

Transportation Analysis

## Assembly DRI #2469

City of Doraville, Georgia

Report Prepared:

June 2016

Prepared for:

Doraville Sixty, LLC

Prepared by:



Kimley-Horn and Associates, Inc. 817 West Peachtree Street NW, The Biltmore, Suite 601 Atlanta, Georgia 30308 018926003



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## TABLE OF CONTENTS

Exe	cutive	e Summary1
1.0		Project Description
	1.1 1.2 1.3 1.4 1.5	Introduction
2.0		Traffic Analyses, Methodology and Assumptions 10
	2.1 2.2 2.3	Growth Rate
3.0		Study Network12
	3.1 3.2 3.3 3.4 3.5	Gross Trip Generation.12Trip Distribution.12Level-of-Service Standards.12Study Network Determination.12Existing Roadway Facilities.15
4.0		Trip Generation
5.0		Trip Distribution and Assignment16
6.0		Traffic Analysis
	6.1 6.2 6.3 6.4	Existing 2016 Conditions.23Projected 2026 No-Build Conditions.25Projected 2026 Scenario 1 Build Conditions28Projected 2026 Scenario 2 Build Conditions33
7.0		Ingress/Egress Analysis
8.0		Identification of Programmed Projects
9.0		Internal Circulation Analysis
10.0	)	Compliance with Comprehensive Plan Analysis

## LIST OF TABLES

Proposed Land Uses and Densities	5
Peak Hour Summary	
Gross Trip Generation	
Intersection Control Summary	
Roadway Classification and ADTs	
Net New Trip Generation	
Existing 2016 Intersection Levels-of-Service	
Projected 2026 No-Build Intersection Levels-of-Service	
Projected 2026 Scenario 1 Build Intersection Levels-of-Service	
Projected 2026 Scenario 2 Build Intersection Levels-of-Service	
Programmed Projects	
	Proposed Land Uses and Densities Peak Hour Summary Gross Trip Generation Intersection Control Summary Roadway Classification and ADTs Net New Trip Generation Existing 2016 Intersection Levels-of-Service Projected 2026 No-Build Intersection Levels-of-Service Projected 2026 Scenario 1 Build Intersection Levels-of-Service Projected 2026 Scenario 2 Build Intersection Levels-of-Service Programmed Projects.

### LIST OF FIGURES

Location Map	6
Site Aerial.	7
Bird's Eye View	8
Study Intersections	14
Scenario 1 Residential Distributions	17
Scenario 1 Non-Residential Distributions	18
Scenario 1 Project Trips	19
Scenario 2 Residential Distributions	20
Scenario 2 Non-Residential Distributions	21
Scenario 2 Project Trips	22
Existing 2016 Weekday Conditions	24
Projected 2026 No-Build Weekday Conditions	27
Projected 2026 Scenario 1 Build Weekday Conditions	32
Projected 2026 Scenario 2 Build Weekday Conditions	37
	Location Map Site Aerial Bird's Eye View Study Intersections Scenario 1 Residential Distributions Scenario 1 Non-Residential Distributions Scenario 1 Project Trips Scenario 2 Residential Distributions Scenario 2 Non-Residential Distributions Scenario 2 Non-Residential Distributions Scenario 2 Project Trips Existing 2016 Weekday Conditions Projected 2026 No-Build Weekday Conditions Projected 2026 Scenario 1 Build Weekday Conditions Projected 2026 Scenario 2 Build Weekday Conditions

## LIST OF APPENDICES

- Appendix A Land Use and Zoning Maps
- Appendix B Proposed Site Plan
- Appendix C Trip Generation Analysis
- Appendix D Intersection Volume Worksheets
- Appendix E Programmed Project Fact Sheets

#### Available Upon Request

Raw Traffic Count Data Synchro Capacity Analyses

#### EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed Assembly development located in the City of Doraville, Georgia. The approximate 165-acre site is southwest of I-285 and Motors Industrial Way, southeast of Peachtree Industrial Boulevard (SR 141), east of Peachtree Road, and north of the MARTA/railroad tracks. The project site is the former General Motors assembly plant that has been demolished. The proposed redevelopment will consist of approximately 7,530,000 square feet of office, residential, retail, and film studio land uses. The Doraville LCI discusses the redevelopment of the assembly plant site into a transit oriented and pedestrian friendly mixed-use development.

The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 600,000 SF of mixed-use development in a Regional Employment Corridor area type. The DRI trigger for this development was the Private Development Agreement with the City of Doraville. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on January 28, 2015 by the City of Doraville.

The proposed project is expected to be completed by 2026. The proposed site will consist of the following land uses and densities:

Office:	2,950,000 SF
Residential:	4,300 units (approximately 4,300,000 SF)
Retail:	150,000 SF
Film Studio:	130,000 SF

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

Two scenarios were analyzed for the proposed Assembly development. In Scenario 1, the project site will be accessed by eleven (11) proposed driveways. In Scenario 2, the project site will be accessed by twelve (12) proposed driveways. The additional driveway in Scenario 2 is proposed as a covered street connecting the project site to Park Avenue and the Doraville MARTA Rail Station. Additionally, Scenario 2 considers the extension of West Avenue/Driveway 6 from its intersection with Peachtree Road (proposed in Scenario 1) to an intersection with Peachtree Industrial Boulevard.

**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 office, restaurant, and retail instead of driving off-site or to the site. This reduces the number of vehicle trips that will be made on the roadway, thus reducing traffic congestion. These types of interactions are expected at the Assembly development – including workers and residents walking to the restaurant and retail land uses as well as residents working in the office development.

