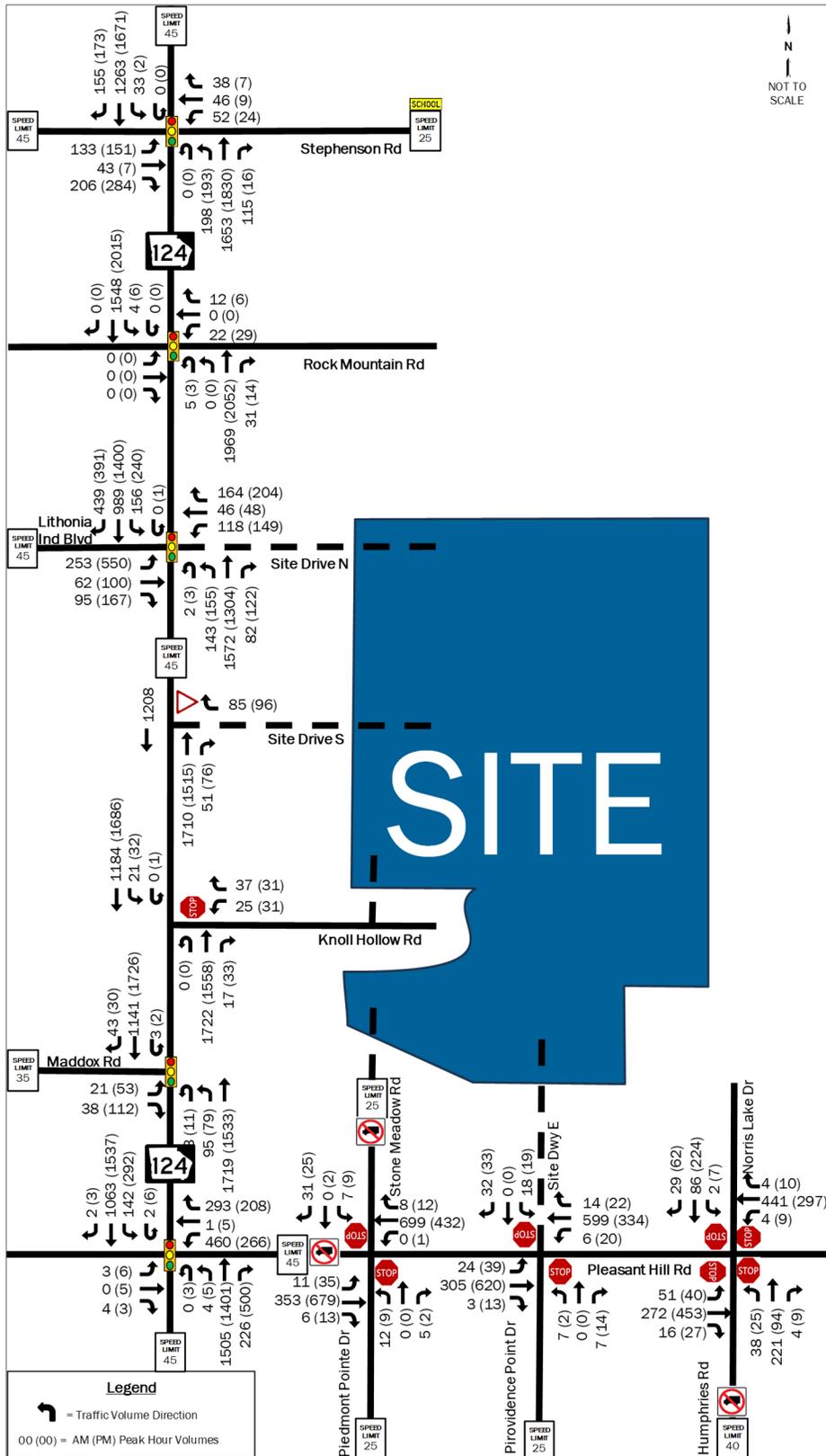
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Figure 10: Net Project Volumes



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Figure 11: 2028 Build Traffic Volumes



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## Traffic Impact Analyses

The capacity analysis and queuing analysis was performed using the traffic analysis software Synchro® 12. Average vehicular delays are calculated and reported as Levels of Service (LOS) as defined by the Highway Capacity Manual, 7<sup>th</sup> 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 50<sup>th</sup> and 95<sup>th</sup> 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	<b>Overall</b>	<b>C</b>	<b>33.6</b>	<b>D</b>	<b>47.4</b>
			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	<b>Overall</b>	<b>A</b>	<b>2.2</b>	<b>A</b>	<b>3.3</b>
			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	<b>Overall</b>	<b>D</b>	<b>46.4</b>	<b>D</b>	<b>53.6</b>
			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	<b>Overall</b>	<b>A</b>	<b>2.5</b>	<b>A</b>	<b>2.8</b>
			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	<b>Overall</b>	<b>A</b>	<b>10.0</b>	<b>A</b>	<b>5.8</b>
			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	<b>Overall</b>	<b>D</b>	<b>39.3</b>	<b>C</b>	<b>28.0</b>
			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	<b>Overall</b>	<b>A</b>	<b>1.5</b>	<b>A</b>	<b>1.5</b>
			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	<b>Overall</b>	<b>D</b>	<b>28.4</b>	<b>D</b>	<b>34.8</b>
			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	<b>Overall</b>	<b>A</b>	<b>1.0</b>	<b>A</b>	<b>1.0</b>
			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<sup>th</sup> percentile (average) queues, 95<sup>th</sup> 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: 50<sup>th</sup> and 95<sup>th</sup> 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	<b>Overall</b>	<b>C</b>	<b>31.5</b>	<b>C</b>	<b>29.7</b>
			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	<b>Overall</b>	<b>A</b>	<b>9.5</b>	<b>B</b>	<b>16.4</b>
			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	<b>Overall</b>	<b>A</b>	<b>0.6</b>	<b>A</b>	<b>0.6</b>
			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	<b>Overall</b>	<b>B</b>	<b>17.7</b>	<b>C</b>	<b>30.1</b>
			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	<b>Overall</b>	<b>C</b>	<b>32.7</b>	<b>C</b>	<b>22.1</b>
			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	<b>Overall</b>	<b>C</b>	<b>22.9</b>	<b>C</b>	<b>29.1</b>
			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	<b>Overall</b>	<b>D</b>	<b>42.8</b>	<b>D</b>	<b>50.8</b>
			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	<b>Overall</b>	<b>A</b>	<b>1.1</b>	<b>A</b>	<b>1.1</b>
			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	<b>Overall</b>	<b>C</b>	<b>23.0</b>	<b>A</b>	<b>5.7</b>
			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	<b>Overall</b>	<b>D</b>	<b>35.2</b>	<b>C</b>	<b>22.8</b>
			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	<b>Overall</b>	<b>A</b>	<b>8.1</b>	<b>A</b>	<b>8.1</b>
			EB	A	5.8	B	10.2
			WB	B	10.8	A	6.2
			NB	A	7.1	A	6.5
			SB	A	6.4	A	7.4

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

## C.6. Turn Lane Warrant Analysis

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

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

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

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

**Table 9: GDOT Turn Lane Warrants**

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

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

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

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

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

The turn lane evaluations are included in Appendix F.

## Conclusions

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

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

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

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

## Recommendations

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

### Recommended Roadway Improvement Conditions of Approval

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

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

#### SR 124/Rock Chapel Road and Site Drive South

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

#### Pleasant Hill Road and Providence Point Drive/Site Drive East

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

### Recommended Roadway Improvement Advisory Conditions:

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

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

#### SR 124/Rock Chapel Road and Knoll Hollow Road

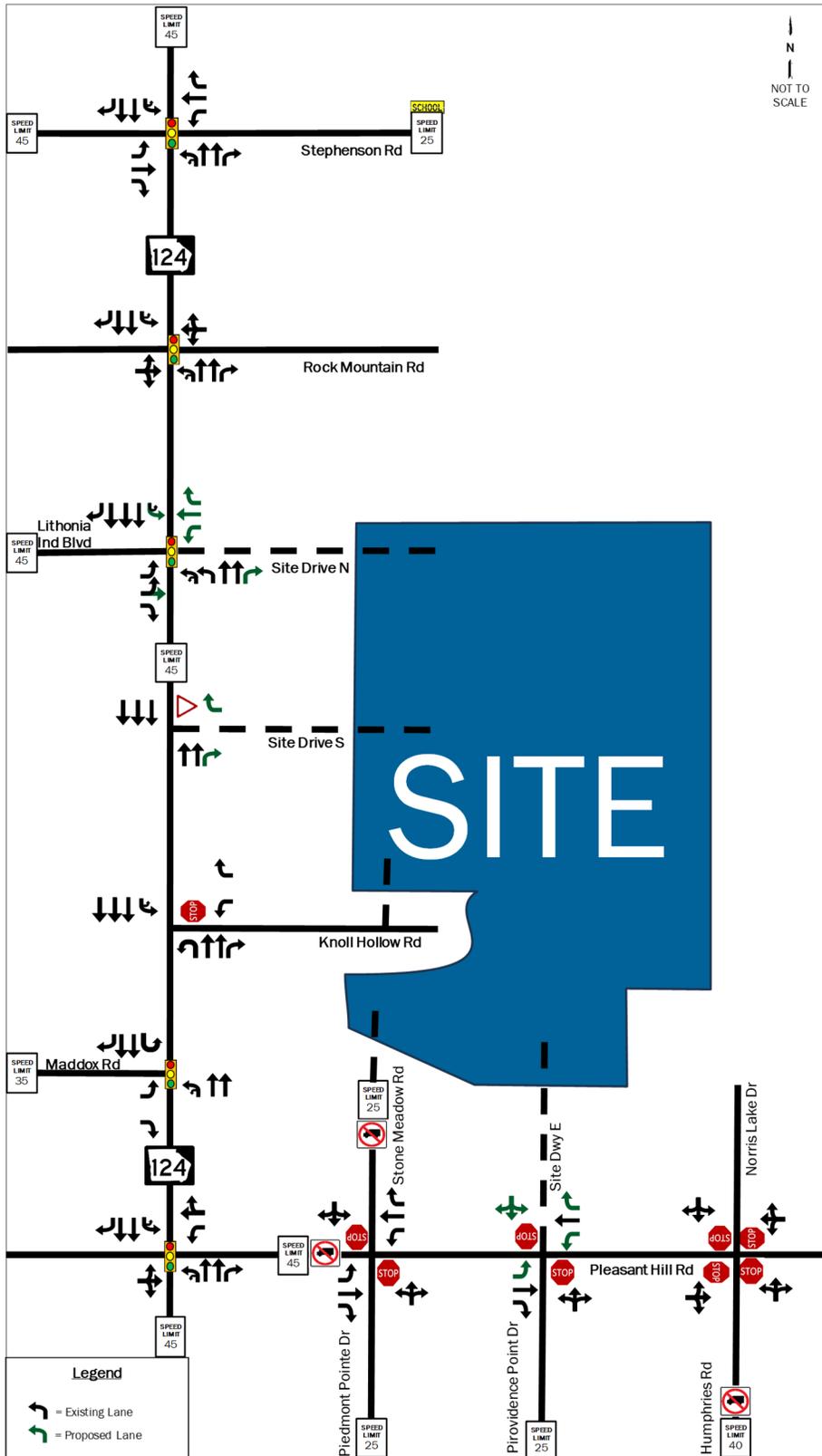
- Install a Restricted Crossing U-Turn intersection configuration

#### Pleasant Hill Road and Humphries Road/Norris Lake Drive

- Install a single-lane roundabout

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

Figure 12: Existing and Proposed Project Lane Geometries



## APPENDIX A: Site Plan

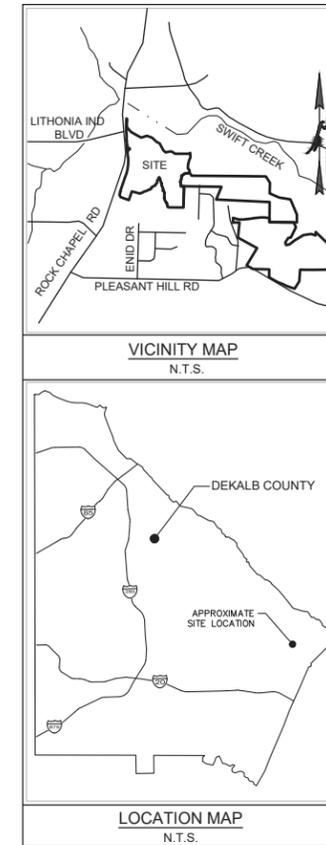
# DRI SITE PLAN FOR CREEKSIDE VILLAGE

## DRI #4478

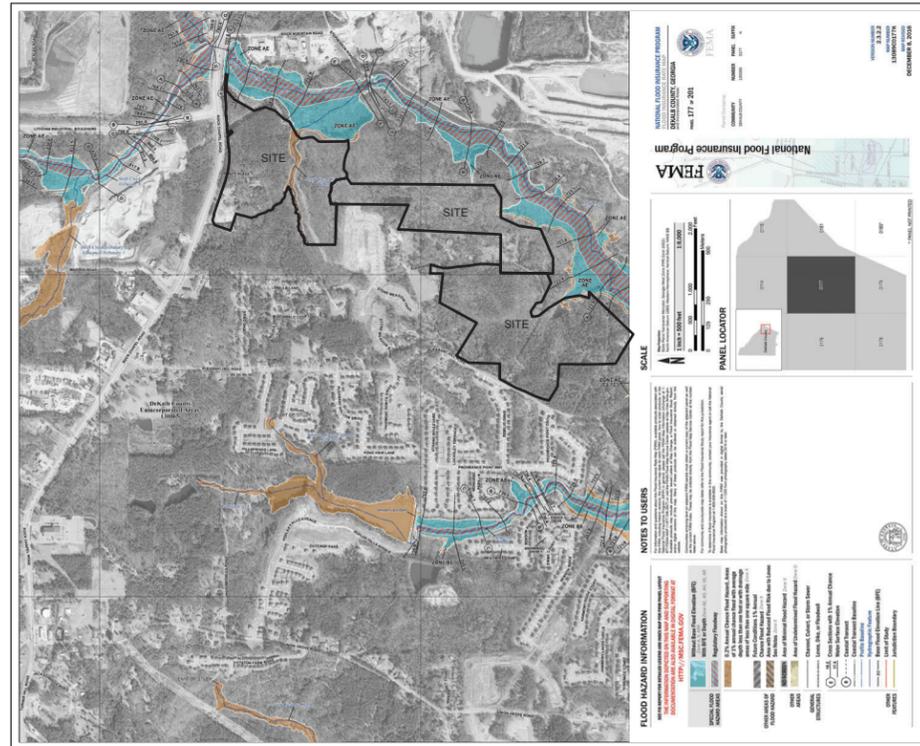
LAND LOTS 188, 189, 196, 197, 16TH DISTRICT  
DEKALB COUNTY, GEORGIA

ADDRESS: 7480 ROCK CHAPEL ROAD, LITHONIA, GA 30058

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

<b>1. OWNER:</b> HYBRASS PROPERTIES, LLC 6350 LAKE OCONEE PKWY PMB 110-51 GREENSBORO, GA 30642 PHONE: (770) 679-4262 <b>DEVELOPER:</b> HYBRASS PROPERTIES, LLC 6350 LAKE OCONEE PKWY PMB 110-51 GREENSBORO, GA 30642 PHONE: (770) 679-4262 <b>24 HOUR CONTACT:</b> REBECCA ENDRESS PHONE: (770) 679-4262	<b>5. FLOOD ZONE DATA</b> 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. <b>6. PROPERTY ADDRESS</b> 7480 ROCK CHAPEL ROAD, LITHONIA, GA 30058 <b>7. CREEKSIDE SITE REQUIREMENTS</b> 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 <b>BUILDING SETBACKS:</b> 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' <b>CREEKSIDE ZONING:</b> MZ (PREV. MU-1 & MU-4) <b>CREEKSIDE OPEN SPACE REQUIREMENTS:</b> 8. 30.54 ACRES OF OPEN SPACE / 75.37 ACRES IN DEVELOPMENT = 40.52% OPEN SPACE <b>MARISTONE SITE REQUIREMENTS</b> TOTAL ACREAGE: 54.20 ACRES NUMBER OF APPROVED LOTS: 151 LOTS NUMBER OF LOTS: 149 LOTS GROSS DENSITY: 2.75 DU/AC <b>MARISTONE LOT STANDARDS:</b> 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. <b>MARISTONE OPEN SPACE REQUIREMENTS:</b> REQUIRED: 10.90 ACRES (20%) PROVIDED: 22.22 ACRES (41%) <b>PLEASANT HILL SITE REQUIREMENTS</b> TOTAL ACREAGE: 95.52 ACRES NUMBER OF APPROVED LOTS: 214 LOTS NUMBER OF LOTS: 182 LOTS GROSS DENSITY: 1.91 DU/AC <b>PLEASANT HILL LOT STANDARDS:</b> 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. <b>PLEASANT HILL OPEN SPACE REQUIREMENTS:</b> REQUIRED: 28.66 ACRES (30%) PROVIDED: 39.08 ACRES (41%)
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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

DATE	DESCRIPTION
1. 01/02/25	REVISED TITLE AND STREAM BUFFERS
2. 7/01/25	REVISED SITE DRIVEWAY LABELS
3.	
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REVIEWED BY:	JDL
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SITE CONTEXT PLAN  
 FOR  
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**DRI #4478**  
 LOCATED IN:  
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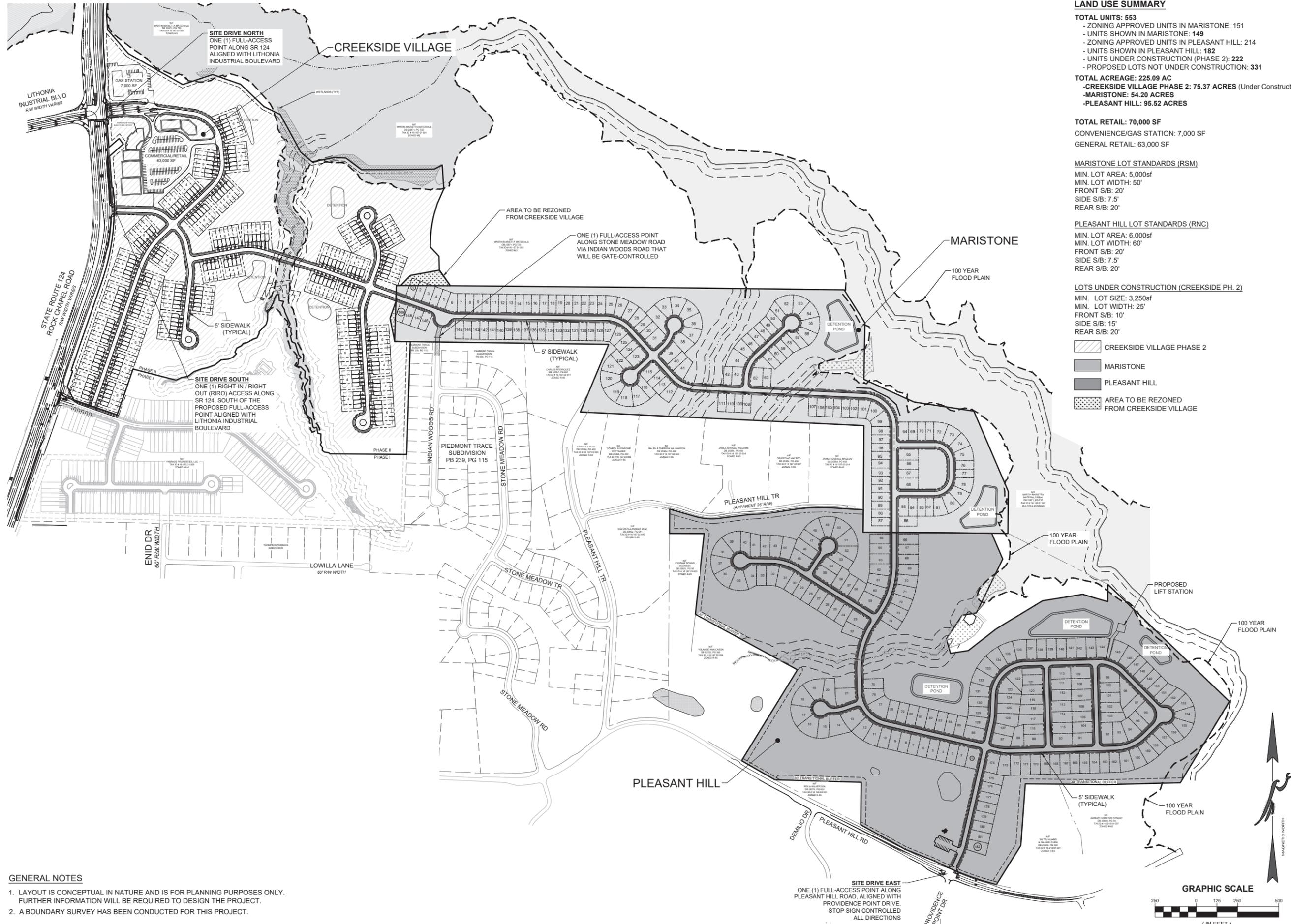
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**LAND USE SUMMARY**

**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'

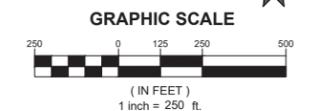
**PLEASANT HILL LOT STANDARDS (RNC)**  
 MIN. LOT AREA: 6,000sf  
 MIN. LOT WIDTH: 60'  
 FRONT S/B: 20'  
 SIDE S/B: 7.5'  
 REAR S/B: 20'

**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**

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



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COVER SHEET FOR

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**DRI #4478**  
 LOCATED IN:  
 LAND LOTS 188, 189, 196, 197 16th DISTRICT  
 DEKALB COUNTY, GEORGIA

**REVISIONS**

DATE	DESCRIPTION
1. 01/02/25	REVISED TITLE AND STREAM BUFFERS
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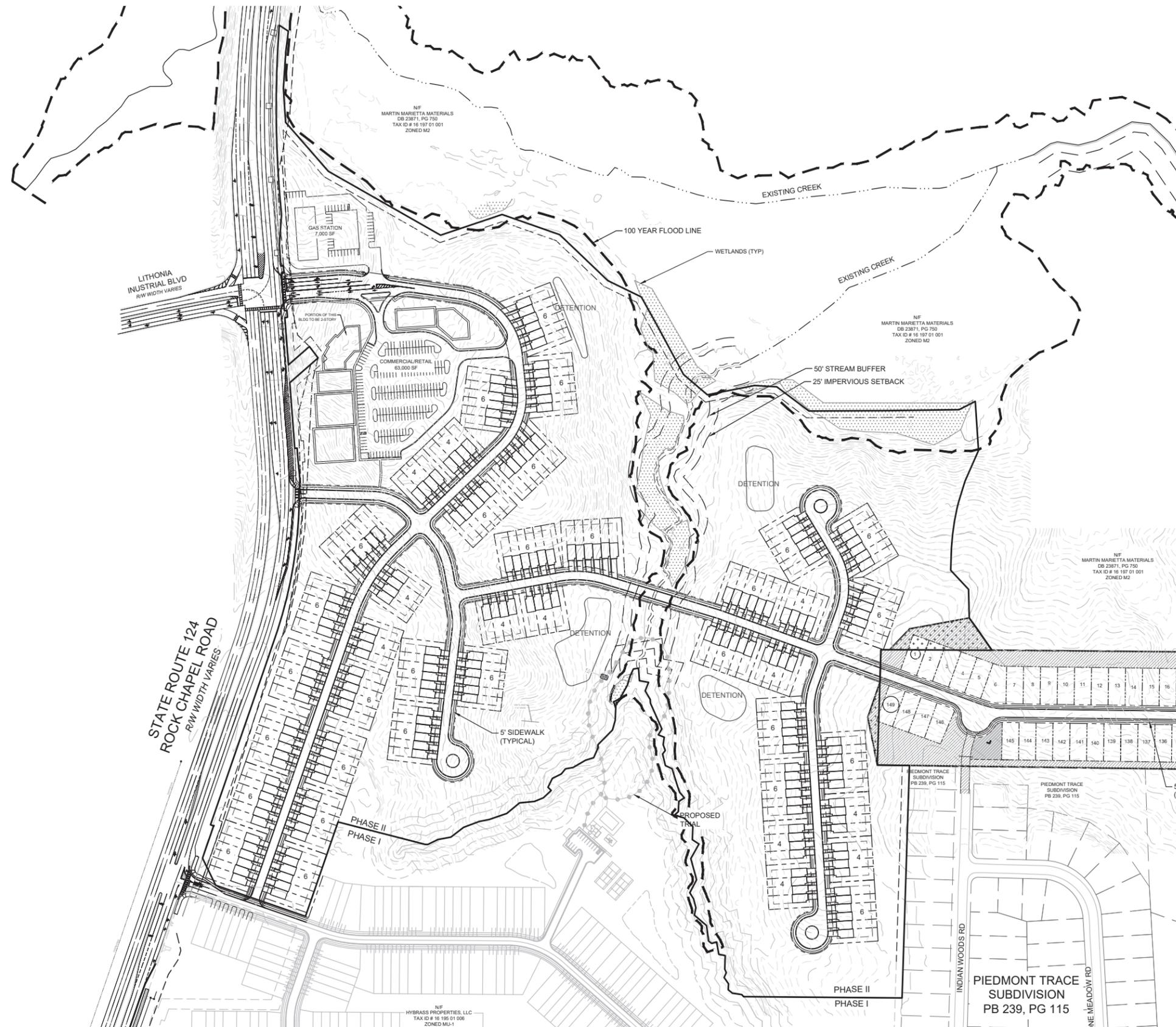
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**LAND USE SUMMARY**  
**TOTAL UNITS: 222**  
**TOTAL ACRES (CREEKSIDE): 75.37 AC**

**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'

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 NEWNAN, GEORGIA 30568  
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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

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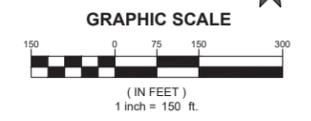
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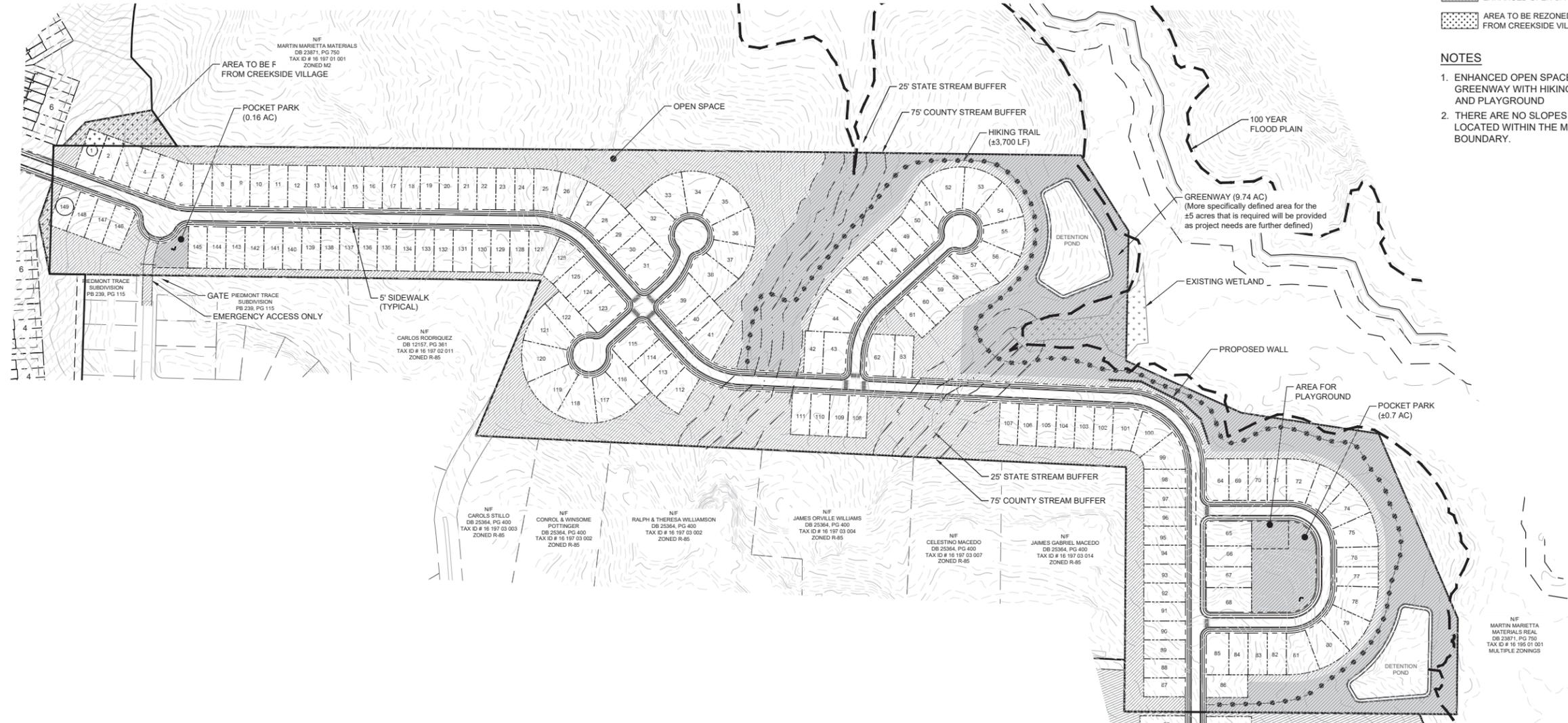
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- GENERAL NOTES**
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  - A BOUNDARY SURVEY HAS BEEN CONDUCTED FOR THIS PROJECT.



SHEET NUMBER  
**3.1**



**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

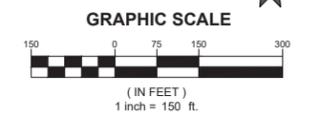
MARISTONE OPEN SPACE REQUIREMENTS (RSM):  
 TOTAL OPEN SPACE: 22.85 ACRES (42%)  
 OPEN SPACE: 10.90 ACRES (20% required)  
 ENHANCED OPEN SPACE: 5.45 ACRES (50% of req'd 20%)

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

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



CIVIL ENGINEERING  
 CONSTRUCTION MANAGEMENT  
 LAND SURVEYING  
 LANDSCAPE ARCHITECT

LAND PLANNING

**FALCON DESIGN CONSULTANTS**

STOCKBRIDGE OFFICE  
 231 CORP. CTR. DR., STE. 200  
 870 KENNEDY, GERMANTOWN, GA 30142  
 PH: (770) 388-8664 FAX: (770) 388-8656

NEWNAN OFFICE  
 40 GREENWAY CT., STE. A  
 NEWNAN, GEORGIA 30568  
 PH: (770) 755-7978

CUMMING OFFICE  
 500 PEARLE FERRY RD., STE. C  
 CUMMING, GEORGIA 30040  
 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

REVISIONS

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

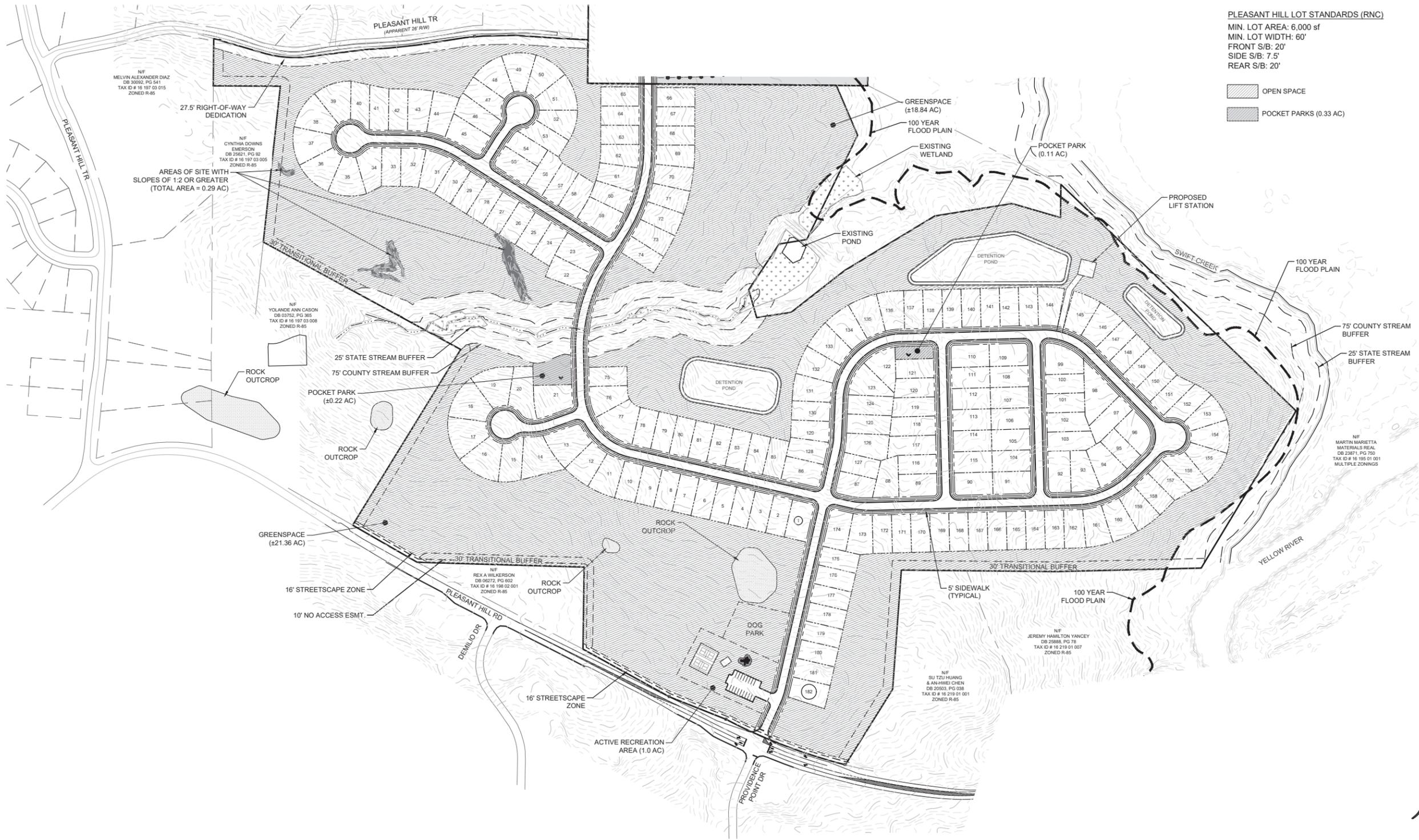
Know what's below.  
 Call  
**UTILITIES PROTECTION CENTER**  
 1-800-882-4111 THROUGHOUT GEORGIA  
 OR 770-411-1111

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

7/01/25

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

SHEET NUMBER  
**3.2**



**LAND USE SUMMARY**

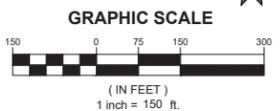
TOTAL UNITS: 182  
 - ZONING APPROVED UNITS IN PLEASANT HILL: 214  
 - UNITS SHOWN IN PLEASANT HILL: 182  
 TOTAL ACRES (PLEASANT HILL): 95.52 AC  
 DENSITY: 1.91 DU/AC

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

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

- OPEN SPACE
- POCKET PARKS (0.33 AC)

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



CIVIL ENGINEERING  
 CONSTRUCTION MANAGEMENT  
 LAND SURVEYING  
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LAND PLANNING

**FALCON DESIGN CONSULTANTS**

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 STOKESBURG, GEORGIA 30281  
 P: (770) 388-8666 FAX: (770) 388-8666

NEWNAN OFFICE  
 40 GREENWAY CT., STE. A  
 NEWNAN, GEORGIA 30568  
 P: (770) 755-7978

CLIFTON OFFICE  
 500 PEARLE FERRY RD., STE. C  
 CLIFTON, GEORGIA 30606  
 P: (678) 807-7109

www.fdc-llc.com

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

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

Know what's below?  
 Call  
**UTILITIES PROTECTION CENTER**  
 1 800 382 4411 THROUGHOUT GEORGIA  
 OR 404 241 1111

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

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

SHEET NUMBER  
**3.3**

## **APPENDIX B: Traffic Count Data**

## Bi-Directional Class Count || Location Overview

Lithonia, GA Batch 1

### Site 1

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

### Lat/Long

33.742360°, -84.083865°



[Click here for Map](#)

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

Location Overview

Description	Time Interval	Visible	Tabs
Bi-Directional Class Count	15min	<input checked="" type="checkbox"/>	4
Bi-Directional Class Count	60min	<input checked="" type="checkbox"/>	4
Graphical Analysis	-	<input checked="" type="checkbox"/>	3
Base Data	15min	<input checked="" type="checkbox"/>	2
Base Data	60min	<input checked="" type="checkbox"/>	2

### Daily & Monthly Factors



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

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

Lithonia, GA Batch 1



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

**Date**  
Thursday, May 8, 2025

**Weather**  
Fair  
69°F

**Lat/Long**  
33.742360°, -84.083865°

[Click here for Detailed Weather](#)

[Click here for Map](#)

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

Time	Northbound (Movement 1.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	37	2	0	1	0	0	0	1	0	0	0	0	41	
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	0	4	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
<b>Session Total</b>	<b>16</b>	<b>13923</b>	<b>2796</b>	<b>42</b>	<b>273</b>	<b>256</b>	<b>9</b>	<b>58</b>	<b>285</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17666</b>	
<b>Session Average</b>	<b>0.17</b>	<b>145.03</b>	<b>29.13</b>	<b>0.44</b>	<b>2.84</b>	<b>2.67</b>	<b>0.09</b>	<b>0.60</b>	<b>2.97</b>	<b>0.08</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>184.02</b>	
<b>Session Percentage</b>	<b>0.09</b>	<b>78.81</b>	<b>15.83</b>	<b>0.24</b>	<b>1.55</b>	<b>1.45</b>	<b>0.05</b>	<b>0.33</b>	<b>1.61</b>	<b>0.05</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		
<b>AM Peak Hour</b>	<b>0945 - 1045</b>	<b>0715 - 0815</b>	<b>0715 - 0815</b>	<b>0615 - 0715</b>	<b>0730 - 0830</b>	<b>0800 - 0900</b>	<b>0515 - 0615</b>	<b>0745 - 084</b>							

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

Lithonia, GA Batch 1



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

**Date**  
Thursday, May 8, 2025

**Weather**  
Fair  
69°F

**Lat/Long**  
33.742360°, -84.083865°

[Click here for Detailed Weather](#)

[Click here for Map](#)

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

Time	Southbound (Movement 1.2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	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	0	4	8	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
<b>Session Total</b>	<b>17</b>	<b>14074</b>	<b>2755</b>	<b>31</b>	<b>276</b>	<b>270</b>	<b>6</b>	<b>47</b>	<b>321</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17800</b>	
<b>Session Average</b>	<b>0.18</b>	<b>146.60</b>	<b>28.70</b>	<b>0.32</b>	<b>2.88</b>	<b>2.81</b>	<b>0.06</b>	<b>0.49</b>	<b>3.34</b>	<b>0.03</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>185.42</b>	
<b>Session Percentage</b>	<b>0.10</b>	<b>79.07</b>	<b>15.48</b>	<b>0.17</b>	<b>1.55</b>	<b>1.52</b>	<b>0.03</b>	<b>0.26</b>	<b>1.80</b>	<b>0.02</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	
<b>AM Peak Hour</b>	<b>0715 - 0815</b>	<b>0715 - 0815</b>	<b>0730 - 0830</b>	<b>0630 - 0730</b>	<b>0700 - 0800</b>	<b>0815 - 0915</b>	<b>0845 - 0945</b>	<b>0915 - 1015</b>	<b>07</b>						

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

Lithonia, GA Batch 1



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

**Date**  
Thursday, May 8, 2025

**Weather**  
Fair  
69°F

**Lat/Long**  
33.742360°, -84.083865°

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

Time	Bi-Directional 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	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
<b>Session Total</b>	<b>33</b>	<b>27997</b>	<b>5551</b>	<b>73</b>	<b>549</b>	<b>526</b>	<b>15</b>	<b>105</b>	<b>606</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35466</b>	
<b>Session Average</b>	<b>0.34</b>	<b>291.64</b>	<b>57.82</b>	<b>0.76</b>	<b>5.72</b>	<b>5.48</b>	<b>0.16</b>	<b>1.09</b>	<b>6.31</b>	<b>0.11</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>369.44</b>	
<b>Session Percentage</b>	<b>0.09</b>	<b>78.94</b>	<b>15.65</b>	<b>0.21</b>	<b>1.55</b>	<b>1.48</b>	<b>0.04</b>	<b>0.30</b>	<b>1.71</b>	<b>0.03</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	
<b>AM Peak Hour</b>	<b>0715 - 0815</b>	<b>0715 - 0815</b>	<b>0730 - 0830</b>	<b>0615 - 071</b>											

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

Lithonia, GA Batch 1



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

**Date**  
Thursday, May 8, 2025

**Weather**  
Fair  
69°F

**Lat/Long**  
33.742360°, -84.083865°

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

Volume Summary 15min

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

Time	Volume Summary 15min		15min Total	60min Total
	NB	SB		
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

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

**Date**  
Thursday, May 8, 2025

**Lat/Long**  
33.742360°, -84.083865°

**Weather**  
Fair  
69°F

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

NB EB 60min

TIME	Northbound (Movement 1.1)													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 - 0100	0	141	9	0	3	6	0	0	3	0	0	0	0	162
0100 - 0200	0	79	2	0	1	2	0	0	2	0	0	0	0	86
0200 - 0300	0	77	8	0	0	0	0	0	1	0	0	0	0	86
0300 - 0400	0	127	9	0	1	0	0	0	1	0	0	0	0	138
0400 - 0500	0	184	10	1	1	6	0	0	5	0	0	0	0	207
0500 - 0600	0	335	30	0	2	13	0	0	9	0	0	0	0	389
0600 - 0700	0	767	147	8	10	25	1	1	28	1	0	0	0	988
0700 - 0800	0	1286	195	6	25	16	0	6	11	2	0	0	0	1547
0800 - 0900	0	959	199	1	23	31	0	8	20	1	0	0	0	1242
0900 - 1000	0	519	146	0	20	18	1	1	19	2	0	0	0	726
1000 - 1100	1	489	118	0	17	14	0	5	19	0	0	0	0	663
1100 - 1200	5	533	106	0	21	20	0	4	14	0	0	0	0	703
1200 - 1300	0	550	127	1	12	16	0	6	20	0	0	0	0	732
1300 - 1400	1	676	154	1	29	19	0	4	16	1	0	0	0	901
1400 - 1500	0	762	174	5	17	14	0	2	21	0	0	0	0	995
1500 - 1600	5	837	172	8	27	9	0	6	26	1	0	0	0	1091
1600 - 1700	4	1052	223	7	24	16	0	1	16	0	0	0	0	1343
1700 - 1800	0	1163	202	1	22	9	2	4	12	0	0	0	0	1415
1800 - 1900	0	892	209	0	2	4	4	1	9	0	0	0	0	1121
1900 - 2000	0	685	206	1	6	6	0	7	15	0	0	0	0	926
2000 - 2100	0	619	126	2	5	5	0	2	5	0	0	0	0	764
2100 - 2200	0	566	81	0	0	1	0	0	4	0	0	0	0	652
2200 - 2300	0	389	85	0	5	6	1	0	6	0	0	0	0	492
2300 - 2400	0	236	58	0	0	0	0	0	3	0	0	0	0	297

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

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

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

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

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



Lithonia, GA Batch 1

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

**Date**  
Thursday, May 8, 2025

**Weather**  
Fair  
69°F

**Lat/Long**  
33.742360°, -84.083865°

[Click here for Detailed Weather](#)

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

TIME	Southbound (Movement 1.2)													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 - 0100	0	136	2	0	2	2	0	0	1	0	0	0	0	143
0100 - 0200	0	107	0	0	0	0	0	0	1	0	0	0	0	108
0200 - 0300	0	92	0	0	2	0	0	0	3	0	0	0	0	97
0300 - 0400	0	104	1	0	1	0	0	0	6	0	0	0	0	112
0400 - 0500	0	159	2	0	6	5	0	1	9	0	0	0	0	182
0500 - 0600	0	373	12	4	4	7	0	1	17	0	0	0	0	418
0600 - 0700	0	417	83	1	5	18	0	4	18	0	0	0	0	546
0700 - 0800	0	717	196	5	30	11	0	4	18	0	0	0	0	981
0800 - 0900	1	722	231	0	20	32	0	5	27	0	0	0	0	1038
0900 - 1000	1	643	194	3	13	20	1	6	25	0	0	0	0	906
1000 - 1100	0	610	185	0	18	24	0	3	27	3	0	0	0	870
1100 - 1200	2	602	166	0	26	17	0	7	29	0	0	0	0	849
1200 - 1300	0	643	202	0	19	23	0	2	20	0	0	0	0	909
1300 - 1400	0	569	179	0	17	26	1	5	13	0	0	0	0	810
1400 - 1500	3	821	193	9	10	18	2	1	24	0	0	0	0	1081
1500 - 1600	2	1113	244	4	21	23	1	3	23	0	0	0	0	1434
1600 - 1700	0	1209	241	2	24	13	1	4	20	0	0	0	0	1514
1700 - 1800	1	1221	173	1	13	12	0	0	9	0	0	0	0	1430
1800 - 1900	2	1165	155	0	14	7	0	0	7	0	0	0	0	1350
1900 - 2000	2	778	80	1	10	6	0	1	8	0	0	0	0	886
2000 - 2100	0	687	98	0	8	3	0	0	7	0	0	0	0	803
2100 - 2200	0	586	58	1	4	1	0	0	6	0	0	0	0	656
2200 - 2300	0	365	38	0	5	0	0	0	2	0	0	0	0	410
2300 - 2400	3	235	22	0	4	2	0	0	1	0	0	0	0	267

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

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

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

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

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



Lithonia, GA Batch 1

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

**Date**  
Thursday, May 8, 2025

**Weather**  
Fair  
69°F

**Lat/Long**  
33.742360°, -84.083865°

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

Bi-Directional 60min

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

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

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

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

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

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

Lithonia, GA Batch 1



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

**Date**  
Thursday, May 8, 2025

**Weather**  
Fair  
69°F 

**Lat/Long**  
33.742360°, -84.083865°

[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

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

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

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

Lithonia, GA Batch 1

**Site 1**

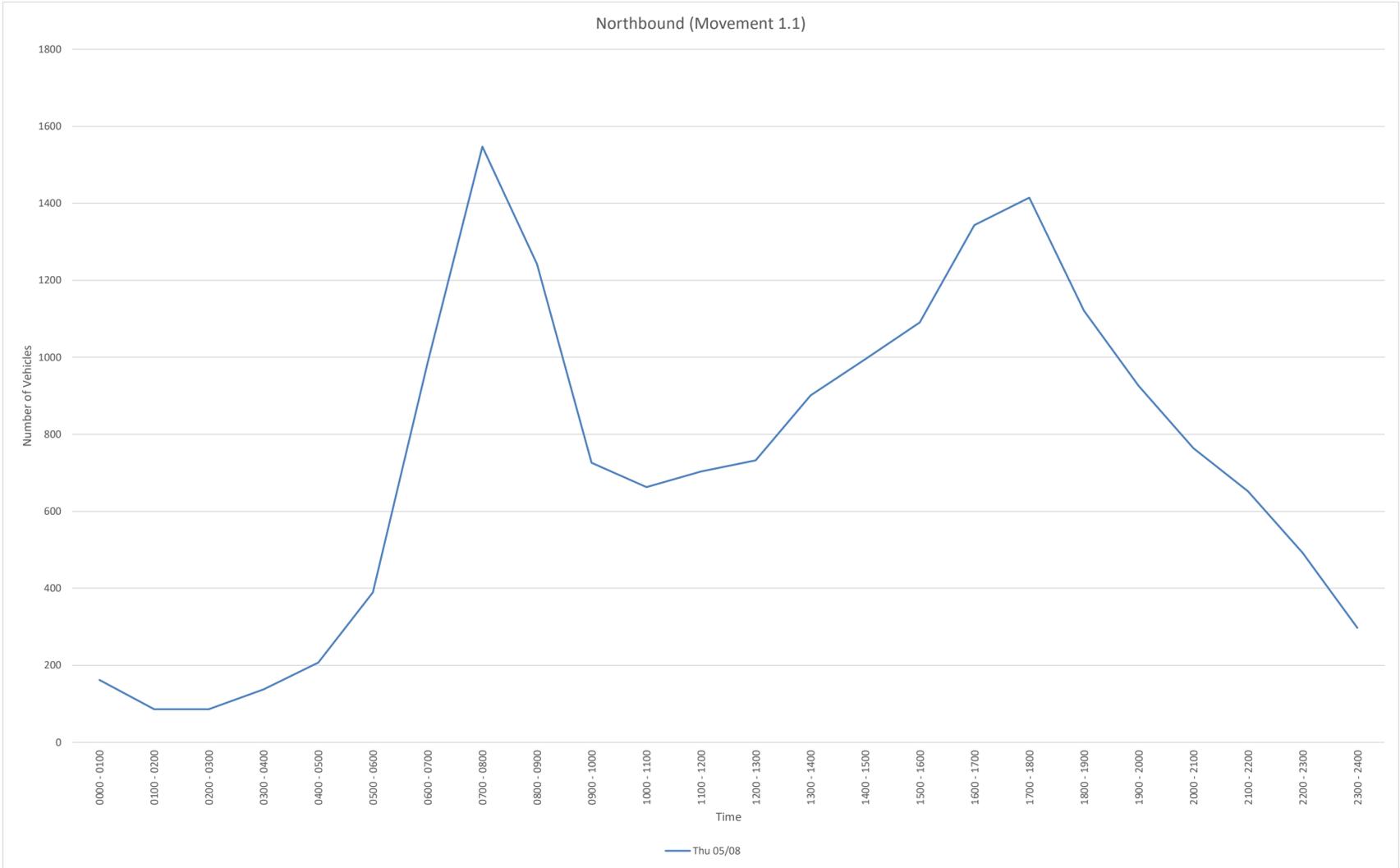
GA-124 Rock Chapel Rd,  
north of Knoll Hollow Rd

