Transportation Analysis

Clifton Springs Mixed-Use Development DRI #4109

DeKalb County, Georgia

July 2024

Prepared for:

Architectural Standard, LLC

Prepared by:

Kimley-Horn and Associates, Inc. 11720 Amber Park Drive, Suite 600 Alpharetta, Georgia 30009 017908000

Kimley » Horn

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Raw Traffic Count Data Synchro Capacity Analyses

EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Clifton Springs Mixed-Use Development* located in unincorporated DeKalb County, Georgia. The site is located south of Clifton Springs Road and west of Flat Shoals Parkway (SR 155). The total site development will be approximately 79.53 acres, however only 53.88 acres is included in the change of zoning conditions request. A QuikTrip gas station on-site has been constructed and operational for more than 5 years. The other 25.65 acres are being developed by others under the existing entitlements and are currently under construction.

The site was previously reviewed as the *Flat Shoals DRI #1850* in July 2008. The project analyzed 681 residential units and 143,400 SF of commercial space on 79.53 acres. At that time, the project went through the DRI review with the Atlanta Regional Commission (ARC) and Georgia Regional Transportation Authority (GRTA). The ARC Final Report was issued on September 8, 2008, and the GRTA Notice of Decision was issued on September 8, 2008. A new DRI review is required for the proposed site, due to the amount of time that has elapsed since the previous DRI and differences in the proposed land use and trip generation from the previously reviewed DRI and the currently proposed development. The *Clifton Springs Mixed-Use Development* is proposed to consist of a total of 101 townhomes, 666 multifamily housing units, 20,000 SF of medical office space, 12,200 SF of retail space, and 4,000 SF of restaurant space.

Table 1: Proposed Land Use and Density					
Land Use	Total Density (79.53 acres)	Density included on the 53.88 acre Rezoning Request			
Townhomes	101 units	101 units			
Multifamily Housing	666 units	260 units			
Medical Office Space	20,000 SF	-			
Retail	12,200 SF	12,200 SF			
Restaurant	4,000 SF	-			

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 5 years from data collection).

Note: 248 units of workforce housing and 158 units of senior housing (406 total) are currently under construction and are included in the total multifamily unit count. The medical office and restaurant space are included in outparcels which are not part of the change in conditions request.

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-mode, and pass-by reductions to gross trips are included in the trip generation, as outlined in the GRTA Letter of Understanding (dated January 19, 2024).

Capacity analyses were performed for the study intersections under the Existing 2023 conditions, the Projected 2028 No-Build conditions, and the Projected 2028 Build conditions.

- Existing 2023 conditions represent current traffic volumes that were collected in November of 2023. (Note: Traffic count methodology was outlined in the Methodology Meeting Packet).
- Projected 2028 No-Build conditions represent the Existing 2023 traffic volumes grown for five (5) years using a 1.0% per year growth rate.
- 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 *Clifton Springs Mixed-Use Development*.

Project 2028 No-Build Conditions (Programmed Roadway Improvements)

The following intersection improvements are programmed to be implemented by DeKalb County (not by the development) before the build-out of the proposed *Clifton Springs Mixed-Use Development*, and are included in the Projected 2028 No-Build and Build conditions (shown in green on **Figure 8** and **Figure 9**):

- Clifton Springs Road between Panthersville Road (Intersection 4) and Flat Shoals Parkway (SR 155) (Intersection 3)
 - Per the Clifton Springs Road Diet project, remove one travel lane in each direction to improve pedestrian facilities along Clifton Springs. Provide a center two-way left-turn lane where commercial driveways are provided.
- Panthersville Road at Clifton Springs Road (Intersection 4)
 - Due to the Clifton Springs Road Diet, restripe the outside eastbound shared through-right turn lane to an exclusive eastbound right-turn lane.

Projected 2028 Build Conditions (Site Access Improvements)

In order to serve the *Clifton Springs Mixed-Use Development*, the following site access improvements are recommended (shown in blue on **Figure 8** and **Figure 9**):

- Clifton Springs Road at Site Driveway B (Intersection 5)
 - Per comments from DeKalb County, consider converting the existing full-movement driveway utilized by QuikTrip to a right-in/right-out (RIRO) driveway subject to access agreements currently in place with QuikTrip.
 - Provide an exclusive eastbound right-turn deceleration lane along Clifton Springs Road.
- Clifton Springs Road at Site Driveway A (Intersection 7)
 - On the site, construct a full-movement driveway with one (1) ingress lane entering the site and two
 (2) egress lanes exiting the site.
- Flat Shoals Parkway (SR 155) at Site Driveway D (Intersection 8)
 - On the site, construct a right-in/right-out (RIRO) driveway with one (1) ingress lane entering the site and one (1) egress lane exiting the site, per the approved GDOT driveway permit.
 - Provide an exclusive southbound right-turn deceleration lane along Flat Shoals Parkway (SR 155).
- Clifton Springs Road
 - Consider providing a mid-block pedestrian crossing with enhancements such as RRFBs in the vicinity of the site and the MARTA bus stops, with the exact location to be coordinated with DeKalb County and permitted at a later date.

Intersection	Movement	Storage Length	Projected Build Queue Length (AM / PM)	Recommendation
3. Flat Shoals Parkway (SR 155)	EBL**	100	341 / 204 (50 th) 476 / 311 (95 th)	Utilize center two-way left-turn lane for additional storage.
Road/Columbia Drive	WBL*	50	<mark>85</mark> / 155 (50 th) 135 / 231 (95 th)	<i>No-Build (System Improvements):</i> Consider extending WBL lane storage.
4. Panthersville Road at Clifton Springs Road	WBL**	100	91 / 179 (50th) 150 / 314 (95th)	Utilize center two-way left-turn lane for additional storage.

Impacted Lengths Exceeding Storage Queue

* Exceeds available storage in Existing 2023 conditions

** Exceeds available storage in Projected 2028 No-Build 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 *Clifton Springs Mixed-Use Development* located in unincorporated DeKalb County, Georgia. The site is located south of Clifton Springs Road and west of Flat Shoals Parkway (SR 155). The project site is currently zoned MU-4 (Mixed-Use High Density) and is filing for a change in zoning conditions. The rezoning application was filed in November 2023. **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 was previously reviewed as the *Flat Shoals DRI #1850* in July 2008. The project analyzed 681 residential units and 143,400 SF of commercial space on 79.53 acres. At that time, the project went through the DRI review with the Atlanta Regional Commission (ARC) and Georgia Regional Transportation Authority (GRTA). The ARC Final Report was issued on September 8, 2008, and the GRTA Notice of Decision was issued on September 8, 2008. A new DRI review is required for the proposed site, due to the amount of time that has elapsed since the previous DRI and differences in the proposed land use and trip generation from the previously reviewed DRI and the currently proposed development. The *Clifton Springs Mixed-Use Development* is proposed to consist of 101 townhomes, 666 multifamily housing units, 20,000 SF of medical office space, 12,200 SF of retail space, and 4,000 SF of restaurant space.

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 5 years from data collection).

Table 2: Proposed Land Use and Density						
Land Use	Total Density (79.53 acres)	Density included on the 53.88 acre Rezoning Request				
Townhomes	101 units	101 units				
Multifamily Housing	666 units	260 units				
Medical Office Space	20,000 SF	-				
Retail	12,200 SF	12,200 SF				
Restaurant	4,000 SF	-				

Note: 248 units of workforce housing and 158 units of senior housing (406 total) are currently under construction and are included in the total multifamily unit count. The medical office and restaurant space are included in outparcels which are not part of the change in conditions request.

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 project is considered a Development of Regional Impact (DRI) and is subject to GRTA and ARC review due to the project size exceeding 500,000 SF of mixed-use development within an Established Suburbs area per the ARC Unified Growth Policy Map. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on December 8, 2023, 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) dated January 19, 2024.





1.2 Site Access

As currently envisioned, the proposed development will be accessible via two (2) existing access points and two (2) new access points:

- Site Driveway A a proposed, full-movement driveway located along Clifton Springs Road that will operate under side-street stop control. Site Driveway A will provide vehicular access to all buildings in the development. Site Driveway A is located approximately 575 feet west of Flat Shoals Parkway (SR 155), aligning with the DeKalb Community Services Board Driveway.
- 2. Site Driveway B an existing driveway located along Clifton Springs Road that will operate under side-street stop control. The driveway currently operates as a full-movement driveway; however, per DeKalb County requirements, the driveway may be reconfigured to a right-in/right-out (RIRO) driveway subject to agreements currently in place with QuikTrip. Site Driveway B will provide vehicular access to all buildings in the development. Site Driveway B is located approximately 275 feet west of Flat Shoals Parkway (SR 155), and is currently utilized by the QuikTrip.
- Site Driveway C an existing, right-in/right-out (RIRO) driveway located along Flat Shoals Parkway (SR 155) that will operate under side-street stop control. Site Driveway C will provide vehicular access to all buildings in the development. Site Driveway C is located approximately 400 feet south of Clifton Springs Road, and is currently utilized by the QuikTrip.
- 4. Site Driveway D a proposed, right-in/right-out (RIRO) driveway located along Flat Shoals Parkway (SR 155) that will operate under side-street stop control. Site Driveway D will provide vehicular access to all buildings in the development. Site Driveway D is located approximately 700 feet south of Clifton Springs Road. GDOT has approved the driveway permit for Site Driveway D and it is currently under construction (Permit #A-089-008571-7)

1.3 Internal Circulation Analysis

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

1.4 Parking

The current number of total site parking spaces to be provided are listed below in **Table 3**.

Table 3: Proposed Parking				
Land Use	Proposed Parking			
Regular Surface Parking	130 spaces			
Townhouse Parking	428 spaces			
Deck Parking	370 spaces			
Regular ADA Parking	16 spaces			
Van ADA Parking	4 spaces			
Total	948 spaces			

Additional parking details are provided on the proposed site plan in **Appendix A**.

1.5 Alternative Transportation Facilities

Pedestrian sidewalk facilities are currently provided along at least one side of the roadway along the site frontages. Pedestrian and bicycle facilities internal to the site connect to each land use. A connection from the internal pedestrian and bicycle facilities to the greater transportation network is currently under consideration and will be implemented as required by DeKalb County.

