



Transportation Analysis

Decatur Landing DRI #2820

Dekalb County, Georgia

Report Prepared:

July 2018

Prepared for:

Sterling Organization, LLC

Prepared by:

Kimley»Horn

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Alpharetta, Georgia 30009
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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Decatur Landing* development located in DeKalb County, Georgia. The approximate 78-acre site is located in the southwest quadrant of the intersection of North Druid Hills Road and Lawrenceville Highway at the site of the North DeKalb Mall. The proposed development will be mixed-use and will include retail, restaurant, office, residential, movie theatre, and hotel space.

The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 500,000 SF of mixed-use development in a Maturing Neighborhood area per the Atlanta Region's Plan *Unified Growth Policy Map*. The DRI trigger for this development is the submittal of the Rezoning Application with DeKalb County on May 3, 2018. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on May 24, 2018 by DeKalb County.

The present zoning classification of the project is C-1 (Local Commercial) according to the *DeKalb County Zoning Map*. The proposed zoning of the project site is MU-4 (Mixed Use High Density). The proposed project is expected to be completed by 2021 (approximately 3 years), and this analysis will consider the full build-out of the proposed site in 2021.

The proposed development will consist of the following land uses and densities:

Retail:	300,001 SF
Restaurant:	59,720 SF
Office:	52,200 SF
Residential:	360 multi-family units 45 multi-family townhome units
Movie Theatre:	48,000 SF
Hotel:	150 rooms

It should be noted that the site currently consists of the North DeKalb Mall. The 622,297 SF mall is partially vacant.

The DRI analysis includes an estimation of the overall vehicle trips projected to be generated by the development, also known as gross trips. Reductions to gross trips are also considered in the analysis, including mixed-use reductions, alternative transportation mode reductions, and pass-by reductions.

Mixed-use reductions occur when a site has a combination of different land uses that interact with one another. For example, people living in a residential development may walk to the restaurants and retail instead of driving off-site or to the site. This reduces the number of vehicle trips that will be made on the roadway, thus reducing traffic congestion. These types of interactions are expected at the *Decatur Landing* development – including residents walking to the restaurant and retail land uses.

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). As the *Decatur Landing* development is located in a maturing neighborhood with access to transit (the project site is adjacent to MARTA Bus Route #8, #75, and #123), a 10% alternative mode reduction was taken. This reduction is consistent with GRTA's Letter of Understanding.

Pass-by reductions are taken for a site when traffic normally traveling along a roadway may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the road and would therefore only be new trips on the driveways. The retail and restaurant establishments proposed for the project are expected to generate pass-by trips.

Capacity analyses were performed throughout the study network for the Existing 2018 conditions, the Projected 2021 No-Build conditions, and the Projected 2021 Build conditions.

- Existing 2018 conditions represent traffic volumes that were collected in November 2017 and May 2018 by performing AM and PM peak hour turning movement counts at all study intersections.
- Projected 2021 No-Build conditions represent the existing traffic volumes grown for three (3) years at 1.5 percent per year throughout the study network, plus the addition of the estimated project trips generated by the *Decatur Crossing DRI #2558*.
- Projected 2021 Build conditions represent the Projected 2021 No-Build conditions with the addition of the project trips that are anticipated to be generated by the *Decatur Landing* development.
- Projected 2021 Build Alternative conditions represent the Projected 2021 Build conditions with the conversion of the intersections of North Druid Hills Road at Oak Tree Road and Lawrenceville Highway (US 29/SR 8) at Shopping Center to restrict left-turns out (Restricted Crossing U-Turn or RCUT).

Based on the **Existing 2018** conditions (*present conditions; i.e. excludes both the background traffic growth and the estimated project trips from the Decatur Landing DRI*), the intersection of Lawrenceville Highway (US 29/SR 8) at North Druid Hills Road (Intersection 1) is projected to operate below the acceptable level-of-service (LOS) standard of D during the PM peak hour. Based on methodology outlined in the GRTA Letter of Understanding (LOU), the standard LOS for this intersection is LOS E during the PM peak hour. The remaining study intersections operate at or above their acceptable level-of-service standard of D.

Based on the **Projected 2021 No-Build** conditions (*includes background traffic growth and the estimated project trips from the Decatur Crossing DRI #2558*), the intersection of Lawrenceville Highway (US 29/SR 8) at North Druid Hills Road (Intersection 1) is projected to operate below the acceptable level-of-service (LOS) standard of D during the AM peak hour. The following improvement results in the intersection operating at or above an acceptable LOS standard:

- Lawrenceville Highway (US 29/SR 8) at North Druid Hills Road (Intersection 1)
 - Construct one (1) westbound exclusive right-turn lane.

Based on the **Projected 2021 Build** conditions (*includes background traffic growth and the estimated project trips from the Decatur Crossing DRI #2558*), following the implementation of the improvement associated with the **Projected 2021 No-Build Improved** conditions all intersections operate at or above their acceptable overall LOS standard during the AM and/or PM peak hour.

Based on the **Projected 2021 Build Alternative** conditions (includes both the background traffic growth and the estimated project trips from the *Decatur Landing DRI*, and assumes a Restricted Crossing U-Turn (RCUT) intersection at the intersection of North Druid Hills Road at Oak Tree Road (Intersection 8) and also at the intersection of Lawrenceville Highway (US 29/SR 8) at Shopping Center (Intersection 10)). All driveways are projected to operate at or above their acceptable overall LOS standards during the AM and/or PM peak hours.

For the Projected 2021 Build Alternative conditions, Intersection 8 and Intersection 10 were analyzed as right-out only intersections. The proposed intersection geometry consists of the following changes:

- Intersection 8: North Druid Hills Road at Oak Tree Road
 - Restrict northbound approach of Oak Tree Road to be right-out only.
- Intersection 10: Lawrenceville Highway (US 29/SR 8) at Shopping Center
 - Restrict existing driveway (eastbound approach) to be right-out only.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *Decatur Landing* development located in DeKalb County, Georgia. The approximate 78-acre site is located in the southwest quadrant of the intersection of North Druid Hills Road and Lawrenceville Highway (US 29/SR 8) on the site of the North DeKalb Mall. The proposed development will be mixed-use and will include retail, restaurant, office, residential, hotel, and movie theatre space.

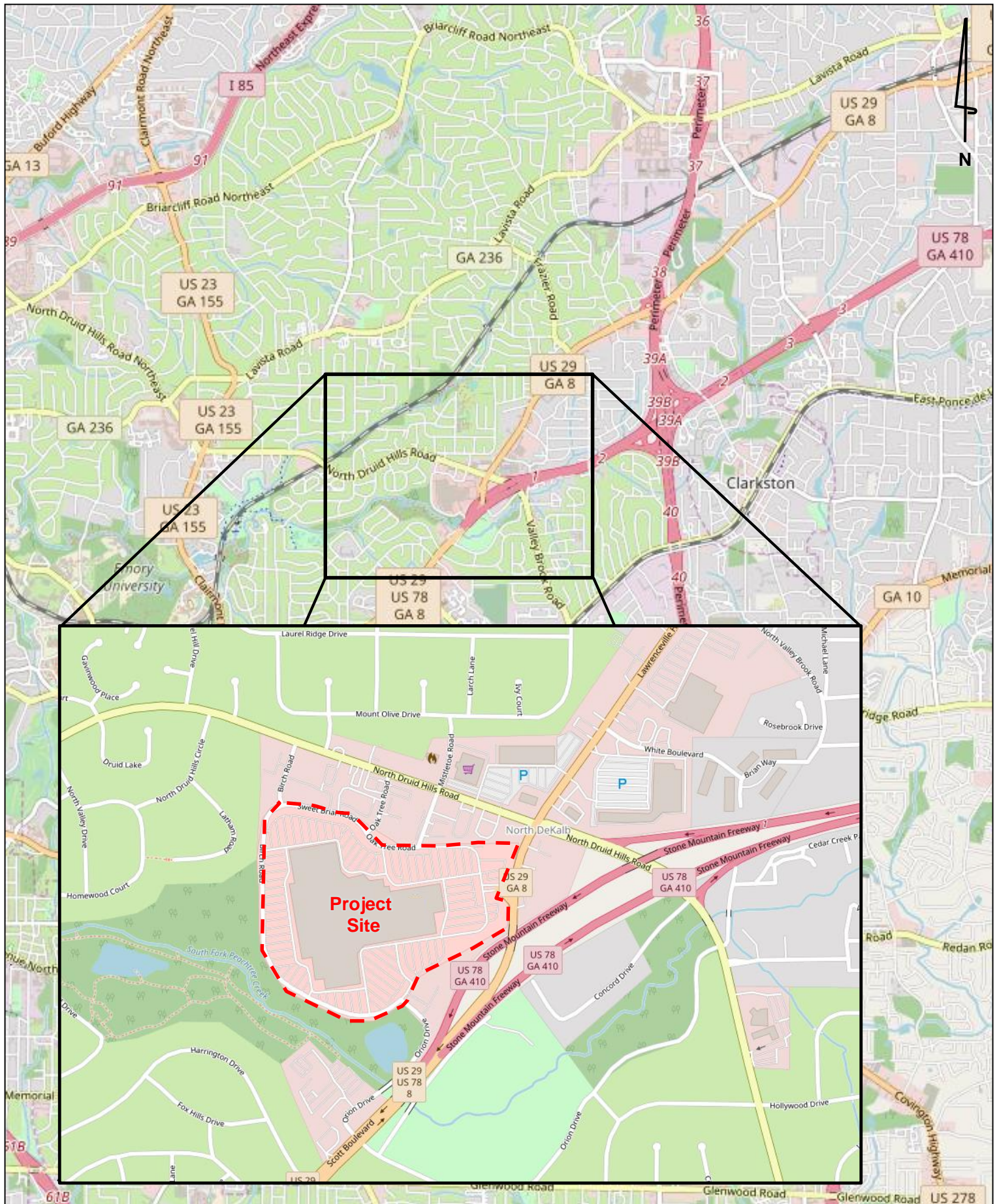
The project will exceed 500,000 square feet for mixed-use developments within a maturing neighborhood area; therefore, the proposed development is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review.

Figure 1 provides the site location of the *Decatur Landing* development. **Figure 2** and **Figure 3** provide an aerial view of the project site and surrounding area. Field review photographs taken within the vicinity of the study network are located in the site photo log in **Appendix A**. The *DeKalb County Zoning Map* and the *Atlanta Region's Plan Unified Growth Policy Map* are included in **Appendix B**.

The proposed project is expected to be completed by 2021, and this analysis will consider the full build-out of the proposed site in 2021. A summary of the proposed land-use and density is shown in **Table 1**.

Table 1: Proposed Land Uses and Densities	
Land Use	Density
Retail	300,001 SF
Restaurant	59,720 SF
Office	52,200 SF
Residential	360 multi-family units
	45 multi-family townhome units
Hotel	150 rooms
Movie theatre space	48,000 SF

Note: The existing 622,297 SF North DeKalb Mall will be demolished. Also, it should be noted that 325,438 SF is currently leased by existing businesses, and 296,859 SF is currently vacant.







1.2 Site Plan Review

The proposed development is located on an approximate 78-acre site in DeKalb County, Georgia, and is located in the southwest quadrant of the intersection of North Druid Hills Road and Lawrenceville Highway (US 29/SR 8). The proposed development will be mixed-use and will include retail, restaurant, office, residential, hotel, and movie theatre space. The property currently consists of North DeKalb Mall, including retail, restaurant, and movie theatre space.

A reference of the proposed site plan is provided in **Appendix C**. A full-sized site plan consistent with GRTA's Site Plan Guidelines is also being submitted as part of the review package.

1.3 Site Access

As currently envisioned, the proposed development will be accessible via five (5) driveways:

1. **Proposed Driveway 1 (Mistletoe Road)** – an existing signalized, full-movement driveway at the intersection of North Druid Hills Road and Mistletoe Road approximately 750 feet west of the intersection with Lawrenceville Highway (US 29/SR 8) and 400 feet east of Oak Tree Road.
2. **Proposed Driveway 2 (Oak Tree Road)** – an existing side-street stop-controlled, full-movement driveway at the intersection of North Druid Hills Road and Oak Tree Road approximately 1,100 feet west of the intersection with Lawrenceville Highway (US 29/SR 8), 400 feet west of Mistletoe Road, and 800 feet east of Birch Road.
3. **Proposed Driveway 3 (Birch Road)** – an existing signalized, full-movement driveway at the intersection of North Druid Hills Road and Birch Road approximately 1,900 feet west of the intersection with Lawrenceville Highway (US 29/SR 8) and 800 feet west of Oak Tree Road.
4. **Proposed Driveway 4 (Shopping Center)** – an existing side-street stop-controlled, full-movement driveway on Lawrenceville Highway (US 29/SR 8) at the existing mall entrance approximately 500 feet south of the intersection of North Druid Hills Road.
5. **Proposed Driveway 5 (Orion Drive)** – an existing signalized, full-movement driveway at the intersection of Lawrenceville Highway (US 29/SR 8) and Orion Drive approximately 1,600 feet north of the intersection of DeKalb Industrial Way and 1,300 feet south of Stone Mountain Freeway (US 78/SR 410).

The proposed site access points provide vehicular access to the entire development. Internal private roadways throughout the site provide access to all buildings and parking facilities. See referenced site plan in **Appendix C** for a visual representation of vehicular access and circulation throughout the proposed development. The site driveways and internal roadways provide access to all parking on the site. Parking will be provided throughout the development as follows:

Total Parking Provided:	2,503 parking spaces
Parking Required:	1,407 parking spaces

1.4 Bicycle and Pedestrian Facilities

Pedestrian facilities (sidewalks) currently exist along the project site frontage North Druid Hills Road.

1.5 Transit Facilities

The project site is adjacent to MARTA Bus Route #8, #75, and #123. All bus routes provide service seven days a week.

2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

2.1 Growth Rate

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the *Decatur Landing* development. Background traffic can include a base growth rate based on historical count data as well as population growth data and estimates as well as trips anticipated from other nearby or adjacent projects. Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 1.5 percent per year background traffic growth rate was used for all roadways. Additionally, estimated project trips associated with the following developments were incorporated into the background traffic:

- *Decatur Crossing DRI #2558* (approved in April 2016) – mixed use development

2.2 Traffic Data Collection

Weekday peak hour turning movement counts were collected on Thursday November 30, 2017 and Thursday, May 10, 2018 during the AM and PM peak periods. Peak hours for all the study intersections are shown in **Table 2**.

Table 2: Peak Hour Summary		
Intersection	AM Peak Hour	PM Peak Hour
1. North Druid Hills Road at Lawrenceville Highway (US 29/SR 8)	7:45 AM – 8:45 AM	4:00 PM – 5:00 PM
2. North Druid Hills Road at Stone Mountain Freeway (SR 410) Eastbound Ramps	7:45 AM – 8:45 AM	5:00 PM – 6:00 PM
3. North Druid Hills Road at Stone Mountain Freeway (SR 410) Westbound Ramps	8:00 AM – 9:00 AM	4:00 PM – 5:00 PM
4. Scott Boulevard (US 29/SR 8) at DeKalb Industrial Way	8:00 AM – 9:00 AM	4:45 PM – 5:45 PM
5. Scott Boulevard (US 29/SR 8) at Church Street	7:30 AM – 8:30 AM	4:45 PM – 5:45 PM
6. North Druid Hills Road at Willivee Drive	7:30 AM – 8:30 AM	5:00 PM – 6:00 PM
7. North Druid Hills Road at Mistletoe Road	7:45 AM – 8:45 AM	4:00 PM – 5:00 PM
8. North Druid Hills Road at Oak Tree Road	7:45 AM – 8:45 AM	4:00 PM – 5:00 PM
9. North Druid Hills Road at Birch Road	7:15 AM – 8:15 AM	4:00 PM – 5:00 PM
10. Lawrenceville Highway (US 29/SR 8) at Shopping Center	7:30 AM – 8:30 AM	5:00 PM – 6:00 PM
11. Lawrenceville Highway (US 29/SR 8) at Orion Drive	7:30 AM – 8:30 AM	5:00 PM – 6:00 PM

The collected peak hour turning movement traffic counts are available upon request.