**Lat/Long**

33.742360°, -84.083865°

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

Graphical Analysis NB EB



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

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

Lithonia, GA Batch 1



**Site 1**

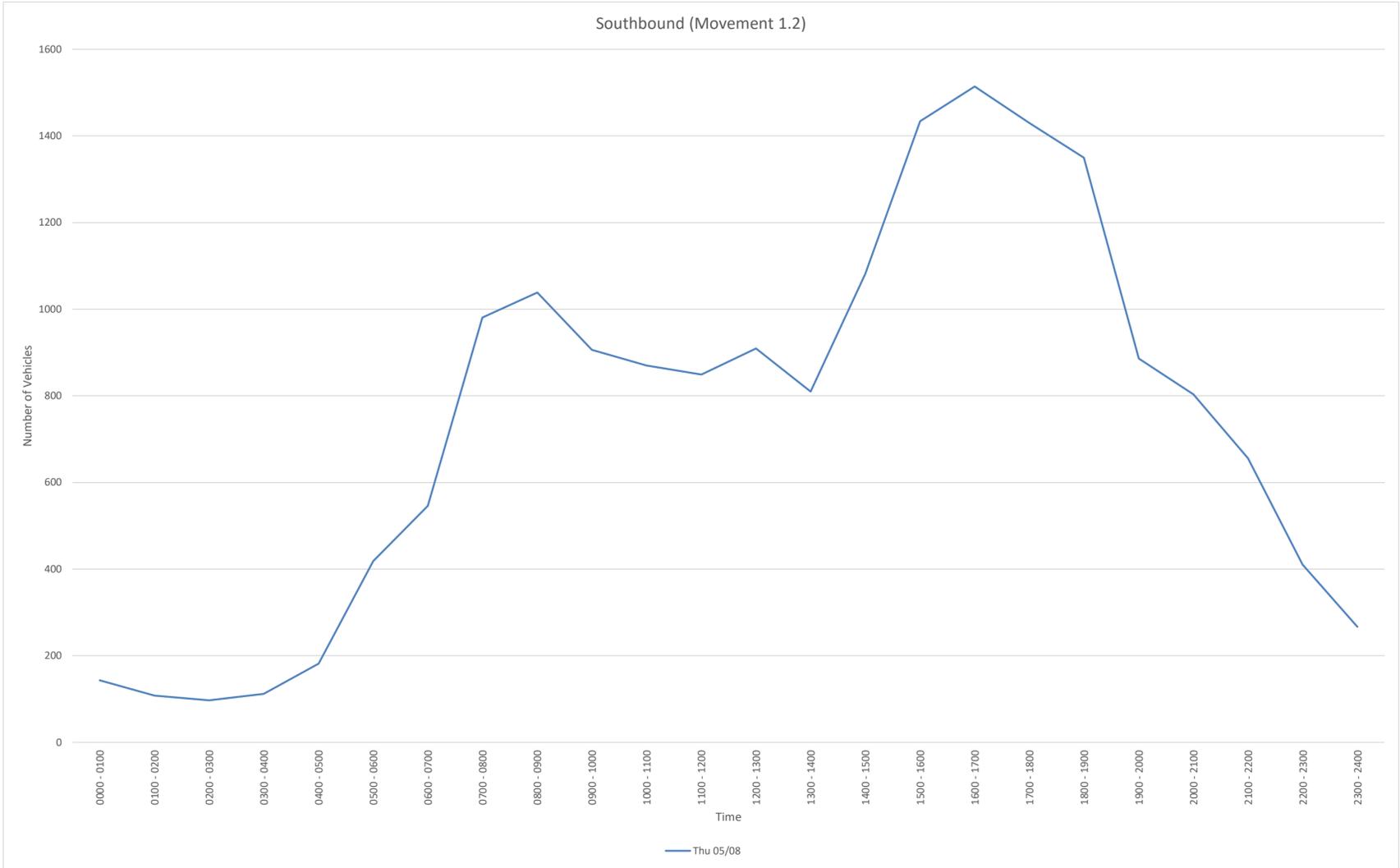
GA-124 Rock Chapel Rd,  
north of Knoll Hollow Rd

**Lat/Long**

33.742360°, -84.083865°

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

Graphical Analysis SB WB



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

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

Lithonia, GA Batch 1



**Site 1**

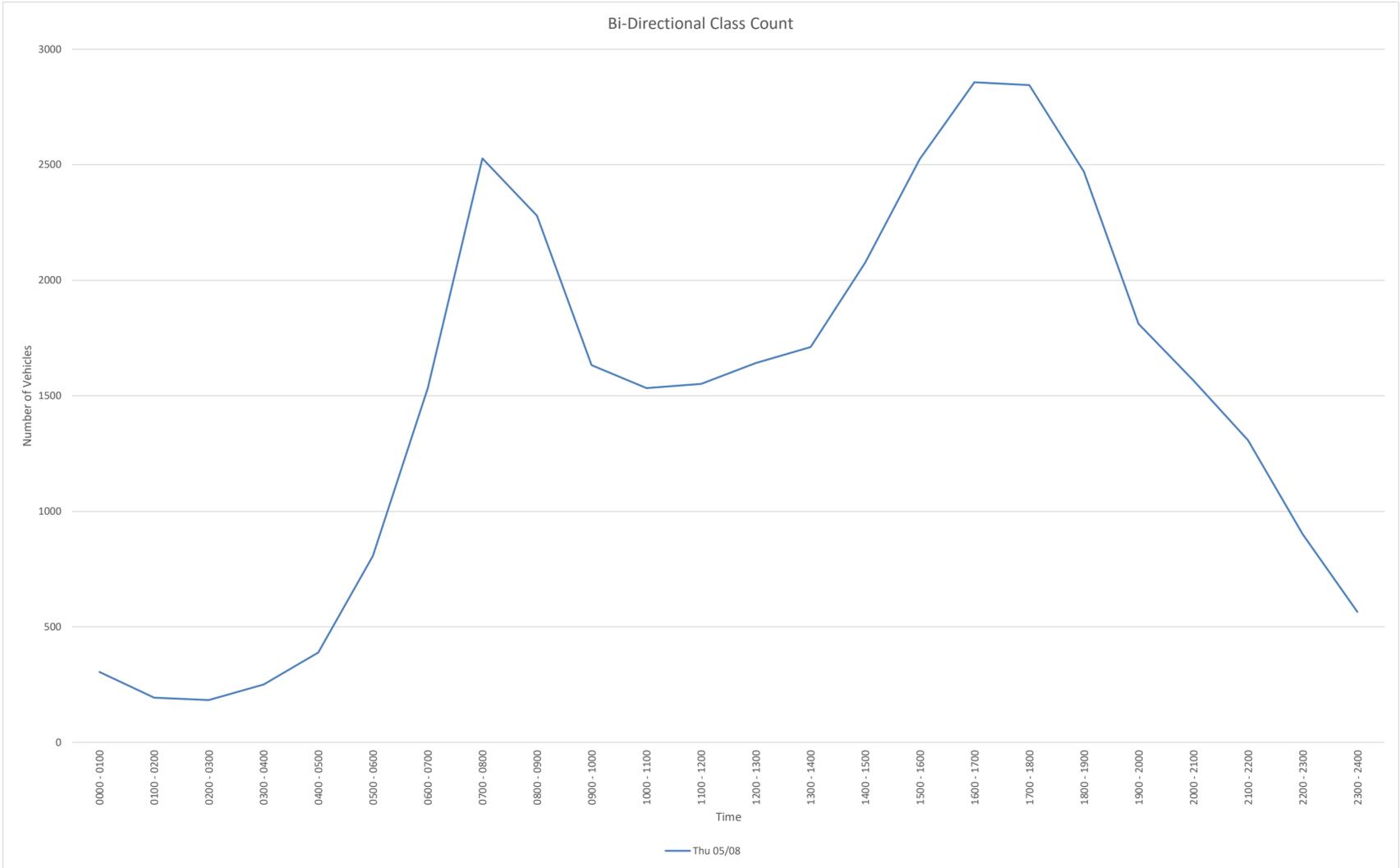
GA-124 Rock Chapel Rd,  
north of Knoll Hollow Rd

**Lat/Long**

33.742360°, -84.083865°

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

Graphical Analysis BiDir



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

Daily Total	35466					
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NB

File Name:

Start Date: 5/8/2025

Start Time: 0

Site Code: 1

Station ID: 1

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

Location 2:

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

SB

File Name:

Start Date: 5/8/2025

Start Time: 0

Site Code: 1

Station ID: 1

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

Location 2:

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

NB

File Name:

Start Date: 5/8/2025

Start Time: 0

Site Code: 1

Station ID: 1

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

Location 2:

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

SB

File Name:

Start Date: 5/8/2025

Start Time: 0

Site Code: 1

Station ID: 1

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

Location 2:

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

## Bi-Directional Class Count || Location Overview

Lithonia, GA Batch 1

### Site 2

Pleasant Hill Rd,  
west of Providence Point Dr

### Lat/Long

33.733561°, -84.067929°



[Click here for Map](#)

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

Location Overview

Description	Time Interval	Visible	Tabs
Bi-Directional Class Count	15min	<input checked="" type="checkbox"/>	4
Bi-Directional Class Count	60min	<input checked="" type="checkbox"/>	4
Graphical Analysis	-	<input checked="" type="checkbox"/>	3
Base Data	15min	<input checked="" type="checkbox"/>	2
Base Data	60min	<input checked="" type="checkbox"/>	2

### Daily & Monthly Factors



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

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

Lithonia, GA Batch 1



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

**Date**  
Thursday, May 8, 2025

**Weather**  
Fair  
69°F

**Lat/Long**  
33.733561°, -84.067929°

[Click here for Detailed Weather](#)

[Click here for Map](#)

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

Time	Eastbound (Movement 2.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
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	

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

Lithonia, GA Batch 1



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

**Date**  
Thursday, May 8, 2025

**Weather**  
Fair  
69°F

**Lat/Long**  
33.733561°, -84.067929°

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[Click here for Map](#)

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

Time	Westbound (Movement 2.2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
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	1	0	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	0	1	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
<b>Session Total</b>	<b>7</b>	<b>4239</b>	<b>1327</b>	<b>22</b>	<b>130</b>	<b>44</b>	<b>1</b>	<b>26</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5848</b>	
<b>Session Average</b>	<b>0.07</b>	<b>44.16</b>	<b>13.82</b>	<b>0.23</b>	<b>1.35</b>	<b>0.46</b>	<b>0.01</b>	<b>0.27</b>	<b>0.54</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>60.92</b>	
<b>Session Percentage</b>	<b>0.12</b>	<b>72.49</b>	<b>22.69</b>	<b>0.38</b>	<b>2.22</b>	<b>0.75</b>	<b>0.02</b>	<b>0.44</b>	<b>0.89</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	
<b>AM Peak Hour</b>	<b>0700 - 0800</b>	<b>0645 - 0745</b>	<b>0730 - 0830</b>	<b>0645 - 0745</b>	<b>0830 - 0930</b>	<b>0700 - 0800</b>	<b>0745 - 0845</b>	<b>0545 - 0645</b>	<b>0600 - 0700</b>	-	-	-	-	<b>0645 - 0745</b>	
<b>AM Peak Volume</b>	<b>2</b>	<b>431</b>	<b>141</b>	<b>4</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>7</b>						

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

Lithonia, GA Batch 1



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

**Date**  
Thursday, May 8, 2025

**Weather**  
Fair  
69°F

**Lat/Long**  
33.733561°, -84.067929°

[Click here for Detailed Weather](#)

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

Time	Bi-Directional 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	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
<b>Session Total</b>	<b>17</b>	<b>8871</b>	<b>2434</b>	<b>38</b>	<b>263</b>	<b>83</b>	<b>2</b>	<b>76</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11876</b>	
<b>Session Average</b>	<b>0.18</b>	<b>92.41</b>	<b>25.35</b>	<b>0.40</b>	<b>2.74</b>	<b>0.86</b>	<b>0.02</b>	<b>0.79</b>	<b>0.96</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>123.71</b>	
<b>Session Percentage</b>	<b>0.14</b>	<b>74.70</b>	<b>20.50</b>	<b>0.32</b>	<b>2.21</b>	<b>0.70</b>	<b>0.02</b>	<b>0.64</b>	<b>0.77</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	
<b>AM Peak Hour</b>	<b>0700 - 0800</b>	<b>0715 - 0815</b>	<b>0745 - 0845</b>	<b>0600 - 0700</b>	<b>0830 - 0930</b>	<b>0700 - 0800</b>	<b>0745 - 0845</b>	<b>0745 - 0845</b>	<b>0845 - 0945</b>	-	-	-	-	<b>0715 - 0815</b>	
<b>AM Peak Volume</b>	<b>2</b> </														

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

Lithonia, GA Batch 1



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

**Date**  
Thursday, May 8, 2025

**Weather**  
Fair  
69°F

**Lat/Long**  
33.733561°, -84.067929°

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

Volume Summary 15min

TIME	Volume Summary 15min		15min Total	60min Total
	EB	WB		
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

Time	Volume Summary 15min		15min Total	60min Total
	EB	WB		
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

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

**Date**  
Thursday, May 8, 2025

**Lat/Long**  
33.733561°, -84.067929°

**Weather**  
Fair  
69°F 

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

NB EB 60min

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

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

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

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

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

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



Lithonia, GA Batch 1

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

**Date**  
Thursday, May 8, 2025

**Weather**  
Fair  
69°F

**Lat/Long**  
33.733561°, -84.067929°

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

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

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

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

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

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

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



Lithonia, GA Batch 1

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

**Date**  
Thursday, May 8, 2025

**Weather**  
Fair  
69°F 

**Lat/Long**  
33.733561°, -84.067929°

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**0000 - 2400 (Weekday 24h Session) (05-08-2025)**  
Bi-Directional 60min

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

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

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

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

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

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

Lithonia, GA Batch 1



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

**Date**  
Thursday, May 8, 2025

**Weather**  
Fair  
69°F 

**Lat/Long**  
33.733561°, -84.067929°

[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

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

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

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

Lithonia, GA Batch 1

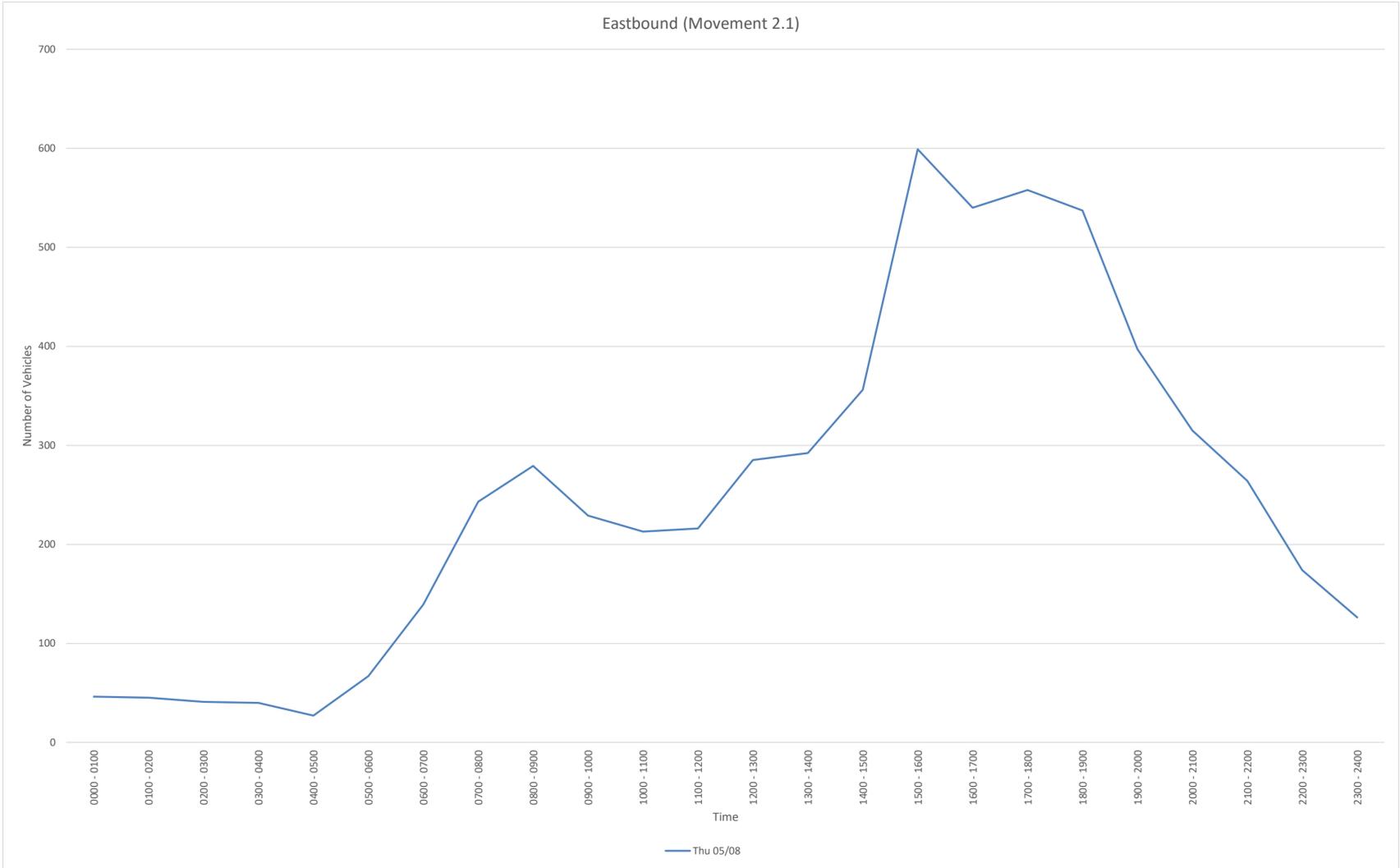
**Site 2**

Pleasant Hill Rd,  
west of Providence Point Dr

**Lat/Long**  
33.733561°, -84.067929°

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

Graphical Analysis NB EB



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

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

Lithonia, GA Batch 1

**Site 2**

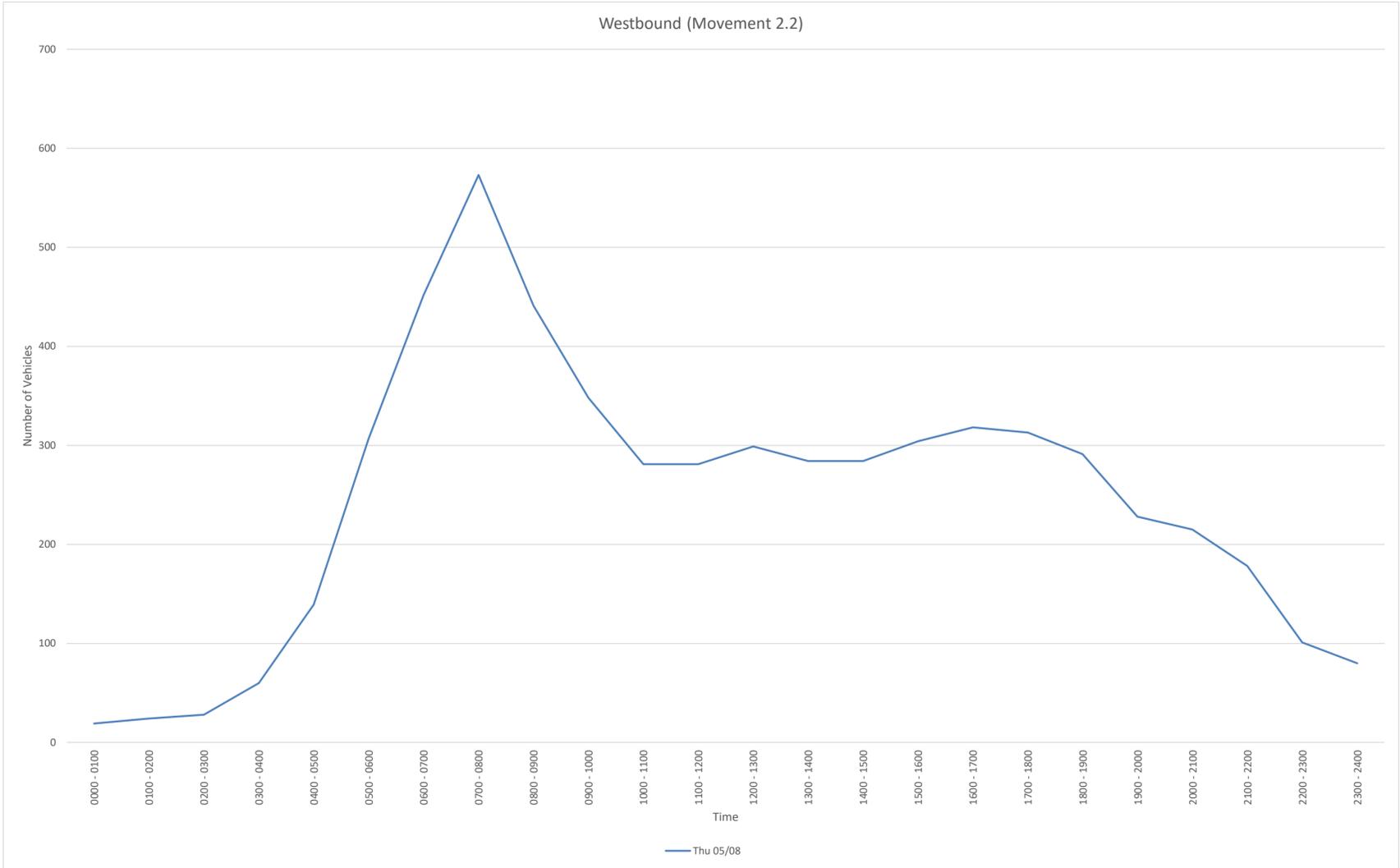
Pleasant Hill Rd,  
west of Providence Point Dr

**Lat/Long**

33.733561°, -84.067929°

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

Graphical Analysis SB WB



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

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

Lithonia, GA Batch 1

**Site 2**

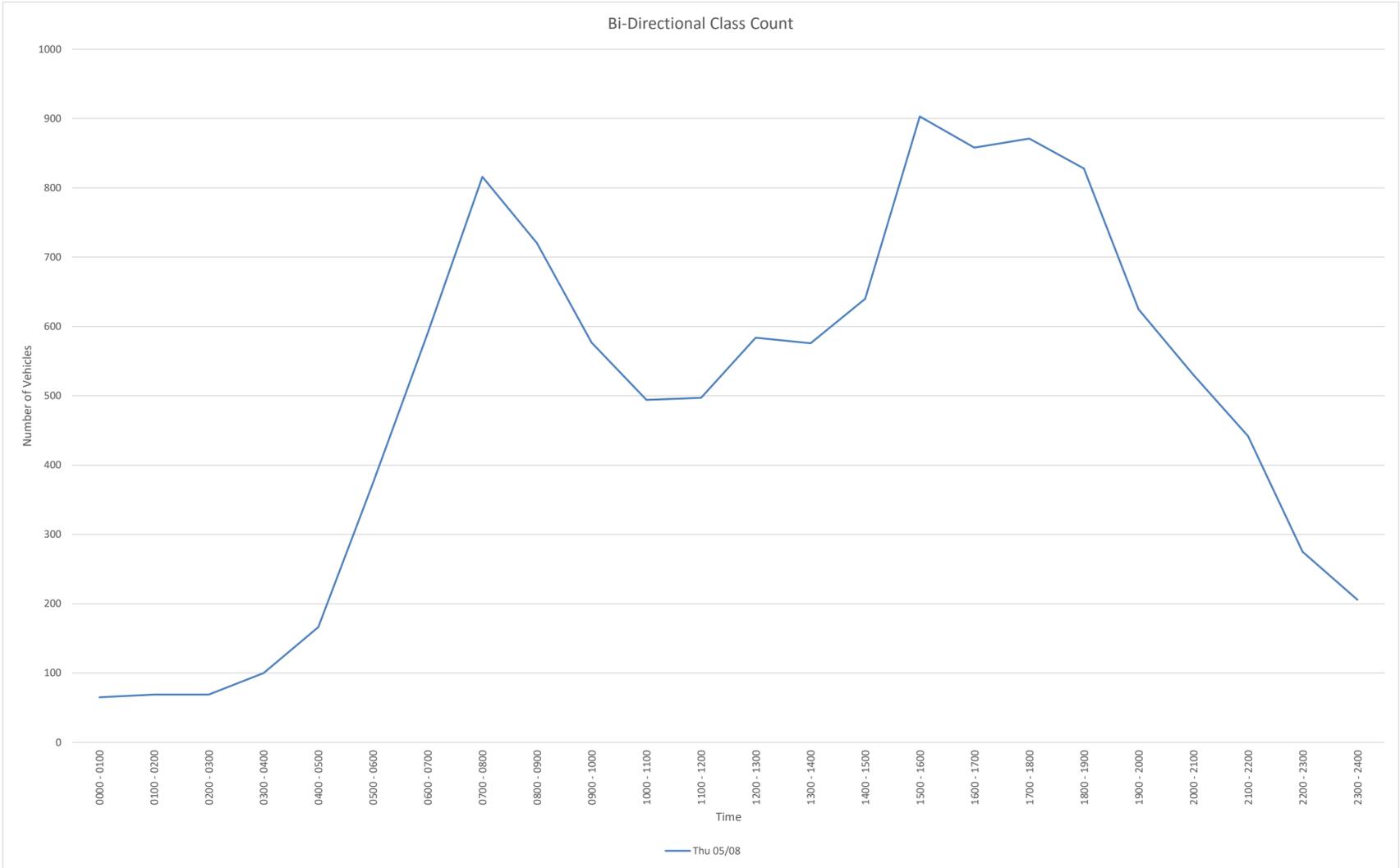
Pleasant Hill Rd,  
west of Providence Point Dr

**Lat/Long**

33.733561°, -84.067929°

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

Graphical Analysis BiDir



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

Daily Total	11876					
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# Peak Hour Turning Movement Count

Lithonia, GA Batch 1



[Click here for Map](#)

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)

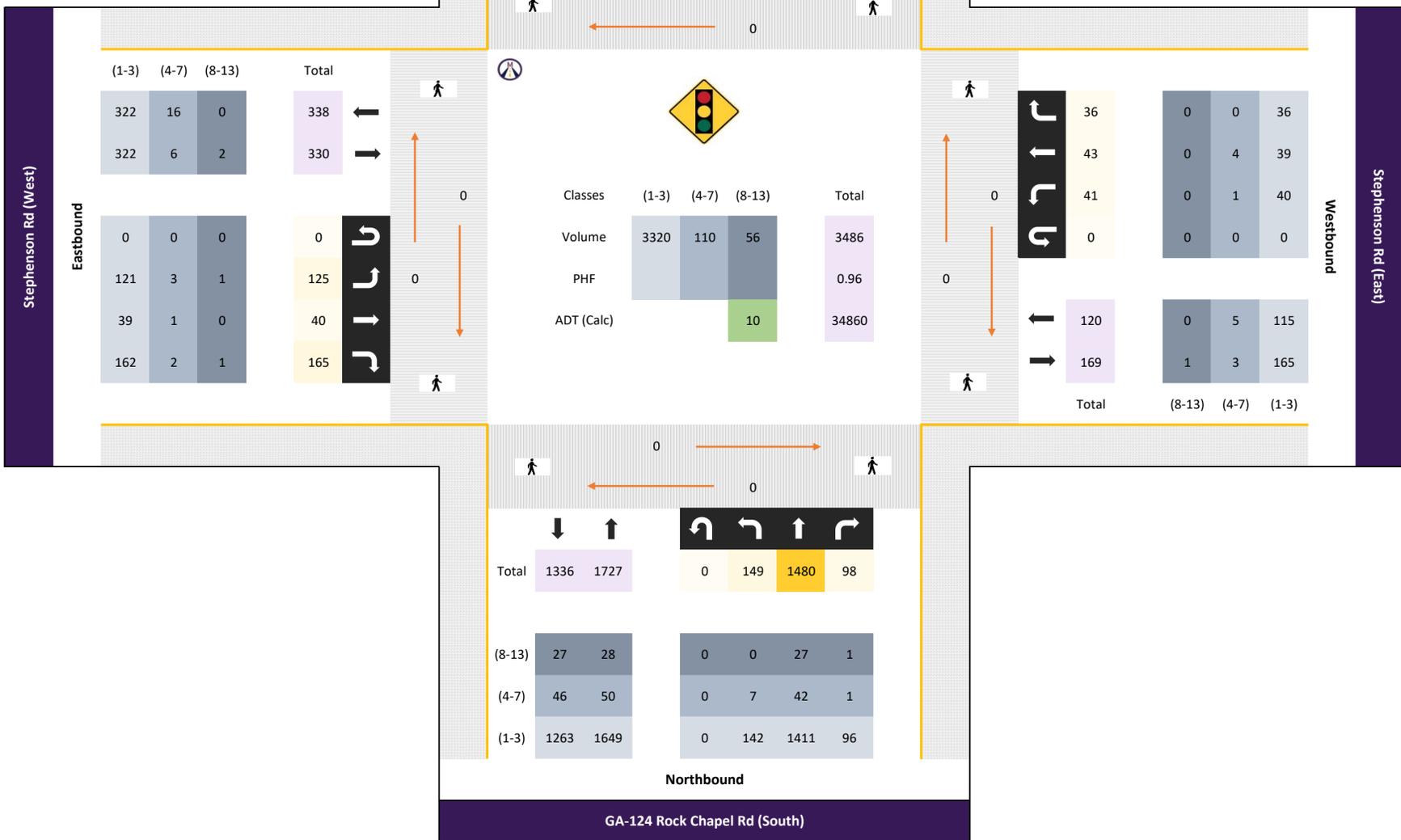
\_\_\_\_\_

**Peak Hour**

\_\_\_\_\_

**Volume**

\_\_\_\_\_





# Peak Hour Turning Movement Count

Lithonia, GA Batch 1



[Click here for Map](#)

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)

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

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

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

GA-124 Rock Chapel Rd (South)

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

Westbound

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

Westbound

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

Stephenson Rd (East)



# Classified Turn Movement Count || All vehicles

Lithonia, GA Batch 1

## Site 1

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

## Date

Thursday, May 8, 2025

## Weather

Fair  
 69°F

## Lat/Long

33.760217°, -84.081302°

[Click here for Detailed Weather](#)

[Click here for Map](#)

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

All vehicles

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

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

All vehicles

TIME	Northbound				Southbound				Eastbound				Westbound				Int Total				
	GA-124 Rock Chapel Rd (South)			U-Turn	GA-124 Rock Chapel Rd (North)			U-Turn	Stephenson Rd (West)			U-Turn	Stephenson Rd (East)			U-Turn					
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right			Left	Thru	Right	
1.1	1.2	1.3	1.4	App Total	1.5	1.6	1.7	1.8	App Total	1.9	1.10	1.11	1.12	App Total	1.13	1.14	1.15	1.16	App Total		
1600 - 1615	40	352	1	0	393	1	368	46	0	415	36	1	41	0	78	4	4	12	0	20	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

**Site 1**

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

**Date**

Thursday, May 8, 2025

**Weather**

Fair  
 69°F

**Lat/Long**

33.760217°, -84.081302°

[Click here for Detailed Weather](#)

[Click here for Map](#)

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

Passenger Vehicles (1-3)

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

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

**Site 1**

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

**Date**

Thursday, May 8, 2025

**Weather**

Fair  
 69°F

**Lat/Long**

33.760217°, -84.081302°

[Click here for Detailed Weather](#)

[Click here for Map](#)

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

Single Unit Trucks (4-7)

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

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

**Site 1**

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

**Date**

Thursday, May 8, 2025

**Weather**

Fair  
 69°F

**Lat/Long**

33.760217°, -84.081302°

[Click here for Detailed Weather](#)

[Click here for Map](#)

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

Combination Trucks (8-13)

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

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Stephenson Rd (West)					Stephenson Rd (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
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 || All Trucks (4-13)

Lithonia, GA Batch 1

**Site 1**

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

**Date**

Thursday, May 8, 2025

**Weather**

Fair  
 69°F

**Lat/Long**

33.760217°, -84.081302°

[Click here for Detailed Weather](#)

[Click here for Map](#)

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

All Trucks (4-13)

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

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

## Site 1

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

## Date

Thursday, May 8, 2025

## Weather

Fair  
 69°F

## Lat/Long

33.760217°, -84.081302°

[Click here for Detailed Weather](#)

[Click here for Map](#)



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

Pedestrians

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

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

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	GA-124 Rock Chapel Rd (South)		App Total	GA-124 Rock Chapel Rd (North)		App Total	Stephenson Rd (West)		App Total	Stephenson Rd (East)		App Total		
	EB 1a	WB 1b		EB 1c	WB 1d		NB 1e	SB 1f		NB 1g	SB 1h			
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	1	0	0	1	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	0	1	0	0	1	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	0	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	50.00	







# Peak Hour Turning Movement Count

Lithonia, GA Batch 1



[Click here for Map](#)

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

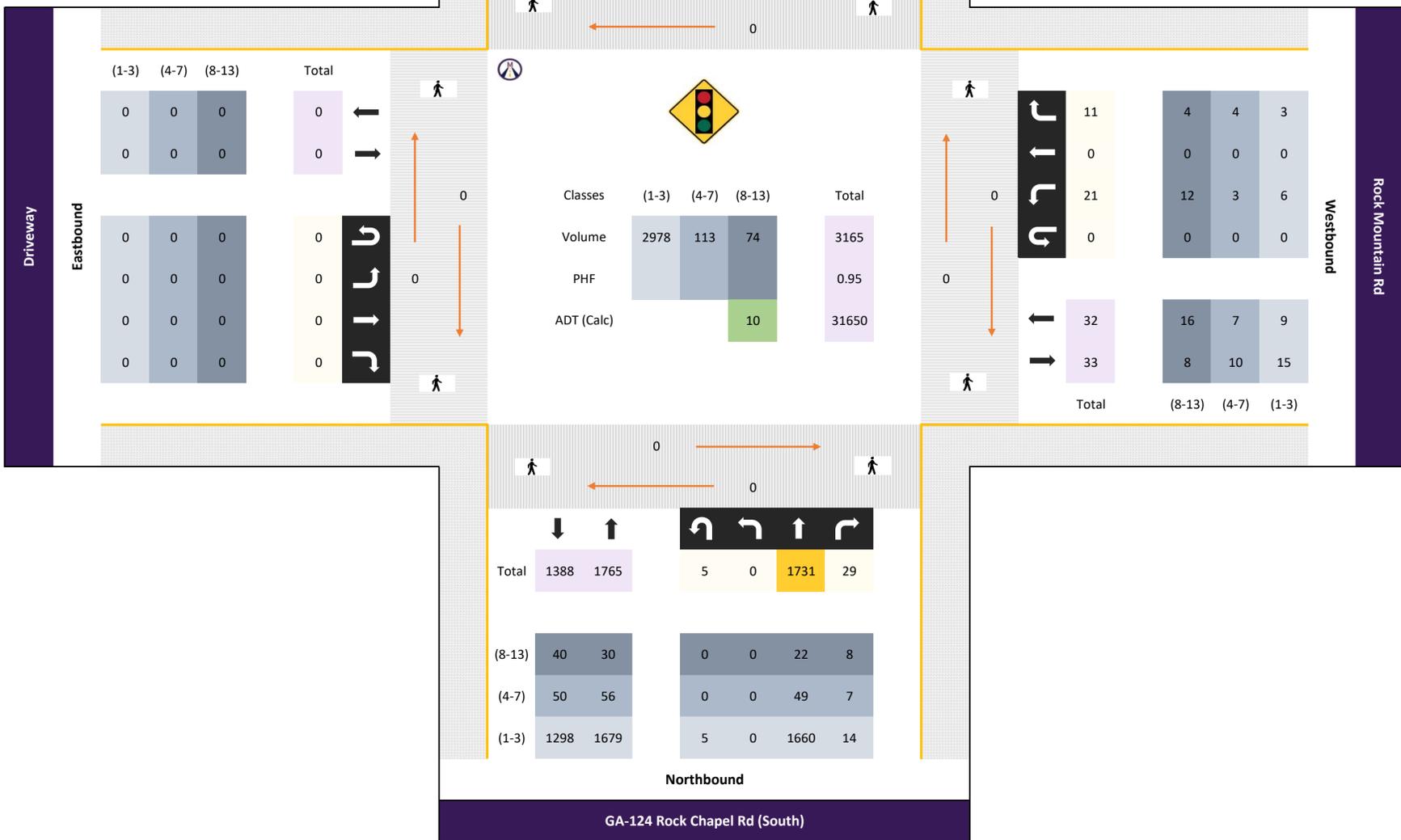
\* the Peak Hour Diagram does not include bicycles

**Session Parameters**

(Drop Down Menu)

**Peak Hour**

**Volume**





# Peak Hour Turning Movement Count

Lithonia, GA Batch 1



[Click here for Map](#)

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

\* the Peak Hour Diagram does not include bicycles

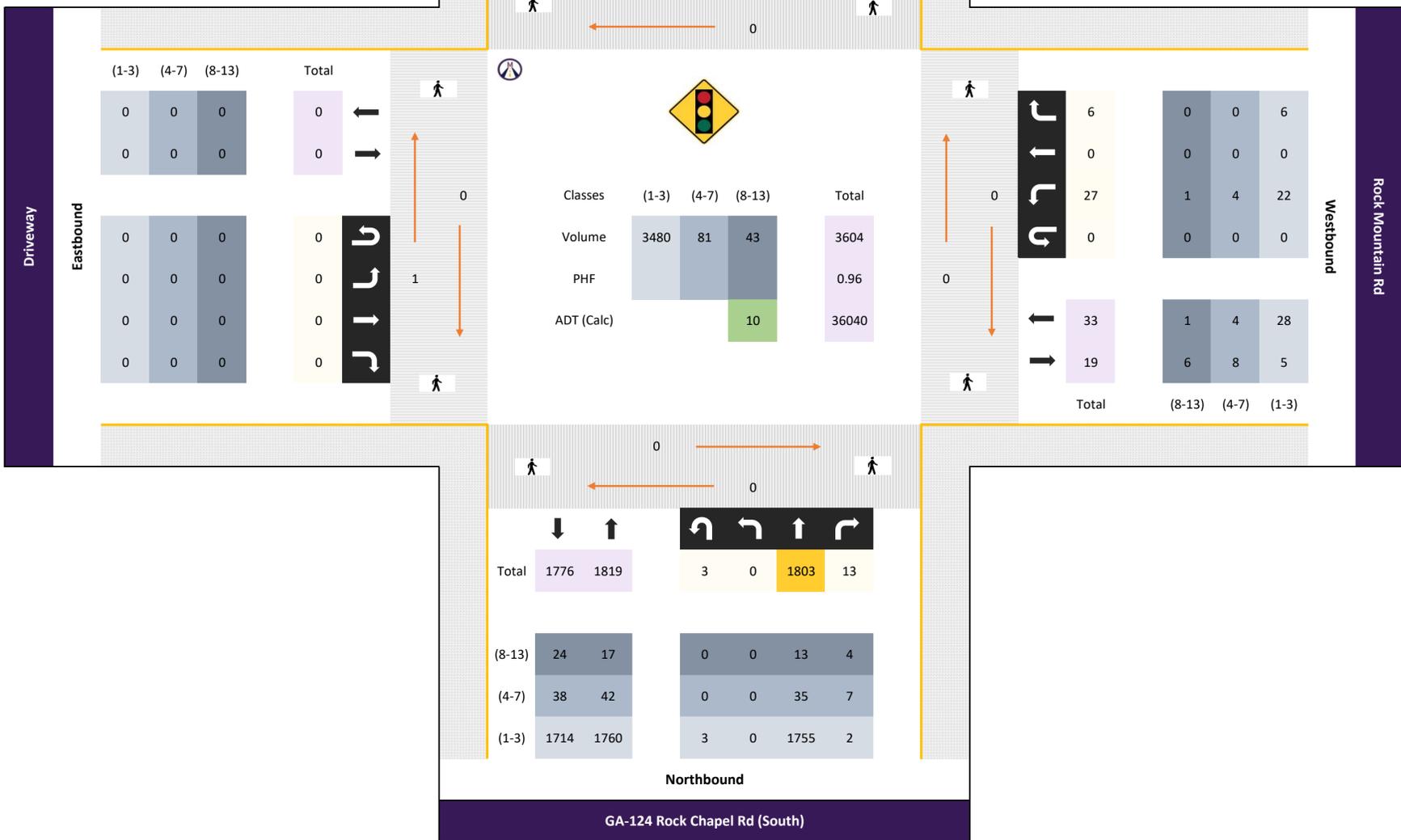
**Session Parameters**

(Drop Down Menu)

\_\_\_\_\_

**Peak Hour**

**Volume**





# Classified Turn Movement Count || All vehicles

Lithonia, GA Batch 1

**Site 2**

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

**Date**

Thursday, May 8, 2025

**Weather**

Fair  
 69°F

**Lat/Long**

33.748928°, -84.083373°

[Click here for Detailed Weather](#)

[Click here for Map](#)

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

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Driveway					Rock Mountain Rd					Int Total
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	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

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Driveway					Rock Mountain Rd					Int Total
	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	
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

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

## Weather

Fair  
 69°F

## Lat/Long

33.748928°, -84.083373°

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[Click here for Map](#)

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

Passenger Vehicles (1-3)

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

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

**Site 2**

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

**Date**

Thursday, May 8, 2025

**Weather**

Fair  
 69°F

**Lat/Long**

33.748928°, -84.083373°

[Click here for Detailed Weather](#)

[Click here for Map](#)

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

Single Unit Trucks (4-7)

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

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

**Site 2**

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

**Date**

Thursday, May 8, 2025

**Weather**

Fair  
 69°F

**Lat/Long**

33.748928°, -84.083373°

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[Click here for Map](#)

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

Combination Trucks (8-13)

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

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Driveway					Rock Mountain Rd					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
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 || All Trucks (4-13)

Lithonia, GA Batch 1

**Site 2**

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

**Date**

Thursday, May 8, 2025

**Weather**

Fair  
 69°F

**Lat/Long**

33.748928°, -84.083373°

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

All Trucks (4-13)

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

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

Lithonia, GA Batch 1

**Site 2**

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

**Date**

Thursday, May 8, 2025

**Weather**

Fair  
 69°F

**Lat/Long**

33.748928°, -84.083373°

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

Bicycles

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	GA-124 Rock Chapel Rd (South)		App Total	GA-124 Rock Chapel Rd (North)		App Total	Driveway		App Total	Rock Mountain Rd		App Total		
	EB 2a	WB 2b		EB 2c	WB 2d		NB 2e	SB 2f		NB 2g	SB 2h			
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	0.00	

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

Bicycles

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	GA-124 Rock Chapel Rd (South)		App Total	GA-124 Rock Chapel Rd (North)		App Total	Driveway		App Total	Rock Mountain Rd		App Total		
	EB 2a	WB 2b		EB 2c	WB 2d		NB 2e	SB 2f		NB 2g	SB 2h			
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	0.00	





# Peak Hour Turning Movement Count

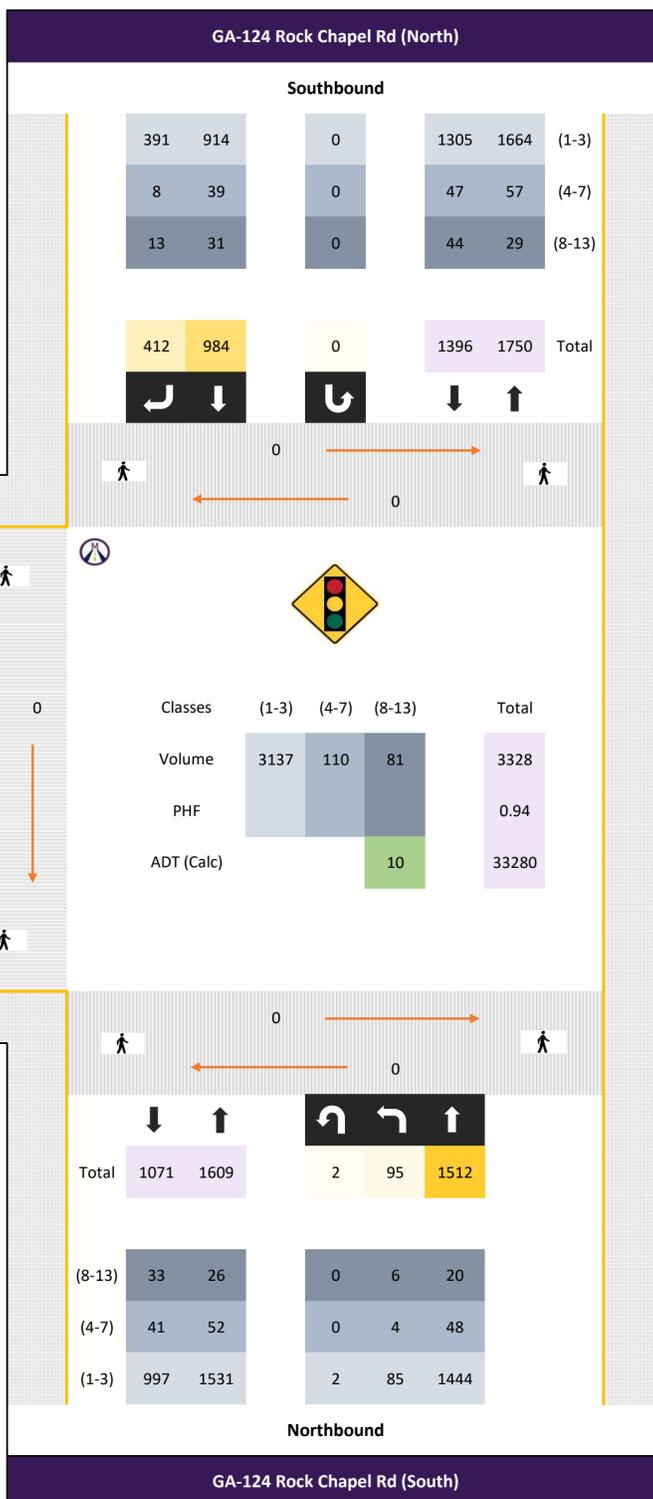
Lithonia, GA Batch 1



[Click here for Map](#)

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

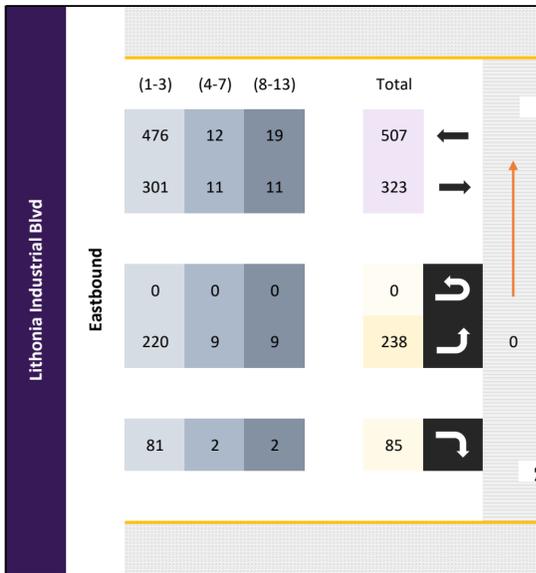


**Session Parameters**

(Drop Down Menu)

Peak Hour

Volume





Peak Hour Turning Movement Count

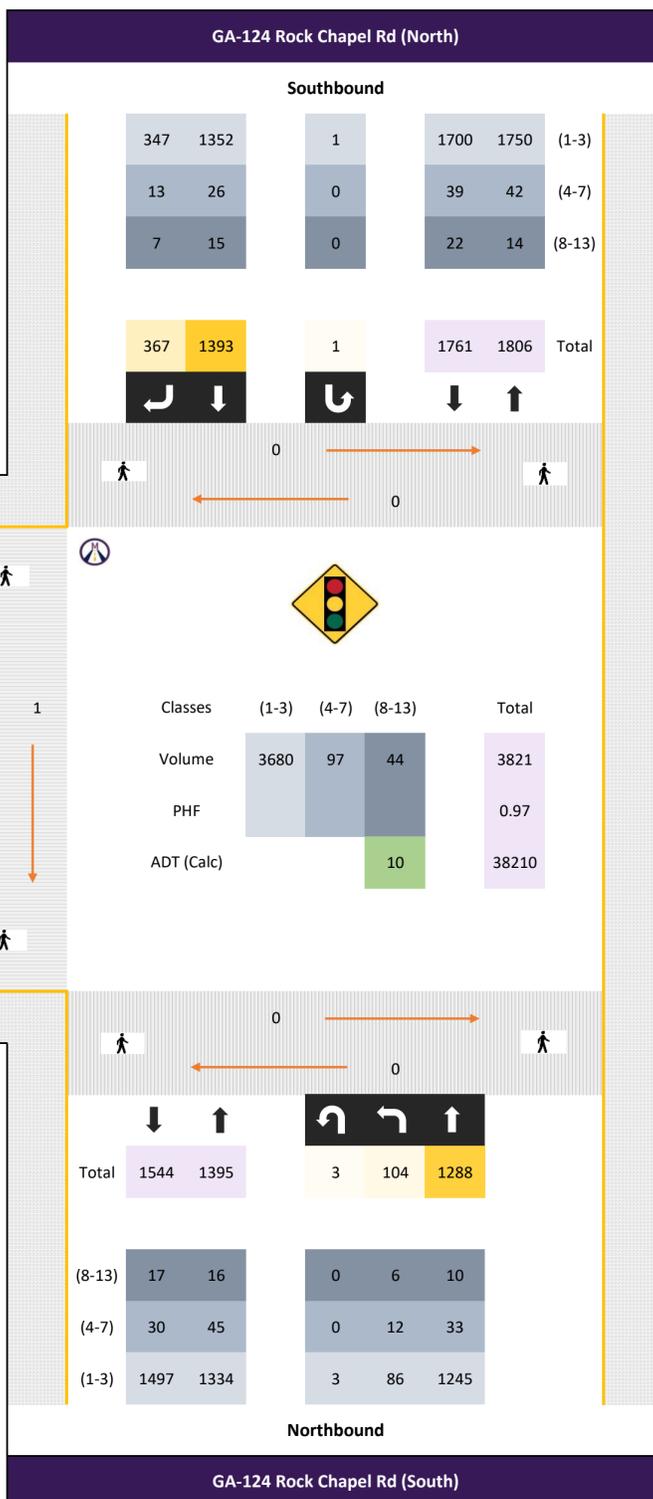
Lithonia, GA Batch 1



[Click here for Map](#)

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

\* the Peak Hour Diagram does not include bicycles

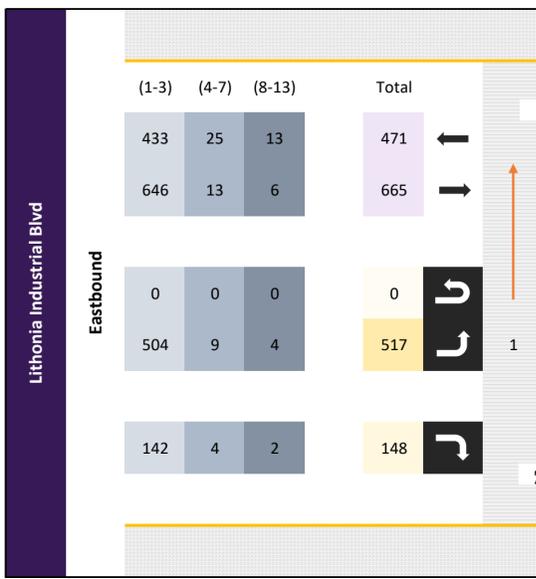


**Session Parameters**

(Drop Down Menu)

Peak Hour

Volume





# Classified Turn Movement Count || All vehicles

Lithonia, GA Batch 1

### Site 3

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

### Date

Thursday, May 8, 2025

### Weather

Fair  
69°F

### Lat/Long

33.745659°, -84.083531°

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

All vehicles

TIME	Northbound				Southbound				Eastbound				Int Total
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)				Lithonia Industrial Blvd				
	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	
0700 - 0715	25	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

TIME	Northbound				Southbound				Eastbound				Int Total
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)				Lithonia Industrial Blvd				
	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	
1600 - 1615	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

**Site 3**

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

**Date**

Thursday, May 8, 2025

**Weather**

Fair  
69°F

**Lat/Long**

33.745659°, -84.083531°

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

Passenger Vehicles (1-3)

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

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

Passenger Vehicles (1-3)

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

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

Lithonia, GA Batch 1

**Site 3**

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

**Date**

Thursday, May 8, 2025

**Weather**

Fair  
 69°F

**Lat/Long**

33.745659°, -84.083531°

[Click here for Detailed Weather](#)

[Click here for Map](#)

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

Single Unit Trucks (4-7)