The Michelle Obama walking trail extends from Clifton Springs Road to Waldrop Road. The Michelle Obama walking trail is a 12-foot concrete path that begins to head south from Clifton Springs Road then runs parallel to the South River. There is a programmed project to extend the Michelle Obama walking trail from Waldrop Road to Martin Luther King Jr. High School. Access to the Michelle Obama walking trail is provided along Clifton Spring Roads approximately 1,715 feet west of Panthersville Road and along Waldrop Road approximately 1,210 feet west of Flat Shoals Parkway (SR 155). A connection from the *Clifton Springs Mixed-Use Development* to the Michelle Obama walking trail is currently under consideration.

Additionally, there are MARTA bus stops along its Clifton Springs Road site frontage that is currently served by route 114 seven day a week. The route provides local service to the MARTA Avondale Station and other nearby destinations. The nearby bus stops experiences 9 boarding/6 alightings daily. The ridership is projected to increase by up to 84 boardings/84 alightings (assumed 50% of daily alternative mode reduction).

As discussed during the methodology meeting, there will likely be pedestrian activity across Clifton Springs Road between the site and MARTA bus stops. It is recommended to provide a new mid-block pedestrian crossing with enhancements such as Rectangular Rapid Flashing Beacons (RRFBs). The exact location of this enhanced mid-block crossing should be coordinated with DeKalb County and MARTA.

The use of alternative transportation modes will be incentivized through nearby bus route and sidewalk connectivity to the existing sidewalk network.

1.6 Dense Urban Environments Enhanced Focus Area

Per Section 3.2.4.2 of the GRTA *Development of Regional Impact Review Procedures* the *Clifton Springs Mixed-Use Development* <u>does not</u> qualify for a "Dense Urban Environment Enhanced Focus Area" review, due to its location in DeKalb County.

1.7 Heavy Vehicle Enhanced Focus Area

Per Section 3.2.4.1 of the GRTA *Development of Regional Impact Review Procedures*, the *Clifton Springs Mixed-Use Development* <u>does not</u> qualify for a "Heavy Vehicle Enhanced Focus Area" review as none of the land uses for the development are expected to generate sufficient heavy vehicle traffic. Therefore a "Heavy Vehicle Enhanced Focus Area" is not required for the *Clifton Springs Mixed-Use Development*.

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 four (4) existing off-site intersections and two (2) existing site access intersections described in **Table 4** and shown visually in **Figure 3**.

	Table 4: Intersection Control Summary						
	Intersection Jurisdiction Control						
1.	Flat Shoals Road (SR 155) at I-285 Westbound Ramps	GDOT	Signalized				
2.	Flat Shoals Road (SR 155) at I-285 Eastbound Ramps	GDOT	Signalized				
3.	Flat Shoals Parkway (SR 155) at Clifton Springs Road/Columbia Drive	GDOT	Signalized				
4.	Panthersville Road at Clifton Springs Road	DeKalb County	Signalized				
5.	Clifton Springs Road at Site Driveway B	DeKalb County	Unsignalized				
6.	Clifton Springs Road at Site Driveway C	DeKalb County	Unsignalized				

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).

Table 5: Roadway Classifications							
Roadway	Lanes	Posted Speed Limit	AADT (GDOT, 2022)	GDOT Functional Classification			
Flat Shoals Parkway (SR 155)	4	45 MPH	31,100 Station 089-3205	Minor Arterial			
Panthersville Road	4	45 MPH	15,900 Station 089-3416	Minor Arterial			
Clifton Springs Road	4	45 MPH	11,100 Station 089-3955	Major Collector			
I-285	8	25 MPH	142,000 Station 089-3345	Interstate			
Columbia Drive	2	35 MPH	9,880 Station 089-3953	Major Collector			
Flat Shoals Road (SR 155)	4	45 MPH	24,400 Station 089-3207	Minor Arterial			



2.3 Traffic Data Collection and Calibration

Traffic counts were collected at all six (6) existing study intersections on Tuesday, November 14, 2023. Per GDOT Policy issued on July 15, 2022, traffic forecasts based on new traffic count data collected after the start of the Fall 2022 school year will no longer be required to follow COVID-19 policy procedures. Therefore, no COVID adjustment factor was applied. The traffic count methodologies used in this analysis were outlined in the Methodology Meeting Packet.

Table 6: Traffic Count Summary							
Intersection		AM Peak Hour	PM Peak Hour				
1. Flat Shoals Road (SR 155) at I-285 Westbound Ramps	11/2023	7:30 AM – 8:30 AM	4:45 PM – 5:45 PM				
2. Flat Shoals Road (SR 155) at I-285 Eastbound Ramps	11/2023	7:00 AM – 8:00 AM	4:15 PM – 5:15 PM				
3. Flat Shoals Parkway (SR 155) at Clifton Springs Road/Columbia Drive	11/2023	7:15 AM – 8:15 AM	4:15 PM – 5:15 PM				
4. Panthersville Road at Clifton Springs Road	11/2023	7:15 AM – 8:15 AM	4:00 PM – 5:00 PM				
5. Clifton Springs Road at Site Driveway B	11/2023	7:30 AM – 8:30 AM	4:30 PM – 5:30 PM				
6. Flat Shoals Parkway (SR 155) at Site Driveway C	11/2023	7:15 AM – 8:15 AM	4:00 PM – 5:00 PM				

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

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 *Clifton Springs Mixed-Use Development*. 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 1.0% per year background traffic growth rate from 2023 to 2028 (5 years) was used for all roadways.

The Projected 2028 No-Build conditions represent the Existing 2023 traffic volumes grown for five (5) years at 1.0% per year throughout the study network.

The Projected 2028 Build conditions represent the project trips generated by the *Clifton Springs Mixed-Use Development* (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. Project information was obtained from GeoPI (GDOT), the Atlanta Region's Plan (ARC), and DeKalb County Comprehensive Transportation Plan.

The following projects shown in **Table 7** are programmed to occur near the development.

Table 7: Programmed Projects								
Project Name	From / To Points:	Sponsor	GDOT PI #	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY	
SR 155 Sidewalk Installation	Columbia Drive to Wesley Chapel Road	DeKalb County	<u>0019622</u>	<u>DK-473</u>	2023	-	2025	
Michelle Obama Trail	Waldrop Road to Martin Luther King Jr. High School	DeKalb County	<u>0019888</u>	<u>DK-475</u>	2024	2026	2028	

The following projects shown in Table 8 are planned to occur near the development.

	Table 8: P	lanned Projec	sts		
Project Name	From / To Points:	Sponsor	Project ID #	Project Timeline	Planning Document
I-285 Corridor High Capacity Premium Transit Service	Northlake Mall Area to Panthersville	MARTA	<u>AR-409B</u>	2050	ARC Fact Sheet
Candler Road Arterial Rapid Transit	Avondale MARTA Station to GSU Panthersville Campus	MARTA	<u>AR-491F</u>	2030	ARC Fact Sheet
Clifton Springs Road Diet	Panthersville Road to Flat Shoals Parkway	DeKalb County	-	Tier 1	DeKalb CTP

DeKalb County has one currently planned project (highlighted in yellow) which is likely to be included in the next County SPLOST. The Clifton Springs Road Diet calls for reducing Clifton Springs Road from two travel lanes in each direction to one travel lane in each direction from Panthersville Road to Flat Shoals Parkway (SR 155). This project will affect the roadway laneage across the site frontage; therefore, it is included in the analysis. The remaining non-highlighted projects are not yet funded, beyond the build-out year of the proposed development, or are not anticipated to affect the study network. Available fact sheets and concept graphics for projects listed in the table 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 12*.

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 side street approaches and the major street left-turn movements. Low LOS for side street approaches is not uncommon, as vehicles may experience delays in turning onto a major roadway.

2.7 Level-of-Service Standards

For the purposes of this traffic analysis, a LOS standard of E was assumed for Flat Shoals Road (SR 155) at I-285 Westbound Ramp due to its location within a Regional Center per the ARC Unified Growth Policy Map. A LOS standard of D was assumed for all other study intersections per section 3.2.2.1 of the GRTA *Development of Regional Impact Review Procedures* as specified in the LOU.

3.0 TRIP GENERATION

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, 2021,* using equations where available. Reductions to gross trips including mixed-use reductions, alternative transportation mode reductions, and pass-by reductions are not considered in the analysis based on methodology outlined in the GRTA Letter of Understanding (LOU).

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 offsite or to the site. This reduces the number of vehicle trips that will be made on the roadway, thus reducing traffic congestion. A mixed-use reduction was taken in this analysis per the LOU (excluding the office land-use).

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). An alternative modes reduction of 6% was taken in this analysis 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: 1	rip Gene	ration				
	Density	D	aily Traffi	c	AM Pea	k Hour	PM Pea	ak Hour
Land Use	Density	Total	Enter	Exit	Enter	Exit	Enter	Exit
215 – Single-Family Attached Housing	101 units	720	360	360	12	35	34	23
221 – Multi-Family Housing (Mid-Rise)	666 units	3,130	1,565	1,565	65	216	159	101
720 – Medical-Dental Office Building – Stand Alone	20,000 SF	752	376	376	45	12	23	55
822 – Strip Retail Plaza (<40k)	12,200 SF	744	372	372	20	13	45	45
932 – High-Turnover (Sit-Down) Restaurant	4,000 SF	428	214	214	21	17	22	14
Gross Projec	t Trips	5,774	2,887	2,887	163	293	283	238
Mixed-Use Reductions		-234	-117	-117	-14	-14	-35	-35
Alternative	-334	-167	-167	-9	-18	-15	-12	
Pa	-370	-185	-185	-0	-0	-14	-14	
New Trip	os	4,836	2,418	2,418	140	261	219	177

Table 9 summarizes the gross trip generation, reductions, net trip generation, and driveway volumes for the proposed *Clifton Springs Mixed-Use Development*.

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 are shown in **Figure 4** for residential trips and **Figure 5** for non-residential trips. These trip assignment percentages were applied to the net project trips expected to be generated by the development, and the volumes were assigned to the roadway network. 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 12* for the AM and PM peak hours under the Existing 2023 conditions, Projected 2028 No-Build conditions, and Projected 2028 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM), 6th Edition* unless otherwise noted.

These analyses included existing roadway laneage for each of the scenarios. The traffic volumes and roadway laneage used for each scenario are shown visually in **Figure 7** for Existing 2023 conditions, **Figure 8** for Projected 2028 No-Build conditions, and **Figure 9** for Projected 2028 Build conditions.