Alternative mode reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). The center of the project site is located within 0.25 miles from the Doraville MARTA Rail Station, which is served by the Gold rail lines seven days a week. The MARTA Rail Station is also served by MARTA Bus Routes 25, 39, 104, and 124 and GRTA Xpress buses. Two scenarios are considered for this project. In Scenario 1, a 20% alternative mode reduction was taken. In Scenario 2, a covered street connecting the project site directly to the MARTA Rail station is proposed (Park Avenue, Driveway 12), and therefore a higher (25%) alternative mode reduction was taken.

**Pass-by reductions** are not taken for the Assembly development. Pass-by occurs when traffic normally traveling along a roadway chooses to visit a retail or restaurant establishment that is along the vehicle's pre-ordained path. These trips were already on the road and would therefore only be new trips at the driveways. The specialty retail proposed for the project is not expected to generate pass-by trips. Therefore, in order to present a more conservative analysis, pass-by reductions were not taken for the Assembly DRI.

Capacity analyses were performed throughout the study network for the Existing 2016 conditions, the Projected 2026 No-Build conditions, the Projected 2026 Scenario 1 Build conditions, and the Projected 2026 Scenario 2 Build conditions.

- Existing 2016 conditions represent traffic volumes that were collected in April 2016 by performing AM and PM peak hour turning movement counts.
- Projected 2026 No-Build conditions represent the existing traffic volumes grown for ten (10) years at 0.5 percent per year throughout the study network.
- Projected 2026 Scenario 1 Build conditions represent the Projected 2018 No-Build conditions with the addition of the project trips that are anticipated to be generated by the Assembly development. Scenario 1 includes eleven (11) proposed site access driveways in addition to the existing study network intersections.
- Projected 2026 Scenario 2 Build conditions represent the Projected 2018 No-Build conditions with the addition of the project trips that are anticipated to be generated by the Assembly development. Scenario 2 includes twelve (12) proposed site access driveways and the West Avenue extension in addition to the existing study network intersections.

Based on the analysis of Existing 2016 conditions (present conditions; i.e. <u>excludes</u> background traffic growth and <u>excludes</u> the Assembly project traffic), there are no recommended improvements based on the Existing 2016 conditions.

Based on the analysis of Projected 2026 No-Build conditions (*includes* background traffic growth, but <u>excludes</u> the Assembly project traffic), the following improvements <u>are recommended</u>:

- Peachtree Industrial Boulevard at N Peachtree Road (Int. #4)
  - Convert southbound right-turn from yield controlled to free flow.
  - Construct one exclusive eastbound right-turn lane.
- Buford Highway at Motors Industrial Way/I-285 EB Ramps (Int. #8)
  - Restripe westbound approach to allow for one exclusive left-turn lane, one exclusive through lane, and one exclusive right-turn lane.
  - Remove split phase signal timing for eastbound and westbound approaches.

Based on the analysis of Projected 2026 Scenario 1 Build conditions (includes background traffic growth and includes the Assembly project traffic plus eleven site access driveways), the following offsite improvements <u>are recommended</u> IN ADDITION TO the improvements associated with the Projected 2026 No-Build conditions:

- Peachtree Industrial Boulevard at I-285 EB Ramps (Int. #1)
  - Construct one additional exclusive northbound through lane.
- Peachtree Industrial Boulevard at Motors Industrial Way (Int. #2)
  - Construct one additional exclusive southbound left-turn lane (creating triple left-turn lanes).
  - Construct one additional eastbound receiving lane.
- Peachtree Industrial Boulevard at Peachtree Road/N Shallowford Road/Parsons Drive (Int. #3)
  - Construct one exclusive northbound right-turn lane with channelization along Peachtree Industrial Boulevard.
  - Construct one additional exclusive westbound right-turn lane along Peachtree Road (creating dual right-turn lanes).
- Peachtree Industrial Boulevard at N Peachtree Road (Int. #4)
  - Construct one additional northbound lane along Peachtree Industrial Boulevard and restripe to allow for one exclusive left-turn lane, two exclusive through lanes, and one shared through/right-turn lane.
  - Construct one additional southbound lane along Peachtree Industrial Boulevard and restripe to allow for one exclusive left-turn lane three exclusive through lanes, and one exclusive free-flowing right-turn lane.
- Buford Highway at Motors Industrial Way/I-285 EB Ramps (Int. #8)
  - Construct one additional exclusive eastbound right-turn lane (creating dual right-turn lanes).
  - Construct one additional exclusive eastbound left-turn lane (creating dual left-turn lanes).
    - Change signal timing to allow for protected-only left-turn phasing.
  - Restripe northbound approach along Buford Highway to allow for two exclusive left-turn lanes, three exclusive through lanes, and one exclusive right-turn lane.
    - Change signal timing to allow for protected-only left-turn phasing.
  - Construct one additional eastbound receiving lane and convert northbound right-turn from yield control to free flow.
  - Construct one additional westbound receiving lane and restripe southbound approach along Buford Highway to allow for one exclusive left-turn lane, two exclusive through lanes, and one exclusive free-flowing right-turn lane.
- Buford Highway at I-285 WB Ramps (Int. #9)
  - Construct one additional exclusive westbound left-turn lane.