2.3 Detailed Intersection Analysis

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels-of-service, LOS A through LOS F, with A being the best and F being the worst. Level-of-service analyses were conducted at all intersections within the study network using *Synchro Professional, Version 9.0*. Existing traffic signal phasing and timing data were retrieved for available intersections.

Levels-of-service for signalized intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low level-of-service, while the intersection as a whole may operate acceptably.

Levels-of-service for unsignalized intersections, with stop control on the minor street only, are reported for the side street approaches and the major street left-turn movements. Low levels-of-service for side street approaches are not uncommon, as vehicles may experience significant delays in turning onto a major roadway.

3.0 STUDY NETWORK

3.1 Gross Trip Generation

Traffic for the proposed land uses and densities were calculated using methodology contained in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition*. Existing leased space that is currently generating traffic was deducted from the gross trips associated with the overall Master Plan Density. The gross trips generated are displayed below in **Table 3**.

Table 3: Gross Trip Generation

Land Use	Density	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit	Enter	Exit
Multi-Family Housing (Low-Rise)	45 units	220	150	150	5	17	18	11
Multi-Family Housing (Mid-Rise)	360 units	221	980	980	31	89	93	59
Hotel	150 rooms	310	633	633	41	29	44	42
General Office Building	52,200 SF	710	282	282	65	11	10	51
<i>Office Reduction</i>	<i>-22,406 SF</i>	-	<i>-124</i>	<i>-124</i>	<i>-41</i>	<i>-7</i>	<i>-4</i>	<i>-23</i>
Shopping Center	82,030 SF	820	1,619	1,619	50	31	157	170
Discount Club	152,221 SF	857	3,181	3,181	53	22	318	318
<i>Retail Reduction</i>	<i>-131,296 SF</i>	-	<i>-2,478</i>	<i>-2,478</i>	<i>-76</i>	<i>-47</i>	<i>-240</i>	<i>-260</i>
Quality Restaurant	14,930 SF	931	626	626	-	-	78	38
High-Turnover (Sit-Down) Restaurant	44,790 SF	932	2,512	2,512	245	200	272	166
<i>Restaurant Reduction</i>	<i>-4,496 SF</i>	-	<i>-252</i>	<i>-252</i>	<i>-25</i>	<i>-20</i>	<i>-27</i>	<i>-17</i>
Adjusted Total Gross Trips			7,129	7,129	348	325	719	555

Note: Trips generated by movie theatre assumed to be equivalent to existing movie theatre on site.

3.2 Trip Distribution

The directional distribution and assignment of new project trips were based on the project land uses, a review of the land use densities and road facilities in the area, engineering judgment, and methodology discussions with the Georgia Regional Transportation Authority (GRTA), the Atlanta Regional Commission (ARC), and the DeKalb County staff. (See *Section 5.0 Trip Distribution and Assignment*).

3.3 Level-of-Service Standards

For the purposes of this traffic analysis, a level-of-service standard of D was assumed for all intersections and segments within the study network. If, however, an intersection or segment currently operates at LOS E or LOS F during an existing peak period, the LOS standard for the intersection during that peak period becomes LOS E, consistent with the GRTA Letter of Understanding.

3.4 Study Network Determination

A general study area was determined based on a review of land uses and population densities in the area as well as a review of peak hour traffic counts and engineering judgement. The study area was agreed upon during methodology discussions with GRTA, ARC, and DeKalb County staff, and includes the following eleven (11) intersections described in **Table 4**. The study intersections are shown in **Figure 4**.

Table 4: Intersection Control Summary	
Intersection	Control
1. North Druid Hills Road at Lawrenceville Highway (US 29/SR 8)	Signal
2. North Druid Hills Road at Stone Mountain Freeway (SR 410) Eastbound Ramps	Signal
3. North Druid Hills Road at Stone Mountain Freeway (SR 410) Westbound Ramps	Stop Control
4. Scott Boulevard (US 29/SR 8) at DeKalb Industrial Way	Signal
5. Scott Boulevard (US 29/SR 8) at Church Street	Signal
6. North Druid Hills Road at Willivee Drive	Signal
7. North Druid Hills Road at Mistletoe Road (Proposed Driveway 1)	Signal
8. North Druid Hills Road at Oak Tree Road (Proposed Driveway 2)	Stop Control
9. North Druid Hills Road at Birch Road (Proposed Driveway 3)	Signal
10. Lawrenceville Highway (US 29/SR 8) at Shopping Center (Proposed Driveway 4)	Stop Control
11. Lawrenceville Highway (US 29/SR 8) at Orion Drive (Proposed Driveway 5)	Signal

Each of the intersections listed in **Table 4** were analyzed for the Existing 2018 conditions, the Projected 2021 No-Build conditions, and the Projected 2021 Build conditions.

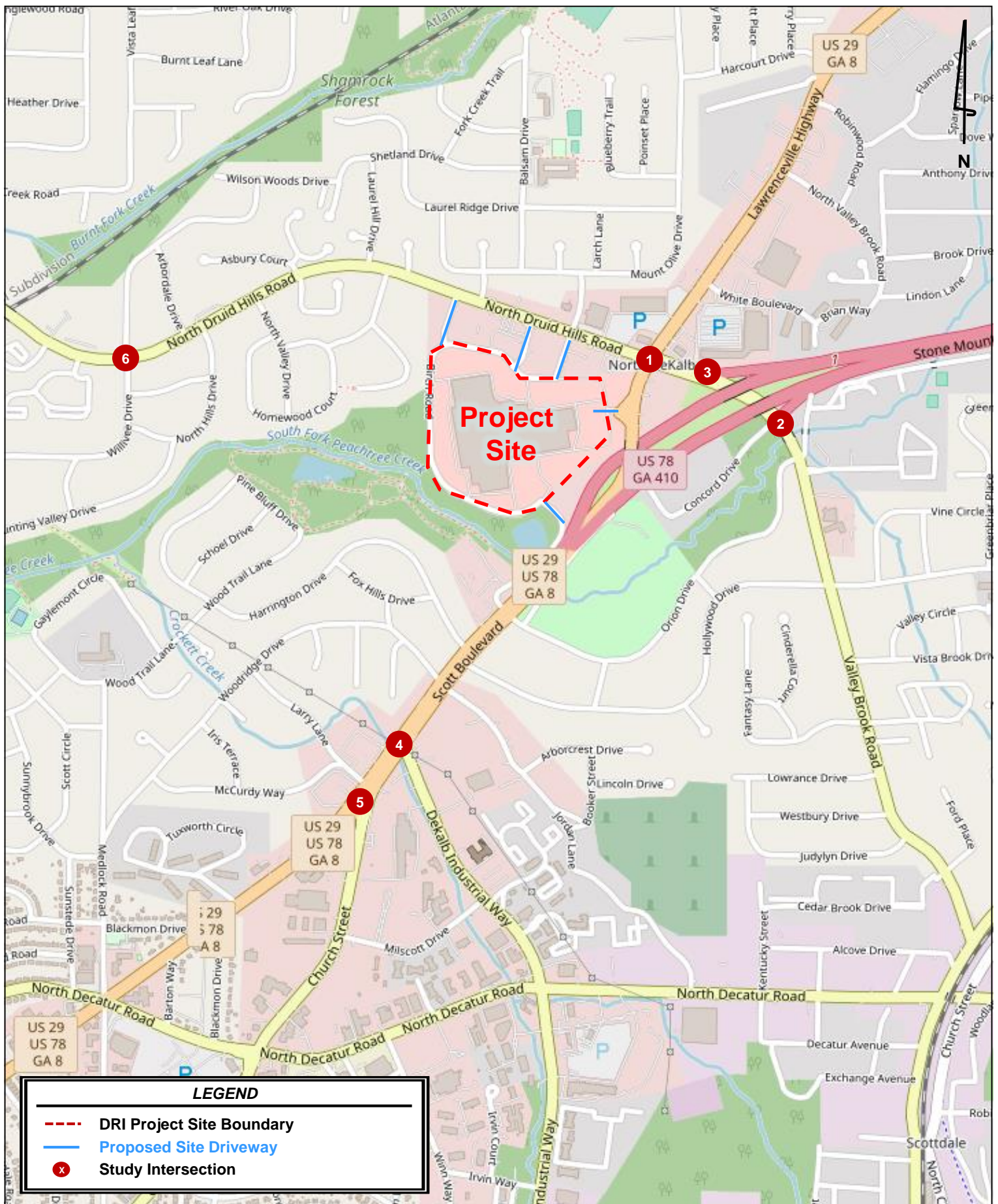
The Projected 2021 No-Build conditions represent the existing traffic volumes grown for three (3) years at 1.5 percent per year throughout the study network, plus the estimated project trips from the *Decatur Crossing DRI #2558*.

The Projected 2021 Build conditions add the project trips associated with the *Decatur Landing* development to the Projected 2021 No-Build conditions.

3.5 Existing Roadway Facilities

Roadway classification descriptions and estimated Average Daily Traffic (ADT) for the entire study area are provided in **Table 5** (bolded roadway runs adjacent to the site).

Table 5: Roadway Classifications				
Roadway	No. of Lanes	Posted Speed Limit (MPH)	Average Daily Traffic (ADT)	GDOT Functional Classification
Lawrenceville Highway (US 29/SR 8)	4	45	23,800	Principal Arterial
Scott Boulevard (US 29/US 78/SR 8)	6	45	72,500	Principal Arterial
North Druid Hills Road	4	40	32,900	Principal Arterial
Orion Drive	2	15	3,890	Local Road
Birch Road	2	25	N/A	Local Road
Oak Tree Road	2	25	N/A	Local Road
Mistletoe Road	2	25	N/A	Local Road
Stone Mountain Freeway (US 78/SR 410)	7	65	74,500	Principal Arterial – Other Freeways & Expressways
Valley Brook Road	2	35	11,800	Minor Arterial
DeKalb Industrial Way	4	45	18,800	Minor Arterial
Church Street	4	35	16,900	Major Collector
Willivee Drive	2	25	N/A	Local Road



4.0 TRIP GENERATION

As stated previously, gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition, 2017*, using equations where available.

Trip generation for this proposed development is calculated based upon the following land uses: Multi-Family Housing (Low-Rise) (ITE 220), Multi-Family Housing (Mid-Rise) (ITE 221), Hotel (ITE 310), Multiplex Movie Theatre (ITE 445), General Office Building (ITE 710), Shopping Center (ITE 820), Discount Club (ITE 857), Quality Restaurant (ITE 931), and High-Turnover Sit-Down Restaurant (ITE 932).

The total (net) trips generated and analyzed in this report are listed in **Table 6**.

Table 6: Net New Trip Generation							
	Daily Traffic			AM Peak Hour		PM Peak Hour	
	Total	Enter	Exit	Enter	Exit	Enter	Exit
Adjusted Gross Project Trips	14,258	7,129	7,129	348	325	719	555
<i>Mixed-Use Reduction</i>	-2,208	-1,104	-1,104	-21	-21	-154	-154
<i>Alternative Mode Reduction</i>	-1,204	-602	-602	-33	-31	-56	-39
<i>Pass-by Reduction</i>	-3,268	-1,634	-1,634	-0	-0	-132	-132
Net New Trips	7,578	3,789	3,789	294	273	377	230

A more detailed trip generation analysis summary table is provided in **Appendix D**.

5.0 TRIP DISTRIBUTION AND ASSIGNMENT

New trips were distributed onto the roadway network using the percentages developed as described in *Section 3.2* of this report, and as agreed to during methodology discussions with GRTA, ARC, and the City of Atlanta staff.

Figure 5 and **Figure 6** display the anticipated distribution and assignment of residential and non-residential trips throughout the study roadway network. These trip assignment percentages were applied to the net new trips expected to be generated by the development, and the volumes were assigned to the roadway network. The combined peak hour project trips by turning movement throughout the study network, anticipated to be generated by the proposed *Decatur Landing* development, are shown on **Figure 7**.

Detailed intersection volume worksheets are provided in **Appendix E**.