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

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

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

Lithonia, GA Batch 1

**Site 3**

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

**Date**

Thursday, May 8, 2025

**Weather**

Fair  
 69°F

**Lat/Long**

33.745659°, -84.083531°

[Click here for Detailed Weather](#)

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

Combination Trucks (8-13)

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

TIME	Northbound				Southbound				Eastbound				Int Total
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)				Lithonia Industrial Blvd				
	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	
1600 - 1615	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 || All Trucks (4-13)

Lithonia, GA Batch 1

**Site 3**

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

**Date**

Thursday, May 8, 2025

**Weather**

Fair  
69°F

**Lat/Long**

33.745659°, -84.083531°

[Click here for Detailed Weather](#)

[Click here for Map](#)

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

All Trucks (4-13)

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

TIME	Northbound				Southbound				Eastbound				Int Total
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)				Lithonia Industrial Blvd				
	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	
1600 - 1615	1	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

### Site 3

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

### Date

Thursday, May 8, 2025

### Weather

Fair  
 69°F



### Lat/Long

33.745659°, -84.083531°

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

Pedestrians

TIME	Northbound			Southbound			Eastbound			Int Total
	GA-124 Rock Chapel Rd (South)		App Total	GA-124 Rock Chapel Rd (North)		App Total	Lithonia Industrial Blvd		App Total	
	EB 3a	WB 3b		EB 3c	WB 3d		NB 3e	SB 3f		
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	0.00

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

Pedestrians

TIME	Northbound			Southbound			Eastbound			Int Total
	GA-124 Rock Chapel Rd (South)		App Total	GA-124 Rock Chapel Rd (North)		App Total	Lithonia Industrial Blvd		App Total	
	EB 3a	WB 3b		EB 3c	WB 3d		NB 3e	SB 3f		
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	100.00

# Crosswalk Counts || Bicycles

Lithonia, GA Batch 1

**Site 3**

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

**Date**

Thursday, May 8, 2025

**Weather**

Fair  
 69°F



**Lat/Long**

33.745659°, -84.083531°

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

Bicycles

TIME	Northbound			Southbound			Eastbound			Int Total
	GA-124 Rock Chapel Rd (South)		App Total	GA-124 Rock Chapel Rd (North)		App Total	Lithonia Industrial Blvd		App Total	
	EB 3a	WB 3b		EB 3c	WB 3d		NB 3e	SB 3f		
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	0.00

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

Bicycles

TIME	Northbound			Southbound			Eastbound			Int Total
	GA-124 Rock Chapel Rd (South)		App Total	GA-124 Rock Chapel Rd (North)		App Total	Lithonia Industrial Blvd		App Total	
	EB 3a	WB 3b		EB 3c	WB 3d		NB 3e	SB 3f		
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	100.00





Peak Hour Turning Movement Count

Lithonia, GA Batch 1



[Click here for Map](#)

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

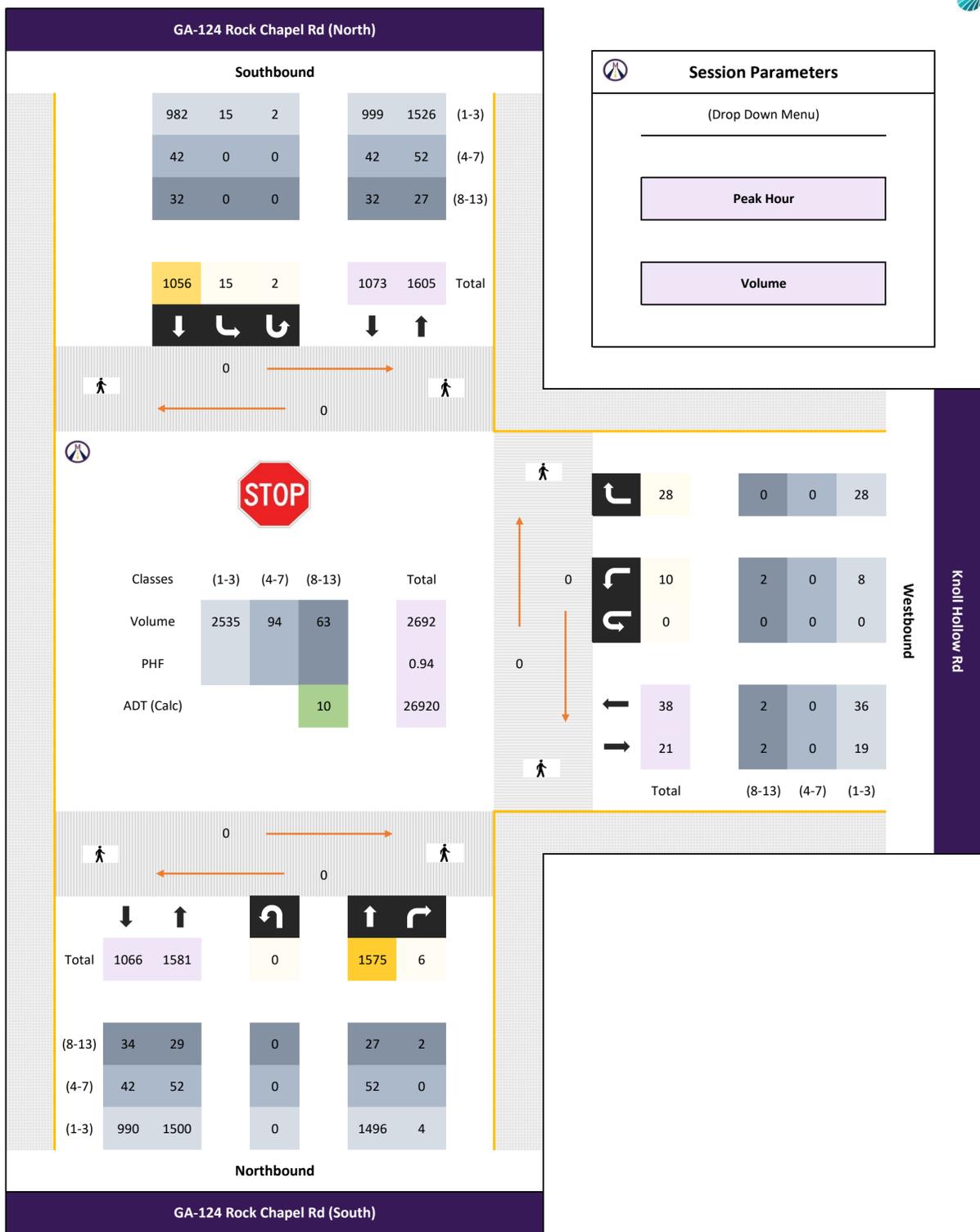
\* the Peak Hour Diagram does not include bicycles

**Session Parameters**

(Drop Down Menu)

Peak Hour

Volume





Peak Hour Turning Movement Count

Lithonia, GA Batch 1



[Click here for Map](#)

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

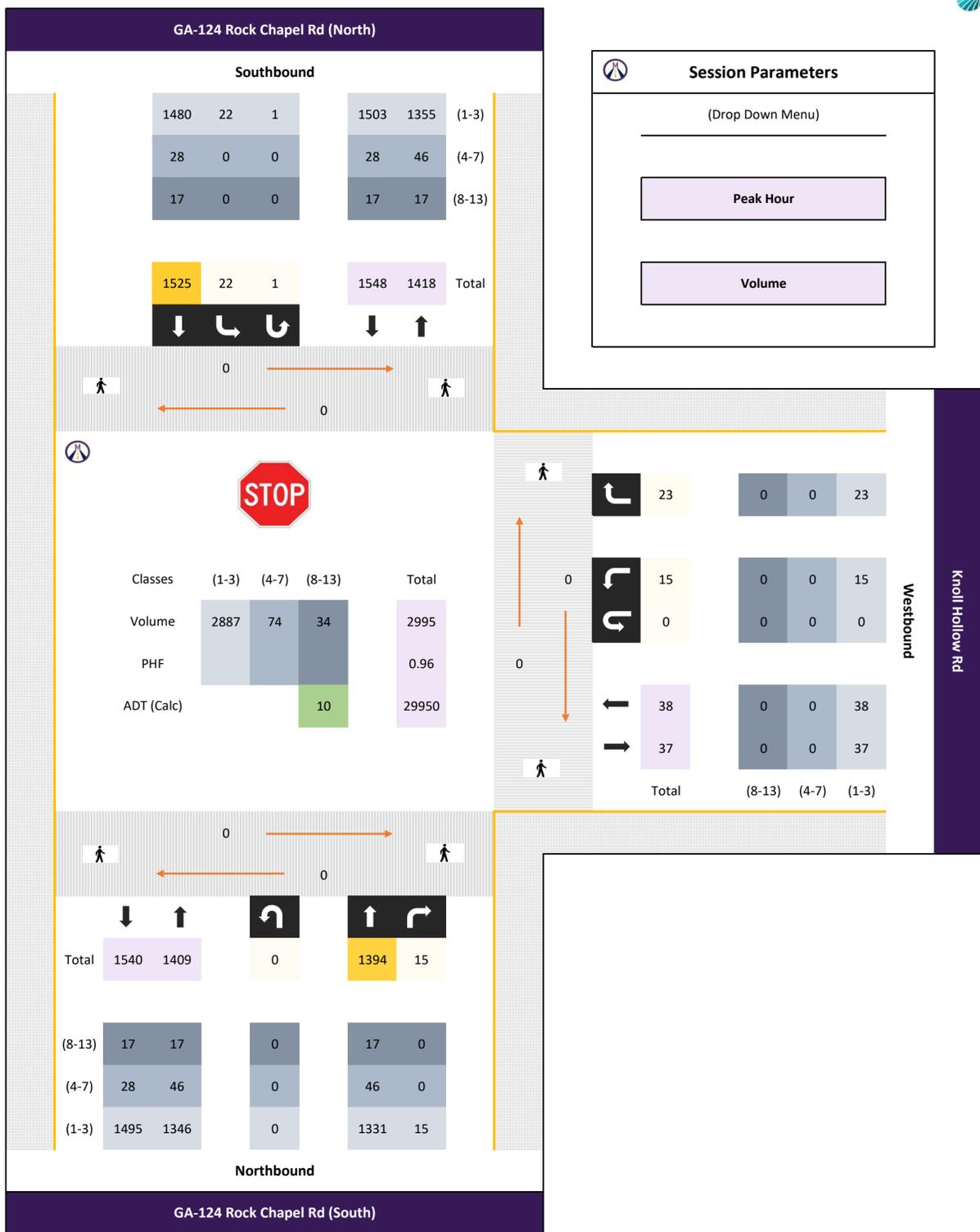
\* the Peak Hour Diagram does not include bicycles

**Session Parameters**

(Drop Down Menu)

Peak Hour

Volume





# Classified Turn Movement Count || All vehicles

Lithonia, GA Batch 1

## Site 4

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



## Date

Thursday, May 8, 2025

## Weather

Fair  
69°F



## Lat/Long

33.740973°, -84.084426°

[Click here for Detailed Weather](#)

[Click here for Map](#)

Knoll Hollow Rd



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

All vehicles

TIME	Northbound				Southbound				Westbound				
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)				Knoll Hollow Rd				
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0700 - 0715	342	2	0	344	2	174	0	176	8	6	0	14	534
0715 - 0730	377	1	0	378	2	270	0	272	1	6	0	7	657
0730 - 0745	450	2	0	452	4	246	1	251	4	6	0	10	713
0745 - 0800	345	1	0	346	3	279	0	282	3	14	0	17	645
Hourly Total	1514	6	0	1520	11	969	1	981	16	32	0	48	2549
0800 - 0815	403	2	0	405	6	261	1	268	2	2	0	4	677
0815 - 0830	338	2	0	340	5	259	0	264	2	4	0	6	610
0830 - 0845	253	3	0	256	4	242	0	246	3	7	0	10	512
0845 - 0900	229	4	0	233	3	257	0	260	1	5	0	6	499
Hourly Total	1223	11	0	1234	18	1019	1	1038	8	18	0	26	2298
Grand Total	2737	17	0	2754	29	1988	2	2019	24	50	0	74	4847
Approach %	99.38	0.62	0.00	-	1.44	98.46	0.10	-	32.43	67.57	0.00	-	
Intersection %	56.47	0.35	0.00	56.82	0.60	41.02	0.04	41.65	0.50	1.03	0.00	1.53	
Heavy Vehicle %	5	18	-	6	0	8	0	8	17	0	-	5	6
PHF	0.88	0.75	0.00	0.87	0.63	0.95	0.50	0.95	0.63	0.50	0.00	0.56	0.94
Peak Hour Total	1575	6	0	1581	15	1056	2	1073	10	28	0	38	2692
Peak Hour HV %	5	33	0	5	0	7	0	7	20	0	0	5	6

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

All vehicles

TIME	Northbound				Southbound				Westbound				
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)				Knoll Hollow Rd				
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	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

## 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)

TIME	Northbound				Southbound				Westbound				
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)				Knoll Hollow Rd				
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0700 - 0715	325	2	0	327	2	159	0	161	7	6	0	13	501
0715 - 0730	361	0	0	361	2	247	0	249	1	6	0	7	617
0730 - 0745	430	1	0	431	4	230	1	235	4	6	0	10	676
0745 - 0800	332	1	0	333	3	265	0	268	2	14	0	16	617
Hourly Total	1448	4	0	1452	11	901	1	913	14	32	0	46	2411
0800 - 0815	373	2	0	375	6	240	1	247	1	2	0	3	625
0815 - 0830	320	1	0	321	5	233	0	238	2	4	0	6	565
0830 - 0845	238	3	0	241	4	226	0	230	2	7	0	9	480
0845 - 0900	208	4	0	212	3	236	0	239	1	5	0	6	457
Hourly Total	1139	10	0	1149	18	935	1	954	6	18	0	24	2127
Grand Total	2587	14	0	2601	29	1836	2	1867	20	50	0	70	4538
Approach %	99.46	0.54	0.00	-	1.55	98.34	0.11	-	28.57	71.43	0.00	-	-
Intersection %	57.01	0.31	0.00	57.32	0.64	40.46	0.04	41.14	0.44	1.10	0.00	1.54	-

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

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Westbound				
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)				Knoll Hollow Rd				
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	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

**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)

TIME	Northbound				Southbound				Westbound				
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)				Knoll Hollow Rd				
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0700 - 0715	12	0	0	12	0	13	0	13	1	0	0	1	26
0715 - 0730	10	0	0	10	0	17	0	17	0	0	0	0	27
0730 - 0745	15	0	0	15	0	8	0	8	0	0	0	0	23
0745 - 0800	10	0	0	10	0	8	0	8	0	0	0	0	18
Hourly Total	47	0	0	47	0	46	0	46	1	0	0	1	94
0800 - 0815	17	0	0	17	0	9	0	9	0	0	0	0	26
0815 - 0830	14	0	0	14	0	18	0	18	0	0	0	0	32
0830 - 0845	10	0	0	10	0	11	0	11	0	0	0	0	21
0845 - 0900	14	0	0	14	0	14	0	14	0	0	0	0	28
Hourly Total	55	0	0	55	0	52	0	52	0	0	0	0	107
Grand Total	102	0	0	102	0	98	0	98	1	0	0	1	201
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	50.75	0.00	0.00	50.75	0.00	48.76	0.00	48.76	0.50	0.00	0.00	0.50	

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

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Westbound				
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)				Knoll Hollow Rd				
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	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

**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)

TIME	Northbound				Southbound				Westbound				
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)				Knoll Hollow Rd				
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0700 - 0715	5	0	0	5	0	2	0	2	0	0	0	0	7
0715 - 0730	6	1	0	7	0	6	0	6	0	0	0	0	13
0730 - 0745	5	1	0	6	0	8	0	8	0	0	0	0	14
0745 - 0800	3	0	0	3	0	6	0	6	1	0	0	1	10
Hourly Total	19	2	0	21	0	22	0	22	1	0	0	1	44
0800 - 0815	13	0	0	13	0	12	0	12	1	0	0	1	26
0815 - 0830	4	1	0	5	0	8	0	8	0	0	0	0	13
0830 - 0845	5	0	0	5	0	5	0	5	1	0	0	1	11
0845 - 0900	7	0	0	7	0	7	0	7	0	0	0	0	14
Hourly Total	29	1	0	30	0	32	0	32	2	0	0	2	64
Grand Total	48	3	0	51	0	54	0	54	3	0	0	3	108
Approach %	94.12	5.88	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	-
Intersection %	44.44	2.78	0.00	47.22	0.00	50.00	0.00	50.00	2.78	0.00	0.00	2.78	-

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

Combination Trucks (8-13)

TIME	Northbound				Southbound				Westbound				
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)				Knoll Hollow Rd				
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	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 || All Trucks (4-13)

Lithonia, GA Batch 1

**Site 4**

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

Knoll Hollow Rd

**Date**

Thursday, May 8, 2025

**Lat/Long**

33.740973°, -84.084426°

[Click here for Map](#)

**Weather**

Fair

69°F

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

All Trucks (4-13)

TIME	Northbound				Southbound				Westbound				
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)				Knoll Hollow Rd				
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0700 - 0715	17	0	0	17	0	15	0	15	1	0	0	1	33
0715 - 0730	16	1	0	17	0	23	0	23	0	0	0	0	40
0730 - 0745	20	1	0	21	0	16	0	16	0	0	0	0	37
0745 - 0800	13	0	0	13	0	14	0	14	1	0	0	1	28
Hourly Total	66	2	0	68	0	68	0	68	2	0	0	2	138
0800 - 0815	30	0	0	30	0	21	0	21	1	0	0	1	52
0815 - 0830	18	1	0	19	0	26	0	26	0	0	0	0	45
0830 - 0845	15	0	0	15	0	16	0	16	1	0	0	1	32
0845 - 0900	21	0	0	21	0	21	0	21	0	0	0	0	42
Hourly Total	84	1	0	85	0	84	0	84	2	0	0	2	171
Grand Total	150	3	0	153	0	152	0	152	4	0	0	4	309
Approach %	98.04	1.96	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	-
Intersection %	48.54	0.97	0.00	49.51	0.00	49.19	0.00	49.19	1.29	0.00	0.00	1.29	-

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

All Trucks (4-13)

TIME	Northbound				Southbound				Westbound				
	GA-124 Rock Chapel Rd (South)				GA-124 Rock Chapel Rd (North)				Knoll Hollow Rd				
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	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 || Bicycles

Lithonia, GA Batch 1

### Site 4

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

Knoll Hollow Rd

### Date

Thursday, May 8, 2025

### Lat/Long

33.740973°, -84.084426°

[Click here for Map](#)

### Weather

Fair

69°F

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

Bicycles

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

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

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

Bicycles

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

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

# Crosswalk Counts || Motorized Vehicles

Lithonia, GA Batch 1

**Site 4**

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

Knoll Hollow Rd

**Date**

Thursday, May 8, 2025

**Lat/Long**

33.740973°, -84.084426°

[Click here for Map](#)

**Weather**

Fair  
69°F

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

Motorized Vehicles

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

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

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

Motorized Vehicles

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

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







# Peak Hour Turning Movement Count

Lithonia, GA Batch 1



[Click here for Map](#)

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

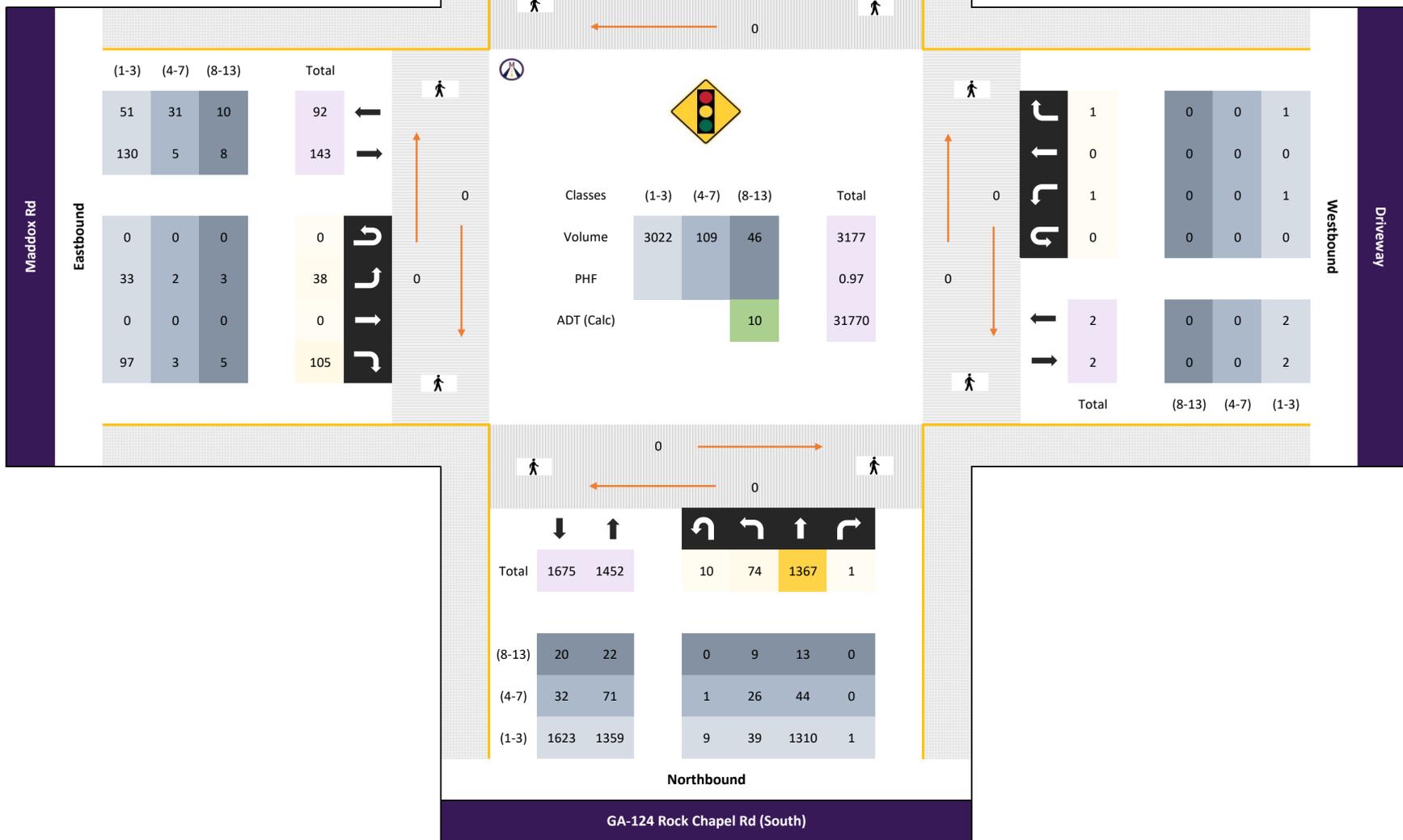
**Session Parameters**

(Drop Down Menu)

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**Peak Hour**

**Volume**





# Classified Turn Movement Count || All vehicles

Lithonia, GA Batch 1

**Site 5**

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

**Date**

Thursday, May 8, 2025

**Weather**

Fair  
 69°F

**Lat/Long**

33.737844°, -84.085952°

[Click here for Detailed Weather](#)

[Click here for Map](#)

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

All vehicles

TIME	Northbound				Southbound				Eastbound				Westbound				Int Total				
	GA-124 Rock Chapel Rd (South)			U-Turn	GA-124 Rock Chapel Rd (North)			U-Turn	Maddox Rd			U-Turn	Driveway			U-Turn					
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right			App Total			
5.1	5.2	5.3	5.4	5.5	5.6	5.7	5.8	5.9	5.10	5.11	5.12	5.13	5.14	5.15	5.16						
0700 - 0715	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	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

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

**Site 5**

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

**Date**

Thursday, May 8, 2025

**Weather**

Fair  
 69°F

**Lat/Long**

33.737844°, -84.085952°

[Click here for Detailed Weather](#)

[Click here for Map](#)

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

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Maddox Rd					Driveway					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
0700 - 0715	16	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	0.00

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

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Maddox Rd					Driveway					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
1600 - 1615	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	0.03

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

Lithonia, GA Batch 1

**Site 5**

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

**Date**

Thursday, May 8, 2025

**Weather**

Fair  
 69°F

**Lat/Long**

33.737844°, -84.085952°

[Click here for Detailed Weather](#)

[Click here for Map](#)

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

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Maddox Rd					Driveway					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
5.1	5.2	5.3	5.4		5.5	5.6	5.7	5.8		5.9	5.10	5.11	5.12		5.13	5.14	5.15	5.16			
0700 - 0715	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)

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

**Site 5**

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

**Date**

Thursday, May 8, 2025

**Weather**

Fair  
 69°F

**Lat/Long**

33.737844°, -84.085952°

[Click here for Detailed Weather](#)

[Click here for Map](#)

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

Combination Trucks (8-13)

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

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Maddox Rd					Driveway					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
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 || All Trucks (4-13)

Lithonia, GA Batch 1

## Site 5

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

## Date

Thursday, May 8, 2025

## Weather

Fair  
 69°F

## Lat/Long

33.737844°, -84.085952°

[Click here for Detailed Weather](#)

[Click here for Map](#)

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

All Trucks (4-13)

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

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









# Peak Hour Turning Movement Count

Lithonia, GA Batch 1

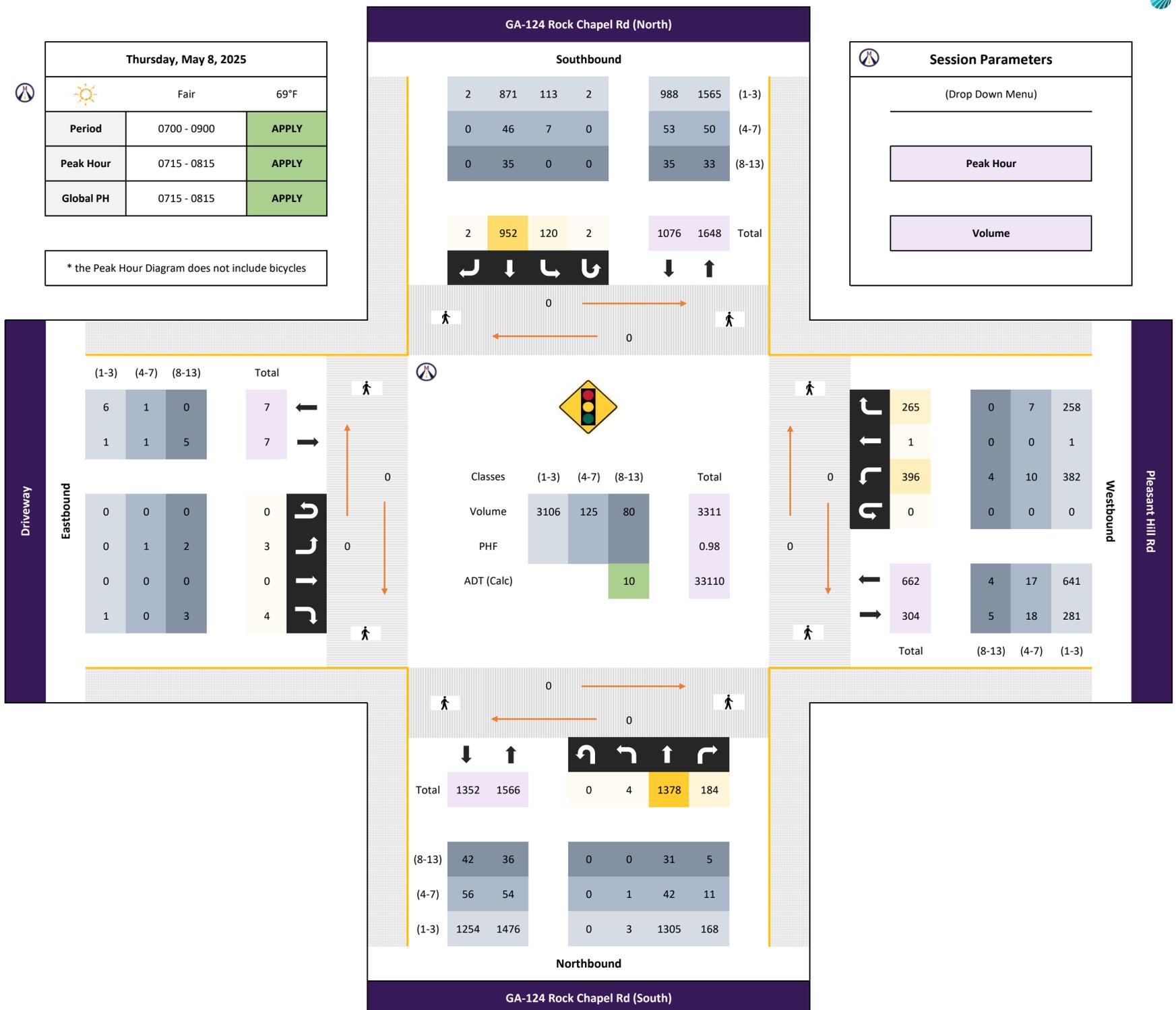
[Click here for Map](#)

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 Turning Movement Count

Lithonia, GA Batch 1



[Click here for Map](#)

Thursday, May 8, 2025		
Fair		69°F
Period	1600 - 1800	APPLY
Peak Hour	1615 - 1715	APPLY
Global PH	1630 - 1730	APPLY

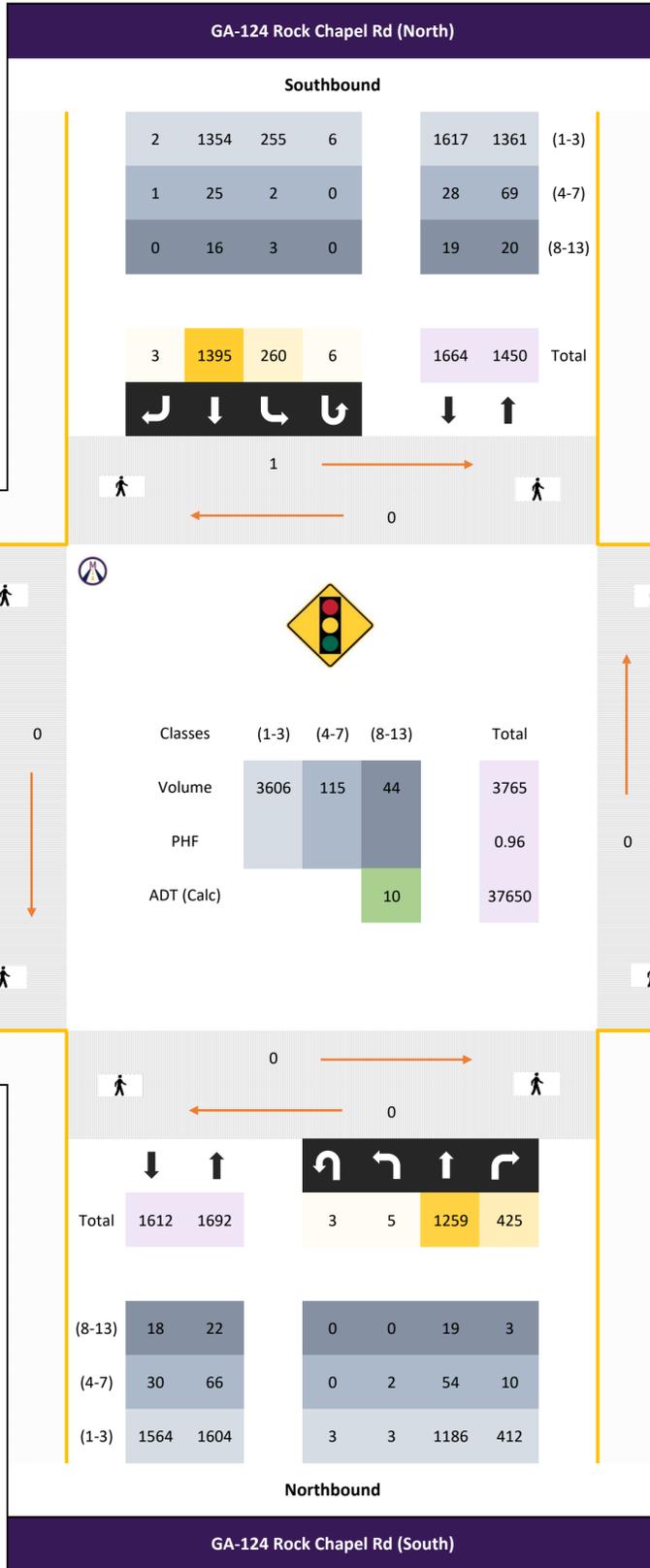
\* the Peak Hour Diagram does not include bicycles

**Session Parameters**

(Drop Down Menu)

Global Peak Hour

Volume



Driveway

Pleasant Hill Rd



# Classified Turn Movement Count || All vehicles

Lithonia, GA Batch 1

## Site 6

GA-124 Rock Chapel Rd (South)  
 GA-124 Rock Chapel Rd (North)  
 Driveway  
 Pleasant Hill Rd

## Date

Thursday, May 8, 2025

## Weather

Fair  
 69°F

## Lat/Long

33.735179°, -84.088232°

[Click here for Detailed Weather](#)

[Click here for Map](#)

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

All vehicles

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

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

**Site 6**

GA-124 Rock Chapel Rd (South)  
 GA-124 Rock Chapel Rd (North)  
 Driveway  
 Pleasant Hill Rd

**Date**

Thursday, May 8, 2025

**Weather**

Fair  
 69°F

**Lat/Long**

33.735179°, -84.088232°

[Click here for Detailed Weather](#)

[Click here for Map](#)

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

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Driveway					Pleasant Hill Rd					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
0700 - 0715	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)

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

**Site 6**

GA-124 Rock Chapel Rd (South)  
 GA-124 Rock Chapel Rd (North)  
 Driveway  
 Pleasant Hill Rd

**Date**

Thursday, May 8, 2025

**Weather**

Fair  
 69°F

**Lat/Long**

33.735179°, -84.088232°

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

Single Unit Trucks (4-7)

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

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

**Site 6**

GA-124 Rock Chapel Rd (South)  
 GA-124 Rock Chapel Rd (North)  
 Driveway  
 Pleasant Hill Rd

**Date**

Thursday, May 8, 2025

**Weather**

Fair  
 69°F

**Lat/Long**

33.735179°, -84.088232°

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

Combination Trucks (8-13)

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

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-124 Rock Chapel Rd (South)					GA-124 Rock Chapel Rd (North)					Driveway					Pleasant Hill Rd					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
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 || All Trucks (4-13)

Lithonia, GA Batch 1

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## Site 6

GA-124 Rock Chapel Rd (South)  
 GA-124 Rock Chapel Rd (North)  
 Driveway  
 Pleasant Hill Rd

## Date

Thursday, May 8, 2025

## Weather

Fair  
 69°F

## Lat/Long

33.735179°, -84.088232°

[Click here for Detailed Weather](#)

[Click here for Map](#)

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

All Trucks (4-13)

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

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









# Peak Hour Turning Movement Count

Lithonia, GA Batch 1



[Click here for Map](#)

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

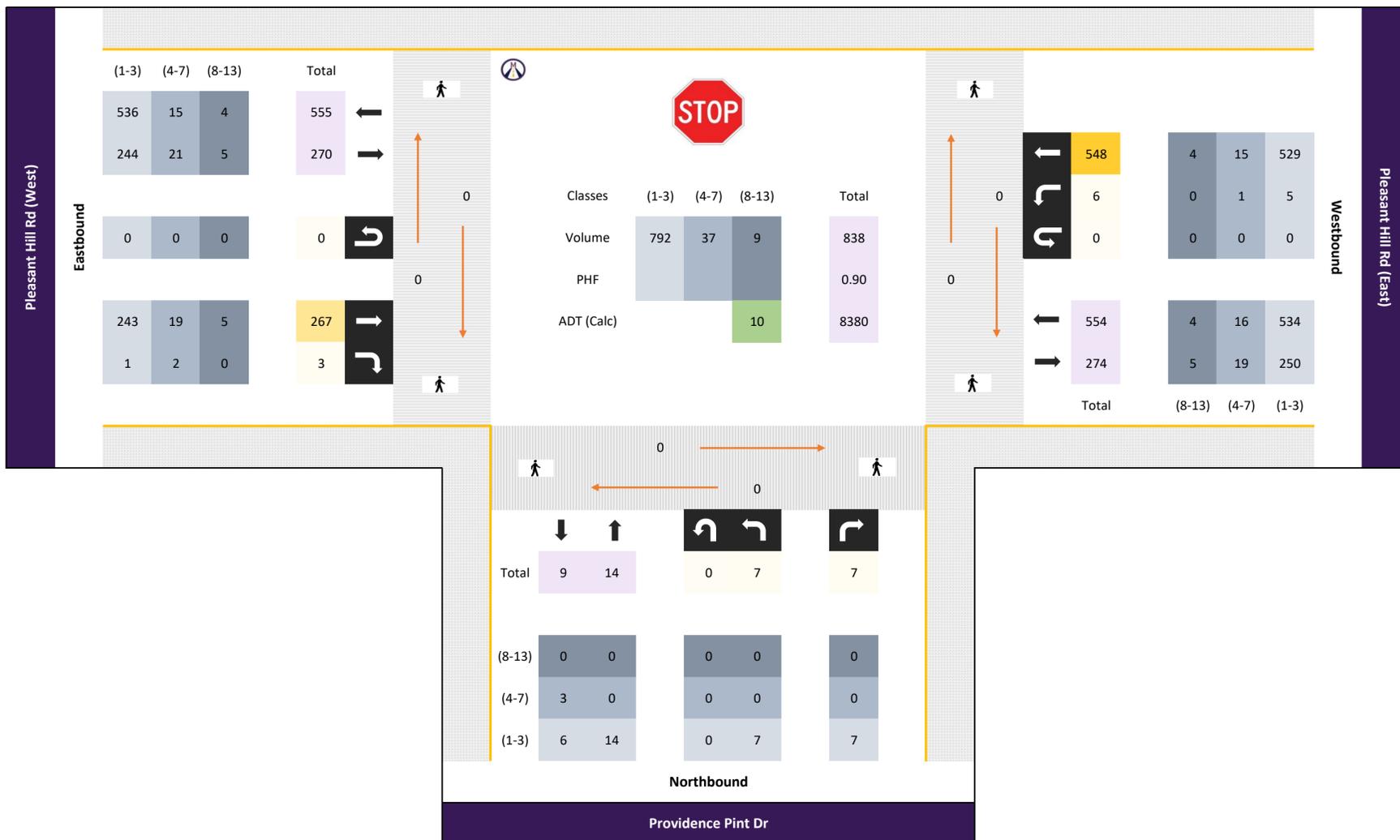
\* the Peak Hour Diagram does not include bicycles

**Session Parameters**

(Drop Down Menu)

Peak Hour

Volume





Peak Hour Turning Movement Count

Lithonia, GA Batch 1



[Click here for Map](#)

Thursday, May 8, 2025		
Fair		69°F
Period	1600 - 1800	APPLY
Peak Hour	1700 - 1800	APPLY
Global PH	1630 - 1730	APPLY

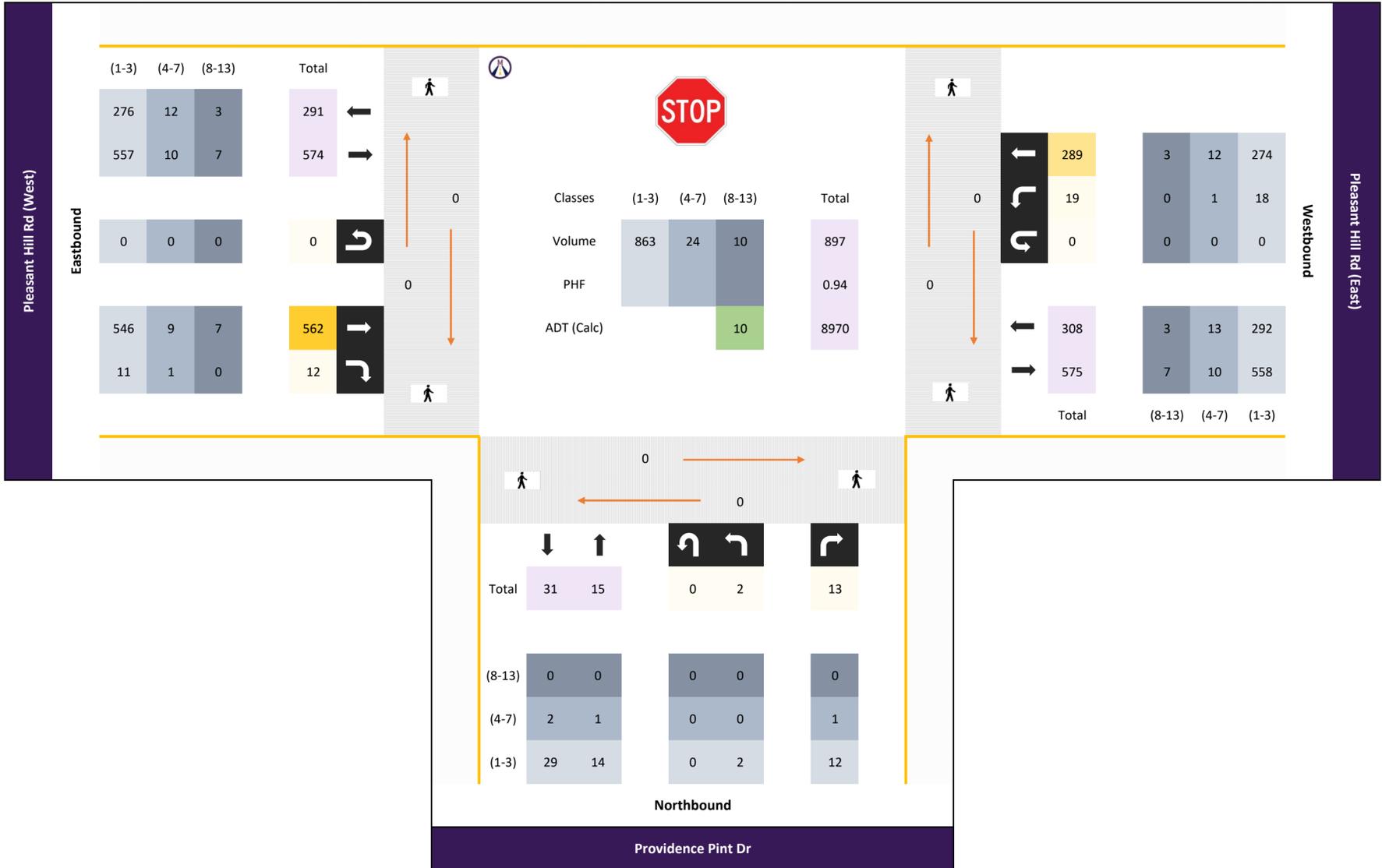
\* the Peak Hour Diagram does not include bicycles

**Session Parameters**

(Drop Down Menu)

Global Peak Hour

Volume





# Classified Turn Movement Count || All vehicles

Lithonia, GA Batch 1

## Site 7

Providence Pint Dr

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

## Date

Thursday, May 8, 2025

## Lat/Long

33.732957°, -84.066504°

[Click here for Map](#)

## Weather

Fair

69°F

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

All vehicles

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

TIME	Eastbound Pleasant Hill Rd (West)				Westbound Pleasant Hill Rd (East)				Int Total
	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Thru 7.8	U-Turn 7.9	App Total	
0700 - 0715	43	0	0	43	0	124	0	124	174
0715 - 0730	73	3	0	76	3	151	0	154	232
0730 - 0745	57	0	0	57	0	160	0	160	224
0745 - 0800	67	0	0	67	0	132	0	132	202
Hourly Total	240	3	0	243	3	567	0	570	832
0800 - 0815	70	0	0	70	3	105	0	108	180
0815 - 0830	75	2	0	77	3	119	0	122	205
0830 - 0845	57	2	0	59	1	111	0	112	176
0845 - 0900	71	2	0	73	1	95	0	96	175
Hourly Total	273	6	0	279	8	430	0	438	736
Grand Total	513	9	0	522	11	997	0	1008	1568
Approach %	98.28	1.72	0.00	-	1.09	98.91	0.00	-	-
Intersection %	32.72	0.57	0.00	33.29	0.70	63.58	0.00	64.29	-
Heavy Vehicle %	10	33	-	10	9	4	-	4	6
PHF	0.91	0.25	0.00	0.89	0.50	0.86	0.00	0.87	0.90
Peak Hour Total	267	3	0	270	6	548	0	554	838
Peak Hour HV %	9	67	0	10	17	3	0	4	5

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

All vehicles

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

TIME	Eastbound Pleasant Hill Rd (West)				Westbound Pleasant Hill Rd (East)				Int 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	
1600 - 1615	135	2	0	137	7	73	0	80	218
1615 - 1630	122	4	0	126	0	87	0	87	216
1630 - 1645	133	4	0	137	3	87	0	90	230
1645 - 1700	139	1	0	140	7	67	0	74	215
Hourly Total	529	11	0	540	17	314	0	331	879
1700 - 1715	166	5	0	171	5	59	0	64	239
1715 - 1730	124	2	0	126	4	76	0	80	213
1730 - 1745	143	1	0	144	4	76	0	80	231
1745 - 1800	115	2	0	117	3	99	0	102	222
Hourly Total	548	10	0	558	16	310	0	326	905
Grand Total	1077	21	0	1098	33	624	0	657	1784
Approach %	98.09	1.91	0.00	-	5.02	94.98	0.00	-	-
Intersection %	60.37	1.18	0.00	61.55	1.85	34.98	0.00	36.83	-
Heavy Vehicle %	2	5	-	2	3	6	-	6	4
PHF	0.83	0.50	0.00	0.82	0.80	0.78	0.00	0.80	0.95
Peak Hour Total	548	10	0	558	16	310	0	326	905
Peak Hour HV %	2	10	0	2	6	5	0	5	3

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

Lithonia, GA Batch 1

## Site 7

Providence Pint Dr

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

## Date

Thursday, May 8, 2025

## Lat/Long

33.732957°, -84.066504°

[Click here for Map](#)

## Weather

Fair  
69°F

[Click here for Detailed Weather](#)

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

Passenger Vehicles (1-3)

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

	Eastbound Pleasant Hill Rd (West)				Westbound Pleasant Hill Rd (East)				Int 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	
	39	0	0	39	0	121	0	121	167
	62	1	0	63	3	146	0	149	214
	54	0	0	54	0	155	0	155	216
	62	0	0	62	0	126	0	126	191
	217	1	0	218	3	548	0	551	788
	65	0	0	65	2	102	0	104	171
	65	1	0	66	3	114	0	117	189
	52	2	0	54	1	103	0	104	163
	64	2	0	66	1	89	0	90	162
	246	5	0	251	7	408	0	415	685
	463	6	0	469	10	956	0	966	1473
	98.72	1.28	0.00	-	1.04	98.96	0.00	-	
	31.43	0.41	0.00	31.84	0.68	64.90	0.00	65.58	

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

Passenger Vehicles (1-3)

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

	Eastbound Pleasant Hill Rd (West)				Westbound Pleasant Hill Rd (East)				Int 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	
	130	2	0	132	7	70	0	77	210
	119	4	0	123	0	77	0	77	203
	127	4	0	131	3	83	0	86	220
	137	1	0	138	7	64	0	71	210
	513	11	0	524	17	294	0	311	843
	160	4	0	164	5	57	0	62	230
	122	2	0	124	3	70	0	73	203
	141	1	0	142	4	73	0	77	226
	115	2	0	117	3	94	0	97	217
	538	9	0	547	15	294	0	309	876
	1051	20	0	1071	32	588	0	620	1719
	98.13	1.87	0.00	-	5.16	94.84	0.00	-	
	61.14	1.16	0.00	62.30	1.86	34.21	0.00	36.07	

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

Lithonia, GA Batch 1

## 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)

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

	Eastbound Pleasant Hill Rd (West)				Westbound Pleasant Hill Rd (East)				Int 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	
	3	0	0	3	0	3	0	3	6
	9	2	0	11	0	3	0	3	14
	3	0	0	3	0	5	0	5	8
	2	0	0	2	0	5	0	5	7
	17	2	0	19	0	16	0	16	35
	5	0	0	5	1	2	0	3	8
	6	1	0	7	0	1	0	1	8
	3	0	0	3	0	8	0	8	11
	5	0	0	5	0	4	0	4	9
	19	1	0	20	1	15	0	16	36
	36	3	0	39	1	31	0	32	71
	92.31	7.69	0.00	-	3.13	96.88	0.00	-	
	50.70	4.23	0.00	54.93	1.41	43.66	0.00	45.07	

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

Single Unit Trucks (4-7)

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

	Eastbound Pleasant Hill Rd (West)				Westbound Pleasant Hill Rd (East)				Int 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	
	4	0	0	4	0	1	0	1	5
	3	0	0	3	0	8	0	8	11
	4	0	0	4	0	2	0	2	6
	2	0	0	2	0	2	0	2	4
	13	0	0	13	0	13	0	13	26
	3	1	0	4	0	2	0	2	6
	0	0	0	0	1	6	0	7	8
	1	0	0	1	0	3	0	3	4
	0	0	0	0	0	4	0	4	4
	4	1	0	5	1	15	0	16	22
	17	1	0	18	1	28	0	29	48
	94.44	5.56	0.00	-	3.45	96.55	0.00	-	
	35.42	2.08	0.00	37.50	2.08	58.33	0.00	60.42	

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

Lithonia, GA Batch 1

**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)

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

	Eastbound Pleasant Hill Rd (West)				Westbound Pleasant Hill Rd (East)				Int 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	
1	0	0	0	1	0	0	0	0	1
2	0	0	0	2	0	2	0	2	4
0	0	0	0	0	0	0	0	0	0
3	0	0	0	3	0	1	0	1	4
6	0	0	0	6	0	3	0	3	9
0	0	0	0	0	0	1	0	1	1
4	0	0	0	4	0	4	0	4	8
2	0	0	0	2	0	0	0	0	2
2	0	0	0	2	0	2	0	2	4
8	0	0	0	8	0	7	0	7	15
14	0	0	0	14	0	10	0	10	24
100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	-	
58.33	0.00	0.00	0.00	58.33	0.00	41.67	0.00	41.67	

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

Combination Trucks (8-13)

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

	Eastbound Pleasant Hill Rd (West)				Westbound Pleasant Hill Rd (East)				Int 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	
1	0	0	0	1	0	2	0	2	3
0	0	0	0	0	0	2	0	2	2
2	0	0	0	2	0	2	0	2	4
0	0	0	0	0	0	1	0	1	1
3	0	0	0	3	0	7	0	7	10
3	0	0	0	3	0	0	0	0	3
2	0	0	0	2	0	0	0	0	2
1	0	0	0	1	0	0	0	0	1
0	0	0	0	0	0	1	0	1	1
6	0	0	0	6	0	1	0	1	7
9	0	0	0	9	0	8	0	8	17
100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	-	
52.94	0.00	0.00	0.00	52.94	0.00	47.06	0.00	47.06	



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

Lithonia, GA Batch 1

## Site 7

Providence Pint Dr

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

## Date

Thursday, May 8, 2025

## Lat/Long

33.732957°, -84.066504°

[Click here for Map](#)

## Weather

Fair

69°F

[Click here for Detailed Weather](#)

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

All Trucks (4-13)

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

	Eastbound Pleasant Hill Rd (West)				Westbound Pleasant Hill Rd (East)				Int 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	
	4	0	0	4	0	3	0	3	7
	11	2	0	13	0	5	0	5	18
	3	0	0	3	0	5	0	5	8
	5	0	0	5	0	6	0	6	11
	23	2	0	25	0	19	0	19	44
	5	0	0	5	1	3	0	4	9
	10	1	0	11	0	5	0	5	16
	5	0	0	5	0	8	0	8	13
	7	0	0	7	0	6	0	6	13
	27	1	0	28	1	22	0	23	51
	50	3	0	53	1	41	0	42	95
	94.34	5.66	0.00	-	2.38	97.62	0.00	-	
	52.63	3.16	0.00	55.79	1.05	43.16	0.00	44.21	

