

*Transportation Analysis*

# **North DeKalb Mall Redevelopment DRI #3582**

DeKalb County, Georgia

March 2022

*Prepared for:*

EDENS NDM, LLC

*Prepared by:*

Kimley-Horn and Associates, Inc.  
11720 Amber Park Drive, Suite 600  
Alpharetta, Georgia 30009  
018381012

**Kimley»Horn**

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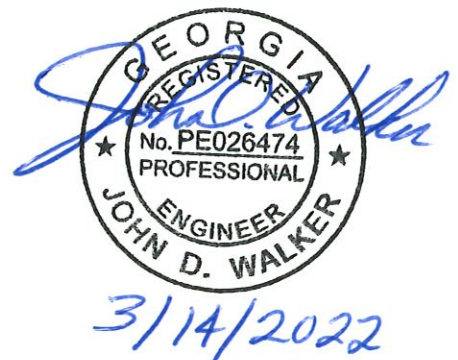
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### Available Upon Request

Raw Traffic Count Data  
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## EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *North DeKalb Mall Redevelopment* located in unincorporated DeKalb County, Georgia. The approximate 73.1-acre site is located in the southwest quadrant of the intersection of Lawrenceville Highway (US 29/SR 8) at North Druid Hills Road in DeKalb County, Georgia. The site currently consists of 723,818 SF of existing mall space and the associated surface parking, which will be demolished/renovated.

The proposed development will consist of the following land uses and densities contained in **Table 1**. The project is expected to be completed by 2028 (approximately 7 years).

Table 1: Proposed Land Use and Density			
Land Use	Density		
Townhomes	100 units		
Multifamily Residential	1,700 units		
Hotel	150 rooms		
Office	180,000 SF total		
Retail	320,000 SF	Existing Movie Theatre	66,275 SF**
		Existing Retail to Remain	51,872 SF
		New Proposed Retail	117,005 SF
		Supermarket	48,848 SF
		Restaurant	36,000 SF

*Note: 723,818 SF of existing mall space (semi-vacant, 230,809 SF leased) to be demolished/renovated. This includes 63,275 SF movie theatre space, 51,872 SF of retail to remain, and 115,693 SF of retail to be removed.*

*\*\*Additional 3,000 SF lobby will be added to movie theatre*

The DRI analysis includes an estimation of the overall vehicle trips projected to be generated by the development, also known as gross trips. Mixed-use, alternative transportation mode, and pass-by reductions to gross trips are also included in the trip generation, as outlined in the Georgia Regional Transportation Authority (GRTA) Letter of Understanding (dated February 2, 2022).

Capacity analyses were performed for the study intersections under the Estimated 2021 conditions, the Projected 2028 No-Build conditions, and the Projected 2028 Build conditions.

- Estimated 2021 conditions represent traffic volumes that were collected in October 2021 and calibrated based on available GDOT count station data to account for traffic impacts due to COVID. (Note: Traffic Count methodology was outlined in the methodology meeting packet approved by GRTA in February 2022).
- Projected 2028 No-Build conditions represent the Estimated 2021 traffic volumes grown for seven (7) additional years at 1.5% per year throughout the study network.
- Projected 2028 Build conditions represent the Projected 2028 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *North DeKalb Mall Redevelopment*.

**No-Build 2028 (System Improvements)**

Due to the low level-of-service (LOS) at the following intersections under the Estimated 2021 and Projected 2028 No-Build conditions, the following intersection improvements are recommended (needed to serve background traffic, without the development, shown in red on **Figure 8** and **Figure 9**):

- Clairmont Road (US 23/SR 155) at North Druid Hills Road (Intersection 1)
  - Provide an additional westbound through lane (creating three throughs) along North Druid Hills Road.
  - Provide an additional southbound through lane (creating three throughs) along Clairmont Road (US 23/SR 155).
  - Provide an additional northbound left-turn lane (creating triple lefts) along Clairmont Road (US 23/SR 155).
  - Provide an exclusive northbound right-turn lane along Clairmont Road (US 23/SR 155).
- North Druid Hills Road at Oak Tree Road (Intersection 4)
  - Construct an RCUT intersection, restricting sidestreet left-turns and through movements at the intersection.
- Lawrenceville Highway (US 29/SR 8) at North Druid Hills Road (Intersection 6)
  - Provide an additional northbound through lane (creating three throughs) along Lawrenceville Highway (US 29/SR 8).
  - Provide an additional southbound through lane (creating three throughs) along Lawrenceville Highway (US 29/SR 8).
    - Per PI#0018284, provide an additional eastbound through lane (creating three throughs) along North Druid Hills Road and provide an exclusive westbound right-turn lane along North Druid Hills Road.
- Lawrenceville Highway (US 29/SR 8) at Mall Access (Intersection 9)
  - Construct an RCUT intersection, restricting sidestreet left-turns and through movements at the intersection.
- Lawrenceville Highway (US 29/SR 8) at Orion Drive (Intersection 10)
  - Provide an additional westbound through lane (creating four throughs) along Lawrenceville Highway (US 29/SR 8).
  - Provide an exclusive northbound left-turn lane along Orion Drive.
- Scott Boulevard (US 29/SR 8) at DeKalb Industrial Way (Intersection 11)
  - Restrict the southbound private driveway to a right-in/right-out driveway, eliminating the signal phase.
  - Provide an additional northbound right-turn lane (creating triple rights) along DeKalb Industrial Way.
- Scott Boulevard (US 29/SR 8) at Church Street (Intersection 12)
  - Provide an additional northbound right-turn lane (creating triple rights) along Church Street.
- Lawrenceville Highway (US 29/SR 8) at Frazier Road/McLendon Drive (Intersection 13)
  - Construct an exclusive eastbound right-turn lane along Frazier Road
  - Construct an exclusive westbound right-turn lane along McLendon Drive.

**Build 2028 (Site Access Improvements)**

Due to the low level-of-service (LOS) at the following intersections under the Projected 2028 Build conditions, the following intersection improvements are recommended (to serve development traffic, shown in blue on **Figure 9**):

- North Druid Hills Road at Birch Road (Intersection 3)
  - Restripe North Druid Hills Road to provide an exclusive westbound left-turn lane into the site. The eastbound approach would be shifted right, and the exclusive eastbound right-turn lane would be converted to a shared through/right-turn lane.
- North Druid Hills Road at Mistletoe Road (Intersection 5)
  - Provide an exclusive right-turn lane along Mistletoe Road.
- Lawrenceville Highway (US 29/SR 8) at Orion Drive (Intersection 10)
  - Provide an exclusive southbound left-turn lane along Orion Drive.

The analysis results for the improved conditions at the above intersections are shown in the tables below. With the improvements listed above, all study intersections are projected to operate at or above their overall and approach LOS standard.

**Clairmont Road (US 23/SR 155) at North Druid Hills Road (Intersection 1)**

Overall LOS Standard: E\*  
Approach LOS Standard: E\*

		Clairmont Road (US 23/SR 155)			Clairmont Road (US 23/SR 155)			North Druid Hills Road			North Druid Hills Road		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	E (63.4)										
		Approach LOS	E (74.0)			E (76.9)			D (53.3)			D (52.3)	
		Storage	350			475			100		300	175	600
		50th Queue	219	422	0	105	424		19	261	549	398	179
		95th Queue	309	508	17	151	520		49	328	796	431	143
	PM	Overall LOS	E (64.9)										
		Approach LOS	E (75.4)			E (76.0)			D (51.3)			D (54.3)	
		Storage	350			475			100		300	175	600
		50th Queue	208	451	37	219	343		75	624	33	160	115
		95th Queue	250	532	107	328	403		141	722	91	324	193
BUILD IMPROVED (SIGNAL)	AM	Overall LOS	E (65.5)										
		Approach LOS	E (75.1)			E (77.5)			D (54.9)			E (56.3)	
		Storage	350			475			100		300	175	600
		50th Queue	219	422	0	119	424		19	290	556	439	186
		95th Queue	309	508	25	179	520		49	361	802	445	148
	PM	Overall LOS	E (67.0)										
		Approach LOS	E (79.8)			E (78.1)			D (53.1)			D (54.5)	
		Storage	350			475			100		300	175	600
		50th Queue	208	466	47	235	352		75	646	33	186	130
		95th Queue	250	587	126	348	416		132	745	89	342	225

### North Druid Hills Road at Birch Road (Intersection 3)

Overall LOS Standard: D  
Approach LOS Standard: D/E

		Birch Road						North Druid Hills Road			North Druid Hills Road		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
BUILD IMPROVED (SIGNAL)	AM	Overall LOS	C (29.4)										
		Approach LOS	D (54.0)						A (9.8)			D (36.8)	
		Storage	150										
		50th Queue	98		0				442		3	1597	
		95th Queue	160		30				521		1	1367	
	PM	Overall LOS	B (19.1)										
		Approach LOS	D (54.3)						B (20.0)			B (14.3)	
		Storage	150										
		50th Queue	112		0				604		6	51	
		95th Queue	177		34				713		94	56	

### North Druid Hills Road at Oak Tree Road (Intersection 4)

Overall LOS Standard: D  
Approach LOS Standard: D

		Oak Tree Road			Private Driveway			North Druid Hills Road			North Druid Hills Road		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD IMPROVED (RCUT)	AM	Overall LOS	(0.1)										
		Approach LOS	B (12.3)			D (32.3)			D (30.7)			B (10.5)	
		Storage									75		
		50th Queue											
		95th Queue			0		0	0			0		
	PM	Overall LOS	(0.2)										
		Approach LOS	B (14.1)			B (11.3)			A (9.2)			B (10.9)	
		Storage									75		
		50th Queue											
		95th Queue			3		0	0			0		
BUILD IMPROVED (RCUT)	AM	Overall LOS	(0.3)										
		Approach LOS	B (13.0)			D (32.9)			D (31.5)			B (11.0)	
		Storage									75		
		50th Queue											
		95th Queue			5		0	0			3		
	PM	Overall LOS	(0.4)										
		Approach LOS	C (15.1)			B (11.5)			A (9.3)			B (11.5)	
		Storage									75		
		50th Queue											
		95th Queue			8		0	0			5		

### North Druid Hills Road at Mistletoe Road (Intersection 5)

Overall LOS Standard: D  
Approach LOS Standard: D

Overall LOS Standard: D Approach LOS Standard: D			Mistletoe Road			Mistletoe Road			North Druid Hills Road			North Druid Hills Road		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
BUILD IMPROVED (SIGNAL)	AM	Overall LOS	C (27.6)											
		Approach LOS	E (66.7)			E (73.5)			B (11.1)			C (30.6)		
		Storage				100			75			125		
		50th Queue	16	15	0	127	19		28	155		6	912	0
		95th Queue	41	40	63	227	74		78	166		7	501	0
	PM	Overall LOS	C (21.3)											
		Approach LOS	E (72.6)			E (66.0)			B (18.7)			B (14.0)		
		Storage				100			75			125		
		50th Queue	46	30	0	154	65		7	185		39	171	0
		95th Queue	84	63	74	221	121		10	230		100	214	0

### Lawrenceville Highway (US 29/SR 8) at North Druid Hills Road (Intersection 6)

Overall LOS Standard: D  
Approach LOS Standard: D/E\*

Overall LOS Standard: D Approach LOS Standard: D/E*			Lawrenceville Highway (US 29/SR 8)			Lawrenceville Highway (US 29/SR 8)			North Druid Hills Road			North Druid Hills Road		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	D (46.1)											
		Approach LOS	D (53.2)			D (54.3)			D (37.5)			D (43.8)		
		Storage	200		200	150		500	150			300		200
		50th Queue	153	235	0	113	276	47	134	94		40	942	7
		95th Queue	268	277	0	160	309	132	207	109		45	1073	14
	PM	Overall LOS	D (41.9)											
		Approach LOS	E (71.6)			E (71.8)			C (20.3)			C (26.4)		
		Storage	200		200	150		500	150			300		200
		50th Queue	198	287	0	172	300	0	53	674		52	316	30
		95th Queue	368	335	49	283	349	64	63	700		99	356	44
BUILD IMPROVED (SIGNAL)	AM	Overall LOS	D (53.3)											
		Approach LOS	D (53.3)			D (54.4)			D (53.5)			D (52.7)		
		Storage	200		200	150		500	150			300		200
		50th Queue	151	245	0	112	290	104	164	169		55	1055	8
		95th Queue	271	285	0	157	320	199	330	335		58	1040	11
	PM	Overall LOS	D (43.1)											
		Approach LOS	E (71.7)			E (72.0)			C (22.5)			C (28.7)		
		Storage	200		200	150		500	150			300		200
		50th Queue	202	296	0	169	310	6	49	521		71	352	33
		95th Queue	380	349	49	291	364	78	67	575		161	412	76

### Lawrenceville Highway (US 29/SR 8) at Mall Access (Intersection 9)

Overall LOS Standard: D  
Approach LOS Standard: D

Overall LOS Standard: D Approach LOS Standard: D			Lawrenceville Highway (US 29/SR 8)			Lawrenceville Highway (US 29/SR 8)			Mall Access			Private Driveway		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD (TWSC)	AM	Overall LOS	(0.5)											
		Approach LOS	B (11.5)			B (10.1)			B (13.1)			A (0.0)		
		Storage	150					175						
		50th Queue												
		95th Queue	5			3				3		0		
	PM	Overall LOS	(1.0)											
		Approach LOS	B (10.7)			B (11.0)			B (13.1)			A (0.0)		
		Storage	150					175						
		50th Queue												
		95th Queue	10			0				15		0		
BUILD (TWSC)	AM	Overall LOS	(0.8)											
		Approach LOS	B (12.1)			B (10.8)			B (14.0)			A (0.0)		
		Storage	150					175						
		50th Queue												
		95th Queue	10			3				8		0		
	PM	Overall LOS	(1.4)											
		Approach LOS	B (11.1)			B (11.0)			B (14.0)			A (0.0)		
		Storage	150					175						
		50th Queue												
		95th Queue	15			0				25		0		

### Lawrenceville Highway (US 29/US 78/SR 8) at Orion Drive (Intersection 10)

Overall LOS Standard: E  
Approach LOS Standard: D/E

Overall LOS Standard: E Approach LOS Standard: D/E			Orion Drive			Orion Drive			Lawrenceville Highway (US 29/SR 8)			Lawrenceville Highway (US 29/SR 8)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	D (46.9)											
		Approach LOS	E (70.4)			E (67.5)			B (11.1)			E (65.6)		
		Storage					125		475			175		150
		50th Queue	50	12			83	0	213	258		15	1051	6
		95th Queue	94	44			138	11	365	520		40	1335	27
	PM	Overall LOS	C (28.4)											
		Approach LOS	E (76.8)			E (71.8)			C (26.6)			C (25.4)		
		Storage					125		475			175		150
		50th Queue	31	7			263	38	347	1884		45	529	0
		95th Queue	69	36			440	107	347	1616		101	561	18
BUILD IMPROVED (SIGNAL)	AM	Overall LOS	D (51.4)											
		Approach LOS	D (54.0)*			E (72.1)			B (11.7)			E (72.0)		
		Storage					125		475			175		150
		50th Queue	47	26		193	12	94	398	347		15	1389	51
		95th Queue	92	66		343	34	189	585	545		40	1415	90
	PM	Overall LOS	D (46.5)											
		Approach LOS	D (50.0)*			E (78.4)			D (50.1)			D (35.4)		
		Storage					125		475			175		150
		50th Queue	29	14		366	19	116	635	2013		45	637	59
		95th Queue	61	46		581	45	213	597	1672		101	677	109

### Scott Boulevard (US 29/US 78/SR 8) at DeKalb Industrial Way (Intersection 11)

Overall LOS Standard: D  
Approach LOS Standard: D/E

		DeKalb Industrial Way			Private Driveway			Scott Boulevard (US 29/US 78/SR 8)			Scott Boulevard (US 29/US 78/SR 8)		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD (SIGNAL)	AM	Overall LOS	C (22.1)										
		Approach LOS	D (35.7)			A (0.0)			C (28.3)			B (16.9)	
		Storage	175								800		
		50th Queue	78		268				519		459	703	
		95th Queue	132		322				581		615	939	
	PM	Overall LOS	D (49.7)										
		Approach LOS	E (60.5)			A (0.0)			D (45.6)			D (49.9)	
		Storage	175								800		
		50th Queue	108		437				1503		445	97	
		95th Queue	171		510				1561		581	109	
BUILD (SIGNAL)	AM	Overall LOS	C (23.0)										
		Approach LOS	D (36.4)			A (0.0)			C (29.2)			B (17.8)	
		Storage	175								800		
		50th Queue	78		284				569		483	827	
		95th Queue	132		340				635		656	1105	
	PM	Overall LOS	D (54.1)										
		Approach LOS	E (64.5)			A (0.0)			D (52.4)			D (51.8)	
		Storage	175								800		
		50th Queue	108		457				1608		447	111	
		95th Queue	171		532				1661		614	201	

### Scott Boulevard (US 29/US 78/SR 8) at Church Street (Intersection 12)

Overall LOS Standard: D  
Approach LOS Standard: D/E

		Church Street						Scott Boulevard (US 29/US 78/SR 8)			Scott Boulevard (US 29/US 78/SR 8)		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD IMPROVED (GREEN-T)	AM	Overall LOS	A (9.8)										
		Approach LOS	B (16.4)						C (20.1)			A (5.6)	
		Storage									500		
		50th Queue			58				175		171	0	
		95th Queue			85				224		229	0	
	PM	Overall LOS	C (28.6)										
		Approach LOS	E (65.7)						C (25.2)			B (16.0)	
		Storage									500		
		50th Queue			437				618		365	0	
		95th Queue			513				669		437	0	
BUILD IMPROVED (GREEN-T)	AM	Overall LOS	B (10.3)										
		Approach LOS	B (16.7)						C (20.7)			A (6.0)	
		Storage									500		
		50th Queue			67				184		188	0	
		95th Queue			97				233		254	0	
	PM	Overall LOS	C (28.7)										
		Approach LOS	E (69.0)						C (26.8)			B (13.0)*	
		Storage									500		
		50th Queue			471				664		387	0	
		95th Queue			571				717		462	0	



**Lawrenceville Highway (US 29/SR 8) at Frazier Road/McLendon Drive (Intersection 13)**

Overall LOS Standard: D  
Approach LOS Standard: D

			Lawrenceville Highway (US 29/SR 8)			Lawrenceville Highway (US 29/SR 8)			Frazier Road			McLendon Drive		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	C (30.2)											
		Approach LOS	B (19.4)			C (27.0)			D (53.5)			D (53.6)		
		Storage	100			75			100			250		
		50th Queue	98	204		24	452		137	73	0	88	134	0
		95th Queue	188	293		50	705		196	123	71	134	201	3
	PM	Overall LOS	C (29.2)											
		Approach LOS	C (22.2)			C (21.8)			D (54.2)			D (49.2)		
		Storage	100			75			100			250		
		50th Queue	64	314		85	322		116	241	0	47	51	0
		95th Queue	126	422		219	477		155	316	58	74	85	12
BUILD IMPROVED (SIGNAL)	AM	Overall LOS	C (31.2)											
		Approach LOS	C (20.9)			C (28.7)			D (53.6)			D (53.7)		
		Storage	100			75			100			250		
		50th Queue	122	228		24	500		137	73	0	88	134	0
		95th Queue	210	325		50	777		196	123	73	134	201	3
	PM	Overall LOS	C (29.7)											
		Approach LOS	C (22.8)			C (22.8)			D (54.6)			D (49.3)		
		Storage	100			75			100			250		
		50th Queue	68	340		85	356		116	241	0	47	51	0
		95th Queue	131	451		247	542		155	317	59	74	85	12

**Impacted Queue Lengths Exceeding Storage**

Intersection	Movement	Storage Length	Projected Build Queue Length (AM / PM)	Recommendation
1. Clairmont Road at North Druid Hills Road	WBL*	225	439 / 200 (50 <sup>th</sup> ) 444 / 357 (95 <sup>th</sup> )	No-Build (System Improvement): Consider extending WBL lane storage into center two-way left-turn lane.
6. Lawrenceville Highway at North Druid Hills Road	EBL*	150	178 / 51 (50 <sup>th</sup> ) 350 / 72 (95 <sup>th</sup> )	No-Build (System Improvement): Consider extending EBL lane storage into center two-way left-turn lane.
10. Lawrenceville Highway at Orion Drive	SBT*	125	196 / 466 (50 <sup>th</sup> ) 348 / 669 (95 <sup>th</sup> )	Provide an exclusive SBL turn lane.
	EBL*	475	337 / 634 (50 <sup>th</sup> ) 433 / 512 (95 <sup>th</sup> )	Consider extending EBL lane storage.
11. Lawrenceville Highway at Frazier Road/McLendon Drive	NBL	100	117 / 77 (50 <sup>th</sup> ) 257 / 144 (95 <sup>th</sup> )	No-Build (System Improvement): Consider extending NBL lane storage into center two-way left-turn lane.

\* Exceeds available storage in Existing 2021 conditions

Other movements where the projected queueing exceeds the available storage are not impacted by the proposed development traffic.



## 1.0 PROJECT DESCRIPTION

### 1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *North DeKalb Mall Redevelopment* located in unincorporated DeKalb County, Georgia. The approximate 73.1-acre site is located in the southwest corner of the intersection of Lawrenceville Highway (US 29/SR 8) at North Druid Hills Road. The project site is currently zoned C-1 (Local Commercial). The site is proposed to be rezoned to MU-4 (Mixed-Use High Density), and the rezoning application was filed on February 23, 2022. **Figure 1** provides a location map of the project site. **Figure 2** provides an aerial view of the project site and surrounding area.

The site currently consists of 723,818 SF of existing mall space and its associated surface parking. The existing mall space (230,809 SF currently leased) is proposed to be demolished/renovated and the surface parking is proposed to be demolished and redeveloped with a mix of land uses. The proposed development will consist of the following land uses and densities contained in **Table 2**. The project is expected to be completed by 2028 (approximately 7 years).

Table 2: Proposed Land Use and Density			
Land Use	Density		
Townhomes	100 units		
Multifamily Residential	1,700 units		
Hotel	150 rooms		
Office	180,000 SF total		
Retail	320,000 SF	Existing Movie Theatre	66,275 SF**
		Existing Retail to Remain	51,872 SF
		New Proposed Retail	117,005 SF
		Supermarket	48,848 SF
		Restaurant	36,000 SF

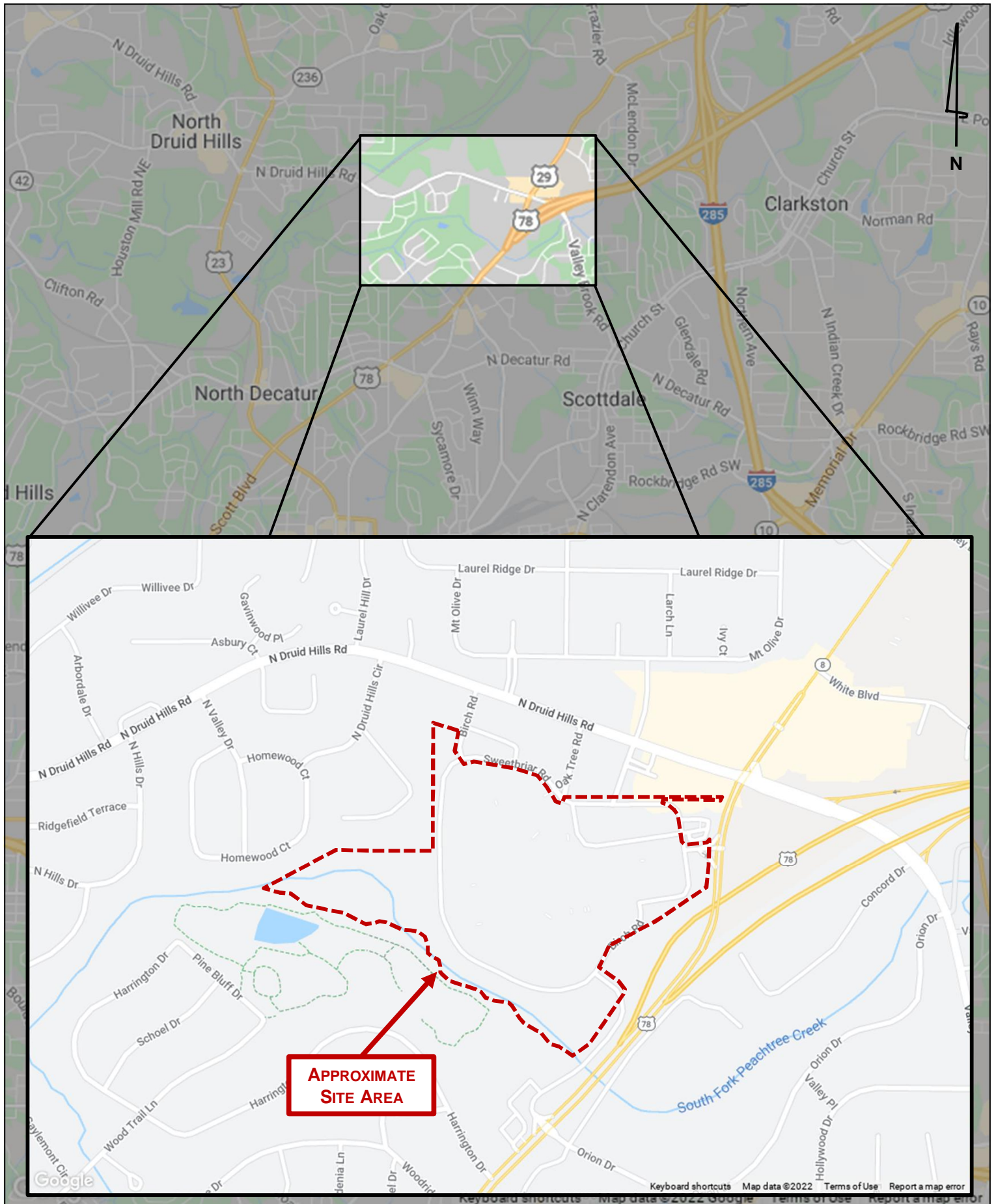
Note: 723,818 SF of existing mall space (semi-vacant, 230,809 SF leased) to be demolished/renovated. This includes 63,275 SF movie theatre space, 51,872 SF of retail to remain, and 115,693 SF of retail to be removed.