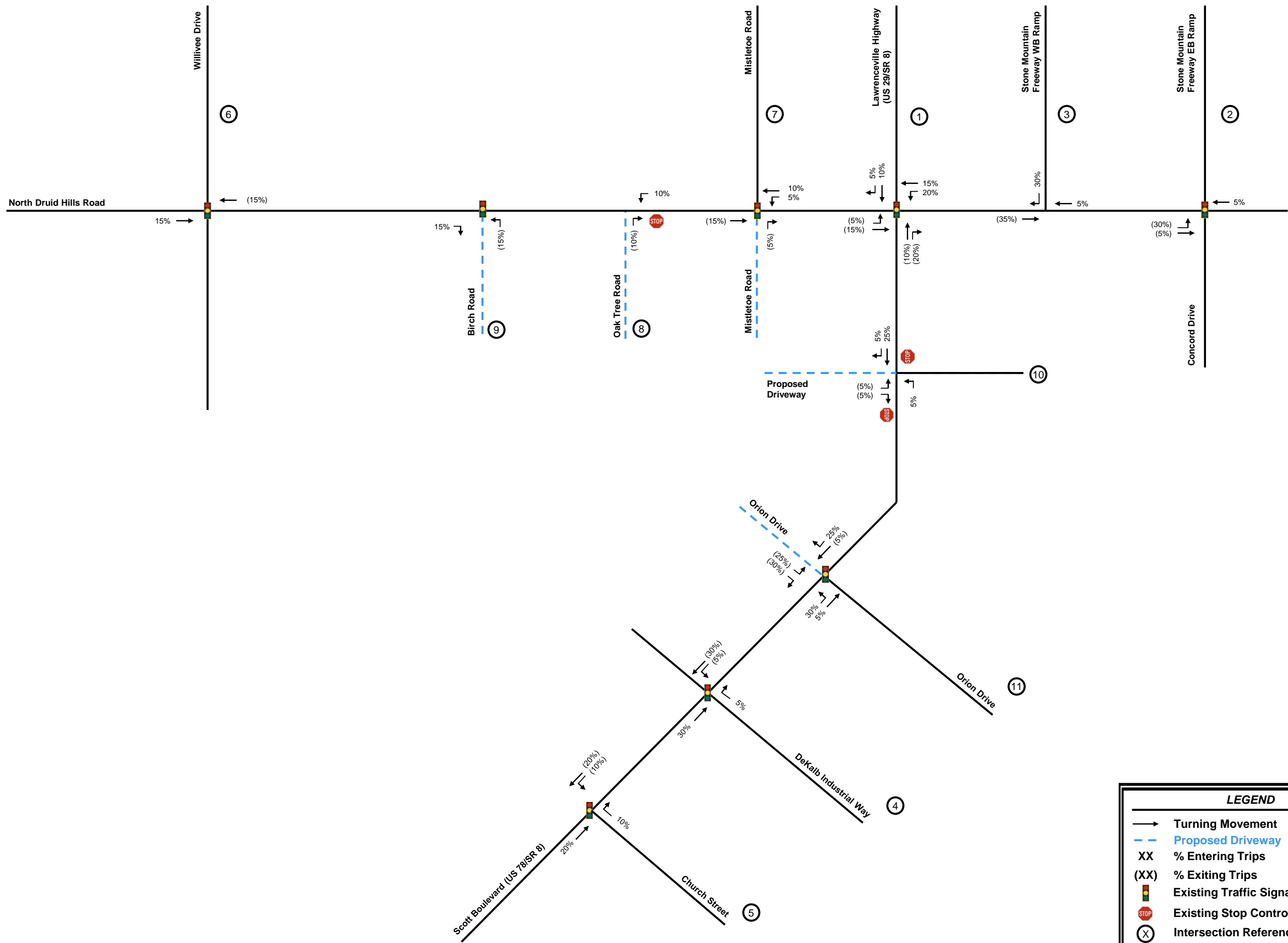


Figure 5

Residential
Trip Distribution &
Assignment

Decatur Landing
DRI #2820
Transportation Analysis

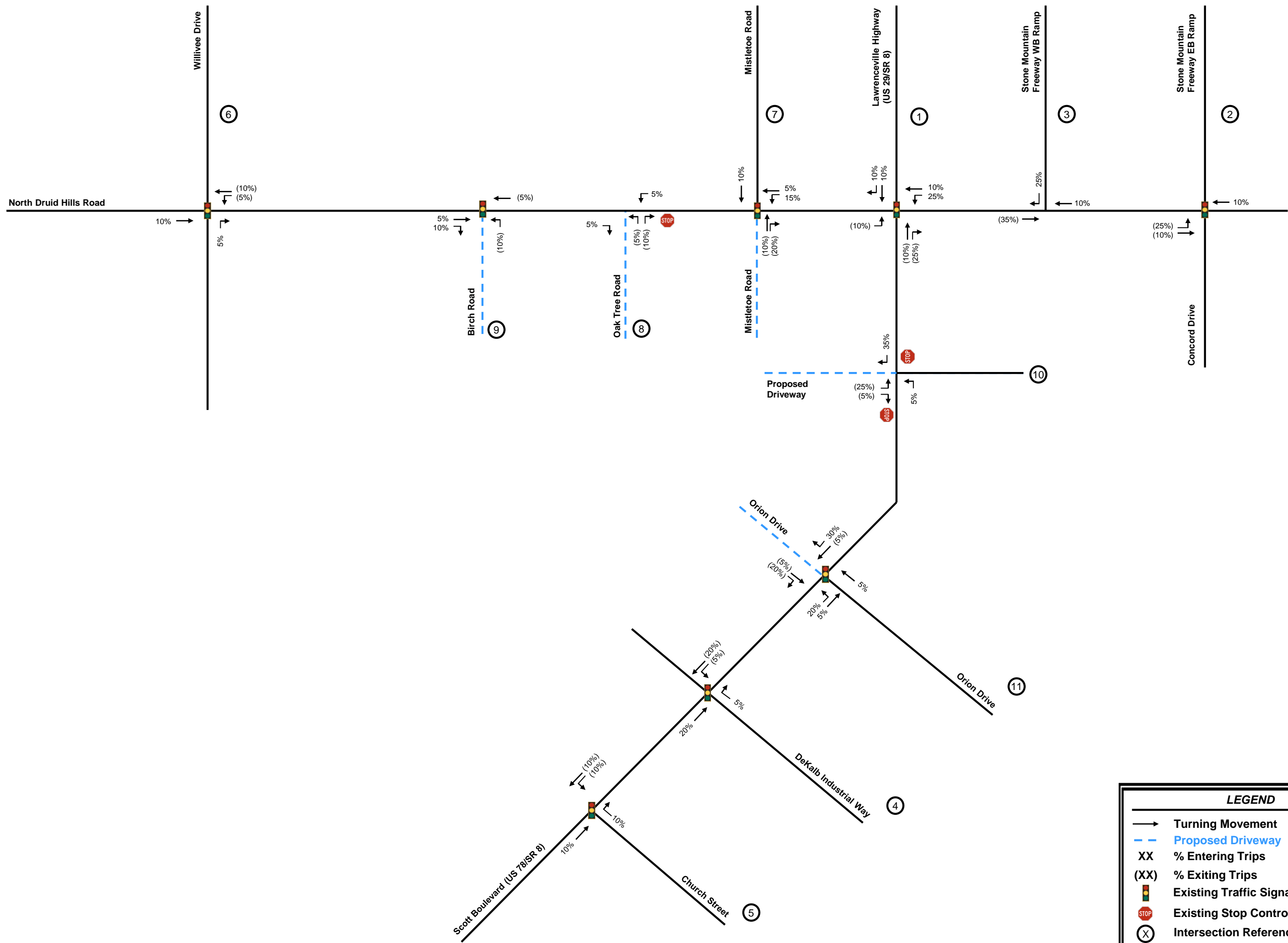
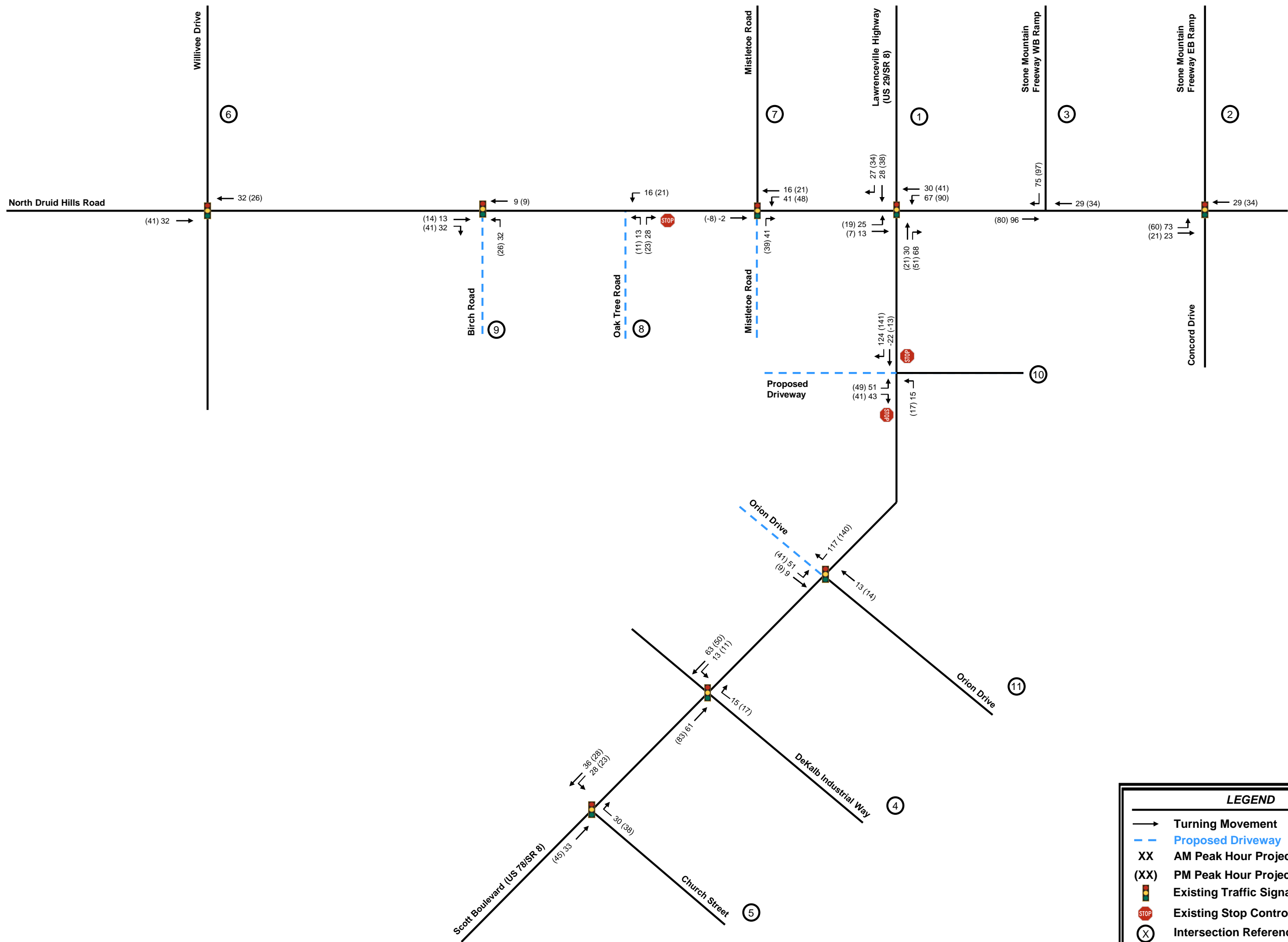


Figure 6

Non-Residential
Trip Distribution &
Assignment

Decatur Landing
DRI #2820
Transportation Analysis



LEGEND

→

Turning Movement

Proposed Driveway

XX

AM Peak Hour Project Trips

(XX)

PM Peak Hour Project Trips

🚦

Existing Traffic Signal

STOP

Existing Stop Control

ⓧ

Intersection Reference Number

6.0 TRAFFIC ANALYSIS

6.1 Existing 2018 Conditions

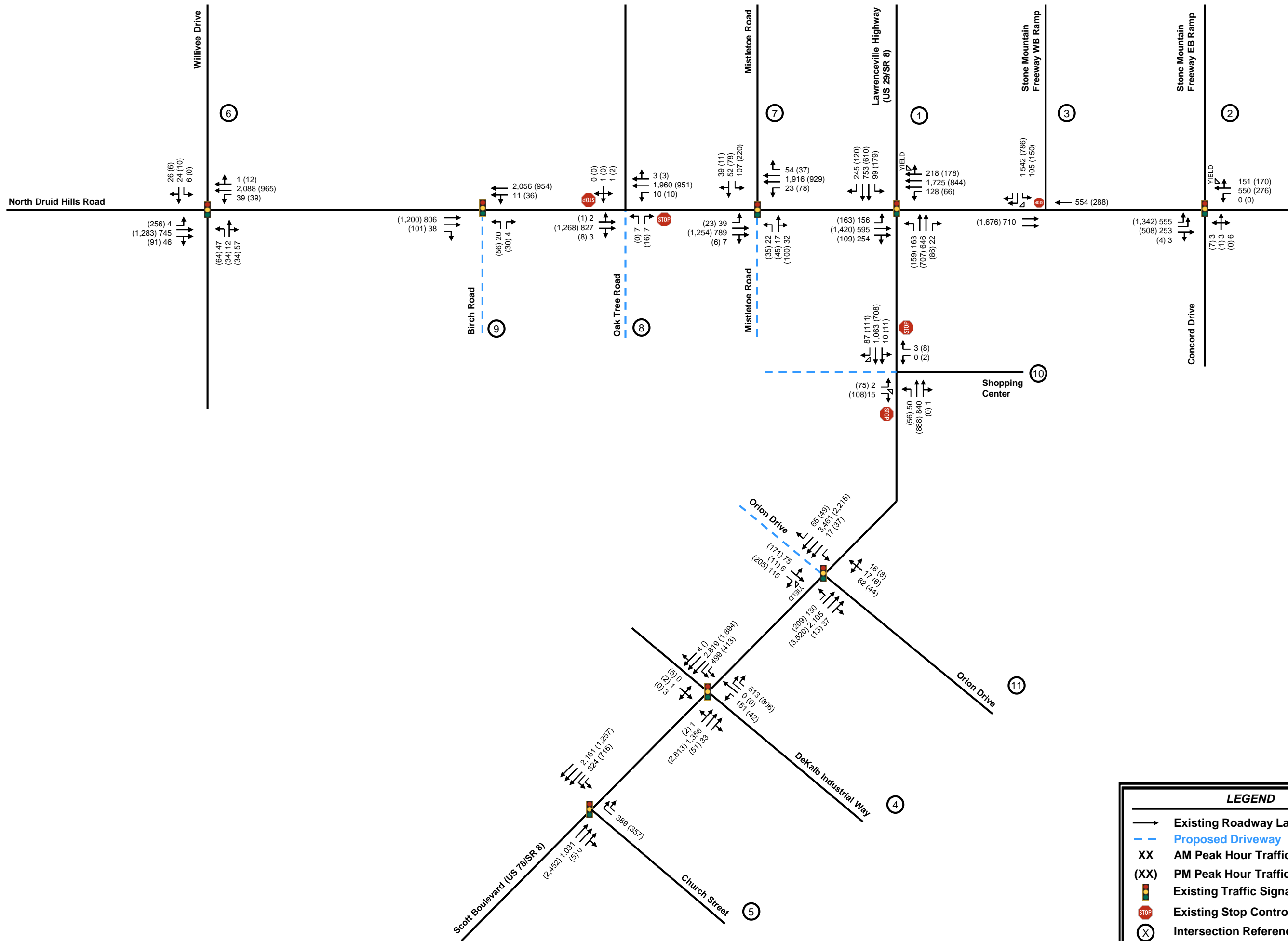
The observed existing peak hour traffic volumes were entered into *Synchro 9.0*, and capacity analyses were performed for the AM and PM peak hours.

The existing peak hour traffic volumes are displayed in **Figure 8**, and the results of the capacity analyses for the Existing 2018 conditions are shown in **Table 7**. Detailed *Synchro* analysis reports are available upon request.

Table 7: Existing 2018 Level-of-Service Summary LOS (delay in seconds)					
Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Lawrenceville Highway (US 29/SR 8) at North Druid Hills Road	Signal	Overall	D/E	D (50.6)	E (55.5)
2. North Druid Hills Road at Stone Mountain Freeway (SR 410) EB Ramp/Concord Drive	Signal	Overall	D	C (20.8)	C (22.6)
3. North Druid Hills Road at Stone Mountain Freeway (SR 410) WB Ramp	Stop Control	SB	D/E	C (24.9)	F (57.5)*
4. Scott Boulevard (US 29/SR 8) at DeKalb Industrial Way	Signal	Overall	D	B (12.1)	B (19.8)
5. Scott Boulevard (US 29/SR 8) at Church Street	Signal	Overall	D	C (23.0)	C (27.9)
6. North Druid Hills Road at Willivee Drive	Signal	Overall	D	B (13.6)	B (17.1)
7. North Druid Hills Road at Mistletoe Road	Signal	Overall	D	A (7.0)	C (32.9)
8. North Druid Hills Road at Oak Tree Road	Stop Control	NB	D	D (58.1)	B (14.6)
		WBL	D	A (9.6)	B (12.3)
9. North Druid Hills Road at Birch Road	Signal	Overall	D	A (2.7)	A (7.2)
10. Lawrenceville Highway (US 29/SR 8) at Shopping Center	Stop Control	NBL	D	B (11.4)	A (9.4)
		EB	D/E	C (20.3)	F (50.5)*
11. Lawrenceville Highway (US 29/SR 8) at Orion Drive	Signal	Overall	D	D (48.9)	C (32.5)

*Note: It is not uncommon for vehicles at a side-street stop approach to experience significant delay when turning onto a major roadway.

As shown in **Table 7**, the intersection of Lawrenceville Highway (US 29/SR 8) at North Druid Hills Road currently operates below the acceptable standard LOS D during the PM peak hour for the Existing 2018 conditions. Therefore, according to the GRTA LOU, the LOS standard is lowered to E at this intersection during the PM peak hour.



NOT TO SCALE

Figure 8

Existing 2018 Conditions

Decatur Landing
DRI #2820
Transportation Analysis

6.2 Projected 2021 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased for three (3) years at 1.5 percent per year throughout the study network. Additionally, estimated project trips from *Decatur Crossing #2558* were included. These volumes were entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2021 No-Build conditions were analyzed using existing roadway geometry and existing intersection control types.

The intersection laneage and traffic volumes for the Projected 2021 No-Build conditions are shown in **Figure 9**. The results of the capacity analyses for the Projected 2021 No-Build are shown in **Table 8**. Detailed *Synchro* analysis reports are available upon request.