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

All Trucks (4-13)

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

	Eastbound Pleasant Hill Rd (West)				Westbound Pleasant Hill Rd (East)				Int 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	
	5	0	0	5	0	3	0	3	8
	3	0	0	3	0	10	0	10	13
	6	0	0	6	0	4	0	4	10
	2	0	0	2	0	3	0	3	5
	16	0	0	16	0	20	0	20	36
	6	1	0	7	0	2	0	2	9
	2	0	0	2	1	6	0	7	10
	2	0	0	2	0	3	0	3	5
	0	0	0	0	0	5	0	5	5
	10	1	0	11	1	16	0	17	29
	26	1	0	27	1	36	0	37	65
	96.30	3.70	0.00	-	2.70	97.30	0.00	-	
	40.00	1.54	0.00	41.54	1.54	55.38	0.00	56.92	









Peak Hour Turning Movement Count

Lithonia, GA Batch 2



[Click here for Map](#)

Wednesday, May 14, 2025		
Fair 70°F		
Period	0700 - 0900	APPLY
Peak Hour	0700 - 0800	APPLY
Global PH	0700 - 0800	APPLY

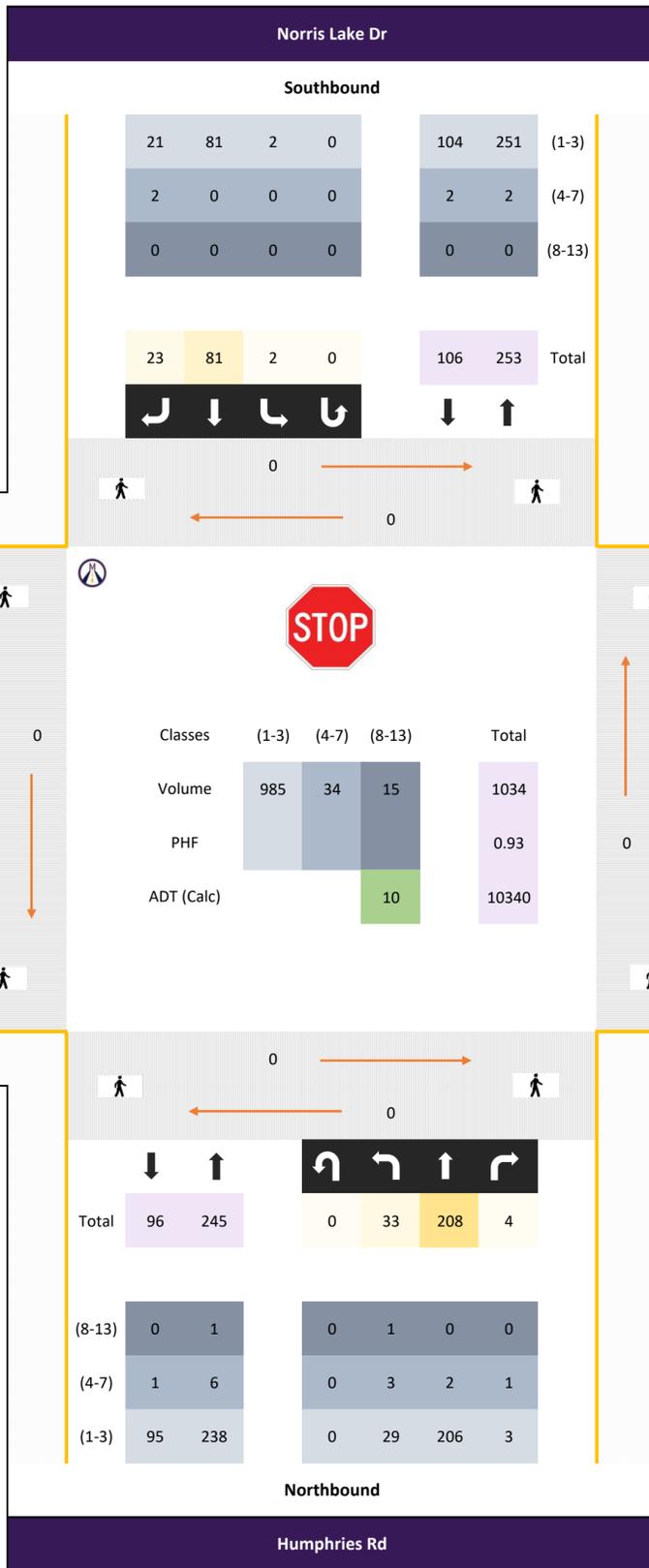
\* the Peak Hour Diagram does not include bicycles

**Session Parameters**

(Drop Down Menu)

0715 - 0815

Volume



Pleasant Hill Rd (West)

Pleasant Hill Rd (East)

All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Humphries Rd						Norris Lake Dr						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total		Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total		Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total		Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total		
0700 - 0715	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
<b>Total</b>	<b>37</b>	<b>208</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>251</b>	<b>2</b>	<b>64</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>54</b>	<b>205</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>269</b>	<b>3</b>	<b>420</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>427</b>	<b>1037</b>
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	<b>0.80</b>	0.50	0.80	0.86	0.00	0.00	<b>0.90</b>	0.71	0.95	0.63	0.00	0.00	<b>0.97</b>	0.75	0.89	0.50	0.00	0.00	<b>0.88</b>	<b>0.93</b>

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Humphries Rd						Norris Lake Dr						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total		Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total		Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total		Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total		
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
<b>Total</b>	<b>34</b>	<b>205</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>244</b>	<b>2</b>	<b>64</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>52</b>	<b>196</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>258</b>	<b>2</b>	<b>396</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>402</b>	<b>993</b>
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	<b>0.80</b>	0.50	0.80	0.82	0.00	0.00	<b>0.89</b>	0.76	0.96	0.63	0.00	0.00	<b>0.98</b>	0.50	0.88	0.50	0.00	0.00	<b>0.87</b>	<b>0.93</b>

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Humphries Rd						Norris Lake Dr						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total		Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total		Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total		Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total		
0700 - 0715	0	1	0	-	0	1	0	0	0	-	0	0	2	0	0	-	0	2	0	5	0	-	0	5	8
0715 - 0730	1	0	1	-	0	2	0	0	1	-	0	1	0	3	0	-	0	3	0	3	0	-	0	3	9
0730 - 0745	0	2	0	-	0	2	0	0	0	-	0	0	0	2	0	-	0	2	0	4	0	-	0	4	8
0745 - 0800	1	0	0	-	0	1	0	0	0	-	0	0	0	4	0	-	0	4	1	1	0	-	0	2	7
<b>Total</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>32</b>
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	<b>0.75</b>	0.00	0.00	0.25	0.00	0.00	<b>0.25</b>	0.25	0.56	0.00	0.00	<b>0.69</b>	0.25	0.65	0.00	0.00	0.00	<b>0.70</b>	<b>0.89</b>	

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Humphries Rd						Norris Lake Dr						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total		Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total		Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total		Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total		
0700 - 0715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	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
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>12</b>
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	<b>0.25</b>	0.00	0.00	0.00	0.00	0.00	<b>0.00</b>	0.00	0.00	0.00	0.00	<b>0.00</b>	0.00	0.69	0.00	0.00	0.00	<b>0.69</b>	<b>0.75</b>	

Bicycles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Humphries Rd						Norris Lake Dr						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total		Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total		Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total		Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total		
0700 - 0715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
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	<b>0.00</b>	0.00	0.00	0.00	0.00	0.00	<b>0.00</b>	0.00	0.00	0.00	0.00	<b>0.00</b>	0.00	0.00	0.00	0.00	0.00	<b>0.00</b>	<b>0.00</b>	

Peak Hour Turning Movement Count

Lithonia, GA Batch 2



[Click here for Map](#)

Wednesday, May 14, 2025		
Fair 70°F		
Period	1600 - 1800	APPLY
Peak Hour	1700 - 1800	APPLY
Global PH	1700 - 1800	APPLY

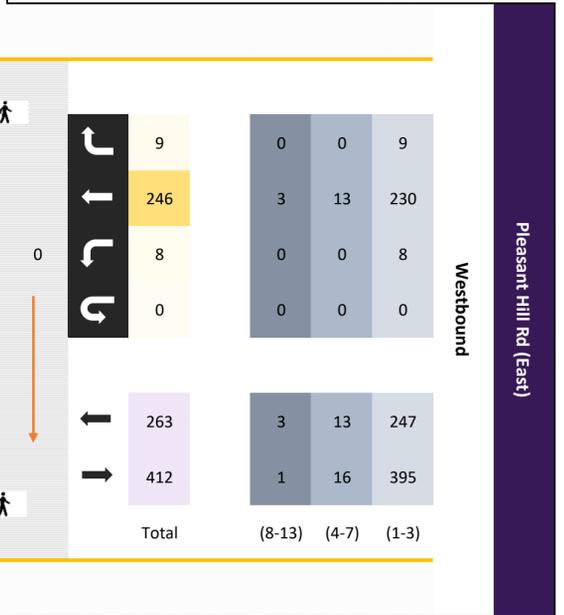
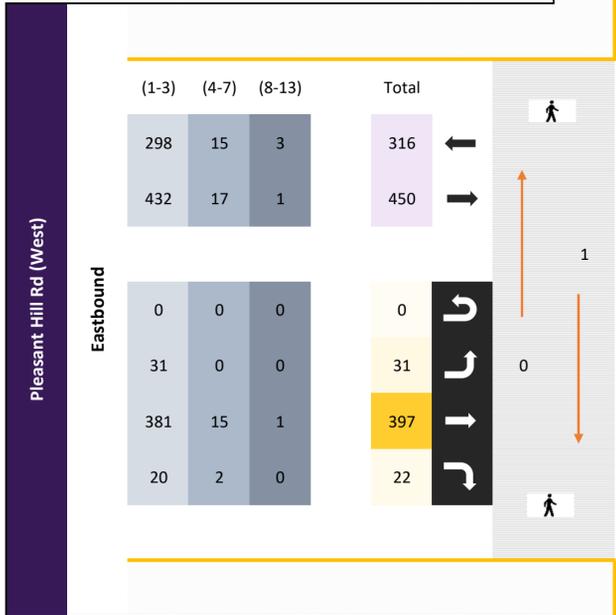
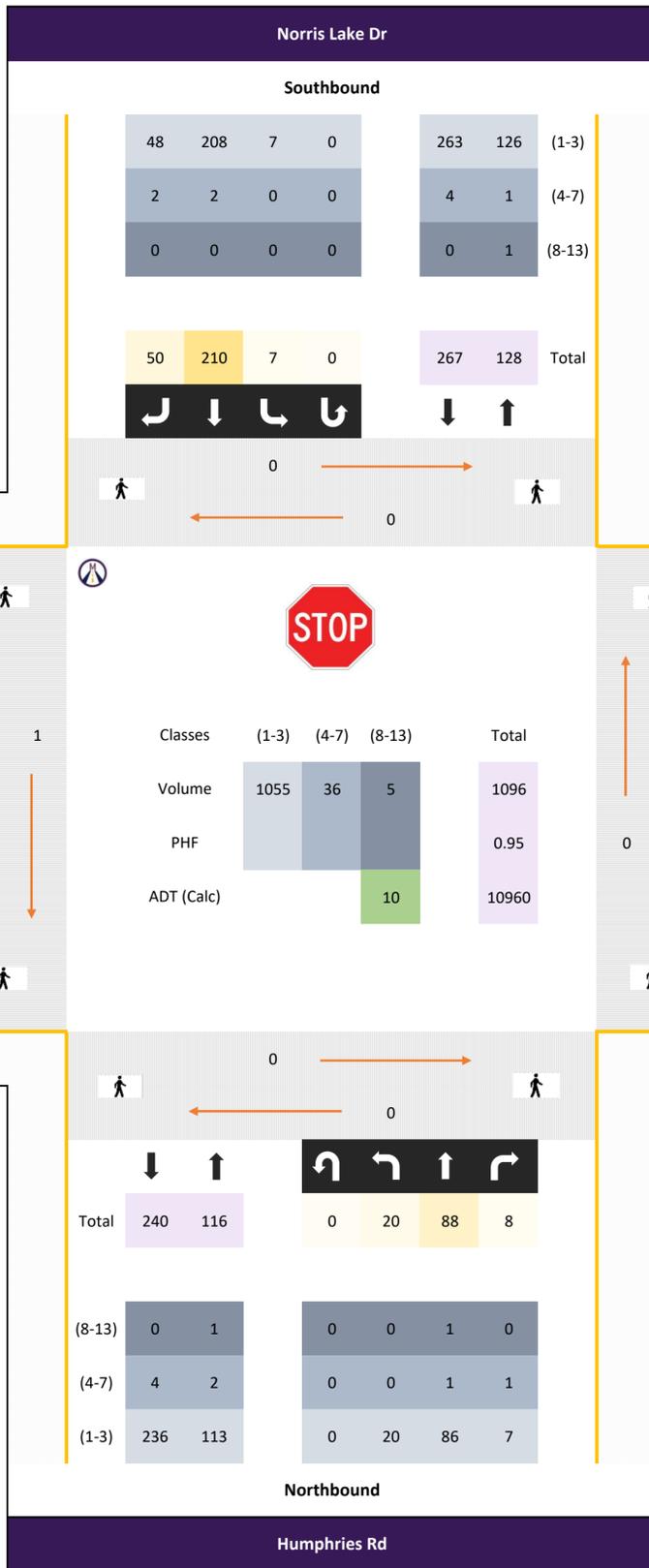
\* the Peak Hour Diagram does not include bicycles

**Session Parameters**

(Drop Down Menu)

1630 - 1730

Volume



All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Humphries Rd						Norris Lake Dr						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total		Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total		Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total		Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total		
1700 - 1715	6	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
<b>Total</b>	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	<b>0.89</b>	0.50	0.85	0.80	0.00	0.00	<b>0.90</b>	0.75	0.93	0.75	0.00	0.00	<b>0.94</b>	0.56	0.82	0.67	0.00	0.00	<b>0.86</b>	<b>0.97</b>

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Humphries Rd						Norris Lake Dr						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total		Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total		Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total		Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total		
1700 - 1715	6	22	2	-	0	30	2	62	14	-	0	78	5	92	6	-	0	103	1	66	1	-	0	68	279
1715 - 1730	3	30	2	-	0	35	1	57	13	-	0	71	11	94	4	-	0	109	4	48	3	-	0	55	270
1730 - 1745	6	24	0	-	0	30	1	43	20	-	0	64	5	109	4	-	0	118	3	46	2	-	0	51	263
1745 - 1800	2	27	0	-	0	29	0	47	18	-	0	65	11	104	4	-	0	119	1	54	2	-	0	57	270
<b>Total</b>	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	<b>0.89</b>	0.50	0.84	0.81	0.00	0.00	<b>0.89</b>	0.73	0.92	0.75	0.00	0.00	<b>0.94</b>	0.56	0.81	0.67	0.00	0.00	<b>0.85</b>	<b>0.97</b>

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Humphries Rd						Norris Lake Dr						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total		Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total		Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total		Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total		
1700 - 1715	0	0	0	-	0	0	0	0	1	-	0	1	0	4	0	-	0	4	0	3	0	-	0	3	8
1715 - 1730	0	0	0	-	0	0	0	1	0	-	0	1	0	4	0	-	0	4	0	1	0	-	0	1	6
1730 - 1745	0	0	0	-	0	0	0	1	1	-	0	2	1	2	0	-	0	3	0	4	0	-	0	4	9
1745 - 1800	0	0	0	-	0	0	0	1	0	-	0	1	0	3	0	-	0	3	0	4	0	-	0	4	8
<b>Total</b>	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	<b>0.00</b>	0.00	0.75	0.50	0.00	0.00	<b>0.63</b>	0.25	0.81	0.00	0.00	0.00	<b>0.88</b>	0.00	0.75	0.00	0.00	0.00	<b>0.75</b>	<b>0.86</b>

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Humphries Rd						Norris Lake Dr						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total		Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total		Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total		Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total		
1700 - 1715	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	2
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	1
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	2	0	-	0	2	3
<b>Total</b>	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	<b>0.25</b>	0.00	0.00	0.00	0.00	0.00	<b>0.00</b>	0.00	0.25	0.00	0.00	0.00	<b>0.25</b>	0.00	0.50	0.00	0.00	0.00	<b>0.50</b>	<b>0.50</b>

Bicycles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Humphries Rd						Norris Lake Dr						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total		Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total		Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total		Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total		
1700 - 1715	0	0	0	-	0	0	0	0	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
<b>Total</b>	0	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	<b>0.00</b>	0.00	0.00	0.00	0.00	0.00	<b>0.00</b>	0.00	0.00	0.00	0.00	0.00	<b>0.00</b>	0.00	0.00	0.00	0.00	0.00	<b>0.00</b>	<b>0.00</b>

# Classified Turn Movement Count | All vehicles

Lithonia, GA Batch 2

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## Site 8

Humphries Rd  
Norris Lake Dr  
Pleasant Hill Rd (West)  
Pleasant Hill Rd (East)

## Date

Wednesday, May 14, 2025

## Weather

Fair  
70°F

## Lat/Long

33.742795°, -84.037463°

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[Click here for Map](#)

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

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					
	Humphries Rd					Norris Lake Dr					Pleasant Hill Rd (West)					Pleasant Hill Rd (East)					Int Total
	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total	
0700 - 0715	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

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

www.marrtraffic.com

**Site 8**

Humphries Rd  
 Norris Lake Dr  
 Pleasant Hill Rd (West)  
 Pleasant Hill Rd (East)

**Date**

Wednesday, May 14, 2025

**Weather**

Fair  
 70°F

**Lat/Long**

33.742795°, -84.037463°

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

Passenger Vehicles (1-3)

TIME	Northbound Humphries Rd					Southbound Norris Lake Dr					Eastbound Pleasant Hill Rd (West)					Westbound Pleasant Hill Rd (East)					Int Total
	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total	
	0700 - 0715	10	38	2	0	50	1	10	7	0	18	17	48	1	0	66	0	106	1	0	
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)

TIME	Northbound Humphries Rd					Southbound Norris Lake Dr					Eastbound Pleasant Hill Rd (West)					Westbound Pleasant Hill Rd (East)					Int Total
	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	
	1600 - 1615	2	17	0	0	19	1	46	12	0	59	7	111	6	0	124	3	46	1	0	
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

www.marrtraffic.com

**Site 8**

Humphries Rd  
Norris Lake Dr  
Pleasant Hill Rd (West)  
Pleasant Hill Rd (East)

**Date**

Wednesday, May 14, 2025

**Weather**

Fair  
70°F

**Lat/Long**

33.742795°, -84.037463°

[Click here for Detailed Weather](#)

[Click here for Map](#)

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

Single Unit Trucks (4-7)

TIME	Northbound Humphries Rd					Southbound Norris Lake Dr					Eastbound Pleasant Hill Rd (West)					Westbound Pleasant Hill Rd (East)					Int Total		
	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total			
	0700 - 0715	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	2	0	5		0	0
0715 - 0730	1	0	1	0	2	0	0	1	0	1	0	3	0	0	3	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	2	0	4	0	0	4	8
0745 - 0800	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	0	4	1	1	0	0	2	7
Hourly Total	2	3	1	0	6	0	0	1	0	1	2	9	0	0	11	1	13	0	0	14	32		
0800 - 0815	1	0	0	0	1	0	0	1	0	1	0	3	0	0	3	0	5	0	0	5	10		
0815 - 0830	0	2	0	0	2	0	1	1	0	2	0	3	0	0	3	0	3	0	0	3	10		
0830 - 0845	0	1	0	0	1	0	1	0	0	1	0	3	0	0	3	0	6	0	0	6	11		
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5		
Hourly Total	1	3	0	0	4	0	2	2	0	4	0	11	0	0	11	0	17	0	0	17	36		
Grand Total	3	6	1	0	10	0	2	3	0	5	2	20	0	0	22	1	30	0	0	31	68		
Approach %	30.00	60.00	10.00	0.00	-	0.00	40.00	60.00	0.00	-	9.09	90.91	0.00	0.00	-	3.23	96.77	0.00	0.00	-			
Intersection %	4.41	8.82	1.47	0.00	14.71	0.00	2.94	4.41	0.00	7.35	2.94	29.41	0.00	0.00	32.35	1.47	44.12	0.00	0.00	45.59			

**1600 - 1800 (Weekday 2h Session) (05-14-2025)**

Single Unit Trucks (4-7)

TIME	Northbound Humphries Rd					Southbound Norris Lake Dr					Eastbound Pleasant Hill Rd (West)					Westbound Pleasant Hill Rd (East)					Int Total
	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	
	1600 - 1615	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	0	7	0	0	
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

www.marrtraffic.com

**Site 8**  
 Humphries Rd  
 Norris Lake Dr  
 Pleasant Hill Rd (West)  
 Pleasant Hill Rd (East)

**Date**  
 Wednesday, May 14, 2025

**Weather**  
 Fair  
 70°F  
[Click here for Detailed Weather](#)

**Lat/Long**  
 33.742795°, -84.037463°  
[Click here for Map](#)

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

Combination Trucks (8-13)

TIME	Northbound Humphries Rd					Southbound Norris Lake Dr					Eastbound Pleasant Hill Rd (West)					Westbound Pleasant Hill Rd (East)					Int Total		
	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total			
	0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
0730 - 0745	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
Hourly Total	1	0	0	0	1	0	0	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	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	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	0	0	2	0	0	2	2
0845 - 0900	0	0	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	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	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	-	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	0.00	81.48	-

## 1600 - 1800 (Weekday 2h Session) (05-14-2025)

Combination Trucks (8-13)

TIME	Northbound Humphries Rd					Southbound Norris Lake Dr					Eastbound Pleasant Hill Rd (West)					Westbound Pleasant Hill Rd (East)					Int Total		
	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			
	1600 - 1615	0	1	0	0	1	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	2	1	0	3	0	3	0	0	3	6
1630 - 1645	0	0	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	0	0	2	0	0	2	2
Hourly Total	0	1	0	0	1	0	0	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	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	0	0
1730 - 1745	0	0	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	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	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	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	-	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	0.00	56.25	-

# Classified Turn Movement Count || Bicycles

Lithonia, GA Batch 2

www.marrtraffic.com

**Site 8**  
 Humphries Rd  
 Norris Lake Dr  
 Pleasant Hill Rd (West)  
 Pleasant Hill Rd (East)

**Date**  
 Wednesday, May 14, 2025

**Weather**  
 Fair  
 70°F  
[Click here for Detailed Weather](#)

**Lat/Long**  
 33.742795°, -84.037463°  
[Click here for Map](#)

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

Bicycles

TIME	Northbound Humphries Rd					Southbound Norris Lake Dr					Eastbound Pleasant Hill Rd (West)					Westbound Pleasant Hill Rd (East)					Int Total		
	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total			
	0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	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	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	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	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	-	-
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	0.00	0.00	0.00

## 1600 - 1800 (Weekday 2h Session) (05-14-2025)

Bicycles

TIME	Northbound Humphries Rd					Southbound Norris Lake Dr					Eastbound Pleasant Hill Rd (West)					Westbound Pleasant Hill Rd (East)					Int Total		
	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			
	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	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	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	-	-
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	0.00	0.00	0.00

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

Lithonia, GA Batch 2

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**Site 8**  
 Humphries Rd  
 Norris Lake Dr  
 Pleasant Hill Rd (West)  
 Pleasant Hill Rd (East)



**Date**  
 Wednesday, May 14, 2025

**Weather**  
 Fair  
 70°F  
[Click here for Detailed Weather](#)



**Lat/Long**  
 33.742795°, -84.037463°  
[Click here for Map](#)

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

All Trucks (4-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Humphries Rd					Norris Lake Dr					Pleasant Hill Rd (West)					Pleasant Hill Rd (East)					
	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total	
0700 - 0715	0	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)

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

www.marrtraffic.com

**Site 8**  
 Humphries Rd  
 Norris Lake Dr  
 Pleasant Hill Rd (West)  
 Pleasant Hill Rd (East)

**Date**  
 Wednesday, May 14, 2025

**Weather**  
 Fair  
 70°F  
[Click here for Detailed Weather](#)

**Lat/Long**  
 33.742795°, -84.037463°  
[Click here for Map](#)



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

Pedestrians

TIME	Northbound Humphries Rd			Southbound Norris Lake Dr			Eastbound Pleasant Hill Rd (West)			Westbound Pleasant Hill Rd (East)			App Total	Int Total
	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	App Total	NB 8g	SB 8h	App Total		
	0700 - 0715	0	0	0	0	0	0	0	0	0	0	0		
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
Hourly Total	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
0815 - 0830	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
0845 - 0900	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
Grand Total	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	-	-	-
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

## 1600 - 1800 (Weekday 2h Session) (05-14-2025)

Pedestrians

TIME	Northbound Humphries Rd			Southbound Norris Lake Dr			Eastbound Pleasant Hill Rd (West)			Westbound Pleasant Hill Rd (East)			App Total	Int Total
	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	App Total	NB 8g	SB 8h	App Total		
	1600 - 1615	0	0	0	0	0	0	0	0	0	0	0		
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	1	1	0	0	1	1	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	1	0	0	1	1	1
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
Hourly Total	0	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	1	1	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	0.00	0.00







# Peak Hour Turning Movement Count

Lithonia, GA Batch 2



[Click here for Map](#)

Wednesday, May 14, 2025		
Fair		70°F
Period	0700 - 0900	APPLY
Peak Hour	0715 - 0815	APPLY
Global PH	0700 - 0800	APPLY

\* the Peak Hour Diagram does not include bicycles

**Session Parameters**

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total		Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total		Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total		Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total		
0715 - 0730	1	0	1	-	0	2	0	0	7	-	0	7	0	61	1	-	0	62	0	173	2	-	0	175	
0730 - 0745	3	0	2	-	0	5	0	0	8	-	0	8	1	64	1	-	0	66	0	166	0	-	0	166	
0745 - 0800	2	0	0	-	0	2	0	0	4	-	0	4	1	91	1	-	0	93	0	142	0	-	0	142	
0800 - 0815	5	0	2	-	0	7	0	0	4	-	0	4	4	79	3	-	0	86	0	135	1	-	0	136	
<b>Total</b>	11	0	5	0	0	16	0	0	23	0	0	23	6	295	6	0	0	307	0	616	3	0	0	619	
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	

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total		Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total		Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total		Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total		
0715 - 0730	1	0	1	-	0	2	0	0	7	-	0	7	0	58	1	-	0	59	0	165	2	-	0	167	
0730 - 0745	3	0	2	-	0	5	0	0	7	-	0	7	1	61	1	-	0	63	0	161	0	-	0	161	
0745 - 0800	2	0	0	-	0	2	0	0	4	-	0	4	1	87	1	-	0	89	0	132	0	-	0	132	
0800 - 0815	5	0	2	-	0	7	0	0	4	-	0	4	4	73	3	-	0	80	0	126	1	-	0	127	
<b>Total</b>	11	0	5	0	0	16	0	0	22	0	0	22	6	279	6	0	0	291	0	584	3	0	0	587	
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	

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total		Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total		Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total		Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total		
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	0	3	0	4	0	-	0	4	
0730 - 0745	0	0	0	-	0	0	0	0	1	-	0	1	0	3	0	-	0	3	0	4	0	-	0	4	
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	0	4	0	6	0	-	0	6	
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	0	4	0	6	0	-	0	6	
<b>Total</b>	0	0	0	0	0	0	0	0	1	0	0	1	0	14	0	0	0	14	0	20	0	0	0	20	
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	

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total		Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total		Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total		Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total		
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	0	4	
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	0	4	
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	3	0	-	0	3	
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	12	0	0	0	12	
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
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	

Bicycles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total		Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total		Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total		Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total		
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
<b>Total</b>	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	

# Peak Hour Turning Movement Count

Lithonia, GA Batch 2



[Click here for Map](#)

Wednesday, May 14, 2025		
Fair 70°F		
Period	1600 - 1800	APPLY
Peak Hour	1700 - 1800	APPLY
Global PH	1700 - 1800	APPLY

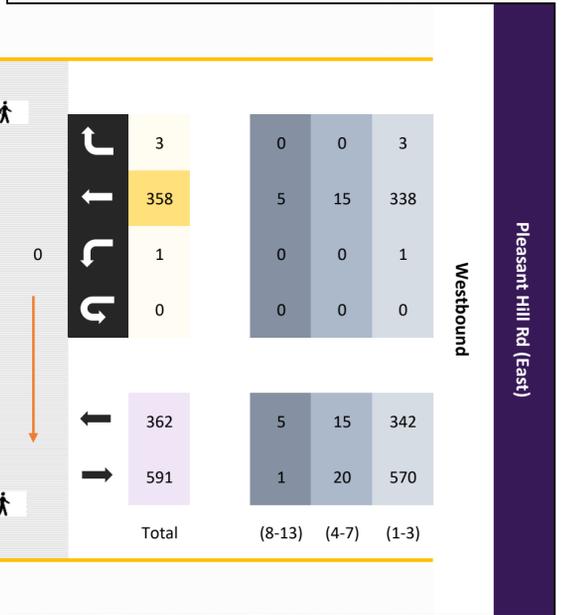
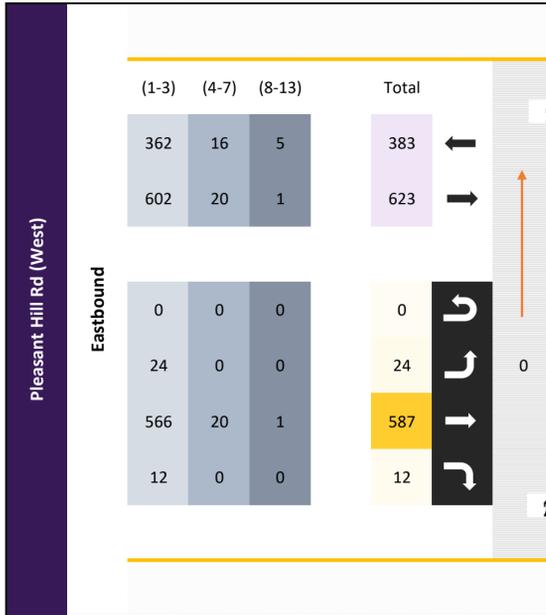
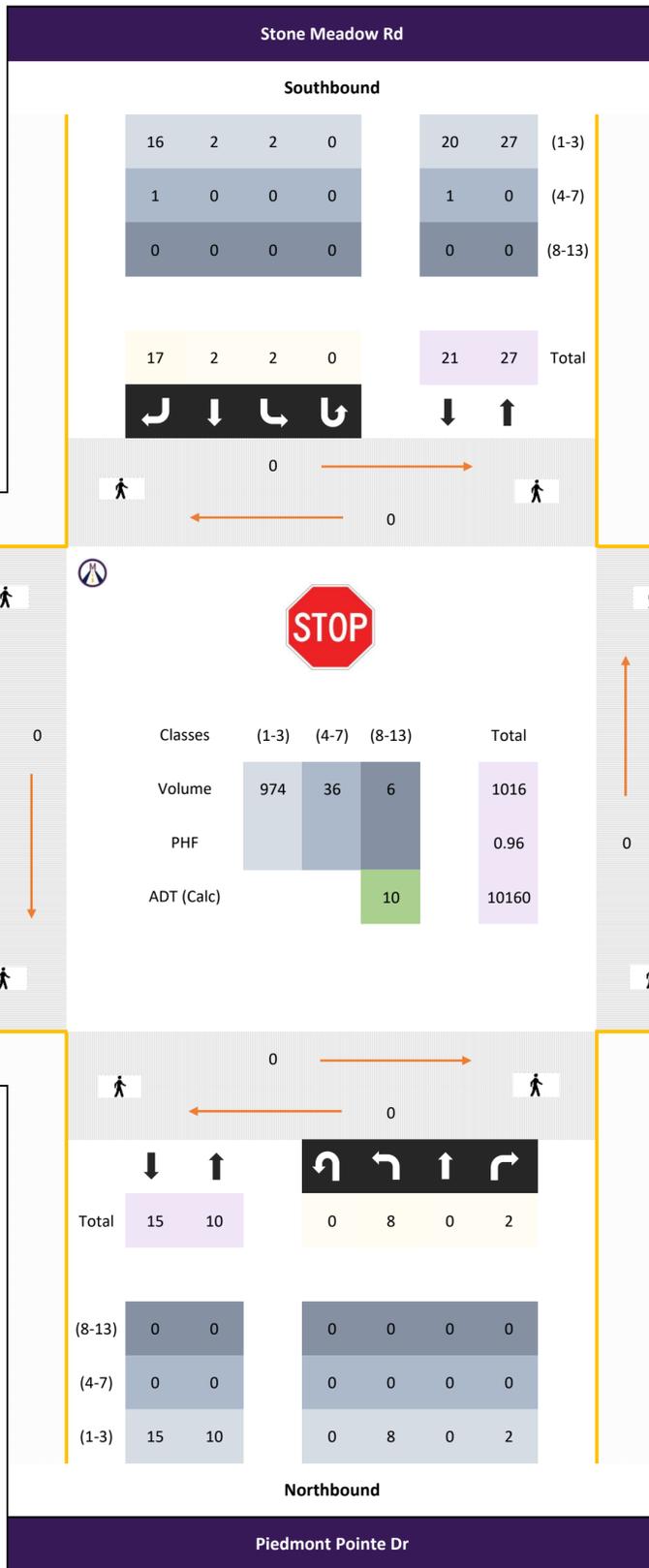
\* the Peak Hour Diagram does not include bicycles

**Session Parameters**

(Drop Down Menu)

1630 - 1730

Volume



All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total		Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total		Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total		Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total		
1700 - 1715	2	0	0	-	0	2	2	1	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
<b>Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>19</b>	<b>609</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>640</b>	<b>0</b>	<b>364</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>368</b>	<b>1029</b>
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	<b>0.63</b>	0.25	0.25	0.54	0.00	0.00	<b>0.44</b>	0.79	0.91	0.60	0.00	0.00	<b>0.92</b>	0.00	0.96	0.50	0.00	0.00	<b>0.96</b>	<b>0.95</b>

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total		Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total		Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total		Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total		
1700 - 1715	2	0	0	-	0	2	2	1	5	-	0	8	6	136	4	-	0	146	0	87	1	-	0	88	244
1715 - 1730	1	0	0	-	0	1	0	0	1	-	0	1	6	153	1	-	0	160	0	83	0	-	0	83	245
1730 - 1745	1	0	0	-	0	1	0	0	3	-	0	3	1	163	5	-	0	169	0	87	1	-	0	88	261
1745 - 1800	1	0	0	-	0	1	0	0	3	-	0	3	6	139	2	-	0	147	0	88	2	-	0	90	241
<b>Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>19</b>	<b>591</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>622</b>	<b>0</b>	<b>345</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>349</b>	<b>991</b>
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	<b>0.63</b>	0.25	0.25	0.60	0.00	0.00	<b>0.47</b>	0.79	0.91	0.60	0.00	0.00	<b>0.92</b>	0.00	0.98	0.50	0.00	0.00	<b>0.97</b>	<b>0.95</b>

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total		Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total		Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total		Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total		
1700 - 1715	0	0	0	-	0	0	0	0	1	-	0	1	0	6	0	-	0	6	0	5	0	-	0	5	12
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	5	0	-	0	5	0	1	0	-	0	1	6
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	0	4	0	5	0	-	0	5	9
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	4	0	-	0	4	6
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>33</b>
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	<b>0.00</b>	0.00	0.00	0.25	0.00	0.00	<b>0.25</b>	0.00	0.71	0.00	0.00	0.00	<b>0.71</b>	0.00	0.75	0.00	0.00	0.00	<b>0.75</b>	<b>0.69</b>

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total		Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total		Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total		Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total		
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>5</b>
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	<b>0.00</b>	0.00	0.00	0.00	0.00	0.00	<b>0.00</b>	0.00	0.25	0.00	0.00	0.00	<b>0.25</b>	0.00	0.33	0.00	0.00	0.00	<b>0.33</b>	<b>0.42</b>

Bicycles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Piedmont Pointe Dr						Stone Meadow Rd						Pleasant Hill Rd (West)						Pleasant Hill Rd (East)						
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total		Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total		Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total		Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total		
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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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	<b>0.00</b>	0.00	0.00	0.00	0.00	0.00	<b>0.00</b>	0.00	0.00	0.00	0.00	0.00	<b>0.00</b>	0.00	0.00	0.00	0.00	0.00	<b>0.00</b>	<b>0.00</b>

# Classified Turn Movement Count | All vehicles

Lithonia, GA Batch 2

www.marrtraffic.com

**Site 9**  
 Piedmont Pointe Dr  
 Stone Meadow Rd  
 Pleasant Hill Rd (West)  
 Pleasant Hill Rd (East)

**Date**  
 Wednesday, May 14, 2025

**Weather**  
 Fair  
 70°F  
[Click here for Detailed Weather](#)

**Lat/Long**  
 33.734617°, -84.074622°  
[Click here for Map](#)

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

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					
	Piedmont Pointe Dr					Stone Meadow Rd					Pleasant Hill Rd (West)					Pleasant Hill Rd (East)					Int Total
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	
0700 - 0715	2	0	0	0	2	0	0	11	0	11	2	47	1	0	50	0	166	1	0	167	230
0715 - 0730	1	0	1	0	2	0	0	7	0	7	0	61	1	0	62	0	173	2	0	175	246
0730 - 0745	3	0	2	0	5	0	0	8	0	8	1	64	1	0	66	0	166	0	0	166	245
0745 - 0800	2	0	0	0	2	0	0	4	0	4	1	91	1	0	93	0	142	0	0	142	241
Hourly Total	8	0	3	0	11	0	0	30	0	30	4	263	4	0	271	0	647	3	0	650	962
0800 - 0815	5	0	2	0	7	0	0	4	0	4	4	79	3	0	86	0	135	1	0	136	233
0815 - 0830	1	0	0	0	1	1	0	2	0	3	4	90	1	1	96	0	119	0	0	119	219
0830 - 0845	1	0	1	0	2	1	0	3	0	4	3	79	2	0	84	0	136	0	0	136	226
0845 - 0900	2	0	0	0	2	0	0	2	0	2	2	71	2	0	75	0	110	0	0	110	189
Hourly Total	9	0	3	0	12	2	0	11	0	13	13	319	8	1	341	0	500	1	0	501	867
Grand Total	17	0	6	0	23	2	0	41	0	43	17	582	12	1	612	0	1147	4	0	1151	1829
Approach %	73.91	0.00	26.09	0.00	-	4.65	0.00	95.35	0.00	-	2.78	95.10	1.96	0.16	-	0.00	99.65	0.35	0.00	-	
Intersection %	0.93	0.00	0.33	0.00	1.26	0.11	0.00	2.24	0.00	2.35	0.93	31.82	0.66	0.05	33.46	0.00	62.71	0.22	0.00	62.93	
Heavy Vehicle %	0	-	0	-	0	0	-	5	-	5	0	4	0	0	4	-	6	0	-	6	5
PHF	0.55	0.00	0.63	0.00	0.57	0.00	0.00	0.72	0.00	0.72	0.38	0.81	0.50	0.00	0.83	0.00	0.89	0.38	0.00	0.88	0.98
Peak Hour Total	11	0	5	0	16	0	0	23	0	23	6	295	6	0	307	0	616	3	0	619	965
Peak Hour HV %	0	0	0	0	0	0	0	4	0	4	0	5	0	0	5	0	5	0	0	5	5

## 1600 - 1800 (Weekday 2h Session) (05-14-2025)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					
	Piedmont Pointe Dr					Stone Meadow Rd					Pleasant Hill Rd (West)					Pleasant Hill Rd (East)					Int Total
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	8	0	8	6	165	1	0	172	1	73	0	0	74	254
1615 - 1630	3	0	1	0	4	0	0	5	0	5	8	132	3	0	143	0	88	1	0	89	241
1630 - 1645	2	0	1	0	3	0	1	4	0	5	6	151	4	0	161	1	93	2	0	96	265
1645 - 1700	3	0	1	0	4	0	0	6	0	6	6	136	3	0	145	0	86	0	0	86	241
Hourly Total	8	0	3	0	11	0	1	23	0	24	26	584	11	0	621	2	340	3	0	345	1001
1700 - 1715	2	0	0	0	2	2	1	6	0	9	6	142	4	0	152	0	95	1	0	96	259
1715 - 1730	1	0	0	0	1	0	0	1	0	1	6	158	1	0	165	0	84	0	0	84	251
1730 - 1745	1	0	0	0	1	0	0	3	0	3	1	167	5	0	173	0	93	1	0	94	271
1745 - 1800	1	0	0	0	1	0	0	3	0	3	6	142	2	0	150	0	92	2	0	94	248
Hourly Total	5	0	0	0	5	2	1	13	0	16	19	609	12	0	640	0	364	4	0	368	1029
Grand Total	13	0	3	0	16	2	2	36	0	40	45	1193	23	0	1261	2	704	7	0	713	2030
Approach %	81.25	0.00	18.75	0.00	-	5.00	5.00	90.00	0.00	-	3.57	94.61	1.82	0.00	-	0.28	98.74	0.98	0.00	-	
Intersection %	0.64	0.00	0.15	0.00	0.79	0.10	0.10	1.77	0.00	1.97	2.22	58.77	1.13	0.00	62.12	0.10	34.68	0.34	0.00	35.12	
Heavy Vehicle %	0	-	0	-	0	0	0	6	-	5	0	3	0	-	3	0	7	0	-	6	4
PHF	0.63	0.00	0.00	0.00	0.63	0.25	0.25	0.54	0.00	0.44	0.79	0.91	0.60	0.00	0.92	0.00	0.96	0.50	0.00	0.96	0.95
Peak Hour Total	5	0	0	0	5	2	1	13	0	16	19	609	12	0	640	0	364	4	0	368	1029
Peak Hour HV %	0	0	0	0	0	0	0	8	0	6	0	3	0	0	3	0	5	0	0	5	4

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

Lithonia, GA Batch 2

www.marrtraffic.com

**Site 9**

Piedmont Pointe Dr  
 Stone Meadow Rd  
 Pleasant Hill Rd (West)  
 Pleasant Hill Rd (East)

**Date**

Wednesday, May 14, 2025

**Weather**

Fair  
 70°F

**Lat/Long**

33.734617°, -84.074622°

[Click here for Detailed Weather](#)

[Click here for Map](#)

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

Passenger Vehicles (1-3)

TIME	Northbound Piedmont Pointe Dr					Southbound Stone Meadow Rd					Eastbound Pleasant Hill Rd (West)					Westbound Pleasant Hill Rd (East)					Int Total
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	
	0700 - 0715	2	0	0	0	2	0	0	11	0	11	2	46	1	0	49	0	158	1	0	
0715 - 0730	1	0	1	0	2	0	0	7	0	7	0	58	1	0	59	0	165	2	0	167	235
0730 - 0745	3	0	2	0	5	0	0	7	0	7	1	61	1	0	63	0	161	0	0	161	236
0745 - 0800	2	0	0	0	2	0	0	4	0	4	1	87	1	0	89	0	132	0	0	132	227
Hourly Total	8	0	3	0	11	0	0	29	0	29	4	252	4	0	260	0	616	3	0	619	919
0800 - 0815	5	0	2	0	7	0	0	4	0	4	4	73	3	0	80	0	126	1	0	127	218
0815 - 0830	1	0	0	0	1	1	0	2	0	3	4	86	1	1	92	0	114	0	0	114	210
0830 - 0845	1	0	1	0	2	1	0	2	0	3	3	77	2	0	82	0	125	0	0	125	212
0845 - 0900	2	0	0	0	2	0	0	2	0	2	2	68	2	0	72	0	102	0	0	102	178
Hourly Total	9	0	3	0	12	2	0	10	0	12	13	304	8	1	326	0	467	1	0	468	818
Grand Total	17	0	6	0	23	2	0	39	0	41	17	556	12	1	586	0	1083	4	0	1087	1737
Approach %	73.91	0.00	26.09	0.00	-	4.88	0.00	95.12	0.00	-	2.90	94.88	2.05	0.17	-	0.00	99.63	0.37	0.00	-	
Intersection %	0.98	0.00	0.35	0.00	1.32	0.12	0.00	2.25	0.00	2.36	0.98	32.01	0.69	0.06	33.74	0.00	62.35	0.23	0.00	62.58	

**1600 - 1800 (Weekday 2h Session) (05-14-2025)**

Passenger Vehicles (1-3)

TIME	Northbound Piedmont Pointe Dr					Southbound Stone Meadow Rd					Eastbound Pleasant Hill Rd (West)					Westbound Pleasant Hill Rd (East)					Int Total
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	
	1600 - 1615	0	0	0	0	0	0	0	7	0	7	6	160	1	0	167	1	67	0	0	
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

www.marrtraffic.com

**Site 9**  
 Piedmont Pointe Dr  
 Stone Meadow Rd  
 Pleasant Hill Rd (West)  
 Pleasant Hill Rd (East)

**Date**  
 Wednesday, May 14, 2025

**Weather**  
 Fair  
 70°F  
[Click here for Detailed Weather](#)

**Lat/Long**  
 33.734617°, -84.074622°  
[Click here for Map](#)

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

Single Unit Trucks (4-7)

TIME	Northbound Piedmont Pointe Dr					Southbound Stone Meadow Rd					Eastbound Pleasant Hill Rd (West)					Westbound Pleasant Hill Rd (East)					Int Total		
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total			
	0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	5		0	0
0715 - 0730	0	0	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	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	0	0	4	0	0	4	0	6	0	0	6	10
Hourly Total	0	0	0	0	0	0	0	0	1	1	0	11	0	11	0	0	19	0	19	0	0	19	31
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	4	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	3	0	0	3	0	3	0	0	3	6
0830 - 0845	0	0	0	0	0	0	0	0	0	1	0	2	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	2	0	0	2	0	7	0	0	7	9
Hourly Total	0	0	0	0	0	0	0	0	1	1	0	11	0	11	0	0	22	0	22	0	0	22	34
Grand Total	0	0	0	0	0	0	0	0	2	2	0	22	0	22	0	0	41	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	-	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	0.00	63.08	-

## 1600 - 1800 (Weekday 2h Session) (05-14-2025)

Single Unit Trucks (4-7)

TIME	Northbound Piedmont Pointe Dr					Southbound Stone Meadow Rd					Eastbound Pleasant Hill Rd (West)					Westbound Pleasant Hill Rd (East)					Int Total		
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total			
	1600 - 1615	0	0	0	0	0	0	0	0	0	1	0	4	0	0	4	0	4	0	6		0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	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	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	4	0	3	0	0	3	7
Hourly Total	0	0	0	0	0	0	0	0	1	1	0	16	0	0	16	0	22	0	22	0	0	22	39
1700 - 1715	0	0	0	0	0	0	0	0	0	1	0	6	0	0	6	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	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	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	2	0	4	0	0	4	6
Hourly Total	0	0	0	0	0	0	0	0	1	1	0	17	0	0	17	0	15	0	15	0	0	15	33
Grand Total	0	0	0	0	0	0	0	0	2	2	0	33	0	0	33	0	37	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	-	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	0.00	51.39	-

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

Lithonia, GA Batch 2

www.marrtraffic.com

**Site 9**  
 Piedmont Pointe Dr  
 Stone Meadow Rd  
 Pleasant Hill Rd (West)  
 Pleasant Hill Rd (East)

**Date**  
 Wednesday, May 14, 2025

**Weather**  
 Fair  
 70°F  
[Click here for Detailed Weather](#)

**Lat/Long**  
 33.734617°, -84.074622°  
[Click here for Map](#)

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

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Piedmont Pointe Dr					Stone Meadow Rd					Pleasant Hill Rd (West)					Pleasant Hill Rd (East)					
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	12
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	11	0	0	11	15
Grand Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	23	0	0	23	27
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.81	0.00	0.00	14.81	0.00	85.19	0.00	0.00	85.19	

## 1600 - 1800 (Weekday 2h Session) (05-14-2025)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Piedmont Pointe Dr					Stone Meadow Rd					Pleasant Hill Rd (West)					Pleasant Hill Rd (East)					
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	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 | All Trucks (4-13)

Lithonia, GA Batch 2

www.marrtraffic.com

**Site 9**  
 Piedmont Pointe Dr  
 Stone Meadow Rd  
 Pleasant Hill Rd (West)  
 Pleasant Hill Rd (East)

**Date**  
 Wednesday, May 14, 2025

**Weather**  
 Fair  
 70°F  
[Click here for Detailed Weather](#)

**Lat/Long**  
 33.734617°, -84.074622°  
[Click here for Map](#)

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

All Trucks (4-13)

TIME	Northbound Piedmont Pointe Dr					Southbound Stone Meadow Rd					Eastbound Pleasant Hill Rd (West)					Westbound Pleasant Hill Rd (East)					Int Total		
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total			
	0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	8		0	0
0715 - 0730	0	0	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	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	0	0	4	0	0	4	0	10	0	0	10	14
Hourly Total	0	0	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	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	0	0	4	0	0	4	0	5	0	0	5	9
0830 - 0845	0	0	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	0	0	3	0	0	3	0	8	0	0	8	11
Hourly Total	0	0	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	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	-	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	0.00	69.57	-

## 1600 - 1800 (Weekday 2h Session) (05-14-2025)

All Trucks (4-13)

TIME	Northbound Piedmont Pointe Dr					Southbound Stone Meadow Rd					Eastbound Pleasant Hill Rd (West)					Westbound Pleasant Hill Rd (East)					Int Total		
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total			
	1600 - 1615	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	5	0	6		0	0
1615 - 1630	0	0	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	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	0	0	4	0	0	4	0	4	0	0	4	8
Hourly Total	0	0	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	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	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	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	0	0	3	0	0	3	0	4	0	0	4	7
Hourly Total	0	0	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	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	-	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	0.00	53.49	-

# Crosswalk Counts || Pedestrians

Lithonia, GA Batch 2

www.marrtraffic.com

## Site 9

Piedmont Pointe Dr  
 Stone Meadow Rd  
 Pleasant Hill Rd (West)  
 Pleasant Hill Rd (East)

## Date

Wednesday, May 14, 2025

## Weather

Fair  
 70°F



## Lat/Long

33.734617°, -84.074622°

[Click here for Detailed Weather](#)

[Click here for Map](#)



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

Pedestrians

TIME	Northbound Piedmont Pointe Dr			Southbound Stone Meadow Rd			Eastbound Pleasant Hill Rd (West)			Westbound Pleasant Hill Rd (East)			App Total	Int Total
	EB 9a	WB 9b	App Total	EB 9c	WB 9d	App Total	NB 9e	SB 9f	App Total	NB 9g	SB 9h	App Total		
	0700 - 0715	0	0	0	0	0	0	0	0	0	0	0		
0715 - 0730	0	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	0
0745 - 0800	0	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	0
0800 - 0815	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
0830 - 0845	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
Hourly Total	0	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	0
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	0.00	0.00

## 1600 - 1800 (Weekday 2h Session) (05-14-2025)

Pedestrians

TIME	Northbound Piedmont Pointe Dr			Southbound Stone Meadow Rd			Eastbound Pleasant Hill Rd (West)			Westbound Pleasant Hill Rd (East)			App Total	Int Total
	EB 9a	WB 9b	App Total	EB 9c	WB 9d	App Total	NB 9e	SB 9f	App Total	NB 9g	SB 9h	App Total		
	1600 - 1615	0	0	0	0	0	0	0	1	1	0	0		
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	1	0	0	1	1	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	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
Grand Total	0	0	0	0	0	0	0	1	1	0	0	1	1	0
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	0.00	0.00