Based on the analysis of Projected 2026 Scenario 2 Build conditions (includes background traffic growth and includes the Assembly project traffic plus twelve site access driveways and the West Avenue extension), the following off-site improvements <u>are recommended</u> IN ADDITION TO the improvements associated with the Existing 2016 conditions and the Projected 2026 No-Build conditions:

- Peachtree Industrial Boulevard at I-285 EB Ramps (Int. #1)
  - Same recommendation as Projected 2026 Scenario 1 Build conditions.
- Peachtree Industrial Boulevard at Motors Industrial Way (Int. #2)
  - Same recommendation as Projected 2026 Scenario 1 Build conditions.
- Peachtree Industrial Boulevard at Peachtree Road/N Shallowford Road/Parsons Drive (Int. #3)
  - Construct one additional exclusive westbound right-turn lane along Peachtree Road (creating dual right-turn lanes).
- Peachtree Industrial Boulevard at N Peachtree Road (Int. #4)
  - Same recommendation as Projected 2026 Scenario 1 Build conditions.
- Buford Highway at Motors Industrial Way/I-285 EB Ramps (Int. #8)
  - Construct one additional eastbound receiving lane and convert northbound right-turn from yield control to free flow.
  - Restripe southbound approach along Buford Highway to allow for one exclusive left-turn lane, two exclusive through lanes, and one exclusive free-flowing right-turn lane.
- Buford Highway at I-285 WB Ramps (Int. #9)
  - Same recommendation as Projected 2026 Scenario 1 Build conditions.
- Peachtree Industrial Boulevard at West Avenue Extension (Int. #21)
  - Construct one additional exclusive northbound through lane and one exclusive northbound right-turn lane.
  - Construct one additional exclusive southbound through lane and one exclusive southbound left-turn lane.
  - Construct one exclusive westbound left-turn lane and one exclusive westbound right-turn lane.

On-site driveway recommendations are listed in Section 6.3 Projected 2026 Scenario 1 Build conditions and Section 6.4 Projected 2026 Scenario 2 Build conditions.

#### **1.0 PROJECT DESCRIPTION**

#### 1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed Assembly development located in the City of Doraville, Georgia. The approximate 165-acre site is located southwest of I-285 and Motors Industrial Way, southeast of Peachtree Industrial Boulevard (SR 141), east of Peachtree Road, and north of the MARTA/railroad tracks. The project site is the former General Motors assembly plant that has been demolished. The proposed development will consist of approximately 7,530,000 square feet of office, residential, retail, and film studio land uses. The Doraville LCI discusses the redevelopment of the assembly plant site into a transit oriented and pedestrian friendly mixed-use development.

The project will exceed 600,000 square feet of mixed-use development in a Regional Employment Corridor area type and therefore, the proposed development is a Development of Regional Impact (DRI) and is subject to Atlanta Regional Commission (ARC) and Georgia Regional Transportation Authority (GRTA) review.

**Figure 1** provides the location map of the Assembly development, and **Figure 2** provides a site aerial showing of the project site and surrounding area. **Figure 3** provides a zoomed-in bird's eye view of the project. The *City of Doraville Official Zoning Map* and ARC's *Unified Growth Policy Map (UGPM)* are included in Appendix A.

The proposed project is expected to be completed by 2026, and this analysis will consider the full buildout of the proposed site in 2026. A summary of the proposed land-uses and densities is provided below in **Table 1**.

Table 1           Proposed Land Uses and Densities							
Office	2,950,000 SF						
Residential	4,300 units (approximately 4,300,000 SF)						
Retail	150,000 SF						
Film Studio	130,000 SF						

Two scenarios were analyzed for the proposed Assembly development.

- <u>Scenario 1:</u> The project site will be accessed by eleven (11) proposed driveways. An alternative mode reduction of 20% was taken due to proximity to transit facilities.
- <u>Scenario 2</u>: The project site will be accessed by twelve (12) proposed driveways. The additional driveway in Scenario 2 is proposed as a covered street connecting the project site to Park Avenue and the Doraville MARTA Rail Station. The alternative mode reduction was increased to 25% due to the increased accessibility to the Doraville MARTA Rail Station. Additionally, Scenario 2 considers the extension of West Avenue/Driveway 6 from its intersection with Peachtree Road (proposed in Scenario 1) to an intersection with Peachtree Industrial Boulevard.





# Kimley **»Horn**

Assembly DRI #2469 Transportation Analysis Site Aerial



Kimley **»Horn** 

Assembly DRI #2469 Transportation Analysis Bird's Eye View Figure 3

#### 1.2 Site Plan Review

The project site is the former General Motors assembly plant. The assembly plant on the site has been demolished. The proposed development will consist of office, residential, retail, and film studio land uses. The project site is located in the Special District 1 (SD-1) according to the *City of Doraville Official Zoning Map.* The district is made up of four different Livable Communities Code Transects (T-5, T-6, T-5A, and T-6A). The site is considered to be in a Mixed Use Redevelopment Opportunity area according to the City of Doraville's Future Development Map. Additionally, the site is located in a Regional Employment Corridor and Doraville Town Center areas according to the ARC's *Unified Growth Policy Map (UGPM)*. Please refer to Appendix A for more detailed information. The project site is within and adheres to the recommendations in the most recent Doraville LCI, which qualifies the Assembly development for GRTA's expedited review.

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

#### 1.3 Site Access

Access to the site will be primarily via Motors Industrial Way and Peachtree Road. As currently envisioned, the proposed development will be served by five (5) driveways along Motors Industrial Way and six (6) driveways along Peachtree Road. Additionally, Scenario 2 also considers a covered street driveway connecting under the existing railroad and MARTA tracks to Park Avenue at its intersection with New Peachtree Road. Following is a description of each of the driveways:

- 1. Driveway 1 a proposed signalized full movement driveway on Motors Industrial Way.
- Driveway 2/West Avenue a proposed signalized full movement driveway on Motors Industrial Way.
- 3. Driveway 3 a proposed right-in/right-out driveway on Motors Industrial Way.
- 4. Driveway 4 a proposed signalized full movement driveway on Motors Industrial Way.
- 5. Driveway 5 a proposed right-in/right-out driveway on Motors Industrial Way.
- 6. Driveway 6/West Avenue a proposed stop-controlled full movement driveway on Peachtree Road.
- 7. Driveway 7 a proposed stop-controlled full movement driveway on Peachtree Road.
- 8. Driveway 8 a proposed stop-controlled full movement driveway on Peachtree Road.
- 9. Driveway 9 a proposed stop-controlled full movement driveway on Peachtree Road.
- 10. Driveway 10 a proposed stop-controlled full movement driveway on Peachtree Road.
- 11. Driveway 11 a proposed stop-controlled full movement driveway on Peachtree Road.
- 12. Park Avenue/Driveway 12 (Scenario 2 only) a proposed signalized full movement driveway.