Sections 5.1 – 5.8 provide the results of the capacity analyses are presented for each study intersection and include projected LOS, delay, and queue lengths.





5.1 Flat Shoals Road (SR 155) at I-285 Westbound Ramps (Intersection 1)

Ove	rall L(OS Standard: E	Flat S	Shoals SR 155	Road	Flat S	Shoals SR 155	Road				I-285	i Westb Ramp	ound
Арр	roach	LOS Standard: E	No	orthbou	nd	So	uthbou	, nd	E	astbour	nd	W	estbour	nd
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						B (1	9.1)			•	•	
(Approach LOS		B (17.5))	I	3 (11.6))					E (58.4))
IAL	AM	Storage						300				575		575
GN		50th Queue	180	78			40	18				67		9
(SI		95th Queue	221	104			63	84				102		53
DN		Overall LOS						C (2	22.7)			_		
ЗТII		Approach LOS		B (18.7))	I	B (12.1))					E (61.1)	
XIS	Μ	Storage						300				575		575
ш	_	50th Queue	148	147			94	0				156		0
		95th Queue	201	174			125	54				211		42
		Overall LOS						C (2	20.3)			-		
·		Approach LOS		B (17.9))	I	3 (12.3))					E (59.1))
IAL	AM	Storage						300				575		575
ß		50th Queue	244	173			43	44				70		21
s)		95th Queue	303	140			64	129				109		68
		Overall LOS						C (2	23.2)					
BUI		Approach LOS		B (18.8))	I	B (13.0))					E (62.0)	
	РМ	Storage						300				575		575
z		50th Queue	156	142			101	12				165		0
		95th Queue	209	167			134	75				226		43
		Overall LOS						C (2	20.9)					
	_	Approach LOS		B (18.0))	I	3 (13.2))			1		E (59.6))
NL)	AN	Storage						300				575		575
ŝN¢		50th Queue	246	67			47	50				75		30
SIG		95th Queue	303	75			71	143				114		79
D		Overall LOS						C (2	23.9)					
٦IL	-	Approach LOS		B (19.1))		3 (13.8))					E (63.1))
Bl	P	Storage						300				575		575
		50th Queue	166	142			109	16				174		0
		95th Queue	220	167			144	85				249		43

The intersection of Flat Shoals Road (SR 155) at I-285 Westbound Ramps (Intersection 1) is projected to operate at an acceptable <u>overall</u> LOS under the Existing 2023 conditions, Projected 2028 No-Build conditions, and Projected 2028 Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are recommended to be conditioned.

5.2 Flat Shoals Road (SR 155) at I-285 Eastbound Ramps (Intersection 2)

Overa Approa	all LC ach L	S Standard: D OS Standard: D	Flat (Shoals SR 155	Road	Flat S	Shoals SR 155	Road	1-285	5 Eastbo Ramp	ound			
			N	orthbou	nd	Sc	outhbou	nd	E	astbour	nd	W	estboui	nd
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						C (2	23.2)					
Ĺ,	_	Approach LOS		B (10.3)		3 (18.8))		E (66.2)				
AN	≥	Storage			225				700		700			
0		50th Queue		136	0	53	4		194		0			
S)		95th Queue		168	46	87	26		292		48			
5 S		Overall LOS						C (2	3.7)					
Ē		Approach LOS		B (11.1)		<mark>3 (13.9</mark>))		D (54.7)				
(IS	Σ	Storage			225				700		700			
Û		50th Queue		95	0	68	178		139		203			
		95th Queue		122	36	101	203		191		328			
		Overall LOS						C (2	21.5)					
Ĺ,		Approach LOS		B (11.7)		3 (18.8))		D (52.1)				
AZ	Δ	Storage			225				700		700			
(SIGN/		50th Queue		165	0	56	60		191		0			
		95th Queue		216	56	90	78		242		43			
2		Overall LOS						C (2	25.3)					
۲. ۲		Approach LOS		B (13.6)		3 (16.1))		D (51.5)				
Щ.	Σ	Storage			225				700		700			
ž		50th Queue		112	0	71	204		139		234			
		95th Queue		143	42	104	232		189		351			
		Overall LOS						C (2	21.5)					
•		Approach LOS		B (11.8)		<mark>3 (19.0</mark>))		D (54.2)				
AL,	A	Storage			225				700		700			
Ň		50th Queue		184	0	56	56		194		0			
Sig		95th Queue		231	56	90	73		248		45			
õ		Overall LOS						C (2	26.5)					
		Approach LOS		B (14.5)		3 (16.8))		D (53.7)				
BU	ΡZ	Storage			225				700		700			
		50th Queue		120	0	71	215		139		260			
		95th Queue		153	42	103	243		189		393			

The intersection of Flat Shoals Road (SR 155) at I-285 Eastbound Ramps (Intersection 2) is projected to operate at an acceptable <u>overall</u> LOS under the Existing 2023 conditions, Projected 2028 No-Build conditions, and Projected 2028 Build conditions. The eastbound approach of the intersection is projected to operate LOS E during the AM peak hour under Existing 2023 conditions. To accommodate the increase in traffic, the split time for the approaches were adjusted to accommodate the additional traffic, per the GRTA DRI Review Procedures. As a result, the eastbound approach operates at an acceptable LOS under the Projected 2028 No-Build and Build conditions. No physical improvements are recommended to be conditioned.

5.3 Flat Shoals Parkway (SR 155) at Clifton Springs Road/Columbia Drive (Intersection 3)

ovO raqA	erall L oach	.OS Standard: D LOS Standard: D	Fl Parkv	at Shoal vav (SR	ls 155)	Fl Parkv	at Shoa vav (SR	als (155)	Clift	on Spri Road	ngs	Colu	umbia D	Prive
			No	orthbour	nd	Sc	outhbou	nd	E	astbour	nd	W	/estboui	nd
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						C (3	84.9)					
L)		Approach LOS	(C (27.5)	-	(C (21.3))		E (68.4))		E (75.1))
AN	A	Storage				125		125			100	50		450
19		50th Queue	144	761		56	163	9	220	181	0	85	114	0
s)		95th Queue	214	1055		125	230	57	304	264	59	135	181	5
5 V		Overall LOS						D (3	5.1)					
IL	_	Approach LOS	(C (22.5)		(C (25.7))		E (63.2))		E (65.4))
XIS	PZ	Storage				125		125			100	50		450
Ê		50th Queue	85	253		62	556	13	145	161	83	148	160	0
		95th Queue	164	336		101	727	58	214	241	191	218	243	29
		Overall LOS						D (3	37.8)					
(T	_	Approach LOS	(C (32.2)		(C (24.0))		E (63.7))		E (75.6))
BNAI	₽S	Storage				125		125	100		100	50		450
Ð		50th Queue	165	884		62	185	19	224	186	22	87	120	0
s) (95th Queue	268	1283		135	271	81	288	260	82	127	189	9
		Overall LOS						D (3	6.8)					
3UI	_	Approach LOS	(C (26.0)		(C (30.2))		E (58.5))		E (62.8))
- -	PZ	Storage				125		125	100		100	50		450
ž		50th Queue	108	297		72	655	18	145	168	86	147	168	0
		95th Queue	189	380		114	874	68	214	252	199	218	269	34
		Overall LOS						D (5	2.0)					
	_	Approach LOS		D (50.6)		(C (33.1))		E (69.0))		E (77.4))
AL	AN	Storage				125		125	100		100	50		450
Ň		50th Queue	206	1035		62	231	27	341	217	21	85	136	0
SIG		95th Queue	288	1271		128	294	88	476	315	82	135	211	9
Ő		Overall LOS						D (4	8.4)					
	_	Approach LOS		<u>C (33.7)</u>			D (44.7))		E (70.2))		E (65.5))
BU	PZ	Storage				125		125	100		100	50		450
		50th Queue	144	303		74	819	25	204	192	104	155	188	0
		95th Queue	276	379		114	959	76	311	285	220	231	317	34

The intersection of Flat Shoals Parkway (SR 155) at Clifton Springs Road/Columbia Drive (Intersection 2) is projected to operate at an acceptable <u>overall</u> LOS under the Existing 2023 conditions, Projected 2028 No-Build conditions, and Projected 2028 Build conditions. The eastbound and westbound approaches LOS are projected to operate at LOS E under all scenarios. To accommodate the increase in traffic, the split time for the approaches were adjusted to accommodate the additional traffic, per the GRTA DRI Review Procedures. DeKalb County currently has a programmed road diet along Clifton Springs Road to improve facilities for users other than passenger cars. Adding additional lanes to improve the vehicular capacity of the road would be contrary to the goals of the road diet and create larger crossing distances for pedestrians, therefore no physical improvements are recommended to be conditioned.