**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**

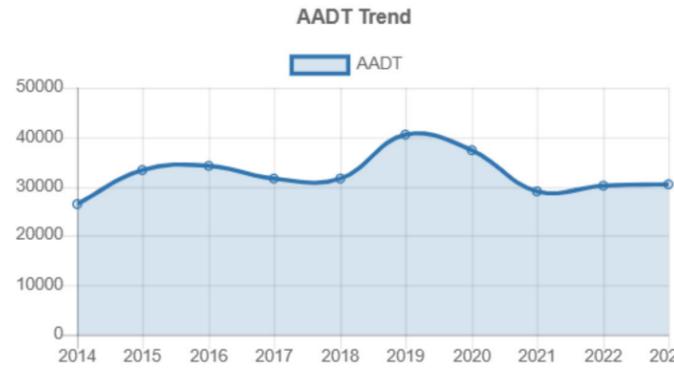
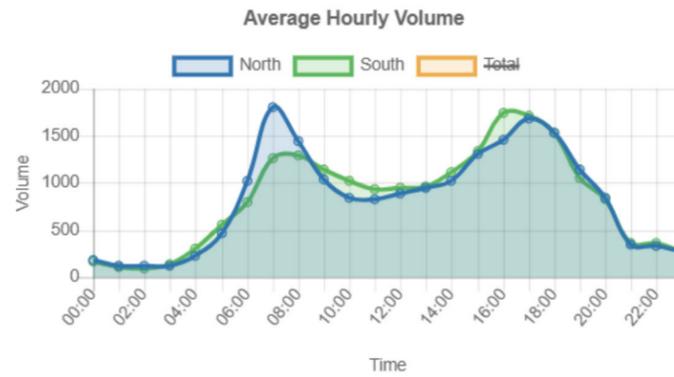


**Count History**

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	<b>30,600</b>
SU AADT	847	1,092	1,128	1,328	1,326	1,733	1,598	1,255	1,307	<b>1,321</b>
CU AADT	423	421	435	488	487	565	521	548	570	<b>576</b>
K-Factor	0.090	0.089	0.089	0.093	0.093	0.084	0.084	0.096	0.096	<b>0.096</b>
D-Factor	0.500	0.500	0.500	0.520	0.520	0.500	0.500	0.510	0.510	<b>0.510</b>
Future AADT	-	-	50,400	57,600	58,000	68,200	68,200	75,300	49,900	<b>38,600</b>



**Vehicle Classification 2024**

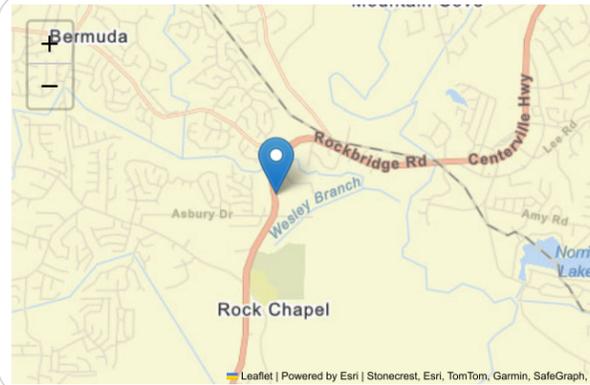
<b>1. Motorcycles</b> 2 axles, 2 or 3 wheels.		<b>0.23%</b>
<b>2. Passenger cars</b> 2 axles. Can have 1- or 2-axle trailers.		<b>75.61%</b>
<b>3. Pickups, panels, vans</b> 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		<b>16.69%</b>
<b>4. Buses</b> 2- or 3-axle, full length.		<b>0.53%</b>
<b>5. Single-unit trucks</b> 2-axle, 6-tire, (dual rear tires), single-unit trucks.		<b>2.71%</b>
<b>6. Single-unit trucks</b> 3-axle, single-unit trucks.		<b>2.11%</b>
<b>7. Single-unit trucks</b> 4 or more axle, single-unit trucks.		<b>0.10%</b>
<b>8. Single-trailer trucks</b> 3- or 4-axle, single-trailer trucks.		<b>0.59%</b>
<b>9. Single-trailer trucks</b> 5-axle, single-trailer trucks.		<b>1.30%</b>
<b>10. Single-trailer trucks</b> 6 or more axle, single-trailer trucks.		<b>0.09%</b>
<b>11. Multi-trailer trucks</b> 5 or less axle, multi-trailer trucks.		<b>0.00%</b>
<b>12. Multi-trailer trucks</b> 6-axle, multi-trailer trucks.		<b>0%</b>
<b>13. Multi-trailer trucks</b> 7 or more axle, multi-trailer trucks.		<b>0.04%</b>

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

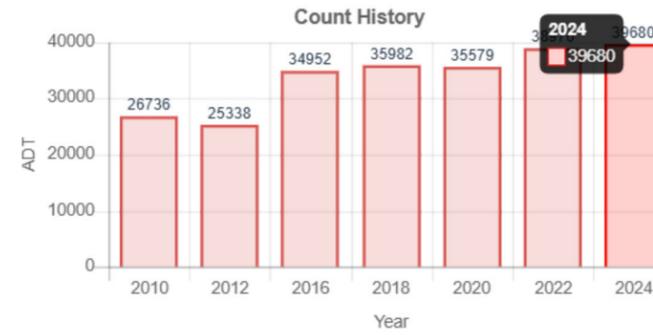
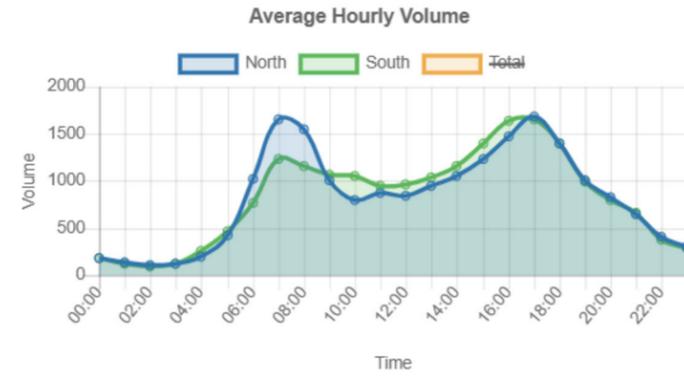


Site Data



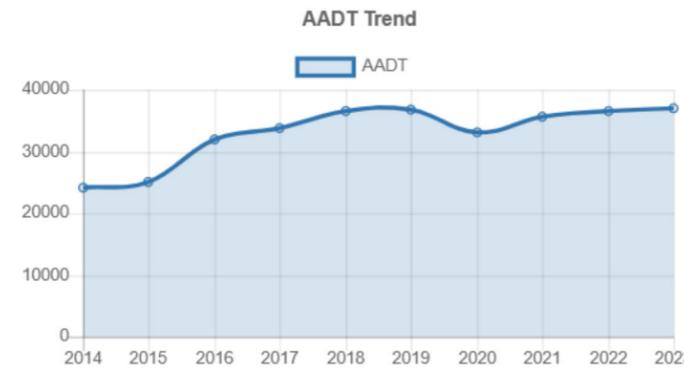
Count History

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
AAAT	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

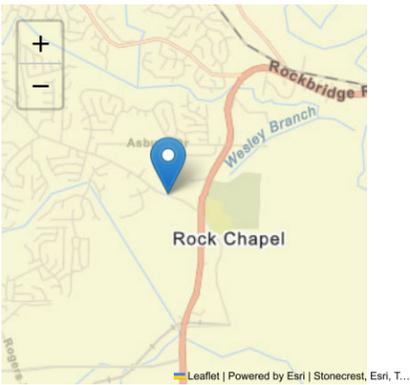
LRS section: 0892067600

Functional class: 5U - Major Collector (Urban)

Coordinates: 33.7622449506921, -84.085338162115



Site Data



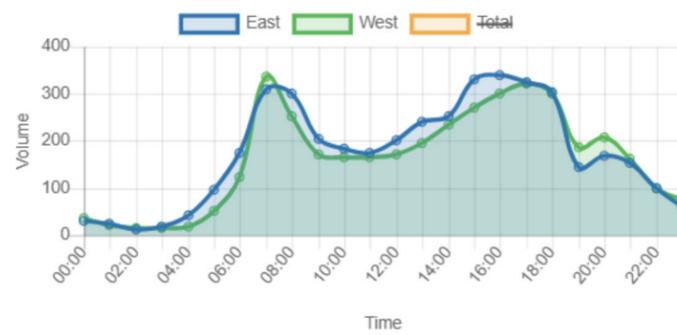
Count History

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

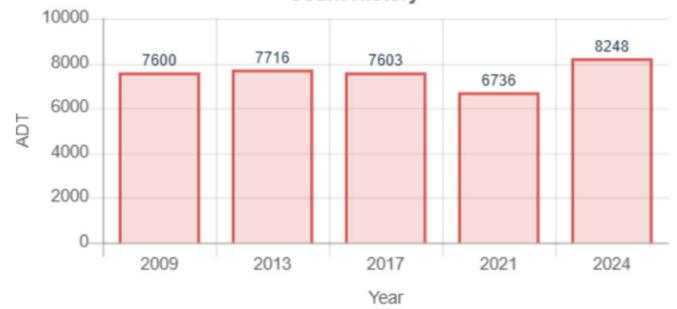
Annual Statistics

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

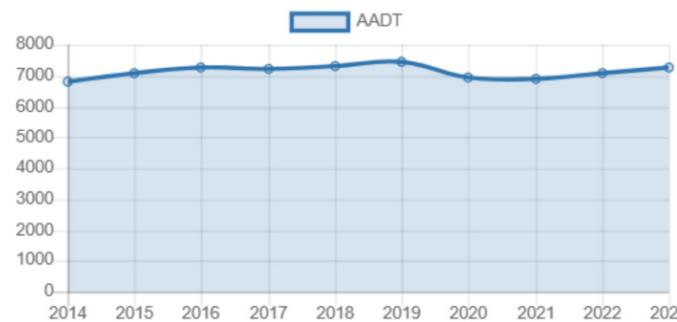
Average Hourly Volume



Count History



AADT Trend



Vehicle Classification 2024

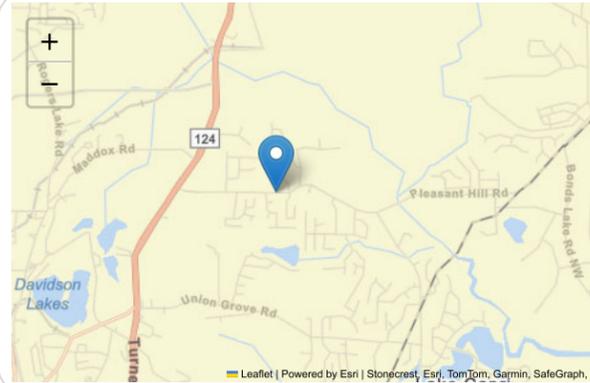
1. Motorcycles 2 axles, 2 or 3 wheels.		0.15%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.		81.60%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		14.50%
4. Buses 2- or 3-axle, full length.		0.58%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), 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

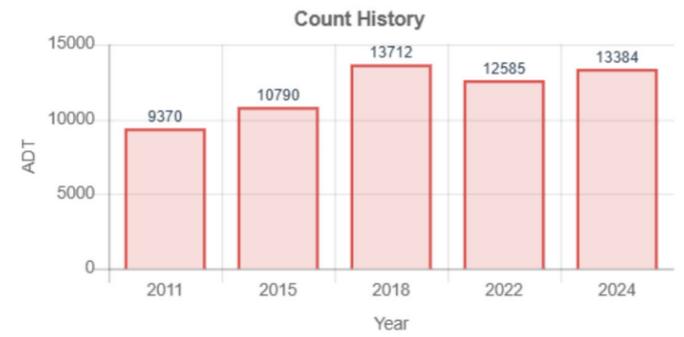
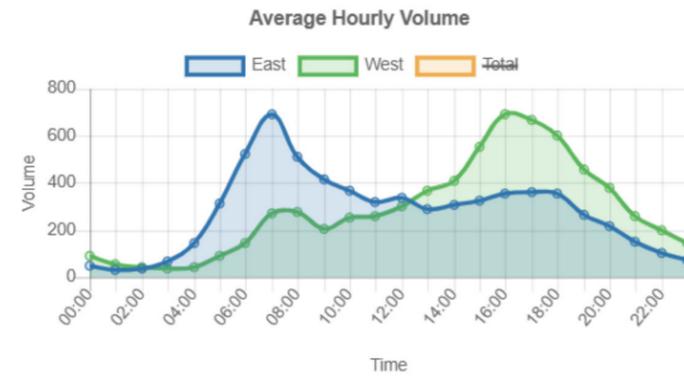


**Site Data**



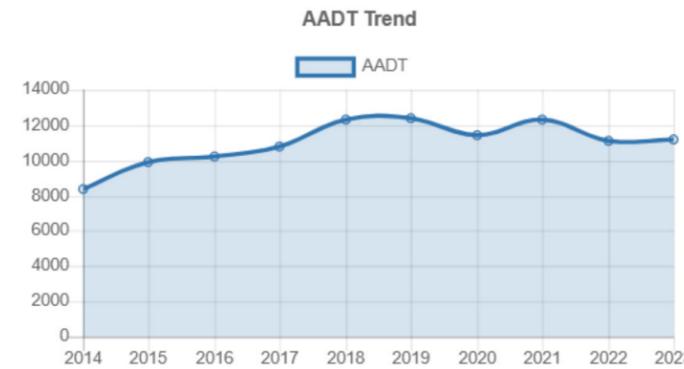
**Count History**

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	<b>11,200</b>
K-Factor	-	0.099	0.099	-	0.091	0.091	0.091	0.091	0.093	<b>0.093</b>
D-Factor	-	0.500	0.500	-	0.660	0.660	0.660	0.660	0.690	<b>0.690</b>
Future AADT	-	-	10,700	13,600	17,100	20,900	20,900	27,000	21,000	<b>17,300</b>

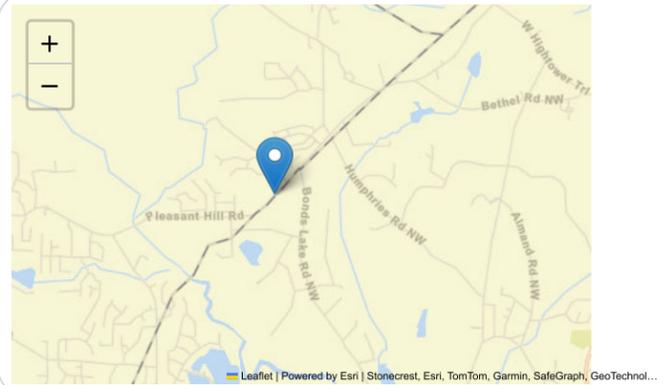


**0000089\_0494 - 089-0494**

- 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

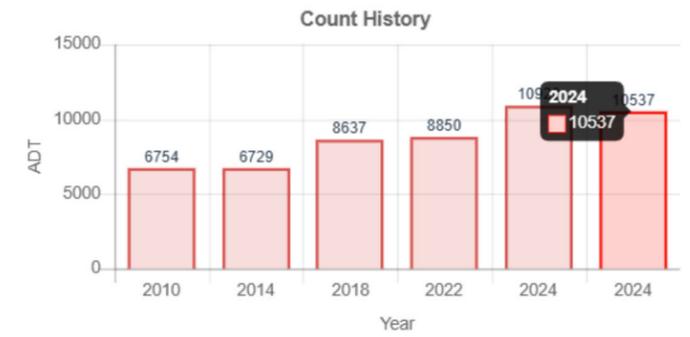
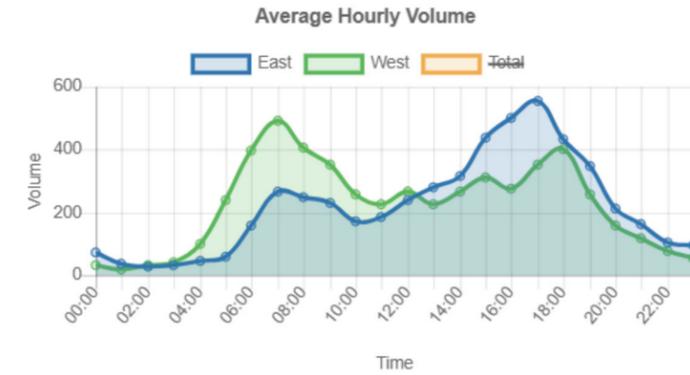


**Site Data**



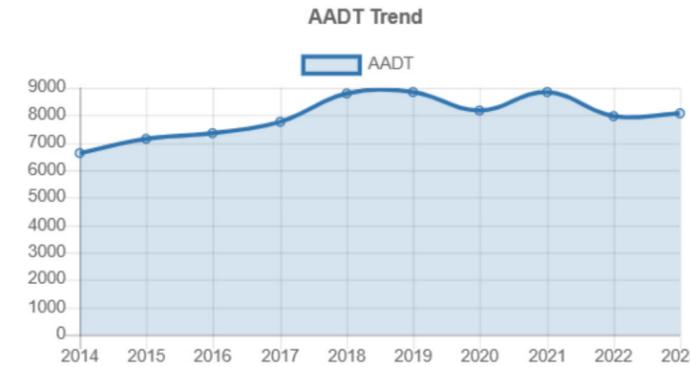
**Count History**

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

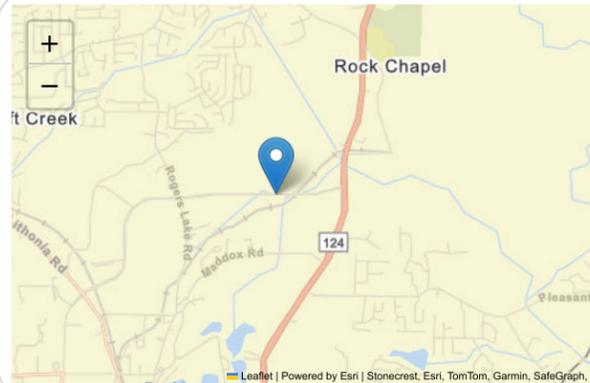


**0000089\_4064 - 089-4064**

- 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

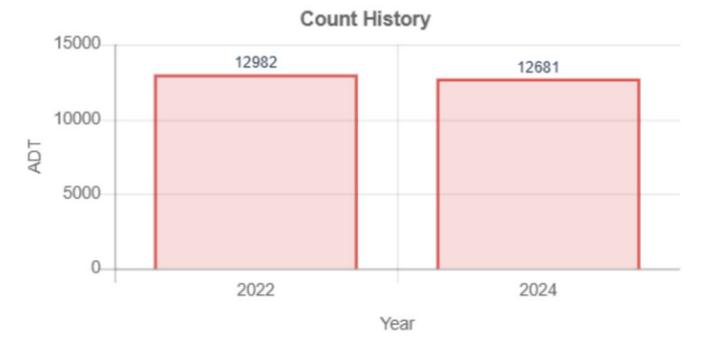
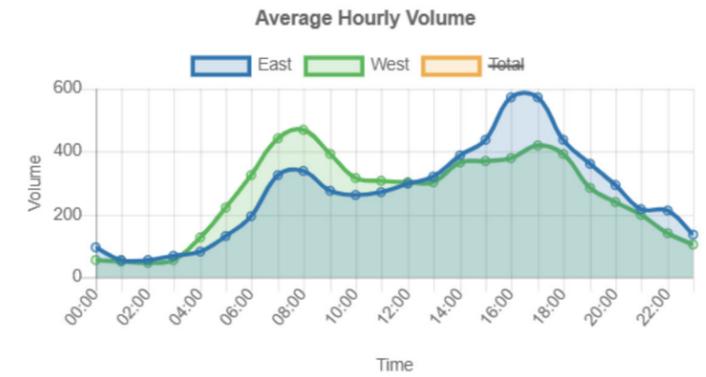


**Site Data**



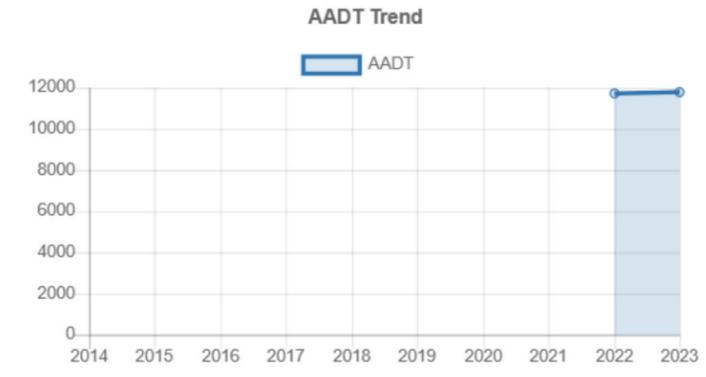
**Count History**

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

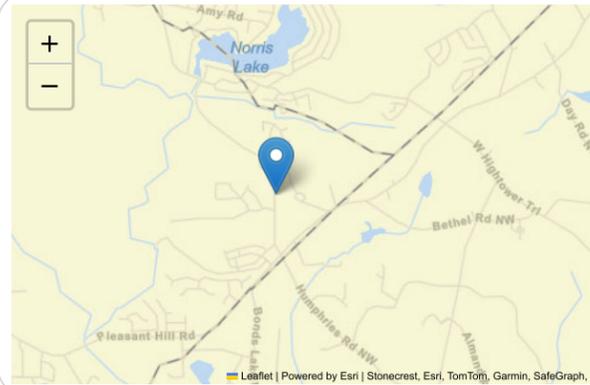


**0000089\_7157 - 089-7157**

- Norris Lake Dr  
**County:** DeKalb  
**Route number:** 00066600  
**LRS section:** 0892066600  
**Functional class:** 5U - Major Collector (Urban)  
**Coordinates:** 33.748776, -84.038237



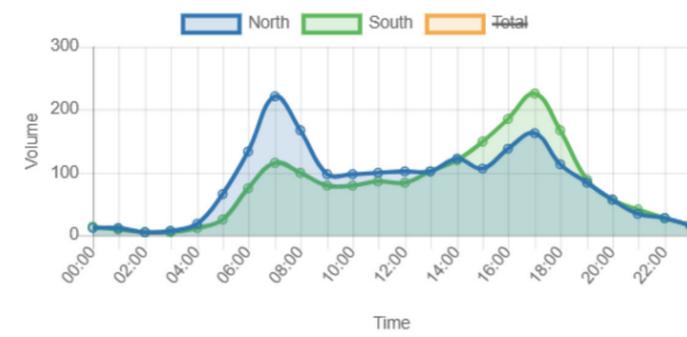
**Site Data**



**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

**Average Hourly Volume**



**Count History**



**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	<b>3,820</b>
K-Factor	-	-	0.112	-	-	0.108	0.108	0.108	0.108	<b>0.102</b>
D-Factor	-	-	0.500	-	-	0.650	0.650	0.650	0.650	<b>0.600</b>
Future AADT	-	-	2,560	3,340	3,330	5,210	5,210	7,040	7,580	<b>8,400</b>

**AADT Trend**



## **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%
																			<b>135,291</b>	<b>143,767</b>	<b>2.1%</b>	<b>100.00%</b>

## **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 <sup>3</sup>		
	ITE LUCs <sup>1</sup>	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 <sup>2</sup>				0		
				9,978	4,989	4,989

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized	Veh. Occ. <sup>4</sup>	% 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 <sup>2</sup>	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 <sup>5</sup>	9,840	4,920	4,920
External Transit-Trips <sup>6</sup>	0	0	0
External Non-Motorized Trips <sup>6</sup>	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

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

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

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

<sup>4</sup>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.

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

<sup>6</sup>Person-Trips

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

<b>Project Name:</b>	DRI 4XXX Creekside Village
<b>Analysis Period:</b>	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 <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
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 <sup>3</sup>	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 <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
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 <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A  
<sup>2</sup>Person-Trips  
<sup>3</sup>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 <sup>3</sup>		
	ITE LUCs <sup>1</sup>	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 <sup>2</sup>				0		
				633	275	358

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized	Veh. Occ. <sup>4</sup>	% 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 <sup>2</sup>	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 <sup>5</sup>	625	271	354
External Transit-Trips <sup>6</sup>	0	0	0
External Non-Motorized Trips <sup>6</sup>	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

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

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

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

<sup>4</sup>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.

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

<sup>6</sup>Person-Trips

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

<b>Project Name:</b>	DRI 4XXX Creekside Village
<b>Analysis Period:</b>	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 <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
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 <sup>3</sup>	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 <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
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 <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A  
<sup>2</sup>Person-Trips  
<sup>3</sup>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 <sup>3</sup>		
	ITE LUCs <sup>1</sup>	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 <sup>2</sup>				0		
				906	486	420

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. <sup>4</sup>	% Transit	% Non-Motorized	Veh. Occ. <sup>4</sup>	% 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 <sup>2</sup>	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 <sup>5</sup>	806	436	370
External Transit-Trips <sup>6</sup>	0	0	0
External Non-Motorized Trips <sup>6</sup>	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

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

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

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

<sup>4</sup>Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.

<sup>5</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

<sup>6</sup>Person-Trips

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

<b>Project Name:</b>	DRI 4XXX Creekside Village
<b>Analysis Period:</b>	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 <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
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 <sup>3</sup>	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 <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
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 <sup>3</sup>	0	0	0	0	0	0

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

<sup>2</sup>Person-Trips

<sup>3</sup>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 <sup>1</sup>	In/Out Distribution		Average Rate
		Total	Inbound	Outbound						
Single-Family Detached Housing	220 DU				210	Dwelling Units				
Daily		<b>2,084</b>	1,042	1,042			$LN(T) = 0.92 * LN(X) + 2.68$	50%	50%	9.43
AM Peak Hour		<b>153</b>	40	113			$LN(T) = 0.91 * LN(X) + 0.12$	26%	74%	0.70
PM Peak Hour		<b>209</b>	132	77			$LN(T) = 0.94 * LN(X) + 0.27$	63%	37%	0.94
Reductions for Pass-By Trips										
Daily		<b>0</b>	0	0						
AM Peak Hour		<b>0</b>	0	0						
PM Peak Hour		<b>0</b>	0	0						
TOTAL PROJECT TRIPS										
Daily		<b>2,084</b>	1,042	1,042						
AM Peak Hour		<b>153</b>	40	113						
PM Peak Hour		<b>209</b>	132	77						

Note:

<sup>1</sup> 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 <sup>1</sup>	In/Out		Average Rate
		Total	Inbound	Outbound				Distribution		
Single-Family Attached Housing	331 DU				215	Dwelling Units				
Daily		2,472	1,236	1,236			T = 7.62 * X - 50.48	50%	50%	7.20
AM Peak Hour (One Hour from 7-9)		166	51	115			T = 0.52 * X - 5.7	31%	69%	0.48
PM Peak Hour (One Hour from 4-6)		195	111	84			T = 0.6 * X - 3.93	57%	43%	0.57
Reductions for Pass-By Trips										
Daily		0	0	0						
AM Peak Hour		0	0	0						
PM Peak Hour		0	0	0						
<b>TOTAL PROJECT TRIPS</b>										
Daily		2,472	1,236	1,236						
AM Peak Hour		166	51	115						
PM Peak Hour		195	111	84						

Note:

<sup>1</sup> Where: T = Trips; X = Density by Variable

### Shopping Plaza (40-150K) (821)

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

With Supermarket Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used <sup>1</sup>	In/Out		Average Rate
		Total	Inbound	Outbound				Distribution		
<b>Shopping Plaza (40-150K)</b>	<b>63,000 SF</b>				821	1,000 SF				
Daily		<b>6,262</b>	3,131	3,131			$T = 76.96 * X/1000 + 1412.79$	50%	50%	94.49
AM Peak Hour		<b>222</b>	138	84			$T = 3.53 * X/1000$	62%	38%	3.53
PM Peak Hour		<b>602</b>	289	313			$T = 7.67 * X/1000 + 118.86$	48%	52%	9.03
Reductions for Pass-By Trips										
Daily	30%	<b>1,878</b>	939	939						
AM Peak Hour		<b>0</b>	0	0						
PM Peak Hour	30%	<b>180</b>	86	94						
<b>TOTAL PROJECT TRIPS</b>										
Daily		<b>4,384</b>	2,192	2,192						
AM Peak Hour		<b>222</b>	138	84						
PM Peak Hour		<b>422</b>	203	219						

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

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

### Convenience Store/Gas Station (945)

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

GFA (5.5-10K) Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used <sup>1</sup>	In/Out		Average
		Total	Inbound	Outbound				Distribution		
Convenience Store/Gas Station	12 VPF				945	Vehicle Fueling Positions				
	Daily	<b>4,150</b>	2,075	2,075			T = 345.75 * X	50%	50%	345.75
	AM Peak Hour	<b>380</b>	190	190			T = 31.6 * X	50%	50%	31.60
PM Peak Hour	<b>322</b>	161	161			T = 26.9 * X	50%	50%	26.90	
Reductions for Pass-By Trips										
Daily	75%	<b>3,112</b>	1,556	1,556						
AM Peak Hour	76%	<b>288</b>	144	144						
PM Peak Hour	75%	<b>242</b>	121	121						
TOTAL PROJECT TRIPS										
Daily		<b>1,038</b>	519	519						
AM Peak Hour		<b>92</b>	46	46						
PM Peak Hour		<b>80</b>	40	40						

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

<sup>1</sup> Where: T = Trips; X = Density by Variable

## **APPENDIX E: Capacity Analyses Reports**



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

2025 Existing AM

												
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				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			28.3									
HCM 7th LOS			C									



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

													
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												
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				
<b>Intersection Summary</b>													
HCM 7th Control Delay, s/veh	2.8												
HCM 7th LOS	A												
<b>Notes</b>													
User approved ignoring U-Turning movement.													
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.													



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.95
Percent Heavy Veh, %	0
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	





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		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	NBRWBLn1	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





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
<b>Intersection Summary</b>								
HCM 7th Control Delay, s/veh			3.2					
HCM 7th LOS			A					
<b>Notes</b>								
User approved ignoring U-Turning movement.								



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

2025 Existing AM

												
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				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			39.7									
HCM 7th LOS			D									
<b>Notes</b>												
User approved ignoring U-Turning movement.												



Movement	SBR
Lane Configurations	7
Traffic Volume (veh/h)	2
Future Volume (veh/h)	2
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	2
Peak Hour Factor	0.98
Percent Heavy Veh, %	0
Cap, veh/h	824
Arrive On Green	0.17
Sat Flow, veh/h	1610
Grp Volume(v), veh/h	2
Grp Sat Flow(s),veh/h/ln	1610
Q Serve(g_s), s	0.1
Cycle Q Clear(g_c), s	0.1
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	824
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	824
HCM Platoon Ratio	0.33
Upstream Filter(l)	0.92
Uniform Delay (d), s/veh	24.4
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	24.4
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	267	3	6	548	7	7
Future Vol, veh/h	267	3	6	548	7	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	120	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	9	67	17	3	0	0
Mvmt Flow	297	3	7	609	8	8

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	300	0	919 297
Stage 1	-	-	-	-	297 -
Stage 2	-	-	-	-	622 -
Critical Hdwy	-	-	4.27	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.353	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1180	-	304 747
Stage 1	-	-	-	-	759 -
Stage 2	-	-	-	-	539 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1180	-	301 747
Mov Cap-2 Maneuver	-	-	-	-	301 -
Stage 1	-	-	-	-	759 -
Stage 2	-	-	-	-	534 -

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.09	13.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	429	-	-	19	-
HCM Lane V/C Ratio	0.036	-	-	0.006	-
HCM Ctrl Dly (s/v)	13.7	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

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									
Storage Length	100	-	150	-	-	165	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	5	0	0	5	0	0	0	0	0	0	4
Mvmt Flow	6	301	6	0	629	3	11	0	5	0	0	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	632	0	0	307	0	0	942	945	301	942	948	629
Stage 1	-	-	-	-	-	-	313	313	-	629	629	-
Stage 2	-	-	-	-	-	-	629	632	-	313	319	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.336
Pot Cap-1 Maneuver	961	-	-	1265	-	-	245	264	743	245	263	479
Stage 1	-	-	-	-	-	-	702	660	-	474	479	-
Stage 2	-	-	-	-	-	-	474	477	-	702	656	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	961	-	-	1265	-	-	232	262	743	242	261	479
Mov Cap-2 Maneuver	-	-	-	-	-	-	232	262	-	242	261	-
Stage 1	-	-	-	-	-	-	697	656	-	474	479	-
Stage 2	-	-	-	-	-	-	451	477	-	692	652	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.17			0			17.91			12.9		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)		295	961	-	-	1265	-	479
HCM Lane V/C Ratio		0.055	0.006	-	-	-	-	0.049
HCM Ctrl Dly (s/v)		17.9	8.8	-	-	0	-	12.9
HCM Lane LOS		C	A	-	-	A	-	B
HCM 95th %tile Q(veh)		0.2	0	-	-	0	-	0.2

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

2025 Existing PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	7	222	10	8	7	143	1643	5	2	1480	163
Future Volume (vph)	142	7	222	10	8	7	143	1643	5	2	1480	163
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8			6			2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	21.0	84.0	84.0	11.0	74.0	74.0
Total Split (%)	8.5%	18.5%	18.5%	8.5%	18.5%	18.5%	16.2%	64.6%	64.6%	8.5%	56.9%	56.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Recall Mode	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



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

2025 Existing PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	7	222	10	8	7	143	1643	5	2	1480	163
Future Volume (veh/h)	142	7	222	10	8	7	143	1643	5	2	1480	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1885	1856	1900	1900	1841	1870
Adj Flow Rate, veh/h	149	7	234	11	8	7	151	1729	5	2	1558	172
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	1	3	0	0	4	2
Cap, veh/h	280	263	223	208	214	181	254	2333	1065	5	1829	829
Arrive On Green	0.04	0.14	0.14	0.01	0.11	0.11	0.14	0.66	0.66	0.00	0.52	0.52
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1795	3526	1610	1810	3497	1585
Grp Volume(v), veh/h	149	7	234	11	8	7	151	1729	5	2	1558	172
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1795	1763	1610	1810	1749	1585
Q Serve(g_s), s	5.0	0.4	18.0	0.7	0.5	0.4	10.3	42.3	0.1	0.1	49.8	5.9
Cycle Q Clear(g_c), s	5.0	0.4	18.0	0.7	0.5	0.4	10.3	42.3	0.1	0.1	49.8	5.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	280	263	223	208	214	181	254	2333	1065	5	1829	829
V/C Ratio(X)	0.53	0.03	1.05	0.05	0.04	0.04	0.60	0.74	0.00	0.41	0.85	0.21
Avail Cap(c_a), veh/h	280	263	223	255	263	223	254	2333	1065	70	1829	829
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.6	48.4	56.0	50.0	51.4	27.9	52.3	14.6	7.5	64.7	26.7	10.1
Incr Delay (d2), s/veh	1.9	0.0	73.9	0.1	0.1	0.1	3.7	2.2	0.0	47.7	5.2	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.2	11.9	0.3	0.2	0.2	4.8	15.4	0.1	0.1	20.5	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.5	48.5	129.9	50.1	51.5	28.0	56.1	16.8	7.5	112.4	31.9	10.7
LnGrp LOS	D	D	F	D	D	C	E	B	A	F	C	B
Approach Vol, veh/h		390			26			1885			1732	
Approach Delay, s/veh		99.3			44.6			19.9			29.9	
Approach LOS		F			D			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.4	74.0	7.6	24.0	6.3	92.0	11.0	20.6				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	15.0	68.0	5.0	18.0	5.0	78.0	5.0	18.0				
Max Q Clear Time (g_c+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				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			32.0									
HCM 7th LOS			C									

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

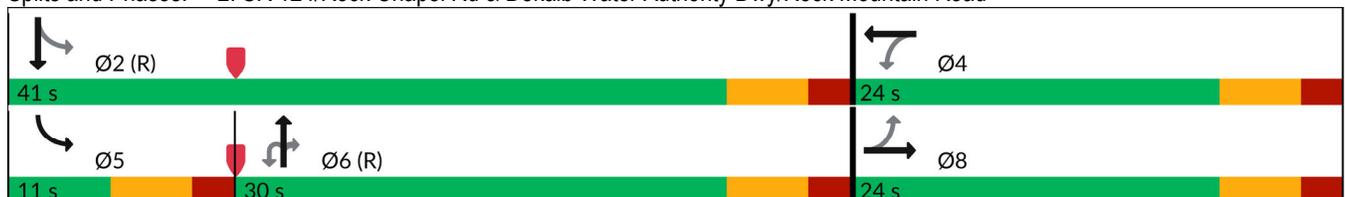


Lane Group	WBL	WBT	NBU	NBT	NBR	SBL	SBT	Ø8
Lane Configurations		↔	↔	↑↑	↑	↔	↑↑	
Traffic Volume (vph)	27	0	3	1803	13	6	1746	
Future Volume (vph)	27	0	3	1803	13	6	1746	
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	
Protected Phases		4		6		5	2	8
Permitted Phases	4		6		6	2		
Detector Phase	4	4	6	6	6	5	2	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	11.0	24.0	15.0
Total Split (s)	24.0	24.0	30.0	30.0	30.0	11.0	41.0	24.0
Total Split (%)	36.9%	36.9%	46.2%	46.2%	46.2%	16.9%	63.1%	37%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag			Lag	Lag	Lag	Lead		
Lead-Lag Optimize?			Yes	Yes	Yes	Yes		
Recall Mode	None	None	C-Max	C-Max	C-Max	None	C-Max	None
Act 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



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			
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				3.3								
HCM 7th LOS				A								
<b>Notes</b>												
User approved ignoring U-Turning movement.												
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.												



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.96
Percent Heavy Veh, %	0
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	



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

2025 Existing PM



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	NBRWBLn1	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





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		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**

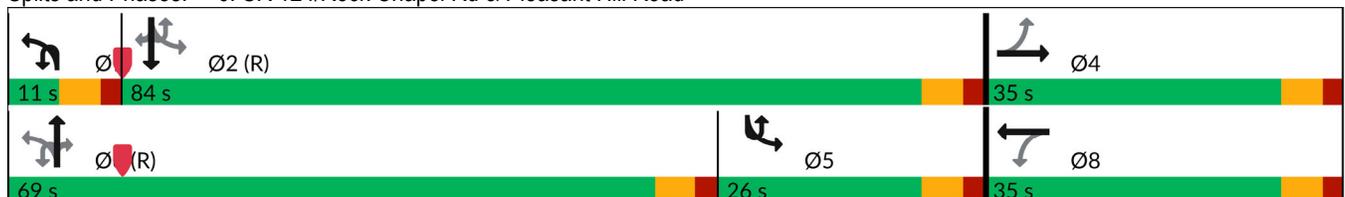
User approved ignoring U-Turning movement.

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							
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



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

2025 Existing PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	6	5	3	211	5	179	3	5	1259	425	6	260
Future Volume (veh/h)	6	5	3	211	5	179	3	5	1259	425	6	260
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1900	1604	1900	1856	1900	1767		1307	1811	1856		1870
Adj Flow Rate, veh/h	6	5	3	220	5	186		5	1311	443		271
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		0.96	0.96	0.96		0.96
Percent Heavy Veh, %	0	20	0	3	0	9		40	6	3		2
Cap, veh/h	96	72	35	297	9	332		174	1668	762		393
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21		0.01	0.48	0.48		0.33
Sat Flow, veh/h	267	341	166	1396	42	1574		1245	3441	1572		1781
Grp Volume(v), veh/h	14	0	0	220	0	191		5	1311	443		271
Grp Sat Flow(s),veh/h/ln	774	0	0	1396	0	1617		1245	1721	1572		1781
Q Serve(g_s), s	0.1	0.0	0.0	11.2	0.0	13.7		0.3	41.2	26.3		8.8
Cycle Q Clear(g_c), s	13.9	0.0	0.0	25.0	0.0	13.7		0.3	41.2	26.3		8.8
Prop In Lane	0.43		0.21	1.00		0.97		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	203	0	0	297	0	341		174	1668	762		393
V/C Ratio(X)	0.07	0.00	0.00	0.74	0.00	0.56		0.03	0.79	0.58		0.69
Avail Cap(c_a), veh/h	218	0	0	314	0	361		214	1668	762		393
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00		1.00	1.00	1.00		0.71
Uniform Delay (d), s/veh	41.3	0.0	0.0	51.7	0.0	45.9		19.5	27.9	24.0		36.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	8.6	0.0	1.8		0.1	3.8	3.2		3.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	7.6	0.0	5.6		0.1	16.8	9.9		6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.5	0.0	0.0	60.3	0.0	47.7		19.5	31.7	27.3		39.7
LnGrp LOS	D			E		D		B	C	C		D
Approach Vol, veh/h		14			411				1759			
Approach Delay, s/veh		41.5			54.4				30.6			
Approach LOS		D			D				C			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	89.8		33.4	27.6	69.0		33.4				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	78.0		29.0	20.0	63.0		29.0				
Max Q Clear Time (g_c+I1), s	2.3	2.0		15.9	10.8	43.2		27.0				
Green Ext Time (p_c), s	0.0	15.6		0.0	0.5	10.8		0.4				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				22.7								
HCM 7th LOS				C								
<b>Notes</b>												
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(l)	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									
Storage Length	100	-	150	-	-	165	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	4	0	0	6	0	0	0	0	0	0	6
Mvmt Flow	25	611	13	1	373	3	8	0	2	2	2	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	376	0	0	624	0	0	1038	1040	611	1036	1049	373
Stage 1	-	-	-	-	-	-	661	661	-	375	375	-
Stage 2	-	-	-	-	-	-	376	378	-	661	674	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.354
Pot Cap-1 Maneuver	1194	-	-	967	-	-	211	232	497	211	229	664
Stage 1	-	-	-	-	-	-	455	463	-	650	621	-
Stage 2	-	-	-	-	-	-	649	619	-	455	457	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1194	-	-	967	-	-	199	227	497	206	224	664
Mov Cap-2 Maneuver	-	-	-	-	-	-	199	227	-	206	224	-
Stage 1	-	-	-	-	-	-	445	453	-	649	620	-
Stage 2	-	-	-	-	-	-	629	618	-	443	447	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.31			0.02			21.69			12.95		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	226	1194	-	-	5	-	-	475
HCM Lane V/C Ratio	0.046	0.021	-	-	0.001	-	-	0.046
HCM Ctrl Dly (s/v)	21.7	8.1	-	-	8.7	0	-	12.9
HCM Lane LOS	C	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.1



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

2028 No-Build AM

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				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			30.2									
HCM 7th LOS			C									



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

												
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			
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				3.2								
HCM 7th LOS				A								
<b>Notes</b>												
User approved ignoring U-Turning movement.												
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.												



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.95
Percent Heavy Veh, %	0
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	





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	NBRWBLn1	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





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
<b>Intersection Summary</b>								
HCM 7th Control Delay, s/veh			10.0					
HCM 7th LOS			A					
<b>Notes</b>								
User approved ignoring U-Turning movement.								



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

2028 No-Build AM

												
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	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				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			44.8									
HCM 7th LOS			D									
<b>Notes</b>												
User approved ignoring U-Turning movement.												



Movement	SBR
Lane Configurations	7
Traffic Volume (veh/h)	2
Future Volume (veh/h)	2
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	2
Peak Hour Factor	0.98
Percent Heavy Veh, %	0
Cap, veh/h	824
Arrive On Green	0.17
Sat Flow, veh/h	1610
Grp Volume(v), veh/h	2
Grp Sat Flow(s),veh/h/ln	1610
Q Serve(g_s), s	0.1
Cycle Q Clear(g_c), s	0.1
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	824
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	824
HCM Platoon Ratio	0.33
Upstream Filter(l)	0.90
Uniform Delay (d), s/veh	24.4
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	24.4
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	284	3	6	583	7	7
Future Vol, veh/h	284	3	6	583	7	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	120	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	9	67	17	3	0	0
Mvmt Flow	316	3	7	648	8	8

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	319	0	977
Stage 1	-	-	-	-	316
Stage 2	-	-	-	-	661
Critical Hdwy	-	-	4.27	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.353	-	3.5
Pot Cap-1 Maneuver	-	-	1161	-	281
Stage 1	-	-	-	-	744
Stage 2	-	-	-	-	517
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1161	-	278
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									
Storage Length	100	-	150	-	-	165	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	5	0	0	5	0	0	0	0	0	0	4
Mvmt Flow	6	320	6	0	669	3	12	0	5	0	0	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	672	0	0	327	0	0	1002	1005	320	1002	1008	669
Stage 1	-	-	-	-	-	-	333	333	-	669	669	-
Stage 2	-	-	-	-	-	-	669	672	-	333	339	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.336
Pot Cap-1 Maneuver	928	-	-	1244	-	-	223	243	725	223	242	454
Stage 1	-	-	-	-	-	-	685	648	-	450	459	-
Stage 2	-	-	-	-	-	-	450	457	-	685	644	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	928	-	-	1244	-	-	210	242	725	220	241	454
Mov Cap-2 Maneuver	-	-	-	-	-	-	210	242	-	220	241	-
Stage 1	-	-	-	-	-	-	681	643	-	450	459	-
Stage 2	-	-	-	-	-	-	426	457	-	676	639	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.16			0			19.53			13.38		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	265	928	-	-	1244	-	-	454
HCM Lane V/C Ratio	0.065	0.007	-	-	-	-	-	0.054
HCM Ctrl Dly (s/v)	19.5	8.9	-	-	0	-	-	13.4
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2



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

2028 No-Build PM

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				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			35.6									
HCM 7th LOS			D									



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

												
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			
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				3.9								
HCM 7th LOS				A								
<b>Notes</b>												
User approved ignoring U-Turning movement.												
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.												



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.96
Percent Heavy Veh, %	0
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

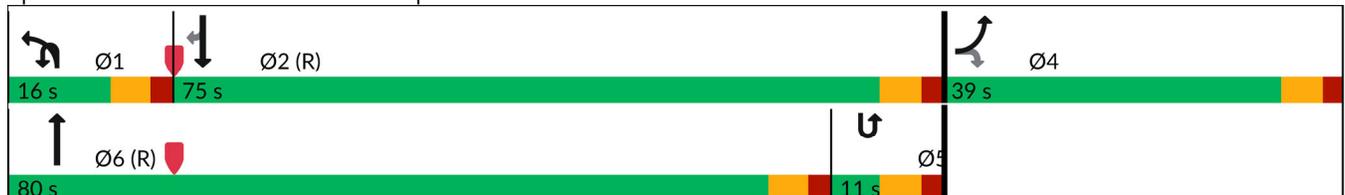


Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	550	158	111	1371	1	1483	391
Future Volume (vph)	550	158	111	1371	1	1483	391
Turn Type	Prot	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	4		1	6	5	2	
Permitted Phases		4					2
Detector Phase	4	4	1	6	5	2	2
Switch Phase							
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		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	NBRWBLn1	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





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		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**

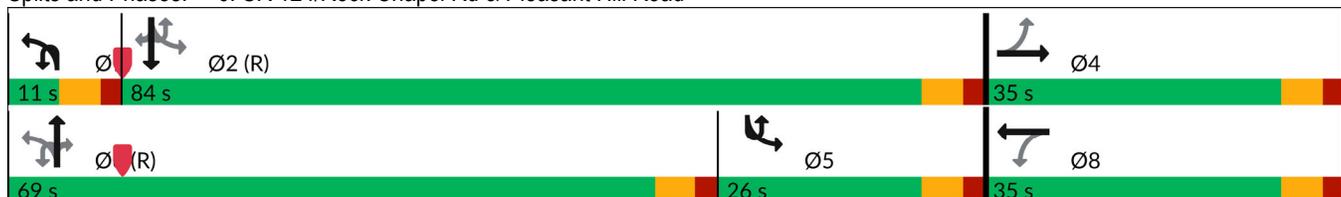
User approved ignoring U-Turning movement.

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							
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



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

2028 No-Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	6	5	3	225	5	191	3	5	1340	452	6	277
Future Volume (veh/h)	6	5	3	225	5	191	3	5	1340	452	6	277
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1604	1900	1856	1900	1767		1307	1811	1856		1870
Adj Flow Rate, veh/h	6	5	3	234	5	199		5	1396	471		289
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		0.96	0.96	0.96		0.96
Percent Heavy Veh, %	0	20	0	3	0	9		40	6	3		2
Cap, veh/h	98	74	36	308	9	350		164	1668	762		360
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22		0.01	0.48	0.48		0.31
Sat Flow, veh/h	263	331	162	1396	40	1577		1245	3441	1572		1781
Grp Volume(v), veh/h	14	0	0	234	0	204		5	1396	471		289
Grp Sat Flow(s),veh/h/ln	757	0	0	1396	0	1616		1245	1721	1572		1781
Q Serve(g_s), s	0.1	0.0	0.0	12.1	0.0	14.6		0.3	45.7	28.6		12.5
Cycle Q Clear(g_c), s	14.7	0.0	0.0	26.8	0.0	14.6		0.3	45.7	28.6		12.5
Prop In Lane	0.43		0.21	1.00		0.98		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	208	0	0	308	0	359		164	1668	762		360
V/C Ratio(X)	0.07	0.00	0.00	0.76	0.00	0.57		0.03	0.84	0.62		0.80
Avail Cap(c_a), veh/h	209	0	0	309	0	361		204	1668	762		360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00		1.00	1.00	1.00		0.66
Uniform Delay (d), s/veh	40.2	0.0	0.0	51.3	0.0	45.0		19.5	29.1	24.6		39.7
Incr Delay (d2), s/veh	0.1	0.0	0.0	10.5	0.0	2.1		0.1	5.2	3.7		8.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	8.2	0.0	5.9		0.1	18.8	10.9		7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.4	0.0	0.0	61.8	0.0	47.1		19.6	34.2	28.4		48.2
LnGrp LOS	D			E		D		B	C	C		D
Approach Vol, veh/h		14			438				1872			
Approach Delay, s/veh		40.4			54.9				32.7			
Approach LOS		D			D				C			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	88.3		34.9	26.1	69.0		34.9				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	78.0		29.0	20.0	63.0		29.0				
Max Q Clear Time (g_c+I1), s	2.3	2.0		16.7	14.5	47.7		28.8				
Green Ext Time (p_c), s	0.0	17.7		0.0	0.4	9.7		0.0				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			24.4									
HCM 7th LOS			C									
<b>Notes</b>												
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(l)	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	Minor2	Minor3
Conflicting Flow All	0	0	650	0	1006
Stage 1	-	-	-	-	636
Stage 2	-	-	-	-	370
Critical Hdwy	-	-	4.15	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.245	-	3.5
Pot Cap-1 Maneuver	-	-	922	-	269
Stage 1	-	-	-	-	531
Stage 2	-	-	-	-	703
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	922	-	262
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									
Storage Length	100	-	150	-	-	165	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	4	0	0	6	0	0	0	0	0	0	6
Mvmt Flow	27	651	14	1	397	3	9	0	2	2	2	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	400	0	0	665	0	0	1105	1107	651	1104	1118	397
Stage 1	-	-	-	-	-	-	705	705	-	399	399	-
Stage 2	-	-	-	-	-	-	400	402	-	705	719	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.354
Pot Cap-1 Maneuver	1170	-	-	934	-	-	190	212	472	190	209	644
Stage 1	-	-	-	-	-	-	430	442	-	631	606	-
Stage 2	-	-	-	-	-	-	630	604	-	430	436	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1170	-	-	934	-	-	178	207	472	185	204	644
Mov Cap-2 Maneuver	-	-	-	-	-	-	178	207	-	185	204	-
Stage 1	-	-	-	-	-	-	420	432	-	630	605	-
Stage 2	-	-	-	-	-	-	609	603	-	418	426	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.32			0.02			24.02			13.38		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	201	1170	-	-	5	-	-	453
HCM Lane V/C Ratio	0.057	0.023	-	-	0.001	-	-	0.051
HCM Ctrl Dly (s/v)	24	8.2	-	-	8.9	0	-	13.4
HCM Lane LOS	C	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.2



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

2028 Build AM

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				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			33.6									
HCM 7th LOS			C									



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

												
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			
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				2.2								
HCM 7th LOS				A								
<b>Notes</b>												
User approved ignoring U-Turning movement.												
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.												