\*\*Additional 3,000 SF lobby will be added to movie theatre

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

The site was previously analyzed as the *Decatur Landing DRI #2820* in 2018 for the Sterling Organization. The Decatur Landing DRI considered a mixed-use development with a lower density mix than the proposed DRI #3582. Ultimately, the rezoning application for DRI #2820 was withdrawn. Since the density has increased and a new rezoning application has been filed, this project is considered an entirely separate Development of Regional Impact (DRI).

The project is considered a 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 new mixed-use development in a *Maturing Neighborhood* area per the Atlanta Region's Plan *Unified Growth Policy Map*. The DRI was formally triggered with the filing of the rezoning application and the Initial DRI Information (Form 1) on January 24, 2022 by DeKalb County. This transportation analysis includes all inputs and methodologies discussed at the DRI Methodology Meeting with GRTA, ARC, and other stakeholders. The inputs and methodologies are outlined in the GRTA Letter of Understanding (LOU).









## 1.2 Site Access

As currently envisioned, the proposed development will be accessible via five (5) total existing vehicular access points:

1. **Birch Road** – an existing, signalized, full-movement driveway located along North Druid Hills Road approximately 1,900 feet west of Lawrenceville Highway (US 29/SR 8) and 775 feet west of Oak Tree Road.
2. **Oak Tree Road** – an existing, unsignalized, full-movement driveway located along North Druid Hills Road approximately 775 feet east of Birch Road and 380 feet west of Mistletoe Road. Oak Tree Road operates under sidestreet stop control.
3. **Mistletoe Road** – an existing, signalized, full-movement driveway located along North Druid Hills Road approximately 380 feet east of Oak Tree Road and 800 feet west of Lawrenceville Highway (US 29/SR 8).
4. **Mall Driveway** – an existing, unsignalized, full-movement driveway located along Lawrenceville Highway (US 29/SR 8) approximately 500 feet south of North Druid Hills Road and operates under sidestreet stop control.
5. **Orion Drive** – an existing, signalized, full-movement driveway located along Lawrenceville Highway (US 29/US 78/SR 8) approximately 1,650 feet northeast of DeKalb Industrial Way.

## 1.3 Internal Circulation Analysis

Internal roadways throughout the site provide vehicular access to all buildings and parking on the site. See referenced site plan in **Appendix A** for a visual representation of vehicular access and circulation throughout the proposed development.

Pedestrian facilities will be provided between the various land uses. A shared-use path will be constructed on-site from Mistletoe Road through the site to connect to the future South Fork Peachtree Creek PATH trail (by DeKalb County) on the western edge of the site.

## 1.4 Parking

Parking will be provided on-site in individual enclosed parking for the townhomes, and multiple new parking decks attached to the office and residential buildings.

The required number of total site parking spaces to be provided are listed below in **Table 3**. The site development is currently in progress and the number of parking provided is subject to change.

<b>Table 3: Required Parking</b>		
<b>Land Use</b>	<b>Minimum</b>	<b>Maximum</b>
Office	360 1 per 500 SF	720 1 per 250 SF
Restaurant	240 1 per 150 SF	480 1 per 75 SF
Retail/Grocery	435 1 per 500 SF	1,087 1 per 200 SF
Theatre	650 1 per 4 seats	1,300 1 per 2 seats
Grocery	98 1 per 500 SF	245 1 per 200 SF
Hotel	150 1 per room, plus 1 per 150 SF of meeting area	180 1.2 per room, plus 1 per 100 SF of meeting area
<b>Total</b>	<b>1,835 spaces</b>	<b>3,767 spaces</b>

Per code, the required number of parking spaces may be reduced if [shared parking](#) is utilized. See site plan (last page) for parking details. Parking numbers are subject to change during site design. With the shared parking reductions, a minimum of 1,453 non-residential parking spaces are required.

A total of 1,532 non-residential parking spaces are proposed in a mix of surface, street, and structured parking facilities.

Residential parking will be provided in garages for the townhomes and in structured parking garage for the multifamily buildings. The exact amount of spaces constructed will be based on zoning code requirements, per the site plan, based on the total number of units constructed (up to 100 townhomes and 1,700 multifamily units).

In addition to standard vehicle parking, the proposed development will include a minimum of 1 bicycle space per 20 vehicle spaces (up to 50 bicycle spaces), dedicated parking for alternative charging vehicles, and dedicated loading/unloading spaces, per code. Alternative parking will be designed in accordance with DeKalb County standards and will be coordinated with the County during the permitting process. Other alternative parking options will be considered as design advances.

### **1.5 Alternative Transportation Facilities**

Pedestrian sidewalk facilities are currently provided along the North Druid Hills and Lawrenceville Highway (US 29/SR 8). Between Orion Drive and Mall access, Lawrenceville Highway (US 29/SR 8) is a limited access roadway with a free-flow freeway interchange. Pedestrian sidewalk and trail facilities are proposed to be provided through the development, connecting North Druid Hills Road to the South Fork Peachtree Creek Trail (by DeKalb County). The site is adjacent to the Clyde Shepard Nature Preserve which provides walking trails through the preserve.

The use of alternative transportation modes will be incentivized through dedicated parking for bicycles, vanpool, carpool, and car share. Also, showers and changing facilities will be provided with the office use for employees who walk or bike to work.

Additionally, the project site is served by one on-site MARTA bus stop and MARTA bus stops along its North Druid Hills Road frontage that are currently served by routes 8, 75, and 123 seven days a week. The routes provide local service to the Decatur, Avondale, Kensington, and Brookhaven MARTA rail stations and other local destinations nearby. These bus stops experienced an average of 70 boardings/70 alightings daily in Fall 2021. The bus stop is projected to increase ridership by approximately 500 boardings/500 alightings daily (assumed 50% of daily alternative mode reduction).

## 1.6 Enhanced Focus Area for Dense Urban Environments

Per Section 3.2.4.2 of the GRTA *Development of Regional Impact Review Procedures* the *North DeKalb Mall Redevelopment* does not qualify for a “Dense Urban Environment Enhanced Focus Area” review, due to its location within unincorporated DeKalb County.

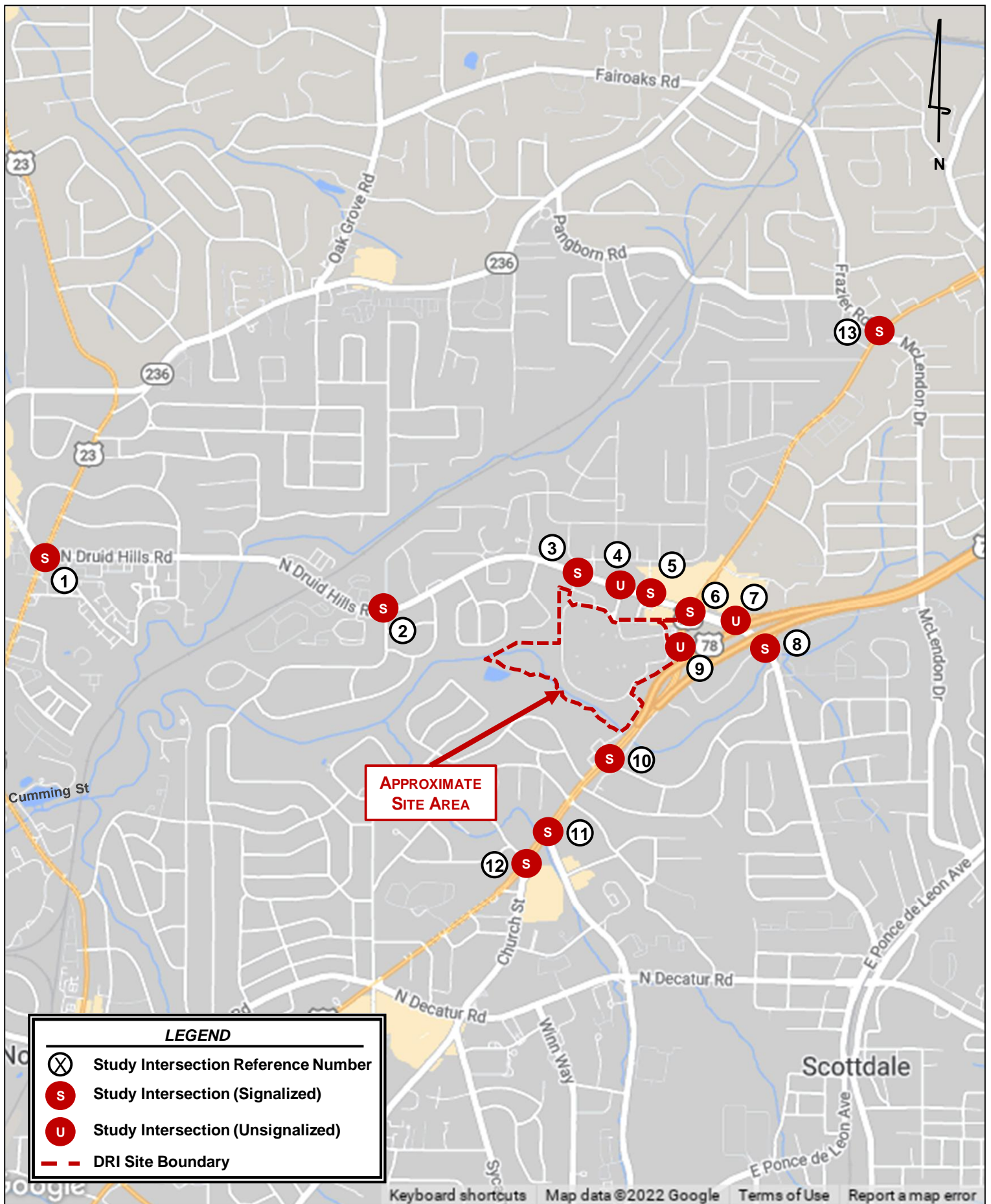
## 2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

### 2.1 Study Network Determination

The study area was determined at the methodology meeting with input from GRTA, ARC, and other local agency stakeholders. The study includes the following thirteen (13) existing intersections described in **Table 4** and is shown visually in **Figure 3**.

Table 4: Intersection Control Summary	
Intersection	Existing Control
1. Clairmont Road (US 23/SR 155) at North Druid Hills Road	Signal
2. North Druid Hills Road at Willivee Drive	Signal
3. North Druid Hills Road at Birch Road	Signal
4. North Druid Hills Road at Oak Tree Road	Unsignalized (TWSC)
5. North Druid Hills Road at Mistletoe Road	Signal
6. Lawrenceville Highway (US 29/SR 8) at North Druid Hills Road	Signal
7. North Druid Hills Road at Stone Mountain Freeway WB Ramp	Unsignalized (TWSC)
8. North Druid Hills Road at Stone Mountain Freeway EB Ramp	Signal
9. Lawrenceville Highway (US 29/SR 8) at Mall Access	Unsignalized (TWSC)
10. Lawrenceville Highway (US 29/US 78/SR 8) at Orion Drive	Signal
11. Scott Boulevard (US 29/US 78/SR 8) at DeKalb Industrial Way	Signal
12. Scott Boulevard (US 29/US 78/SR 8) at Church Street	Signal
13. Lawrenceville Highway (US 29/SR 8) at Frazier Road/McLendon Drive	Signal

Note: TWSC = Two-Way Stop-Control for sidestreets.



## 2.2 Existing Roadway Facilities

Roadway classification descriptions and estimated Annual Average Daily Traffic (AADT) for roadway segments within the study network are provided in **Table 5** (bolded roadways are adjacent to the site).

<b>Table 5: Roadway Classifications</b>			
<b>Roadway</b>	<b>Lanes</b>	<b>AADT</b>	<b>GDOT Functional Classification</b>
<b>North Druid Hills Road</b>	<b>4</b>	<b>37,000</b>	<b>Principal Arterial</b>
<b>Lawrenceville Highway (US 29/SR 8)</b>	<b>4</b>	<b>23,100</b>	<b>Principal Arterial</b>
Scott Boulevard (US 29/US 78/SR 8)	6	44,800	Principal Arterial
Stone Mountain Freeway (US 78/SR 410)	6	80,900	Principal Arterial - Expressway
Clairmont Road (US 23/SR 155)	4	25,500	Principal Arterial
DeKalb Industrial Way	4	19,400	Minor Arterial
Church Street	4	17,300	Major Collector
Frazier Road	2	8,550	Major Collector
McLendon Drive	2	5,220	Major Collector
<b>Orion Drive</b>	<b>2</b>	<b>N/A</b>	<b>Local Roadway</b>
Willivee Drive	2	N/A	Local Roadway
<b>Birch Road</b>	<b>2</b>	<b>N/A</b>	<b>Local Roadway</b>
<b>Oak Tree Road</b>	<b>2</b>	<b>N/A</b>	<b>Local Roadway</b>
<b>Mistletoe Road</b>	<b>2</b>	<b>N/A</b>	<b>Local Roadway</b>

## 2.3 Traffic Data Collection and Calibration

New traffic counts were collected at the study intersections on Wednesday, October 20, 2021 and Thursday, January 27, 2022. The newly collected counts were then calibrated using calibration factors to account for the potential impacts of COVID-19 to typical traffic volumes and patterns.

The peak hour adjustment factors were determined by comparing the AM and PM peak volumes at a newly collected average daily traffic (ADT) count to the AM and PM peak ADT volumes previously collected at GDOT count stations in the same locations. The GDOT count stations located along North Druid Hills Road west of Birch Road (Station #089-3696) and Stone Mountain Freeway e/o Orion Drive (Station #089-3016) were used in this comparison. The calibration factors used in this analysis were 1.19 for AM peak hour and 1.08 for PM peak hour, per the Methodology Meeting Packet.

Traffic count peak hours for all the study intersections are shown in **Table 6**.



Table 6: Traffic Count Summary

Intersection	Count Date	AM Peak Hour	PM Peak Hour
1. Clairmont Road (US 23/SR 155) at North Druid Hills Road	10/2021	7:30 – 8:30 AM	5:15 – 6:15 PM
2. North Druid Hills Road at Willivee Drive	10/2021	7:30 – 8:30 AM	4:30 – 5:30 PM
3. North Druid Hills Road at Birch Road	10/2021	7:45 – 8:45 AM	5:15 – 6:15 PM
4. North Druid Hills Road at Oak Tree Road	10/2021	7:15 – 8:15 AM	5:15 – 6:15 PM
5. North Druid Hills Road at Mistletoe Road	10/2021	7:45 – 8:45 AM	5:00 – 6:00 PM
6. Lawrenceville Highway (US 29/SR 8) at North Druid Hills Road	10/2021	8:00 – 9:00 AM	5:00 – 6:00 PM
7. North Druid Hills Road at Stone Mountain Freeway WB Ramp	10/2021	7:45 – 8:45 AM	5:00 – 6:00 PM
8. North Druid Hills Road at Stone Mountain Freeway EB Ramp	10/2021	7:45 – 8:45 AM	5:00 – 6:00 PM
9. Lawrenceville Highway (US 29/SR 8) at Mall Access	10/2021	8:00 – 9:00 AM	5:00 – 6:00 PM
10. Lawrenceville Highway (US 29/US 78/SR 8) at Orion Drive	10/2021	7:45 – 8:45 AM	4:30 – 5:30 PM
11. Scott Boulevard (US 29/US 78/SR 8) at DeKalb Industrial Way	10/2021	7:45 – 8:45 AM	4:15 – 5:15 PM
12. Scott Boulevard (US 29/US 78/SR 8) at Church Street	10/2021	8:00 – 9:00 AM	4:15 – 5:15 PM
13. Lawrenceville Highway (US 29/SR 8) at Frazier Road/McLendon Drive	1/2022	7:45 – 8:45 AM	5:00 – 6:00 PM

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

## 2.4 Background Growth

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed *North DeKalb Mall Redevelopment*. Background traffic can include a base growth rate based on historical count data and population growth data as well as trips anticipated from nearby or adjacent other projects.

Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 1.5% per year background traffic growth rate from 2021 to 2028 (7 years) was used for all roadways.

The Projected 2028 No-Build conditions represent the Estimated 2021 traffic volumes grown for seven (7) years at 1.5% per year throughout the study network.

The Projected 2028 Build conditions represent the project trips generated by the *North DeKalb Mall Redevelopment* (discussed in **Section 3.0** and **4.0**) added to the Projected 2028 No-Build Conditions.

## 2.5 Programmed and Planned Projects

Programmed and planned projects near the project site were researched to account for any improvements or modifications within the study network before or by the build-out year of the development. The programmed and planned projects were discussed in the methodology meeting with GRTA, ARC, and other local stakeholders.

One project was identified (noted below in *italics* and highlighted) to include in the capacity analyses. GDOT has a programmed project to widen the eastbound direction of North Druid Hills Road from Lawrenceville Highway (US 29/SR 8) to Stone Mountain Freeway from two lanes to three lanes. Additionally, a westbound right-turn lane will be provided from North Druid Hills onto Lawrenceville Highway (US 29/SR 8). The intersection of North Druid Hills Road at Stone Mountain Freeway WB Ramps (Intersection 7) will be signalized. A concept graphic of the proposed improvement project is provided in **Appendix D**.

The remaining projects shown in **Table 7** and **Table 8** are programmed or planned to occur near the development beyond the build-out year of the proposed development or are not anticipated to affect the study network.

Table 7: Programmed Projects							
Project Name	From / To Points:	Sponsor	GDOT PI #	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY
<i>SR 8/US 29</i>	<i>@ North Druid Hills Road</i>	<i>GDOT</i>	<a href="#"><i>0018284</i></a>	<i>N/A</i>	<i>TBD</i>	<i>TBD</i>	<i>2024</i>
I-285 East Express Lanes	I-20 to Henderson Road	GDOT	<a href="#">0013914</a>	<a href="#">AR-ML-240</a>	2017	2020	2025

*\*Project information was obtained from GeoPI (GDOT), the Atlanta Region's Plan (ARC), and DeKalb County*

Table 8: Planned Projects					
Project Name	From / To Points:	Potential Sponsor	Project ID #	Project Timeline	Planning Document
I-285 East High Capacity Premium Transit	Northlake Mall to Panthersville	MARTA	<a href="#">AR-409B</a>	2050	ARC Fact Sheet

Available fact sheets for projects listed in the tables above can be found in **Appendix D**.

## 2.6 Level-of-Service Overview

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. LOS analyses were conducted at all intersections within the study network using *Synchro 11*. Existing traffic signal phasing and timing data were retrieved for available intersections.

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

LOS for unsignalized intersections, with stop control on the minor street only, is reported for the sidestreet approaches and the major street left-turn movements. Low LOS for sidestreet approaches is not uncommon, as vehicles may experience significant delays in turning onto a major roadway.

## 2.7 Level-of-Service Standards

For the purposes of this traffic analysis, a LOS standard of D was assumed for all study intersections, per section 3.2.2.1 of the GRTA *Development of Regional Impact Review Procedures*.

### 3.0 TRIP GENERATION

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10<sup>th</sup> Edition, 2017*, using equations where available. Reductions to gross trips are also considered in the analysis, including mixed-use reductions and alternative transportation mode 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.

**Alternative modes reductions** are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). Alternative mode reductions were taken at 10% per the LOU.

**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.

**Table 9** summarizes the gross trip generation, reductions, net trip generation, and driveway volumes for the proposed *North DeKalb Mall Redevelopment*.

Table 9: Trip Generation								
Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
220 – Multi-Family Housing (Low-Rise)	100 units	716	358	358	11	37	37	22
221 – Multi-Family Housing (Mid-Rise)	1,700 units	9,264	4,632	4,632	143	407	410	262
310 – Hotel	150 rooms	1,266	633	633	41	29	44	42
710 – General Office Building	180,000 sf	1,876	938	938	169	27	32	167
820 – Shopping Center	38,800 sf	4,416	2,208	2,208	68	42	214	232
850 – Supermarket	48,848 sf	4,676	2,338	2,338	112	75	234	224
932 – High-Turnover (Sit-Down) Restaurant	38,800 sf	4,038	2,019	2,019	197	161	218	134
<b>Gross Project Trips</b>		<b>26,252</b>	<b>13,126</b>	<b>13,126</b>	<b>741</b>	<b>778</b>	<b>1,189</b>	<b>1,083</b>
<i>Existing Shopping Center to Be Demolished</i>		-4,368	-2,184	-2,184	-68	-41	-212	-229
<i>Mixed-Use Reductions</i>		-2,402	-1,201	-1,201	-146	-146	-346	-346
<i>Alternative Mode Reductions</i>		-1,948	-974	-974	-53	-60	-64	-50
<i>Pass-By Reductions</i>		-2,612	-1,306	-1,306	-0	-0	-78	-78
<b>Net New Trips</b>		<b>14,922</b>	<b>7,461</b>	<b>7,461</b>	<b>474</b>	<b>531</b>	<b>489</b>	<b>380</b>

\*Trip Generation for the existing 66,275 SF movie theatre and 51,872 SF of existing retail to remain was assumed to remain consistent with the existing operations, and is excluded from the trip generation calculations.

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

## 4.0 TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of new project trips was based on the project land uses, a review of land use densities and road facilities in the area, engineering judgement, and methodology discussions with GRTA, ARC, and other local stakeholders.

The anticipated distribution and assignment of the trips throughout the study roadway network is shown for residential land uses in **Figure 4** and for non-residential uses in **Figure 5**. The peak hour project trips are shown by turning movement throughout the study network in **Figure 6**.