The site driveways mentioned above provide access to all parking for the site. Additional low volume service driveways may be considered as the development design advances. Significant structured parking will be provided as well as some on-street parking. Shared parking will be utilized where applicable. Parking will be provided commensurate with the development in accordance with the City of Doraville requirements.

#### 1.4 Bicycle and Pedestrian Facilities

Pedestrian facilities (sidewalks) currently exist along the project site frontage along Motors Industrial Way. Pedestrian facilities do not currently exist along the project site frontage alone Peachtree Road. There are currently no bicycle facilities (bike lanes/paths) in the vicinity of the project site.

Enhanced bicycle and pedestrian facilities will be provided throughout the project site to promote both alternative modes and access to the MARTA station.

#### 1.5 Transit Facilities

The project site is located adjacent to the Doraville MARTA Rail Station which is served by the Gold rail line seven days a week. The MARTA Rail Station is also served by MARTA Bus Routes 25, 39, 104, and 124, as well as GRTA Xpress Buses. MARTA Bus Route 25 provides service from the Doraville MARTA Rail Station to Phipps Plaza along Peachtree Road. MARTA Bus Route 39 provides service from the Doraville MARTA Rail Station to Lindbergh Station along Buford Highway. MARTA Bus Route 104 provides service from Doraville MARTA Rail Station to Winters Chapel Road along New Peachtree Road. MARTA Bus Route 124 provides service from Doraville MARTA Rail Station to LaVista Road along Pleasantdale Road and Chamblee Tucker Road. GRTA Xpress buses for the Perimeter Center area provide service to the Cumming Fairgrounds Park and Ride as well as the Panola Road Park and Ride.

Currently, the Doraville MARTA Rail Station can be accessed by pedestrians by a staircase off of Motors Industrial Way. Scenario 1 provides the same access to the Doraville MARTA Rail Station. Scenario 2 provides improved access to the Doraville MARTA Rail Station via a covered street driveway connecting under the existing railroad and MARTA tracks to Park Avenue at its intersection with New Peachtree Road.

#### 2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

#### 2.1 Growth Rate

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed project. Background traffic can include a base growth rate based on historical count data as well as population growth data and estimates as well as trips anticipated from nearby or adjacent other projects. Based on methodology outlined in the GRTA Letter of Understanding (LOU), a background traffic growth rate of 0.5 percent per year for ten (10) years was used for all roadways. This background growth rate was used to account for other development activity in the area.

#### 2.2 Traffic Data Collection

Weekday peak hour turning movement counts were collected on Thursday, April 14, 2016 at the study intersections during the AM and PM peak periods. The morning and afternoon peak hours varied slightly between the intersections. Peak hours for all intersections are shown in **Table 2**.

	Table 2 Peak Hour Summary									
	Intersection AM PM Peak Hour Peak Hour									
1.	Peachtree Industrial Boulevard at I-285 EB Ramps	7:30-8:30	5:00-6:00							
2.	Peachtree Industrial Boulevard at Motors Industrial Way	7:30-8:30	4:45-5:45							
3.	Peachtree Industrial Boulevard at Peachtree Road/ N Shallowford Road/ Parsons Drive	7:30-8:30	4:00-5:00							
4.	Peachtree Industrial Boulevard at N Peachtree Road	7:30-8:30	4:45-5:45							
5.	New Peachtree Road at Park Avenue	7:30-8:30	4:45-5:45							
6.	Buford Highway at Park Avenue	8:00-9:00	5:00-6:00							
7.	New Peachtree Road at Shallowford Road	7:45-8:45	4:30-5:30							
8.	Buford Highway at Motors Industrial Way/I-285 EB Ramps	7:15-8:15	5:00-6:00							
9.	Buford Highway at I-285 WB Ramps	7:15-8:15	4:15-5:15							

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

#### 2.3 Detailed Intersection Analysis

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

Existing traffic signal phasing and timing data were obtained from the Georgia Department of Transportation (GDOT) for available intersections. Timing data was measured and verified in the field for all study intersections. Intersection splits were optimized using *Synchro Professional, Version 9.0* for all scenarios.

Levels-of-service for signalized intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low level-of-service, while the intersection as a whole may operate acceptably. Levels-of-service for unsignalized intersections, with stop control on the minor street only, are reported for the side street approaches and the major street left-turn movements. Low levels-of-service for side street approaches are not uncommon, as vehicles may experience significant delays in turning onto a major roadway.

#### 3.0 STUDY NETWORK

#### 3.1 Gross Trip Generation

Traffic for the proposed land uses and densities were calculated using methodology contained in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Ninth Edition.* Gross trips generated are displayed below in **Table 3**. Existing trips generated by the existing land uses on the site are minimal and therefore, were not removed from the network in order to present a more conservative analysis.

Table 3 Gross Trip Generation										
Land Use	ITE	Daily Traffic			AM Peak Hour			PM Peak Hour		
(Intensity)	Code	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Film Studio * (130,000 SF)	150	618	309	309	95	75	20	70	18	52
Apartment (2,021 units)	220	12,371	6,185	6,186	994	199	795	1,129	734	395
Residential Condominium/ Townhouse (2,279 units)	230	9,763	4,882	4,881	630	107	523	780	523	257
General Office Building (2,950,000 SF)	710	17,190	8,595	8,595	2,869	2,525	344	3,382	575	2,807
Specialty Retail Center ** (150,000 SF)	826	6,455	3,227	3,228	200**	124**	76**	381	168	213
Total Gross Trips		46,397	23,198	23,199	4,788	3,030	1,758	5,742	2,018	3,724

\*Land Use 150 (Warehousing) was used for the proposed film studio land use. This is consistent with previous DRIs that contained film studios (DRI #2443 Atlanta Media Center and DRI #2480 Pinewood Studios).