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.95
Percent Heavy Veh, %	0
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	



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

2028 Build AM

												
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				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			46.4									
HCM 7th LOS			D									
<b>Notes</b>												
User approved volume balancing among the lanes for turning movement.												
User approved ignoring U-Turning movement.												



Movement	SBR
Lane Configurations	7
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(l)	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	NBRWBLn1	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	-





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

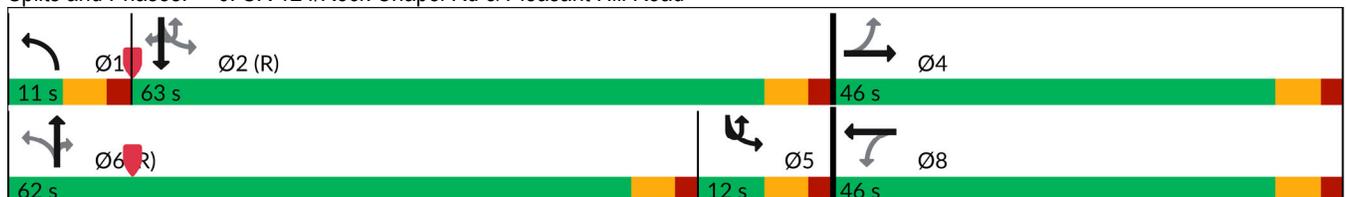
**Notes**

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						
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	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	
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				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			39.3									
HCM 7th LOS			D									
<b>Notes</b>												
User approved ignoring U-Turning movement.												



Movement	SBR
Lane Configurations	7
Traffic Volume (veh/h)	2
Future Volume (veh/h)	2
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	2
Peak Hour Factor	0.98
Percent Heavy Veh, %	0
Cap, veh/h	824
Arrive On Green	1.00
Sat Flow, veh/h	1610
Grp Volume(v), veh/h	2
Grp Sat Flow(s),veh/h/ln	1610
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	824
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	824
HCM Platoon Ratio	2.00
Upstream Filter(l)	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									
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									
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	NBTWBLn1	SBT
Capacity (veh/h)	- 285	-
HCM Lane V/C Ratio	- 0.313	-
HCM Ctrl Dly (s/v)	- 23.3	-
HCM Lane LOS	- C	-
HCM 95th %tile Q(veh)	- 1.3	-

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								
Recall Mode	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



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

2028 Build PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	7	284	24	9	7	193	1830	16	2	1671	173
Future Volume (veh/h)	151	7	284	24	9	7	193	1830	16	2	1671	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1885	1856	1900	1900	1841	1870
Adj Flow Rate, veh/h	159	7	299	25	9	7	203	1926	17	2	1759	182
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	1	3	0	0	4	2
Cap, veh/h	293	263	223	231	233	198	235	2296	1049	5	1829	829
Arrive On Green	0.04	0.14	0.14	0.02	0.12	0.12	0.13	0.65	0.65	0.00	0.52	0.52
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1795	3526	1610	1810	3497	1585
Grp Volume(v), veh/h	159	7	299	25	9	7	203	1926	17	2	1759	182
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1795	1763	1610	1810	1749	1585
Q Serve(g_s), s	5.0	0.4	18.0	1.6	0.5	0.4	14.4	54.6	0.5	0.1	62.7	6.1
Cycle Q Clear(g_c), s	5.0	0.4	18.0	1.6	0.5	0.4	14.4	54.6	0.5	0.1	62.7	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	293	263	223	231	233	198	235	2296	1049	5	1829	829
V/C Ratio(X)	0.54	0.03	1.34	0.11	0.04	0.04	0.86	0.84	0.02	0.41	0.96	0.22
Avail Cap(c_a), veh/h	293	263	223	259	263	223	235	2296	1049	70	1829	829
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.8	48.4	56.0	48.1	50.2	27.9	55.3	17.4	8.0	64.7	29.7	9.6
Incr Delay (d2), s/veh	2.0	0.0	180.5	0.2	0.1	0.1	26.5	3.9	0.0	47.7	13.7	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.2	18.5	0.7	0.3	0.2	8.1	20.4	0.2	0.1	27.6	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.8	48.5	236.5	48.3	50.3	28.0	81.9	21.3	8.0	112.4	43.5	10.2
LnGrp LOS	D	D	F	D	D	C	F	C	A	F	D	B
Approach Vol, veh/h		465			41			2146			1943	
Approach Delay, s/veh		170.9			45.3			26.9			40.4	
Approach LOS		F			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.0	74.0	9.0	24.0	6.3	90.7	11.0	22.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	15.0	68.0	5.0	18.0	5.0	78.0	5.0	18.0				
Max Q Clear Time (g_c+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				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			47.4									
HCM 7th LOS			D									



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

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			
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				3.3								
HCM 7th LOS				A								
<b>Notes</b>												
User approved ignoring U-Turning movement.												
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.												

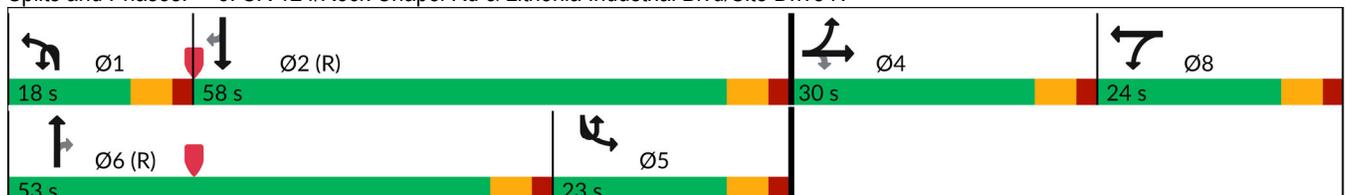


Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.96
Percent Heavy Veh, %	0
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

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



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

2028 Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	550	100	167	149	48	204	3	155	1304	122	1	240
Future Volume (veh/h)	550	100	167	149	48	204	3	155	1304	122	1	240
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1900	1841	1900	1900	1900		1722	1841	1900		1900
Adj Flow Rate, veh/h	641	0	172	138	72	210		160	1344	126		247
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97		0.97
Percent Heavy Veh, %	3	0	4	0	0	0		12	4	0		0
Cap, veh/h	652	0	288	251	263	223		209	1264	582		237
Arrive On Green	0.18	0.00	0.18	0.14	0.14	0.14		0.07	0.36	0.36		0.26
Sat Flow, veh/h	3534	0	1560	1810	1900	1610		3182	3497	1610		1810
Grp Volume(v), veh/h	641	0	172	138	72	210		160	1344	126		247
Grp Sat Flow(s),veh/h/ln	1767	0	1560	1810	1900	1610		1591	1749	1610		1810
Q Serve(g_s), s	23.5	0.0	13.1	9.2	4.4	16.8		6.4	47.0	7.0		17.0
Cycle Q Clear(g_c), s	23.5	0.0	13.1	9.2	4.4	16.8		6.4	47.0	7.0		17.0
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	652	0	288	251	263	223		209	1264	582		237
V/C Ratio(X)	0.98	0.00	0.60	0.55	0.27	0.94		0.76	1.06	0.22		1.04
Avail Cap(c_a), veh/h	652	0	288	251	263	223		294	1264	582		237
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		0.71
Uniform Delay (d), s/veh	52.8	0.0	48.6	52.2	50.1	55.5		59.7	41.5	28.7		48.0
Incr Delay (d2), s/veh	30.7	0.0	3.4	2.6	0.6	44.2		7.5	43.8	0.9		61.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	12.9	0.0	5.4	4.4	2.2	9.6		2.8	27.0	2.8		10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	83.5	0.0	51.9	54.8	50.7	99.7		67.2	85.3	29.6		109.2
LnGrp LOS	F		D	D	D	F		E	F	C		F
Approach Vol, veh/h		813			420				1630			
Approach Delay, s/veh		76.8			76.5				79.3			
Approach LOS		E			E				E			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.6	61.4		30.0	23.0	53.0		24.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	12.0	52.0		24.0	17.0	47.0		18.0				
Max Q Clear Time (g_c+I1), s	8.4	14.6		25.5	19.0	49.0		18.8				
Green Ext Time (p_c), s	0.1	15.4		0.0	0.0	0.0		0.0				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			53.6									
HCM 7th LOS			D									
<b>Notes</b>												
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(l)	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	NBRWBLn1	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





Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (veh/h)	53	112	11	79	1533	2	1726	30
Future Volume (veh/h)	53	112	11	79	1533	2	1726	30
Initial Q (Qb), veh	0	0		0	0		0	0
Lane Width Adj.	1.00	1.00		1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00				1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00		1.00	1.00
Work Zone On Approach	No			No	No		No	
Adj Sat Flow, veh/h/ln	1752	1781		1203	1841		1856	1589
Adj Flow Rate, veh/h	55	115		81	1580		1779	31
Peak Hour Factor	0.97	0.97		0.97	0.97		0.97	0.97
Percent Heavy Veh, %	10	8		47	4		3	21
Cap, veh/h	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.





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				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			28.0									
HCM 7th LOS			C									
<b>Notes</b>												
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(l)	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									
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									
Storage Length	100	-	150	-	-	165	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	3	0	0	5	0	0	0	0	0	0	4
Mvmt Flow	36	707	14	1	450	13	9	0	2	9	2	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	463	0	0	721	0	0	1233	1245	707	1232	1246	450
Stage 1	-	-	-	-	-	-	780	780	-	452	452	-
Stage 2	-	-	-	-	-	-	453	465	-	780	794	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.336
Pot Cap-1 Maneuver	1109	-	-	890	-	-	155	176	439	155	175	605
Stage 1	-	-	-	-	-	-	391	409	-	591	574	-
Stage 2	-	-	-	-	-	-	590	567	-	391	403	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1109	-	-	890	-	-	142	170	439	149	169	605
Mov Cap-2 Maneuver	-	-	-	-	-	-	142	170	-	149	169	-
Stage 1	-	-	-	-	-	-	378	395	-	590	573	-
Stage 2	-	-	-	-	-	-	562	566	-	377	390	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.4			0.02			28.99			17.86		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	161	1109	-	-	4	-	-	317
HCM Lane V/C Ratio	0.071	0.033	-	-	0.001	-	-	0.118
HCM Ctrl Dly (s/v)	29	8.4	-	-	9	0	-	17.9
HCM Lane LOS	D	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.4

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↕	↗		↕↕↕
Traffic Vol, veh/h	0	96	1515	76	0	1720
Future Vol, veh/h	0	96	1515	76	0	1720
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	175	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	4	0	0	3
Mvmt Flow	0	100	1578	79	0	1792

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	789	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	338	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	338	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	20.08	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 338	-
HCM Lane V/C Ratio	- 0.296	-
HCM Ctrl Dly (s/v)	- 20.1	-
HCM Lane LOS	- C	-
HCM 95th %tile Q(veh)	- 1.2	-



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

2028 No-Build AM - Mitigated

												
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				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			31.5									
HCM 7th LOS			C									





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		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.





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.



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

2028 No-Build AM - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	3	0	4	421	1	282	4	1467	196	2	128	1013
Future Volume (veh/h)	3	0	4	421	1	282	4	1467	196	2	128	1013
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	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	
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				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				32.7								
HCM 7th LOS				C								
<b>Notes</b>												
User approved ignoring U-Turning movement.												



Movement	SBR
Lane Configurations	7
Traffic Volume (veh/h)	2
Future Volume (veh/h)	2
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	2
Peak Hour Factor	0.98
Percent Heavy Veh, %	0
Cap, veh/h	659
Arrive On Green	0.41
Sat Flow, veh/h	1610
Grp Volume(v), veh/h	2
Grp Sat Flow(s),veh/h/ln	1610
Q Serve(g_s), s	0.1
Cycle Q Clear(g_c), s	0.1
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	659
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	659
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.87
Uniform Delay (d), s/veh	19.2
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	19.2
LnGrp LOS	B
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	



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

2028 No-Build PM - Mitigated

												
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				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			29.7									
HCM 7th LOS			C									





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.





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.



												
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				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			22.1									
HCM 7th LOS			C									
<b>Notes</b>												
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(l)	0.69	0.69
Uniform Delay (d), s/veh	0.0	0.0
Incr Delay (d2), s/veh	2.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	2.6	0.0
LnGrp LOS	A	A
Approach Vol, veh/h	1839	
Approach Delay, s/veh	6.1	
Approach LOS	A	
Timer - Assigned Phs		

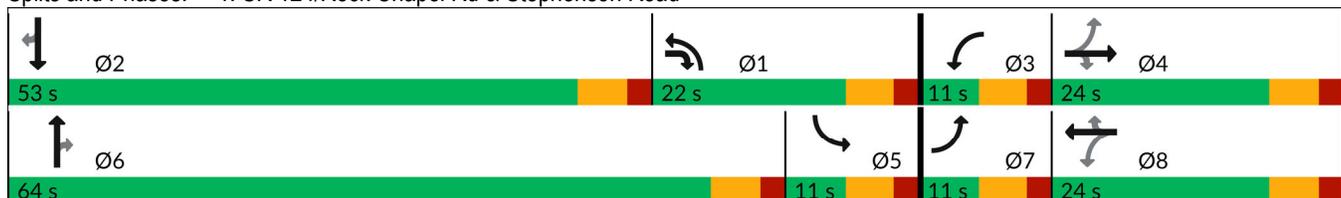


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	43	206	52	46	38	198	1653	115	33	1263	155
Future Volume (vph)	133	43	206	52	46	38	198	1653	115	33	1263	155
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	1	3	8		1	6		5	2	
Permitted Phases	4		4	8		8			6			2
Detector Phase	7	4	1	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	11.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	11.0	24.0	22.0	11.0	24.0	24.0	22.0	64.0	64.0	11.0	53.0	53.0
Total Split (%)	10.0%	21.8%	20.0%	10.0%	21.8%	21.8%	20.0%	58.2%	58.2%	10.0%	48.2%	48.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes											
Recall Mode	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



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

2028 Build AM - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	43	206	52	46	38	198	1653	115	33	1263	155
Future Volume (veh/h)	133	43	206	52	46	38	198	1653	115	33	1263	155
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1870	1870	1767	1900	1841	1841	1870	1856	1811	1856
Adj Flow Rate, veh/h	139	45	215	54	48	40	206	1722	120	34	1316	161
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	2	2	9	0	4	4	2	3	6	3
Cap, veh/h	203	121	337	194	93	85	258	2136	968	55	1703	778
Arrive On Green	0.05	0.07	0.07	0.04	0.05	0.05	0.15	0.61	0.61	0.03	0.49	0.49
Sat Flow, veh/h	1767	1856	1585	1781	1767	1610	1753	3497	1585	1767	3441	1572
Grp Volume(v), veh/h	139	45	215	54	48	40	206	1722	120	34	1316	161
Grp Sat Flow(s),veh/h/ln	1767	1856	1585	1781	1767	1610	1753	1749	1585	1767	1721	1572
Q Serve(g_s), s	5.0	2.2	1.5	2.7	2.5	1.9	10.8	35.8	1.7	1.8	29.7	3.5
Cycle Q Clear(g_c), s	5.0	2.2	1.5	2.7	2.5	1.9	10.8	35.8	1.7	1.8	29.7	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	121	337	194	93	85	258	2136	968	55	1703	778
V/C Ratio(X)	0.69	0.37	0.64	0.28	0.52	0.47	0.80	0.81	0.12	0.62	0.77	0.21
Avail Cap(c_a), veh/h	203	352	533	217	335	305	295	2136	968	93	1703	778
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.2	42.5	17.7	40.3	43.8	30.4	39.1	14.2	2.6	45.4	19.6	5.6
Incr Delay (d2), s/veh	9.2	1.9	2.0	0.8	4.4	4.0	12.8	3.4	0.3	10.7	3.5	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	1.0	3.2	1.2	1.2	1.0	5.3	12.4	1.0	0.9	11.2	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.3	44.4	19.7	41.1	48.2	34.4	51.9	17.5	2.8	56.1	23.1	6.2
LnGrp LOS	D	D	B	D	D	C	D	B	A	E	C	A
Approach Vol, veh/h		399			142			2048			1511	
Approach Delay, s/veh		33.5			41.6			20.1			22.0	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	53.0	9.8	12.2	9.0	64.0	11.0	11.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	16.0	47.0	5.0	18.0	5.0	58.0	5.0	18.0				
Max Q Clear Time (g_c+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				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			22.9									
HCM 7th LOS			C									



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

2028 Build AM - Mitigated

												
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			
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			42.8									
HCM 7th LOS			D									
<b>Notes</b>												
User approved volume balancing among the lanes for turning movement.												
User approved ignoring U-Turning movement.												



Movement	SBR
Lane Configurations	7
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(l)	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	





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
<b>Intersection Summary</b>								
HCM 7th Control Delay, s/veh			23.0					
HCM 7th LOS			C					
<b>Notes</b>								
User approved pedestrian interval to be less than phase max green.								
User approved ignoring U-Turning movement.								



												
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	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	
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				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				35.2								
HCM 7th LOS				D								
<b>Notes</b>												
User approved ignoring U-Turning movement.												



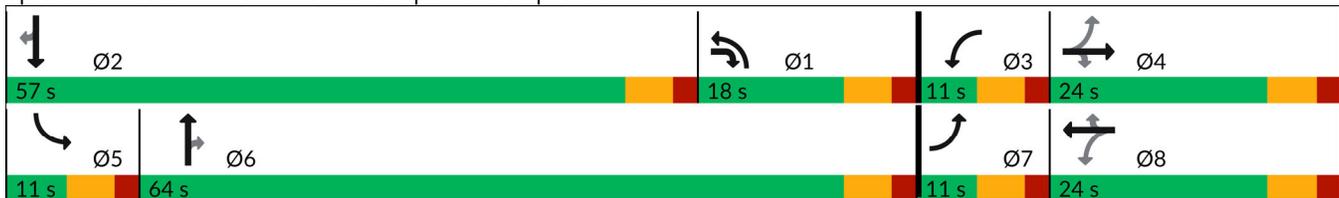
Movement	SBR
Lane Configurations	7
Traffic Volume (veh/h)	2
Future Volume (veh/h)	2
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	2
Peak Hour Factor	0.98
Percent Heavy Veh, %	0
Cap, veh/h	709
Arrive On Green	0.44
Sat Flow, veh/h	1610
Grp Volume(v), veh/h	2
Grp Sat Flow(s),veh/h/ln	1610
Q Serve(g_s), s	0.1
Cycle Q Clear(g_c), s	0.1
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	709
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	709
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.84
Uniform Delay (d), s/veh	17.3
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	17.3
LnGrp LOS	B
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	151	7	284	24	9	7	193	1830	16	2	1671	173
Future Volume (vph)	151	7	284	24	9	7	193	1830	16	2	1671	173
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	1	3	8		1	6		5	2	
Permitted Phases	4		4	8		8			6			2
Detector Phase	7	4	1	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	11.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	11.0	24.0	18.0	11.0	24.0	24.0	18.0	64.0	64.0	11.0	57.0	57.0
Total Split (%)	10.0%	21.8%	16.4%	10.0%	21.8%	21.8%	16.4%	58.2%	58.2%	10.0%	51.8%	51.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes											
Recall Mode	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



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

2028 Build PM - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	7	284	24	9	7	193	1830	16	2	1671	173
Future Volume (veh/h)	151	7	284	24	9	7	193	1830	16	2	1671	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1885	1856	1900	1900	1841	1870
Adj Flow Rate, veh/h	159	7	299	25	9	7	203	1926	17	2	1759	182
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	1	3	0	0	4	2
Cap, veh/h	234	148	325	176	98	83	222	2280	1041	5	1839	833
Arrive On Green	0.05	0.08	0.08	0.03	0.05	0.05	0.12	0.65	0.65	0.00	0.53	0.53
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1795	3526	1610	1810	3497	1585
Grp Volume(v), veh/h	159	7	299	25	9	7	203	1926	17	2	1759	182
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1795	1763	1610	1810	1749	1585
Q Serve(g_s), s	5.0	0.3	2.9	1.3	0.4	0.4	10.8	41.3	0.4	0.1	46.5	3.8
Cycle Q Clear(g_c), s	5.0	0.3	2.9	1.3	0.4	0.4	10.8	41.3	0.4	0.1	46.5	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	234	148	325	176	98	83	222	2280	1041	5	1839	833
V/C Ratio(X)	0.68	0.05	0.92	0.14	0.09	0.08	0.91	0.84	0.02	0.41	0.96	0.22
Avail Cap(c_a), veh/h	234	353	498	224	353	299	222	2280	1041	93	1839	833
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	41.4	21.5	41.9	43.8	43.8	42.0	13.3	6.1	48.3	21.9	4.9
Incr Delay (d2), s/veh	7.7	0.1	16.5	0.4	0.4	0.4	37.7	4.1	0.0	46.7	13.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.2	6.3	0.6	0.2	0.2	6.9	13.9	0.1	0.1	19.6	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.8	41.5	38.0	42.3	44.2	44.3	79.7	17.4	6.1	95.0	34.9	5.5
LnGrp LOS	D	D	D	D	D	D	E	B	A	F	C	A
Approach Vol, veh/h		465			41			2146			1943	
Approach Delay, s/veh		42.4			43.0			23.2			32.2	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.0	57.0	8.5	13.5	6.3	68.7	11.0	11.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	12.0	51.0	5.0	18.0	5.0	58.0	5.0	18.0				
Max Q Clear Time (g_c+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				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			29.1									
HCM 7th LOS			C									

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

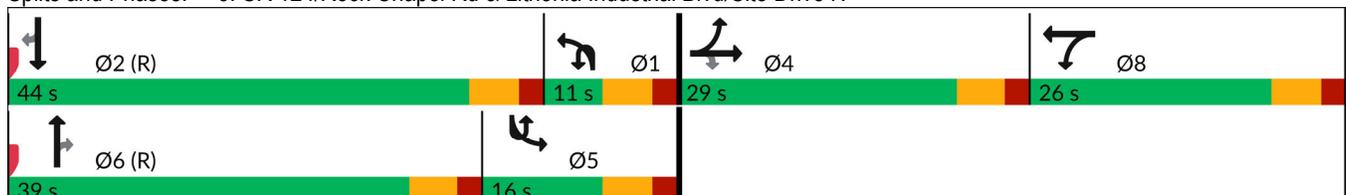
2028 Build PM - Mitigated

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	550	100	167	149	48	155	1304	122	240	1400	391
Future Volume (vph)	550	100	167	149	48	155	1304	122	240	1400	391
Turn Type	Split	NA	Perm	Split	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8	1	6		5	2	
Permitted Phases			4					6			2
Detector Phase	4	4	4	8	8	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	29.0	29.0	29.0	26.0	26.0	11.0	39.0	39.0	16.0	44.0	44.0
Total Split (%)	26.4%	26.4%	26.4%	23.6%	23.6%	10.0%	35.5%	35.5%	14.5%	40.0%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	23.0	23.0	23.0	14.7	14.7	5.0	38.3	38.3	10.0	43.3	43.3
Actuated g/C Ratio	0.21	0.21	0.21	0.13	0.13	0.05	0.35	0.35	0.09	0.39	0.39
v/c Ratio	0.96	0.94	0.37	0.63	0.55	1.15	0.77	0.19	1.51	0.73	0.47
Control Delay (s/veh)	83.8	78.1	8.0	57.5	31.6	157.5	17.8	0.8	294.7	31.7	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	83.8	78.1	8.0	57.5	31.6	157.5	17.8	0.8	294.7	31.7	4.6
LOS	F	E	A	E	C	F	B	A	F	C	A
Approach Delay (s/veh)		66.1			40.3		30.5			57.6	
Approach LOS		E			D		C			E	

Intersection Summary

Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 57 (52%), Referenced to phase 2:SBT and 6:NBT, Start of Green  
 Natural Cycle: 95  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.51  
 Intersection Signal Delay (s/veh): 48.7      Intersection LOS: D  
 Intersection Capacity Utilization 84.6%      ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 3: SR 124/Rock Chapel Rd & Lithonia Industrial Blvd/Site Drive N



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

2028 Build PM - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	550	100	167	149	48	204	3	155	1304	122	1	240
Future Volume (veh/h)	550	100	167	149	48	204	3	155	1304	122	1	240
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1900	1841	1900	1900	1900		1722	1841	1900		1900
Adj Flow Rate, veh/h	641	0	172	138	72	210		160	1344	126		247
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97		0.97
Percent Heavy Veh, %	3	0	4	0	0	0		12	4	0		0
Cap, veh/h	708	0	313	277	291	246		264	1508	483		233
Arrive On Green	0.20	0.00	0.20	0.15	0.15	0.15		0.03	0.10	0.10		0.13
Sat Flow, veh/h	3534	0	1560	1810	1900	1610		3182	5025	1610		1810
Grp Volume(v), veh/h	641	0	172	138	72	210		160	1344	126		247
Grp Sat Flow(s),veh/h/ln	1767	0	1560	1810	1900	1610		1591	1675	1610		1810
Q Serve(g_s), s	19.5	0.0	10.9	7.7	3.7	14.0		5.5	29.1	8.0		14.1
Cycle Q Clear(g_c), s	19.5	0.0	10.9	7.7	3.7	14.0		5.5	29.1	8.0		14.1
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	708	0	313	277	291	246		264	1508	483		233
V/C Ratio(X)	0.91	0.00	0.55	0.50	0.25	0.85		0.61	0.89	0.26		1.06
Avail Cap(c_a), veh/h	739	0	326	329	345	293		264	1508	483		233
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		0.33	0.33	0.33		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		0.69
Uniform Delay (d), s/veh	43.0	0.0	39.5	42.7	41.0	45.4		51.7	47.8	38.3		47.9
Incr Delay (d2), s/veh	14.4	0.0	1.8	1.4	0.4	18.5		3.9	8.4	1.3		66.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	9.6	0.0	4.4	3.6	1.8	6.9		2.3	14.1	3.4		10.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.3	0.0	41.3	44.1	41.5	63.9		55.6	56.2	39.6		114.3
LnGrp LOS	E		D	D	D	E		E	E	D		F
Approach Vol, veh/h		813			420				1630			
Approach Delay, s/veh		53.9			53.5				54.8			
Approach LOS		D			D				D			
Timer - Assigned Phs	1	2		4	5	6			8			
Phs Duration (G+Y+Rc), s	15.1	44.0		28.0	20.1	39.0			22.8			
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0			6.0			
Max Green Setting (Gmax), s	5.0	38.0		23.0	10.0	33.0			20.0			
Max Q Clear Time (g_c+I1), s	7.5	30.7		21.5	16.1	31.1			16.0			
Green Ext Time (p_c), s	0.0	5.4		0.6	0.0	1.5			0.8			
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			50.8									
HCM 7th LOS			D									
<b>Notes</b>												
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(l)	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		





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**

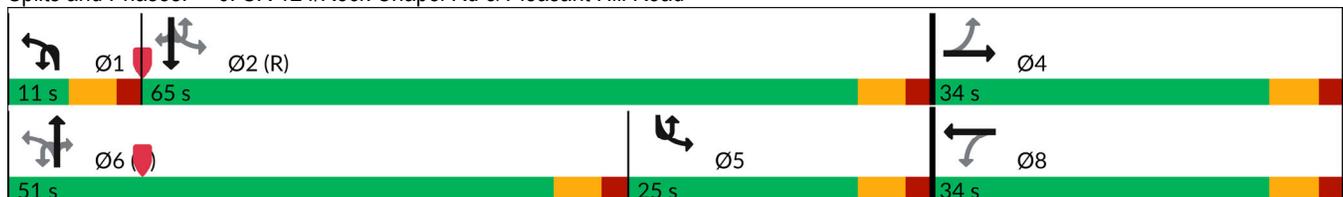
User approved ignoring U-Turning movement.

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
Total Lost Time (s)		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							
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			70.5	70.5
Actuated g/C Ratio		0.23	0.23	0.23			0.43	0.43			0.64	0.64
v/c Ratio		0.04	0.87	0.43			0.06	0.69			0.78	0.71
Control Delay (s/veh)		26.8	67.4	7.7			20.5	27.8			28.6	4.3
Queue Delay		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			28.6	4.3
LOS		C	E	A			C	C			C	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				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				22.8								
HCM 7th LOS				C								
<b>Notes</b>												
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(l)	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
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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
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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				

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
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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 &amp; 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 &amp; 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

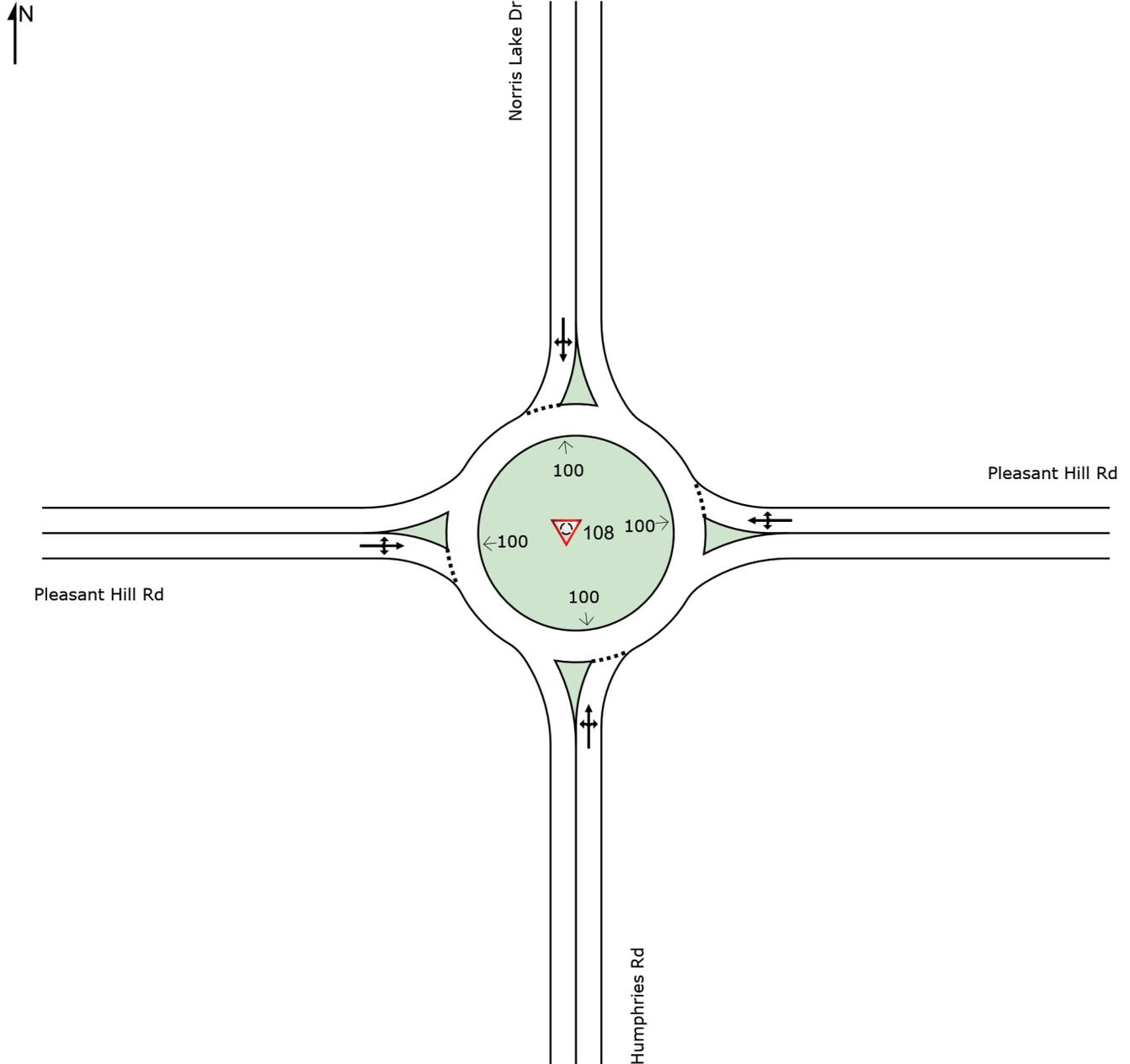
Zone wide Queuing Penalty: 522

# 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		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
	[ Total veh/h	HV ] %						[ Veh	Dist ] ft				
South: Humphries Rd													
Lane 1 <sup>d</sup>	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 <sup>d</sup>	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 <sup>d</sup>	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 <sup>d</sup>	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.

<sup>d</sup> Dominant lane on roundabout approach

Approach Lane Flows (veh/h)											
South: Humphries Rd											
Mov.	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From S						Cap. veh/h	v/c	%	%		
To Exit:	W	N	E								
Lane 1	41	238	4	283	2.8	926	0.305	100	NA	NA	
Approach	41	238	4	283	2.8		0.305				
East: Pleasant Hill Rd											
Mov.	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From E						Cap. veh/h	v/c	%	%		
To Exit:	S	W	N								
Lane 1	4	474	4	483	6.1	919	0.525	100	NA	NA	

Approach	4	474	4	483	6.1		0.525				
North: Norris Lake Dr											
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.	
From N						Cap.	Satn	Util.	SL	Ov.	Lane
To Exit:	E	S	W			veh/h	v/c	%	%	%	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.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.	
From W						Cap.	Satn	Util.	SL	Ov.	Lane
To Exit:	N	E	S			veh/h	v/c	%	%	%	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	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
South Exit: Humphries Rd Merge Type: <b>Not Applied</b>												
Full Length Lane	1										Merge Analysis not applied.	
East Exit: Pleasant Hill Rd Merge Type: <b>Not Applied</b>												
Full Length Lane	1										Merge Analysis not applied.	
North Exit: Norris Lake Dr Merge Type: <b>Not Applied</b>												
Full Length Lane	1										Merge Analysis not applied.	
West Exit: Pleasant Hill Rd Merge Type: <b>Not Applied</b>												
Full Length Lane	1										Merge Analysis not applied.	

# LANE SUMMARY

**Site: 108 [2028 Build PM - Mitigated (Site Folder: 08 Pleasant Hill Road & Humphries Road/Norris Lake Drive)]**

New Site  
 Site Category: (None)  
 Roundabout

Lane Use and Performance													
	DEMAND FLOWS		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[ Total veh/h	HV %						[ Veh	Dist ]				
			veh/h	v/c	%	sec			ft		ft	%	%
South: Humphries Rd													
Lane 1 <sup>d</sup>	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 <sup>d</sup>	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 <sup>d</sup>	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 <sup>d</sup>	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.

<sup>d</sup> Dominant lane on roundabout approach

Approach Lane Flows (veh/h)											
South: Humphries Rd											
Mov.	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From S						Cap. veh/h	v/c	%	%		
To Exit:	W	N	E								
Lane 1	26	99	9	135	2.4	773	0.174	100	NA	NA	
Approach	26	99	9	135	2.4		0.174				
East: Pleasant Hill Rd											
Mov.	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From E						Cap. veh/h	v/c	%	%		
To Exit:	S	W	N								
Lane 1	9	313	11	333	5.6	1099	0.303	100	NA	NA	

Approach	9	313	11	333	5.6		0.303				
North: Norris Lake Dr											
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.	
From N						Cap.	Satn	Util.	SL	Ov.	Lane
To Exit:	E	S	W			veh/h	v/c	%	%	%	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.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.	
From W						Cap.	Satn	Util.	SL	Ov.	Lane
To Exit:	N	E	S			veh/h	v/c	%	%	%	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							

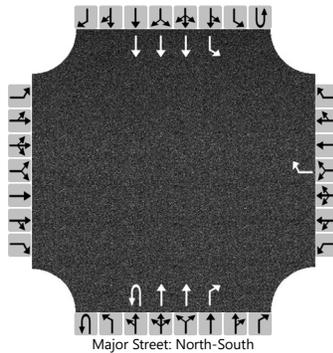
Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis												
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
South Exit: Humphries Rd Merge Type: <b>Not Applied</b>												
Full Length Lane	1										Merge Analysis not applied.	
East Exit: Pleasant Hill Rd Merge Type: <b>Not Applied</b>												
Full Length Lane	1										Merge Analysis not applied.	
North Exit: Norris Lake Dr Merge Type: <b>Not Applied</b>												
Full Length Lane	1										Merge Analysis not applied.	
West Exit: Pleasant Hill Rd Merge Type: <b>Not Applied</b>												
Full Length Lane	1										Merge Analysis not applied.	

# HCS7 Two-Way Stop-Control Report

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

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	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

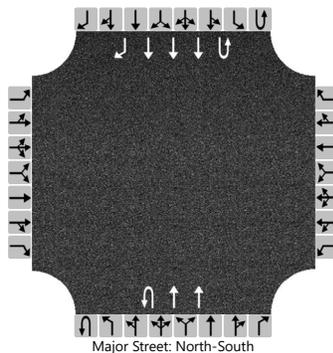
## Delay, Queue Length, and Level of Service

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 <sub>95</sub> (veh)								0.5	0.0							0.2
Control Delay (s/veh)								20.3	11.9							15.8
Level of Service (LOS)								C	B							C
Approach Delay (s/veh)					20.3				0.0				0.2			
Approach LOS					C											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	JP	Intersection	SR 124 & Lithonia Ind				
Agency/Co.	NV5	Jurisdiction	GDOT D7				
Date Performed	7/1/2025	East/West Street	Lithonia Ind Blvd				
Analysis Year	2028	North/South Street	SR 124/Rock Chapel Rd				
Time Analyzed	2028 No-Build 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



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
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																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			

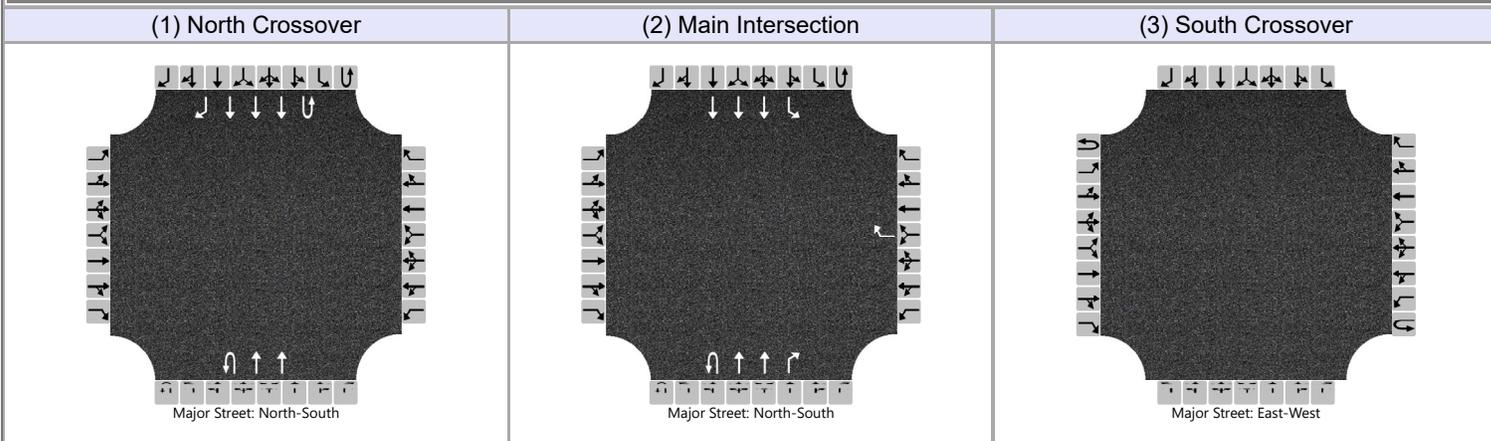
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)									13				0			
Capacity, c (veh/h)									636				324			
v/c Ratio									0.02				0.00			
95% Queue Length, Q <sub>95</sub> (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																

## 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																



Queue-to-Storage Ratio	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Intersection One (R <sub>Q</sub> )									0.00							
Intersection Two (R <sub>Q</sub> )														0.02		
Intersection Three (R <sub>Q</sub> )																

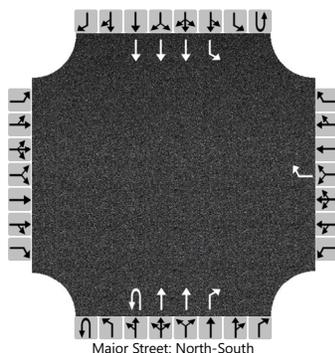
Alternative Intersection Results								
O-D	O-D Movements	Flow Rate (veh/h)	Control Delay (s/veh)	EDTT (s/veh)	ETT (s/veh)	v/c>1?	R <sub>Q</sub> >1?	LOS
EBL	EBR(2) + SBU(3) + NBT(2)	0				No	No	
EBT	EBR(2) + SBU(3) + NBR(2)	0				No	No	
EBR	EBR(2)	0				No	No	
WBL	WBR(2) + NBU(1) + SBT(2)	12	31.0	51.4	82.4	No	No	F
WBT	WBR(2) + NBU(1) + SBR(2)	0				No	No	
WBR	WBR(2)	32	20.3	--	20.3	No	No	C
NBL	NBL(2)	0				No	No	
NBT	NBT(2)	1783	0.0	--	0.0	--	--	A
NBR	NBR(2)	6	0.0	--	0.0	--	--	A
SBL	SBL(2)	17	15.8	--	15.8	No	No	B
SBT	SBT(2)	1196	0.0	--	0.0	--	--	A
SBR	SBR(2)	0				--	--	

Overall Results	EB	WB	NB	SB
Approach ETT, s/veh   LOS		37.2   D	0.0   A	0.2   A
Intersection ETT, s/veh   LOS	0.6		A	

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	JP	Intersection	SR 124 & Knoll Hollow Rd				
Agency/Co.	NV5	Jurisdiction	GDOT D7				
Date Performed	7/1/2025	East/West Street	Knoll Hollow Rd				
Analysis Year	2028	North/South Street	SR 124/Rock Chapel Rd				
Time Analyzed	2028 No-Build PM	Peak Hour Factor	0.96				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	DRI 4478 Creekside Village Mixed-Use Development						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	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		

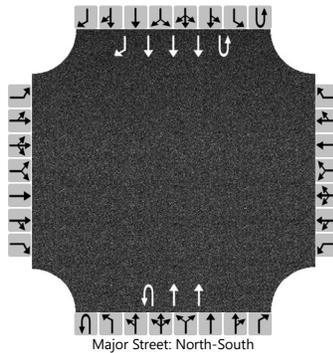
## Delay, Queue Length, and Level of Service

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 <sub>95</sub> (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																

# HCS7 Two-Way Stop-Control Report

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

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	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																	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			

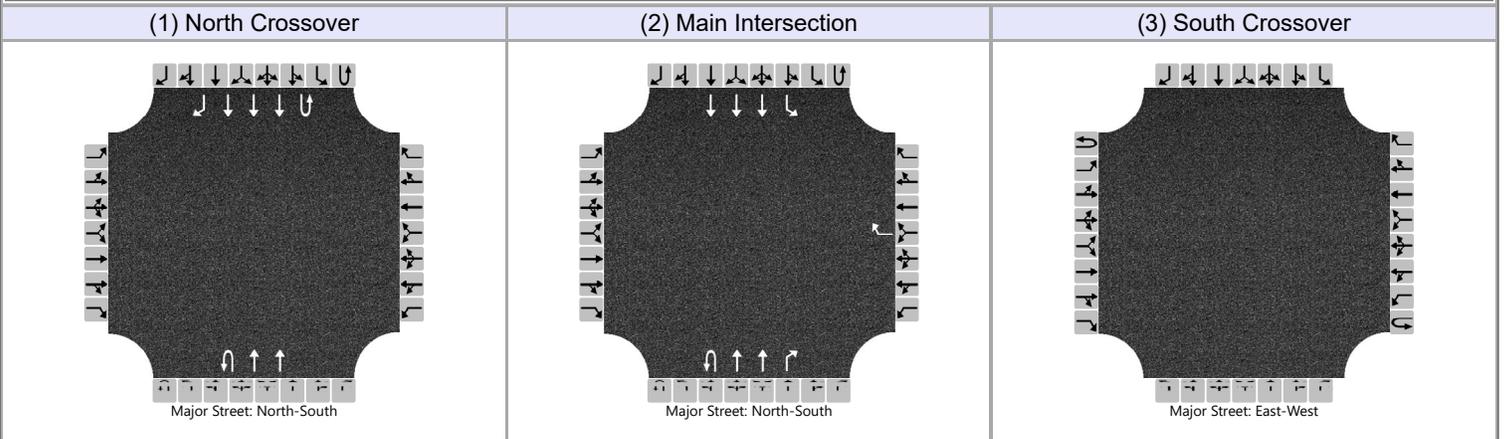
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)									20				1			
Capacity, c (veh/h)									529				405			
v/c Ratio									0.04				0.00			
95% Queue Length, Q <sub>95</sub> (veh)									0.1				0.0			
Control Delay (s/veh)									12.1				13.9			
Level of Service (LOS)									B				B			
Approach Delay (s/veh)													0.2			0.0
Approach LOS																

## HCS7 Alternative Intersections Results Summary

General Information				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																



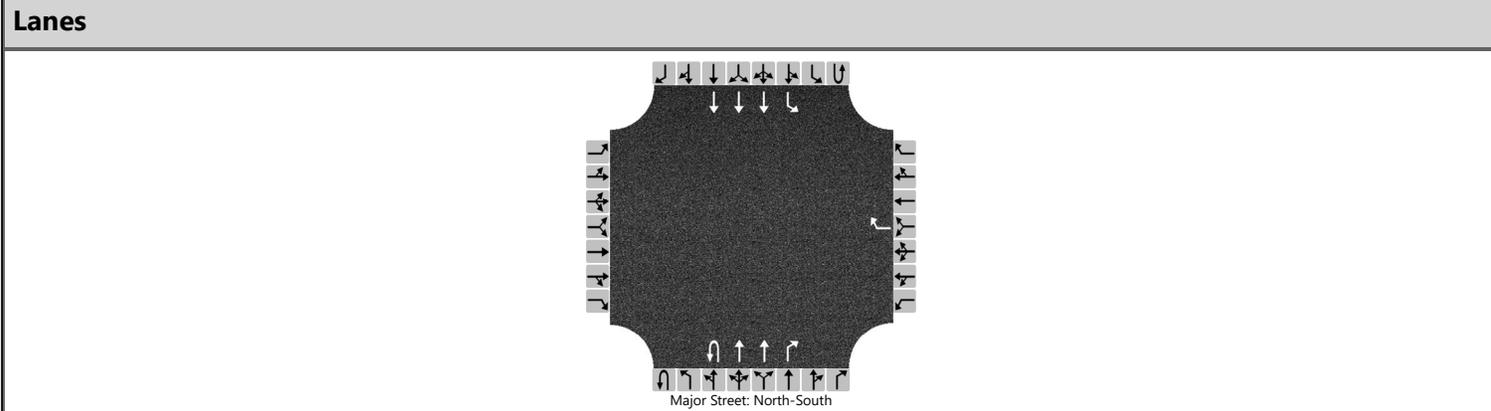
Queue-to-Storage Ratio	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Intersection One (R <sub>Q</sub> )									0.01							
Intersection Two (R <sub>Q</sub> )														0.03		
Intersection Three (R <sub>Q</sub> )																

Alternative Intersection Results								
O-D	O-D Movements	Flow Rate (veh/h)	Control Delay (s/veh)	EDTT (s/veh)	ETT (s/veh)	v/c>1?	R <sub>Q</sub> >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	

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	JP	Intersection	SR 124 & Knoll Hollow Rd				
Agency/Co.	NV5	Jurisdiction	GDOT D7				
Date Performed	7/1/2025	East/West Street	Knoll Hollow Rd				
Analysis Year	2028	North/South Street	SR 124/Rock Chapel Rd				
Time Analyzed	2028 Build 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						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
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		

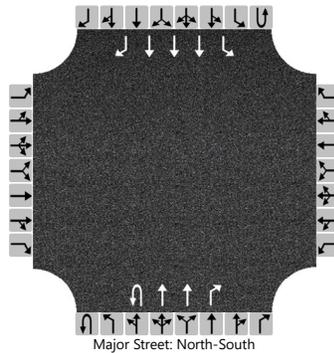
**Delay, Queue Length, and Level of Service**

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 <sub>95</sub> (veh)									0.9	0.0					0.2		
Control Delay (s/veh)									22.4	12.5					16.6		
Level of Service (LOS)									C	B					C		
Approach Delay (s/veh)					22.4				0.0				0.3				
Approach LOS					C												

# HCS7 Two-Way Stop-Control Report

General Information				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



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	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		

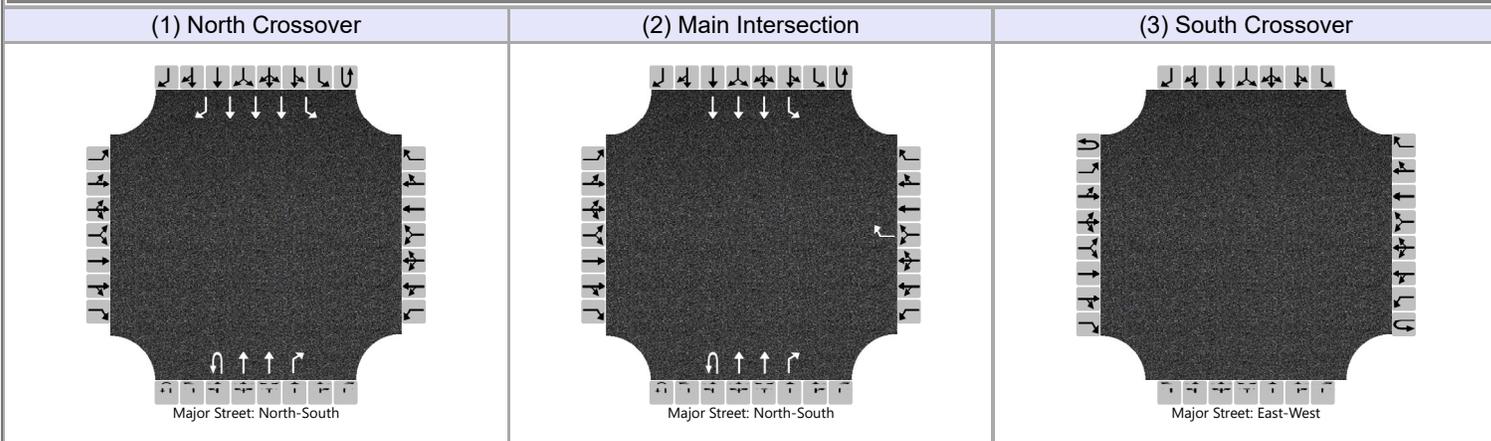
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)									28					161			
Capacity, c (veh/h)									701					378			
v/c Ratio									0.04					0.43			
95% Queue Length, Q <sub>95</sub> (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																	

## 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																



Queue-to-Storage Ratio	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Intersection One (R <sub>Q</sub> )									0.01							
Intersection Two (R <sub>Q</sub> )														0.03		
Intersection Three (R <sub>Q</sub> )																