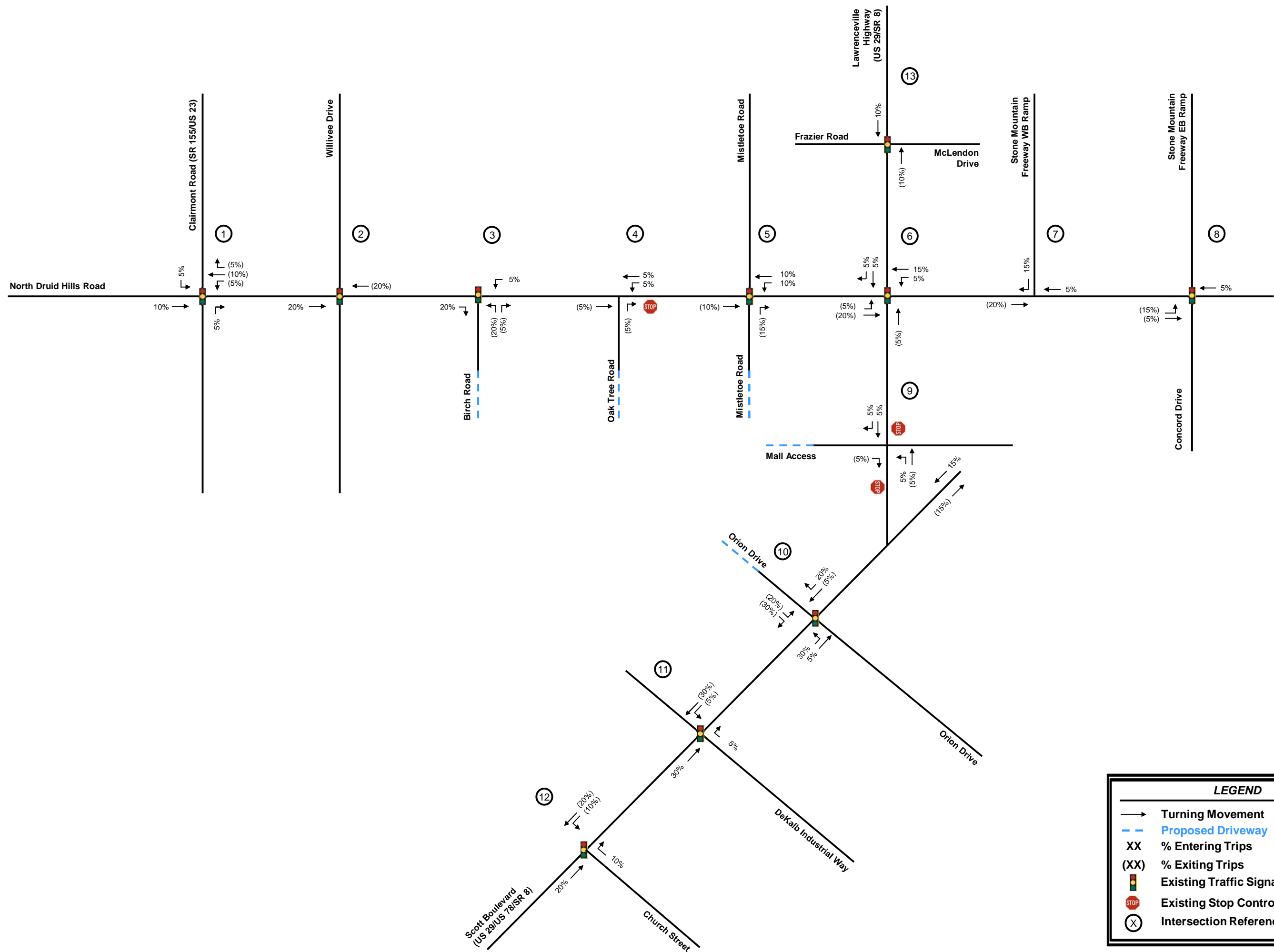
Detailed intersection volume worksheets are provided in **Appendix C**.

## 5.0 TRAFFIC ANALYSIS

Capacity analyses were performed using *Synchro 11* for the AM and PM peak hours under Estimated 2021 conditions, Projected 2028 No-Build conditions, and Projected 2028 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM)*, 6<sup>th</sup> Edition unless otherwise noted.

These analyses included existing roadway laneage and signal timing data for each of the scenarios. The traffic volumes and roadway laneage used for each scenario are shown visually in **Figure 7** for Estimated 2021 conditions, **Figure 8** for Projected 2028 No-Build conditions, and **Figure 9** for Projected 2028 Build conditions.

**Sections 5.1 – 5.13** provide the results of the capacity analyses are presented for each intersection and include projected LOS, delay, and queue lengths.



**LEGEND**

- Turning Movement
- Proposed Driveway
- XX % Entering Trips
- (XX) % Exiting Trips
- Existing Traffic Signal
- Existing Stop Control
- (X) Intersection Reference Number

NOT TO SCALE

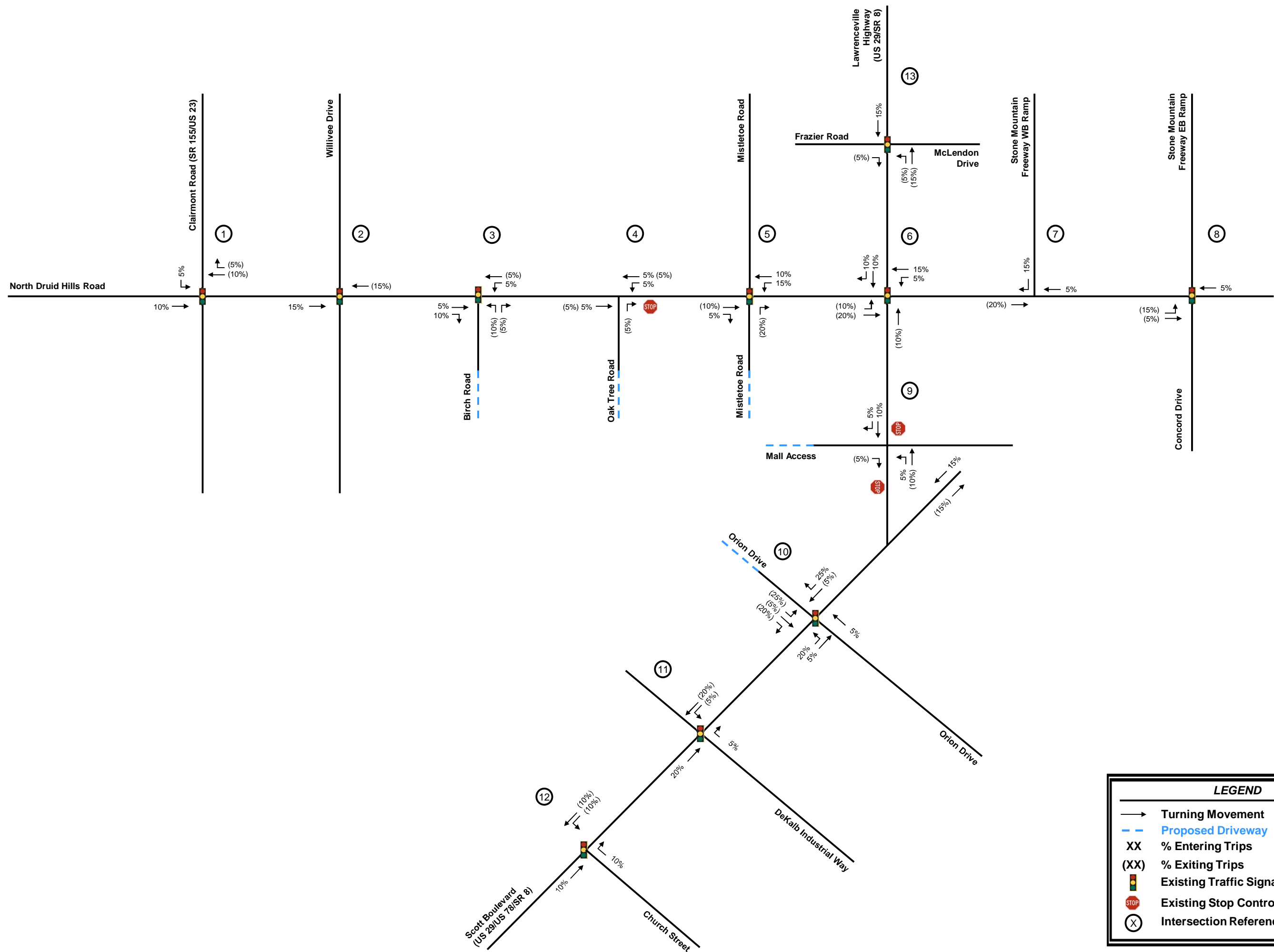


Figure 5

Non-Residential  
Trip Distribution &  
Assignment

North DeKalb Mall  
Redevelopment DRI #3582  
Transportation Analysis



NOT TO SCALE



### 5.1 Clairmont Road (US 23/SR 155) at North Druid Hills Road (Intersection 1)

Overall LOS Standard: E\*  
Approach LOS Standard: E\*

Overall LOS Standard: E* Approach LOS Standard: E*			Clairmont Road (US 23/SR 155)			Clairmont Road (US 23/SR 155)			North Druid Hills Road			North Druid Hills Road		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	F (103.5)											
		Approach LOS	F (87.7)			F (153.5)			E (55.6)			F (97.1)		
		Storage	350			475			100		300	175		600
		50th Queue	325	423		94	685		17	237	400	318	1036	98
		95th Queue	445	512		137	826		46	302	641	442	1183	181
	PM	Overall LOS	E (74.3)											
		Approach LOS	F (94.4)			F (91.6)			D (50.5)			D (54.2)		
		Storage	350			475			100		300	175		600
		50th Queue	293	503		195	475		68	536	21	143	448	101
		95th Queue	414	629		279	598		125	624	73	288	527	191
NO-BUILD (SIGNAL)	AM	Overall LOS	F (138.4)											
		Approach LOS	F (113.0)			F (200.1)			E (57.6)			F (139.0)		
		Storage	350			475			100		300	175		600
		50th Queue	390	491		105	813		19	269	546	398	1237	189
		95th Queue	514	626		151	955		49	337	793	444	1354	189
	PM	Overall LOS	F (88.8)											
		Approach LOS	F (120.3)			F (106.7)			E (56.8)			E (61.5)		
		Storage	350			475			100		300	175		600
		50th Queue	356	607		219	571		75	624	33	172	508	117
		95th Queue	479	749		328	712		141	722	91	323	582	220
BUILD (SIGNAL)	AM	Overall LOS	F (144.6)											
		Approach LOS	F (114.2)			F (200.8)			E (59.9)			F (153.1)		
		Storage	350			475			100		300	175		600
		50th Queue	390	487		121	813		19	298	551	439	1297	250
		95th Queue	514	611		203	955		49	371	797	444	1308	193
	PM	Overall LOS	F (92.6)											
		Approach LOS	F (123.5)			F (112.1)			E (59.6)			E (67.4)		
		Storage	350			475			100		300	175		600
		50th Queue	356	628		246	571		75	667	37	200	546	106
		95th Queue	479	771		360	712		141	768	96	357	615	191

The intersection of Clairmont Road (US 23/SR 155) at North Druid Hills Road (Intersection 1) is projected to operate at an unacceptable overall LOS under the Estimated 2021, Projected 2028 No-Build, and Projected 2028 Build conditions. Under these scenarios, multiple approaches of the intersection are projected to operate at an unacceptable LOS under all studied scenarios

In order to improve the overall and approach LOS under the Projected 2028 No-Build and Projected 2028 Build conditions, the following system improvements are needed (shown in red on **Figure 8** and **Figure 9**):

- Provide an additional westbound through lane (creating three throughs) along North Druid Hills Road.
- Provide an additional southbound through lane (creating three throughs) along Clairmont Road (US 23/SR 155).
- Provide an additional northbound left-turn lane (creating triple lefts) along Clairmont Road (US 23/SR 155).
- Provide an exclusive northbound right-turn lane along Clairmont Road (US 23/SR 155).

Note: These improvements may not be feasible due to limited right-of-way at the intersection. The analysis results for the improved conditions at Intersection 1 are shown in the table below.

Overall LOS Standard: E*		Clairmont Road (US 23/SR 155)			Clairmont Road (US 23/SR 155)			North Druid Hills Road			North Druid Hills Road		
Approach LOS Standard: E*		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	E (63.4)										
		Approach LOS	E (74.0)			E (76.9)			D (53.3)			D (52.3)	
		Storage	350			475			100		300	175	600
		50th Queue	219	422	0	105	424		19	261	549	398	179
		95th Queue	309	508	17	151	520		49	328	796	431	143
	PM	Overall LOS	E (64.9)										
		Approach LOS	E (75.4)			E (76.0)			D (51.3)			D (54.3)	
		Storage	350			475			100		300	175	600
		50th Queue	208	451	37	235	343		75	624	33	160	115
		95th Queue	250	532	107	328	403		141	722	91	324	193
BUILD IMPROVED (SIGNAL)	AM	Overall LOS	E (65.5)										
		Approach LOS	E (75.1)			E (77.5)			D (54.9)			E (56.3)	
		Storage	350			475			100		300	175	600
		50th Queue	219	422	0	119	424		19	290	556	439	186
		95th Queue	309	508	25	179	520		49	361	802	445	148
	PM	Overall LOS	E (67.0)										
		Approach LOS	E (79.8)			E (78.1)			D (53.1)			D (54.5)	
		Storage	350			475			100		300	175	600
		50th Queue	208	466	47	265	352		75	646	33	186	130
		95th Queue	250	587	126	348	416		132	745	89	342	225

With the improvement listed above, the intersection of Clairmont Road (US 23/SR 155) at North Druid Hills Road (Intersection 1) is projected to operate at or above its overall and approach LOS standards under both Projected 2028 No-Build and Projected 2028 Build conditions.

Per Section 3.2.2.1 of the *GRTA DRI Review Procedures*, the LOS standard for the northbound, southbound and westbound approaches is LOS E since the approaches currently operate at LOS F. Additionally, the overall LOS standard is LOS E since the intersection currently operates at LOS F.

## 5.2 North Druid Hills Road at Willivee Drive (Intersection 2)

Overall LOS Standard: D  
Approach LOS Standard: D

		Willivee Drive			Willivee Drive			North Druid Hills Road			North Druid Hills Road		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	B (17.0)										
		Approach LOS	E (71.0)			E (68.6)			A (5.8)			B (18.1)	
		Storage	75			50			125			125	
		50th Queue	43	1		7	6		4	294		0	14
		95th Queue	85	42		23	41		0	383		2	1460
	PM	Overall LOS	B (10.4)										
		Approach LOS	E (79.8)			E (75.1)			A (9.0)			A (5.9)	
		Storage	75			50			125			125	
		50th Queue	68	41		1	13		11	435		3	166
		95th Queue	121	93		8	46		27	572		6	201
NO-BUILD (SIGNAL)	AM	Overall LOS	C (29.9)										
		Approach LOS	E (72.4)			E (69.0)			A (7.0)			D (35.7)	
		Storage	75			50			125			125	
		50th Queue	48	1		7	6		5	349		1	58
		95th Queue	93	43		25	42		9	442		2	1795
	PM	Overall LOS	B (12.2)										
		Approach LOS	F (81.5)			E (74.3)			B (11.2)			A (6.9)	
		Storage	75			50			125			125	
		50th Queue	74	47		1	14		19	590		5	177
		95th Queue	127	101		8	46		33	733		21	208
BUILD (SIGNAL)	AM	Overall LOS	D (36.1)										
		Approach LOS	E (72.4)			E (69.0)			A (7.2)			D (44.8)	
		Storage	75			50			125			125	
		50th Queue	48	1		7	6		5	398		1	179
		95th Queue	93	43		25	42		9	493		1	155
	PM	Overall LOS	B (12.7)										
		Approach LOS	F (81.6)			E (74.3)			B (12.1)			A (7.2)	
		Storage	75			50			125			125	
		50th Queue	74	47		1	14		22	666		1	235
		95th Queue	127	101		8	46		32	774		6	290

The intersection of North Druid Hills Road at Willivee Drive (Intersection 2) is projected to operate at an acceptable LOS overall under the Estimated 2021, Projected 2028 No-Build, and Projected 2028 Build conditions. The northbound and southbound approaches are projected to operate at an unacceptable LOS under all studied scenarios.

It should be noted that per GRTA's DRI guidelines, an improvement should be considered if an approach operates at a failing LOS, even if the overall intersection operates acceptably. Although the eastbound and westbound approaches operate at an unacceptable LOS, no feasible improvements exist, as the failing LOS is a result of existing signal timing. North Druid Hills is a major arterial commuter corridor. The intersection operates at an acceptable overall LOS, and existing signal timings and cycle lengths prioritize vehicular progression on the mainline (North Druid Hills Road) at the expense of sidestreet operations.

No improvements are recommended to be conditioned.

### 5.3 North Druid Hills Road at Birch Road (Intersection 3)

Overall LOS Standard: D  
Approach LOS Standard: D/E

		Birch Road						North Druid Hills Road			North Druid Hills Road		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	A (3.8)										
		Approach LOS	E (77.9)						A (1.4)			A (4.2)	
		Storage	200							100			
		50th Queue	19		0				326	5		65	
		95th Queue	48		13				404	7		196	
	PM	Overall LOS	A (3.9)										
		Approach LOS	F (97.3)						A (2.1)			A (2.1)	
		Storage	200							100			
		50th Queue	57		0				1	0		28	
		95th Queue	105		22				1	0		30	
NO-BUILD (SIGNAL)	AM	Overall LOS	A (6.0)										
		Approach LOS	F (80.2)						A (1.5)			A (7.3)	
		Storage	200							100			
		50th Queue	21		0				383	6		1004	
		95th Queue	52		13				468	8		1072	
	PM	Overall LOS	A (4.3)										
		Approach LOS	F (98.4)						A (2.4)			A (2.4)	
		Storage	200							100			
		50th Queue	64		0				1	0		29	
		95th Queue	114		23				2	0		31	
BUILD (SIGNAL)	AM	Overall LOS	E (57.4)										
		Approach LOS	D (50.9)						A (9.9)			E (78.0)	
		Storage	200							100			
		50th Queue	95		0				461	49		1816	
		95th Queue	156		29				533	76		1597	
	PM	Overall LOS	C (20.1)										
		Approach LOS	D (50.7)						B (17.9)			B (20.0)	
		Storage	200							100			
		50th Queue	109		0				575	60		237	
		95th Queue	171		33				664	50		275	

The intersection of North Druid Hills Road at Birch Road (Intersection 3) currently operates and is projected to operate at an acceptable overall LOS standard under Estimated 2021 and Projected 2028 No-Build conditions. The northbound approach of Birch Road is projected to operate at an unacceptable LOS during the AM and PM peak hours.

Due to the increase in volume on the northbound movement during the AM and PM peak hours, the split time for the northbound phase was increased to accommodate the additional demand, per the GRTA DRI Review Procedures. As a result, the northbound approach operates at an acceptable LOS under Projected 2028 Build conditions, however the eastbound approach operates at an unacceptable LOS during the AM peak under Projected 2028 Build conditions.

In order to improve the overall and approach LOS under the Build 2028 conditions, Kimley-Horn recommends the following system improvements (shown in blue on **Figure 9**):

- Restripe North Druid Hills Road to provide an exclusive westbound left-turn lane into the site. The eastbound approach would be shifted right, and the exclusive eastbound right-turn lane would be converted to a shared through/right-turn lane.

The analysis results for the improved conditions at Intersection 3 are shown in the table below.

Overall LOS Standard: D Approach LOS Standard: D/E		Birch Road						North Druid Hills Road			North Druid Hills Road		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
BUILD IMPROVED (SIGNAL)	AM	Overall LOS	C (29.4)										
		Approach LOS	D (54.0)						A (9.8)			D (36.8)	
		Storage	150										
		50th Queue	98		0				442		3	1597	
		95th Queue	160		30				521		1	1367	
	PM	Overall LOS	B (19.1)										
		Approach LOS	D (54.3)						B (20.0)			B (14.3)	
		Storage	150										
		50th Queue	112		0				604		6	51	
		95th Queue	177		34				713		94	56	

With the improvements listed above, the intersection of North Druid Hills Road at Birch Road (Intersection 3) is projected to operate at or above its overall and approach LOS standards.

### 5.4 North Druid Hills Road at Oak Tree Road (Intersection 4)

Overall LOS Standard: D  
Approach LOS Standard: D

Overall LOS Standard: D Approach LOS Standard: D			Oak Tree Road			Private Driveway			North Druid Hills Road			North Druid Hills Road		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (TWSC)	AM	Overall LOS	(0.3)											
		Approach LOS	F (83.3)			F (358.7)			C (24.9)			B (10.0)		
		Storage									75			
		50th Queue												
		95th Queue	3		0		13		0		0			
	PM	Overall LOS	(0.1)											
		Approach LOS	B (13.3)			B (13.1)			A (8.8)			B (10.0)		
		Storage									75			
		50th Queue												
		95th Queue	0		3		0		0		0			
NO-BUILD (TWSC)	AM	Overall LOS	(0.6)											
		Approach LOS	F (128.6)			F (794.0)			D (30.7)			B (10.5)		
		Storage									75			
		50th Queue												
		95th Queue	5		0		18		0		0			
	PM	Overall LOS	(0.2)											
		Approach LOS	B (14.9)			B (14.8)			A (9.2)			B (10.9)		
		Storage									75			
		50th Queue												
		95th Queue	0		3		0		0		0			
BUILD (TWSC)	AM	Overall LOS	(0.7)											
		Approach LOS	C (24.4)*			F (794)			D (31.5)			B (11.0)		
		Storage									75			
		50th Queue												
		95th Queue	5		5		18		0		3			
	PM	Overall LOS	(0.4)											
		Approach LOS	C (15.4)			C (15.9)			A (9.3)			B (11.5)		
		Storage									75			
		50th Queue												
		95th Queue	0		8		0		0		5			

\*Note: LOS Improves from No-Build to Build scenario, as project trips are added to the northbound right-turn movement, which experiences little delay

The intersection of North Druid Hills Road at Oak Tree Road (Intersection 4) is projected to operate at an acceptable overall LOS under the Estimated 2021, Projected 2028 No-Build, and Projected 2028 Build conditions. The northbound and southbound approaches are projected to operate at LOS F, as vehicles may experience delay turning onto a major roadway during the peak hours.

In order to improve the approach LOS under the Projected 2028 No-Build and Projected 2028 Build conditions, Kimley-Horn recommends the following system improvements (shown in red on **Figure 8** and **Figure 9**):

- Construct an RCUT intersection, restricting sidestreet left-turns and through movements at the intersection.

The analysis results for the improved conditions at Intersection 4 are shown in the table on the following page.

Overall LOS Standard: D  
Approach LOS Standard: D

		Oak Tree Road			Private Driveway			North Druid Hills Road			North Druid Hills Road		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD IMPROVED (RCUT)	AM	Overall LOS	(0.1)										
		Approach LOS	B (12.3)			D (32.3)			D (30.7)			B (10.5)	
		Storage									75		
		50th Queue											
		95th Queue			0		0	0			0		
	PM	Overall LOS	(0.2)										
		Approach LOS	B (14.1)			B (11.3)			A (9.2)			B (10.9)	
		Storage									75		
		50th Queue											
		95th Queue			3		0	0			0		
BUILD IMPROVED (RCUT)	AM	Overall LOS	(0.3)										
		Approach LOS	B (13.0)			D (32.9)			D (31.5)			B (11.0)	
		Storage									75		
		50th Queue											
		95th Queue			5		0	0			3		
	PM	Overall LOS	(0.4)										
		Approach LOS	C (15.1)			B (11.5)			A (9.3)			B (11.5)	
		Storage									75		
		50th Queue											
		95th Queue			8		0	0			5		

With the improvements listed above, the intersection of North Druid Hills Road at Oak Tree Road (Intersection 4) is projected to operate at or above its overall and approach LOS standards under both Projected 2028 No-Build and Projected 2028 Build conditions.

### 5.5 North Druid Hills Road at Mistletoe Road (Intersection 5)

Overall LOS Standard: D  
Approach LOS Standard: D

		Mistletoe Road			Mistletoe Road			North Druid Hills Road			North Druid Hills Road		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	C (21.7)										
		Approach LOS	E (66.3)			E (68.6)			B (10.5)			C (21.4)	
		Storage				100			75			125	
		50th Queue	15	13		113	16		21	101		2	435
		95th Queue	38	57		211	71		74	115		2	536
	PM	Overall LOS	B (17.1)										
		Approach LOS	E (73.4)			E (75.4)			B (12.4)			B (10.0)	
		Storage				100			75			125	
		50th Queue	33	25		147	59		7	177		6	155
		95th Queue	65	87		259	113		13	173		12	194
NO-BUILD (SIGNAL)	AM	Overall LOS	C (22.3)										
		Approach LOS	E (66.7)			E (74.1)			B (10.6)			C (23.0)	
		Storage				100			75			125	
		50th Queue	16	15		128	19		21	117		2	665
		95th Queue	41	61		237	74		70	120		2	1600
	PM	Overall LOS	B (18.6)										
		Approach LOS	E (73.7)			F (81.1)			B (13.7)			B (10.7)	
		Storage				100			75			125	
		50th Queue	36	33		170	68		7	179		6	161
		95th Queue	72	98		232	125		12	175		12	195
BUILD (SIGNAL)	AM	Overall LOS	C (26.7)										
		Approach LOS	E (67.2)			E (75.2)			B (11.1)			C (29.2)	
		Storage				100			75			125	
		50th Queue	16	15		147	19		30	122		8	722
		95th Queue	40	83		208	73		81	132		10	1606
	PM	Overall LOS	B (19.8)										
		Approach LOS	E (74.5)			F (86.9)			B (14.8)			B (11.0)	
		Storage				100			75			125	
		50th Queue	48	45		164	68		7	182		30	166
		95th Queue	88	128		284	125		9	187		79	202

The intersection of North Druid Hills Road at Mistletoe Road (Intersection 5) currently operates and is projected to operate at an acceptable overall LOS standard under Estimated 2021, Projected 2028 No-Build, and Projected 2028 Build conditions.

The northbound and southbound approaches of Mistletoe Road are projected to operate at an unacceptable LOS during the AM and PM peak hours under all analysis scenarios.