Ov	erall	LOS Standard: D	Panth	ersville	Road	Panth	ersville	Road	Clift	on Spri Road	ngs	Clift	on Spri Road	ngs
Арр	roacr	LOS Standard: D	No	orthbou	nd	So	uthbou	nd	E	astbour	nd	W	estboui	nd
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						C (3	1.3)					
Î		Approach LOS	(C (25.1))	(C (24.7))	l	D (39.3)		[D (47.3))
A	A	Storage	50			150			100					
Ð		50th Queue	114	284		25	98		29	72		75	272	
S)		95th Queue	175	375		50	146		61	117		126	434	
5 V		Overall LOS						D (3	57.7)					
I		Approach LOS	(C (31.8))	[D (35.9))	I	D (44.5))	[D (42.5))
XIS	Σd	Storage	50			150			100					
Ш	_	50th Queue	97	236		50	325		76	198		152	227	
		95th Queue	156	321		89	448		131	285		236	361	
		Overall LOS						C (3	2.3)					
L)		Approach LOS	(C (26.0))	Ú	C (25.4)	L	D (40.5))	Ι	D (49.0))
NA	A	Storage	50			150			100		100	100		
B		50th Queue	121	307		26	105		31	127	4	79	290	
S)		95th Queue	185	404		51	154		63	205	53	132	473	
Б		Overall LOS						D (3	9.6)					
3UI		Approach LOS	(C (32.6)]	D (37.2))	[D (47.3)		[D (46.2))
	ΡZ	Storage	50			150			100		100	100		
ž		50th Queue	103	255		53	351		82	286	127	164	247	
		95th Queue	177	367		100	520		149	453	251	274	420	
		Overall LOS						C (3	4.2)					
-	_	Approach LOS	(C (26.8)	(C (25.9))	I	D (41.7)		I	D (53.0))
۲L)	AN	Storage	50			150			100		100	100		
N/		50th Queue	123	321		30	106		31	140	4	91	335	
SIG		95th Queue	188	422		57	156		64	219	52	150	553	
:) 0		Overall LOS						D (4	1.4)					
ורו	_	Approach LOS	(C (33.4)	[D (37.3)	I	D (49.9))	[D (50.5))
BL	Σ	Storage	50			150			100		100	100		
		50th Queue	104	266		60	356		81	321	137	179	277	
		95th Queue	177	378		109	519		149	491	259	314	468	

5.4 Panthersville Road at Clifton Springs Road (Intersection 4)

The intersection of Panthersville Road at Clifton Springs Road (Intersection 4) is projected to operate at an acceptable <u>overall</u> LOS under the Existing 2023 conditions, Projected 2028 No-Build conditions, and Projected 2028 Build conditions. To accommodate the increase in traffic, the split time for the approaches were adjusted to accommodate the additional traffic, per the GRTA DRI Review Procedures. With the change in split times, each approach of the intersection is projected to operate acceptably under all studied scenarios. DeKalb County currently has a programmed road diet along Clifton Springs Road to improve facilities for users other than passenger cars. The road diet project will reduce the amount of receiving lanes for the eastbound traffic from two lanes to one lane. Due to the reduction in receiving lanes, it is recommended to restripe the outside eastbound shared through-right turn lane to an exclusive eastbound right-turn lane.

Ov	rall	LOS Standard: D	Site	Drivew	ay B				Clif	ton Spri	ngs	Clif	ton Spri	ings
Арр	roach	LOS Standard: D	N	orthhou	nd	Sc	uthhou	nd	F	<u>Ruau</u> asthour	nd .	10		nd
					R		T	R		T	R			R
		Overall LOS	_	-			-	(3	.1)	-		_		
_	-	Approach LOS		C (15.1)				/	A (0.0)			A (8.8)	
SC)	M	Storage			Í									
Ň		50th Queue												
Ľ		95th Queue	43									8		
DNG NG		Overall LOS			•		•	(2	.4)					•
STI		Approach LOS		C (15.7)					A (0.0)			A (9.6)	
XIX:	Σ	Storage												
ш	_	50th Queue												
		95th Queue	33									8		
		Overall LOS				•		(3	.9)					
()	_	Approach LOS		<u>C (21.6</u>)		L	v		A (0.0)			A (8.9)	
D (TWSC)	AN	Storage												
		50th Queue												
		95th Queue	70									8		
JIL	-	Overall LOS				1		(2	.8)			r		
-BL	_	Approach LOS		<u>C (20.5</u>)		h			A (0.0)			A (9.7)	
Ò	2	Storage												
~	-	50th Queue		-										
		95th Queue	48									8		
		Overall LOS						(1	.9)					
	5	Approach LOS		<u>C (15.9</u>)		r	1		1	1		<u>A (0.0)</u>	
í	A	Storage		0										
R		50th Queue	40	1			1							
) (F		95th Queue	43					(4						
				C (40.4	<u>, </u>			(1	.8)				A (0 0)	
BU	Σ	Approach LOS		C (18.4)		1	1					A (0.0)	
	٩	50th Output												
			40											

5.5 Clifton Springs Road at Site Driveway B (Intersection 5)

The intersection of Clifton Springs Road at Site Driveway B (Intersection 5) is projected to operate at an acceptable LOS under the Existing 2023 scenario. Each approach of the intersection is projected to operate acceptably under the Projected 2028 No-Build and Build conditions. Site Driveway B currently operates as a full movement driveway; however, per DeKalb County requirements, Site Driveway B may be converted to a right-in/right-out (RIRO) driveway when the *Clifton Springs Mixed-Use Development* is developed, subject to agreements with QuikTrip. Site Driveway B was converted to a RIRO driveway for Projected 2028 Build scenario. As a result, the LOS improves from the Projected 2028 No-Build conditions to the Projected 2028 Build conditions as left-turn movements were rerouted to other intersections. The recommended lane configuration for Site Driveway B under the Projected 2028 Build conditions is one (1) lane entering the site and a one (1) lane exiting the site.

5.6 Flat Shoals Parkway (SR 155) at Site Driveway C (Intersection 6)

Ov App	rerall roach	LOS Standard: D	Fl Parkv	at Shoa vay (SF	als R 155)	Fla Parkv	at Shoa vay (SF	als (155)	Site	Drivew	ay C			
				orthbou	nd	So	uthbou	nd	E	astbour –	nd D	W	estboui	nd
		Overall LOS	L	I	ĸ	L	I	R (0	2)		ĸ	L	I	R
							<u> </u>	(0	.3)	2 (11 2))			
ô	Σ	Storage	50		1		A (0.0)	200		5 (11.5)			
IR(A	50th Oueue	50					200						
(R		95th Queue									10			
DN G		Overall LOS						(1	4)		10			
STI		Approach LOS					A (0.0)	(1)) (29.7)			
XIX:	Σ	Storage	50					200	-	(_011	/			
ш	ш.	50th Queue												
		95th Queue									65			
		Overall LOS						(0	.3)					
	_	Approach LOS			-		A (0.0)			3 (11.5))			
SO S	AM	Storage	50					200						
RII		50th Queue												
Ō		95th Queue									10			
nr		Overall LOS						(1	.7)					
B	5	Approach LOS					<u>A (0.0)</u>			D (34.8))			
NO	РР	Storage	50					200						
		50th Queue												
		95th Queue						(0			80			
							A (0, 0)	(0	.4)	- (44 O	\ \			
	Σ	Approach LOS	50		i i		A (0.0)	200		5 (11.8)	1		1
Ô	A	Storage	50					200			[
RIR											13			
D (Overall LOS						(2	1)		15			
ЪГ		Approach LOS					A (0.0)	(4)		= (41.4 [°])			
Bl	Σ	Storage	50					200			/			
	ш	50th Queue												
		95th Queue									100			

The intersection of Flat Shoals Parkway (SR 155) at Site Driveway C (Intersection 6) is projected to operate at an acceptable LOS under the Existing 2023 and Projected 2028 No-Build scenarios. The eastbound approach of the intersection is projected to operate at LOS E during the PM peak hour under the Projected 2028 Build conditions. Low LOS for side street approaches is not uncommon, as vehicles may experience delays in turning onto a major roadway. The recommended lane configuration for Site Driveway C is one (1) lane entering the site and one (1) lane exiting the site.

O App	verall proact	LOS Standard: D	Site	Drivew	ay A				Clift	on Spri Road	ings	Clift	on Spri Road	ings
			N	orthbou	nd	So	uthbou	Ind	E	astbour	nd	W	estbou	nd
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						(5	.2)					
		Approach LOS		D (26.2)					A (0.0)			A (9.1)	
VSC)	AM	Storage										100		
		50th Queue												
È		95th Queue	78	25								13		
Q		Overall LOS						(3	.5)					
∣╡		Approach LOS		C (23.8)					A (0.0)		I	B (10.3)
BU	Σd	Storage		ĺ										
–		50th Queue												
		95th Queue	43	18								18		

5.7 Clifton Springs Road at Site Driveway A (Intersection 7)

The intersection of Clifton Springs Road at Site Driveway A (Intersection 7) is projected to operate at an acceptable LOS under the Projected 2028 Build scenario. Each approach of the intersection is projected to operate acceptably under the Projected 2028 Build conditions. The recommended lane configuration for Site Driveway A is one (1) lane entering the site and two (2) lanes exiting the site.

5.8 Flat Shoals Parkway (SR 155) at Site Driveway D (Intersection 8)

O App	/erall proact	LOS Standard: D LOS Standard: D	Fl Parkv	at Shoa vay (SF	als R 155)	Fl Parkv	at Shoa vay (SF	als R 155)	Site	Drivew	ay D			
			No	orthbou	nd	Sc	outhbou	nd	E	astbour	nd	W	estbou	nd
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						(0	.1)					
		Approach LOS					A (0.0)		l	B (11.2)			
AM (0)		Storage						150						
R		50th Queue												
(R		95th Queue									5			
9		Overall LOS						(0	.2)					
15	_	Approach LOS					A (0.0)		(C (21.8)			
ш	Σd	Storage						150						
	_	50th Queue												
		95th Queue									8			

The intersection of Flat Shoals Parkway (SR 155) at Site Driveway D (Intersection 8) is projected to operate at an acceptable LOS under the Projected 2028 Build scenario. Each approach of the intersection is projected to operate acceptably under the Projected 2028 Build conditions. The recommended lane configuration for Site Driveway D is a minimum of one (1) lane entering the site and a minimum of one (1) lane exiting the site.