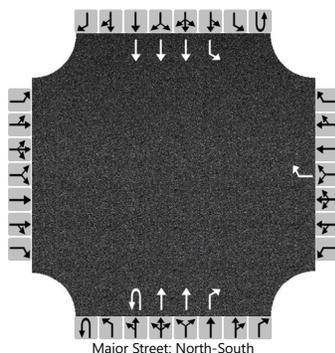
Alternative Intesection Results								
O-D	O-D Movements	Flow Rate (veh/h)	Control Delay (s/veh)	EDTT (s/veh)	ETT (s/veh)	v/c>1?	R <sub>Q</sub> >1?	LOS
EBL	EBR(2) + SBU(3) + NBT(2)	0				No	No	
EBT	EBR(2) + SBU(3) + NBR(2)	0				No	No	
EBR	EBR(2)	0				No	No	
WBL	WBR(2) + NBU(1) + SBT(2)	27	32.7	51.4	84.1	No	No	F
WBT	WBR(2) + NBU(1) + SBR(2)	0				No	No	
WBR	WBR(2)	39	22.4	--	22.4	No	No	C
NBL	NBL(2)	0				No	No	
NBT	NBT(2)	1832	0.0	--	0.0	--	--	A
NBR	NBR(2)	18	0.0	--	0.0	--	--	A
SBL	SBL(2)	22	16.6	--	16.6	No	No	B
SBT	SBT(2)	1260	0.0	--	0.0	--	--	A
SBR	SBR(2)	0				--	--	

Overall Results	EB	WB	NB	SB
Approach ETT, s/veh   LOS		47.6   D	0.0   A	0.3   A
Intersection ETT, s/veh   LOS	1.1		A	

# HCS7 Two-Way Stop-Control Report

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

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	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		

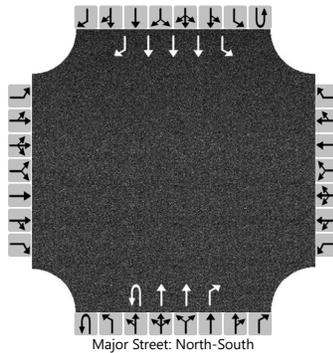
## Delay, Queue Length, and Level of Service

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 <sub>95</sub> (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								

# 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 PM	Peak Hour Factor	0.97				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	DRI 4478 Creekside Village Mixed-Use Development						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	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		

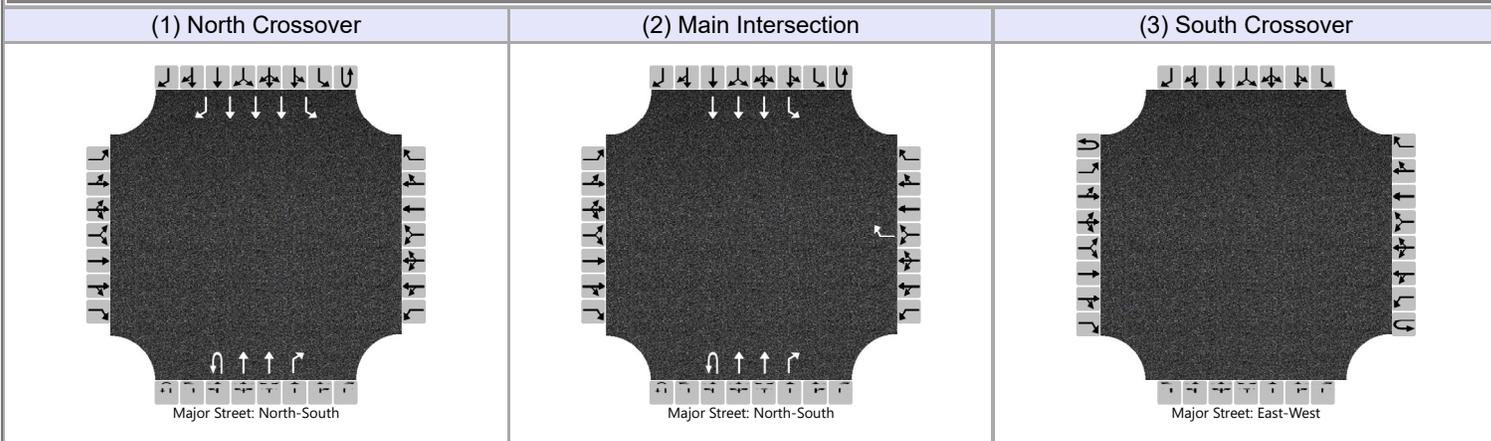
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)									35					248			
Capacity, c (veh/h)									560					465			
v/c Ratio									0.06					0.53			
95% Queue Length, Q <sub>95</sub> (veh)									0.2					3.1			
Control Delay (s/veh)									11.9					21.3			
Level of Service (LOS)									B					C			
Approach Delay (s/veh)										0.3				2.5			
Approach LOS																	

## HCS7 Alternative Intersections Results Summary

General Information				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																



Queue-to-Storage Ratio	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Intersection One (R <sub>Q</sub> )									0.01							
Intersection Two (R <sub>Q</sub> )														0.05		
Intersection Three (R <sub>Q</sub> )																

Alternative Intersection Results								
O-D	O-D Movements	Flow Rate (veh/h)	Control Delay (s/veh)	EDTT (s/veh)	ETT (s/veh)	v/c > 1?	R <sub>Q</sub> > 1?	LOS
EBL	EBR(2) + SBU(3) + NBT(2)	0				No	No	
EBT	EBR(2) + SBU(3) + NBR(2)	0				No	No	
EBR	EBR(2)	0				No	No	
WBL	WBR(2) + NBU(1) + SBT(2)	32	30.6	51.4	82.0	No	No	F
WBT	WBR(2) + NBU(1) + SBR(2)	0				No	No	
WBR	WBR(2)	32	18.7	--	18.7	No	No	B
NBL	NBL(2)	0				No	No	
NBT	NBT(2)	1623	0.0	--	0.0	--	--	A
NBR	NBR(2)	34	0.0	--	0.0	--	--	A
SBL	SBL(2)	33	15.9	--	15.9	No	No	B
SBT	SBT(2)	1756	0.0	--	0.0	--	--	A
SBR	SBR(2)	0				--	--	

Overall Results	EB	WB	NB	SB
Approach ETT, s/veh   LOS		50.4   D	0.0   A	0.3   A
Intersection ETT, s/veh   LOS	1.1		A	

## **APPENDIX F: Turn Lane Evaluations**

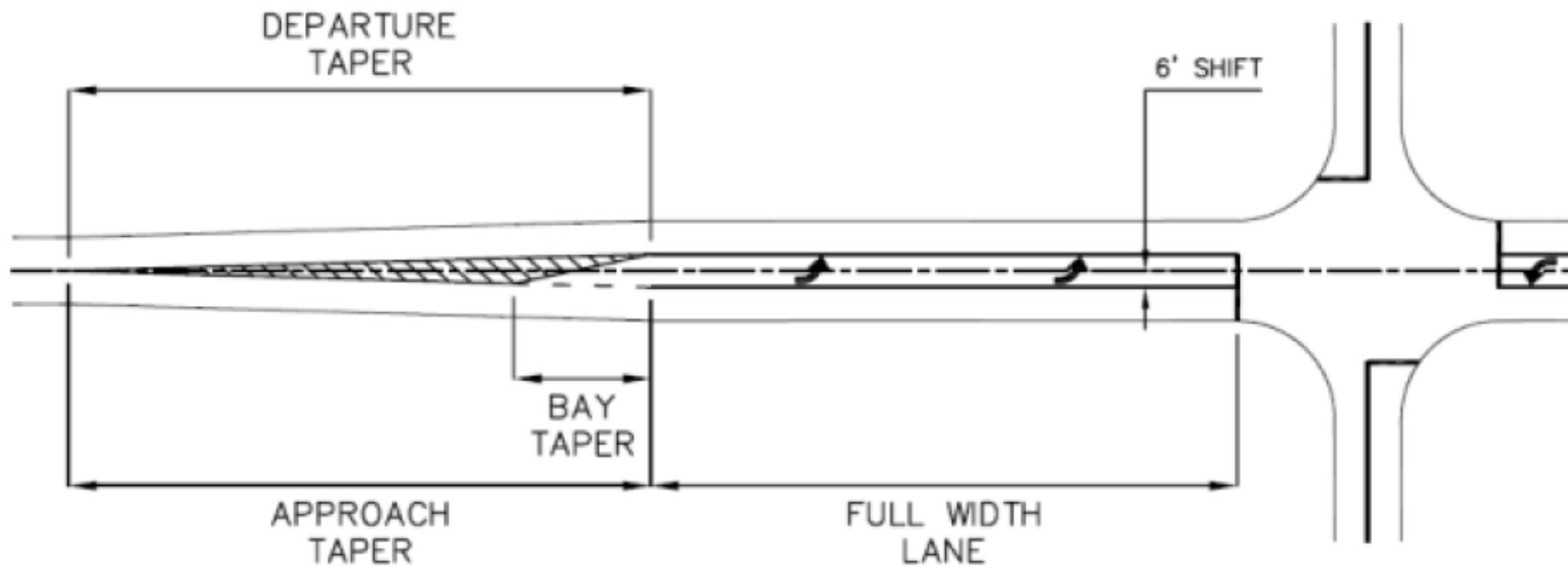
# Condition 1

LEFT TURN REQUIREMENTS-FULL CONSTRUCTION				
Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	ADT		ADT	
	<6,000	>=6,000	<10,000	>=10,000
35 MPH or Less	300 LTV a day	200 LTV a day	400 LTV a day	300 LTV a day
40 to 50 MPH	250 LTV a day	175 LTV a day	325 LTV a day	250 LTV a day
>= 55 MPH	200 LTV a day	150 LTV a day	250 LTV a day	200 LTV a day

**Table 4-7a Minimum Volumes Requiring Left Turn Lanes**

4,989 Daily Expected IN \* 9% Expected LTV on Pleasant Hill Road = 449 LTV a day +  
 2,495 Daily Pass-By IN \* 0% Expected LTV on Pleasant Hill Road = 0 LTV a day  
 449 TOTAL LTV a day – WARRANTED on Site Drive East

4,989 Daily Expected IN \* 36% Expected LTV on SR 124 = 1,796 LTV a day +  
 2,495 Daily Pass-By IN \* 40% Expected LTV on SR 124 = 998 LTV a day  
 2,794 TOTAL LTV a day – WARRANTED on Site Drive North



POSTED SPEED LIMIT, MPH	APPROACH AND DEPARTURE TAPER, FT.		BAY TAPER, FT.	FULL WIDTH STORAGE, FT
	6' Shift	12' Shift		
25	65	130	50	85
30	90	180	50	135
35	125	250	50	160
40	160	320	50	210
45	270	540	100	235
50	300	600	100	285
55	330	660	100	310
60	360	720	100	360
65	390	780	100	410

**Table 4-9 Minimum Design Elements of Left Turn Lanes**

Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	AADT		AADT	
	< 6,000	>=6,000	<10,000	>=10,000
35 MPH or Less	200 RTV a day	100 RTV a day	200 RTV a day	100 RTV a day
40 to 50 MPH	150 RTV a day	75 RTV a day	150 RTV a day	75 RTV a day
55 to 60 MPH	100 RTV a day	50 RTV a day	100 RTV a day	50 RTV a day
>= 65 MPH	Always	Always	Always	Always

**Table 4-6 Minimum Volumes Requiring Right Turn Lanes**

4,989 Daily Expected IN \* 9% Expected RTV on SR 124 = 449 RTV a day +  
 2,495 Daily Pass-By IN \* 40% Expected RTV on SR 124 = 998 RTV a day  
 1,447 TOTAL RTV a day – WARRANTED on Site Drive North

4,989 Daily Expected IN \* 8% Expected RTV on SR 124 = 399 RTV a day +  
 2,495 Daily Pass-By IN \* 20% Expected RTV on SR 124 = 499 RTV a day  
 898 TOTAL RTV a day – WARRANTED on Site Drive South

4,989 Daily Expected IN \* 5% Expected RTV on Pleasant Hill Road = 249 RTV a day  
 WARRANTED on Site Drive East

SPEED (MPH)	FULL WIDTH STORAGE, FT.	TAPER, FT.
25	50	50
30	75	50
35	100	50
40	150	50
45	175	100
50	225	100
55	250	100
60	300	100
65	350	100

**Table 4-8 Minimum Right Turn Deceleration Lengths**

## DEPARTMENT OF PLANNING & SUSTAINABILITY

Chief Executive Officer  
Lorraine Cochran-Johnson

Interim Director  
Cedric G. Hudson, MCRP

### ZONING COMMENTS – MAY 2025

**N1-2025-0283 Z-25-1247358 (1619 Pleasant Hill Trl & 7850 Pleasant Hill Rd):** 149 units. Pleasant Hill Trail appears to be an unimproved right of way (not abandoned) in the proposed project area (per GIS Map)- classified as local. Verify ownership. If determined to be an unimproved public right of way, infrastructure improvements noted in Zoning Code 5.4.3 and Land Development Code 14-190 are required. This project requires 2 access points- ensure phasing meets required access points at any given time since connecting to other developments. Ensure that there are enough access points to service the entire system when all developments are complete (i.e.- this development cannot put the other developments that it is connecting to out of compliance for number of access points). Please refer to the requirements in Zoning Code 5.4.3 and Land Development Code 14-190. All interior streets require a right of way dedication of 55 feet. Requires a 6-foot landscape strip with a 5-foot sidewalk. Requires streetlights. ([hefowler@dekalbcountyga.gov](mailto:hefowler@dekalbcountyga.gov)). All intersections must meet AASHTO sight distance requirements.

**N2-2025-0285 Z-25-1247420 (4743 Flat Shoals Pkwy):** 79 Units. 4743 Flat Shoals Parkway. Flat Shoals Parkway is SR 155 and classified as a major arterial. GDOT review and approval is required prior to permitting. ([JLivingston@dot.ga.gov](mailto:JLivingston@dot.ga.gov)) Please refer to the requirements in Zoning Code 5.4.3 and Land Development Code 14-190. Requires a right of way dedication of 50 feet from centerline OR such that all public infrastructure is within right of way, whichever greater. Along all frontage of SR 155: Requires a 10-foot landscape strip with a 6-foot sidewalk and 4-foot bike lane OR (PREFERRED) a 10-foot multiuse path. Requires pedestrian scale streetlights. ([hefowler@dekalbcountyga.gov](mailto:hefowler@dekalbcountyga.gov)). Interior streets to be private. General: no poles to remain in sidewalk/path. All intersections must meet AASHTO sight distance requirements.

**N3-2025-0286 CZ-25-1247427 (1816 Candler Road); and N4-2025-0287 Z-25-1247428 (3221 Glenwood Road):** I-20 Overlay District, Tier 2. Seek guidance from the overlay planner for required infrastructure improvements. Candler Road is SR 155 and a major arterial. GDOT review and approval is required prior to permitting. ([JLivingston@dot.ga.gov](mailto:JLivingston@dot.ga.gov)) Where the overlay is silent: Please refer to the requirements in Zoning Code 5.4.3 and Land Development Code 14-190. Requires a right of way dedication of 50 feet from centerline OR such that all public infrastructure is within right of way, whichever greater. Along all frontage of SR 155: Requires a 10-foot landscape strip with a 6-foot sidewalk and 4-foot bike lane OR (PREFERRED) a 10-foot multiuse path. Requires pedestrian scale streetlights. ([hefowler@dekalbcountyga.gov](mailto:hefowler@dekalbcountyga.gov)). Glenwood Road is classified as a minor arterial. Please refer to the requirements in Zoning Code 5.4.3 and Land Development Code 14-190. Requires a right of way dedication of 40 feet from centerline OR such that all public infrastructure is within right of way, whichever greater. Requires a 10-foot landscape strip with a 6-foot sidewalk and 4-foot bike lane OR (PREFERRED) a 10-foot multiuse path. Requires pedestrian scale streetlights. ([hefowler@dekalbcountyga.gov](mailto:hefowler@dekalbcountyga.gov)). Glenhill Place is classified as a local road. Discussions need to be held about approval of truck entrance on this road. No approval of truck entrance without the direct approval of Planning and Development and the Transportation Division. Would prefer truck traffic from Glenwood Rd or Candler Rd (both truck routes). If permission is granted, the entire roadway section (including pavement section) will need to be brought up to current standards to accommodate truck traffic. Requires a right of way dedication of 55 feet. Requires a 6-foot landscape strip with a 5-foot sidewalk. Requires streetlights. ([hefowler@dekalbcountyga.gov](mailto:hefowler@dekalbcountyga.gov)). Lane widths and other design factors must be designed for truck traffic. General: no poles to remain in sidewalk/path. All intersections must meet AASHTO sight distance requirements.

**N5-2025-0288 Z-25-1247426; and N6-2025-0289 SLUP-25-1247425 (5346 O'Malley Lane):** No parking within 100 feet of the intersection.

**N7-2025-0291 SLUP-25-1247431 (2667 Candler Woods Court):** No on-street parking allowed.

**N8-2025-0292 SLUP-25-1247429 (3574 Boring Road):** No on-street parking allowed.

**N9-2025-0293 SLUP-25-1247395 (2615 Shallowford Road):** No comments.

**N10-2025-0295 SLUP-25-1247423; and N11-2025-0296 SLUP-25-1247424:**

Memorial Drive is a state route. GDOT review and approval is required prior to permitting. ([JLivingston@dot.ga.gov](mailto:JLivingston@dot.ga.gov)). If a land development permit is required: Memorial Drive is a major arterial. Please refer to the requirements in Zoning Code 5.4.3 and Land Development Code 14-190. Requires a right of way dedication of 50 feet from centerline OR such that all public infrastructure is within right of way, whichever greater. Along all frontage of SR 155: Requires a 10-foot landscape strip with a 6-foot sidewalk and 4-foot bike lane OR (PREFERRED) a 10-foot multiuse path. Requires pedestrian scale streetlights. ([hewfowler@dekalbcountyga.gov](mailto:hewfowler@dekalbcountyga.gov)). No poles to remain in the sidewalk/path. All intersections must meet AASHTO sight distance requirements.



3/5/2025

To: Ms. LaSondra Hill, Planning Manager  
From: Ryan Cira, Director  
Cc: Alan Gaines, Duty Director  
Re: Rezone Application Review

General Comments:

DeKalb County Health Regulations prohibit use of on-site sewage disposal systems for

- multiple dwellings
- food service establishments
- hotels and motels
- commercial laundries
- funeral homes
- schools
- nursing care facilities
- personal care homes with more than six (6) clients
- child or adult day care facilities with more than six (6) clients
- residential facilities containing food service establishments

If proposal will use on-site sewage disposal, please contact the Land Use Section (404) 508-7900.

Any proposal, which will alter wastewater flow to an on-site sewage disposal system, must be reviewed by this office prior to construction.

This office must approve any proposed food service operation or swimming pool prior to starting construction.

Public health recommends the inclusion of sidewalks to continue a preexisting sidewalk network or begin a new sidewalk network. Sidewalks can provide safe and convenient pedestrian access to a community-oriented facility and access to adjacent facilities and neighborhoods.

For a public transportation route, there shall be a 5ft. sidewalk with a buffer between the sidewalk and the road. There shall be enough space next to sidewalk for bus shelter's concrete pad installation.

Since DeKalb County is classified as a Zone 1 radon county, this office recommends the use of radon resistant construction.



N1 2025-0283

Z-25-1247358 16 197 02 009 & 16 220 01 001

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

Amendment

- Please review the general comments.
- No septic indicated for this property.

N2 2025-0285

Z-25-1247420 15 061 03 001

4743 Flat Shoals Parkway, Decatur, GA 30034

Amendment

- Review general comments
- No septic indicated.

N3 2025-0285

CZ-25-1247427 15 170 13 030

1816 Glenwood Road, Decatur, GA 30032

Amendment

- Review general comments
- No septic indicated for this property.



**DEKALB COUNTY GOVERNMENT  
PLANNING DEPARTMENT  
DISTRIBUTION FORM**

**NOTE: PLEASE RETURN ALL COMMENTS VIA EMAIL TO EXPEDITE THE PROCESS TO JOHN REID [jreid@dekalbcountyga.gov](mailto:jreid@dekalbcountyga.gov) AND/OR LASONDRA HILL [lahill@dekalbcountyga.gov](mailto:lahill@dekalbcountyga.gov)**

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**The following areas below may warrant comments from the Development Division. Please respond accordingly as the issues relate to the proposed request and the site plan enclosed as it relates to Chapter 14. You may address applicable disciplines.**

**DEVELOPMENT ANALYSIS:**

- **Transportation/Access/Row**

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- **Storm Water Management**

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- **Flood Hazard Area/Wetlands**

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- **Landscaping/Tree Preservation**

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- **Tributary Buffer**

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- **Fire Safety**

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**DeKalb County School District  
Development Review Comments**

**Analysis Date:** 3/4/2025

**Submitted to:** DeKalb County

**Case #:** Z-25-1247358

**Parcel #:** 16 197 02 009 & 16 220 01 001

**Name of Development:** Hybrass Properties LLC

**Location:** 1619 Pleasant Hill Trail & 7850 Pleasant Hill Road, Lithonia, GA 30058

**Description:** Rezoning request to allow for development of 149 Single family homes.

**Impact of Development:** When fully constructed, this development would be expected to generate 68 students: 15 at Rock Chapel Elementary School, 9 at Lithonia Middle School, 18 at Lithonia High School, 23 at other DCSD schools, and 3 at private school. The additional homes are not expected to have a significant impact on the neighborhood elementary and middle schools. Enrollment at Lithonia HS is already above capacity, and additional students from development may add to the strain until redistricting can be approved.

<b>Current Condition of Schools</b>	<b>Rock Chapel</b>	<b>Lithonia</b>	<b>Lithonia High</b>	<b>Other DCSD</b>	<b>Private</b>	<b>Total</b>
	<b>Elementary School</b>	<b>Middle School</b>	<b>School</b>	<b>Schools</b>	<b>Schools</b>	
Capacity	696	1,230	1,426			
Portables	0	0	0			
Enrollment (Oct 2024)	524	1,064	1,564			
Seats Available	172	166	-138			
Utilization (%)	75.3%	86.5%	109.7%			
<b>New students from development</b>	15	9	18	23	3	68

New Enrollment	539	1,073	1,582
New Seats Available	157	157	-156
New Utilization	77.4%	87.2%	110.9%

<b>Yield Rates</b>	<b>Attend Home School</b>	<b>Attend other DCSD School</b>	<b>Private School</b>	<b>Total</b>
	Elementary	0.1015	0.0677	
Middle	0.0627	0.0378	0.0029	0.1033
High	0.1185	0.0477	0.0052	0.1714
<b>Total</b>	<b>0.2826</b>	<b>0.1532</b>	<b>0.0208</b>	<b>0.4567</b>
<b>Student Calculations</b>				
<b>Proposed Units</b>	149			
<b>Unit Type</b>	SF			
<b>Cluster</b>	Lithonia High School			
<b>Units x Yield</b>	<b>Attend Home School</b>	<b>Attend other DCSD School</b>	<b>Private School</b>	<b>Total</b>
Elementary	15.12	10.09	1.90	
Middle	9.34	5.63	0.43	15.40
High	17.65	7.11	0.77	25.53
<b>Total</b>	<b>42.11</b>	<b>22.83</b>	<b>3.10</b>	<b>68.04</b>
<b>Anticipated Students</b>	<b>Attend Home School</b>	<b>Attend other DCSD School</b>	<b>Private School</b>	<b>Total</b>
Rock Chapel Elementary School	15	10	2	
Lithonia Middle School	9	6	0	15
Lithonia High School	18	7	1	26
<b>Total</b>	<b>42</b>	<b>23</b>	<b>3</b>	<b>68</b>



**DEKALB COUNTY GOVERNMENT  
PLANNING DEPARTMENT  
DISTRIBUTION FORM**

**NOTE:** PLEASE RETURN ALL COMMENTS VIA EMAIL TO EXPEDITE THE PROCESS TO JOHN REID [jreid@dekalbcountyga.gov](mailto:jreid@dekalbcountyga.gov) AND/OR LASONDRA HILL [lahill@dekalbcountyga.gov](mailto:lahill@dekalbcountyga.gov)

**REZONE  
COMMENTS FORM:**

**PUBLIC WORKS ROAD AND DRAINAGE**

Case No.: \_\_\_\_\_ Parcel I.D. #: \_\_\_\_\_

Address: \_\_\_\_\_

Drainage Basin: \_\_\_\_\_

Upstream Drainage Area: \_\_\_\_\_

Percent of Property in 100-Year Floodplain: \_\_\_\_\_

Impact on property (flood, erosion, sedimentation) under existing zoning: \_\_\_\_\_

Required detention facility(s): \_\_\_\_\_

**COMMENTS:**

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Signature: Akin A. Akinsola



**DEKALB COUNTY  
GOVERNMENT PLANNING  
DEPARTMENT DISTRIBUTION  
FORM**

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**COMMENTS FORM:**

**PUBLIC WORKS TRAFFIC ENGINEERING**

Case No.: Z-25-1247358 Parcel I.D. #s: 16-220-01-001  
16-197-02-009  
 Address: 1619 Pleasant Hill Trail @ 7850 Pleasant Hill Rd,  
Lithonia, Ga 30058

Adjacent Roadway (s):

(classification) (classification)

Capacity (TPD) \_\_\_\_\_  
 Latest Count (TPD) \_\_\_\_\_  
 Hourly Capacity (VPH) \_\_\_\_\_  
 Peak Hour. Volume (VPH) \_\_\_\_\_  
 Existing number of traffic lanes \_\_\_\_\_  
 Existing right of way width \_\_\_\_\_  
 Proposed number of traffic lanes \_\_\_\_\_  
 Proposed right of way width \_\_\_\_\_

Capacity (TPD) \_\_\_\_\_  
 Latest Count (TPD) \_\_\_\_\_  
 Hourly Capacity (VPH) \_\_\_\_\_  
 Peak Hour. Volume (VPH) \_\_\_\_\_  
 Existing number of traffic lanes \_\_\_\_\_  
 Existing right of way width \_\_\_\_\_  
 Proposed number of traffic lanes \_\_\_\_\_  
 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) 6/7<sup>th</sup> Edition (whichever is applicable), churches generate an average of fifteen (15) vehicle trip end (VTE) per 1, 000 square feet of floor area, with an eight (8%) percent peak hour factor. Based on the above formula, the \_\_\_\_\_ square foot place of worship building would generate \_\_\_\_\_ vehicle trip ends, with approximately \_\_\_\_\_ peak hour vehicle trip ends.

Single Family residence, on the other hand, would generate ten (10) VTE's per day per dwelling unit, with a ten (10%) percent peak hour factor. Based on the above referenced formula, the \_\_\_\_\_ (Single Family Residential) District designation which allows a maximum of \_\_\_\_\_ units per acres, and the given fact that the project site is approximately \_\_\_\_\_ acres in land area, \_\_\_\_\_ daily vehicle trip end, and \_\_\_\_\_ peak hour vehicle trip end would be generated with residential development of the parcel.

COMMENTS: Plans and field reviewed. No problem that  
would interfere with Traffic flow.

Signature: Jerry White



**DEKALB COUNTY  
GOVERNMENT PLANNING  
DEPARTMENT DISTRIBUTION  
FORM**

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**COMMENTS FORM:  
PUBLIC WORKS WATER AND SEWER**

Case No.: \_\_\_\_\_ Parcel I.D. #: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**WATER:**

Size of existing water main: \_\_\_\_\_ (adequate/inadequate)

Distance from property to nearest main: \_\_\_\_\_ Size of line required, if inadequate: \_\_\_\_\_  
\_\_\_\_\_

**SEWER:**

Outfall Servicing Project: \_\_\_\_\_

Is sewer adjacent to property: Yes \_\_\_\_ No \_\_\_\_ If no, distance to nearest line: \_\_\_\_\_

Water Treatment Facility: \_\_\_\_\_ adequate \_\_\_\_ inadequate \_\_\_\_

Sewage Capacity: \_\_\_\_\_ (MGPD) Current Flow: \_\_\_\_\_ (MGPD)

**COMMENTS:**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Signature: \_\_\_\_\_



**MARTA May 2025  
Case Comments**

**D1-2024-1496 CZ-25-1246771 4015 Flat Shoals Pkwy:**

This development is adjacent to existing service along Columbia Drive and also fronts planned MARTA service along Flat Shoals Parkway. We recommend that a condition for rezoning be that the developer must coordinate with MARTA to ensure proper pedestrian access between the development and existing and planned bus stops.

**N2-2025-0285 Z-25-1247420 4743 Flat Shoals Pkwy:**

This development is adjacent to planned MARTA service along Flat Shoals Parkway. We recommend that a condition for rezoning be that the developer must coordinate with MARTA to ensure proper pedestrian access between the development and planned bus stops.

**N3-2025-0286 CZ-25-1247427 1816 Candler Road:**

This property is adjacent to existing MARTA service as well as the planned Candler Road Arterial Rapid Transit project. While no ART stops are planned in front of this parcel on Candler Road, there will be an increased pedestrian demand for this location due to proximity to improved transit. Sidewalks and driveways for the development should be carefully designed with ped access and safety in mind. Developer should coordinate with MARTA during design phase.

**N4-2025-0287 Z-25-1247428 3221 Glenwood Road:**

This location is adjacent to existing MARTA service for Route 107. Due to this and proximity to the planned Candler Road Arterial Rapid Transit project, there will be an increased pedestrian demand for this location. Sidewalks and driveways for the development should be carefully designed with ped access and safety in mind. Developer should coordinate with MARTA during design phase.



DEPARTMENT OF PLANNING & SUSTAINABILITY

---

**Rezoning Application to Amend the Official Zoning Map of DeKalb County, Georgia**

Date Received: \_\_\_\_\_ Application No: \_\_\_\_\_

---

Applicant Name: \_\_\_\_\_

Applicant E-Mail Address: \_\_\_\_\_

Applicant Mailing Address: \_\_\_\_\_

---

Applicant Daytime Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

---

Owner Name: \_\_\_\_\_

If more than one owner, attach list of owners.

Owner Mailing Address: \_\_\_\_\_

Owner Daytime Phone: \_\_\_\_\_

---

Address of Subject Property: \_\_\_\_\_

---

Parcel ID#: \_\_\_\_\_

Acreage: \_\_\_\_\_

Commission District: \_\_\_\_\_

Present Zoning District(s): \_\_\_\_\_

Proposed Zoning District: \_\_\_\_\_

Present Land Use Designation: \_\_\_\_\_

Proposed Land Use Designation (if applicable): \_\_\_\_\_

DEPARTMENT OF PLANNING & SUSTAINABILITY

**AUTHORIZATION**

The property owner should complete this form or a similar signed and notarized form if the individual who will file the application with the County is not the property owner.

Date: 12/20/2024

TO WHOM IT MAY CONCERN:

(I), (WE) FARMER H WAYNE TRUSTEE  
Name of owners(s) (If more than one owner, attach a separate sheet)

Being (owner) (owners) of the subject property described below or attached hereby delegate authority to:

Battle Law P.C.  
Name of Agent or Representative

to file an application on (my), (our) behalf.

*Joan A. Millender*  
Notary Public

*H Wayne Sam Trustee*  
Owner

\_\_\_\_\_  
Notary Public

\_\_\_\_\_  
Owner



**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.

*Francis Millender*  
Notary

*H. Wayne Smith* Trustee  
Signature of Applicant /Date

Check one: Owner  Agent \_\_\_\_\_



Expiration Date/ Seal

\*Notary seal not needed if answer is "no".



## Battle Law

3562 Habersham at Northlake, Bldg. J, Ste 100  
Tucker, Georgia 30084

### Zoom Instructions:

Go to <https://otago.zoom.us/join> and Enter the Meeting ID that you have been provided with in the appropriate field and click "Join" . To join by phone, please dial (646) 558-8656. If you are unable to attend or would like to learn more about the proposed project, please call our office at the number below.

We encourage you to come out and participate!

For More Information Contact  
Jordan Battle at:  
Phone: 404-601-7616 ext. 8  
Fax: 404-745-0045  
Email: [jnb@battlelawpc.com](mailto: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**

16\_197\_03\_006\_1000\_Feet

OWNERNAME1	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 DANIEL	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

16\_197\_03\_006\_1000\_Feet

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
PEEPLER ANGELA	7911 PROVIDENCE POINT WAY
BLACKWELL PROPERTIES LLC	2350 POINTE PKWY STE 250
BOWDEN TIONA C	2177 PROVIDENCE POINT DR
HARRIS THOMAS JR	2183 PROVIDENCE POINT DR
ANDERSON GRADY MARQUIS	2189 PROVIDENCE POINT DR
LAWSON JOANNA	2195 PROVIDENCE POINT DR
SIMON CHRISTIE NATACHA	116 PLEASANT HILL RD NW
RKM GROUP INVESTMENTS LLC	1017 PEARL MIST DR SW
SWERTFEGER LEON JACK JR U/W	3919 NE WIEUCA RD NE
HYBRASS PROPERTIES LLC	988 EAST FREEWAY DR SE STE A

PSTLCITY\_\_PSTLSTATE\_\_ZIP  
FORT WAYNE , IN 30058  
CUMMING , GA 30058  
LITHONIA , GA 30058  
LITHONIA , GA 30058  
LITHONIA , GA 30058  
CONYERS , GA 30058  
SANDY SPRINGS , GA 30058  
LITHONIA , GA 30058  
MARIETTA , GA 30058  
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ATLANTA , GA 30058  
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SCOTTSDALE , AZ 30058  
LITHONIA , GA 30058

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ELLENWOOD , GA 30058  
LOGANVILLE , GA 30058  
PARSIPPANY , NJ 30058  
LITHONIA , GA 30058  
COLLTEWAH , TN 30058  
LITHONIA , GA 30058  
DULUTH , GA 30058  
LITHONIA , GA 30058  
LITHONIA , GA 30058  
LITHONIA , GA 30058  
LITHONIA , GA 30058  
CARMEL , IN 30058  
LITHONIA , GA 30058  
LITHONIA , GA 30058  
LITHONIA , GA 30058  
LITHONIA , GA 30058  
CONYERS , GA 30058  
LILBURN , GA 30058  
ATLANTA , GA 30058  
CONYERS , GA 30058

Name (original name)	Email	Duration (minutes)	Guest	Recording	In waiting room
Michele Battle	mlb@battlelawpc.com	22	No	OK	No



# Battle Law

## STATEMENT OF INTENT

and

Other Material Required by  
DeKalb County Zoning Ordinance  
For  
A Rezoning from MU-1 to RSM

of

**Hybrass Properties, LLC  
c/o Battle Law, P.C.**

for

**+/- 53.68 Acres of Land  
1619 and 7850 Pleasant Hill Trail, Lithonia  
being  
Tax Parcels 16 197 02 009 and 16 220 01 001**

Submitted for Applicant by:

Michèle L. Battle, Esq.  
Battle Law, P.C.  
Habersham at Northlake, Building J, Suite 100  
Tucker, Georgia 300384  
(404) 601-7616 Phone  
(404) 745-0045 Facsimile  
[mlb@battlelawpc.com](mailto:mlb@battlelawpc.com)



# Battle Law

## **I. LETTER OF INTENT**

Hybrass Properties, LLC (the “Applicant”) is seeking to rezone 1619 and 7850 Pleasant Hill Trail (the “Subject Property”) from MU-1 to RSM for the development of 149 single family detached at a density of 2.78 units per acre. The Subject Property has a land use designation of Neighborhood Commercial and is part of a DRI Project approved by the Board of Commissioner in September of 2007 (CZ- 07-12945). At that time the Subject Property, along with adjacent parcels that are no longer apart of the proposed development, was intended to be developed for up to 250 single family homes. The purpose of the rezoning is to allow the development to proceed without having to incorporate a non-residential component which is now required under the MU-1 zoning designation. At the time of the rezoning approved in 2007, the subject Property was zoned under the now inactive PCD Zoning District, which did not require a percentage of non-residential development.

This document serves as a statement of intent, analysis of the criteria under the DeKalb County Zoning Ordinance, and contains notice of constitutional allegations as a reservation of the Applicant’s rights.

## **II. DEKALB COUNTY IMPACT ANALYSIS CRITERIA**

### **A. Whether the zoning proposal is in conformity with the policy and intent of the comprehensive plan**

The zoning proposal is in conformity with the policy and intent of the comprehensive plan for the Neighborhood Commercial land use designation.

### **B. Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby properties**

The proposed rezoning will not change the use contemplated for the property back in 2007. The Subject Property is an interior lot which is abutted by residentially zoned properties to the South. The area north of the Subject Property is a quarry with significant buffers that mitigate the impact of the nearby Quarry. The Subject Property will still connect into the originally contemplated project that will have access to both Rock Chapel Road and to Pleasant Hill Road.

### **C. Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned**

The Subject Property does not have a reasonable economic use as currently zoned, as it is not plausible to develop 10% of the Subject Property for non-residential use. The Subject Property does not have frontage along a commercial corridor that would make non-residential uses viable or desirable.

### **D. Whether the zoning proposal would adversely affect the existing use or usability of adjacent or nearby properties**



## Battle Law

The proposed rezoning would not adversely affect the existing use or usability of adjacent or nearby properties because the number of housing units does not change from the already approved site plan.

**E. Whether there are other existing or changing conditions affecting the use and development of the property which gives supporting grounds for either approval or disapproval of the zoning proposal**

The applicant is not aware of any other existing or changing conditions that give grounds for the approval or disapproval of the zoning proposal.

**F. Whether their zoning proposal will adversely affect historic building sites districts or archaeological resources**

The Applicant is not aware of any historic buildings sites or archaeological resources on the subject property.

**G. Whether the zoning proposal will result in a use which will or could cause excessive or burdensome use of existing streets, transportation facilities, utilities or schools.**

The Applicant's proposed rezoning does not change the number of housing units on the site, so there will be no increase in the proposed use of existing streets, transportation facilities, utilities or schools beyond that which was originally contemplated for the site.

### III. CONCLUSION

For the foregoing reasons, the Applicant hereby requests that the application for a Major Modification of Zoning Conditions be approved. The Applicant welcomes any questions and feedback from the planning staff.

### IV. NOTICE OF CONSTITUTIONAL ALLEGATIONS AND PRESERVATION OF CONTITUTIONAL RIGHTS

The portions of the DeKalb County Zoning Ordinance, facially and as applied to the Subject Property, which restrict or classify or may restrict or classify the Subject Property so as to prohibit its development as proposed by the Applicant are or would be unconstitutional in that they would destroy the Applicant's property rights without first paying fair, adequate and just compensation for such rights, in violation of the Fifth Amendment and Fourteenth Amendment of the Constitution of the United States and Article I, Section I, Paragraph I of the Constitution of the State of Georgia of 1983, Article I, Section III, Paragraph I of the Constitution of the State of



## Battle Law

Georgia of 1983, and would be in violation of the Commerce Clause, Article I, Section 8, Clause 3 of the Constitution of the United States.

The application of the DeKalb County Zoning Ordinance to the Subject Property which restricts its use to any classification other than that proposed by the Applicant is unconstitutional, illegal, null and void, constituting a taking of Applicant's Property in violation of the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States, Article I, Section I, Paragraph I, and Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Equal Protection and Due Process Clauses of the Fourteenth Amendment to the Constitution of the United States denying the Applicant an economically viable use of its land while not substantially advancing legitimate state interests.

A denial of this Application would constitute an arbitrary irrational abuse of discretion and unreasonable use of the zoning power because they bear no substantial relationship to the public health, safety, morality or general welfare of the public and substantially harm the Applicant in violation of the due process and equal protection rights guaranteed by the Fifth Amendment and Fourteenth Amendment of the Constitution of the United States, and Article I, Section I, Paragraph I and Article I, Section III, Paragraph 1 of the Constitution of the State of Georgia.

A refusal by the DeKalb County Board of Commissioners grant the major modification of zoning conditions as requested by the Applicant would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and owners of similarly situated property in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States. Any major modification of zoning conditions of the Property subject to conditions which are different from the conditions requested by the Applicant, to the extent such different conditions would have the effect of further restricting Applicant's utilization of the property, would also constitute an arbitrary, capricious and discriminatory act in zoning the Subject Property to an unconstitutional classification and would likewise violate each of the provisions of the State and Federal Constitutions set forth hereinabove.

A refusal to allow the major modification of zoning conditions in question would be unjustified from a fact-based standpoint and instead would result only from constituent opposition, which would be an unlawful delegation of authority in violation of Article IX, Section II, Paragraph IV of the Georgia Constitution.

A refusal to allow the major modification of zoning conditions in question would be invalid inasmuch as it would be denied pursuant to an ordinance which is not in compliance with the Zoning Procedures Law, O.C.G.A Section 36-66/1 et seq., due to the manner in which the Ordinance as a whole and its map(s) have been adopted.

The existing land use designation and/or zoning classification on the Subject Property is unconstitutional as it applies to the Subject Property. This notice is being given to comply with the provisions of O.C.G.A. Section 36-11-1 to afford the County an opportunity to revise the Property to a constitutional classification. If action is not taken by the County to rectify this

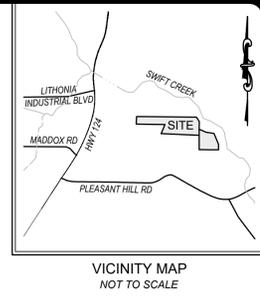


## Battle Law

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.

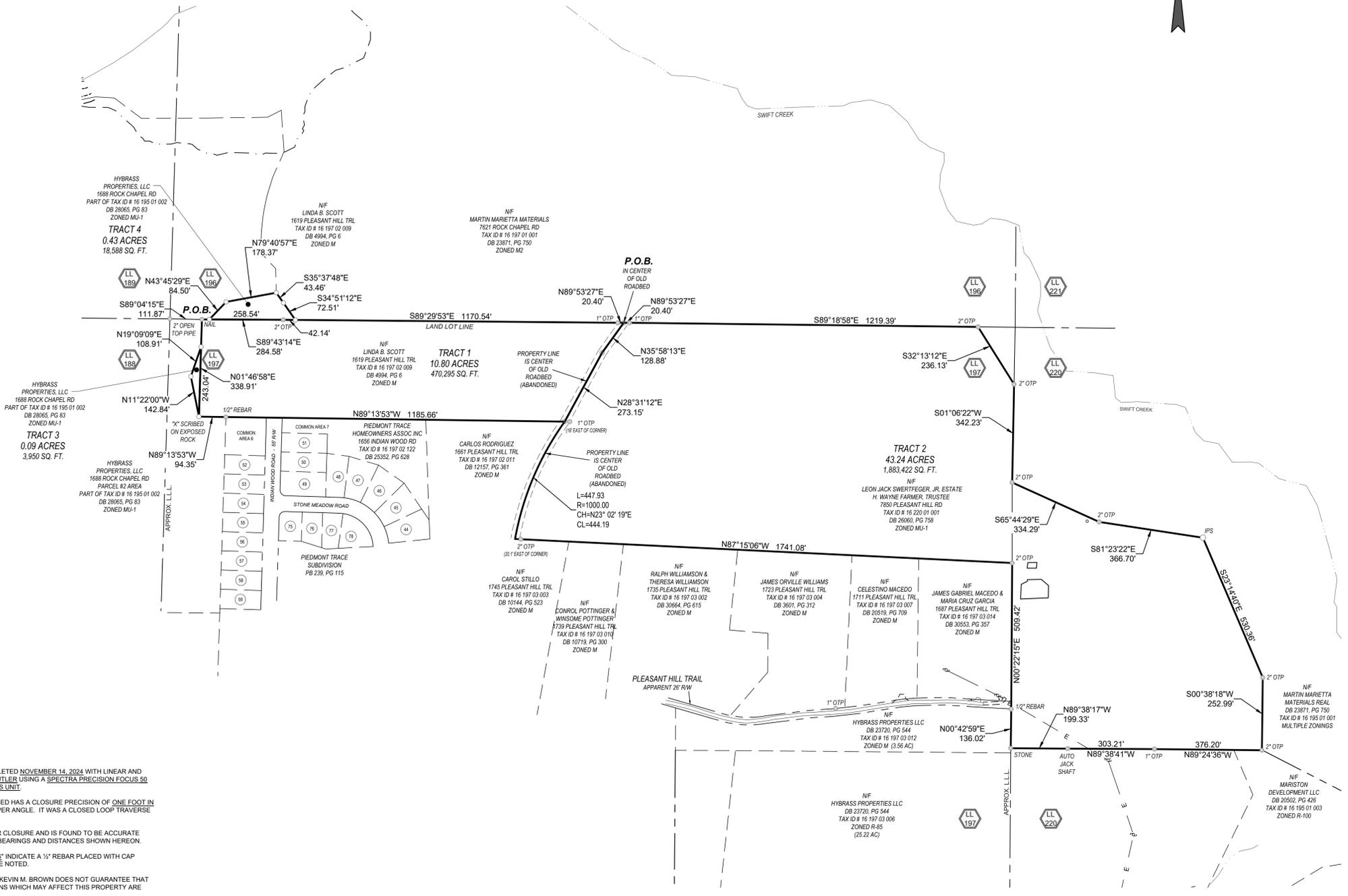
A handwritten signature in blue ink, appearing to read 'M. Battle', is written over a horizontal blue line.

Michele L. Battle, Esq.  
Attorney for the Applicant



**LEGEND**

- BOC BACK OF CURB
- B.S.L. BUILDING SETBACK LINE
- C CURVE LABEL
- CI CURB INLET
- CL CENTER LINE
- C&G CURB & GUTTER
- CMP CORRUGATED METAL PIPE
- CO SEWER CLEAN OUT
- CTP CRIMP TOP PIPE
- DB DEED BOOK
- DE DRAINAGE EASEMENT
- DIP DUCTILE IRON PIPE
- E- OVERHEAD POWER LINE
- EOP EDGE OF PAVEMENT
- FH FIRE HYDRANT
- HDPE HIGH DENSITY POLYETHYLENE PIPE
- ID IDENTIFICATION
- IPF IRON PIN FOUND
- IPS 1/2" REBAR W/C FDC 000995
- L LINE LABEL
- LL LAND LOT
- NF NOW OR FORMERLY
- OTP OPEN TOP PIPE
- P PROPERTY LINE
- PB PLAT BOOK
- PK PK WALL SET
- POB POINT OF BEGINNING
- POC POINT OF COMMENCEMENT
- PVC POLYVINYL CHLORIDE PIPE
- RCP REINFORCED CONCRETE PIPE
- RB REBAR
- REF REFERENCE
- RW RIGHT OF WAY
- SQ SQUARE FOOT
- SSE SANITARY SEWER EASEMENT
- SSE STORMWATER MANAGEMENT FACILITY
- TBM TEMPORARY BENCHMARK
- UE UTILITY EASEMENT
- IRON PIN FOUND
- IRON PIN SET
- CALCULATED POINT
- POWER POLE
- FIRE HYDRANT
- WATER VALVE
- WATER METER
- JUNCTION BOX
- SANITARY SEWER MANHOLE
- DROP INLET
- RW MONUMENT
- SINGLE WING CATCH BASIN
- DOUBLE WING CATCH BASIN
- CURB INLET
- HEADWALL
- FLARED END SECTION
- GAS METER
- GAS VALVE
- ELECTRIC TRANSFORMER
- TELEPHONE PEDESTAL
- LIGHT POST
- FIBER OPTICS
- HAND HOLE
- MAIL BOX
- SIGN
- CABLE TV BOX
- WEIR
- YARD INLET
- FEMA SPECIAL FLOOD AREA

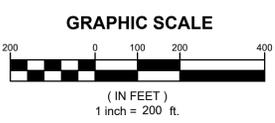


**SURVEY NOTES**

1. THE FIELDWORK FOR THIS SURVEY WAS COMPLETED NOVEMBER 14, 2024 WITH LINEAR AND ANGULAR MEASUREMENTS OBTAINED BY J. BUTLER USING A SPECTRA PRECISION FOCUS 50 ROBOTIC TOTAL STATION & CHAMPION TKO GPS UNIT.
2. THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 12,904 FEET, AND AN ANGULAR ERROR OF 01" PER ANGLE. IT WAS A CLOSED LOOP TRAVERSE ADJUSTED USING COMPASS RULE METHOD.
3. THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 569,462 FEET, USING THE BEARINGS AND DISTANCES SHOWN HEREON.
4. ALL PROPERTY CORNERS REFERENCED AS "IPS" INDICATE A 1/2" REBAR PLACED WITH CAP STAMPED "FDC LSF000995" UNLESS OTHERWISE NOTED.
5. FALCON DESIGN CONSULTANTS, L.L.C. AND/OR KEVIN M. BROWN DOES NOT GUARANTEE THAT ALL EASEMENTS AND SUB-SURFACE CONDITIONS WHICH MAY AFFECT THIS PROPERTY ARE SHOWN.
6. THIS SURVEY IS REFERENCED TO THE NORTH AMERICAN DATUM OF 1983, 2011 ADJUSTMENT (NAD83 (2011)) FOR THE HORIZONTAL DATUM AND THE NORTH AMERICAN VERTICAL DATUM OF 1988 PER THE VIRTUAL REFERENCE SYSTEM CORRECTIONS PROVIDED BY HxGN SMARTNET.
7. UTILITIES SHOWN ARE BASED ON ABOVE GROUND EVIDENCE. ADDITIONAL UTILITIES MAY EXIST ABOVE OR BELOW GROUND. NO CERTIFICATION OR GUARANTEE IS MADE AS TO THE ACCURACY OR THOROUGHNESS OF THE UTILITIES OR STRUCTURES SHOWN HEREON. PER GEORGIA LAW THE UNDERGROUND UTILITIES PROTECTION SERVICE MUST BE CALLED PRIOR TO THE COMMENCEMENT OF ANY AND ALL EARTH DISTURBING ACTIVITIES.

**FLOOD NOTE**

PER FLOOD INSURANCE RATE MAPS OF DEKALB COUNTY, GEORGIA COMMUNITY PANEL NUMBER: 13089C0177K EFFECTIVE DATE DECEMBER 6, 2016. A PORTION OF THIS PROPERTY IS LOCATED IN A SPECIAL FEMA FLOOD HAZARD AREA.