It should be noted that per GRTA's DRI guidelines, an improvement should be considered if an approach operates at a failing LOS, even if the overall intersection operates acceptably. Although the eastbound and westbound approaches operate at an unacceptable LOS, no feasible improvements exist, as the failing LOS is a result of existing signal timing. North Druid Hills is a major arterial commuter corridor. The intersection operates at an acceptable overall LOS, and existing signal timings and cycle lengths prioritize vehicular progression on the mainline (North Druid Hills Road) at the expense of sidestreet operations.



Due to the increase in volume on the northbound and southbound movements, the split time for these phases were increased to accommodate the additional demand, per the GRTA DRI Review Procedures.

In order to improve the approach LOS under the Projected 2027 Build conditions, Kimley-Horn recommends the following site access improvements to improve capacity exiting the site (shown in blue on **Figure 9**):

- Provide an exclusive right-turn lane along Mistletoe Road.

Due to the increase in volume on the northbound and southbound movements, the split time for these phases were increased to accommodate the additional demand, per the GRTA DRI Review Procedures.

The analysis results for the improved conditions at Intersection 5 are shown in the table below.

Overall LOS Standard: D  
Approach LOS Standard: D

Overall LOS Standard: D Approach LOS Standard: D			Mistletoe Road			Mistletoe Road			North Druid Hills Road			North Druid Hills Road		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
BUILD IMPROVED (SIGNAL)	AM	Overall LOS	C (27.6)											
		Approach LOS	E (66.7)			E (73.5)			B (11.1)			C (30.6)		
		Storage				100			75			125		
		50th Queue	16	15	0	127	19		28	155		6	912	0
		95th Queue	41	40	63	227	74		78	166		7	501	0
	PM	Overall LOS	C (21.3)											
		Approach LOS	E (72.6)			E (66.0)			B (18.7)			B (14.0)		
		Storage				100			75			125		
		50th Queue	46	30	0	154	65		7	185		39	171	0
		95th Queue	84	63	74	221	121		10	230		100	214	0

With the improvements listed above, the intersection of North Druid Hills Road at Mistletoe Road (Intersection 5) is projected to operate at or above its overall LOS standards.

## 5.6 Lawrenceville Highway (US 29/SR 8) at North Druid Hills Road (Intersection 6)

Overall LOS Standard: D  
Approach LOS Standard: D/E\*

		Lawrenceville Highway (US 29/SR 8) Northbound			Lawrenceville Highway (US 29/SR 8) Southbound			North Druid Hills Road Eastbound			North Druid Hills Road Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	D (48.9)										
		Approach LOS	E (63.1)			E (66.0)			D (36.7)			D (41.7)	
		Storage	200		200	150		500	150			300	
		50th Queue	154	305	0	104	370	62	121	218		32	752
		95th Queue	325	377	0	198	468	151	236	240		57	876
	PM	Overall LOS	E (58.0)										
		Approach LOS	F (93.0)			F (94.4)			C (28.4)			D (46.7)	
		Storage	200		200	150		500	150			300	
		50th Queue	207	386	0	171	405	0	45	895		45	311
		95th Queue	387	497	37	346	537	61	56	996		84	365
NO-BUILD (SIGNAL) (IMPROVED BY GDOT)	AM	Overall LOS	D (54.4)										
		Approach LOS	E (74.8)			E (74.9)			D (38.0)			D (44.7)	
		Storage	200		200	150		500	150			300	200
		50th Queue	203	347	0	116	423	90	108	155		38	819
		95th Queue	379	425	0	240	560	188	266	169		41	853
	PM	Overall LOS	E (62.8)										
		Approach LOS	F (121.7)			F (130.4)			B (19.4)			C (25.7)	
		Storage	200		200	150		500	150			300	200
		50th Queue	261	454	0	217	495	0	46	671		50	284
		95th Queue	450	590	49	398	631	64	58	637		81	265
BUILD (SIGNAL) (IMPROVED BY GDOT)	AM	Overall LOS	E (63.3)										
		Approach LOS	E (78.4)			F (84.5)			D (49.1)			D (54.6)	
		Storage	200		200	150		500	150			300	200
		50th Queue	203	368	0	121	468	132	178	265		52	874
		95th Queue	379	449	0	261	604	243	350	326		54	859
	PM	Overall LOS	E (66.6)										
		Approach LOS	F (129.3)			F (141.2)			C (20.9)			C (27.3)	
		Storage	200		200	150		500	150			300	200
		50th Queue	261	488	0	217	534	10	51	375		66	339
		95th Queue	450	624	49	398	670	82	72	405		151	398

GDOT has programmed the following roadway improvements at the intersection as part of PI#0018284 (shown in green on **Figure 8** and **Figure 9**):

- Provide an additional eastbound through lane (creating three throughs) along North Druid Hills Road.
- Provide an exclusive westbound right-turn lane along North Druid Hills Road.

The intersection of Lawrenceville Highway (US 29/SR 8) at North Druid Hills Road (Intersection 6) is projected to operate at an unacceptable overall LOS during the PM peak hour under the Estimated 2022 conditions, Projected 2028 No-Build conditions, and Projected 2028 Build conditions. Additionally, the intersection is projected to operate at an unacceptable overall LOS during the AM peak hour under Projected 2028 Build conditions. The northbound and southbound approaches are projected to operate at an unacceptable approach LOS under all studied scenarios.

In order to improve the overall and approach LOS under the Projected 2028 No-Build and Projected 2028 Build conditions, Kimley-Horn recommends the following system improvements (shown in red on **Figure 8 and Figure 9**):

- Provide an additional northbound through lane (creating three throughs) along Lawrenceville Highway (US 29/SR 8).
- Provide an additional southbound through lane (creating three throughs) along Lawrenceville Highway (US 29/SR 8).

The analysis results for the improved conditions at Intersection 6 are shown in the table below.

Overall LOS Standard: D Approach LOS Standard: D/E*			Lawrenceville Highway (US 29/SR 8)			Lawrenceville Highway (US 29/SR 8)			North Druid Hills Road			North Druid Hills Road		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	D (46.1)											
		Approach LOS	D (53.2)			D (54.3)			D (37.5)			D (43.8)		
		Storage	200		200	150		500	150			300		200
		50th Queue	153	235	0	113	276	47	134	94		40	942	7
		95th Queue	268	277	0	160	309	132	207	109		45	1073	14
	PM	Overall LOS	D (41.9)											
		Approach LOS	E (71.6)			E (71.8)			C (20.3)			C (26.4)		
		Storage	200		200	150		500	150			300		200
		50th Queue	198	287	0	172	300	0	53	674		52	316	30
		95th Queue	368	335	49	283	349	64	63	700		99	356	44
BUILD IMPROVED (SIGNAL)	AM	Overall LOS	D (53.3)											
		Approach LOS	D (53.3)			D (54.4)			D (53.5)			D (52.7)		
		Storage	200		200	150		500	150			300		200
		50th Queue	151	245	0	112	290	104	164	169		55	1055	8
		95th Queue	271	285	0	157	320	199	330	335		58	1040	11
	PM	Overall LOS	D (43.1)											
		Approach LOS	E (71.7)			E (72.0)			C (22.5)			C (28.7)		
		Storage	200		200	150		500	150			300		200
		50th Queue	202	296	0	169	310	6	49	521		71	352	33
		95th Queue	380	349	49	291	364	78	67	575		161	412	76

With the improvement listed above, the intersection of Lawrenceville Highway (US 29/SR 8) at North Druid Hills Road (Intersection 6) is projected to operate at or above its overall and approach LOS standards under both Projected 2028 No-Build and Projected 2028 Build conditions.

Per Section 3.2.2.1 of the *GRTA DRI Review Procedures*, the LOS standard for the northbound approach is LOS E since the approach currently operates at LOS F.

### 5.7 North Druid Hills Road at Stone Mountain Freeway WB Ramp (Intersection 7)

Overall LOS Standard: E  
Approach LOS Standard: E

			Stone Mountain Freeway WB Ramp			North Druid Hills Road			North Druid Hills Road		
			Northbound			Southbound			Eastbound		
			L	T	R	L	T	R	L	T	R
EXISTING (TWSC)	AM	Overall LOS	(2.9)								
		Approach LOS				E (41.4)			A (0.0)		
		Storage									
		50th Queue									
		95th Queue				75					
	PM	Overall LOS	(3.4)								
		Approach LOS				F (63.6)			A (0.0)		
		Storage									
		50th Queue									
		95th Queue				108					
NO-BUILD (SIGNAL) (IMPROVED BY GDOT)	AM	Overall LOS	D (45.2)								
		Approach LOS				D (42.2)			D (47.4)		
		Storage									
		50th Queue				45		930		245	403
		95th Queue				73		1181		320	471
	PM	Overall LOS	B (13.1)								
		Approach LOS				D (46.1)			A (0.6)		
		Storage									
		50th Queue				69		0		109	28
		95th Queue				118		18		177	147
BUILD (SIGNAL) (IMPROVED BY GDOT)	AM	Overall LOS	D (51.9)								
		Approach LOS				D (53.1)			D (50.5)		
		Storage									
		50th Queue				45		1123		295	417
		95th Queue				73		1270		361	485
	PM	Overall LOS	C (21.7)								
		Approach LOS				D (51.1)			B (11.6)		
		Storage									
		50th Queue				69		0		238	30
		95th Queue				118		19		241	64

GDOT has programmed the following roadway improvements at the intersection as part of PI#0018284 (shown in green on **Figure 8** and **Figure 9**):

- Provide an additional eastbound through lane (creating triple throughs) along North Druid Hills Road.
- Provide an additional westbound through lane (creating dual throughs) along North Druid Hills Road.
- Install a traffic signal at the intersection.

The intersection of North Druid Hills Road at Stone Mountain Freeway WB Ramp (Intersection 7) is projected to operate at an acceptable overall LOS under the Estimated 2021, Projected 2028 No-Build, and Projected Build 2028 conditions with the programmed improvements to be completed by the GDOT. Each approach of the intersection is projected to operate acceptably under the Projected 2028 No-Build and Projected 2028 Build scenarios, after the programmed GDOT improvements are constructed. No additional improvements are recommended to be conditioned.

### 5.8 North Druid Hills Road at Stone Mountain Freeway EB Ramp (Intersection 8)

Overall LOS Standard: E  
Approach LOS Standard: E

		Concord Drive			Stone Mountain Freeway EB Ramp			North Druid Hills Road			North Druid Hills Road		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	C (20.4)										
		Approach LOS	D (44.3)						C (27.0)			B (11.9)	
		Storage							350		125		
		50th Queue		1				282	0		0	100	
		95th Queue		14				329	96		2	224	
	PM	Overall LOS	C (30.5)										
		Approach LOS	F (82.1)						C (30.6)			C (29.6)	
		Storage							350		125		
		50th Queue		7				277	0		1	178	
		95th Queue		26				171	19		5	285	
NO-BUILD (SIGNAL)	AM	Overall LOS	C (23.3)										
		Approach LOS	D (44.3)						C (31.5)			B (12.7)	
		Storage									125		
		50th Queue		1				160	0		0	131	
		95th Queue		15				397	435		2	264	
	PM	Overall LOS	C (24.1)										
		Approach LOS	F (82.1)						C (21.4)*			C (34.3)	
		Storage									125		
		50th Queue		7				262	0		1	219	
		95th Queue		26				728	46		5	354	
BUILD (SIGNAL)	AM	Overall LOS	D (36.0)										
		Approach LOS	D (44.3)						D (53.0)			B (12.9)	
		Storage									125		
		50th Queue		1				165	0		0	147	
		95th Queue		15				484	442		2	317	
	PM	Overall LOS	C (26.8)										
		Approach LOS	F (82.1)						C (24.3)			D (36.0)	
		Storage									125		
		50th Queue		7				550	0		1	228	
		95th Queue		26				989	134		5	335	

\*Note: LOS improves from existing due to impacts of new signal upstream, creating better platooning for EB traffic.

The intersection of North Druid Hills Road at Stone Mountain Freeway EB Ramp (Intersection 8) is projected to operate at an acceptable overall LOS under the Estimated 2021, Projected 2028 No-Build, and Projected 2028 Build conditions. Each approach of the intersection (with the exception of the northbound approach) is projected to operate acceptably under all studied scenarios.

It should be noted that per GRTA's DRI guidelines, an improvement should be considered if an approach operates at a failing LOS, even if the overall intersection operates acceptably. The northbound approach is projected to operate at LOS F during the PM peak hour as a result of existing signal timing. The existing signal timing prioritizes the higher volume westbound movements from North Druid Hills Road onto Stone Mountain Freeway at the expense of the low volume approach (less than 10 vehicles projected during the peak hour) of Concord Drive.

No improvements are recommended to be conditioned.

### 5.9 Lawrenceville Highway (US 29/SR 8) at Mall Access (Intersection 9)

Overall LOS Standard: D  
Approach LOS Standard: D

Overall LOS Standard: D Approach LOS Standard: D			Lawrenceville Highway (US 29/SR 8)			Lawrenceville Highway (US 29/SR 8)			Mall Access			Private Driveway		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (TWSC)	AM	Overall LOS	(0.8)											
		Approach LOS	B (10.8)			B (10.6)			F (51.9)			A (0.0)		
		Storage	150					175						
		50th Queue												
		95th Queue	5			3			15		0		0	
	PM	Overall LOS	(6.5)											
		Approach LOS	B (10.2)			B (10.2)			F (52.7)			A (0.0)		
		Storage	150					175						
		50th Queue												
		95th Queue	8			0			73		13		0	
NO-BUILD (TWSC)	AM	Overall LOS	(1.1)											
		Approach LOS	B (11.5)			B (13.1)			F (68.9)			A (0.0)		
		Storage	150					175						
		50th Queue												
		95th Queue	5			3			23		3		0	
	PM	Overall LOS	(6.9)											
		Approach LOS	B (10.7)			B (10.8)			F (101.0)			A (0.0)		
		Storage	150					175						
		50th Queue												
		95th Queue	10			0			110		15		0	
BUILD (TWSC)	AM	Overall LOS	(1.6)											
		Approach LOS	B (12.1)			B (10.8)			E (47.2)*			A (0.0)		
		Storage	150					175						
		50th Queue												
		95th Queue	10			0			28		8		0	
	PM	Overall LOS	(8.7)											
		Approach LOS	B (11.1)			B (10.9)			F (111.2)			A (0.0)		
		Storage	150					175						
		50th Queue												
		95th Queue	15			0			125		25		0	

\*Note: LOS Improves from No-Build to Build scenario, as project trips are added to the eastbound right-turn movement, which experiences little delay

The intersection of Lawrenceville Highway (US 29/SR 8) at Mall Access (Intersection 9) is projected to operate at an acceptable overall LOS under the Estimated 2021, Projected 2028 No-Build, and Projected 2028 Build conditions. The eastbound approach is projected to operate at LOS F, as vehicles may experience delay turning onto a major roadway during the peak hours.

In order to improve the approach LOS under the Projected 2028 No-Build and Projected 2028 Build conditions, Kimley-Horn recommends the following system improvements (shown in red on **Figure 8** and **Figure 9**):

- Construct an RCUT intersection, restricting sidestreet left-turns and through movements at the intersection.

As a result of the improvement, all existing eastbound left-turns were routed through the intersection of Lawrenceville Highway (US 29/SR 8) at Orion Drive (Intersection 10). The analysis results for the improved conditions at Intersection 9 are shown in the table on the following page.

Overall LOS Standard: D  
Approach LOS Standard: D

		Lawrenceville Highway (US 29/SR 8)			Lawrenceville Highway (US 29/SR 8)			Mall Access			Private Driveway		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD (TWSC)	AM	Overall LOS	(0.5)										
		Approach LOS	B (11.5)			B (10.7)			B (13.1)			A (0.0)	
		Storage	150					175					
		50th Queue											
		95th Queue	5			3				3		0	
	PM	Overall LOS	(1.0)										
		Approach LOS	B (10.7)			B (11.0)			B (13.1)			A (0.0)	
		Storage	150					175					
		50th Queue											
		95th Queue	10			0				15		0	
BUILD (TWSC)	AM	Overall LOS	(0.8)										
		Approach LOS	B (12.1)			B (10.8)			B (14.0)			A (0.0)	
		Storage	150					175					
		50th Queue											
		95th Queue	10			3				8		0	
	PM	Overall LOS	(1.4)										
		Approach LOS	B (11.1)			B (11.0)			B (14.0)			A (0.0)	
		Storage	150					175					
		50th Queue											
		95th Queue	15			0				25		0	

With the improvements listed above, the intersection of Lawrenceville Highway (US 29/SR 8) at Mall Access (Intersection 9) is projected to operate at or above its overall and approach LOS standards under both Projected 2028 No-Build and Projected 2028 Build conditions.

### 5.10 Lawrenceville Highway (US 29/US 78/SR 8) at Orion Drive (Intersection 10)

Overall LOS Standard: E  
Approach LOS Standard: D/E

		Orion Drive			Orion Drive			Lawrenceville Highway (US 29/SR 8)			Lawrenceville Highway (US 29/SR 8)		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	F (105.9)										
		Approach LOS	E (71.7)			E (64.4)			A (9.4)			F (160.0)	
		Storage					125		475			175	150
		50th Queue		68			69	0	141	93		14	4
		95th Queue		122			121	3	266	383		39	24
	PM	Overall LOS	C (20.2)										
		Approach LOS	F (81.5)			E (76.9)			B (12.9)			C (26.1)	
		Storage					125		475			175	150
		50th Queue		42			189	0	247	384		40	0
		95th Queue		91			330	65	251	284		87	13
NO-BUILD (SIGNAL)	AM	Overall LOS	F (145.5)										
		Approach LOS	E (72.6)			E (65.6)			B (10.8)			F (221.8)	
		Storage					125		475			175	150
		50th Queue		75			75	0	146	229		15	7
		95th Queue		130			128	11	251	519		40	30
	PM	Overall LOS	C (23.8)										
		Approach LOS	F (153.0)			F (83.9)			B (15.5)			C (29.1)	
		Storage					125		475			175	150
		50th Queue		48			212	23	281	1795		45	0
		95th Queue		101			383	95	247	294		101	17
BUILD (SIGNAL)	AM	Overall LOS	F (163.9)										
		Approach LOS	F (338.2)			E (71.5)			B (12.0)			F (251.9)	
		Storage					125		475			175	150
		50th Queue		87			196	85	337	334		15	60
		95th Queue		156			348	177	433	492		40	106
	PM	Overall LOS	D (35.7)										
		Approach LOS	F (259.7)			F (217.1)			B (17.6)			C (28.6)	
		Storage					125		475			175	150
		50th Queue		79			466	151	634	1807		45	48
		95th Queue		191			669	262	512	254		101	87

The intersection of Lawrenceville Highway (US 29/US 78/SR 8) at Orion Drive (Intersection 10) is projected to operate at an unacceptable overall LOS during the AM peak hour under the Estimated 2021, Projected 2028 No-Build, and Projected 2028 Build conditions. Under these scenarios, multiple approaches of the intersection are projected to operate at an unacceptable LOS.

Additionally, the northbound and southbound approaches are projected to operate at unacceptable approach LOS during the PM peak hour under Estimated 2021, Projected 2028 No-Build, and Projected 2028 Build conditions.



In order to improve the overall and approach LOS under the No-Build 2028 and Build 2028 conditions, Kimley-Horn recommends the following system improvements (shown in red on **Figure 8** and **Figure 9**):

- Provide an additional westbound through lane (creating four throughs) along Lawrenceville Highway (US 29/US 78/SR 8).
- Provide an exclusive northbound left-turn lane along Orion Drive.

In order to improve the overall and approach LOS under the Build 2028 conditions, Kimley-Horn recommends the following site access improvements (shown in blue on **Figure 9**):

- Provide an exclusive southbound left-turn lane along Orion Drive.

Due to the increase in volume on the northbound and southbound movements, the split time for these phases were increased to accommodate the additional demand, per the GRTA DRI Review Procedures.

It should be noted that per GRTA's DRI guidelines, an improvement should be considered if an approach operates at a failing LOS, even if the overall intersection operates acceptably. Although the northbound and southbound approaches operate at an unacceptable LOS (LOS E), no feasible improvements exist to improve the approaches to LOS D, as the failing LOS is a result of existing signal timing. Lawrenceville Highway (US 29/US 78/SR 8) is a major arterial commuter corridor connecting I-285, Decatur, and Midtown Atlanta, and this intersection is the first signal after a free-flow expressway segment. The intersection operates at an acceptable overall LOS, and existing signal timings and cycle lengths prioritize vehicular progression on the mainline (Lawrenceville Highway) at the expense of sidestreet operations. The northbound and southbound approaches have been improved to operate at LOS E.

The analysis results for the improved conditions at Intersection 10 are shown in the table below.

Overall LOS Standard: E  
Approach LOS Standard: D/E

Overall LOS Standard: E Approach LOS Standard: D/E			Orion Drive			Orion Drive			Lawrenceville Highway (US 29/SR 8)			Lawrenceville Highway (US 29/SR 8)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	D (46.9)											
		Approach LOS	E (70.4)			E (67.5)			B (11.1)			E (65.6)		
		Storage					125		475			175		150
		50th Queue	50	12			83	0	213	258		15	1051	6
		95th Queue	94	44			138	11	365	520		40	1335	27
	PM	Overall LOS	C (28.4)											
		Approach LOS	E (76.8)			E (71.8)			C (26.6)			C (25.4)		
		Storage					125		475			175		150
		50th Queue	31	7			263	38	347	1884		45	529	0
		95th Queue	69	36			440	107	347	1616		101	561	18
BUILD IMPROVED (SIGNAL)	AM	Overall LOS	D (51.4)											
		Approach LOS	D (54.0)*			E (72.1)			B (11.7)			E (72.0)		
		Storage					125		475			175		150
		50th Queue	47	26		193	12	94	398	347		15	1389	51
		95th Queue	92	66		343	34	189	585	545		40	1415	90
	PM	Overall LOS	D (46.5)											
		Approach LOS	D (50.0)*			E (78.4)			D (50.1)			D (35.4)		
		Storage					125		475			175		150
		50th Queue	29	14		366	19	116	635	2013		45	637	59
		95th Queue	61	46		581	45	213	597	1672		101	677	109

\*Note: LOS Improves from No-Build Improved to Build Improved scenario, as laneage change on the southbound approach allows for more gaps in traffic for vehicles to turn permissively.

With the improvements listed above, the intersection of Lawrenceville Highway (US 29/US78/SR 8) at Orion Drive (Intersection 10) is projected to operate at or above its overall and approach LOS standards.

Per Section 3.2.2.1 of the *GRTA DRI Review Procedures*, the LOS standard for the northbound, northbound and westbound approaches is LOS E since the approaches currently operate at LOS F. Additionally, the overall LOS standard is LOS E since the intersection currently operates at LOS F.

### 5.11 Scott Boulevard (US 29/US 78/SR 8) at DeKalb Industrial Way (Intersection 11)

Overall LOS Standard: D  
Approach LOS Standard: D/E

		DeKalb Industrial Way			Private Driveway			Scott Boulevard (US 29/US 78/SR 8)			Scott Boulevard (US 29/US 78/SR 8)		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	C (24.4)										
		Approach LOS	D (38.1)			A (0.0)			C (32.1)			B (19.4)	
		Storage	175								800		
		50th Queue	71		199		0		483		383	73	
		95th Queue	124		230		0		634		325	72	
	PM	Overall LOS	D (47.6)										
		Approach LOS	F (117.7)			F (145.8)			D (44.9)			C (24.9)	
		Storage	175								800		
		50th Queue	100		424		3		1306		396	84	
		95th Queue	202		614		18		1382		468	103	
NO-BUILD (SIGNAL)	AM	Overall LOS	C (27.4)										
		Approach LOS	D (38.1)			A (0.0)			D (37.4)			C (21.9)	
		Storage	175								800		
		50th Queue	80		228		0		595		405	155	
		95th Queue	134		239		0		752		288	72	
	PM	Overall LOS	E (70.2)										
		Approach LOS	F (140.4)			F (145.8)			F (86.1)			C (25.3)	
		Storage	175								800		
		50th Queue	110		496		3		1606		436	93	
		95th Queue	230		821		18		1560		544	113	
BUILD (SIGNAL)	AM	Overall LOS	C (29.6)										
		Approach LOS	D (38.5)			A (0.0)			D (39.5)			C (24.3)	
		Storage	175								800		
		50th Queue	80		235		0		654		454	370	
		95th Queue	134		252		0		849		281	61	
	PM	Overall LOS	F (81.1)										
		Approach LOS	F (149.8)			F (145.8)			F (106.8)			C (26.0)	
		Storage	175								800		
		50th Queue	110		518		3		1724		431	94	
		95th Queue	230		855		18		1630		552	113	

The intersection of Scott Boulevard (US 29/US 78/SR 8) at DeKalb Industrial Way (Intersection 11) is projected to operate at an acceptable overall LOS under Estimated 2021 conditions. The intersection is expected to operate at an unacceptable LOS during the PM peak hour under Projected 2028 No-Build and Projected 2028 Build conditions.