\*\*Land Use 826 (Special Retail) does not provide guidance for AM peak hour trips. Therefore, Land Use 820 (Shopping Center) was used to generate AM peak hour trips.

#### 3.2 Trip Distribution

The directional distribution and assignment of new project trips was based on the project land uses, a review of the land use densities and road facilities in the area, engineering judgment, and methodology discussions with the Georgia Regional Transportation Authority (GRTA), Atlanta Regional Commission (ARC), Georgia Department of Transportation (GDOT), and the City of Doraville.

#### 3.3 Level-of-Service Standards

For the purposes of this traffic analysis, a level-of-service standard of D was assumed for the majority of the intersections and segments within the study network. If, however, an intersection or segment currently operates at LOS E or LOS F during an existing peak period, the LOS standard for that peak period becomes LOS E, consistent with the GRTA Letter of Understanding. A level-of-service standard of E was assumed along New Peachtree Road as the roadway is parallel to a fixed transit guideway per GRTA Technical Guidelines Section 3-102.E. Transportation Analysis.

#### 3.4 Study Network Determination

As the Assembly development is located in the Doraville LCI, it qualifies for GRTA Expedited Review, consistent with the GRTA Letter of Understanding. GRTA Expedited Review limits the study intersections to the intersections located adjacent to the project site and the project driveways. The study area was agreed upon during methodology discussions with GRTA, ARC, GDOT, and City of Doraville staff, and includes the following twenty-one (21) intersections described in **Table 4**.

The study network includes fourteen (14) signalized intersections and seven (7) stop controlled intersections as noted in **Table 4**. The study intersections are shown in **Figure 4**.

	Table 4           Intersection Control Summary								
	Intersection	Control							
1. Peachtree	Industrial Boulevard at I-285 EB Ramps	Signal							
2. Peachtree	Industrial Boulevard at Motors Industrial Way	Signal							
3. Peachtree Parsons Dr	Industrial Boulevard at Peachtree Road/ N Shallowford Road/ ive	Signal							
4. Peachtree	Industrial Boulevard at N Peachtree Road	Signal							
5. New Peach	tree Road at Park Avenue (Driveway 12 – Scenario 2 only)	Signal							
6. Buford High	nway at Park Avenue	Signal							
7. New Peach	tree Road at Shallowford Road	Signal							
8. Buford High	nway at Motors Industrial Way/I-285 EB Ramps	Signal							
9. Buford High	nway at I-285 WB Ramps	Signal							
10. Motors Indu	ustrial Way at Driveway 1	Signal							
11. Motors Indu	ustrial Way at West Avenue/Driveway 2	Signal							
12. Motors Indu	ustrial Way at Driveway 3	Stop-Control							
13. Motors Indu	ustrial Way at Driveway 4	Signal							
14. Motors Indu	ustrial Way at Driveway 5	Stop-Control							
15. Peachtree	Road at West Avenue/Driveway 6	Signal							
16. Peachtree	Road at Driveway 7	Stop-Control							
17. Peachtree	Road at Driveway 8	Stop-Control							
18. Peachtree	Road at Driveway 9	Stop-Control							
19. Peachtree	Road at Driveway 10	Stop-Control							
20. Peachtree	Road at Driveway 11	Stop-Control							
21. Peachtree	Industrial Boulevard at West Avenue (Scenario 2 only)	Signal							

The above listed intersections were analyzed for the Existing 2016 conditions, the Projected 2026 No-Build conditions, the Projected 2026 Scenario 1 Build conditions, and the Projected 2026 Scenario 2 Build conditions. The Projected 2026 No-Build conditions represent the existing traffic volumes grown for ten (10) years at 0.5 percent per year throughout the study network. The Projected 2026 Scenario 1 Build conditions add the project trips associated with the Assembly development to the Projected 2026 No-Build conditions. The Projected 2026 Scenario 2 Build conditions add the project trips associated with the Assembly development to the Projected 2026 No-Build conditions and includes Driveway 12 at the intersection of New Peachtree Road at Park Avenue (Int. #5) and the West Avenue extension to Peachtree Industrial Boulevard (Int. #21).



#### 3.5 Existing Roadway Facilities

Roadway classification descriptions and estimated Average Daily Traffic (ADT) for the study area are provided in **Table 5**.

ADTs were collected from GDOT's historical traffic count database.

Table 5       Roadway Classification and ADTs									
Roadway	No. of Lanes	No. of ADT Speed Limit _anes (MPH)		GDOT Classification					
Peachtree Industrial Boulevard	5 to 7	38,200	45	Principal Arterial – Regional Thoroughfares Network					
Motors Industrial Way	5	12,100	50	Minor Arterial					
Peachtree Road	4	4,000	30	Local Road					
New Peachtree Road	2 to 5	6,500	35	Minor Arterial					
Shallowford Road	2	4,700	35	Minor Arterial					
Buford Highway	7	29,200	35	Principal Arterial – Regional Thoroughfares Network					
North Shallowford Road	2	*	25	Major Collector					
North Peachtree Road	2	*	35	Major Collector					
Parsons Drive	2	*	25	Local Road					
Park Avenue	3	*	30	Local Road					

\* ADT is not available.