Table 8: Projected 2021 No-Build Level-of-Service Summary LOS (delay in seconds)					
Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Lawrenceville Highway (US 29/SR 8) at North Druid Hills Road	Signal	Overall	D/E	E (55.8)	E (60.9)
2. North Druid Hills Road at Stone Mountain Freeway (SR 410) EB Ramp/Concord Drive	Signal	Overall	D	C (23.5)	C (22.8)
3. North Druid Hills Road at Stone Mountain Freeway (SR 410) WB Ramp	Stop Control	SB	D/E	D (27.6)	F (75.8)*
4. Scott Boulevard (US 29/SR 8) at DeKalb Industrial Way	Signal	Overall	D	B (12.3)	C (22.0)
5. Scott Boulevard (US 29/SR 8) at Church Street	Signal	Overall	D	C (23.0)	C (31.8)
6. North Druid Hills Road at Willivee Drive	Signal	Overall	D	B (14.9)	B (17.9)
7. North Druid Hills Road at Mistletoe Road	Signal	Overall	D	A (7.1)	D (35.6)
8. North Druid Hills Road at Oak Tree Road	Stop Control	NB	E/D	F (70.0)*	C (15.1)
		WBL	D	A (9.8)	B (12.8)
9. North Druid Hills Road at Birch Road	Signal	Overall	D	A (3.0)	A (7.4)
10. North Druid Hills Road at Shopping Center	Stop Control	NBL	D	B (11.7)	A (9.6)
		EB	D/E	C (21.3)	F (65.6)*
11. Lawrenceville Highway (US 29/SR 8) at Orion Drive	Signal	Overall	D	D (51.4)	D (36.5)

*Note: It is not uncommon for vehicles at a side-street stop approach to experience significant delay when turning onto a major roadway.

As shown in **Table 8**, one (1) signalized study intersection is projected to operate below the acceptable LOS standard during the AM and/or PM peak hour for the Projected 2021 No-Build conditions.

Based on the Projected 2021 No-Build conditions, the following improvements result in the following intersection operating at an acceptable or improved LOS:

Lawrenceville Highway (US 29/SR 8) at North Druid Hills Road (Intersection 1)

- Construct one (1) westbound exclusive right-turn lane.

The results of the capacity analysis for the Projected 2021 No-Build Improved conditions are shown in **Table 9**. Detailed *Synchro* analysis reports are available upon request.

Table 9: Projected 2021 No-Build Improved Level-of-Service Summary <i>LOS (delay in seconds)</i>					
Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Lawrenceville Highway (US 29/SR 8) at North Druid Hills Road	Signal	Overall	D/E	D (49.4)	E (55.2)

As shown in **Table 9**, the improved intersection is projected to operate at an acceptable LOS under the Projected 2021 No-Build Improved conditions.

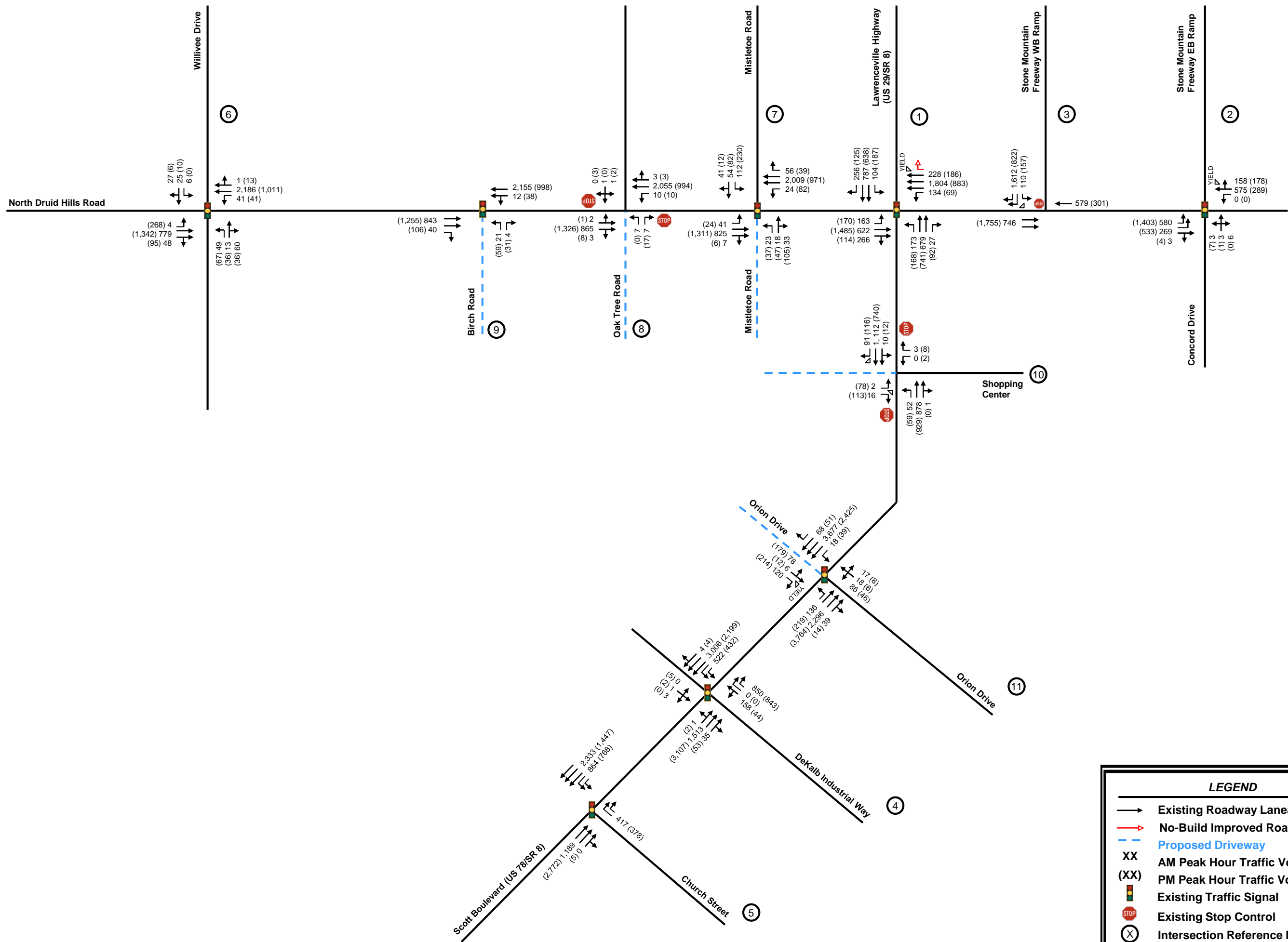


Figure 9

Projected 2021
No-Build Conditions

Decatur Landing
DRI #2820
Transportation Analysis

6.3 Projected 2021 Build Conditions

The traffic associated with the proposed *Decatur Landing* development was added to the Projected 2021 No-Build volumes. These volumes were then entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2021 Build conditions were analyzed using the existing roadway geometry, existing intersection control types, and proposed site driveways as shown in the DRI site plan.

The intersection laneage and traffic volumes used for the Projected 2021 Build conditions are shown in **Figure 10**. The results of the capacity analyses for the Projected 2021 Build conditions are shown in **Table 10**. Detailed *Synchro* analysis reports are available upon request.

Table 10: Projected 2021 Build Level-of-Service Summary LOS (delay in seconds)					
Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Lawrenceville Highway (US 29/SR 8) at North Druid Hills Road	Signal	Overall	D/E	E (59.9)	E (68.2)
2. North Druid Hills Road at Stone Mountain Freeway (SR 410) EB Ramp/Concord Drive	Signal	Overall	D	D (36.5)	C (23.1)
3. North Druid Hills Road at Stone Mountain Freeway (SR 410) WB Ramp	Stop Control	SB	D/E	D (32.3)	F (101.6)*
4. Scott Boulevard (US 29/SR 8) at DeKalb Industrial Way	Signal	Overall	D	B (12.6)	C (23.2)
5. Scott Boulevard (US 29/SR 8) at Church Street	Signal	Overall	D	C (23.7)	C (34.4)
6. North Druid Hills Road at Willivee Drive	Signal	Overall	D	B (15.5)	B (18.5)
7. North Druid Hills Road at Mistletoe Road	Signal	Overall	D	A (9.0)	D (42.1)
8. North Druid Hills Road at Oak Tree Road	Stop Control	NB	E/D	F (88.2)*	E (46.6)*
		WBL	D	A (9.9)	B (13.1)
9. North Druid Hills Road at Birch Road	Signal	Overall	D	A (4.0)	A (8.0)
10. Lawrenceville Highway (US 29/SR 8) at Shopping Center	Stop Control	NBL	D	B (11.8)	A (9.6)
		EB	D/E	F (183.2)*	F (170.8)*
11. Lawrenceville Highway (US 29/SR 8) at Orion Drive	Signal	Overall	D	D (51.6)	D (42.6)

*Note: It is not uncommon for vehicles at a side-street stop approach to experience significant delay when turning onto a major roadway.

As shown in **Table 10**, one (1) study intersection is projected to operate below the acceptable LOS standard during the AM and/or PM peak hour for the Projected 2021 Build conditions.

Based on the Projected 2021 Build conditions, the following improvements result in the following intersection operating at an acceptable or improved LOS:

Lawrenceville Highway (US 29/SR 8) at North Druid Hills Road (Intersection #1)

- Construct one (1) westbound exclusive right-turn lane.

The results of the capacity analysis for the Projected 2021 Build Improved conditions are shown in **Table 11**. Detailed *Synchro* analysis reports are available upon request.

Table 11: Projected 2021 Build Improved Level-of-Service Summary <i>LOS (delay in seconds)</i>					
Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Lawrenceville Highway (US 29/SR 8) at North Druid Hills Road	Signal	Overall	D/E	D (52.8)	E (65.5)

As shown in **Table 11**, the improved intersection is projected to operate at an acceptable LOS under the Projected 2021 Build Improved conditions.

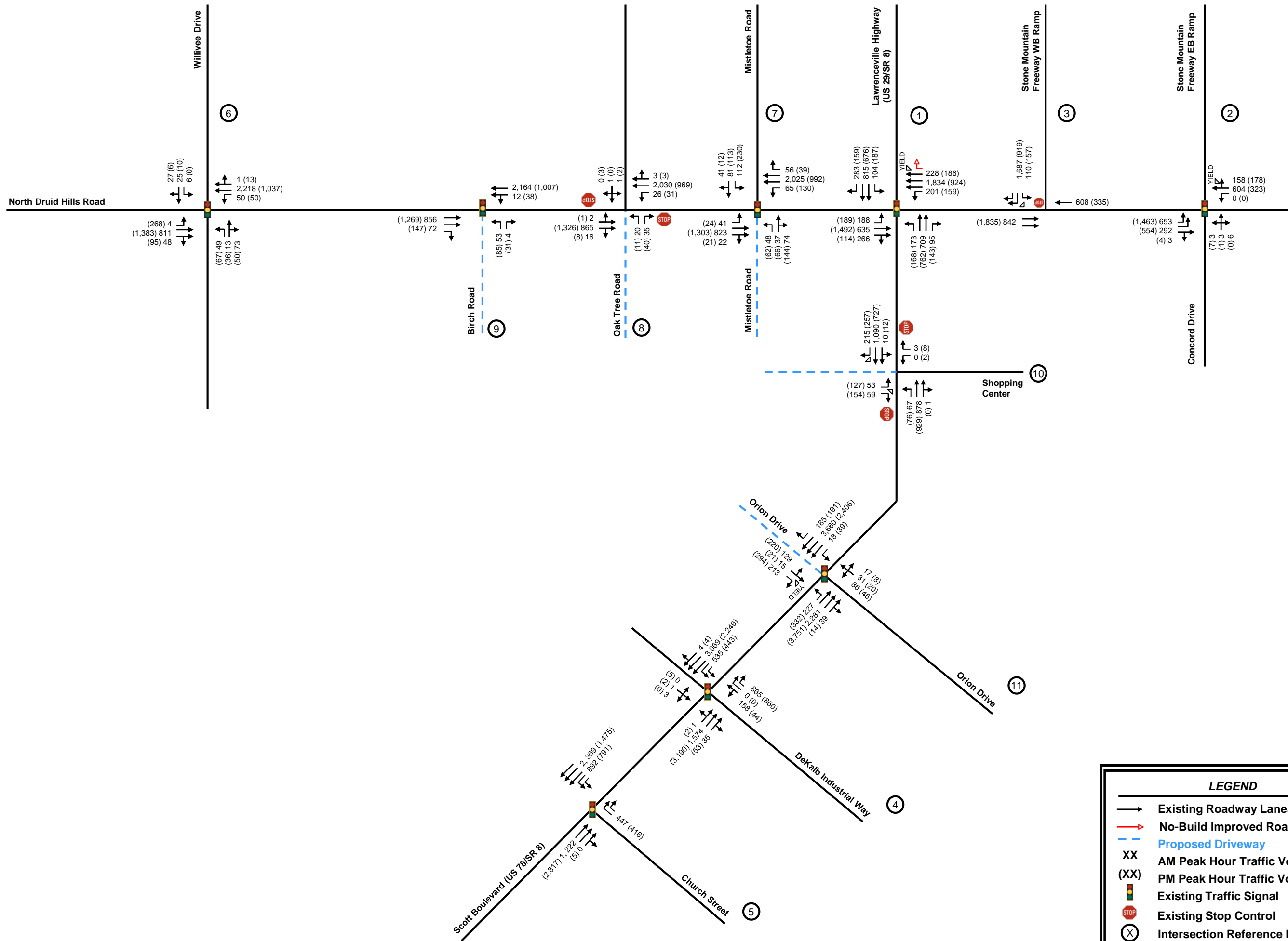


Figure 10

Projected 2021
Build Conditions

Decatur Landing
DRI #2820
Transportation Analysis

6.4 Projected 2021 Build Alternative Conditions

As an alternative, the intersections of North Druid Hills Road at Oak Tree Road (Intersection 8) and Lawrenceville Highway (US 29/SR 8) at Shopping Center (Intersection 10) were analyzed as RCUT driveways. The proposed intersection geometry consists of the following changes:

North Druid Hills Road at Oak Tree Road (Intersection 8)

- Restrict northbound approach of Oak Tree Road to be right-out only.

Lawrenceville Highway (US 29/SR 8) at Shopping Center (Intersection 10)

- Restrict existing driveway (eastbound approach) to be right-out only.

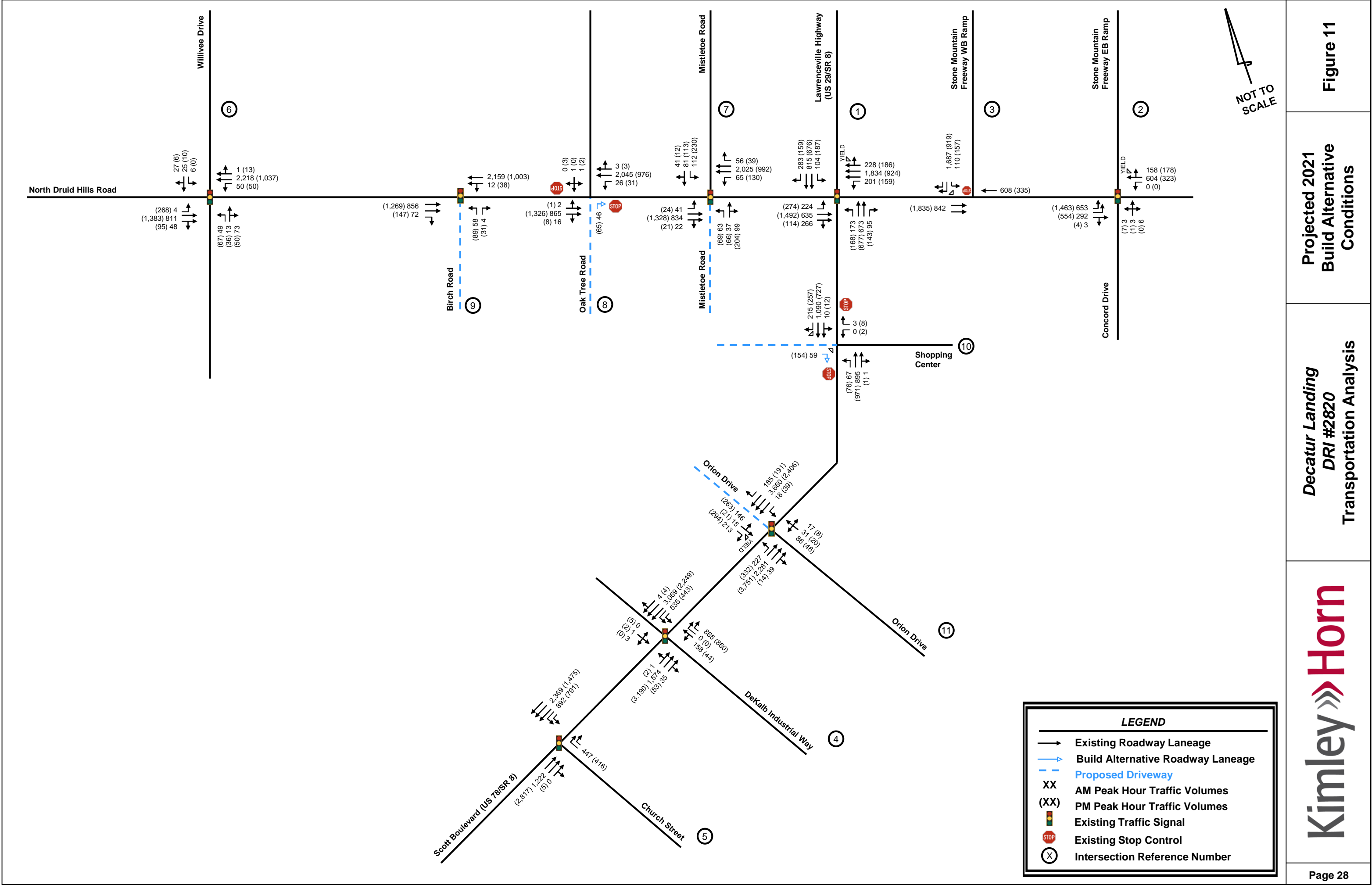
With the left-turn movements being prohibited on the side-street approach at Intersection 8, approximately two-thirds of the project trips making the northbound left-turn movement were reassigned to make the northbound left-turn movement at Intersection 9. The remaining third was reassigned to the northbound left-turn movement at Intersection 7.