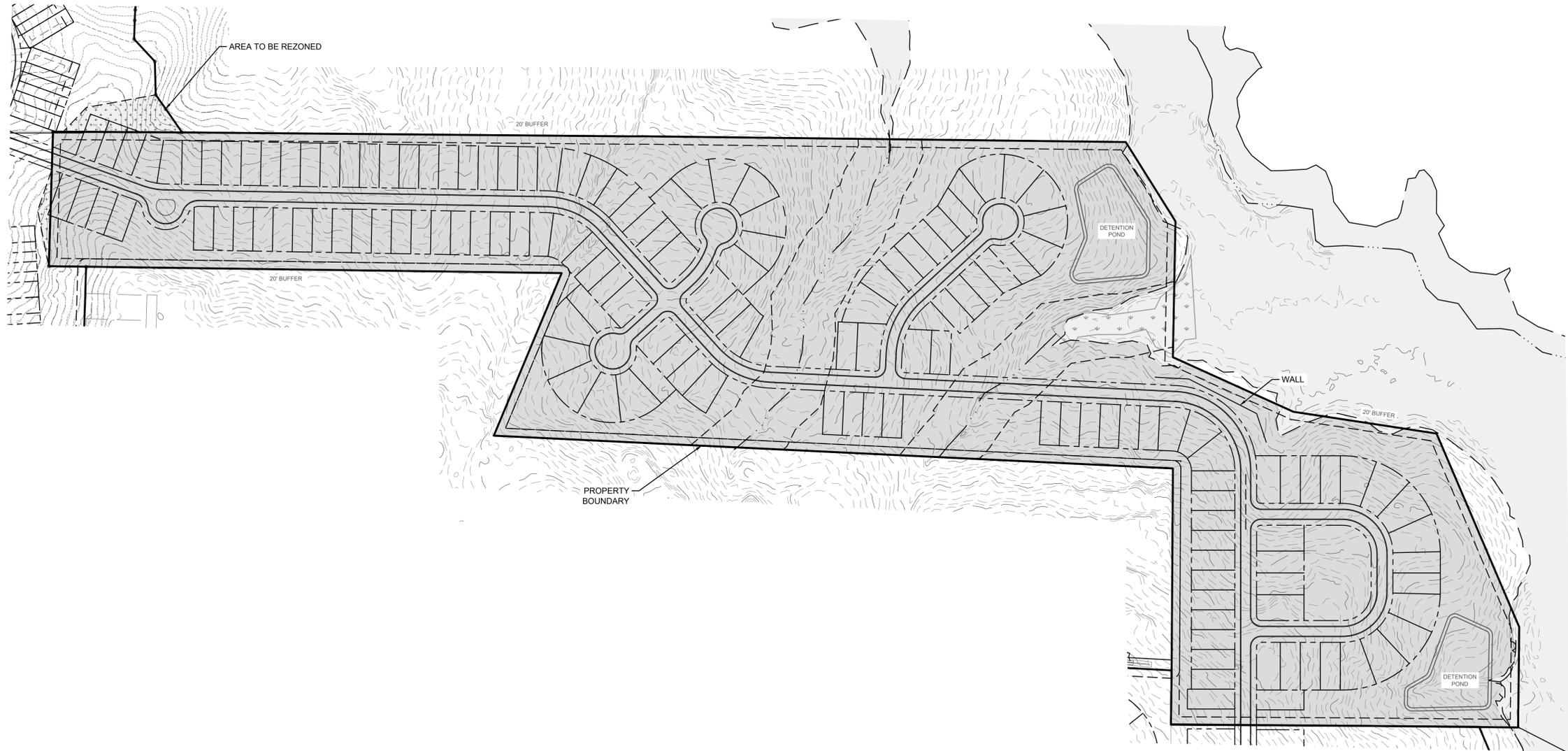
BOUNDARY EXHIBIT  
**MARISTONE**  
LAND LOTS 197 & 220, 16TH DISTRICT  
DEKALB COUNTY, GEORGIA

REVISIONS	
1.	
2.	
3.	
4.	

THIS PLAT WAS PREPARED FOR THE EXCLUSIVE USE OF THE PERSON OR PERSONS HEREON. SAID CERTIFICATE DOES NOT EXTEND TO ANY UNNAMED PERSON OR PERSONS. THE SURVEYOR NAMING SAID PERSON.

DATE:	12-16-2024
SCALE:	1" = 200'
FILE NUMBER:	100.029
DRAWN BY:	JR
REVIEWED BY:	K. BROWN

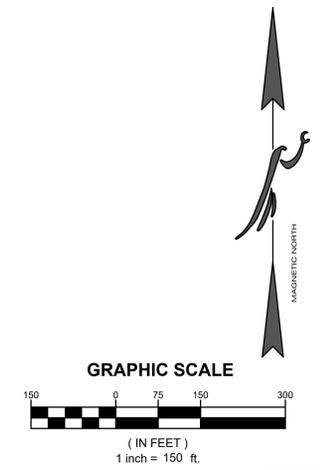
COA# LSF 000995  
THIS DOCUMENT IS NOT VALID UNLESS IT BEARS THE ORIGINAL SIGNATURE OF THE REGISTRANT ACROSS THE REGISTRANT'S SEAL.



**LAND USE SUMMARY**  
 TOTAL UNITS: 149  
 - ZONING APPROVED UNITS IN MARISTONE: 151  
 - UNITS SHOWN IN MARISTONE: 149  
 TOTAL ACRES (MARISTONE): 53.68 AC  
 OPEN SPACE: 12.38 AC (23%)  
 DENSITY: 2.78 DU/AC  
 AREA TO BE REZONED: 0.52 AC

**MARISTONE LOT STANDARDS (RSM)**  
 MIN. LOT AREA: 5,000 sf  
 MIN. LOT WIDTH: 50'  
 FRONT S/B: 20'  
 SIDE S/B: 7.5'  
 REAR S/B: 20'

- GENERAL NOTES**
- LAYOUT IS CONCEPTUAL IN NATURE AND IS FOR PLANNING PURPOSES ONLY. FURTHER INFORMATION WILL BE REQUIRED TO DESIGN THE PROJECT.
  - A BOUNDARY SURVEY HAS BEEN CONDUCTED FOR THIS PROJECT.
  - ANY WETLANDS SHOWN IN THE DRAWING WERE OBTAINED FROM THE NATIONAL WETLANDS INVENTORY MAP. FURTHER ENVIRONMENTAL STUDIES WILL BE REQUIRED.
  - SEWERABILITY OF THIS PROJECT HAS NOT BEEN DETERMINED.



CIVIL ENGINEERING  
 CONSTRUCTION MANAGEMENT  
 LAND SURVEYING  
 LANDSCAPE ARCHITECT  
 LAND PLANNING

**FALCON DESIGN CONSULTANTS**

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

NEWMAN OFFICE  
 40 GREENWAY CT., STE A  
 NEWMAN, GEORGIA 30255  
 PH: (770) 555-9275

CUMMING OFFICE  
 500 PINELEAF RD., STE C  
 CUMMING, GEORGIA 30008  
 PH: (678) 887-7100

www.fdc-llc.com

CONCEPT PLAN  
 FOR  
**MARISTONE**

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

DATE	REVISIONS
1.	
2.	
3.	
4.	
5.	
6.	
7.	
8.	

Know what's below.  
 Call before you dig.  
 UTILITIES PROTECTION CENTER  
 (800) 561-8877 OR (404) 811-8111

DATE:	10/10/24
SCALE:	
PROJ NUMBER:	100.002
DRAWN BY:	NF
REVIEWED BY:	JP
REVISED BY:	

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

SHEET NUMBER  
**1.0**

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 197, 16TH DISTRICT, DEKALB COUNTY, GEORGIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT A NAIL LOCATED SOUTH 89 DEGREES 04 MINUTES 15 SECONDS EAST, 111.87 FROM A 2 INCH OPEN TOP PIPE FOUND AT THE COMMON CORNER OF LAND LOTS 188, 189, 196 AND 197;  
THENCE, WITH THE NORTHERLY LINE OF LAND LOT 197, SOUTH 89 DEGREES 43 MINUTES 14 SECONDS EAST, 284.58 FEET TO A 2 INCH OPEN TOP PIPE;  
THENCE, SOUTH 89 DEGREES 29 MINUTES 53 SECONDS EAST, 1,170.54 FEET TO A 1 INCH OPEN TOP PIPE;  
THENCE, NORTH 89 DEGREES 53 MINUTES 27 SECONDS EAST, 20.40 FEET TO A POINT IN THE CENTER OF AN OLD ROADBED;  
THENCE, LEAVING SAID LAND LOT LINE AND WITH SAID ROADBED, SOUTH 35 DEGREES 58 MINUTES 13 SECONDS WEST, 128.88 FEET TO A POINT;  
THENCE, SOUTH 28 DEGREES 31 MINUTES 12 SECONDS WEST, 273.15 FEET TO A POINT (SAID POINT LOCATED 18 FEET WEST OF A 1 INCH OPEN TOP PIPE);  
THENCE, LEAVING SAID ROADBED, NORTH 89 DEGREES 13 MINUTES 53 SECONDS WEST, 1,185.66 FEET TO A 1/2 INCH REBAR;  
THENCE, NORTH 89 DEGREES 13 MINUTES 53 SECONDS WEST, 94.35 FEET TO AN "X" SCRIBED ON EXPOSED ROCK;  
THENCE, NORTH 01 DEGREES 46 MINUTES 58 SECONDS EAST, 338.91 FEET TO THE **POINT OF BEGINNING**.

SAID TRACT OR PARCEL CONTAINING **10.80 ACRES (470,295 SQUARE FEET)**.

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 197, 16TH DISTRICT, DEKALB COUNTY, GEORGIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**COMMENCING** AT A 2 INCH OPEN TOP PIPE FOUND AT THE COMMON CORNER OF LAND LOTS 188, 189, 196 AND 197;  
THENCE, WITH THE NORTHERLY LINE OF LAND LOT 197, SOUTH 89 DEGREES 04 MINUTES 15 SECONDS EAST, 111.87 FEET TO A NAIL;  
THENCE, SOUTH 89 DEGREES 43 MINUTES 14 SECONDS EAST, 284.58 FEET TO A 2 INCH OPEN TOP PIPE;  
THENCE, SOUTH 89 DEGREES 29 MINUTES 53 SECONDS EAST, 1,170.54 FEET TO A 1 INCH OPEN TOP PIPE;  
THENCE, NORTH 89 DEGREES 53 MINUTES 27 SECONDS EAST, 20.40 FEET TO A POINT IN THE CENTER OF AN OLD ROADBED AT THE **POINT OF BEGINNING**;

THENCE, CONTINUING WITH SAID NORTHERLY LAND LOT LINE, NORTH 89 DEGREES 53 MINUTES 27 SECONDS EAST, 20.40 FEET TO A 1 INCH OPEN TOP PIPE;  
THENCE, SOUTH 89 DEGREES 18 MINUTES 58 SECONDS EAST, 1,219.39 FEET TO A 2 INCH OPEN TOP PIPE;  
THENCE, LEAVING SAID LAND LOT LINE, SOUTH 32 DEGREES 13 MINUTES 12 SECONDS EAST, 236.13 FEET TO A 2 INCH OPEN TOP PIPE ON THE EASTERLY LINE OF LAND LOT 197;  
THENCE, WITH SAID EASTERLY LAND LOT LINE, SOUTH 01 DEGREES 06 MINUTES 22 SECONDS WEST, 342.23 FEET TO A 2 INCH OPEN TOP PIPE;  
THENCE, LEAVING SAID LAND LOT LINE, SOUTH 65 DEGREES 44 MINUTES 29 SECONDS EAST, 334.29 FEET TO A 2 INCH OPEN TOP PIPE;  
THENCE, SOUTH 81 DEGREES 23 MINUTES 22 SECONDS EAST, 366.70 FEET TO 1/2 INCH REBAR AND CAP SET;  
THENCE, SOUTH 23 DEGREES 14 MINUTES 40 SECONDS EAST, 530.36 FEET TO A 2 INCH OPEN TOP PIPE;  
THENCE, SOUTH 00 DEGREES 38 MINUTES 18 SECONDS WEST, 252.99 FEET TO A 2 INCH OPEN TOP PIPE;  
THENCE, NORTH 89 DEGREES 24 MINUTES 36 SECONDS WEST, 376.20 FEET TO A 1 INCH OPEN TOP PIPE;  
THENCE, NORTH 89 DEGREES 38 MINUTES 41 SECONDS WEST, 303.21 FEET TO AN AUTOMOBILE JACK SHAFT;  
THENCE, NORTH 89 DEGREES 38 MINUTES 17 SECONDS WEST, 199.33 FEET TO A STONE ON THE EASTERLY LINE OF LAND LOT 197;  
THENCE, WITH SAID EASTERLY LAND LOT LINE, NORTH 00 DEGREES 42 MINUTES 59 SECONDS EAST, 136.02 FEET TO A 1/2 INCH REBAR;  
THENCE, NORTH 00 DEGREES 22 MINUTES 15 SECONDS EAST, 509.42 FEET TO A 2 INCH OPEN TOP PIPE;  
THENCE, LEAVING SAID LAND LOT LINE, NORTH 87 DEGREES 15 MINUTES 06 SECONDS WEST, 1,741.08 FEET TO A POINT IN THE CENTER OF AN OLD ROADBED (SAID POINT LOCATED 20.1 FEET WEST OF A 2 INCH OPEN TOP PIPE);  
THENCE, WITH OLD ROADBED, 447.93 FEET ALONG A CURVE TO THE RIGHT (SAID CURVE HAVING A RADIUS OF 1,000.00 FEET AND A CHORD BEARING NORTH 23 DEGREES 02 MINUTES 19 SECONDS EAST, 444.19 FEET) TO A POINT (SAID POINT LOCATED 18 FEET WEST OF A 1 INCH OPEN TOP PIPE);  
THENCE, NORTH 28 DEGREES 31 MINUTES 12 SECONDS EAST, 273.15 FEET TO A POINT;  
THENCE, NORTH 35 DEGREES 58 MINUTES 13 SECONDS EAST, 128.88 FEET TO THE **POINT OF BEGINNING**.

SAID TRACT OR PARCEL CONTAINING **43.24 ACRES (1,883,422 SQUARE FEET)**.

**TRACT 3**

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 197, 16TH DISTRICT, DEKALB COUNTY, GEORGIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**COMMENCING** AT A 2 INCH OPEN TOP PIPE FOUND AT THE COMMON CORNER OF LAND LOTS 188, 189, 196 AND 197;

THENCE, SOUTH 89 DEGREES 04 MINUTES 15 SECONDS EAST, 111.87 TO A NAIL;

THENCE, SOUTH 01 DEGREES 46 MINUTES 58 SECONDS WEST, 95.87 FEET TO THE **POINT OF BEGINNING**;

THENCE, SOUTH 01 DEGREES 46 MINUTES 58 SECONDS WEST, 243.04 FEET TO AN "X" SCRIBED ON EXPOSED ROCK;

THENCE, NORTH 11 DEGREES 22 MINUTES 00 SECONDS WEST, 142.84 FEET TO A POINT;

THENCE, NORTH 19 DEGREES 09 MINUTES 09 SECONDS EAST, 108.91 FEET TO THE **POINT OF BEGINNING**.

SAID TRACT OR PARCEL CONTAINING **0.09 ACRES (3,950 SQUARE FEET)**.

**TRACT 4**

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 196, 16TH DISTRICT, DEKALB COUNTY, GEORGIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**COMMENCING** AT A 2 INCH OPEN TOP PIPE FOUND AT THE COMMON CORNER OF LAND LOTS 188, 189, 196 AND 197;

THENCE, SOUTH 89 DEGREES 04 MINUTES 15 SECONDS EAST, 111.87 FEET TO A NAIL;

THENCE, SOUTH 89 DEGREES 43 MINUTES 14 SECONDS EAST, 26.03 FEET TO THE **POINT OF BEGINNING**;

THENCE, NORTH 43 DEGREES 45 MINUTES 29 SECONDS EAST, 84.50 FEET TO A POINT;

THENCE, NORTH 79 DEGREES 40 MINUTES 57 SECONDS EAST, 178.37 FEET TO A POINT;

THENCE, SOUTH 35 DEGREES 37 MINUTES 48 SECONDS EAST, 43.46 FEET TO A POINT;

THENCE, SOUTH 34 DEGREES 51 MINUTES 12 SECONDS EAST, 72.24 FEET TO A POINT;

THENCE, NORTH 89 DEGREES 29 MINUTES 53 SECONDS WEST, 41.99 FEET TO A 2 INCH OPEN TOP PIPE;

THENCE, NORTH 89 DEGREES 43 MINUTES 14 SECONDS WEST, 258.54 FEET TO THE **POINT OF BEGINNING**.

SAID TRACT OR PARCEL CONTAINING **0.43 ACRES (18,583 SQUARE FEET)**.

DEKALB COUNTY

ITEM NO.

BOARD OF COMMISSIONERS

ZONING AGENDA / MINUTES

MEETING DATE: September 25, 2007

HEARING TYPE  
PUBLIC HEARING

ACTION TYPE  
ORDINANCE

SUBJECT: **Rezone** – Tritium Investment Properties c/o The Battle Law Group

COMMISSION DISTRICTS: 5 & 7

DEPARTMENT: Planning

PUBLIC HEARING:  YES  NO

ATTACHMENT:  YES  No  
PAGES: 54

INFORMATION: Patrick Ejike/Kevin Hunter  
CONTACT:  
PHONE NUMBER: (404) 371-2155

Deferred from 3/27/07, 5/22/07 & 7/24/07 for a public hearing.

**PURPOSE:**  
**Z-07-12945**

Application of Tritium Investment Properties c/o The Battle Law Group to rezone properties from O-I, O-D, R-85 and M to OCR, PC-1 and R-85 to allow for the development of approximately 791 residential units with approximately 123, 700 square feet of commercial development. . The property is located on the east side of Rock Chapel Road, north of its intersection with Maddox Road. The property has approximately 2,511 feet of frontage and contains approximately 263.75 acres.

**Subject Property:** 16-195-01-001, 16-197-03-012 & 16-220-01-001

**RECOMMENDATION(S):**

**PLANNING DEPARTMENT:**

**Approval w/Conditions.** Based on the submitted information it appears that the proposed project meets the requirements of the zoning ordinance for approval of the project site to the OCR, PC-1 And R-85 District(s). The Georgia Regional Transportation Authority (GRTA) issued a Notice of Decision and recommended conditions dated June 30, 2007. It should be noted that the recommendation was germane to pedestrian nodes of access, right-of-way improvements, road connectivity along State Road 124 as well as other points of access that would interface with the project site. Therefore, the recommendation for "Approval, subject to the following conditions:"

1. Approval shall be in general compliance with the submitted Exhibits entitled "Rezoning Exhibit for Maristone", prepared by Southeastern Engineering (SEI), containing the Overall Site Plan Exhibit (Labeled#1), the Rezoning Exhibits (Labeled #2 thru #5), Multi-Modal Access Plan Exhibits (Labeled #6 thru #8), and the Details Plan (labeled #9).
2. Approval shall be subject to conditions as provided in Attachment A, and subject to the limitations placed on allowable modification to the DRI Plan of Development, as described in Attachment B, submitted by the Georgia Regional Transportation Authority (GRTA).
3. Drainage improvements shall be subject to the approval of the Drainage Division of the Public Works Department and the Development Division of the Planning and Development Department.
4. Roadway and access improvements shall be subject to approval of the Transportation Division of the Public Works Department, the Development Division of the Planning and Development Department, and the Georgia Department of Transportation (GDOT).
5. The Project Applicant and/or subsequent Builder(s) or Owners of the Senior Living Units shall utilize Sound Deading Building Materials to lessen the adverse impacts of outside noise on those seniors living in the residential units, subject to approval of the Development Division of the Planning and Development Department.

**PLANNING COMMISSION:**

Defer to BOC.

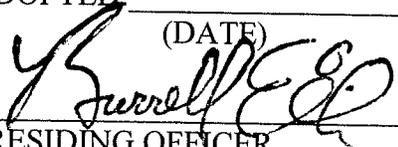
**COMMUNITY COUNCIL:**

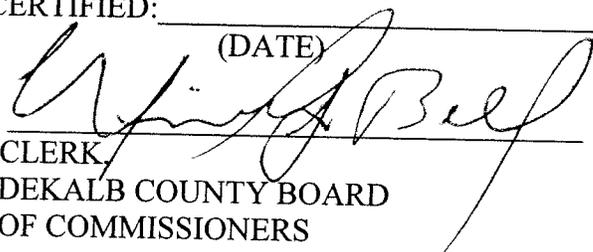
Deferral.

**FOR USE BY COMMISSION OFFICE/CLERK ONLY**

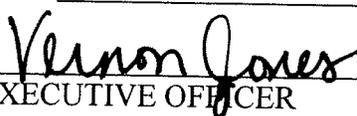
**ACTION: D.5 Z-07-12945**

MOTION was made by Commissioner May seconded by Commissioner Johnson, and passed 7-0-0-0, to approve with conditions submitted and one additional condition: no stream buffer variances, the rezoning application of Tritium Investment Properties c/o The Battle Law Group.

ADOPTED: SEP 25 2007  
 \_\_\_\_\_  
 (DATE)  
  
 \_\_\_\_\_  
 PRESIDING OFFICER  
 DEKALB COUNTY BOARD OF COMMISSIONERS

CERTIFIED: SEP 25 2007  
 \_\_\_\_\_  
 (DATE)  
  
 \_\_\_\_\_  
 CLERK  
 DEKALB COUNTY BOARD  
 OF COMMISSIONERS

**FOR USE BY CHIEF EXECUTIVE OFFICER ONLY**

APPROVED: OCT 15 2007  
 \_\_\_\_\_  
  
 \_\_\_\_\_  
 CHIEF EXECUTIVE OFFICER  
 DEKALB COUNTY

VETOED: \_\_\_\_\_  
 \_\_\_\_\_  
 CHIEF EXECUTIVE OFFICER  
 DEKALB COUNTY

VETO STATEMENT ATTACHED: \_\_\_\_\_

**MINUTES:**

Michele Battle, 999 Peachtree Street, Atlanta, Ga. 30309, spoke in support of the application. Ms. Battle submitted a list of conditions for the record.

No one spoke in opposition of the application.

	FOR	AGAINST	ABSTAIN	ABSENT
DISTRICT 1 - ELAINE BOYER	<u>X</u>	_____	_____	_____
DISTRICT 2 - JEFF RADER	<u>X</u>	_____	_____	_____
DISTRICT 3 - LARRY JOHNSON	<u>X</u>	_____	_____	_____
DISTRICT 4 - BURRELL ELLIS	<u>X</u>	_____	_____	_____
DISTRICT 5 - LEE MAY	<u>X</u>	_____	_____	_____
DISTRICT 6 - KATHIE GANNON	<u>X</u>	_____	_____	_____
DISTRICT 7 - CONNIE STOKES	<u>X</u>	_____	_____	_____

## Attachment A – General Conditions

### Conditions to GRTA Notice of Decision:

*The conditions listed herein shall supersede all conditions associated with DRI # 632 Rock Creek Chapel Road.*

#### Development Intensity and Use

- Provide a mixture of uses including commercial and residential.
  - Provide a mixture of housing types including attached and detached single family, and multi-family.

#### Road Connectivity

- The main spine road, "Street A", shall align with the Lithonia Industrial Boulevard extension.
- Provide a maximum of two access points to SR 124.
  - Provide a full access point to SR 124 that aligns with the Lithonia Industrial Boulevard extension.
  - Provide a full access point to SR 124 that aligns with the existing median break.
- No internal intersection shall occur within 200 feet of SR 124 as measured from the stop bar.
- Provide a driveway or street stub to the southern property line abutting property labeled "Glen T. Bloodworth" on the site plan. Allow future vehicular access from the Bloodworth property to this stub.
- The internal street network shall connect to all existing adjacent street stubs.
  - Provide a vehicular connection to the existing Enid Drive street stub.
  - Provide a street connection to Tritium Investment Properties currently under construction adjacent to the southern property line as shown on the site plan and labeled "Street H".
- Extend Street M to the southern property line as shown on the site plan to connect to the Pleasant Hill Trail subdivision.

#### Pedestrian & Bicycle Facilities

- Provide sidewalks along the property frontage abutting SR 124.
- Provide sidewalks on both sides of all internal roads.
- Provide pedestrian connection between the entrances of all non-residential buildings and the sidewalk network.
- Provide bicycle racks near the entrances of all non-residential and multi-family buildings.

### Roadway Improvements as Conditions to GRTA Notice of Decision:

#### SR 124 at Future LIB extension

- Provide a three lane westbound approach along the site driveway.
- Provide a southbound left-turn lane and a northbound right turn lane into the site.

#### SR 124 at existing median break

- Provide separate westbound left and right turn lanes along the site driveway.
- Provide southbound left-turn lane and northbound right turn lane into the site.

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

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

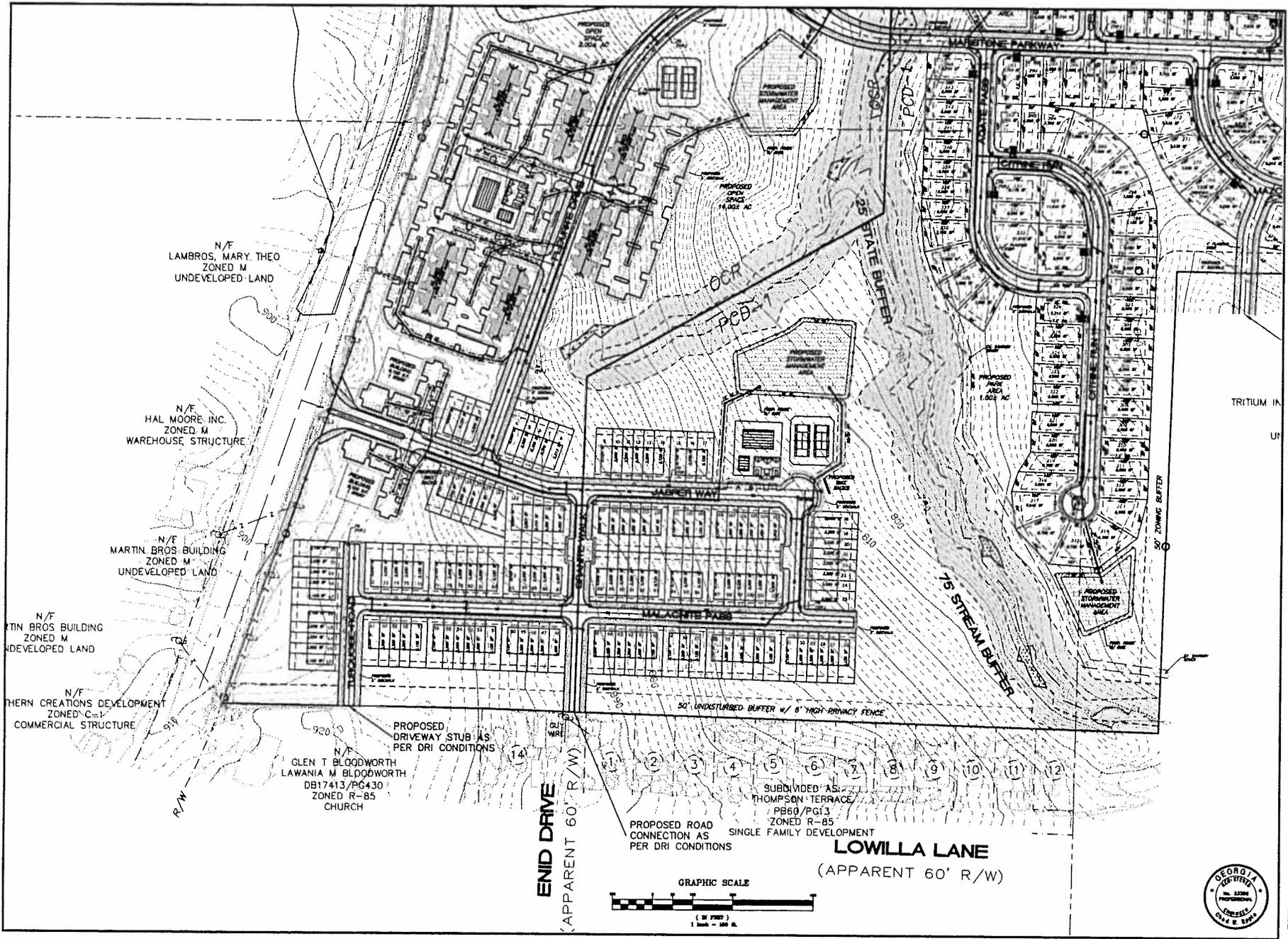
The on-site development will be constructed materially (substantially) in accordance with the Site Plan. Changes to the Site Plan will not be considered material or substantial so long as the following conditions are included as part of any changes:

- All of the “Conditions to GRTA Notice of Decision” set forth in Attachment A are satisfied.
- All of the “Roadway Improvements as Conditions to GRTA Notice of Decision” set forth in Attachment A are satisfied.









N/F LAMBROS, MARY THEO  
ZONED M  
UNDEVELOPED LAND

N/F HAL MOORE INC.  
ZONED M  
WAREHOUSE STRUCTURE

N/F MARTIN BROS. BUILDING  
ZONED M  
UNDEVELOPED LAND

N/F MARTIN BROS BUILDING  
ZONED M  
UNDEVELOPED LAND

N/F SOUTHERN CREATIONS DEVELOPMENT  
ZONED C-1  
COMMERCIAL STRUCTURE

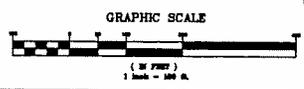
N/F GLEN T BLOODWORTH  
LAWANIA M BLOODWORTH  
DB17413/PG430  
ZONED R-85  
CHURCH

**ENID DRIVE**  
(APPARENT 60' R/W)

PROPOSED ROAD CONNECTION AS SINGLE FAMILY DEVELOPMENT PER DRI CONDITIONS

SUBDIVIDED AS THOMPSON TERRACE  
PB60/PG13  
ZONED R-85

**LOWILLA LANE**  
(APPARENT 60' R/W)



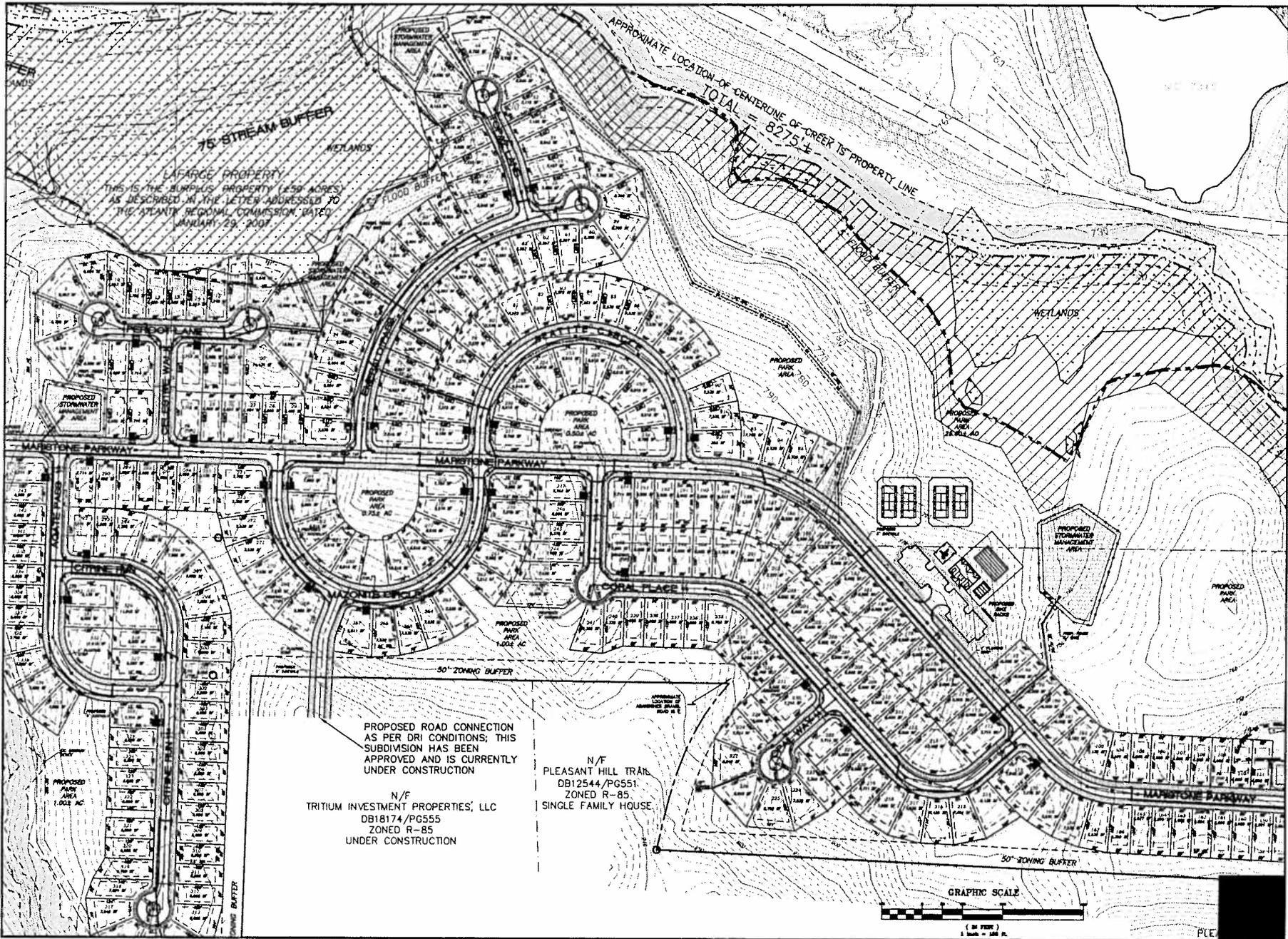
SEI DEVELOPMENTS, LLC  
4000 WILLOWBROOK AVENUE SUITE 400  
CUMMING, GEORGIA 30141  
PHONE: (770) 895-9534

DATE:	
REVISION:	
NO.	

Project No. 18008360  
Design By: NHA  
Drawn By: NHA  
Checked By: CMC  
Date: 07/30/07  
Scale: 1" = 100'

REZONING EXHIBIT  
MARLSTONE  
LAND LOTS 18A BY 89 OF 22 AND 23  
UNCLERK COUNTY CLERK

3



PROPOSED ROAD CONNECTION  
AS PER DRI CONDITIONS; THIS  
SUBDIVISION HAS BEEN  
APPROVED AND IS CURRENTLY  
UNDER CONSTRUCTION

N/F  
TRITIUM INVESTMENT PROPERTIES, LLC  
DB18174/PG555  
ZONED R-85  
UNDER CONSTRUCTION

N/F  
PLEASANT HILL TRAIL  
DB12544/PG551  
ZONED R-85  
SINGLE FAMILY HOUSE



CRAM DEVELOPMENT, LLC  
CORPORATE HEADQUARTERS  
1 LAMAR CAMPUS WING  
ATLANTA, GA 30304  
PHONE: (770) 394-5434

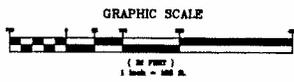
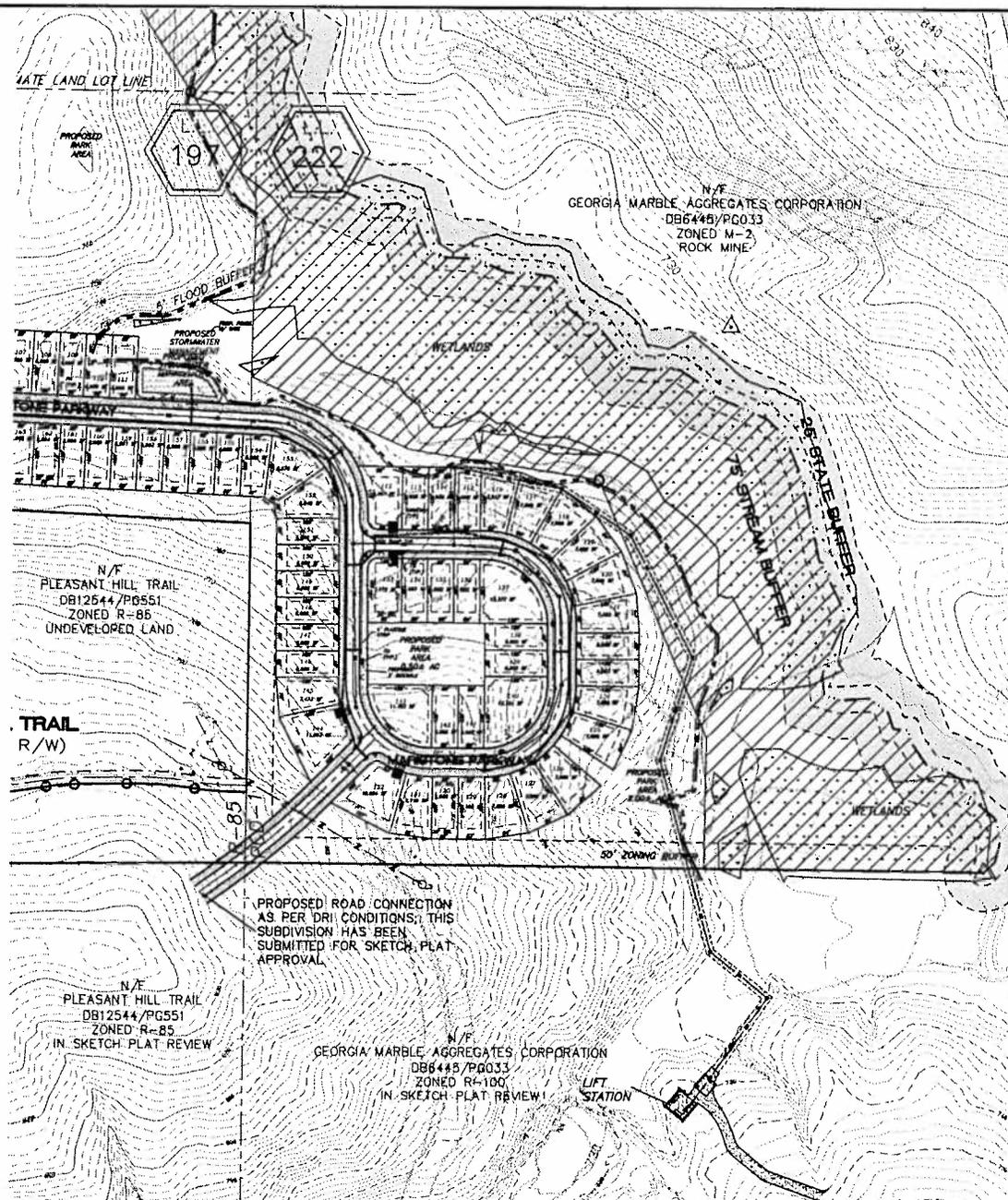
DATE	
REVISION	



Project No. 190003360  
Design By: HSA  
Drawn By: HSA  
Checked By: CMC  
Date: 07/30/07  
Scale: 1" = 100'

REZONING EXHIBIT  
MARBSTONE  
LANDS AND SURVEYING, LLC  
1000 LAMAR CAMPUS WING

4



CRAI DEVELOPMENTS, LLC  
 1000 WILHELM ROAD, SUITE 107  
 CHARLOTTE, NC 28215, USA, USA  
 PHONE: 770-397-9534  
 FAX: 770-397-9534

DATE	
REVISION	
NO.	

Project No. 19006360  
 Design By: HVA  
 Drawn By: HVA  
 Checked By: CME  
 Date: 07/30/07  
 Scale: 1" = 100'

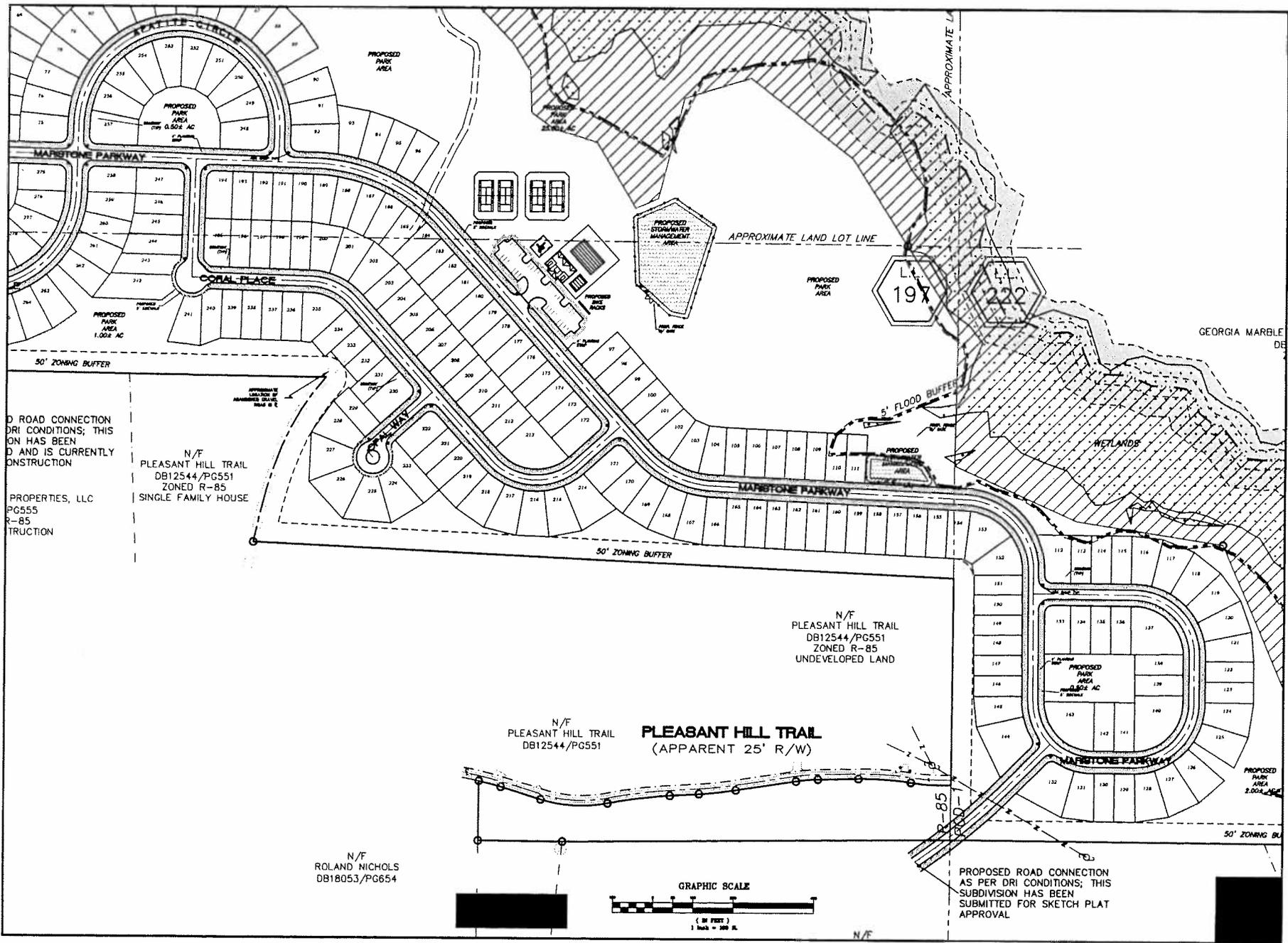
REZONING EXHIBIT  
 MARISTONE  
 LAND LOTS 188, 189, 190, 191, 221, 222, 223  
 JACKSON COUNTY, GEORGIA



5







D ROAD CONNECTION  
DRI CONDITIONS; THIS  
ON HAS BEEN  
D AND IS CURRENTLY  
ONSTRUCTION

PROPERTIES, LLC  
PG555  
R-85  
TRUCTION

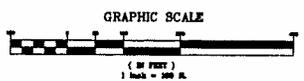
N/F  
PLEASANT HILL TRAIL  
DB12544/PG551  
ZONED R-85  
SINGLE FAMILY HOUSE

N/F  
PLEASANT HILL TRAIL  
DB12544/PG551  
ZONED R-85  
UNDEVELOPED LAND

N/F  
PLEASANT HILL TRAIL  
DB12544/PG551

**PLEASANT HILL TRAIL**  
(APPARENT 25' R/W)

N/F  
ROLAND NICHOLS  
DB18053/PG654



PROPOSED ROAD CONNECTION  
AS PER DRI CONDITIONS; THIS  
SUBDIVISION HAS BEEN  
SUBMITTED FOR SKETCH PLAT  
APPROVAL



SEI  
SOUTHEASTERN ENGINEERS  
1100 W. BIRCHWOOD DRIVE  
DUBLIN, CALIFORNIA 94568  
PHONE: (925) 231-9551  
FAX: (925) 231-9552

DATE:	
REVISION:	
NO.	

PROJECT NO.	19808340
DESIGN BY:	NHA
DRAWN BY:	NHA
CHECKED BY:	CHE
DATE:	07/30/07
SCALE:	1" = 100'

MULTIMODAL ACCESS PLAN  
MARISTONE  
LAND LOTS 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222  
DUBLIN, CALIFORNIA





### DeKalb County Parcel Map

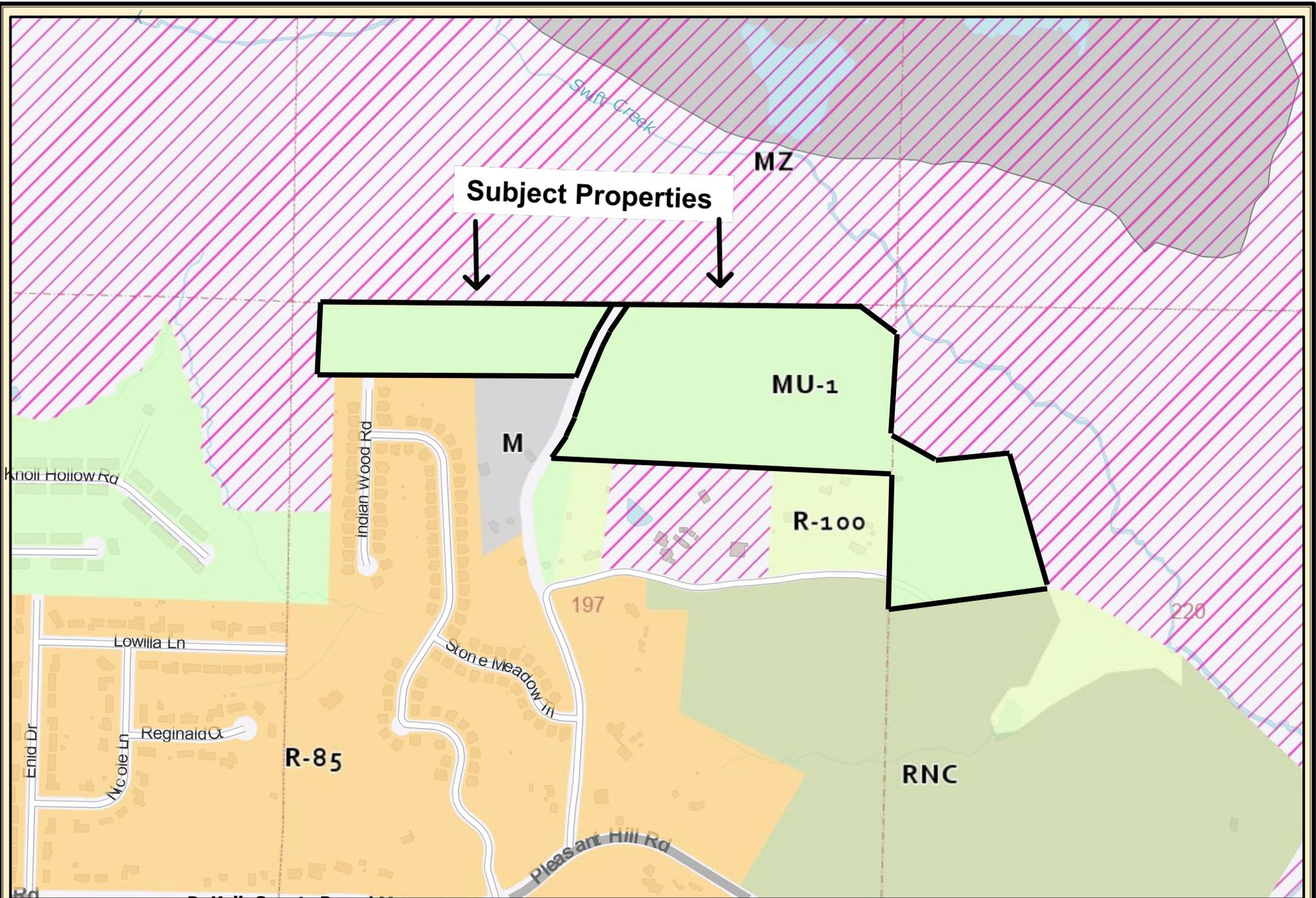


Date Printed: 4/22/2025



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**DeKalb County Parcel Map**

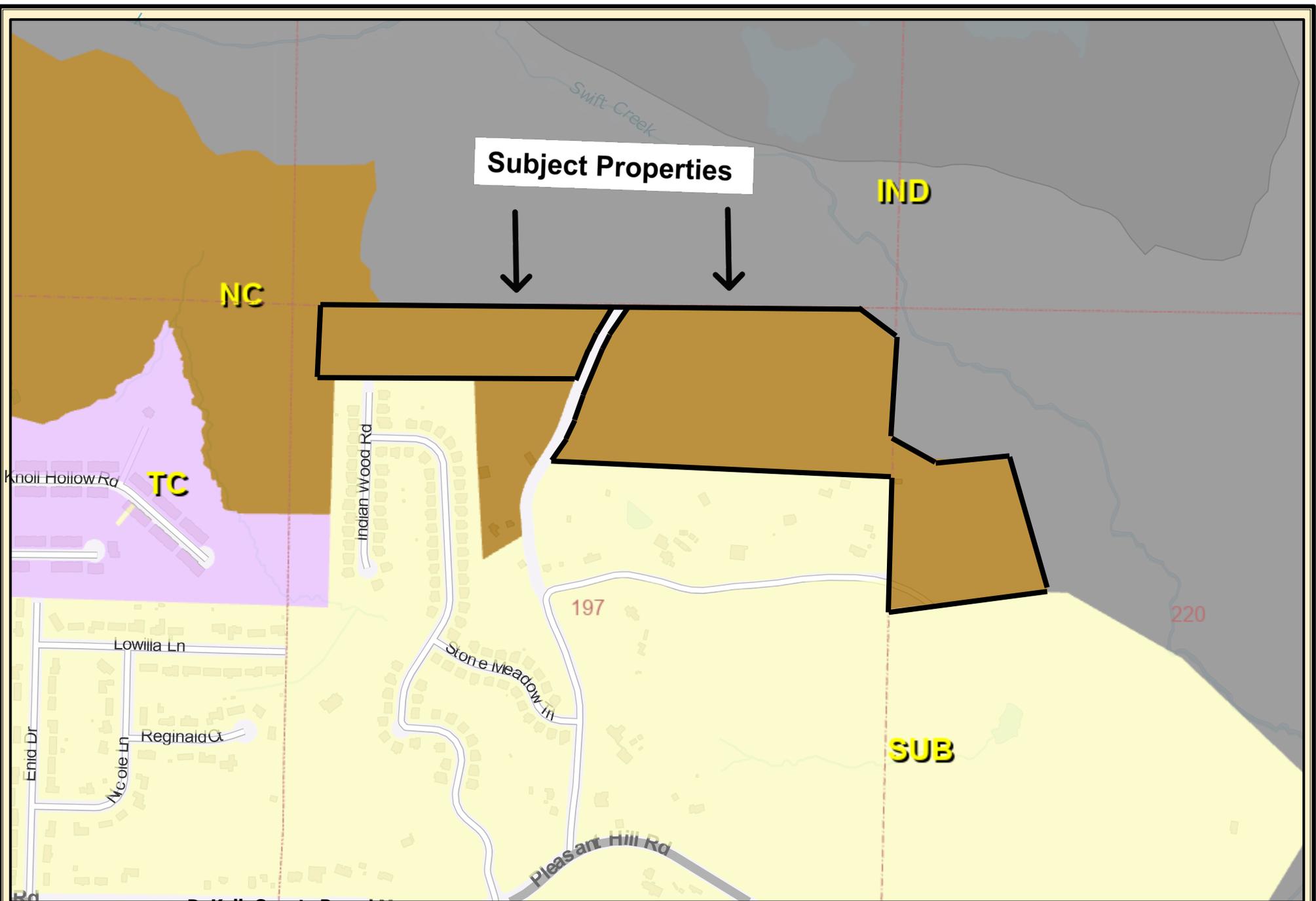


Date Printed: 3/6/2025



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**Subject Properties**

**NC**

**IND**

**TC**

**SUB**

Knoll Hollow Rd

Indian Wood Rd

197

220

Lowilla Ln

Stone Meadow Ln

Reginald Ct

Pleasant Hill Rd

Enid Dr

McOle Ln

**DeKalb County Parcel Map**



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