#### 4.0 TRIP GENERATION

As stated previously, gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Ninth Edition, 2012*, using equations where available. Trip generation for this proposed development is calculated based upon the following land uses: Warehousing (ITE 150), Apartment (ITE 220), Residential Condominium/Townhouse (ITE 230), General Office Building (ITE 710), and Specialty Retail Center (ITE 826).

Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook, Third Edition, 2012.* Because the Third Edition does not include guidance on daily internal capture, the Second Edition, 2004 was used for daily. Total internal capture and vehicle trip reduction between the land uses is expected to be 4.5% daily, 4.5% for the AM peak hour, and 5.7% for the PM peak hour as a result of the anticipated interaction between the residential, office, retail, and studio land uses within the proposed development.

Due to the proximity of the Assembly development to transit facilities, an alternative transportation (walking, bicycle, and transit) reduction was applied for the Assembly development project trips. In Scenario 1, an alternative transportation mode reduction of 20% was applied to all land uses. In Scenario 2, an alternative transportation mode reduction of 25% was applied to all land uses due to the addition of the covered street driveway connecting the development directly to the Doraville MARTA Rail Station.

The specialty retail proposed for the project is not expected to generate pass-by trips. Therefore, in order to present a more conservative analysis, pass-by reductions were not taken for the Assembly development. The total (net) new trips generated and analyzed in this report are listed in **Table 6**.

Table 6       Net New Trip Generation										
	D	aily Traffi	c	AN	l Peak Ho	our	PN	I Peak He	our	
	Total	Total Enter Exit			Enter	Exit	Total	Enter	Exit	
Gross Project Trips	46,397	23,198	23,199	4,788	3,030	1,758	5,742	2,018	3,724	
Mixed-Use Reduction (Both Scenarios)	-2,100	-1,050	-1,050	-214	-107	-107	-330	-165	-165	
Scenario 1 Alternative Mode Reduction	-8,860	-4,430	-4,430	-915	-585	-331	-1,082	-370	-712	
Scenario 2 Alternative Mode Reduction	-11,075	-5,537	-5,538	-1,144	-731	-413	-1,353	-463	-890	
Pass-By Reduction	-0	-0	-0	-0	-0	-0	-0	-0	-0	
Scenario 1 Net New Trips	35,437	17,718	17,719	3,659	2,338	1,320	4,330	1,483	2,847	
Scenario 2 Net New Trips	33,222	16,611	16,611	3,430	2,192	1,238	4,059	1,390	2,669	

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

#### 5.0 TRIP DISTRIBUTION AND ASSIGNMENT

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

**Figures 5A** and **5B** display the anticipated distribution and assignment of residential and nonresidential trips throughout the study network for Scenario 1. These trip assignment percentages were applied to the net new trips expected to be generated by the development, and the volumes were assigned to the roadway network. The peak hour project trips anticipated to be generated by the proposed Assembly development in Scenario 1 are shown in **Figure 5C**.

**Figures 6A** and **6B** display the anticipated distribution and assignment of residential and nonresidential trips throughout the study network for Scenario 2. The combined peak hour project trips anticipated to be generated by the proposed Assembly development in Scenario 2 are shown in **Figure 6C**.

Detailed intersection volume worksheets are provided in Appendix D.

















#### 6.0 TRAFFIC ANALYSIS

#### 6.1 Existing 2016 Conditions

The observed existing peak hour traffic volumes were entered into *Synchro 9.0,* and capacity analyses were performed for the AM and PM peak hours. The existing peak hour traffic volumes are displayed in **Figure 7**, and the results of the capacity analyses for the Existing 2016 conditions are shown in **Table 7**. Detailed *Synchro* analysis reports are available upon request. Signal timings were optimized for the Existing 2016 conditions.

	Table 7Existing 2016 Intersection Levels-of-ServiceLOS (delay in seconds)									
		1.05	Existi	ng 2016 Cond	itions					
	Intersection		Control	AM Peak Hour	PM Peak Hour					
1.	Peachtree Industrial Boulevard at I-285 EB Ramps	D	Signal	D (40.7)	C (31.9)					
2.	Peachtree Industrial Boulevard at Motors Industrial Way	D	Signal	C (26.9)	C (31.3)					
3.	Peachtree Industrial Boulevard at Peachtree Road/ N Shallowford Road/ Parsons Drive	D	Signal	B (16.0)	D (54.0)					
4.	Peachtree Industrial Boulevard at N Peachtree Road	D	Signal	D (50.2)	D (48.4)					
5.	New Peachtree Road at Park Avenue (Driveway 12 – Scenario 2 only)	Е	Signal	B (11.1)	B (14.0)					
6.	Buford Highway at Park Avenue	D	Signal	A (9.7)	B (12.7)					
7.	New Peachtree Road at Shallowford Road	Е	Signal	A (7.7)	B (19.9)					
8.	Buford Highway at Motors Industrial Way/I-285 EB Ramps	D/E	Signal	D (39.4)	E (78.3)					
9.	Buford Highway at I-285 WB Ramps	D	Signal	D (42.9)	C (31.3)					

As shown in **Table 7**, all study intersections currently operate at or above their acceptable level-ofservice standard during the AM and PM peak hours in the Existing 2016 conditions except for Buford Highway at Motors Industrial Way/I-285 EB Ramps (Int. #8) which operates at LOS E during the PM peak hour. Therefore, there are no recommended improvements for the Existing 2016 conditions scenario.

#### 6.2 Projected 2026 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased for ten (10) years at 0.5 percent per year throughout the study network. These volumes were entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2026 No-Build conditions were analyzed using existing roadway geometry and existing intersection control types. Signal timings were optimized for the Projected 2026 No-Build Improved conditions.

Programmed project DK-407 is expected to be completed in 2020 and includes a road diet on New Peachtree Road. The road will be narrowed from the existing five-lane section to a three-lane section. The road diet laneage is included in the Projected 2026 No-Build Conditions.