The northbound approach is projected to operate at an unacceptable LOS during the PM peak hour under Estimated 2021, Projected 2028 No-Build, and Projected 2028 Build conditions. Additionally, the eastbound approach is projected to operate at an unacceptable LOS during the PM peak hour under Projected 2028 No-Build and Projected 2028 Build conditions.

In order to improve the overall and approach LOS under the Projected 2028 No-Build and Projected 2028 Build conditions, Kimley-Horn recommends the following system improvements (shown in red on **Figure 8 and Figure 9**):

- Restrict the southbound private driveway to a right-in/right-out driveway, eliminating the signal phase.
- Provide an additional northbound right-turn lane (creating triple rights) along DeKalb Industrial Way.

Overall LOS Standard: D  
Approach LOS Standard: D/E

		DeKalb Industrial Way			Private Driveway			Scott Boulevard (US 29/US 78/SR 8)			Scott Boulevard (US 29/US 78/SR 8)		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD (SIGNAL)	AM	Overall LOS	C (22.1)										
		Approach LOS	D (35.7)			A (0.0)			C (28.3)			B (16.9)	
		Storage	175								800		
		50th Queue	78		268				519		459	703	
		95th Queue	132		322				581		615	939	
	PM	Overall LOS	D (49.7)										
		Approach LOS	E (60.5)			A (0.0)			D (45.6)			D (49.9)	
		Storage	175								800		
		50th Queue	108		437				1503		445	97	
		95th Queue	171		510				1561		581	109	
BUILD (SIGNAL)	AM	Overall LOS	C (23.0)										
		Approach LOS	D (36.4)			A (0.0)			C (29.2)			B (17.8)	
		Storage	175								800		
		50th Queue	78		284				569		483	827	
		95th Queue	132		340				635		656	1105	
	PM	Overall LOS	D (54.1)										
		Approach LOS	E (64.5)			A (0.0)			D (52.4)			D (51.8)	
		Storage	175								800		
		50th Queue	108		457				1608		447	111	
		95th Queue	171		532				1661		614	201	

With the improvement listed above, the intersection of Scott Boulevard (US 29/US 78/SR 8) at DeKalb Industrial Way (Intersection 11) is projected to operate at or above its overall and approach LOS standards under both Projected 2028 No-Build and Projected 2028 Build conditions.

Per Section 3.2.2.1 of the *GRTA DRI Review Procedures*, the LOS standard for the northbound approach is LOS E since the approach currently operates at LOS F.

### 5.12 Scott Boulevard (US 29/US 78/SR 8) at Church Street (Intersection 12)

Overall LOS Standard: D  
Approach LOS Standard: D/E

		Church Street						Scott Boulevard (US 29/US 78/SR 8)			Scott Boulevard (US 29/US 78/SR 8)		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (GREEN-T)	AM	Overall LOS	A (9.6)										
		Approach LOS	B (16.8)						B (19.3)			A (5.5)	
		Storage									500		
		50th Queue			72				146		205	0	
		95th Queue			90				220		205	0	
	PM	Overall LOS	C (32.5)										
		Approach LOS	F (92.4)						C (23.7)			B (15.6)	
		Storage									500		
		50th Queue			548				518		323	0	
		95th Queue			708				564		422	0	
NO-BUILD (GREEN-T)	AM	Overall LOS	A (9.9)										
		Approach LOS	B (17.3)						C (20.1)			A (5.5)	
		Storage									500		
		50th Queue			78				175		210	0	
		95th Queue			117				224		273	0	
	PM	Overall LOS	D (39.9)										
		Approach LOS	F (128.9)						C (25.8)			B (15.6)	
		Storage									500		
		50th Queue			683				618		367	0	
		95th Queue			834				669		466	0	
BUILD (GREEN-T)	AM	Overall LOS	B (10.1)										
		Approach LOS	B (17.7)						C (20.7)			A (5.5)	
		Storage									500		
		50th Queue			90				184		205	0	
		95th Queue			134				233		289	0	
	PM	Overall LOS	D (45.3)										
		Approach LOS	F (153.3)						C (26.8)			B (17.0)	
		Storage									500		
		50th Queue			751				664		393	0	
		95th Queue			903				717		491	0	

Note: This intersection was modeled using HCM 2000 methodology due to limitations in HCM 6<sup>th</sup> Edition when modeling a Continuous Green-T intersection.

The intersection of Scott Boulevard (US 29/US 78/SR 8) at Church Street (Intersection 12) is projected to operate at an acceptable overall LOS under all studied scenarios.

The northbound approach is projected to operate at an unacceptable LOS during the PM peak hour under Estimated 2021, Projected 2028 No-Build, and Projected 2028 Build conditions.

In order to improve the approach LOS under the Projected 2028 No-Build and Projected 2028 Build conditions, Kimley-Horn recommends the following system improvements (shown in red on **Figure 8** and **Figure 9**):

- Provide an additional northbound right-turn lane (creating triple rights) along Church Street.



The analysis results for the improved conditions at Intersection 12 are shown in the table below.

Overall LOS Standard: D  
Approach LOS Standard: D/E

		Church Street						Scott Boulevard (US 29/US 78/SR 8)			Scott Boulevard (US 29/US 78/SR 8)		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD IMPROVED (GREEN-T)	AM	Overall LOS	A (9.8)										
		Approach LOS	B (16.4)						C (20.1)			A (5.6)	
		Storage									500		
		50th Queue			58				175		171	0	
		95th Queue			85				224		229	0	
	PM	Overall LOS	C (28.6)										
		Approach LOS	E (65.7)						C (25.2)			B (16.0)	
		Storage									500		
		50th Queue			437				618		365	0	
		95th Queue			513				669		437	0	
BUILD IMPROVED (GREEN-T)	AM	Overall LOS	B (10.3)										
		Approach LOS	B (16.7)						C (20.7)			A (6.0)	
		Storage									500		
		50th Queue			67				184		188	0	
		95th Queue			97				233		254	0	
	PM	Overall LOS	C (28.7)										
		Approach LOS	E (69.0)						C (26.8)			B (13.0)*	
		Storage									500		
		50th Queue			471				664		387	0	
		95th Queue			571				717		462	0	

\*Note: LOS Improves from No-Build Improved to Build Improved scenario, as more vehicles are added to the free-flow westbound through movement.

With the improvement listed above, the intersection of Scott Boulevard (US 29/US 78/SR 8) at Church Street (Intersection 12) is projected to operate at or above its overall and approach LOS standards under both Projected 2028 No-Build and Projected 2028 Build conditions.

Per Section 3.2.2.1 of the *GRTA DRI Review Procedures*, the LOS standard for the northbound approach is LOS E since the approach currently operates at LOS F.

### 5.13 Lawrenceville Highway (US 29/SR 8) at Frazier Road/McLendon Drive (Intersection 13)

Overall LOS Standard: D  
Approach LOS Standard: D/E\*

			Lawrenceville Highway (US 29/SR 8)			Lawrenceville Highway (US 29/SR 8)			Frazier Road			McLendon Drive		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	C (31.6)											
		Approach LOS	B (16.2)			C (22.0)			E (71.8)			E (57.4)		
		Storage	100			75			100			250		
		50th Queue	62	171		20	360		125	155		81	178	
		95th Queue	121	258		46	530		199	240		123	253	
	PM	Overall LOS	D (35.8)											
		Approach LOS	C (27.5)			C (26.8)			E (64.6)			D (41.4)		
		Storage	100			75			100			250		
		50th Queue	66	278		87	298		94	344		38	59	
		95th Queue	105	345		133	388		149	547		72	118	
NO-BUILD (SIGNAL)	AM	Overall LOS	D (36.1)											
		Approach LOS	B (18.9)			C (26.3)			F (83.6)			E (58.6)		
		Storage	100			75			100			250		
		50th Queue	92	203		24	451		138	178		88	199	
		95th Queue	192	306		53	665		235	264		134	274	
	PM	Overall LOS	D (41.5)											
		Approach LOS	C (30.8)			C (31.1)			E (78.1)			D (41.9)		
		Storage	100			75			100			250		
		50th Queue	74	321		98	348		106	419		43	72	
		95th Queue	116	394		205	447		165	638		79	135	
BUILD (SIGNAL)	AM	Overall LOS	D (37.0)											
		Approach LOS	C (20.4)			C (28.0)			F (84.4)			E (59.1)		
		Storage	100			75			100			250		
		50th Queue	117	228		24	500		137	188		87	198	
		95th Queue	257	341		54	730		223	275		140	271	
	PM	Overall LOS	D (43.1)											
		Approach LOS	C (31.8)			C (32.8)			F (82.3)			D (41.9)		
		Storage	100			75			100			250		
		50th Queue	77	343		98	384		106	433		43	72	
		95th Queue	144	421		235	484		165	653		79	135	

The intersection of Lawrenceville Highway (US 29/SR 8) at Frazier Road/McLendon Drive (Intersection 13) is projected to operate at an acceptable overall LOS under all studied scenarios.

The eastbound and westbound approaches are projected to operate at an unacceptable LOS during the AM peak hour under Estimated 2021, Projected 2028 No-Build, and Projected 2028 Build conditions. The eastbound approach is projected to operate at an unacceptable LOS during the PM peak hour under Estimated 2021, Projected 2028 No-Build, and Projected 2028 Build conditions.

In order to improve the approach LOS under the Projected 2028 No-Build and Projected 2028 Build conditions, Kimley-Horn recommends the following system improvements (shown in red on **Figure 8** and **Figure 9**):

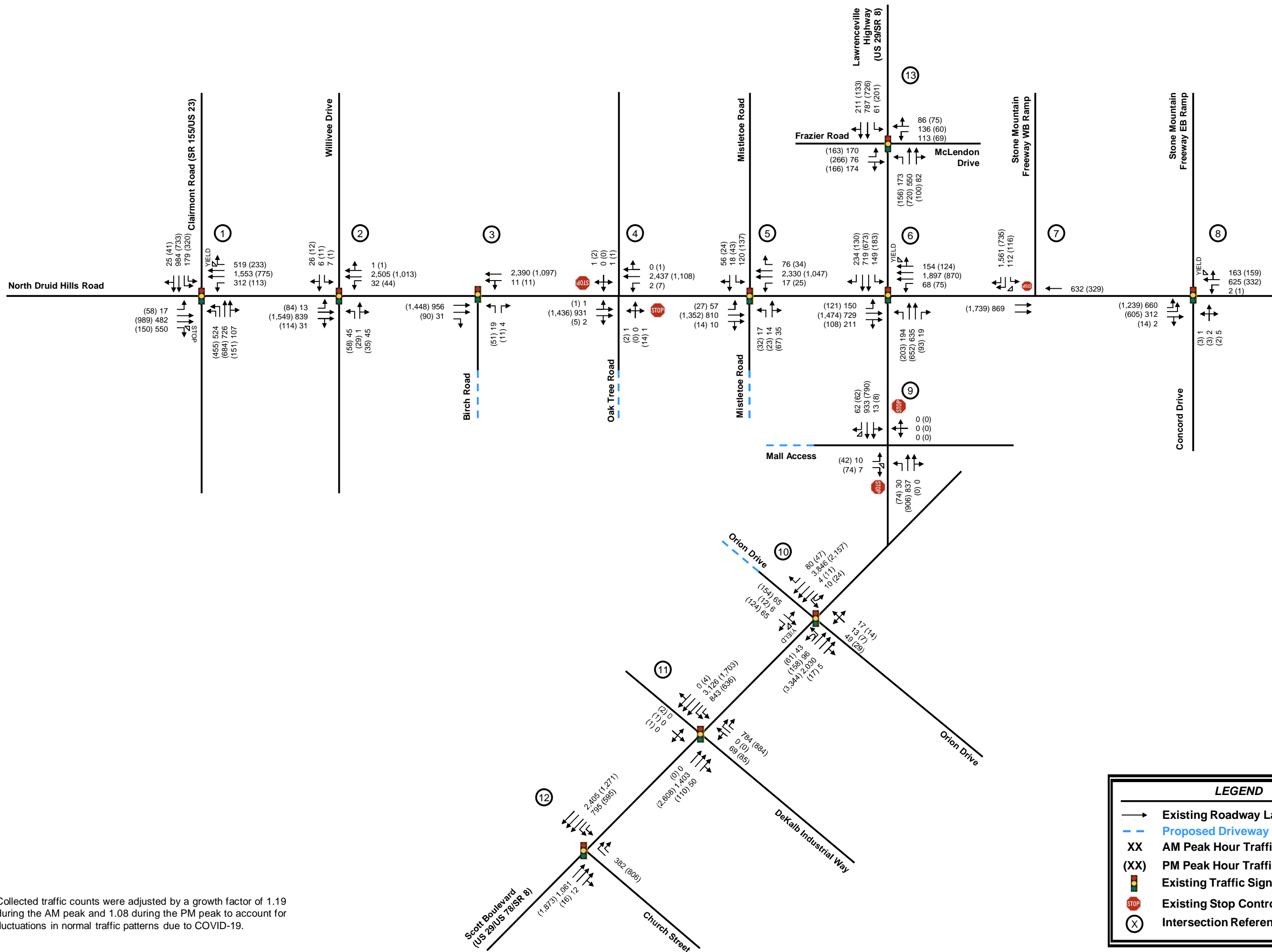
- Construct an exclusive eastbound right-turn lane along Frazier Road
- Construct an exclusive westbound right-turn lane along McLendon Drive.

The analysis results for the improved conditions at Intersection 13 are shown in the table below.

Overall LOS Standard: D Approach LOS Standard: D			Lawrenceville Highway (US 29/SR 8)			Lawrenceville Highway (US 29/SR 8)			Frazier Road			McLendon Drive		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	C (30.2)											
		Approach LOS	B (19.4)			C (27.0)			D (53.5)			D (53.6)		
		Storage	100			75			100			250		
		50th Queue	98	204		24	452		137	73	0	88	134	0
		95th Queue	188	293		50	705		196	123	71	134	201	3
	PM	Overall LOS	C (29.2)											
		Approach LOS	C (22.2)			C (21.8)			D (54.2)			D (49.2)		
		Storage	100			75			100			250		
		50th Queue	64	314		85	322		116	241	0	47	51	0
		95th Queue	126	422		219	477		155	316	58	74	85	12
BUILD IMPROVED (SIGNAL)	AM	Overall LOS	C (31.2)											
		Approach LOS	C (20.9)			C (28.7)			D (53.6)			D (53.7)		
		Storage	100			75			100			250		
		50th Queue	122	228		24	500		137	73	0	88	134	0
		95th Queue	210	325		50	777		196	123	73	134	201	3
	PM	Overall LOS	C (29.7)											
		Approach LOS	C (22.8)			C (22.8)			D (54.6)			D (49.3)		
		Storage	100			75			100			250		
		50th Queue	68	340		85	356		116	241	0	47	51	0
		95th Queue	131	451		247	542		155	317	59	74	85	12

With the improvement listed above, the intersection of Lawrenceville Highway (US 29/SR 8) at Frazier Road/McLendon Drive (Intersection 13) is projected to operate at or above its overall and approach LOS standards under both Projected 2028 No-Build and Projected 2028 Build conditions.

Collected traffic counts were adjusted by a growth factor of 1.19 during the AM peak and 1.08 during the PM peak to account for fluctuations in normal traffic patterns due to COVID-19.



NOT TO SCALE

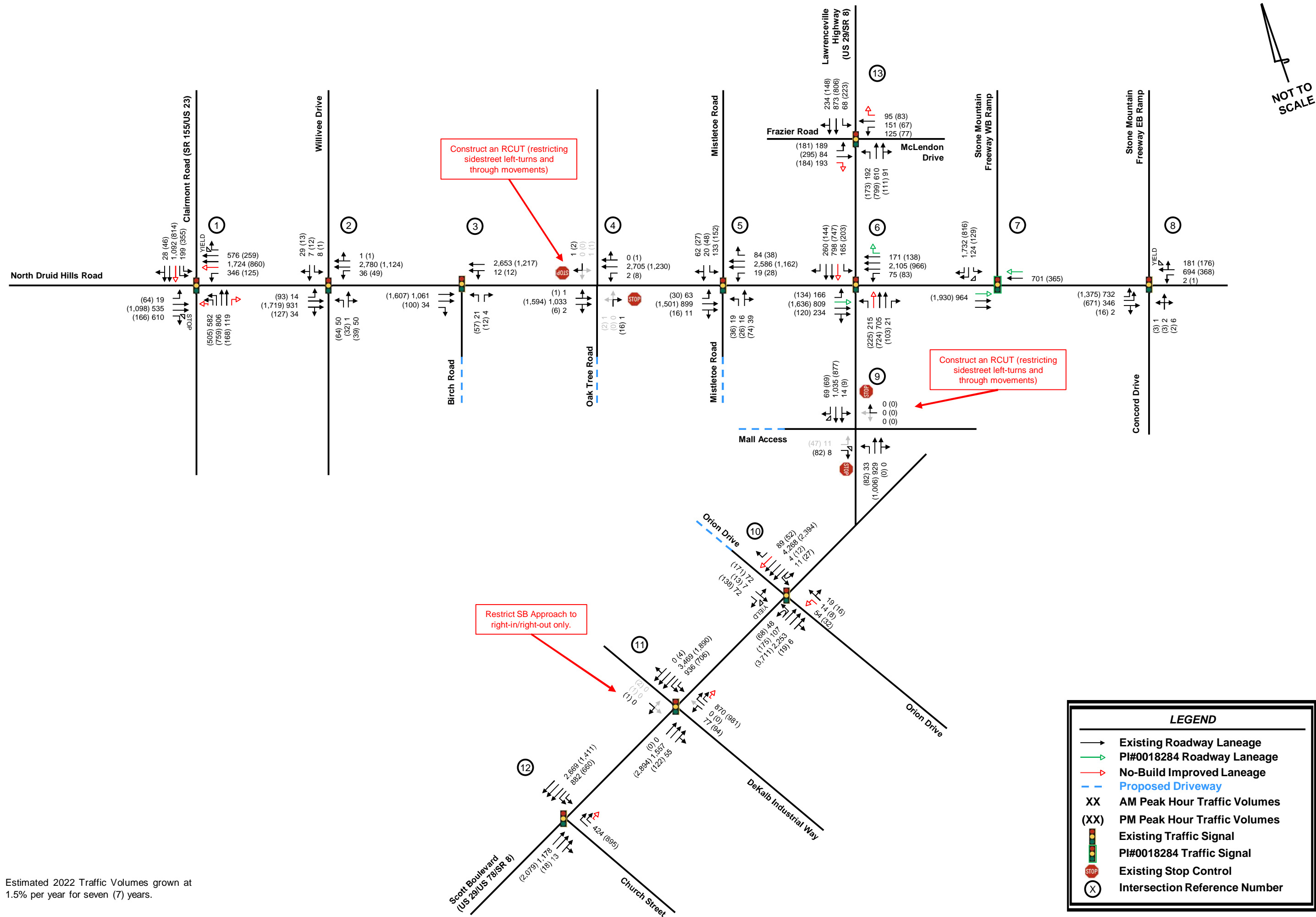
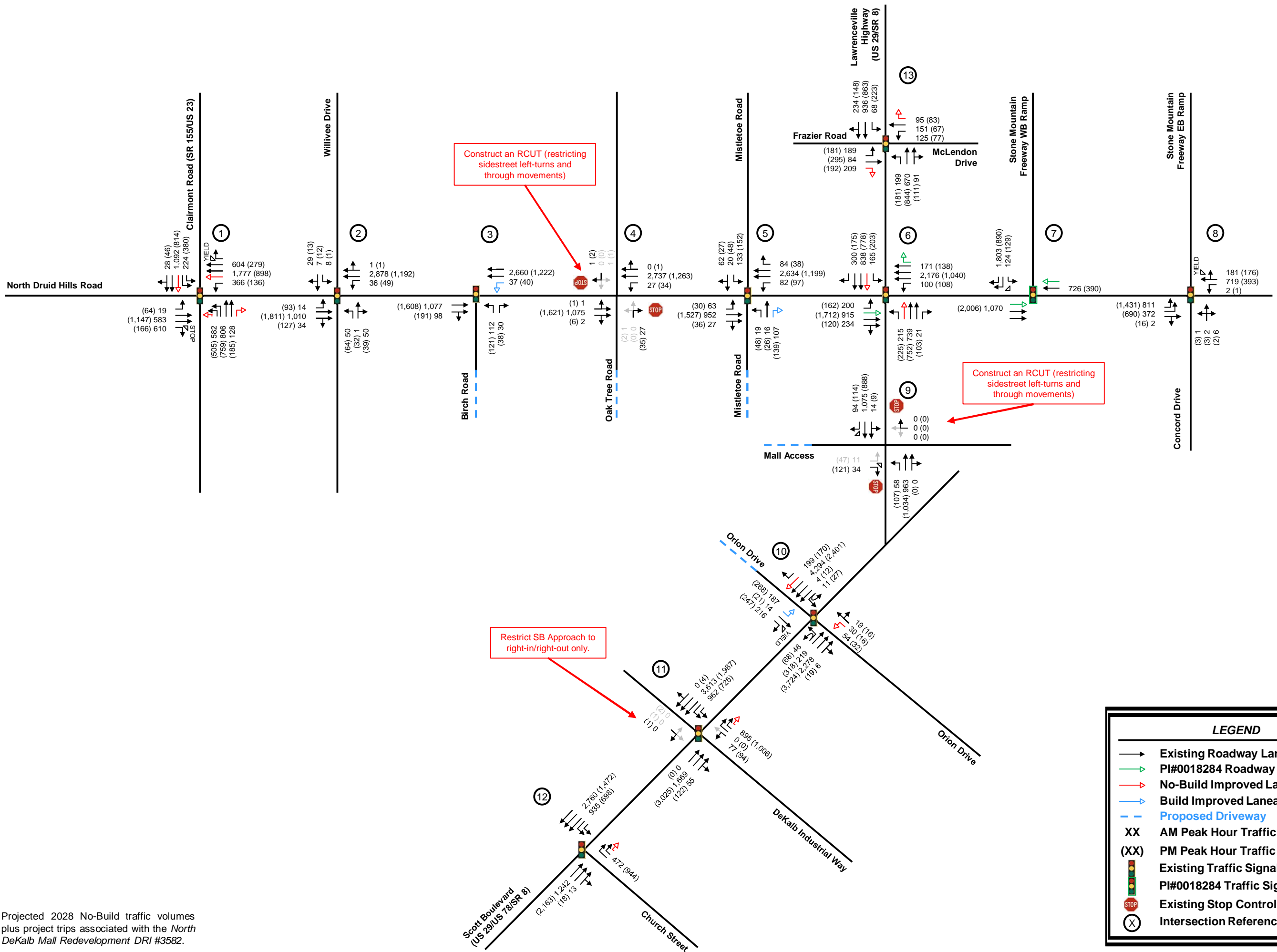


Figure 8

Projected 2028  
No-Build Conditions

North DeKalb Mall  
Redevelopment DRI #3582  
Transportation Analysis





Projected 2028 No-Build traffic volumes plus project trips associated with the North DeKalb Mall Redevelopment DRI #3582.