APPENDIX A

Proposed Site Plan

, EBERLY & ASSOCIAT

APPENDIX B

Trip Generation Analysis

Trip Generation Analysis (11th]	Ed. with 2nd Edition Handbook Daily Clifton Springs Mixed-Use	IC & 3rd I	Edition A	M/PM I	<mark>C</mark>)			
	DeKalb County, GA		•					
Land Use	Intensity	Daily	AN	I Peak H	our	PM	Peak H	our
		Trips	Total	In	Out	Total	ln	Out
Proposed Site Traffic								
215 Single-Family Attached Housing	101 d.u.	720	47	12	35	57	34	23
221 Multi-Family Housing (Mid-Rise)	666 d.u.	3,130	281	65	216	260	159	101
720 Medical-Dental Office Building - Stand Alone	20,000 s.f.	752	57	45	12	78	23	55
822 Strip Retail Plaza (<40k)	12,200 s.f. gross leasable area	744	33	20	13	90	45	45
932 High-Turnover (Sit-Down) Restaurant	4,000 s.f.	428	38	21	17	36	22	14
Gross Trips		5,774	456	163	293	521	283	238
Residential Trips		3,850	328	77	251	317	193	124
Mixed-Use Reductions		-118	-10	-3	-/	-23	-15	-8 7
Alternative Mode Reductions		-224	-19	-4 70	-15	-18	-11	-/
Adjusted Residential Trips		3,308	299	70	229	270	107	109
Office Trips		752	57	45	12	78	23	55
Mixed-Use Reductions		0	0		0	0	0	0
Alternative Mode Reductions		-46	-4	-3	-1	-4	-1	-3
Adjusted Office Trips		706	53	42	11	74	22	52
		,00				, .		02
Retail Trips		744	33	20	13	90	45	45
Mixed-Use Reductions		-74	-9	-5	-4	-29	-11	-18
Alternative Mode Reductions		-40	-1	-1	-1	-4	-2	-2
Pass By Reductions (Based on ITE Rates)		-214	0	0	0	-19	-10	-10
Adjusted Retail Trips		416	23	14	8	38	22	15
					. –			
Restaurant Trips		428	38	21	17	36	22	14
Mixed-Use Reductions		-42	-9	-6	-3	-18	-9	-9
Alternative Mode Reductions		-24	-2	-1	-1	-1	-1	0
Pass By Reductions (Based on ITE Rates)		-150	0	0	0	-8	-4	-4
Adjusted Restaurant Trips		206	27	14	13	9	8	1
Mixed-Use Reductions - TOTAL		-234	-28	-14	-14	-70	-35	-35
Alternative Mode Reductions - TOTAL		-334	-26	_9	-18	-27	-15	-12
Pass-By Reductions - TOTAL		-370	0	Ó	0	-27	-14	-14
New Trins		4.836	402	140	261	397	219	177
Driveway Volumes		5 206	402	140	261	424	233	101
Direway volumes		3,200	404	140	201	424	433	171

\kimley-horn.com\so_amt\alp_tpto\017908000_flat shoals at clifton springs dri - dekalb county - august 2023_dri phase 2\analysis{[updated densities cqi_analysis-11thedition_ic-2ndeddaily_3rdedam-pm.xls]trip generation

APPENDIX C

Intersection Volume Worksheets

Intersection #1: Flat Shoals Road (SR 155) @ I-285 WB Ramps AM PEAK HOUR

AM PEAK HOUR

	Flat Sh	oals Road (SR 155)	Flat Sh	oals Road (SR 155)	1-2	85 WB Rai	mps	1-2	85 WB Rai	nps
	1	Northboun	ıd	5	Southboun	d		Eastbound	1	,	Westbound	đ
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	538	1,226	0	0	382	428	0	0	0	171	0	256
Pedestrians		0			0			1			5	
Conflicting Pedestrians	1		5	5		1	0		0	0		0
Heavy Vehicles	17	32	0	0	18	18	0	0	0	16	0	23
Heavy Vehicle %	3%	3%	0%	0%	5%	4%	0%	0%	0%	9%	0%	9%
Peak Hour Factor		0.99			0.99			0.99			0.99	
Adjustment												
Adjusted 2023 Volumes	538	1226	0	0	382	428	0	0	0	171	0	256
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	565	1,289	0	0	401	450	0	0	0	180	0	269
Project Trips												
Trip Distribution IN					25%					10%		
Trip Distribution OUT	15%	25%										
Residential Trips	34	56	0	0	18	0	0	0	0	7	0	0
Trip Distribution IN					15%					5%		
Trip Distribution OUT	5%	15%										
Office Trips	1	2	0	0	6	0	0	0	0	2	0	0
Trip Distribution IN					15%					5%		
Trip Distribution OUT	5%	15%										
Retail Trips	0	1	0	0	2	0	0	0	0	1	0	0
Trip Distribution IN					15%					5%		
Trip Distribution OUT	5%	15%										
Restaurant Trips	1	2	0	0	2	0	0	0	0	1	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Balance Trips	2											
Rerouted Trips due to Converted Driveway						_						
												-
Total Project Trips	38	61	0	0	28	0	0	0	0	11	0	0
2028 Buildout Total	603	1.350	0	0	429	450	0	0	0	191	0	269

	Flat Shoals Road (SR 155) Fl		Flat Sho	als Road (SR 155)	I-2	85 WB Rar	nps	I-2	85 WB Rai	nps	
	N	orthboun	d	s	outhboun	d	1	Eastbound	1	1	Westbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	345	902	0	0	821	518	0	0	0	397	0	287
Pedestrians		0			0			0			13	
Conflicting Pedestrians	0		13	13		0	0		0	0		0
Heavy Vehicles	6	17	0	0	13	7	0	0	0	6	0	17
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	0%	0%	0%	2%	0%	6%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2023 Volumes	345	902	0	0	821	518	0	0	0	397	0	287
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	363	948	0	0	863	544	0	0	0	417	0	302
Project Trips												
Trip Distribution IN					25%					10%		
Trip Distribution OUT	15%	25%										
Residential Trips	15	26	0	0	41	0	0	0	0	17	0	0
*												
Trip Distribution IN					15%					5%		
Trip Distribution OUT	5%	15%										
Office Trips	3	8	0	0	3	0	0	0	0	1	0	0
Trip Distribution IN					15%					5%		
Trip Distribution OUT	5%	15%										
Retail Trips	1	2	0	0	3	0	0	0	0	1	0	0
Trip Distribution IN					15%					5%		
Trip Distribution OUT	5%	15%										
Restaurant Trips	0	0	0	0	1	0	0	0	0	0	0	0
*												
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
···· 2 1												
Project Balance Trips	2									1		
Rerouted Trips due to Converted Driveway												
Fotal Project Trips	21	36	0	0	48	0	0	0	0	20	0	0
		50	v							20		v
2028 Buildout Total	384	984	0	0	911	544	0	0	0	437	0	302
"users/alden vordon/anndata/roamine/microsoft/escel/undates	densities cai	analysis 11the	fition ic-2nde	ddaily 3rdeda	m.nm (version	I) xlslint #1	V	v		157	7/2.002	(15.27

Intersection #2: Flat Shoals Road (SR 155) @ I-285 EB Ramps AM PEAK HOUR

	Flat Shoals Road (SR 155) F			Flat Sho	als Road (SR 155)	I-2	85 EB Ran	nps	I-2	85 EB Rar	nps
	N	orthboun	d	s	outhboun	d	1	Eastbound	1		Vestbound	đ
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
•												
Observed 2023 Traffic Volumes	0	1,298	579	124	358	0	483	0	398	0	0	0
Pedestrians		0			2			1			4	
Conflicting Pedestrians	1		4	4		1	2		0	0		2
Heavy Vehicles	0	25	14	6	33	0	17	0	21	0	0	0
Heavy Vehicle %	0%	2%	2%	5%	9%	0%	4%	0%	5%	0%	0%	0%
Peak Hour Factor		0.99			0.99			0.99			0.99	
Adjustment												
Adjusted 2023 Volumes	0	1298	579	124	358	0	483	0	398	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	0	1,364	609	130	376	0	508	0	418	0	0	0
Project Trips												
Trip Distribution IN					35%				15%			
Trip Distribution OUT		40%	10%									
Residential Trips	0	92	23	0	25	0	0	0	10	0	0	0
Trip Distribution IN					20%				5%			
Trip Distribution OUT		20%	5%									
Office Trips	0	2	1	0	8	0	0	0	2	0	0	0
Trip Distribution IN					20%				5%			
Trip Distribution OUT		20%	5%									
Retail Trips	0	2	0	0	3	0	0	0	1	0	0	0
Trip Distribution IN					20%				5%			
Trip Distribution OUT		20%	5%									
Restaurant Trips	0	3	1	0	3	0	0	0	1	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Balance Trips			-1									
Rerouted Trips due to Converted Driveway												
Total Project Trips	0	99	24	0	39	0	0	0	14	0	0	0
2028 Buildaut Tatal	0	1.462	622	120	415	0	509	0	420	0	0	0

	Flat Shoals Road (SR 155) Fl			Flat Sho	oals Road (SR 155)	I-2	85 EB Ran	nps	I-2	85 EB Ran	nps
	N	orthboun	d	S	outhboun	d		Eastbound	1	1	Westbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	835	213	153	1,131	0	369	0	628	0	0	0
Pedestrians		1			0			4			18	
Conflicting Pedestrians	4		18	18		4	0		1	1		0
Heavy Vehicles	0	18	5	3	18	0	12	0	13	0	0	0
Heavy Vehicle %	0%	2%	2%	2%	2%	0%	3%	0%	2%	0%	0%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2023 Volumes	0	835	213	153	1131	0	369	0	628	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	0	878	224	161	1.189	0	388	0	660	0	0	0
<u>.</u>												
Project Trips												
Trip Distribution IN					35%				15%			
Trip Distribution OUT		40%	10%									
Residential Trips	0	44	12	0	58	0	0	0	25	0	0	0
·····												
Frin Distribution IN					20%				5%			
Trip Distribution OUT		20%	5%						- /-			
Office Trips	0	10	3	0	4	0	0	0	1	0	0	0
						, , , , , , , , , , , , , , , , , , ,						
Frip Distribution IN					20%				5%			
Frip Distribution OUT		20%	5%						- /-			
Retail Trips	0	3	1	0	4	0	0	0	1	0	0	0
			-					, , , , , , , , , , , , , , , , , , ,				
Trip Distribution IN					20%				5%			
Frin Distribution OUT		20%	5%									
Restaurant Trips	0	0	0	0	2	0	0	0	0	0	0	0
I												
Pass=By Trips	0	0	0	0	0	0	0	0	0	0	0	0
uso 19 111ps	Ŭ	0	0	Ū	Ū.	Ū.	Ŭ	Ū	Ū.	Ū		0
Project Balance Trips												
rojeet buluiee mps												
Perouted Trips due to Converted Driveway												
eroued mps due to converted Driveway												
Cotal Project Trins	0	57	16	0	68	0	0	0	27	0	0	0
iour roject mps	3	51	10	0	00	5	3	5	21	0		5
2028 Buildout Total	0	035	240	161	1.257	0	388	0	687	0	0	0
	V .	733	24U	101	1,437	U ala line #2	200	V	007	V	V	v

Intersection #3: Flat Shoals Parkway (SR 155) @ Clifton Springs Road / Columbia Drive AM PEAK HOUR