The intersection laneage and traffic volumes for the Projected 2026 No-Build conditions are shown in **Figure 8**. The results of the capacity analyses for the Projected 2026 No-Build conditions with existing laneage and control types are shown in **Table 8**. Detailed *Synchro* analysis reports are available upon request.

Table 8         Projected 2026 No-Build Intersection Levels-of-Service         LOS (delay in seconds)										
	Intersection	LOS	Project	ted 2026 No Conditions	Projected 2026 No-Build Improved					
	Intersection	Std.	Control	AM Peak Hour	PM Peak Hour	Control	AM Peak Hour	PM Peak Hour		
1.	Peachtree Industrial Boulevard at I-285 EB Ramps	D	Signal	D (49.6)	D (37.7)	Signal	*	*		
2.	Peachtree Industrial Boulevard at Motors Industrial Way	D	Signal	C (29.2)	C (32.9)	Signal	*	*		
3.	Peachtree Industrial Boulevard at Peachtree Road/ N Shallowford Road/ Parsons Drive	D	Signal	B (16.9)	D (54.6)	Signal	*	*		
4.	Peachtree Industrial Boulevard at N Peachtree Road	D	Signal	E (58.7)	D (53.3)	Signal	D (40.9)	D (50.8)		
5.	New Peachtree Road at Park Avenue (Driveway 12 – Scenario 2 only)	E	Signal	B (16.0)	C (25.6)	Signal	*	*		
6.	Buford Highway at Park Avenue	D	Signal	A (9.8)	B (13.9)	Signal	*	*		
7.	New Peachtree Road at Shallowford Road	Е	Signal	A (8.2)	C (21.2)	Signal	*	*		
8.	Buford Highway at Motors Industrial Way/I-285 EB Ramps	D/E	Signal	D (40.6)	F (97.7)	Signal	D (45.8)	E (79.1)		
9.	Buford Highway at I-285 WB Ramps	D	Signal	D (46.0)	C (33.3)	Signal	*	*		

\* No improvements recommended at this intersection

As shown in **Table 8**, the intersections of Peachtree Industrial Boulevard at N Peachtree Road (Int. #4) and Buford Highway at Motors Industrial Way/I-285 EB Ramps (Int. #8) do not operate acceptably in the Projected 2026 No-Build conditions.

Based on the Projected 2026 No-Build conditions, the following improvements are recommended:

- Peachtree Industrial Boulevard at N Peachtree Road (Int. #4)
  - Convert southbound right-turn from yield controlled to free flow.
  - Construct one exclusive eastbound right-turn lane.
- Buford Highway at Motors Industrial Way/I-285 EB Ramps (Int. #8)
  - Restripe westbound approach to allow for one exclusive left-turn lane, one exclusive through lane, and one exclusive right-turn lane.
  - Remove split phase signal timing for eastbound and westbound approaches.

#### 6.3 Projected 2026 Scenario 1 Build Conditions

The traffic associated with the proposed Assembly development was added to the Projected 2026 No-Build volumes. These volumes were then entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2026 Scenario 1 Build conditions were analyzed using the proposed laneage and intersection control types shown in the DRI site plan. Signal timings were optimized for the Projected 2026 Scenario 1 Build Improved conditions.

The intersection laneage and traffic volumes used for the Projected 2026 Scenario 1 Build conditions are shown in **Figure 9**. The results of the capacity analyses for the Projected 2026 Scenario 1 Build conditions with proposed laneage and control types are shown in **Table 9**. Detailed *Synchro* analysis reports are available upon request.

Table 9         Projected 2026 Scenario 1 Build Intersection Levels-of-Service         LOS (delay in seconds)												
	Intersection		Projected 2026 Scenario 1 Build Conditions			Projected 2026 Scenario 1 Build Conditions Improved						
			Control	AM Peak Hour	PM Peak Hour	Control	AM Peak Hour	PM Peak Hour				
1.	Peachtree Industrial Boulevard at I-285 EB Ramps	D	Signal	E (58.9)	F (92.8)	Signal	C (27.7)	C (26.4)				
2.	Peachtree Industrial Boulevard at Motors Industrial Way	D	Signal	D (44.3)	E (64.4)	Signal	D (46.2)	D (51.4)				
3.	Peachtree Industrial Boulevard at Peachtree Road/ N Shallowford Road/ Parsons Drive	D	Signal	C (32.2)	F (127.8)	Signal	C (34.9)	D (49.0)				
4.	Peachtree Industrial Boulevard at N Peachtree Road	D	Signal	F (83.3)	F (88.8)	Signal	D (41.5)	D (50.9)				
5.	New Peachtree Road at Park Avenue	Е	Signal	B (16.0)	C (25.6)	Signal	*	*				
6.	Buford Highway at Park Avenue	D	Signal	B (10.9)	B (17.4)	Signal	*	*				
7.	New Peachtree Road at Shallowford Road	Е	Signal	A (8.2)	C (21.2)	Signal	*	*				
8.	Buford Highway at Motors Industrial Way/ I-285 EB Ramps	D/E	Signal	F (202.7)	F (206.0)	Signal	D (43.4)	E (74.7)				
9.	Buford Highway at I-285 WB Ramps	D	Signal	E (63.9)	D (46.0)	Signal	D (47.4)	D (38.5)				
10.	Motors Industrial Way at Driveway 1	D	Signal	A (8.2)	B (19.0)	Signal	*	*				
11.	Motors Industrial Way at West Avenue/Driveway 2	D	Signal	B (13.5)	C (36.2)	Signal	*	*				
12.	Motors Industrial Way at Driveway 3	N/A	NB Stop	A (9.3)	B (14.3)	NB Stop	*	*				