LEGEND

Existing Roadway Laneage

PI#0018284 Roadway Laneage

No-Build Improved Laneage

Build Improved Laneage

Proposed Driveway

XX

AM Peak Hour Traffic Volumes

(XX)

PM Peak Hour Traffic Volumes

Existing Traffic Signal

PI#0018284 Traffic Signal

STOP

Existing Stop Control

X

Intersection Reference Number

# Proposed Site Plan



DEVELOPMENT SUMMARY	
<b>SITE SUMMARY:</b>	
CURRENT ZONING:	C-1
PROPOSED ZONING:	MJ-4
SITE AREA (AC.):	73.11
TOTAL OPEN SPACE (AC.):	19.04
REQ. OPEN SPACE (10%) (AC.):	7.31
<b>BUILDING SETBACKS:</b>	
FRONT (FT):	0
SIDE (FT):	0
BACK (FT):	10
<b>TRANSITIONAL BUFFERS:</b>	
ABUTTING RESIDENTIAL (FT)	50
<b>ADDITIONAL INFORMATION:</b>	
BASE DENSITY ALLOWED	24 DWELLING UNITS/ ACRE
<b>BONUSES:</b>	
PUBLIC IMPROVEMENTS	20%
MIXED-USE	20%
AMENITY PROXIMITY	20%

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ALPHARETTA, GA 30009  
470-273-3181

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470-299-7059

**JIM MCKENNEY**  
NDM (EDENS), LLC  
1272 5TH STREET NE. 200  
WASHINGTON, DC 20002  
803-269-8913

NON-RESIDENTIAL PARKING SUMMARY					
LAND USE	QUANTITY OF LAND USE	MINIMUM PARKING RATIO	MINIMUM SPACES REQUIRED	MAXIMUM PARKING RATIO	MAXIMUM SPACES ALLOWED
RETAIL & GROCERY	217,275	1 SPACE/500 SF	434.6	1 SPACE/200 SF	1086.4
RESTAURANT	36,000 SF	1 SPACE/150 SF	240.0	1 SPACE/75 SF	480.0
THEATER	2,600 SEATS	1 SPACE/4 SEATS	650.0	1 SPACE/2 SEATS	1300.0
OFFICE	180,000 SF	1 SPACE/500 SF	360.0	1 SPACE/250 SF	720.0
HOTEL	150 ROOMS	1 SPACE/ROOM	150.0	1.2 SPACES/ROOM	180.0
		TOTAL MINIMUM PARKING REQUIRED:	1834.6	TOTAL MAXIMUM PARKING ALLOWED:	3766.4

\* Residential parking for Townhomes shall be provided in garages and for Multi-Family in structured parking garages. Exact amount of parking spaces provided shall be dependent on number of units constructed in each building based on the Zoning Code Requirements.

PROVIDED NON-RESIDENTIAL PARKING SUMMARY		
SITE SUMMARY:		
SURFACE PARKING PROVIDED		859
STREET PARKING PROVIDED		216
MINIMUM STRUCTURED PARKING PROVIDED:		457
TOTAL PARKING PROVIDED:		1,532
<p><b>NOTE:</b> Residential parking for Townhomes shall be provided in garages and for Multi-Family in structured parking garages. Exact amount of parking spaces provided shall be dependent on number of units constructed in each building based on the Zoning Code Requirements.</p>		

Proposed Density	1800 dwelling units
Site Area Total	73.11 Ac.
FAR (non-residential)	0.2 (626,800 SF)/(3184672 SF)
Base Density Allowed (MU-4)	24 dwelling units/acre
Allowable Dwelling Units (No Bonuses)	1754.64 (73.11 x 24) dwelling units
Proposed Residential Density	
Per Acre	0.59 (43.29 AC)/(73.11 AC)
Density Allowed (Bonuses Applied)	38.4 24+(24 x 0.2)+(24 x 0.2)+(24 x 0.2)
Allowable Dwelling Units (Bonuses Applied)	2807.424 (73.11 x 38.4) dwelling units

PREPARED BY  
**Kimley»Horn**  
 © 2021 KIMLEY-HORN AND ASSOCIATES, INC.  
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 PHONE (770) 619-1280  
 WWW.KIMLEY-HORN.COM

[illegible]

**DRI #3582**  
**NORTH DEKALB MALL**  
**REDEVELOPMENT**  
2050 LAWRENCEVILLE HWY, DECATUR, GA 30033



## ZONING SITE PLAN

SHEET NUMBER  
**C1-50**



SITE AREA: 73.11 ACRES  
REQUIRED OPEN SPACE: 7.31 ACRES (10%)

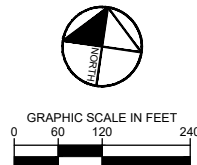
PROPOSED OPEN SPACE :

SOUTHFORK PEACHTREE CREEK: 17.71 AC.  
MULTI-USE PARK: 0.34 AC.  
PROMENADE PARK: 0.24 AC.  
WILD HONEY PARK: 0.28 AC.  
LEMON PARK: 0.34 AC.  
DOG PARK: 0.16 AC.  
PATH OPEN SPACE: 0.07 AC.

PROVIDED TOTAL OPEN SPACE : 19.04 AC.

 OPEN SPACE

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**NDM (EDENS), LLC**  
3050 PEACHTREE ROAD, NW SUITE 580  
ATLANTA, GA 30305

[illegible]

**NORTH DEKALB MALL  
REDEVELOPMENT**  
2050 LAWRENCEVILLE HWY. DECATUR, GA 30033

SSWCC NO. (LEVEL II)	00000XXXXX
DRAWN BY	CLH
DESIGNED BY	CLH
REVIEWED BY	TML
DATE	02/21/2022
PROJECT NO.	018381014

## OPEN SPACE PLAN

NUMBER  
**C1-60**



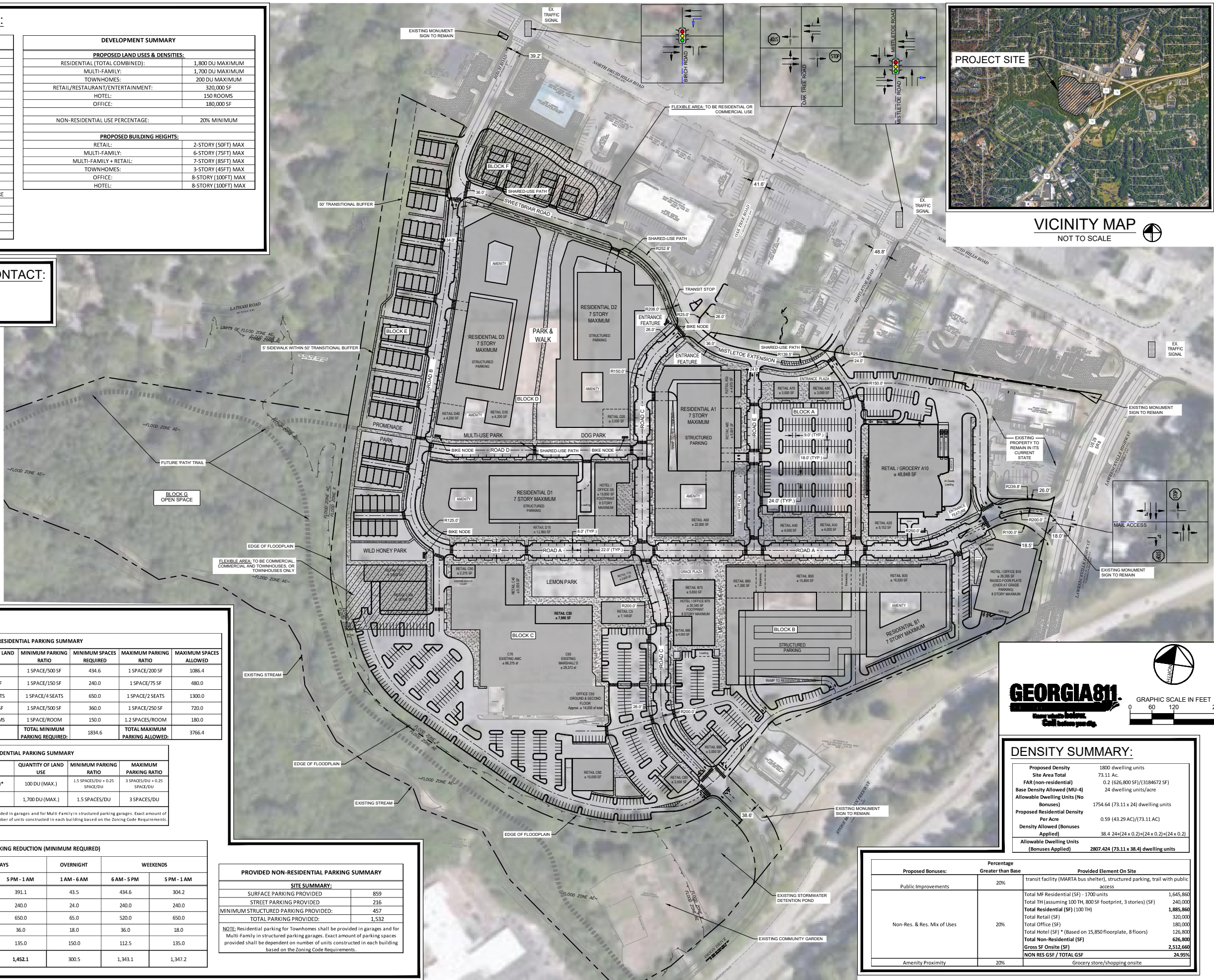
DEVELOPMENT SUMMARY	
<b>SITE SUMMARY:</b>	
CURRENT ZONING:	C-1
PROPOSED ZONING:	MJ-4
SITE AREA (AC.):	73.11
TOTAL OPEN SPACE (AC.):	19.04
REQ. OPEN SPACE (10%) (AC.):	7.31
<b>BUILDING SETBACKS:</b>	
FRONT (FT):	0
SIDE (FT):	0
BACK (FT):	10
<b>TRANSITIONAL BUFFERS:</b>	
ABUTTING RESIDENTIAL (FT)	50
<b>ADDITIONAL INFORMATION:</b>	
BASE DENSITY ALLOWED	24 DWELLING UNITS/ ACRE
<b>BONUSES:</b>	
PUBLIC IMPROVEMENTS	20%
MIXED-USE	20%
AMENITY PROXIMITY	20%

DEVELOPMENT SUMMARY	
<b>PROPOSED LAND USES &amp; DENSITIES:</b>	
RESIDENTIAL (TOTAL COMBINED):	1,800 DU MAXIMUM
MULTI-FAMILY:	1,700 DU MAXIMUM
TOWNHOMES:	200 DU MAXIMUM
RETAIL/RESTAURANT/ENTERTAINMENT:	320,000 SF
HOTEL:	150 ROOMS
OFFICE:	180,000 SF
NON-RESIDENTIAL USE PERCENTAGE:	20% MINIMUM
<b>PROPOSED BUILDING HEIGHTS:</b>	
RETAIL:	2-STORY (50FT) MAX
MULTI-FAMILY:	6-STORY (75FT) MAX
MULTI-FAMILY + RETAIL:	7-STORY (85FT) MAX
TOWNHOMES:	3-STORY (45FT) MAX
OFFICE:	8-STORY (100FT) MAX
HOTEL:	8-STORY (100FT) MAX

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1272 5TH STREET NE. 200  
WASHINGTON, DC 20002  
803-269-8913



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GRAPHIC SCALE IN FEET

0 60 120 240

DENSITY SUMMARY:	
Proposed Density Site Area Total	1800 dwelling units 73.11 Ac.
FAR (non-residential)	0.2 (626,800 SF)/(318462.72 SF)
Base Density Allowed (MU-4)	24 dwelling units/acre
Allowable Dwelling Units (No Bonuses)	1754.64 (73.11 x 24) dwelling units
Proposed Residential Density Per Acre	59 (43.29 AC)/(73.11 AC)
Density Allowed (Bonuses Applied)	0.58 (24 x 24) + 0.2 (24 x 0.2) + (24 x 0.2)
Allowable Dwelling Units (Bonuses Applied)	2807.424 (73.11 x 38.4) dwelling units

Percentage			
Proposed Bonuses:	Greater than Base	Provided Element On Site	
Public Improvements	20%	transit facility (MARTA bus shelter), structured parking, trail with public access	
		Total MF Residential (SF) - 1700 units	1,645,860
		Total TH (assuming 100 TH, 800 SF footprint, 3 stories) (SF)	240,000
		<b>Total Residential (SF) (100 TH)</b>	<b>1,885,860</b>
		Total Retail (SF)	320,000
		Total Office (SF)	180,000
		Total Hotel (SF) * (Based on 15,850 floorplate, 8 floors)	126,800
		<b>Total Non-Residential (SF)</b>	<b>626,800</b>
		<b>Gross SF Onsite (SF)</b>	<b>2,512,660</b>
		<b>NON RES GSF / TOTAL GSF</b>	<b>24.95%</b>
Amenity Proximity	20%	Grocery store/shopping onsite	

SHARED PARKING REDUCTION (MINIMUM REQUIRED)					
LAND USE	WEEKDAYS		OVERNIGHT	WEEKENDS	
	6 AM - 5 PM	5 PM - 1 AM	1 AM - 6 AM	6 AM - 5 PM	5 PM - 1 AM
RETAIL & GROCERY	260.7	391.1	43.5	434.6	304.2
RESTAURANT	120.0	240.0	24.0	240.0	240.0
THEATER	260.0	650.0	65.0	520.0	650.0
OFFICE	360.0	36.0	18.0	36.0	18.0
HOTEL	112.5	135.0	150.0	112.5	135.0
TOTAL	1,113.2	1,452.1	300.5	1,343.1	1,347.2

PROVIDED NON-RESIDENTIAL PARKING SUMMARY	
<b>SITE SUMMARY:</b>	
SURFACE PARKING PROVIDED	859
STREET PARKING PROVIDED	216
MINIMUM STRUCTURED PARKING PROVIDED:	457
<b>TOTAL PARKING PROVIDED:</b>	<b>1,532</b>
<p><b>NOTE:</b> Residential parking for Townhomes shall be provided in garages and for Multi-Family in structured parking garages. Exact amount of parking spaces provided shall be dependent on number of units constructed in each building based on the Zoning Code Requirements.</p>	



# Trip Generation Analysis

**North Dekalb Mall Redevelopment DRI #3582**  
**Dekalb County, GA**

k:\alp\_tpto\018381012\_north dekalb mall traffic - dekalb county - july 2021\02\_dri\_dri phase 2\analysis\cqi\_analysis-10thedition\_ic-2ndeddaily\_3rdedam-pm.xls\trip generation

# Intersection Volume Worksheets

# INTERSECTION VOLUME DEVELOPMENT

## Intersection #1: North Druid Hills Road @ Clairmont Road (US 23/SR 155) AM PEAK HOUR

Description	Clairmont Road (US 23/SR 155) Northbound			Clairmont Road (US 23/SR 155) Southbound			North Druid Hills Road Eastbound			North Druid Hills Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	440	610	90	150	827	21	14	405	462	262	1,305	436
Pedestrians	0			0			29			0		
Conflicting Pedestrians	29		0	0		29	0		0	0		0
Heavy Vehicles	3	11	2	2	12	0	2	21	7	2	30	11
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	14%	5%	2%	2%	2%	3%
Peak Hour Factor	0.94			0.94			0.94			0.94		
Adjustment	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Adjusted 2021 Volumes	524	726	107	179	984	25	17	482	550	312	1553	519
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	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	582	806	119	199	1,092	28	19	535	610	346	1,724	576
<b>Project Trips</b>												
Trip Distribution IN			5%	5%				10%				
Trip Distribution OUT										5%	10%	5%
Residential Trips	0	0	7	7	0	0	0	13	0	18	36	18
Trip Distribution IN			5%	5%				10%				
Trip Distribution OUT										5%	10%	5%
Hotel Trips	0	0	2	2	0	0	0	4	0	1	2	1
Trip Distribution IN				5%				10%				
Trip Distribution OUT										10%	5%	
Office Trips	0	0	0	6	0	0	0	12	0	0	0	0
Trip Distribution IN				5%				10%				
Trip Distribution OUT										10%	5%	
Retail Trips	0	0	0	6	0	0	0	12	0	0	9	4
Trip Distribution IN				5%				10%				
Trip Distribution OUT										10%	5%	
Restaurant Trips	0	0	0	4	0	0	0	7	0	0	6	3
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	9	25	0	0	0	48	0	19	53	26
<b>2028 Buildout Total</b>	<b>582</b>	<b>806</b>	<b>128</b>	<b>224</b>	<b>1,092</b>	<b>28</b>	<b>19</b>	<b>583</b>	<b>610</b>	<b>365</b>	<b>1,777</b>	<b>602</b>

## PM PEAK HOUR

Description	Clairmont Road (US 23/SR 155) Northbound			Clairmont Road (US 23/SR 155) Southbound			North Druid Hills Road Eastbound			North Druid Hills Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	433	651	144	305	698	39	55	942	143	108	738	222
Pedestrians	0			0			8			0		
Conflicting Pedestrians	8		0	0		8	0		0	0		0
Heavy Vehicles	0	10	0	6	4	0	0	5	1	3	4	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%
Peak Hour Factor	0.94			0.94			0.94			0.94		
Adjustment	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Adjusted 2021 Volumes	455	684	151	320	733	41	58	989	150	113	775	233
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	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	505	759	168	355	814	46	64	1,098	166	125	860	259
<b>Project Trips</b>												
Trip Distribution IN			5%	5%				10%				
Trip Distribution OUT										5%	10%	5%
Residential Trips	0	0	16	16	0	0	0	33	0	10	19	10
Trip Distribution IN			5%	5%				10%				
Trip Distribution OUT										5%	10%	5%
Hotel Trips	0	0	1	1	0	0	0	2	0	1	2	1
Trip Distribution IN				5%				10%				
Trip Distribution OUT										10%	5%	
Office Trips	0	0	0	1	0	0	0	1	0	0	13	6
Trip Distribution IN				5%				10%				
Trip Distribution OUT										10%	5%	
Retail Trips	0	0	0	3	0	0	0	6	0	0	2	1
Trip Distribution IN				5%				10%				
Trip Distribution OUT										10%	5%	
Restaurant Trips	0	0	0	4	0	0	0	7	0	0	2	1
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	17	25	0	0	0	49	0	11	38	19
<b>2028 Buildout Total</b>	<b>505</b>	<b>759</b>	<b>185</b>	<b>380</b>	<b>814</b>	<b>46</b>	<b>64</b>	<b>1,147</b>	<b>166</b>	<b>136</b>	<b>898</b>	<b>278</b>

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## INTERSECTION VOLUME DEVELOPMENT

### Intersection #2: North Druid Hills Road @ Willivee Drive AM PEAK HOUR

Description	Willivee Drive Northbound			Willivee Drive Southbound			North Druid Hills Road Eastbound			North Druid Hills Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	38	1	38	6	5	22	11	705	26	27	2,105	1
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	0	1	0	1	0	0	23	1	1	46	1
Heavy Vehicle %	3%	2%	3%	2%	20%	2%	2%	3%	4%	4%	2%	100%
Peak Hour Factor	0.99			0.99			0.99			0.99		
Adjustment	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Adjusted 2021 Volumes	45	1	45	7	6	26	13	839	31	32	2505	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	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	50	1	50	8	7	29	14	931	34	36	2,780	1
<b>Project Trips</b>												
Trip Distribution IN							20%					
Trip Distribution OUT										20%		
Residential Trips	0	0	0	0	0	0	0	26	0	0	73	0
Trip Distribution IN							20%					
Trip Distribution OUT										20%		
Hotel Trips	0	0	0	0	0	0	0	7	0	0	3	0
Trip Distribution IN							15%					
Trip Distribution OUT										15%		
Office Trips	0	0	0	0	0	0	0	17	0	0	0	0
Trip Distribution IN							15%					
Trip Distribution OUT										15%		
Retail Trips	0	0	0	0	0	0	0	18	0	0	13	0
Trip Distribution IN							15%					
Trip Distribution OUT										15%		
Restaurant Trips	0	0	0	0	0	0	0	11	0	0	9	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	0	79	0	0	98	0
<b>2028 Buildout Total</b>	<b>50</b>	<b>1</b>	<b>50</b>	<b>8</b>	<b>7</b>	<b>29</b>	<b>14</b>	<b>1,010</b>	<b>34</b>	<b>36</b>	<b>2,878</b>	<b>1</b>

### PM PEAK HOUR

Description	Willivee Drive Northbound			Willivee Drive Southbound			North Druid Hills Road Eastbound			North Druid Hills Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	55	28	33	1	10	11	80	1,475	109	42	965	1
Pedestrians	2			0			0			1		
Conflicting Pedestrians	0		1	1		0	0		2	2		0
Heavy Vehicles	1	1	1	1	0	3	2	27	1	1	5	0
Heavy Vehicle %	2%	4%	3%	100%	2%	27%	3%	2%	2%	2%	2%	2%
Peak Hour Factor	0.94			0.94			0.94			0.94		
Adjustment	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Adjusted 2021 Volumes	58	29	35	1	11	12	84	1549	114	44	1013	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	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	64	32	39	1	12	13	93	1,719	127	49	1,124	1
<b>Project Trips</b>												
Trip Distribution IN							20%					
Trip Distribution OUT										20%		
Residential Trips	0	0	0	0	0	0	0	66	0	0	39	0
Trip Distribution IN							20%					
Trip Distribution OUT										20%		
Hotel Trips	0	0	0	0	0	0	0	4	0	0	5	0
Trip Distribution IN							15%					
Trip Distribution OUT										15%		
Office Trips	0	0	0	0	0	0	0	2	0	0	19	0
Trip Distribution IN							15%					
Trip Distribution OUT										15%		
Retail Trips	0	0	0	0	0	0	0	9	0	0	3	0
Trip Distribution IN							15%					
Trip Distribution OUT										15%		
Restaurant Trips	0	0	0	0	0	0	0	11	0	0	2	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	0	92	0	0	68	0
<b>2028 Buildout Total</b>	<b>64</b>	<b>32</b>	<b>39</b>	<b>1</b>	<b>12</b>	<b>13</b>	<b>93</b>	<b>1,811</b>	<b>127</b>	<b>49</b>	<b>1,192</b>	<b>1</b>

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## INTERSECTION VOLUME DEVELOPMENT

### Intersection #3: North Druid Hills Road @ Birch Road AM PEAK HOUR

Description	Birch Road Northbound			Southbound			North Druid Hills Road Eastbound			North Druid Hills Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	16	0	3	0	0	0	0	803	26	9	2,008	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	29	1	5	38	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	4%	4%	56%	2%	0%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Adjustment	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Adjusted 2021 Volumes	19	0	4	0	0	0	0	956	31	11	2390	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	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	21	0	4	0	0	0	0	1,061	34	12	2,653	0
<b>Project Trips</b>												
Trip Distribution IN									20%	5%		
Trip Distribution OUT	20%		5%									
Residential Trips	73	0	18	0	0	0	0	0	26	7	0	0
Trip Distribution IN									20%	5%		
Trip Distribution OUT	20%		5%									
Hotel Trips	3	0	1	0	0	0	0	0	7	2	0	0
Trip Distribution IN									5%	10%	5%	
Trip Distribution OUT	10%		5%								5%	
Office Trips	0	0	0	0	0	0	0	6	12	6	0	0
Trip Distribution IN									5%	10%	5%	
Trip Distribution OUT	10%		5%								5%	
Retail Trips	9	0	4	0	0	0	0	6	12	6	4	0
Trip Distribution IN									5%	10%	5%	
Trip Distribution OUT	10%		5%								5%	
Restaurant Trips	6	0	3	0	0	0	0	4	7	4	3	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	91	0	26	0	0	0	0	16	64	25	7	0
<b>2028 Buildout Total</b>	<b>112</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,077</b>	<b>98</b>	<b>37</b>	<b>2,660</b>	<b>0</b>

### PM PEAK HOUR

Description	Birch Road Northbound			Southbound			North Druid Hills Road Eastbound			North Druid Hills Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	49	0	10	0	0	0	0	1,379	86	10	1,045	0
Pedestrians	2			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		2	2		0
Heavy Vehicles	0	0	0	0	0	0	0	12	2	5	9	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	50%	2%	0%
Peak Hour Factor	0.99			0.99			0.99			0.99		
Adjustment	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Adjusted 2021 Volumes	51	0	11	0	0	0	0	1,448	90	11	1,097	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	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	57	0	12	0	0	0	0	1,607	100	12	1,217	0
<b>Project Trips</b>												
Trip Distribution IN									20%	5%		
Trip Distribution OUT	20%		5%									
Residential Trips	39	0	10	0	0	0	0	0	66	16	0	0
Trip Distribution IN									20%	5%		
Trip Distribution OUT	20%		5%									
Hotel Trips	5	0	1	0	0	0	0	0	4	1	0	0
Trip Distribution IN									5%	10%	5%	
Trip Distribution OUT	10%		5%								5%	
Office Trips	13	0	6	0	0	0	0	1	1	1	6	0
Trip Distribution IN									5%	10%	5%	
Trip Distribution OUT	10%		5%								5%	
Retail Trips	2	0	1	0	0	0	0	3	6	3	1	0
Trip Distribution IN									5%	10%	5%	
Trip Distribution OUT	10%		5%								5%	
Restaurant Trips	2	0	1	0	0	0	0	4	7	4	1	0
Pass-By Trips	3	0	7	0	0	0	0	-7	7	3	-3	0
Total Project Trips	64	0	26	0	0	0	0	1	91	28	5	0
<b>2028 Buildout Total</b>	<b>121</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,608</b>	<b>191</b>	<b>40</b>	<b>1,222</b>	<b>0</b>

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## INTERSECTION VOLUME DEVELOPMENT