	Flat	Shoals Pa	rkway (SR	155)	Flat Shoa	ls Parkway	(SR 155)	Clifte	on Springs	Road	Co	lumbia Dr	ive
B		North	bound	D: 1.	5	outhboun	<u>id</u>		Eastbound	1	1	Vestboun	1
Description	U-Turn	Left	Through	Right	Lett	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	12	311	1.402	206	102	492	164	243	180	118	104	109	88
Pedestrians			0			0			2			1	
Conflicting Pedestrians	0	2		1	1		2	0		0	0		0
Heavy Vehicles	0	8	21	6	2	31	21	16	7	10	3	7	2
Heavy Vehicle %	2%	3%	2%	3%	2%	6%	13%	7%	4%	8%	3%	6%	2%
Peak Hour Factor		0.	.98			0.98			0.98			0.98	
Adjustment													
Adjusted 2023 Volumes	12	311	1402	206	102	492	164	243	180	118	104	109	88
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment													
Other Proposed Developments													
2028 Background Traffic	13	327	1,474	217	107	517	172	255	189	124	109	115	92
Project Trips													
Trip Distribution IN	5%	10%				45%	5%				5%	10%	
Trip Distribution OUT								50%	15%				
Residential Trips	3	7	0	0	0	31	4	115	34	0	3	8	0
•													
Trip Distribution IN	5%	20%				20%	5%				5%	10%	
Trip Distribution OUT								25%	15%				
Office Trips	2	8	0	0	0	8	2	3	2	0	2	4	0
Trip Distribution IN	5%	20%				20%	5%				5%	10%	
Trip Distribution OUT								25%	15%				
Retail Trips	1	3	0	0	0	3	1	2	1	0	1	1	0
Trip Distribution IN	5%	20%				20%	5%				5%	10%	
Trip Distribution OUT								25%	15%				
Restaurant Trips	1	3	0	0	0	3	1	3	2	0	1	1	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Balance Trips											-1		
Rerouted Trips due to Converted Driveway													
Total Project Trips	7	21	0	0	0	45	8	123	39	0	6	14	0
2028 Buildout Total	20	348	1.474	217	107	562	180	378	228	124	115	129	92

	Flat Shoals Parkway (SR 155) Fl		Flat Shoa	ls Parkway	(SR 155)	Clifte	on Springs	Road	Co	olumbia Dri	ive		
		North	bound		5	outhboun	d		Eastbound	1	<u>1</u>	Westbound	1
Description	U-Turn	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	11	149	685	133	166	1,336	141	196	182	292	199	177	89
Pedestrians			7			5			2			4	
Conflicting Pedestrians	7	2		4	4		2	5		7	7		5
Heavy Vehicles	0	18	13	2	3	8	18	5	2	7	7	41	4
Heavy Vehicle %	2%	12%	2%	2%	2%	2%	13%	3%	2%	2%	4%	23%	4%
Peak Hour Factor		0.	98			0.98			0.98			0.98	
Adjustment													
Adjusted 2023 Volumes	11	149	685	133	166	1336	141	196	182	292	199	177	89
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment													
Other Proposed Developments													
2028 Background Traffic	12	157	720	140	174	1,404	148	206	191	307	209	186	94
Project Trips													
Trip Distribution IN	5%	10%				45%	5%				5%	10%	
Trip Distribution OUT								50%	15%				
Residential Trips	8	18	0	0	0	75	8	55	16	0	8	17	0
•													
Trip Distribution IN	5%	20%				20%	5%				5%	10%	
Trip Distribution OUT								25%	15%				
Office Trips	1	4	0	0	0	4	1	13	8	0	1	2	0
Trip Distribution IN	5%	20%				20%	5%				5%	10%	
Trip Distribution OUT	- / -							25%	15%				
Retail Trips	1	4	0	0	0	4	1	4	2	0	1	2	0
							-		-		-	_	, in the second s
Trip Distribution IN	5%	20%				20%	5%				5%	10%	
Trip Distribution OUT							. / -	25%	15%				
Restaurant Trips	0	2	0	0	0	2	0	0	0	0	0	1	0
I I													
Pass-By Trips	0	1	-1	0	0	0	0	1	0	0	0	0	0
1.00 Dy 11100	0			Ū	0	0	0			Ų	0	Ŭ	Ū.
Project Balance Trips		1						1			2		
rojeer bulaice mps		•									2		
Rerouted Trips due to Converted Driveway													
Reformed Trips are to converted Driveway													
Total Project Trips	10	30	-1	0	0	85	10	74	26	0	12	22	0
roui riojeet riipo	.0	50	1	5	5		.0	. 7	20	5			5
2028 Buildout Total	22	187	719	140	174	1.489	158	280	217	307	221	208	94
c:\users\alden.gordon\appdata\roaming\microsoft\excel\fupdatea	densities cqi_	analysis-11the	dition_ic-2nde	Idaily_3rdeda	m-pm (version	1).xls]int #3			1			7/2/2024	4 15:37

Intersection #4: Panthersville Road @ Clifton Springs Road AM PEAK HOUR

Panthersville Road Clifton Springs Road Panthersville Road Clifton Springs Road Northbound Southbound Eastbound Westbound Through Right Left Through Right Left Right Left Description Through Right Left Through Observed 2023 Traffic Volumes 122 594 258 61 79 50 Pedestrians Conflicting Pedestrians 0 1 1 1 1 1 0 1 Heavy Vehicles 4 4 5 9 Heavy Vehicle % 6% 4% 7% 7% 5% 20% 8% 5% 5% 7% 6% 11% eak Hour Factor Adjustment Adjusted 2023 Volumes 249 594 61 258 79 50 157 94 82 Annual Growth Rate 1.0% 1.0% 1.0% 1.0% 1.0% 1.0% 1.0% 1.0% 1.0% 1.0% 1.0% 1.0% Growth Factor 1.051 1.051 1.051 1.051 1.051 1.051 1.051 1.051 1.051 1.051 1.051 1.051 New Road Adjustment Other Proposed Developments 64 271 262 624 289 83 53 165 99 128 265 86 2028 Background Traffic Project Trips Trip Distribution IN Trip Distribution OUT 5% 5% 10% Residential Trips 0 0 4 4 0 0 0 0 23 Trip Distribution IN Trip Distribution OUT 20% 10% 5% Office Trips 0 0 8 2 0 0 0 4 0 2 1 1 Trip Distribution IN Trip Distribution OUT 20% 10% 5% Retail Trips 0 0 3 1 0 0 0 1 0 2 1 0 Trip Distribution IN Trip Distribution OUT 20% 10% 5% Restaurant Trips 0 0 3 1 0 0 0 1 0 3 1 1 Pass-By Trips 0 0 0 0 0 0 0 0 0 0 0 0 Project Balance Trips Rerouted Trips due to Converted Driveway Total Project Trips 0 0 18 8 0 0 0 0 18 26 2028 Buildout Total

	Panthersville Road		Pan	thersville F	Road	Clift	on Springs	Road	Clift	on Springs	Road	
	N	Northboun	d	S	Southboun	d		Eastbound	1	1	Westbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	170	422	203	94	605	121	118	280	225	219	192	69
Pedestrians		0			0			0			4	
Conflicting Pedestrians	0		4	4		0	0		0	0		0
Heavy Vehicles	32	12	9	5	21	31	4	7	19	18	51	8
Heavy Vehicle %	19%	3%	4%	5%	3%	26%	3%	3%	8%	8%	27%	12%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2023 Volumes	170	422	203	94	605	121	118	280	225	219	192	69
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	179	444	213	99	636	127	124	294	236	230	202	73
Project Trips												
Trip Distribution IN			5%	5%				10%				
Trip Distribution OUT										5%	10%	5%
Residential Trips	0	0	8	8	0	0	0	17	0	5	11	5
1												
Frip Distribution IN			20%	5%				10%				
Frin Distribution OUT										20%	10%	5%
Office Trips	0	0	4	1	0	0	0	2	0	10	5	3
			-			, i i i i i i i i i i i i i i i i i i i		_	, v			-
Trip Distribution IN			20%	5%				10%				
Frin Distribution OUT										20%	10%	5%
Retail Trips	0	0	4	1	0	0	0	2	0	3	2	1
			-			, i i i i i i i i i i i i i i i i i i i		_	, v		_	
Trip Distribution IN			20%	5%				10%				
Frip Distribution OUT										20%	10%	5%
Restaurant Trips	0	0	2	0	0	0	0	1	0	0	0	0
									÷	, , , , , , , , , , , , , , , , , , ,		
Pass=By Trips	0	0	0	0	0	0	0	0	0	0	0	0
100 Dy 11100	Ū	0	Ū	Ū	Ū	Ū	Ū	0	Ū	Ū	0	0
Project Balance Trips								1				
Tojeet Bulance Trips												
Rerouted Trips due to Converted Driveway												
around hips une to converted Driveway												
Total Project Trips	0	0	18	10	0	0	0	23	0	18	18	9
iour roject mps	0	v	10	10		v	0	20	0	10	10	,
2028 Buildout Total	170	444	231	109	636	127	124	317	236	248	220	82
	1/7	analasia Ulaha	2 .31 Referencies Dende	ddailu Zadada	000	1 4 1 1) ala lint #4	124	517	230	240	220	04

Intersection #5: Clifton Springs Road @ Site Driveway B AM PEAK HOUR

Site Driveway B Clifton Springs Road Clifton Springs Road Northbound Southbound Eastbound Through Westbound Through Right Left Through Right Left Right Left Description Through Right Left Observed 2023 Traffic Volumes 85 513 0 0 0 0 389 0 Pedestrians Conflicting Pedestrians 0 0 0 1 1 1 1 0 Heavy Vehicles 6 0 0 3 0 Heavy Vehicle % 8% 0% 5% 0% 0% 0% 0% 6% 3% 6% 9% 0% eak Hour Factor Adjustment Adjusted 2023 Volumes 62 0 0 0 0 0 389 87 85 0 Annual Growth Rate 1.0% 1.0% 1.0% 1.0% 1.0% 1.0% 1.0% 1.0% 1.0% 1.0% 1.0% 1.0% Growth Factor 1.051 1.051 1.051 1.051 1.051 1.051 1.051 1.051 1.051 1.051 1.051 1.051 New Road Adjustment Other Proposed Developments 139 65 0 0 409 91 89 539 0 2028 Background Traffic 0 0 0 Project Trips Trip Distribution IN Trip Distribution OUT 15% 50% Residential Trips 0 0 34 0 0 0 0 4 0 18 0 Trip Distribution IN Trip Distribution OUT 20% 20% Office Trips 0 0 2 0 0 0 0 2 6 0 0 Trip Distribution IN Trip Distribution OUT 20% 20% Retail Trips 0 0 2 0 0 0 0 2 2 0 5 0 Trip Distribution IN Trip Distribution OUT 20% 20% Restaurant Trips 0 0 3 0 0 0 0 3 2 0 5 0 Pass-By Trips 0 0 0 0 0 0 0 0 0 0 0 0 Project Balance Trips Rerouted Trips due to Converted Driveway -65 -89 89 Total Project Trips 0 0 40 0 0 0 0 14 0 43 0 2028 Buildout Total