With the left-turn movements being prohibited on the side-street approach at Intersection 10, and no possibility of a U-Turn movement until Intersection 11, no project trips were reassigned to the eastbound right-turn movement. Approximately half of the project trips making the eastbound left-turn movement were reassigned to make the northbound right-turn movement at Intersection 7. The remaining half was split and reassigned to the northbound right-turn movement of Intersection 8 and the eastbound left-turn movement of Intersection 11.

The results of the capacity analyses for the Projected 2021 Build Alternative conditions are shown in **Table 12**. Detailed *Synchro* analysis reports are available upon request.

Table 12: Projected 2021 Build Alternative Level-of-Service Summary LOS (delay in seconds)					
Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
7. North Druid Hills Road at Mistletoe Road	Signal	Overall	D	A (9.7)	D (50.6)
8. North Druid Hills Road at Oak Tree Road	Stop Control	NB	E/D	B (12.5)	C (16.8)
		WBL	D	A (9.9)	B (13.1)
9. North Druid Hills Road at Birch Road	Signal	Overall	D	A (4.2)	A (8.2)
10. Lawrenceville Highway (US 29/SR 8) at Shopping Center	Stop Control	NBL	D	B (11.8)	A (9.6)
		EB	D/E	B (14.1)	B (12.8)
11. Lawrenceville Highway (US 29/SR 8) at Orion Drive	Signal	Overall	D	D (54.8)	D (45.1)

As shown in **Table 12**, all of the signalized driveways are expected to operate at a lower level-of-service compared to the Projected 2021 Build Conditions. However, all project driveways are projected to operate at or above their acceptable overall LOS standards during the AM and/or PM peak hour for the Projected 2021 Build Alternative conditions.



7.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the *Decatur Landing* development is proposed at five (5) locations:

- Two (2) proposed signalized driveways along North Druid Hill Road.
- One (1) proposed stop-controlled driveway along North Druid Hills Road.
- One (1) proposed stop-controlled driveway along Lawrenceville Highway (US 29/SR 8).
- One (1) proposed signalized driveway along Lawrenceville Highway (US 29/SR 8).

The site driveway locations are discussed in *Section 1.3*. The proposed site driveways provide vehicular access to the entire development. Internal private roadways throughout the site provide access throughout the project site.

Capacity analyses were performed for the proposed site driveway intersections using *Synchro 9.0*. The results of the capacity analyses for this intersection (LOS, delay, and recommended laneage) are reported in *Section 6.3* of this report.

8.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC's Transportation Improvement Program, the Regional Transportation Plan (Atlanta Region's Plan), GDOT's construction work programs, DeKalb County's programmed projects, and the GA STIP, the following projects are programmed or planned to be completed by the respective years within the vicinity of the proposed development. The identified projects are listed in **Table 13** below.

Table 13: Programmed Improvements			
#	Year	Project ID	Project Description
1	2030	AR-ML-240	I-285 East Express Lanes from I-20 East to I-85 North
2	TBD	DK-240	US 29/SR 8 (Scott Boulevard/Lawrenceville Highway) Signal Upgrades at 9 locations

Fact sheets for projects can be found in **Appendix F**.

9.0 INTERNAL CIRCULATION ANALYSIS

Internal roadways throughout the site provide vehicular access to all buildings and parking on the site. The proposed site driveways will provide access to buildings on the site. A detailed copy of the proposed site plan with internal site roadways is provided in **Appendix C** and a full-sized site plan is attached to the report.

Site Photo Log

Sterling Organization
Photograph Sheet

KHA Job No.: 017403001

KHA Rep.: OAZ

Date: July 10, 2018

Page: 1 of 2

Site Name: Decatur Landing

Photo No. 1



Comments:

Looking west from Mistletoe Road (Proposed Driveway 1)

Photo No. 2



Comments:

Looking north from Mistletoe Road (Proposed Driveway 1)

Sterling Organization
Photograph Sheet

KHA Job No.: 017403001

KHA Rep.: OAZ

Date: July 10, 2018

Page: 2 of 2

Site Name: Decatur Landing

Photo No. 3



Comments:

Looking east from Mistletoe Road (Proposed Driveway 1)

Sterling Organization
Photograph Sheet

KHA Job No.: 017403001

KHA Rep.: OAZ

Date: July 10, 2018

Page: 1 of 2

Site Name: Decatur Landing

Photo No. 1



Comments:

Looking west from Oak Tree Road (Proposed Driveway 2)

Photo No. 2



Comments:

Looking north from Oak Tree Road (Proposed Driveway 2)

Sterling Organization
Photograph Sheet

KHA Job No.: 017403001

KHA Rep.: OAZ

Date: July 10, 2018

Page: 2 of 2

Site Name: Decatur Landing

Photo No. 3



Comments:

Looking west from Oak Tree Road (Proposed Driveway 2)

Site Name: Decatur Landing

Photo No. 1



Comments:

Looking west from Birch Road (Proposed Driveway 3)

Photo No. 2



Comments:

Looking north from Birch Road (Proposed Driveway 3)

Sterling Organization
Photograph Sheet

KHA Job No.: 017403001

KHA Rep.: OAZ

Date: July 10, 2018

Page: 2 of 2

Site Name: Decatur Landing

Photo No. 3



Comments:

Looking east from Birch Road (Proposed Driveway 3)

Sterling Organization
Photograph Sheet

KHA Job No.: 017403001

KHA Rep.: OAZ

Date: July 10, 2018

Page: 1 of 2

Site Name: Decatur Landing

Photo No. 1



Comments:

Looking north from Shopping Center (Proposed Driveway 4)

Photo No. 2



Comments:

Looking east from Shopping Center (Proposed Driveway 4)

Sterling Organization
Photograph Sheet

KHA Job No.: 017403001

KHA Rep.: OAZ

Date: July 10, 2018

Page: 2 of 2

Site Name: Decatur Landing

Photo No. 3



Comments:

Looking south from Shopping Center (Proposed Driveway 4)

Sterling Organization
Photograph Sheet

KHA Job No.: 017403001

KHA Rep.: OAZ

Date: July 10, 2018

Page: 1 of 2

Site Name: Decatur Landing

Photo No. 1



Comments:

Looking north from Orion Drive (Proposed Driveway 5)

Photo No. 2



Comments:

Looking east from Orion Drive (Proposed Driveway 5)

Sterling Organization
Photograph Sheet

KHA Job No.: 017403001

KHA Rep.: OAZ

Date: July 10, 2018

Page: 2 of 2

Site Name: Decatur Landing

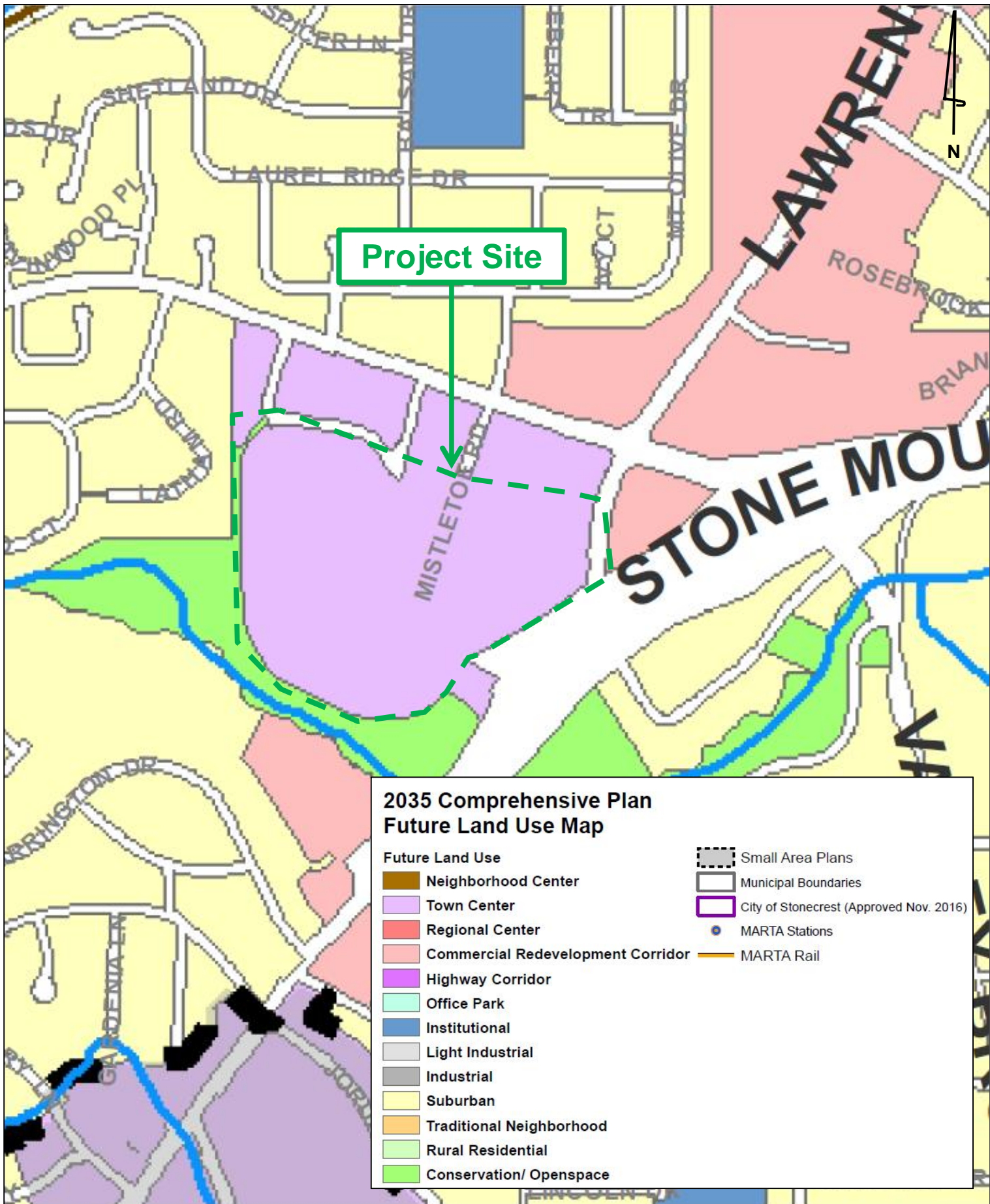
Photo No. 3

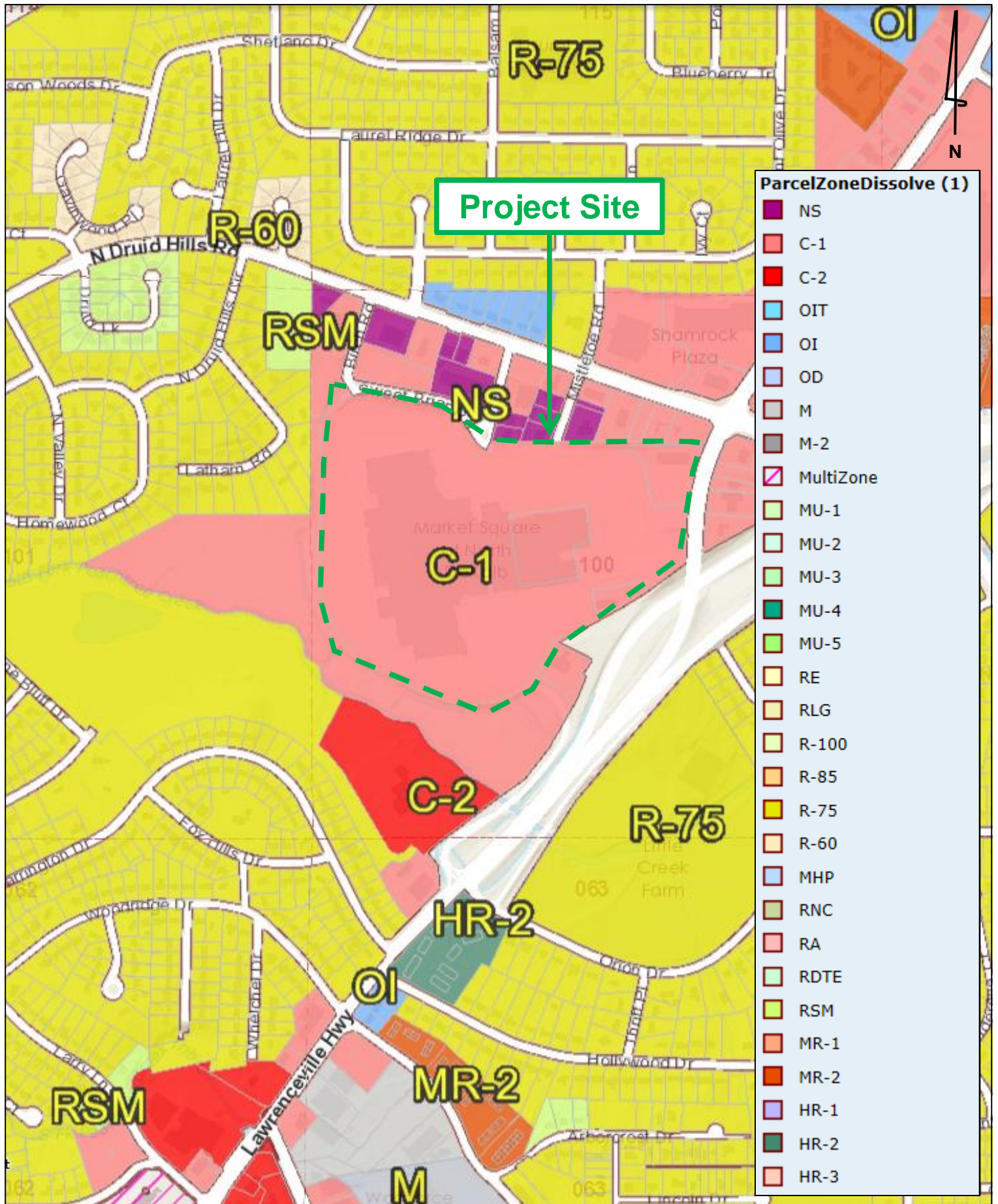


Comments:

Looking south from Orion Drive (Proposed Driveway 5)

Land Use and Zoning Maps





Proposed Site Plan

Trip Generation Analysis

Trip Generation Analysis (10th Ed. with *2nd Edition Handbook Daily IC & 3rd Edition AM/PM IC*)
Decatur Landing DRI #2820
DeKalb County, GA

Land Use		Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Proposed Site Traffic									
220	Multi-Family Housing (Low-Rise)	45 d.u.	300	22	5	17	29	18	11
221	Multi-Family Housing (Mid-Rise)	360 d.u.	1,960	120	31	89	152	93	59
310	Hotel	150 rooms	1,266	70	41	29	86	44	42
445	Multiplex Movie Theatre	0 s.f.	N/A	N/A	N/A	N/A	0	0	0
710	General Office Building	52,200 s.f.	564	76	65	11	61	10	51
	Office Reduction	-22,406 s.f.	-248	-48	-41	-7	-27	-4	-23
820	Shopping Center	85,780 s.f. gross leasable area	3,238	81	50	31	327	157	170
857	Discount Club	152,221 s.f.	6,362	75	53	22	636	318	318
	Retail Reduction	-131,296 s.f.	-4,956	-123	-76	-47	-500	-240	-260
931	Quality Restaurant	14,930 s.f.	1,252	11	N/A	N/A	116	78	38
932	High-Turnover (Sit-Down) Restaurant	44,790 s.f.	5,024	445	245	200	438	272	166
	Restaurant Reduction	-4,496 s.f.	-504	-45	-25	-20	-44	-27	-17
Gross Trips			14,258	684	348	325	1,274	719	555
Residential Trips			2,260	142	36	106	181	111	70
Mixed-Use Reductions			-670	-13	-1	-12	-56	-35	-21
Alternative Mode Reductions			-159	-13	-4	-9	-13	-8	-5
Adjusted Residential Trips			1,431	116	31	85	112	68	44
Hotel Trips			1,266	70	41	29	86	44	42
Mixed-Use Reductions			-375	-3	-1	-2	-22	-12	-10
Alternative Mode Reductions			-89	-7	-4	-3	-6	-3	-3
Adjusted Hotel Trips			802	60	36	24	58	29	29
Office Trips			316	28	24	4	34	6	28
Mixed-Use Reductions			-62	-4	-2	-2	-7	-3	-4
Alternative Mode Reductions			-25	-2	-2	0	-3	0	-2
Adjusted Office Trips			229	22	20	2	24	3	22
Retail Trips			4,644	33	27	6	463	235	228
Mixed-Use Reductions			-491	-4	-4	0	-119	-55	-64
Alternative Mode Reductions			-415	-3	-2	-1	-34	-18	-16
Pass By Reductions (Based on ITE Rates)			-1,270	0	0	0	-105	-53	-53
Adjusted Retail Trips			2,468	26	21	5	205	109	95
Restaurant Trips			5,772	411	220	180	510	323	187
Mixed-Use Reductions			-610	-18	-13	-5	-104	-49	-55
Alternative Mode Reductions			-516	-39	-21	-18	-41	-27	-13
Pass By Reductions (Based on ITE Rates)			-1,998	0	0	0	-157	-79	-79
Adjusted Restaurant Trips			2,648	354	186	157	208	168	40
Other Non-Residential Trips			0	0	0	0	0	0	0
Mixed-Use Reductions			0	0	0	0	0	0	0
Alternative Mode Reductions			0	0	0	0	0	0	0
Adjusted Other Non-Residential Trips			0	0	0	0	0	0	0
Mixed-Use Reductions - TOTAL			-2,208	-42	-21	-21	-308	-154	-154
Alternative Mode Reductions - TOTAL			-1,204	-64	-33	-31	-97	-56	-39
Pass-By Reductions - TOTAL			-3,268	0	0	0	-262	-132	-132
New Trips			7,578	578	294	273	607	377	230
Driveway Volumes			10,846	578	294	273	869	509	362

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Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: N Druid Hills Rd @ Lawrenceville Hwy (US 29/SR 8) **AM PEAK HOUR**

Description	Lawrenceville Hwy (US 29/SR 8)			Lawrenceville Hwy (US 29/SR 8)			N Druid Hills Rd			N Druid Hills Rd		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	163	646	22	99	753	245	156	595	254	128	1,725	218
Pedestrians		1			5			2			0	
Conflicting Pedestrians	2		0	0		2	5		1	1		5
Heavy Vehicles	3	2	0	0	1	1	1	0	1	0	2	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2018 Volumes	163	646	22	99	753	245	156	595	254	128	1,725	218
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments												
2021 Background Traffic	173	679	27	104	787	256	163	622	266	134	1,804	228
Project Trips												
Trip Distribution IN					10%	5%				20%	15%	
Trip Distribution OUT		10%	20%				5%	15%				
Residential Trips	0	9	17	0	3	2	4	13	0	6	5	0
Trip Distribution IN					10%	10%				25%	10%	
Trip Distribution OUT		10%	25%				10%					
Hotel Trips	0	2	6	0	4	4	2	0	0	9	4	0
Trip Distribution IN					10%	10%				25%	10%	
Trip Distribution OUT		10%	25%				10%					
Office Trips	0	2	5	0	0	0	2	0	0	0	0	0
Trip Distribution IN					10%	10%				25%	10%	
Trip Distribution OUT		10%	25%				10%					
Retail Trips	0	1	1	0	2	2	1	0	0	5	2	0
Trip Distribution IN					10%	10%				25%	10%	
Trip Distribution OUT		10%	25%				10%					
Restaurant Trips	0	16	39	0	19	19	16	0	0	47	19	0
Trip Distribution IN					10%	10%				25%	10%	
Trip Distribution OUT		10%	25%				10%					
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	30	68	0	28	27	25	13	0	67	30	0
2021 Buildout Total	173	709	95	104	815	283	188	635	266	201	1,834	228
2021 Alternative Total	173	677	143	104	815	283	274	1,492	114	201	1,834	228

PM PEAK HOUR

Description	Lawrenceville Hwy (US 29/SR 8)			Lawrenceville Hwy (US 29/SR 8)			N Druid Hills Rd			N Druid Hills Rd		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	159	707	86	179	610	120	163	1,420	109	66	844	178
Pedestrians		10			5			5			0	
Conflicting Pedestrians	5		0	0		5	5		10	10		5
Heavy Vehicles	0	0	0	1	3	0	0	3	1	0	3	4
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2018 Volumes	159	707	86	179	610	120	163	1,420	109	66	844	178
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments												
2021 Background Traffic	168	741	92	187	638	125	170	1,485	114	69	883	186
Project Trips												
Trip Distribution IN					10%	5%				20%	15%	
Trip Distribution OUT		10%	20%				5%	15%				
Residential Trips	0	4	9	0	7	3	2	7	0	14	10	0
Trip Distribution IN					10%	10%				25%	10%	
Trip Distribution OUT		10%	25%				10%					
Hotel Trips	0	3	7	0	3	3	3	0	0	7	3	0
Trip Distribution IN					10%	10%				25%	10%	
Trip Distribution OUT		10%	25%				10%					
Office Trips	0	0	1	0	0	0	0	0	0	0	0	0
Trip Distribution IN					10%	10%				25%	10%	
Trip Distribution OUT		10%	25%				10%					
Retail Trips	0	10	24	0	11	11	10	0	0	27	11	0
Trip Distribution IN					10%	10%				25%	10%	
Trip Distribution OUT		10%	25%				10%					
Restaurant Trips	0	4	10	0	17	17	4	0	0	42	17	0
Trip Distribution IN					10%	10%				25%	10%	
Trip Distribution OUT		10%	25%				10%					
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	21	51	0	38	34	19	7	0	90	41	0
2021 Buildout Total	168	762	143	187	676	159	189	1,492	114	159	924	186
2021 Alternative Buildout Total	168	677	143	187	676	159	274	1,492	114	159	924	186

INTERSECTION VOLUME DEVELOPMENT

Intersection #2: N Druid Hills Rd @ Concord Dr / Stone Mountain Fwy EB Ramp **AM PEAK HOUR**

Description	Concord Dr			Stone Mountain Fwy EB Ramp			N Druid Hills Rd			N Druid Hills Rd		
	<u>Northbound</u>			<u>Southbound</u>			<u>Eastbound</u>			<u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	3	3	6	0	0	0	555	253	3	0	550	151
Pedestrians	2			1			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	1	0	2	2	1	1
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	0
Heavy Vehicle %	2%	2%	2%	0%	0%	0%	2%	2%	2%	0%	2%	2%
Peak Hour Factor	0.94			0.94			0.94			0.94		
Adjustment												
Adjusted 2018 Volumes	3	3	6	0	0	0	555	253	3	0	550	151
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments												
2021 Background Traffic	3	3	6	0	0	0	580	269	3	0	575	158
Project Trips												
Trip Distribution IN											5%	
Trip Distribution OUT							30%	5%				
Residential Trips	0	0	0	0	0	0	26	4	0	0	2	0
Trip Distribution IN											10%	
Trip Distribution OUT							25%	10%				
Hotel Trips	0	0	0	0	0	0	6	2	0	0	4	0
Trip Distribution IN											10%	
Trip Distribution OUT							25%	10%				
Office Trips	0	0	0	0	0	0	1	0	0	0	2	0
Trip Distribution IN											10%	
Trip Distribution OUT							25%	10%				
Retail Trips	0	0	0	0	0	0	1	1	0	0	2	0
Trip Distribution IN											10%	
Trip Distribution OUT							25%	10%				
Restaurant Trips	0	0	0	0	0	0	39	16	0	0	19	0
Trip Distribution IN											10%	
Trip Distribution OUT							25%	10%				
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	73	23	0	0	29	0
2021 Buildout Total	3	3	6	0	0	0	653	292	3	0	604	158
2021 Alternative Total	3	3	6	0	0	0	653	292	3	0	604	158

PM PEAK HOUR

Description	Concord Dr			Stone Mountain Fwy EB Ramp			N Druid Hills Rd			N Druid Hills Rd		
	<u>Northbound</u>			<u>Southbound</u>			<u>Eastbound</u>			<u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	7	1	0	0	0	0	1,342	508	4	0	276	170
Pedestrians	8			6			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	6	0	8	8	0	6
Heavy Vehicles	0	0	0	0	0	0	8	0	0	0	0	1
Heavy Vehicle %	2%	2%	0%	0%	0%	0%	2%	2%	2%	0%	2%	2%
Peak Hour Factor	0.94			0.94			0.94			0.94		
Adjustment												
Adjusted 2018 Volumes	7	1	0	0	0	0	1342	508	4	0	276	170
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments												
2021 Background Traffic	7	1	0	0	0	0	1,403	533	4	0	289	178
Project Trips												
Trip Distribution IN											5%	
Trip Distribution OUT							30%	5%				
Residential Trips	0	0	0	0	0	0	13	2	0	0	3	0
Trip Distribution IN											10%	
Trip Distribution OUT							25%	10%				
Hotel Trips	0	0	0	0	0	0	7	3	0	0	3	0
Trip Distribution IN											10%	
Trip Distribution OUT							25%	10%				
Office Trips	0	0	0	0	0	0	6	2	0	0	0	0
Trip Distribution IN											10%	
Trip Distribution OUT							25%	10%				
Retail Trips	0	0	0	0	0	0	24	10	0	0	11	0
Trip Distribution IN											10%	
Trip Distribution OUT							25%	10%				
Restaurant Trips	0	0	0	0	0	0	10	4	0	0	17	0
Trip Distribution IN											10%	
Trip Distribution OUT							25%	10%				
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	60	21	0	0	34	0
2021 Buildout Total	7	1	0	0	0	0	1,463	554	4	0	323	178
2021 Alternative Buildout Total	7	1	0	0	0	0	1,463	554	4	0	323	178

INTERSECTION VOLUME DEVELOPMENT

Intersection #3: N Druid Hills Rd @ Stone Mountain Fwy WB Ramp / Stone Mountain Fwy WB Ramp
AM PEAK HOUR

Description	Stone Mountain Fwy WB Ramp			Stone Mountain Fwy WB Ramp			N Druid Hills Rd			N Druid Hills Rd		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	105	0	1,542	0	710	0	0	554	0
Pedestrians	0			1			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	1	0	0	0	1	1
Heavy Vehicles	0	0	0	0	0	3	0	0	0	0	1	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	0%	2%	0%	0%	2%	0%
Peak Hour Factor	0.99			0.99			0.99			0.99		
Adjustment												
Adjusted 2018 Volumes	0	0	0	105	0	1542	0	710	0	0	554	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments												
2021 Background Traffic	0	0	0	110	0	1,612	0	746	0	0	579	0
Project Trips												
Trip Distribution IN						30%					5%	
Trip Distribution OUT							35%					
Residential Trips	0	0	0	0	0	9	0	30	0	0	2	0
Trip Distribution IN						25%					10%	
Trip Distribution OUT							35%					
Hotel Trips	0	0	0	0	0	9	0	8	0	0	4	0
Trip Distribution IN						25%					10%	
Trip Distribution OUT							35%					
Office Trips	0	0	0	0	0	5	0	1	0	0	2	0
Trip Distribution IN						25%					10%	
Trip Distribution OUT							35%					
Retail Trips	0	0	0	0	0	5	0	2	0	0	2	0
Trip Distribution IN						25%					10%	
Trip Distribution OUT							35%					
Restaurant Trips	0	0	0	0	0	47	0	55	0	0	19	0
Trip Distribution IN						25%					10%	
Trip Distribution OUT							35%					
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	75	0	96	0	0	29	0
2021 Buildout Total	0	0	0	110	0	1,687	0	842	0	0	608	0
2021 Alternative Total	0	0	0	110	0	1,687	0	842	0	0	608	0

PM PEAK HOUR

Description	Stone Mountain Fwy WB Ramp			Stone Mountain Fwy WB Ramp			N Druid Hills Rd			N Druid Hills Rd		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	150	0	786	0	1,676	0	1	288	0
Pedestrians	0			3			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	3	0	0	0	3	3
Heavy Vehicles	0	0	0	1	0	7	0	4	0	0	0	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	0%	2%	0%	2%	2%	0%
Peak Hour Factor	0.99			0.99			0.99			0.99		
Adjustment												
Adjusted 2018 Volumes	0	0	0	150	0	786	0	1676	0	1	288	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments												
2021 Background Traffic	0	0	0	157	0	822	0	1,755	0	1	301	0
Project Trips												
Trip Distribution IN						30%					5%	
Trip Distribution OUT							35%					
Residential Trips	0	0	0	0	0	20	0	15	0	0	3	0
Trip Distribution IN						25%					10%	
Trip Distribution OUT							35%					
Hotel Trips	0	0	0	0	0	7	0	10	0	0	3	0
Trip Distribution IN						25%					10%	
Trip Distribution OUT							35%					
Office Trips	0	0	0	0	0	1	0	8	0	0	0	0
Trip Distribution IN						25%					10%	
Trip Distribution OUT							35%					
Retail Trips	0	0	0	0	0	27	0	33	0	0	11	0
Trip Distribution IN						25%					10%	
Trip Distribution OUT							35%					
Restaurant Trips	0	0	0	0	0	42	0	14	0	0	17	0
Trip Distribution IN						25%					10%	
Trip Distribution OUT							35%					
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	97	0	80	0	0	34	0
2021 Buildout Total	0	0	0	157	0	919	0	1,835	0	1	335	0
2021 Alternative Buildout Total	0	0	0	157	0	919	0	1,835	0	0	335	0

Intersection #4: Scott Boulevard (US 78/SR 8) @ DeKalb Ind. Way
AM PEAK HOUR

PM PEAK HOUR

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INTERSECTION VOLUME DEVELOPMENT