### Intersection #4: North Druid Hills Road @ Oak Tree Road / Private Driveway AM PEAK HOUR

Description	Oak Tree Road Northbound			Private Driveway Southbound			North Druid Hills Road Eastbound			North Druid Hills Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	1	0	1	1	0	1	1	782	2	2	2,048	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	29	0	0	39	0
Heavy Vehicle %	2%	0%	2%	2%	0%	2%	2%	4%	2%	2%	2%	0%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Adjusted 2021 Volumes	1	0	1	1	0	1	1	931	2	2	2437	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	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	1	0	1	1	0	1	1	1,033	2	2	2,705	0
<b>Project Trips</b>												
Trip Distribution IN										5%	5%	
Trip Distribution OUT			5%					5%				
Residential Trips	0	0	18	0	0	0	0	18	0	7	7	0
Trip Distribution IN										5%	5%	
Trip Distribution OUT			5%					5%				
Hotel Trips	0	0	1	0	0	0	0	1	0	2	2	0
Trip Distribution IN								5%		5%	5%	
Trip Distribution OUT			5%					5%		5%	5%	
Office Trips	0	0	0	0	0	0	0	6	0	6	6	0
Trip Distribution IN								5%		5%	5%	
Trip Distribution OUT			5%					5%		5%	5%	
Retail Trips	0	0	4	0	0	0	0	10	0	6	10	0
Trip Distribution IN								5%		5%	5%	
Trip Distribution OUT			5%					5%		5%	5%	
Restaurant Trips	0	0	3	0	0	0	0	7	0	4	7	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	26	0	0	0	0	42	0	25	32	0
<b>2028 Buildout Total</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1,075</b>	<b>2</b>	<b>27</b>	<b>2,737</b>	<b>0</b>

### PM PEAK HOUR

Description	Oak Tree Road Northbound			Private Driveway Southbound			North Druid Hills Road Eastbound			North Druid Hills Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	2	0	13	1	0	2	1	1,368	5	7	1,055	1
Pedestrians		2			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		2	2		0
Heavy Vehicles	0	0	0	0	0	0	0	12	2	0	14	0
Heavy Vehicle %	2%	0%	2%	2%	0%	2%	2%	2%	40%	2%	2%	2%
Peak Hour Factor		0.99			0.99			0.99			0.99	
Adjustment	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Adjusted 2021 Volumes	2	0	14	1	0	2	1	1436	5	7	1108	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	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	2	0	16	1	0	2	1	1,594	6	8	1,230	1
<b>Project Trips</b>												
Trip Distribution IN										5%	5%	
Trip Distribution OUT			5%					5%				
Residential Trips	0	0	10	0	0	0	0	10	0	16	16	0
Trip Distribution IN										5%	5%	
Trip Distribution OUT			5%					5%				
Hotel Trips	0	0	1	0	0	0	0	1	0	1	1	0
Trip Distribution IN								5%		5%	5%	
Trip Distribution OUT			5%					5%		5%	5%	
Office Trips	0	0	6	0	0	0	0	7	0	1	7	0
Trip Distribution IN								5%		5%	5%	
Trip Distribution OUT			5%					5%		5%	5%	
Retail Trips	0	0	1	0	0	0	0	4	0	3	4	0
Trip Distribution IN								5%		5%	5%	
Trip Distribution OUT			5%					5%		5%	5%	
Restaurant Trips	0	0	1	0	0	0	0	5	0	4	5	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	19	0	0	0	0	27	0	25	33	0
<b>2028 Buildout Total</b>	<b>2</b>	<b>0</b>	<b>35</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1,621</b>	<b>6</b>	<b>33</b>	<b>1,263</b>	<b>1</b>

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## INTERSECTION VOLUME DEVELOPMENT

### Intersection #5: North Druid Hills Road @ Mistletoe Road AM PEAK HOUR

Description	Mistletoe Road Northbound			Mistletoe Road Southbound			North Druid Hills Road Eastbound			North Druid Hills Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	14	12	29	101	15	47	48	681	8	14	1,958	64
Pedestrians		0			0			0			2	
Conflicting Pedestrians	0		2	2		0	0		0	0		0
Heavy Vehicles	0	0	6	6	0	0	2	28	0	0	44	0
Heavy Vehicle %	2%	2%	21%	6%	2%	2%	4%	4%	2%	2%	2%	2%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Adjusted 2021 Volumes	17	14	35	120	18	56	57	810	10	17	2330	76
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	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	19	16	39	133	20	62	63	899	11	19	2,586	84
<b>Project Trips</b>												
Trip Distribution IN										10%	10%	
Trip Distribution OUT			10%					10%				
Residential Trips	0	0	36	0	0	0	0	36	0	13	13	0
Trip Distribution IN										10%	10%	
Trip Distribution OUT			10%					10%				
Hotel Trips	0	0	2	0	0	0	0	2	0	4	4	0
Trip Distribution IN									5%	15%	10%	
Trip Distribution OUT			20%					10%				
Office Trips	0	0	0	0	0	0	0	0	6	17	12	0
Trip Distribution IN									5%	15%	10%	
Trip Distribution OUT			20%					10%				
Retail Trips	0	0	18	0	0	0	0	9	6	18	12	0
Trip Distribution IN									5%	15%	10%	
Trip Distribution OUT			20%					10%				
Restaurant Trips	0	0	12	0	0	0	0	6	4	11	7	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	68	0	0	0	0	53	16	63	48	0
<b>2028 Buildout Total</b>	<b>19</b>	<b>16</b>	<b>107</b>	<b>133</b>	<b>20</b>	<b>62</b>	<b>63</b>	<b>952</b>	<b>27</b>	<b>82</b>	<b>2,634</b>	<b>84</b>

### PM PEAK HOUR

Description	Mistletoe Road Northbound			Mistletoe Road Southbound			North Druid Hills Road Eastbound			North Druid Hills Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	30	22	64	130	41	23	26	1,288	13	24	997	32
Pedestrians		4			1			1			5	
Conflicting Pedestrians	1		5	5		1	1		4	4		1
Heavy Vehicles	0	0	5	2	0	0	1	14	0	0	14	0
Heavy Vehicle %	2%	2%	8%	2%	2%	2%	4%	2%	2%	2%	2%	2%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Adjusted 2021 Volumes	32	23	67	137	43	24	27	1352	14	25	1047	34
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	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	36	26	74	152	48	27	30	1,501	16	28	1,162	38
<b>Project Trips</b>												
Trip Distribution IN										10%	10%	
Trip Distribution OUT			10%					10%				
Residential Trips	0	0	19	0	0	0	0	19	0	33	33	0
Trip Distribution IN										10%	10%	
Trip Distribution OUT			10%					10%				
Hotel Trips	0	0	2	0	0	0	0	2	0	2	2	0
Trip Distribution IN									5%	15%	10%	
Trip Distribution OUT			20%					10%				
Office Trips	0	0	25	0	0	0	0	13	1	2	1	0
Trip Distribution IN									5%	15%	10%	
Trip Distribution OUT			20%					10%				
Retail Trips	0	0	4	0	0	0	0	2	3	9	6	0
Trip Distribution IN									5%	15%	10%	
Trip Distribution OUT			20%					10%				
Restaurant Trips	0	0	3	0	0	0	0	2	4	11	7	0
Pass-By Trips	12	0	12	0	0	0	0	-12	12	12	-12	0
Total Project Trips	12	0	65	0	0	0	0	26	20	69	37	0
<b>2028 Buildout Total</b>	<b>48</b>	<b>26</b>	<b>139</b>	<b>152</b>	<b>48</b>	<b>27</b>	<b>30</b>	<b>1,527</b>	<b>36</b>	<b>97</b>	<b>1,199</b>	<b>38</b>

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## INTERSECTION VOLUME DEVELOPMENT

### Intersection #6: North Druid Hills Road @ Lawrenceville Highway (US 29/SR 8) AM PEAK HOUR

Description	Lawrenceville Highway (US 29/SR 8) Northbound			Lawrenceville Highway (US 29/SR 8) Southbound			North Druid Hills Road Eastbound			North Druid Hills Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	163	534	16	125	604	197	126	613	177	57	1,594	129
Pedestrians		1			2			6			0	
Conflicting Pedestrians	6		0	0		6	2		1	1		2
Heavy Vehicles	4	13	1	2	13	10	9	24	8	2	26	4
Heavy Vehicle %	2%	2%	6%	2%	2%	5%	7%	4%	5%	4%	2%	3%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Adjusted 2021 Volumes	194	635	19	149	719	234	150	729	211	68	1897	154
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	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	215	705	21	165	798	260	166	809	234	75	2,105	171
<b>Project Trips</b>												
Trip Distribution IN					5%	5%				5%	15%	
Trip Distribution OUT		5%					5%	20%				
Residential Trips	0	18	0	0	7	7	18	73	0	7	20	0
Trip Distribution IN					5%	5%				5%	15%	
Trip Distribution OUT		5%					5%	20%				
Hotel Trips	0	1	0	0	2	2	1	3	0	2	5	0
Trip Distribution IN					10%	10%				5%	15%	
Trip Distribution OUT		10%					10%	20%				
Office Trips	0	0	0	0	12	12	0	0	0	6	17	0
Trip Distribution IN					10%	10%				5%	15%	
Trip Distribution OUT		10%					10%	20%				
Retail Trips	0	9	0	0	12	12	9	18	0	6	18	0
Trip Distribution IN					10%	10%				5%	15%	
Trip Distribution OUT		10%					10%	20%				
Restaurant Trips	0	6	0	0	7	7	6	12	0	4	11	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	34	0	0	40	40	34	106	0	25	71	0
<b>2028 Buildout Total</b>	<b>215</b>	<b>739</b>	<b>21</b>	<b>165</b>	<b>838</b>	<b>300</b>	<b>200</b>	<b>915</b>	<b>234</b>	<b>100</b>	<b>2,176</b>	<b>171</b>

### PM PEAK HOUR

Description	Lawrenceville Highway (US 29/SR 8) Northbound			Lawrenceville Highway (US 29/SR 8) Southbound			North Druid Hills Road Eastbound			North Druid Hills Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	193	621	89	174	641	124	115	1,404	103	71	829	118
Pedestrians		2			0			3			0	
Conflicting Pedestrians	3		0	0		3	0		2	2		0
Heavy Vehicles	6	5	0	3	5	2	1	22	4	0	9	2
Heavy Vehicle %	3%	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Adjusted 2021 Volumes	203	652	93	183	673	130	121	1474	108	75	870	124
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	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	225	724	103	203	747	144	134	1,636	120	83	966	138
<b>Project Trips</b>												
Trip Distribution IN					5%	5%				5%	15%	
Trip Distribution OUT		5%					5%	20%				
Residential Trips	0	10	0	0	16	16	10	39	0	16	49	0
Trip Distribution IN					5%	5%				5%	15%	
Trip Distribution OUT		5%					5%	20%				
Hotel Trips	0	1	0	0	1	1	1	5	0	1	3	0
Trip Distribution IN					10%	10%				5%	15%	
Trip Distribution OUT		10%					10%	20%				
Office Trips	0	13	0	0	1	1	13	25	0	1	2	0
Trip Distribution IN					10%	10%				5%	15%	
Trip Distribution OUT		10%					10%	20%				
Retail Trips	0	2	0	0	6	6	2	4	0	3	9	0
Trip Distribution IN					10%	10%				5%	15%	
Trip Distribution OUT		10%					10%	20%				
Restaurant Trips	0	2	0	0	7	7	2	3	0	4	11	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	28	0	0	31	31	28	76	0	25	74	0
<b>2028 Buildout Total</b>	<b>225</b>	<b>752</b>	<b>103</b>	<b>203</b>	<b>778</b>	<b>175</b>	<b>162</b>	<b>1,712</b>	<b>120</b>	<b>108</b>	<b>1,040</b>	<b>138</b>

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## INTERSECTION VOLUME DEVELOPMENT

### Intersection #7: North Druid Hills Road @ Stone Mountain Freeway WB Ramps AM PEAK HOUR

Description	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	0	0	0	94	0	1,312	0	730	0	0	531	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	3	0	15	0	30	0	0	16	0
Heavy Vehicle %	0%	0%	0%	3%	0%	2%	0%	4%	0%	0%	3%	0%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Adjusted 2021 Volumes	0	0	0	112	0	1561	0	869	0	0	632	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	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	0	0	0	124	0	1,732	0	964	0	0	701	0
<b>Project Trips</b>												
Trip Distribution IN						15%					5%	
Trip Distribution OUT								20%				
Residential Trips	0	0	0	0	0	20	0	73	0	0	7	0
Trip Distribution IN						15%					5%	
Trip Distribution OUT								20%				
Hotel Trips	0	0	0	0	0	5	0	3	0	0	2	0
Trip Distribution IN						15%					5%	
Trip Distribution OUT								20%				
Office Trips	0	0	0	0	0	17	0	0	0	0	6	0
Trip Distribution IN						15%					5%	
Trip Distribution OUT								20%				
Retail Trips	0	0	0	0	0	18	0	18	0	0	6	0
Trip Distribution IN						15%					5%	
Trip Distribution OUT								20%				
Restaurant Trips	0	0	0	0	0	11	0	12	0	0	4	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	71	0	106	0	0	25	0
<b>2028 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>124</b>	<b>0</b>	<b>1,803</b>	<b>0</b>	<b>1,070</b>	<b>0</b>	<b>0</b>	<b>726</b>	<b>0</b>

### PM PEAK HOUR

Description	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	0	0	0	110	0	700	0	1,656	0	0	313	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	1	0	9	0	21	0	0	4	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	0%	2%	0%	0%	2%	0%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Adjusted 2021 Volumes	0	0	0	116	0	735	0	1739	0	0	329	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	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	0	0	0	129	0	816	0	1,930	0	0	365	0
<b>Project Trips</b>												
Trip Distribution IN						15%					5%	
Trip Distribution OUT								20%				
Residential Trips	0	0	0	0	0	49	0	39	0	0	16	0
Trip Distribution IN						15%					5%	
Trip Distribution OUT								20%				
Hotel Trips	0	0	0	0	0	3	0	5	0	0	1	0
Trip Distribution IN						15%					5%	
Trip Distribution OUT								20%				
Office Trips	0	0	0	0	0	2	0	25	0	0	1	0
Trip Distribution IN						15%					5%	
Trip Distribution OUT								20%				
Retail Trips	0	0	0	0	0	9	0	4	0	0	3	0
Trip Distribution IN						15%					5%	
Trip Distribution OUT								20%				
Restaurant Trips	0	0	0	0	0	11	0	3	0	0	4	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	74	0	76	0	0	25	0
<b>2028 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>129</b>	<b>0</b>	<b>890</b>	<b>0</b>	<b>2,006</b>	<b>0</b>	<b>0</b>	<b>390</b>	<b>0</b>

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# INTERSECTION VOLUME DEVELOPMENT

## Intersection #8: North Druid Hills Road @ Concord Drive / Stone Mountain Freeway EB Ramps AM PEAK HOUR

Description	Concord Drive Northbound			Stone Mountain Freeway EB Ramps			North Druid Hills Road Eastbound			North Druid Hills Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	1	2	4	0	0	0	555	262	2	2	525	137
Pedestrians		0			0			1			0	
Conflicting Pedestrians	1		0	0		1	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	23	6	0	0	16	3
Heavy Vehicle %	2%	2%	2%	0%	0%	0%	4%	2%	2%	2%	3%	2%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Adjusted 2021 Volumes	1	2	5	0	0	0	660	312	2	2	625	163
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	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	1	2	6	0	0	0	732	346	2	2	694	181
<b>Project Trips</b>												
Trip Distribution IN											5%	
Trip Distribution OUT							15%	5%				
Residential Trips	0	0	0	0	0	0	55	18	0	0	7	0
Trip Distribution IN											5%	
Trip Distribution OUT							15%	5%				
Hotel Trips	0	0	0	0	0	0	2	1	0	0	2	0
Trip Distribution IN											5%	
Trip Distribution OUT							15%	5%				
Office Trips	0	0	0	0	0	0	0	0	0	0	6	0
Trip Distribution IN											5%	
Trip Distribution OUT							15%	5%				
Retail Trips	0	0	0	0	0	0	13	4	0	0	6	0
Trip Distribution IN											5%	
Trip Distribution OUT							15%	5%				
Restaurant Trips	0	0	0	0	0	0	9	3	0	0	4	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	79	26	0	0	25	0
<b>2028 Buildout Total</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>811</b>	<b>372</b>	<b>2</b>	<b>2</b>	<b>719</b>	<b>181</b>

## PM PEAK HOUR

Description	Concord Drive Northbound			Stone Mountain Freeway EB Ramps			North Druid Hills Road Eastbound			North Druid Hills Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	3	3	2	0	0	0	1,180	576	13	1	316	151
Pedestrians		0			0			5			1	
Conflicting Pedestrians	5		1	1		5	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	18	9	0	0	3	3
Heavy Vehicle %	2%	2%	2%	0%	0%	0%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Adjusted 2021 Volumes	3	3	2	0	0	0	1239	605	14	1	332	159
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	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	3	3	2	0	0	0	1,375	671	16	1	368	176
<b>Project Trips</b>												
Trip Distribution IN											5%	
Trip Distribution OUT							15%	5%				
Residential Trips	0	0	0	0	0	0	29	10	0	0	16	0
Trip Distribution IN											5%	
Trip Distribution OUT							15%	5%				
Hotel Trips	0	0	0	0	0	0	3	1	0	0	1	0
Trip Distribution IN											5%	
Trip Distribution OUT							15%	5%				
Office Trips	0	0	0	0	0	0	19	6	0	0	1	0
Trip Distribution IN											5%	
Trip Distribution OUT							15%	5%				
Retail Trips	0	0	0	0	0	0	3	1	0	0	3	0
Trip Distribution IN											5%	
Trip Distribution OUT							15%	5%				
Restaurant Trips	0	0	0	0	0	0	2	1	0	0	4	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	56	19	0	0	25	0
<b>2028 Buildout Total</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,431</b>	<b>690</b>	<b>16</b>	<b>1</b>	<b>393</b>	<b>176</b>

## INTERSECTION VOLUME DEVELOPMENT

### Intersection #9: Lawrenceville Highway (US 29/SR 8) @ Mall Driveway / Private Driveway AM PEAK HOUR

Description	Lawrenceville Highway (US 29/SR 8) Northbound			Lawrenceville Highway (US 29/SR 8) Southbound			Mall Driveway Eastbound			Private Driveway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	25	703	0	11	784	52	8	0	6	0	0	0
Pedestrians		1			1			1			0	
Conflicting Pedestrians	1		0	0		1	1		1	1		1
Heavy Vehicles	1	18	0	0	21	1	1	0	0	0	0	0
Heavy Vehicle %	4%	3%	0%	2%	3%	2%	13%	0%	2%	0%	0%	0%
Peak Hour Factor		0.90			0.90			0.90			0.90	
Adjustment	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Adjusted 2021 Volumes	30	837	0	13	933	62	10	0	7	0	0	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	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	33	929	0	14	1,035	69	11	0	8	0	0	0
<b>Project Trips</b>												
Trip Distribution IN	5%				5%	5%						
Trip Distribution OUT		5%							5%			
Residential Trips	7	18	0	0	7	7	0	0	18	0	0	0
Trip Distribution IN	5%				5%	5%						
Trip Distribution OUT		5%							5%			
Hotel Trips	2	1	0	0	2	2	0	0	1	0	0	0
Trip Distribution IN	5%				10%	5%						
Trip Distribution OUT		10%							5%			
Office Trips	6	0	0	0	12	6	0	0	0	0	0	0
Trip Distribution IN	5%				10%	5%						
Trip Distribution OUT		10%							5%			
Retail Trips	6	9	0	0	12	6	0	0	4	0	0	0
Trip Distribution IN	5%				10%	5%						
Trip Distribution OUT		10%							5%			
Restaurant Trips	4	6	0	0	7	4	0	0	3	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	25	34	0	0	40	25	0	0	26	0	0	0
<b>2028 Buildout Total</b>	<b>58</b>	<b>963</b>	<b>0</b>	<b>14</b>	<b>1,075</b>	<b>94</b>	<b>11</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>

### PM PEAK HOUR

Description	Lawrenceville Highway (US 29/SR 8) Northbound			Lawrenceville Highway (US 29/SR 8) Southbound			Mall Driveway Eastbound			Private Driveway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	70	863	0	8	752	59	40	0	70	0	0	0
Pedestrians		0			1			0			0	
Conflicting Pedestrians	0		0	0		0	1		0	0		1
Heavy Vehicles	0	12	0	0	10	0	2	0	1	0	0	0
Heavy Vehicle %	2%	2%	0%	2%	2%	2%	5%	0%	2%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Adjusted 2021 Volumes	74	906	0	8	790	62	42	0	74	0	0	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	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	82	1,006	0	9	877	69	47	0	82	0	0	0
<b>Project Trips</b>												
Trip Distribution IN	5%				5%	5%						
Trip Distribution OUT		5%							5%			
Residential Trips	16	10	0	0	16	16	0	0	10	0	0	0
Trip Distribution IN	5%				5%	5%						
Trip Distribution OUT		5%							5%			
Hotel Trips	1	1	0	0	1	1	0	0	1	0	0	0
Trip Distribution IN	5%				10%	5%						
Trip Distribution OUT		10%							5%			
Office Trips	1	13	0	0	1	1	0	0	6	0	0	0
Trip Distribution IN	5%				10%	5%						
Trip Distribution OUT		10%							5%			
Retail Trips	3	2	0	0	6	3	0	0	1	0	0	0
Trip Distribution IN	5%				10%	5%						
Trip Distribution OUT		10%							5%			
Restaurant Trips	4	2	0	0	7	4	0	0	1	0	0	0
Pass-By Trips	0	0	0	0	-20	20	0	0	20	0	0	0
Total Project Trips	25	28	0	0	11	45	0	0	39	0	0	0
<b>2028 Buildout Total</b>	<b>107</b>	<b>1,034</b>	<b>0</b>	<b>9</b>	<b>888</b>	<b>114</b>	<b>47</b>	<b>0</b>	<b>121</b>	<b>0</b>	<b>0</b>	<b>0</b>

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## INTERSECTION VOLUME DEVELOPMENT

### Intersection #10: Lawrenceville Highway (US 29/US 78/SR 8) @ Orion Drive AM PEAK HOUR

Description	Orion Drive <u>Northbound</u>			Orion Drive <u>Southbound</u>			Lawrenceville Highway (US 29/US 78/SR 8) <u>Eastbound</u>				Lawrenceville Highway (US 29/US 78/SR 8) <u>Westbound</u>			
	Left	Through	Right	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	41	11	14	55	5	55	36	81	1,706	4	8	3	3,232	67
Pedestrians	0			0			0				0			
Conflicting Pedestrians	0		0	0		0		0		0		0		0
Heavy Vehicles	1	0	0	3	0	6	0	8	33	0	0	0	64	4
Heavy Vehicle %	2%	2%	2%	5%	2%	11%	2%	10%	2%	2%	2%	2%	2%	6%
Peak Hour Factor	0.99			0.99			0.99				0.99			
Adjustment	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Adjusted 2021 Volumes	49	13	17	65	6	65	43	96	2030	5	10	4	3846	80
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%	1.5%	1.5%
Growth Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
New Road Adjustment														
Other Proposed Developments														
2028 Background Traffic	54	14	19	72	7	72	48	107	2,253	6	11	4	4,268	89
<b>Project Trips</b>														
Trip Distribution IN								30%	5%					20%
Trip Distribution OUT				20%		30%							5%	
Residential Trips	0	0	0	73	0	109	0	39	7	0	0	0	18	26
Trip Distribution IN								30%	5%					20%
Trip Distribution OUT				20%		30%							5%	
Hotel Trips	0	0	0	3	0	5	0	11	2	0	0	0	1	7
Trip Distribution IN		5%						20%	5%					25%
Trip Distribution OUT				25%	5%	20%							5%	
Office Trips	0	6	0	1	0	0	0	23	6	0	0	0	0	29
Trip Distribution IN		5%						20%	5%					25%
Trip Distribution OUT				25%	5%	20%							5%	
Retail Trips	0	6	0	22	4	18	0	24	6	0	0	0	4	30
Trip Distribution IN		5%						20%	5%					25%
Trip Distribution OUT				25%	5%	20%							5%	
Restaurant Trips	0	4	0	16	3	12	0	15	4	0	0	0	3	18
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	16	0	115	7	144	0	112	25	0	0	0	26	110
<b>2028 Buildout Total</b>	<b>54</b>	<b>30</b>	<b>19</b>	<b>187</b>	<b>14</b>	<b>216</b>	<b>48</b>	<b>219</b>	<b>2,278</b>	<b>6</b>	<b>11</b>	<b>4</b>	<b>4,294</b>	<b>199</b>