	Site Driveway B						Clift	on Springs	Road	Clifte	on Springs	Road
	N	orthboun	d	S	outhboun	d		Eastbound	1	1	Westbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	32	0	107	0	0	0	0	590	82	79	393	0
Pedestrians		0			0			4			3	
Conflicting Pedestrians	4		3	3		4	0		0	0		0
Heavy Vehicles	2	0	4	0	0	0	0	13	2	3	62	0
Heavy Vehicle %	6%	0%	4%	0%	0%	0%	0%	2%	2%	4%	16%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2023 Volumes	32	0	107	0	0	0	0	590	82	79	393	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
028 Background Traffic	34	0	112	0	0	0	0	620	86	83	413	0
-												
Project Trips												
frip Distribution IN									5%		25%	
Trip Distribution OUT			15%					50%				
Residential Trips	0	0	17	0	0	0	0	55	8	0	42	0
*												
Frin Distribution IN									15%		35%	
Trip Distribution OUT			20%					20%				
Office Trips	0	0	11	0	0	0	0	10	3	0	8	0
Frin Distribution IN									15%		35%	
Frip Distribution OUT			20%					20%				
Retail Trips	0	0	3	0	0	0	0	3	3	0	8	0
Frin Distribution IN									15%		35%	
Frip Distribution OUT			20%					20%				
Restaurant Trips	0	0	0	0	0	0	0	0	1	0	3	0
	÷					÷	÷					
Pase-By Tring	0	0	3	0	0	0	0	-2	3	0	1	0
uso Dy 11105	0	0	5	Ū	Ū	Ū	Ū	2	2	Ū		0
Project Balance Trips												
rojeer suntilee rrips												
Rerouted Trips due to Converted Driveway	-34							-		-83	83	
cerouted Trips due to Converted Driveway	-,14									-0.5	0.5	
Cotal Project Trips	0	0	34	0	0	0	0	66	18	0	62	0
roun rioject riips	0	0	34	0	U	U	0	00	10	0	02	U
2028 Buildout Total	0	0	146	0	0	0	0	686	104	0	558	0
	U damaiti an	V mahain 122	140	V	V	U ala line #*	U	000	104	v	330	v

Intersection #6: Flat Shoals Parkway (SR 155) @ Site Driveway C AM PEAK HOUR

	Flat Shoals Parkway (SR 155) Flat S		Flat Shoal	s Parkway	(SR 155)	Site	e Drivewa	y C				
	N	orthboun	d	s	outhboun	d	1	Eastbound	1		Vestboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	1,943	0	0	632	92	0	0	68	0	0	0
Pedestrians		0			0			7			0	
Conflicting Pedestrians	7		0	0		7	0		0	0		0
Heavy Vehicles	0	35	0	0	35	9	0	0	6	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	6%	10%	0%	0%	9%	0%	0%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2023 Volumes	0	1943	0	0	632	92	0	0	68	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	0	2,042	0	0	664	97	0	0	71	0	0	0
Project Trips												
Trip Distribution IN		15%			25%	30%						
Trip Distribution OUT									5%			
Residential Trips	0	11	0	0	17	21	0	0	11	0	0	0
Trip Distribution IN		25%			10%	20%						
Trip Distribution OUT									10%			
Office Trips	0	11	0	0	4	8	0	0	1	0	0	0
Trip Distribution IN		25%			10%	20%						
Trip Distribution OUT									10%			
Retail Trips	0	4	0	0	1	3	0	0	1	0	0	0
Trip Distribution IN		25%			10%	20%						
Trip Distribution OUT									10%			
Restaurant Trips	0	4	0	0	1	3	0	0	1	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Balance Trips		-2										
Rerouted Trips due to Converted Driveway												
m . 1 m . 1 . m !							0					0
Total Project Trips	0	28	0	0	23	35	0	0	14	0	0	0
2028 Puildout Total	0	2.070	0	0	697	122	0	0	95	0	0	0

	Flat Shoals Parkway (SR 155) Flat			Flat Shoa	ls Parkway	(SR 155)	Sit	e Driveway	y C			
	ľ	Northboun	d	s	outhboun	d		Eastbound	1		Westbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	1,023	0	0	1,731	90	0	0	139	0	0	0
edestrians		0			1			2			0	
Conflicting Pedestrians	2		0	0		2	1		0	0		1
Heavy Vehicles	0	39	0	0	26	1	0	0	2	0	0	0
Heavy Vehicle %	0%	4%	0%	0%	2%	2%	0%	0%	2%	0%	0%	0%
eak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2023 Volumes	0	1023	0	0	1731	90	0	0	139	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	0	1.075	0	0	1.819	95	0	0	146	0	0	0
	Ŭ	.,575	2	5	.,,517	22	5		. 10		-	3
Project Trips												
Trip Distribution IN		15%			25%	30%						
Frip Distribution OUT		1570			2370	5070			5%			
Residential Trips	0	25	0	0	42.	50	0	0	5	0	0	0
esidendar mps	Ŭ	20	0	0	12	50	0	Ŭ	2			0
Frin Distribution IN		25%			10%	20%						
Frip Distribution OUT		2010			1070	2070			10%			
Office Trips	0	6	0	0	2	4	0	0	5	0	0	0
Since Trips	0	0	0	0	2		0	0	5	0	0	0
Frip Distribution IN		25%			10%	20%						
Frin Distribution OUT									10%			
Retail Trips	0	6	0	0	2	4	0	0	2	0	0	0
	Ŭ		v			•			~	Ŭ	- V	v
Trip Distribution IN		25%			10%	20%						
Frip Distribution OUT	1								10%			
Restaurant Trips	0	2	0	0	1	2	0	0	0	0	0	0
	- Č		v	- V	-	~	~			- V		
Pass_By Trips	0	0	0	0	-2	2	0	0	2	0	0	0
100 27 11:po			v		-2	2	0	0	2			v
roject Palance Trips												
rojeer baiditee trips												
Parouted Trips due to Converted Driveway	l											
cerotice mps due to Converted Driveway												
Fotal Project Trips	0	20	0	0	45	62	0	0	14	0	0	0
otal Project Trips	0	- 39	U	0	45	02	0	U	14	0	U	U
029 Buildout Total	0	1.114	0	0	1.964	157	0	0	160	0	0	0
w20 Dunuout 10tai	U	1,114	U	U	1,804	157	U	U	100	U	U	U

Intersection #7: Clifton Springs Road @ Site Driveway A AM PEAK HOUR

Site Driveway A Clifton Springs Road Clifton Springs Road Northbound Southbound Eastbound Through Westbound Through Right Left Through Right Left Right Left Description Through Right Left Observed 2023 Traffic Volumes 575 0 0 0 0 476 0 0 0 Pedestrians Conflicting Pedestrians 0 0 0 0 0 0 0 0 Heavy Vehicles 0 0 0 0 0 Heavy Vehicle % 0% 0% 0% 0% 0% 0% 0% 5% 0% 0% 9% 0% eak Hour Factor Adjustment Adjusted 2023 Volumes 0 0 0 0 0 0 0 476 0 0 575 0 1.0% Annual Growth Rate 1.0% 1.0% 1.0% 1.0% 1.0% 1.0% 1.0% 1.0% 1.0% 1.0% 1.0% Growth Factor 1.051 1.051 1.051 1.051 1.051 1.051 1.051 1.051 1.051 1.051 1.051 1.051 New Road Adjustment Other Proposed Developments 0 0 0 0 500 0 0 604 0 2028 Background Traffic 0 0 0 Project Trips Trip Distribution IN Trip Distribution OUT 20% Residential Trips 45 0 0 0 0 0 4 18 0 0 Trip Distribution IN 35% Trip Distribution OUT 20% 15 Office Trips 4 0 2 0 0 0 0 6 8 0 0 Trip Distribution IN Trip Distribution OUT 35% 20% 5 Retail Trips 3 0 2 0 0 0 0 2 3 0 0 Trip Distribution IN 35% Trip Distribution OUT 20% Restaurant Trips 5 0 3 0 0 0 0 2 3 5 0 0 Pass-By Trips 0 0 0 0 0 0 0 0 0 0 0 0 Project Balance Trips Rerouted Trips due to Converted Driveway 65 89 -65 57 Total Project Trips 0 0 0 0 0 14 25 43 0 0 2028 Buildout Total

	Si	te Drivewa	yА				Clift	on Springs	Road	Clift	on Springs	Road
	1	Northboun	<u>id</u>	5	Southboun	d		Eastbound	1	1	Westboun	<u>1</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	0	0	0	0	0	672	0	0	425	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	15	0	0	64	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	15%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2023 Volumes	0	0	0	0	0	0	0	672	0	0	425	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	0	0	0	0	0	0	0	706	0	0	447	0
Project Trips												
Trip Distribution IN								5%	15%	25%		
Trip Distribution OUT	20%		50%									
Residential Trips	22	0	55	0	0	0	0	8	25	42	0	0
*												
Trip Distribution IN								15%	20%	35%		
Trip Distribution OUT	35%		20%									
Office Trips	18	0	10	0	0	0	0	3	4	8	0	0
· · · · · · · · · · · · · · · · · · ·												
Trip Distribution IN								15%	20%	35%		
Trip Distribution OUT	35%		20%									
Retail Trips	5	0	3	0	0	0	0	3	4	8	0	0
•												
Trip Distribution IN								15%	20%	35%		
Trip Distribution OUT	35%		20%									
Restaurant Trips	0	0	0	0	0	0	0	1	2	3	0	0
Pass-By Trips	2	0	5	0	0	0	0	-4	4	3	-2	0
Project Balance Trips									1			
Rerouted Trips due to Converted Driveway	34									83	-34	
m . I b. I m I									10	~ ~ ~		
Total Project Trips	47	0	73	0	0	0	0	11	40	64	-2	0
2028 Buildout Total	81	0	73	0	0	0	0	717	40	147	411	0