Intersection #5: Scott Boulevard (US 78/SR 8) @ Church St AM PEAK HOUR

Description	Church St Northbound			Church St Southbound			Scott Boulevard (US 78/SR 8) Eastbound			Scott Boulevard (US 78/SR 8) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	389	0	0	0	0	1,031	0	824	2,161	0
Pedestrians	0	0		0	0		0	0		0	0	
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	5	0	4	5	0
Heavy Vehicle %	0%	0%	2%	0%	0%	0%	0%	2%	0%	2%	2%	0%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment												
Adjusted 2018 Volumes	0	0	389	0	0	0	0	1031	0	824	2161	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments			10					111		2	73	
2021 Background Traffic	0	0	417	0	0	0	0	1,189	0	864	2,333	0
Project Trips												
Trip Distribution IN			10%					20%				
Trip Distribution OUT										10%	20%	
Residential Trips	0	0	3	0	0	0	0	6	0	9	17	0
Trip Distribution IN			10%					10%				
Trip Distribution OUT										10%	10%	
Hotel Trips	0	0	4	0	0	0	0	4	0	2	2	0
Trip Distribution IN			10%					10%				
Trip Distribution OUT										10%	10%	
Office Trips	0	0	2	0	0	0	0	2	0	0	0	0
Trip Distribution IN			10%					10%				
Trip Distribution OUT										10%	10%	
Retail Trips	0	0	2	0	0	0	0	2	0	1	1	0
Trip Distribution IN			10%					10%				
Trip Distribution OUT										10%	10%	
Restaurant Trips	0	0	19	0	0	0	0	19	0	16	16	0
Trip Distribution IN			10%					10%				
Trip Distribution OUT										10%	10%	
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	30	0	0	0	0	33	0	28	36	0
2021 Buildout Total	0	0	447	0	0	0	0	1,222	0	892	2,369	0
2021 Alternative Total	0	0	447	0	0	0	0	1,222	0	892	2,369	0

PM PEAK HOUR

Description	Church St Northbound			Church St Southbound			Scott Boulevard (US 78/SR 8) Eastbound			Scott Boulevard (US 78/SR 8) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	357	0	0	0	4	2,452	5	716	1,257	0
Pedestrians	0	1		0	0		0	0		0	0	
Conflicting Pedestrians	0	0	0	0	0	0	0	1	0	1	1	0
Heavy Vehicles	0	0	1	0	0	0	0	2	0	3	1	0
Heavy Vehicle %	0%	0%	2%	0%	0%	0%	2%	2%	2%	2%	2%	0%
Peak Hour Factor	0.96			0.96			0.96			0.96		
Adjustment												
Adjusted 2018 Volumes	0	0	357	0	0	0	4	2452	5	716	1257	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments			5					104		9	133	
2021 Background Traffic	0	0	378	0	0	0	4	2,772	5	768	1,447	0
Project Trips												
Trip Distribution IN			10%					20%				
Trip Distribution OUT										10%	20%	
Residential Trips	0	0	7	0	0	0	0	14	0	4	9	0
Trip Distribution IN			10%					10%				
Trip Distribution OUT										10%	10%	
Hotel Trips	0	0	3	0	0	0	0	3	0	3	3	0
Trip Distribution IN			10%					10%				
Trip Distribution OUT										10%	10%	
Office Trips	0	0	0	0	0	0	0	0	0	2	2	0
Trip Distribution IN			10%					10%				
Trip Distribution OUT										10%	10%	
Retail Trips	0	0	11	0	0	0	0	11	0	10	10	0
Trip Distribution IN			10%					10%				
Trip Distribution OUT										10%	10%	
Restaurant Trips	0	0	17	0	0	0	0	17	0	4	4	0
Trip Distribution IN			10%					10%				
Trip Distribution OUT										10%	10%	
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	38	0	0	0	0	45	0	23	28	0
2021 Buildout Total	0	0	416	0	0	0	4	2,817	5	791	1,475	0
2021 Alternative Buildout Total	0	0	416	0	0	0	0	2,817	5	791	1,475	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #6: N Druid Hills Rd @ Willivee Dr
AM PEAK HOUR

Description	Willivee Dr Northbound			Willivee Dr Southbound			N Druid Hills Rd Eastbound			N Druid Hills Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	47	12	57	6	24	26	4	745	46	39	2,088	1
Pedestrians		0			0			0			1	
Conflicting Pedestrians	0		1	1		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	3	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2018 Volumes	47	12	57	6	24	26	4	745	46	39	2088	1
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments												
2021 Background Traffic	49	13	60	6	25	27	4	779	48	41	2,186	1
Project Trips												
Trip Distribution IN							15%					
Trip Distribution OUT										15%		
Residential Trips	0	0	0	0	0	0	0	5	0	0	13	0
Trip Distribution IN			5%				10%					
Trip Distribution OUT										5%	10%	
Hotel Trips	0	0	2	0	0	0	0	4	0	1	2	0
Trip Distribution IN			5%				10%					
Trip Distribution OUT										5%	10%	
Office Trips	0	0	1	0	0	0	0	2	0	0	0	0
Trip Distribution IN			5%				10%					
Trip Distribution OUT										5%	10%	
Retail Trips	0	0	1	0	0	0	0	2	0	0	1	0
Trip Distribution IN			5%				10%					
Trip Distribution OUT										5%	10%	
Restaurant Trips	0	0	9	0	0	0	0	19	0	8	16	0
Trip Distribution IN			5%				10%					
Trip Distribution OUT										5%	10%	
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	13	0	0	0	0	32	0	9	32	0
2021 Buildout Total	49	13	73	6	25	27	4	811	48	50	2,218	1
2021 Alternative Total	49	13	73	6	25	27	4	811	48	50	2,218	1

PM PEAK HOUR

Description	Willivee Dr Northbound			Willivee Dr Southbound			N Druid Hills Rd Eastbound			N Druid Hills Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	64	34	34	0	10	6	256	1,283	91	39	965	12
Pedestrians		0			0			0			1	
Conflicting Pedestrians	0		1	1		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	2	0	0	2	0
Heavy Vehicle %	2%	2%	2%	0%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2018 Volumes	64	34	34	0	10	6	256	1283	91	39	965	12
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments												
2021 Background Traffic	67	36	36	0	10	6	268	1,342	95	41	1,011	13
Project Trips												
Trip Distribution IN							15%					
Trip Distribution OUT										15%		
Residential Trips	0	0	0	0	0	0	0	10	0	0	7	0
Trip Distribution IN			5%				10%					
Trip Distribution OUT										5%	10%	
Hotel Trips	0	0	1	0	0	0	0	3	0	1	3	0
Trip Distribution IN			5%				10%					
Trip Distribution OUT										5%	10%	
Office Trips	0	0	0	0	0	0	0	0	0	1	2	0
Trip Distribution IN			5%				10%					
Trip Distribution OUT										5%	10%	
Retail Trips	0	0	5	0	0	0	0	11	0	5	10	0
Trip Distribution IN			5%				10%					
Trip Distribution OUT										5%	10%	
Restaurant Trips	0	0	8	0	0	0	0	17	0	2	4	0
Trip Distribution IN			5%				10%					
Trip Distribution OUT										5%	10%	
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	14	0	0	0	0	41	0	9	26	0
2021 Buildout Total	67	36	50	0	10	6	268	1,383	95	50	1,037	13
2021 Alternative Buildout Total	67	36	50	0	10	6	268	1,383	95	50	1,037	13

INTERSECTION VOLUME DEVELOPMENT

Intersection #7: N Druid Hills Rd @ Mistletoe Rd **AM PEAK HOUR**

Description	Mistletoe Rd Northbound			Mistletoe Rd Southbound			N Druid Hills Rd Eastbound			N Druid Hills Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	22	17	32	107	52	39	39	789	7	23	1,916	54
Pedestrians		4			0			0			2	
Conflicting Pedestrians	0		2	2		0	0		4	4		0
Heavy Vehicles	0	0	0	1	0	1	1	2	0	0	5	1
Heavy Vehicle %	2%	2%	2%	2%	2%	3%	3%	2%	2%	2%	2%	2%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2018 Volumes	22	17	32	107	52	39	39	789	7	23	1916	54
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments												
2021 Background Traffic	23	18	33	112	54	41	41	825	7	24	2,009	56
Project Trips												
Trip Distribution IN										5%	10%	
Trip Distribution OUT			5%					15%				
Residential Trips	0	0	4	0	0	0	0	13	0	2	3	0
Trip Distribution IN					10%					15%	5%	
Trip Distribution OUT		10%	20%									
Hotel Trips	0	2	5	0	4	0	0	0	0	5	2	0
Trip Distribution IN					10%					15%	5%	
Trip Distribution OUT		10%	20%									
Office Trips	0	0	0	0	2	0	0	0	0	3	1	0
Trip Distribution IN					10%					15%	5%	
Trip Distribution OUT		10%	20%									
Retail Trips	0	1	1	0	2	0	0	0	0	3	1	0
Trip Distribution IN					10%					15%	5%	
Trip Distribution OUT		10%	20%									
Restaurant Trips	0	16	31	0	19	0	0	0	0	28	9	0
Trip Distribution IN					10%					15%	5%	
Trip Distribution OUT		10%	20%									
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	25	0	0	0	0	0	0	-15	15	0	0	0
Total Project Trips	25	19	41	0	27	0	0	-2	15	41	16	0
2021 Buildout Total	48	37	74	112	81	41	41	823	22	65	2,025	56
2021 Alternative Total	63	37	99	112	81	41	41	834	22	65	2,025	56

PM PEAK HOUR

Description	Mistletoe Rd Northbound			Mistletoe Rd Southbound			N Druid Hills Rd Eastbound			N Druid Hills Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	35	45	100	220	78	11	23	1,254	6	78	929	37
Pedestrians		3			1			3			6	
Conflicting Pedestrians	3		6	6		3	1		3	3		1
Heavy Vehicles	0	0	0	1	0	0	0	4	0	0	3	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2018 Volumes	35	45	100	220	78	11	23	1,254	6	78	929	37
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments												
2021 Background Traffic	37	47	105	230	82	12	24	1,311	6	82	971	39
Project Trips												
Trip Distribution IN										5%	10%	
Trip Distribution OUT			5%					15%				
Residential Trips	0	0	2	0	0	0	0	7	0	3	7	0
Trip Distribution IN					10%					15%	5%	
Trip Distribution OUT		10%	20%									
Hotel Trips	0	3	6	0	3	0	0	0	0	4	1	0
Trip Distribution IN					10%					15%	5%	
Trip Distribution OUT		10%	20%									
Office Trips	0	2	4	0	0	0	0	0	0	0	0	0
Trip Distribution IN					10%					15%	5%	
Trip Distribution OUT		10%	20%									
Retail Trips	0	10	19	0	11	0	0	0	0	16	5	0
Trip Distribution IN					10%					15%	5%	
Trip Distribution OUT		10%	20%									
Restaurant Trips	0	4	8	0	17	0	0	0	0	25	8	0
Trip Distribution IN					10%					15%	5%	
Trip Distribution OUT		10%	20%									
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	25	0	0	0	0	0	0	-15	15	0	0	0
Total Project Trips	25	19	39	0	31	0	0	-8	15	48	21	0
2021 Buildout Total	62	66	144	230	113	12	24	1,303	21	130	992	39
2021 Alternative Buildout Total	69	66	204	230	113	12	24	1,328	21	130	992	39

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INTERSECTION VOLUME DEVELOPMENT

Intersection #8: N Druid Hills Rd @ Oak Tree Rd
AM PEAK HOUR

Description	Oak Tree Rd Northbound			Oak Tree Rd Southbound			N Druid Hills Rd Eastbound			N Druid Hills Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	7	0	7	1	1	0	2	827	3	10	1,960	3
Pedestrians		2			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		2	2		0
Heavy Vehicles	0	0	1	0	0	0	0	2	1	0	7	0
Heavy Vehicle %	2%	0%	14%	2%	2%	0%	2%	2%	33%	2%	2%	2%
Peak Hour Factor		0.99			0.99			0.99			0.99	
Adjustment												
Adjusted 2018 Volumes	7	0	7	1	1	0	2	827	3	10	1960	3
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments												
2021 Background Traffic	7	0	7	1	1	0	2	865	3	10	2,055	3
Project Trips												
Trip Distribution IN										10%		
Trip Distribution OUT	5%		10%									
Residential Trips	4	0	9	0	0	0	0	0	0	3	0	0
Trip Distribution IN									5%	5%		
Trip Distribution OUT	5%		10%									
Hotel Trips	1	0	2	0	0	0	0	0	2	2	0	0
Trip Distribution IN									5%	5%		
Trip Distribution OUT	5%		10%									
Office Trips	0	0	0	0	0	0	0	0	1	1	0	0
Trip Distribution IN									5%	5%		
Trip Distribution OUT	5%		10%									
Retail Trips	0	0	1	0	0	0	0	0	1	1	0	0
Trip Distribution IN									5%	5%		
Trip Distribution OUT	5%		10%									
Restaurant Trips	8	0	16	0	0	0	0	0	9	9	0	0
Trip Distribution IN									5%	5%		
Trip Distribution OUT	5%		10%									
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	-25	0
Total Project Trips	13	0	28	0	0	0	0	0	13	16	-25	0
2021 Buildout Total	20	0	35	1	1	0	2	865	16	26	2,030	3
2021 Alternative Total	0	0	46	1	1	0	2	865	16	26	2,045	3

PM PEAK HOUR

Description	Oak Tree Rd Northbound			Oak Tree Rd Southbound			N Druid Hills Rd Eastbound			N Druid Hills Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	16	2	0	3	1	1,268	8	10	951	3
Pedestrians		1			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		1	1		0
Heavy Vehicles	0	0	0	0	0	0	0	3	0	0	3	0
Heavy Vehicle %	0%	0%	2%	2%	0%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2018 Volumes	0	0	16	2	0	3	1	1268	8	10	951	3
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments												
2021 Background Traffic	0	0	17	2	0	3	1	1,326	8	10	994	3
Project Trips												
Trip Distribution IN										10%		
Trip Distribution OUT	5%		10%									
Residential Trips	2	0	4	0	0	0	0	0	0	7	0	0
Trip Distribution IN										5%		
Trip Distribution OUT	5%		10%									
Hotel Trips	1	0	3	0	0	0	0	0	0	1	0	0
Trip Distribution IN										5%		
Trip Distribution OUT	5%		10%									
Office Trips	1	0	2	0	0	0	0	0	0	0	0	0
Trip Distribution IN										5%		
Trip Distribution OUT	5%		10%									
Retail Trips	5	0	10	0	0	0	0	0	0	5	0	0
Trip Distribution IN										5%		
Trip Distribution OUT	5%		10%									
Restaurant Trips	2	0	4	0	0	0	0	0	0	8	0	0
Trip Distribution IN										5%		
Trip Distribution OUT	5%		10%									
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	-25	0
Total Project Trips	11	0	23	0	0	0	0	0	0	21	-25	0
2021 Buildout Total	11	0	40	2	0	3	1	1,326	8	31	969	3
2021 Alternative Buildout Total	0	0	65	2	0	3	1	1,326	8	31	976	3

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INTERSECTION VOLUME DEVELOPMENT