### PM PEAK HOUR

Description	Orion Drive <u>Northbound</u>			Orion Drive <u>Southbound</u>			Lawrenceville Highway (US 29/US 78/SR 8) <u>Eastbound</u>				Lawrenceville Highway (US 29/US 78/SR 8) <u>Westbound</u>			
	Left	Through	Right	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	28	7	13	147	11	118	58	150	3,185	16	23	10	2,054	45
Pedestrians	0			0			0				0			
Conflicting Pedestrians	0		0	0		0		0		0		0		0
Heavy Vehicles	0	0	2	9	0	1	0	7	51	0	0	0	29	2
Heavy Vehicle %	2%	2%	15%	6%	2%	2%	2%	5%	2%	2%	2%	2%	2%	4%
Peak Hour Factor	0.97			0.97			0.97				0.97			
Adjustment	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Adjusted 2021 Volumes	29	7	14	154	12	124	61	158	3344	17	24	11	2157	47
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%	1.5%	1.5%
Growth Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
New Road Adjustment														
Other Proposed Developments														
2028 Background Traffic	32	8	16	171	13	138	68	175	3,711	19	27	12	2,394	52
<b>Project Trips</b>														
Trip Distribution IN								30%	5%					20%
Trip Distribution OUT				20%		30%							5%	
Residential Trips	0	0	0	39	0	58	0	98	16	0	0	0	10	66
Trip Distribution IN								30%	5%					20%
Trip Distribution OUT				20%		30%							5%	
Hotel Trips	0	0	0	5	0	7	0	5	1	0	0	0	1	4
Trip Distribution IN		5%						20%	5%					25%
Trip Distribution OUT				25%	5%	20%							5%	
Office Trips	0	1	0	32	6	25	0	2	1	0	0	0	6	3
Trip Distribution IN		5%						20%	5%					25%
Trip Distribution OUT				25%	5%	20%							5%	
Retail Trips	0	3	0	5	1	4	0	12	3	0	0	0	1	15
Trip Distribution IN		5%						20%	5%					25%
Trip Distribution OUT				25%	5%	20%							5%	
Restaurant Trips	0	4	0	4	1	3	0	14	4	0	0	0	1	18
Pass-By Trips	0	0	0	12	0	12	0	12	-12	0	0	0	-12	12
Total Project Trips	0	8	0	97	8	109	0	143	13	0	0	0	7	118
<b>2028 Buildout Total</b>	<b>32</b>	<b>16</b>	<b>16</b>	<b>268</b>	<b>21</b>	<b>247</b>	<b>68</b>	<b>318</b>	<b>3,724</b>	<b>19</b>	<b>27</b>	<b>12</b>	<b>2,401</b>	<b>170</b>

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## INTERSECTION VOLUME DEVELOPMENT

### Intersection #11: Scott Boulevard (US 29/US 78/SR 8) @ Dekalb Industrial Way / Private Driveway AM PEAK HOUR

Description	Dekalb Industrial Way			Private Driveway			Scott Boulevard (US 29/US 78/SR 8)			Scott Boulevard (US 29/US 78/SR 8)		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	58	0	659	0	0	0	0	1,179	42	708	2,627	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	0	14	0	0	0	0	21	1	11	54	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Adjusted 2021 Volumes	69	0	784	0	0	0	0	1403	50	843	3126	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	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	77	0	870	0	0	0	0	1,557	55	936	3,469	0
Project Trips												
Trip Distribution IN			5%					30%				
Trip Distribution OUT										5%	30%	
Residential Trips	0	0	7	0	0	0	0	39	0	18	109	0
Trip Distribution IN			5%					30%				
Trip Distribution OUT										5%	30%	
Hotel Trips	0	0	2	0	0	0	0	11	0	1	5	0
Trip Distribution IN			5%					20%				
Trip Distribution OUT										5%	20%	
Office Trips	0	0	6	0	0	0	0	23	0	0	0	0
Trip Distribution IN			5%					20%				
Trip Distribution OUT										5%	20%	
Retail Trips	0	0	6	0	0	0	0	24	0	4	18	0
Trip Distribution IN			5%					20%				
Trip Distribution OUT										5%	20%	
Restaurant Trips	0	0	4	0	0	0	0	15	0	3	12	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	25	0	0	0	0	112	0	26	144	0
2028 Buildout Total	77	0	895	0	0	0	0	1,669	55	962	3,613	0

### PM PEAK HOUR

Description	Dekalb Industrial Way			Private Driveway			Scott Boulevard (US 29/US 78/SR 8)			Scott Boulevard (US 29/US 78/SR 8)		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	81	0	842	2	1	1	0	2,484	105	606	1,622	4
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	15	0	0	0	0	50	1	8	30	0
Heavy Vehicle %	2%	0%	2%	2%	2%	2%	0%	2%	2%	2%	2%	2%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Adjusted 2021 Volumes	85	0	884	2	1	1	0	2608	110	636	1703	4
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	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	94	0	981	2	1	1	0	2,894	122	706	1,890	4
Project Trips												
Trip Distribution IN			5%					30%				
Trip Distribution OUT										5%	30%	
Residential Trips	0	0	16	0	0	0	0	98	0	10	58	0
Trip Distribution IN			5%					30%				
Trip Distribution OUT										5%	30%	
Hotel Trips	0	0	1	0	0	0	0	5	0	1	7	0
Trip Distribution IN			5%					20%				
Trip Distribution OUT										5%	20%	
Office Trips	0	0	1	0	0	0	0	2	0	6	25	0
Trip Distribution IN			5%					20%				
Trip Distribution OUT										5%	20%	
Retail Trips	0	0	3	0	0	0	0	12	0	1	4	0
Trip Distribution IN			5%					20%				
Trip Distribution OUT										5%	20%	
Restaurant Trips	0	0	4	0	0	0	0	14	0	1	3	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	25	0	0	0	0	131	0	19	97	0
2028 Buildout Total	94	0	1,006	2	1	1	0	3,025	122	725	1,987	4

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## INTERSECTION VOLUME DEVELOPMENT

Intersection #11: Scott Boulevard (US 29/US 78/SR 8) @ Church Street / Private Driveway  
AM PEAK HOUR

Description	Church Street Northbound			Private Driveway Southbound			Scott Boulevard (US 29/US 78/SR 8) Eastbound			Scott Boulevard (US 29/US 78/SR 8) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	0	0	321	0	0	0	0	892	10	668	2,021	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	7	0	0	0	0	18	0	8	43	0
Heavy Vehicle %	0%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Peak Hour Factor	0.96			0.96			0.96			0.96		
Adjustment	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Adjusted 2021 Volumes	0	0	382	0	0	0	0	1061	12	795	2405	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	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	0	0	424	0	0	0	0	1,178	13	882	2,669	0
<b>Project Trips</b>												
Trip Distribution IN			10%					20%				
Trip Distribution OUT										10%	20%	
Residential Trips	0	0	13	0	0	0	0	26	0	36	73	0
Trip Distribution IN			10%					20%				
Trip Distribution OUT										10%	20%	
Hotel Trips	0	0	4	0	0	0	0	7	0	2	3	0
Trip Distribution IN			10%					10%				
Trip Distribution OUT										10%	10%	
Office Trips	0	0	12	0	0	0	0	12	0	0	0	0
Trip Distribution IN			10%					10%				
Trip Distribution OUT										10%	10%	
Retail Trips	0	0	12	0	0	0	0	12	0	9	9	0
Trip Distribution IN			10%					10%				
Trip Distribution OUT										10%	10%	
Restaurant Trips	0	0	7	0	0	0	0	7	0	6	6	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	48	0	0	0	0	64	0	53	91	0
<b>2028 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>472</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,242</b>	<b>13</b>	<b>935</b>	<b>2,760</b>	<b>0</b>

## PM PEAK HOUR

Description	Church Street Northbound			Private Driveway Southbound			Scott Boulevard (US 29/US 78/SR 8) Eastbound			Scott Boulevard (US 29/US 78/SR 8) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	0	0	768	0	0	0	0	1,784	15	567	1,210	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	15	0	0	0	0	36	0	12	17	0
Heavy Vehicle %	0%	0%	2%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Adjusted 2021 Volumes	0	0	806	0	0	0	0	1873	16	595	1271	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	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	0	0	895	0	0	0	0	2,079	18	660	1,411	0
<b>Project Trips</b>												
Trip Distribution IN			10%					20%				
Trip Distribution OUT										10%	20%	
Residential Trips	0	0	33	0	0	0	0	66	0	19	39	0
Trip Distribution IN			10%					20%				
Trip Distribution OUT										10%	20%	
Hotel Trips	0	0	2	0	0	0	0	4	0	2	5	0
Trip Distribution IN			10%					10%				
Trip Distribution OUT										10%	10%	
Office Trips	0	0	1	0	0	0	0	1	0	13	13	0
Trip Distribution IN			10%					10%				
Trip Distribution OUT										10%	10%	
Retail Trips	0	0	6	0	0	0	0	6	0	2	2	0
Trip Distribution IN			10%					10%				
Trip Distribution OUT										10%	10%	
Restaurant Trips	0	0	7	0	0	0	0	7	0	2	2	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	49	0	0	0	0	84	0	38	61	0
<b>2028 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>944</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,163</b>	<b>18</b>	<b>698</b>	<b>1,472</b>	<b>0</b>

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# **INTERSECTION VOLUME DEVELOPMENT**

**Intersection #9: Lawrenceville Highway (US 29/SR 8) @ Frazier Road / McLendon Drive**  
**AM PEAK HOUR**

Description	Lawrenceville Highway (US 29/SR 8) Northbound			Lawrenceville Highway (US 29/SR 8) Southbound			Frazier Road Eastbound			McLendon Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	145	462	69	51	661	177	143	64	146	95	114	72
Pedestrians		2			0			0			2	
Conflicting Pedestrians	0		2	2		0	0		2	2		0
Heavy Vehicles	1	16	3	3	27	11	8	0	0	3	0	0
Heavy Vehicle %	2%	3%	4%	6%	4%	6%	6%	2%	2%	3%	2%	2%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Adjusted 2021 Volumes	173	550	82	61	787	211	170	76	174	113	136	86
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	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	192	610	91	68	873	234	189	84	193	125	151	95
<b>Project Trips</b>												
Trip Distribution IN					10%							
Trip Distribution OUT		10%										
Residential Trips	0	36	0	0	13	0	0	0	0	0	0	0
Trip Distribution IN					10%							
Trip Distribution OUT		10%										
Hotel Trips	0	2	0	0	4	0	0	0	0	0	0	0
Trip Distribution IN					15%				5%			
Trip Distribution OUT	5%	15%										
Office Trips	0	0	0	0	17	0	0	0	6	0	0	0
Trip Distribution IN					15%				5%			
Trip Distribution OUT	5%	15%										
Retail Trips	4	13	0	0	18	0	0	0	6	0	0	0
Trip Distribution IN					15%				5%			
Trip Distribution OUT	5%	15%										
Restaurant Trips	3	9	0	0	11	0	0	0	4	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	7	60	0	0	63	0	0	0	16	0	0	0
<b>2028 Buildout Total</b>	<b>199</b>	<b>670</b>	<b>91</b>	<b>68</b>	<b>936</b>	<b>234</b>	<b>189</b>	<b>84</b>	<b>209</b>	<b>125</b>	<b>151</b>	<b>95</b>

## **PM PEAK HOUR**

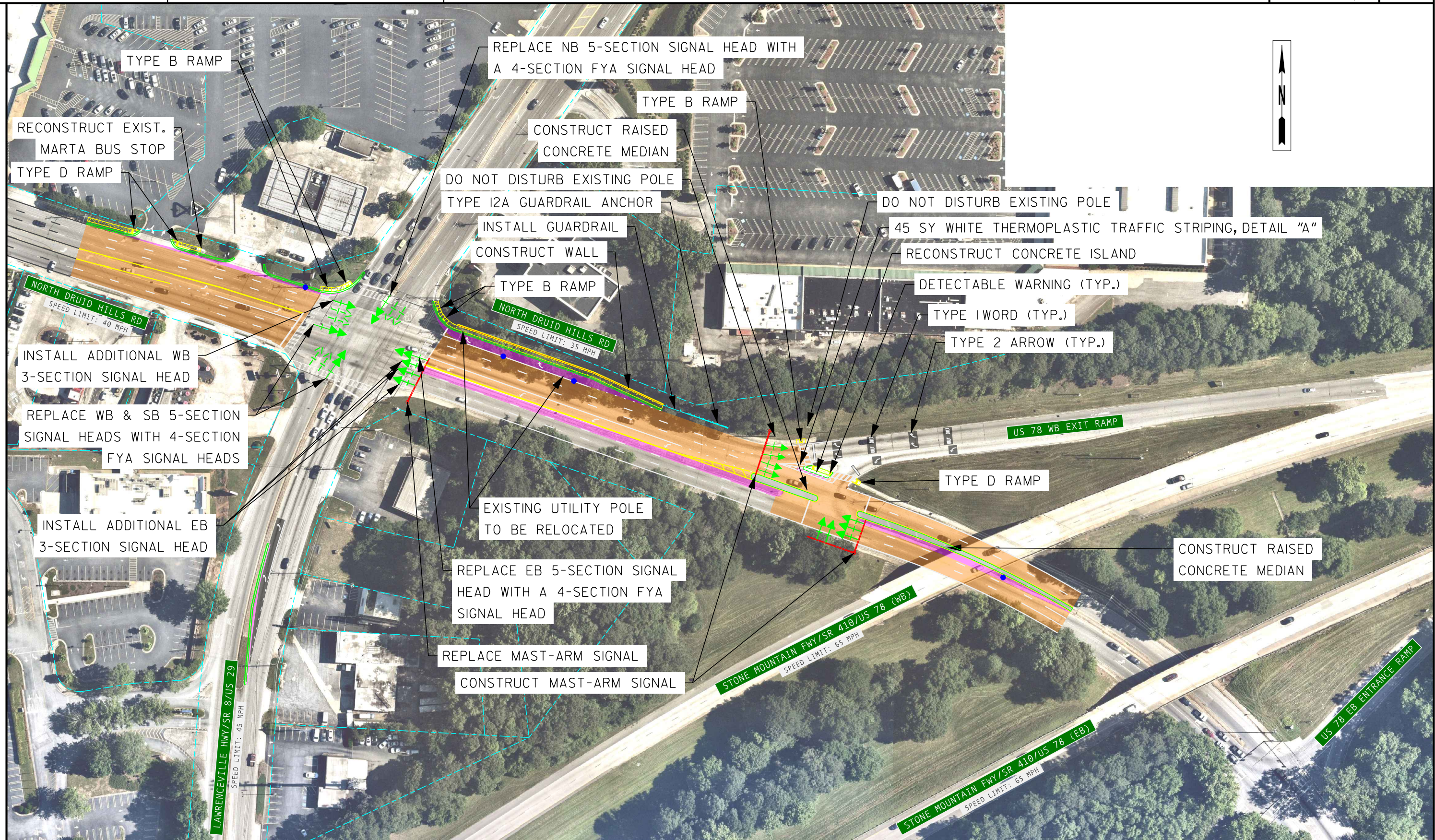
Description	Lawrenceville Highway (US 29/SR 8) Northbound			Lawrenceville Highway (US 29/SR 8) Southbound			Frazier Road Eastbound			McLendon Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2021 Traffic Volumes	149	686	95	191	691	127	155	253	158	66	57	71
Pedestrians		5			3			0			6	
Conflicting Pedestrians	0		6	6		0	3		5	5		3
Heavy Vehicles	0	8	0	3	5	0	2	5	0	1	2	2
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	3%
Peak Hour Factor		0.99			0.99			0.99			0.99	
Adjustment	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Adjusted 2021 Volumes	156	720	100	201	726	133	163	266	166	69	60	75
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	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	173	799	111	223	806	148	181	295	184	77	67	83
<b>Project Trips</b>												
Trip Distribution IN					10%							
Trip Distribution OUT		10%										
Residential Trips	0	19	0	0	33	0	0	0	0	0	0	0
Trip Distribution IN					10%							
Trip Distribution OUT		10%										
Hotel Trips	0	2	0	0	2	0	0	0	0	0	0	0
Trip Distribution IN					15%				5%			
Trip Distribution OUT	5%	15%										
Office Trips	6	19	0	0	2	0	0	0	1	0	0	0
Trip Distribution IN					15%				5%			
Trip Distribution OUT	5%	15%										
Retail Trips	1	3	0	0	9	0	0	0	3	0	0	0
Trip Distribution IN					15%				5%			
Trip Distribution OUT	5%	15%										
Restaurant Trips	1	2	0	0	11	0	0	0	4	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	8	45	0	0	57	0	0	0	8	0	0	0
<b>2028 Buildout Total</b>	<b>181</b>	<b>844</b>	<b>111</b>	<b>223</b>	<b>863</b>	<b>148</b>	<b>181</b>	<b>295</b>	<b>192</b>	<b>77</b>	<b>67</b>	<b>83</b>

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# Programmed Project Fact Sheets





LEGEND

PROPOSED PAVEMENT WIDENING

PROPOSED PAVEMENT MILL & INLAY

PROPOSED RAISED CONCRETE ISLAND/MEDIAN

STRIPING IMPROVEMENTS ONLY

Kimley»Horn

GDOT

Georgia Department of Transportation

SCALE IN FEET

060120240

REVISION DATES


CONCEPT LAYOUT - ALT 2  
LAWRENCEVILLE HWY/SR 8/US 29  
@ NORTH DRUID HILLS RD  
DEKALB COUNTY

CHECKED:

BACKCHECKED:

CORRECTED:

VERIFIED:

DATE:

DATE:

DATE:

DATE:

SHEET 1/2



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



<b>Existing Thru Lane</b>	<input type="text" value="0"/>	<b>LCI</b>	<input type="checkbox"/>	<b>Network Year</b>	<input type="text" value="2030"/>
<b>Planned Thru Lane</b>	<input type="text" value="2"/>	<b>Flex</b>	<input type="checkbox"/>	<b>Corridor Length</b>	<input type="text" value="10"/> 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 Henderson Road. The I-285 Eastside Express Lanes will be part of the larger Georgia Express Lanes network.

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	\$3,098,071	\$0,000	\$3,098,071	\$0,000	\$0,000
PE	Repurposed Earmark	AUTH	2019	\$4,383,388	\$3,506,710	\$876,678	\$0,000	\$0,000
PE	Repurposed Earmark (RPF9)	AUTH	2019	\$457,088	\$365,670	\$91,418	\$0,000	\$0,000
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2019	\$2,516,613	\$2,013,290	\$503,323	\$0,000	\$0,000
PE	Transportation Funding Act (HB 170)	AUTH	2020	\$14,000,000	\$0,000	\$14,000,000	\$0,000	\$0,000
PE	Highway Infrastructure – 23 U.S.C. 133(b)(1)(A) activities in any area (Z904)	AUTH	2021	\$8,000,000	\$6,400,000	\$1,600,000	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)		2022	\$3,309,250	\$2,647,400	\$661,850	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)		2023	\$1,600,000	\$1,280,000	\$320,000	\$0,000	\$0,000



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



PE	National Highway Performance Program (NHPP)		2025	<b>\$3,750,000</b>	\$3,000,000	\$750,000	\$0,000	\$0,000
ROW	GARVEE Bonds (GRVA2)	AUTH	2020	<b>\$2,000,000</b>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$2,000,000</del>	<del>\$0,000</del>
ROW	GARVEE Bonds (GRVA2)	AUTH	2021	<b>\$2,000,000</b>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$2,000,000</del>	<del>\$0,000</del>
ROW	GARVEE Bonds (GRVA2)		2022	<b>\$2,000,000</b>	\$0,000	\$0,000	\$2,000,000	\$0,000
ROW	National Highway Performance Program (NHPP)		2024	<b>\$5,032,192</b>	\$3,522,534	\$1,509,658	\$0,000	\$0,000
CST	National Highway Performance Program (NHPP)		2025	<b>\$65,514,424</b>	\$45,860,097	\$19,654,327	\$0,000	\$0,000
CST	TIFIA Loan		2025	<b>\$24,120,940</b>	\$0,000	\$0,000	\$24,120,940	\$0,000
CST	General Federal Aid - 2026-2050		LR 2026-2030	<b>\$297,984,160</b>	\$208,588,912	\$89,395,248	\$0,000	\$0,000
CST	TIFIA Loan		LR 2026-2030	<b>\$241,209,400</b>	\$0,000	\$0,000	\$241,209,400	\$0,000
CST	General Federal Aid - 2026-2050		LR 2031-2040	<b>\$198,525,897</b>	\$138,968,142	\$59,557,755	\$0,000	\$0,000
CST	TIFIA Loan		LR 2031-2040	<b>\$1,474,081</b>	\$0,000	\$0,000	\$1,474,081	\$0,000
CST-SRTA	National Highway Performance Program (NHPP)		2025	<b>\$1,750,000</b>	\$1,400,000	\$350,000	\$0,000	\$0,000
CST-SRTA	General Federal Aid - 2026-2050		LR 2026-2030	<b>\$23,250,000</b>	\$18,600,000	\$4,650,000	\$0,000	\$0,000
				<b>\$907,375,504</b>	<b>\$436,152,755</b>	<b>\$198,418,328</b>	<b>\$272,804,421</b>	<b>\$0,000</b>

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](mailto:transportation@atlantaregional.com).



## Short Title

I-285 EAST CORRIDOR HIGH CAPACITY PREMIUM TRANSIT SERVICE FROM NORTHLAKE MALL AREA TO PANTHERSVILLE

## GDOT Project No.

N/A

## Federal ID No.

N/A

## Status

Long Range

## Service Type

Transit / Bus Capital

## Sponsor

MARTA

## Jurisdiction

DeKalb County

## Analysis Level

In the Region's Air Quality Conformity Analysis

## Existing Thru Lane

N/A

LCI

☐

## Planned Thru Lane

N/A

Flex

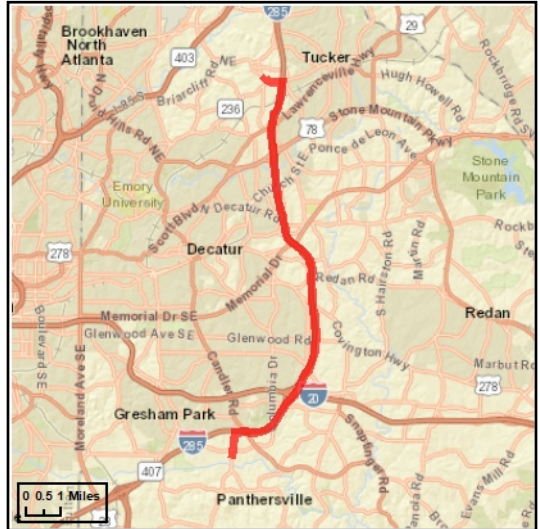
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## Network Year

2050

## Corridor Length

N/A miles



## Detailed Description and Justification

This project will provide high capacity premium transit service on the I-285 corridor between the Northlake Mall and Panthersville areas.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	New Starts		LR 2041-2050	<b>\$180,000,000</b>	\$63,000,000	\$0,000	\$0,000	\$117,000,000
				<b>\$180,000,000</b>	<b>\$63,000,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$117,000,000</b>

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](mailto:transportation@atlantaregional.com).



## Site Photo Log



North Dekalb Mall Redevelopment DRI #3582

Photo No. 1



Comments: Birch Road looking north (Intersection 3).

Photo No. 2



Comments: Birch Road looking west (Intersection 3).



North Dekalb Mall Redevelopment DRI #3582

Photo No. 3



Comments: Birch Road looking east (Intersection 3).

Photo No. 4



Comments: Oak Tree Road looking north (Intersection 4).



North Dekalb Mall Redevelopment DRI #3582

Photo No. 5



Comments: Oak Tree Road looking west (Intersection 4).

Photo No. 6



Comments: Oak Tree Road looking east (Intersection 4).

North Dekalb Mall Redevelopment DRI #3582

Photo No. 7



Comments: Mistletoe Road looking north (Intersection 5).

Photo No. 8



Comments: Mistletoe Road looking west (Intersection 5).



North Dekalb Mall Redevelopment DRI #3582

Photo No. 9



Comments: Mistletoe Road looking east (Intersection 5).

Photo No. 10



Comments: Mall Access looking east (Intersection 9).

North Dekalb Mall Redevelopment DRI #3582

Photo No. 11



Comments: Mall Access looking north (Intersection 9).

Photo No. 12



Comments: Mall Access looking south (Intersection 9).



North Dekalb Mall Redevelopment DRI #3582

Photo No. 13



Comments: Orion Drive looking south (Intersection 10).

Photo No. 14



Comments: Orion Drive looking east (Intersection 10).

North Dekalb Mall Redevelopment DRI #3582

Photo No. 15



Comments: Orion Drive looking west (Intersection 10).