Intersection #8: Flat Shoals Parkway (SR 155) @ Site Driveway D AM PEAK HOUR

	Flat Shoals Parkway (SR 155) Flat S		Flat Shoal	ls Parkway	(SR 155)	Sit	e Driveway	y D				
	N	orthboun	d	s	outhboun	d	1	Eastbound	1		Vestboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	1,943	0	0	700	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	35	0	0	41	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2023 Volumes	0	1943	0	0	700	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	0	2,042	0	0	736	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN		15%				25%						
Trip Distribution OUT					5%				10%			
Residential Trips	0	11	0	0	11	17	0	0	23	0	0	0
Trip Distribution IN		25%				10%						
Trip Distribution OUT					10%				15%			
Office Trips	0	11	0	0	1	4	0	0	2	0	0	0
Trip Distribution IN		25%				10%						
Trip Distribution OUT					10%				15%			
Retail Trips	0	4	0	0	1	1	0	0	1	0	0	0
Trip Distribution IN		25%				10%						
Trip Distribution OUT					10%				15%			
Restaurant Trips	0	4	0	0	1	1	0	0	2	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Balance Trips		-2										
Rerouted Trips due to Converted Driveway												
Total Project Trips	0	28	0	0	14	23	0	0	28	0	0	0
2028 D 11		2.070	0	0	750		0		20	0		0
AILA DUUROUT LOTAL		2 11/11			(50	/ 1			/X			

	Flat Shoals Parkway (SR 155) Flat			Flat Shoa	ls Parkway	(SR 155)	Sit	e Drivewa	y D			
	N	orthboun	d	s	outhboun	d		Eastbound	1	1	Westbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	1,023	0	0	1,870	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	39	0	0	28	0	0	0	0	0	0	0
Heavy Vehicle %	0%	4%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2023 Volumes	0	1023	0	0	1870	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
New Road Adjustment												
Other Proposed Developments												
2028 Background Traffic	0	1,075	0	0	1,965	0	0	0	0	0	0	0
<i>e</i>		,,,,,,			,							
Project Trips												
Trip Distribution IN		15%				25%						
Trip Distribution OUT					5%				10%			
Residential Trips	0	25	0	0	5	42	0	0	11	0	0	0
I I												
Frin Distribution IN		25%				10%						
Trip Distribution OUT					10%				15%			
Office Trips	0	6	0	0	5	2	0	0	8	0	0	0
					-	_						
Trip Distribution IN		25%				10%						
Trip Distribution OUT					10%				15%			
Retail Trips	0	6	0	0	2	2	0	0	2	0	0	0
•												
Trip Distribution IN		25%				10%						
Frip Distribution OUT					10%				15%			
Restaurant Trips	0	2	0	0	0	1	0	0	0	0	0	0
1												
Pass-By Trips	0	0	0	0	-2	2	0	0	2	0	0	0
						_						
Project Balance Trips												
Rerouted Trips due to Converted Driveway												
Total Project Trips	0	39	0	0	10	49	0	0	23	0	0	0
	, v				10						- V	
2028 Buildout Total	0	1.114	0	0	1.975	49	0	0	23	0	0	0
users alden.gordon appdata roaming microsoft excel lundates	l densities cai	analysis-11the	lition_ic-2nde	ddaily_3rdeda	m-pm (version	1).xls]int #8					7/2/202	115-37

APPENDIX D

Programmed Project Fact Sheets/Concept Graphic

DK-473	Atlanta	Regi	on's Pl	an R	TP (2	020) PROJEC	T FACT SHEET
Short Title	SR 155 SIDEWAL WESLEY CHAPEL	KS FROM Road	1 COLUMBIA	DRIVE 1	Ō		
GDOT Project No.	0019622						
Federal ID No.	N/A						
Status	Programmed					NOIMA	AGE AVAILABLE
Service Type	Last Mile Connec	tivity / P	edestrian Fac	ility			
Sponsor	DeKalb County						
Jurisdiction	DeKalb County						
Analysis Level	Exempt from Air	Quality A	nalysis (40 C	FR 93)			
Existing Thru Lane	4			LCI		Network Year	TBD
Planned Thru Lane	4			Flex		Corridor Length	2.1 miles
Detailed Description a	and Justificatio	n				_	
This project will install side	valks on SR 155 be	tween Co	olumbia Drive	and We	sley Chapel	Road in DeKalb County.	
Phase Status & Funding	Status F	ISCAL	TOTAL PH	ASE	BREAKDO	WN OF TOTAL PHASE	COST BY FUNDING SOURCE
Information			COST		EEDEDAL	STATE	

r na	Filase Status & Fulluling		ITOORE	TOTALTTADE					
Info	rmation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE	
PE	Congressionally Directed Spending - FY 2022	AUTH	2023	\$1,000,000	\$800,000	\$0,000	\$0,000	\$200,000	
CST	Local Jurisdiction/Municipality Funds		2025	\$1,000,000	\$0,000	\$0,000	\$0,000	\$1,000,000	
				\$2,000,000	\$800,000	\$0,000	\$0,000	\$1,200,000	

 SCP: Scoping
 PE: Preliminary engineering / engineering / design / planning
 PE-OV: GDOT oversight services for engineering
 ROW: Right-of-way Acquistion

 UTL: Utility relocation
 CST: Construction / Implementation
 ALL: Total estimated cost, inclusive of all phases
 ROW: Right-of-way Acquistion

DK-475	Atlanta Region's Plan RTP (20	020) PROJECT FACT SHEET				
Short Title	MICHELLE OBAMA TRAIL FROM EXISTING TERMINUS AT WALDROP ROAD TO MARTIN LUTHER KING JR. HIGH SCHOOL	d sering construction of the series of the s				
GDOT Project No.	0019888	lle				
Federal ID No.	N/A	and the second sec				
Status	Programmed	a dentro a				
Service Type	Last Mile Connectivity / Sidepaths and Trails	E Gun Creat				
Sponsor	DeKalb County					
Jurisdiction	DeKalb County	U 2 0 0.73 1.3 % MIIES Est, HERE, Garmin, INCREMENT P, NGA, USGS 2				
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)					
Existing Thru Lane	N/A LCI	Network Year TBD				
Planned Thru Lane	N/A Flex	Corridor Length 4.5 miles				
Detailed Description a	and Justification					

This project will extend the existing Michelle Obama trail from its current eastern terminus at Waldrop Road near the South River further east along the river corridor to the South River Trail at Martin Luther King Jr High School. This project is partially funded by a \$3,617,500 earmark (FY 2023 Congressionally Directed Spending). DEMO ID: GA361.

Phase Status & Funding Status			FISCAL	TOTAL PHASE	BREAKDOWN	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOU				
Information			YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE		
PE	Congressionally Directed Spending - FY 2023		2024	\$1,500,000	\$1,200,000	\$0,000	\$0,000	\$300,000		
ROW	Congressionally Directed Spending - FY 2023		2026	\$3,021,875	\$2,417,500	\$0,000	\$0,000	\$604,375		
CST	Local Jurisdiction/Municipality Funds		2028	\$3,871,857	\$0,000	\$0,000	\$0,000	\$3,871,857		
				\$8,393,732	\$3,617,500	\$0,000	\$0,000	\$4,776,232		

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

AR-409B	Atlanta Region's Plan RTP (2	020) PROJECT FACT SHEET
Short Title	I-285 EAST CORRIDOR HIGH CAPACITY PREMIUM TRANSIT SERVICE FROM NORTHLAKE MALL AREA TO PANTHERSVILLE	Brookhaven North Atlanta Brissilli B
GDOT Project No.	N/A	278 Decatur Rockb
Federal ID No.	N/A	Redan Rd an
Status	Long Range	Glenwood Ave SE Glenwood Rd
Service Type	Transit / Bus Capital	d d a save and a save
Sponsor	MARTA	Gresnam Park
Jurisdiction	DeKalb County	0.5.1 Miles Panthersville
Analysis Level	In the Region's Air Quality Conformity Analysis	
Existing Thru Lane	N/A LCI	Network Year 2050
Planned Thru Lane	N/A Flex	Corridor Length N/A miles
Detailed Description a	and Justification	
This project will provide hig	h capacity premium transit service on the I-285 corridor bet	ween the Northlake Mall and Panthersville areas.

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

 SCP: Scoping
 PE: Preliminary engineering / engineering / design / planning
 PE-OV: GDOT oversight services for engineering
 ROW: Right-of-way Acquistion

 UTL: Utility relocation
 CST: Construction / Implementation
 ALL: Total estimated cost, inclusive of all phases
 ROW: Right-of-way Acquistion

NR-491F	ARC MTP DRAFT PROJECT FA					
Short Title	CANDLER ROAD ARTERIAL RAPID TRANSIT FROM AVONDALE MARTA STATION TO GSU PANTHERSVILLE CAMPUS	Druid Hills Porce de Leson Avester Avester Hoses de Williams Dr NE 154 Memorial Dr SE				
GDOT Project No.	N/A	Glenwood Ave SE 200 Glenwood Rd				
Federal ID No.	N/A	and the second s				
Status	Programmed	The David Alerandy Erwy Contraction Contraction				
Service Type	Transit / Bus Capital	Gresham Park				
Sponsor	MARTA	and the springs Ro				
Jurisdiction	DeKalb County					
Analysis Level	In the Region's Air Quality Conformity Analysis					
Existing Thru Lane	N/A LCI	Network Year 2030				
Planned Thru Lane	N/A Flex	Corridor Length 8 miles				
Detailed Description	and Justification					

Phase Status & Funding Status		FISCAL TOTAL PHASE		BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE				
Info	ormation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Local Jurisdiction/Municipality Funds	AUTH	2022	\$2,012,000	\$0,000	\$0,000	\$0,000	\$2,012,000
CST	Local Jurisdiction/Municipality Funds		2025	\$41,000,000	\$0,000	\$0,000	\$0,000	\$41,000,000
				\$43,012,000	\$0,000	\$0,000	\$0,000	\$43,012,000

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