**Intersection #9: N Druid Hills Rd @ Birch Rd
AM PEAK HOUR**

Description	Birch Rd Northbound			Birch Rd Southbound			N Druid Hills Rd Eastbound			N Druid Hills Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	20	0	4	0	0	0	0	806	38	11	2,056	0
Pedestrians		3			0			0			2	
Conflicting Pedestrians	0		2	2		0	0		3	3		0
Heavy Vehicles	0	0	0	0	0	0	0	6	0	0	8	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2018 Volumes	20	0	4	0	0	0	0	806	38	11	2056	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments												
2021 Background Traffic	21	0	4	0	0	0	0	843	40	12	2,155	0
Project Trips												
Trip Distribution IN									15%			
Trip Distribution OUT	15%											
Residential Trips	13	0	0	0	0	0	0	0	5	0	0	0
Trip Distribution IN								5%	10%			
Trip Distribution OUT	10%										5%	
Hotel Trips	2	0	0	0	0	0	0	2	4	0	1	0
Trip Distribution IN								5%	10%			
Trip Distribution OUT	10%										5%	
Office Trips	0	0	0	0	0	0	0	1	2	0	0	0
Trip Distribution IN								5%	10%			
Trip Distribution OUT	10%										5%	
Retail Trips	1	0	0	0	0	0	0	1	2	0	0	0
Trip Distribution IN								5%	10%			
Trip Distribution OUT	10%										5%	
Restaurant Trips	16	0	0	0	0	0	0	9	19	0	8	0
Trip Distribution IN								5%	10%			
Trip Distribution OUT	10%										5%	
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	32	0	0	0	0	0	0	13	32	0	9	0
2021 Buildout Total	53	0	4	0	0	0	0	856	72	12	2,164	0
2021 Alternative Total	58	0	4	0	0	0	0	856	72	12	2,159	0

PM PEAK HOUR

Description	Birch Rd Northbound			Birch Rd Southbound			N Druid Hills Rd Eastbound			N Druid Hills Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	56	0	30	0	0	0	0	1,200	101	36	954	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	4	0	1	2	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	3%	2%	0%
Peak Hour Factor		0.90			0.90			0.90			0.90	
Adjustment												
Adjusted 2018 Volumes	56	0	30	0	0	0	0	1200	101	36	954	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments												
2021 Background Traffic	59	0	31	0	0	0	0	1,255	106	38	998	0
Project Trips												
Trip Distribution IN									15%			
Trip Distribution OUT	15%											
Residential Trips	7	0	0	0	0	0	0	0	10	0	0	0
Trip Distribution IN								5%	10%			
Trip Distribution OUT	10%										5%	
Hotel Trips	3	0	0	0	0	0	0	1	3	0	1	0
Trip Distribution IN								5%	10%			
Trip Distribution OUT	10%										5%	
Office Trips	2	0	0	0	0	0	0	0	0	0	1	0
Trip Distribution IN								5%	10%			
Trip Distribution OUT	10%										5%	
Retail Trips	10	0	0	0	0	0	0	5	11	0	5	0
Trip Distribution IN								5%	10%			
Trip Distribution OUT	10%										5%	
Restaurant Trips	4	0	0	0	0	0	0	8	17	0	2	0
Trip Distribution IN								5%	10%			
Trip Distribution OUT	10%										5%	
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	26	0	0	0	0	0	0	14	41	0	9	0
2021 Buildout Total	85	0	31	0	0	0	0	1,269	147	38	1,007	0
2021 Alternative Buildout Total	89	0	31	0	0	0	0	1,269	147	38	1,003	0

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INTERSECTION VOLUME DEVELOPMENT

**Intersection #10: Lawrenceville Hwy (US 29/SR 8) @ Shopping Center
AM PEAK HOUR**

Description	Lawrenceville Hwy (US 29/SR 8)			Lawrenceville Hwy (US 29/SR 8)			Shopping Center			Shopping Center		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	50	840	1	10	1,063	87	2	0	15	0	0	3
Pedestrians	3	0	0	0	0	3	0	3	0	0	0	0
Conflicting Pedestrians	0	4	0	0	4	0	0	0	0	0	0	0
Heavy Vehicles	2%	2%	2%	2%	2%	2%	2%	0%	2%	0%	0%	2%
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	0%	2%	0%	0%	2%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment												
Adjusted 2018 Volumes	50	840	1	10	1063	87	2	0	15	0	0	3
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments												
2021 Background Traffic	52	878	1	10	1,112	91	2	0	16	0	0	3
Project Trips												
Trip Distribution IN	5%				25%	5%						
Trip Distribution OUT							5%		5%			
Residential Trips	2	0	0	0	8	2	4	0	4	0	0	0
Trip Distribution IN	5%					35%						
Trip Distribution OUT							25%		5%			
Hotel Trips	2	0	0	0	0	13	6	0	1	0	0	0
Trip Distribution IN	5%					35%						
Trip Distribution OUT							25%		5%			
Office Trips	1	0	0	0	0	7	1	0	0	0	0	0
Trip Distribution IN	5%					35%						
Trip Distribution OUT							25%		5%			
Retail Trips	1	0	0	0	0	7	1	0	0	0	0	0
Trip Distribution IN	5%					35%						
Trip Distribution OUT							25%		5%			
Restaurant Trips	9	0	0	0	0	65	39	0	8	0	0	0
Trip Distribution IN	5%					35%						
Trip Distribution OUT							25%		5%			
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	-30	30	0	0	30	0	0	0
Total Project Trips	15	0	0	0	-22	124	51	0	43	0	0	0
2021 Buildout Total	67	878	1	10	1,090	215	53	0	59	0	0	3
2021 Alternative Total	67	895	1	10	1,090	215	0	0	59	0	0	3

PM PEAK HOUR

Description	Lawrenceville Hwy (US 29/SR 8)			Lawrenceville Hwy (US 29/SR 8)			Shopping Center			Shopping Center		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	56	888	0	11	708	111	75	1	108	2	0	8
Pedestrians	1	0	0	0	1	1	1	1	0	0	0	1
Conflicting Pedestrians	0	0	0	0	1	0	0	0	0	0	0	0
Heavy Vehicles	2%	2%	0%	2%	2%	2%	2%	2%	2%	2%	0%	2%
Heavy Vehicle %	2%	2%	0%	2%	2%	2%	2%	2%	2%	2%	0%	2%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Adjustment												
Adjusted 2018 Volumes	56	888	0	11	708	111	75	1	108	2	0	8
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments												
2021 Background Traffic	59	929	0	12	740	116	78	1	113	2	0	8
Project Trips												
Trip Distribution IN	5%				25%	5%						
Trip Distribution OUT							5%		5%			
Residential Trips	3	0	0	0	17	3	2	0	2	0	0	0
Trip Distribution IN	5%					35%						
Trip Distribution OUT							25%		5%			
Hotel Trips	1	0	0	0	0	10	7	0	1	0	0	0
Trip Distribution IN	5%					35%						
Trip Distribution OUT							25%		5%			
Office Trips	0	0	0	0	0	1	6	0	1	0	0	0
Trip Distribution IN	5%					35%						
Trip Distribution OUT							25%		5%			
Retail Trips	5	0	0	0	0	38	24	0	5	0	0	0
Trip Distribution IN	5%					35%						
Trip Distribution OUT							25%		5%			
Restaurant Trips	8	0	0	0	0	59	10	0	2	0	0	0
Trip Distribution IN	5%					35%						
Trip Distribution OUT							25%		5%			
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	-30	30	0	0	30	0	0	0
Total Project Trips	17	0	0	0	-13	141	49	0	41	0	0	0
2021 Buildout Total	76	929	0	12	727	257	127	1	154	2	0	8
2021 Alternative Buildout Total	76	971	1	12	727	257	0	0	154	2	0	8

INTERSECTION VOLUME DEVELOPMENT

**Intersection #11: Lawrenceville Hwy (US 29/SR 8) @ Orion Dr
AM PEAK HOUR**

Description	Lawrenceville Hwy (US 29/SR 8)			Lawrenceville Hwy (US 29/SR 8)			Orion Dr			Orion Dr		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	130	2,105	37	17	3,461	65	75	6	115	82	17	16
Pedestrians		2			0						0	
Conflicting Pedestrians	0	0	0	0	0	0	0	0	2	2	0	0
Heavy Vehicles	0	16	0	0	15	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor					0.97						0.97	
Adjustment												
Adjusted 2018 Volumes	130	2105	37	17	3461	65	75	6	115	82	17	16
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments		95			58							
2021 Background Traffic	136	2,296	39	18	3,677	68	78	6	120	86	18	17
Project Trips												
Trip Distribution IN	30%	5%			25%							
Trip Distribution OUT				5%		25%	30%					
Residential Trips	9	2	0	0	4	8	21	0	26	0	0	0
Trip Distribution IN	20%	5%			30%						5%	
Trip Distribution OUT				5%			5%	20%				
Hotel Trips	7	2	0	0	1	11	0	1	5	0	2	0
Trip Distribution IN	20%	5%			30%						5%	
Trip Distribution OUT				5%			5%	20%				
Office Trips	4	1	0	0	0	6	0	0	0	0	1	0
Trip Distribution IN	20%	5%			30%						5%	
Trip Distribution OUT				5%			5%	20%				
Retail Trips	4	1	0	0	0	6	0	0	1	0	1	0
Trip Distribution IN	20%	5%			30%						5%	
Trip Distribution OUT				5%			5%	20%				
Restaurant Trips	37	9	0	0	8	56	0	8	31	0	9	0
Trip Distribution IN	20%	5%			30%						5%	
Trip Distribution OUT				5%			5%	20%				
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	30	-30	0	0	-30	30	30	0	30	0	0	0
Total Project Trips	91	-15	0	0	-17	117	51	9	93	0	13	0
2021 Buildout Total	227	2,281	39	18	3,660	185	139	15	213	86	31	17
2021 Alternative Total	227	2,281	39	18	3,660	185	146	15	213	86	31	17

PM PEAK HOUR

Description	Lawrenceville Hwy (US 29/SR 8)			Lawrenceville Hwy (US 29/SR 8)			Orion Dr			Orion Dr		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	209	3,520	13	37	2,215	49	171	11	205	44	6	8
Pedestrians		3			3			1			0	
Conflicting Pedestrians	1	0	0	0	0	1	3	0	3	3	0	3
Heavy Vehicles	0	5	0	0	4	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2018 Volumes	209	3520	13	37	2215	49	171	11	205	44	6	8
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment												
Other Proposed Developments		83			109							
2021 Background Traffic	219	3,764	14	39	2,425	51	179	12	214	46	6	8
Project Trips												
Trip Distribution IN	30%	5%			25%							
Trip Distribution OUT				5%		25%	30%					
Residential Trips	20	3	0	0	2	17	11	0	13	0	0	0
Trip Distribution IN	20%	5%			30%						5%	
Trip Distribution OUT				5%			5%	20%				
Hotel Trips	6	1	0	0	1	9	0	1	6	0	1	0
Trip Distribution IN	20%	5%			30%						5%	
Trip Distribution OUT				5%			5%	20%				
Office Trips	1	0	0	0	1	1	0	1	4	0	0	0
Trip Distribution IN	20%	5%			30%						5%	
Trip Distribution OUT				5%			5%	20%				
Retail Trips	22	5	0	0	5	33	0	5	19	0	5	0
Trip Distribution IN	20%	5%			30%						5%	
Trip Distribution OUT				5%			5%	20%				
Restaurant Trips	34	8	0	0	2	50	0	2	8	0	8	0
Trip Distribution IN	20%	5%			30%						5%	
Trip Distribution OUT				5%			5%	20%				
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	30	-30	0	0	-30	30	30	0	30	0	0	0
Total Project Trips	113	-13	0	0	-19	140	41	9	80	0	14	0
2021 Buildout Total	332	3,751	14	39	2,406	191	230	21	294	46	20	8
2021 Alternative Buildout Total	332	3,751	14	39	2,406	191	263	21	294	46	20	8

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Programmed Project Fact Sheets

Short Title	I-285 EAST EXPRESS LANES FROM I-20 EAST TO I-85 NORTH
GDOT Project No.	0013914
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / Express Lanes
Sponsor	GDOT
Jurisdiction	Regional - Perimeter
Analysis Level	In the Region's Air Quality Conformity Analysis



Existing Thru Lane	<input type="text" value="0"/>	LCI	<input type="checkbox"/>	Network Year	<input type="text" value="2030"/>
Planned Thru Lane	<input type="text" value="2"/>	Flex	<input type="checkbox"/>	Corridor Length	<input type="text" value="13.4"/> miles

Detailed Description and Justification

This project provides travel options and more reliable trip times by adding one new Express lane in each direction on I-285 between I-20 and I-85.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Transportation Funding Act (HB 170)	AUTH	2017	\$1,400,000	\$0,000	\$1,400,000	\$0,000	\$0,000
PE	Transportation Funding Act (HB 170)	AUTH	2018	\$3,555,158	\$0,000	\$3,555,158	\$0,000	\$0,000
PE	Repurposed Earmark		2019	\$4,383,388	\$3,506,710	\$876,678	\$0,000	\$0,000
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2019	\$2,516,613	\$2,013,290	\$503,323	\$0,000	\$0,000
PE	Transportation Funding Act (HB 170)		2020	\$13,000,000	\$0,000	\$13,000,000	\$0,000	\$0,000
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2021	\$5,400,000	\$4,320,000	\$1,080,000	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2022	\$47,700,000	\$38,160,000	\$9,540,000	\$0,000	\$0,000
CST	TIFIA Loan		2022	\$35,000,000	\$35,000,000	\$0,000	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2023	\$42,400,000	\$33,920,000	\$8,480,000	\$0,000	\$0,000
CST	TIFIA Loan		2023	\$85,000,000	\$85,000,000	\$0,000	\$0,000	\$0,000



For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.



CST	General Federal Aid 2024-2040		LR 2024-2030	\$199,600,000	\$159,680,000	\$39,920,000	\$0,000	\$0,000
CST	TIFIA Loan		LR 2024-2030	\$125,000,000	\$125,000,000	\$0,000	\$0,000	\$0,000
				\$564,955,159	\$486,600,000	\$78,355,159	\$0,000	\$0,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

Short Title

US 29/SR 8 (SCOTT BOULEVARD / LAWRENCEVILLE HIGHWAY) AND SR 236 (HUGH HOWELL ROAD) SIGNAL UPGRADES AT 9 LOCATIONS

GDOT Project No.

0012814

Federal ID No.

Status

Programmed

Service Type

Roadway / Operations & Safety

Sponsor

GDOT

Jurisdiction

Multi-County

Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane

N/A

LCI

☐

Planned Thru Lane

N/A

Flex

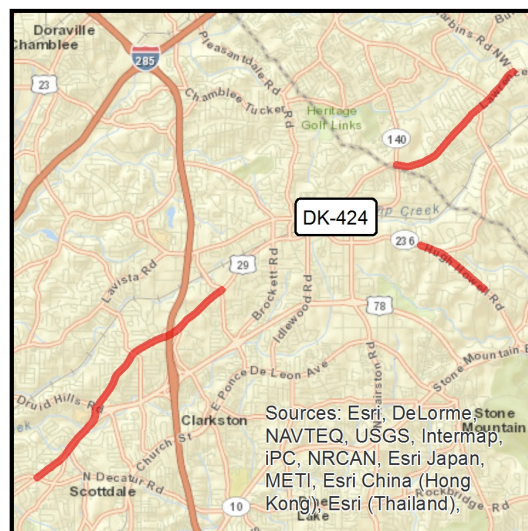
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Network Year

TBD

Corridor Length

3.2 miles



Detailed Description and Justification

Signal upgrades on SR 8 (Scott Boulevard/Lawrenceville Highway) and SR 236 (Hugh Howell Road) in Gwinnett and DeKalb counties. Total corridor length on SR 8 is approximately 6.8 miles, with 7 signal upgrades: N Decatur Road, DeKalb Industrial Way, Colledge Road, Jimmy Carter Boulevard, Harmony Grove Road, Greenwood Drive, and Harbins Road. Total corridor length on SR 236 is approximately 1.3 miles, with 2 signal upgrades: McCurdy Road and Silver Hill Road.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Statewide Flexible (GDOT)	AUTH	2014	\$343,789	\$343,789	\$0,000	\$0,000	\$0,000
ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	AUTH	2017	\$190,000	\$190,000	\$0,000	\$0,000	\$0,000
UTL	Surface Transportation Block Grant (STBG) Program Flex (GDOT)		2018	\$234,600	\$234,600	\$0,000	\$0,000	\$0,000
CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)		2018	\$1,449,242	\$1,449,242	\$0,000	\$0,000	\$0,000
				\$2,217,631	\$2,217,631	\$0,000	\$0,000	\$0,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