Table 9 - Continued         Projected 2026 Scenario 1 Build Intersection Levels-of-Service         LOS (delay in seconds)												
Interception	LOS Std.	Projected 2026 Scenario 1 Build Conditions			Projected 2026 Scenario 1 Build Conditions Improved							
intersection		Control	AM Peak Hour	PM Peak Hour	Control	AM Peak Hour	PM Peak Hour					
13. Motors Industrial Way at Driveway 4	D	Signal	B (10.3)	C (28.7)	Signal	*	*					
14. Motors Industrial Way at Driveway 5	N/A	NB Stop	A (9.4)	C (15.1)	NB Stop	*	*					
15. Peachtree Road at West Avenue/Driveway 6	D	Signal	A (7.7)	C (34.3)	Signal	*	*					
16. Peachtree Road at Driveway 7	N/A	WB Stop SBL	B (11.0) A (8.4)	D (27.9) B (10.7)	WB Stop SBL	*	*					
17. Peachtree Road at Driveway 8	N/A	WB Stop SBL	B (11.5) A (8.3)	C (23.9) A (9.7)	WB Stop SBL	*	*					
<ol> <li>Peachtree Road at Driveway 9</li> </ol>	N/A	WB Stop SBL	B (9.7) A (1.4)	B (13.4) A (0.4)	WB Stop SBL	*	*					
19. Peachtree Road at Driveway 10	N/A	WB Stop SBL	A (9.6) A (1.5)	B (12.9) A (0.4)	WB Stop SBL	*	*					
20. Peachtree Road at Driveway 11	N/A	WB Stop SBL	A (9.6) A (0.9)	B (12.3) A (0.2)	WB Stop SBL	*	*					

\* No improvements recommended at this intersection

As shown in **Table 9**, the intersections of Peachtree Industrial Boulevard at I-285 EB Ramps (Int. #1), Peachtree Industrial Boulevard at Motors Industrial Way (Int. #2), Peachtree Industrial Boulevard at Peachtree Road/N Shallowford Road/Parsons Drive (Int. #3), Peachtree Industrial Boulevard at N Peachtree Road (Int. #4), Buford Highway at Motors Industrial Way/I-285 EB Ramps (Int. #8), and Buford Highway at I-285 WB Ramps (Int. #9).

Based on the Projected 2026 Scenario 1 Build conditions, the following improvements are recommended IN ADDITION TO the recommendations in the Projected 2026 No-Build conditions:

#### **Off-site Recommendations**

- Peachtree Industrial Boulevard at I-285 EB Ramps (Int. #1)
  - Construct one additional exclusive northbound through lane.
- Peachtree Industrial Boulevard at Motors Industrial Way (Int. #2)
  - Construct one additional exclusive southbound left-turn lane (creating triple left-turn lanes).
  - Construct one additional eastbound receiving lane.
- Peachtree Industrial Boulevard at Peachtree Road/N Shallowford Road/Parsons Drive (Int. #3)
  - Construct one exclusive northbound right-turn lane with channelization along Peachtree Industrial Boulevard.
  - Construct one additional exclusive westbound right-turn lane along Peachtree Road (creating dual right-turn lanes).

- Peachtree Industrial Boulevard at N Peachtree Road (Int. #4)
  - Construct one additional northbound lane along Peachtree Industrial Boulevard and restripe to allow for one exclusive left-turn lane, two exclusive through lanes, and one shared through/right-turn lane.
  - Construct one additional southbound lane along Peachtree Industrial Boulevard and restripe to allow for one exclusive left-turn lane three exclusive through lanes, and one exclusive free-flowing right-turn lane.
- Buford Highway at Motors Industrial Way/I-285 EB Ramps (Int. #8)
  - Construct one additional exclusive eastbound right-turn lane (creating dual right-turn lanes).
  - Construct one additional exclusive eastbound left-turn lane (creating dual left-turn lanes).
    - Change signal timing to allow for protected-only left-turn phasing.
  - Restripe northbound approach along Buford Highway to allow for two exclusive left-turn lanes, three exclusive through lanes, and one exclusive right-turn lane.
    - Change signal timing to allow for protected-only left-turn phasing.
  - Construct one additional eastbound receiving lane and convert northbound right-turn from yield control to free flow.
  - Construct one additional westbound receiving lane and restripe southbound approach along Buford Highway to allow for one exclusive left-turn lane, two exclusive through lanes, and one exclusive free-flowing right-turn lane.
- Buford Highway at I-285 WB Ramps (Int. #9)
  - Construct one additional exclusive westbound left-turn lane.

#### **On-site Recommendations**

- Motors Industrial Way at Driveway 1 (Int. #10)
  - Install traffic signal at intersection.
  - Construct one ingress lane on-site along Driveway 1.
  - Construct two egress lanes on-site along Driveway 1 one exclusive left-turn lane and one exclusive right-turn lane.
- Motors Industrial Way at West Avenue/Driveway 2 (Int. #11)
  - Install traffic signal at intersection.
  - Construct two ingress lanes on-site along West Avenue/Driveway 2.
  - Construct three ingress lanes on-site along West Avenue/Driveway 2 two exclusive left-turn lanes and one exclusive right-turn lane.
- Motors Industrial Way at Driveway 3 (Int. #12) Right-in/Right-out
  - Construct one ingress lane on-site along Driveway 3.
  - Construct one egress lane on-site along Driveway 3 one exclusive stop controlled right-turn lane.
- Motors Industrial Way at Driveway 4 (Int. #13)
  - Install traffic signal at intersection.
  - Construct one ingress lane on-site along Driveway 4.
  - Construct two egress lanes on-site along Driveway 4 one exclusive left-turn lane and one exclusive right-turn lane.

- Motors Industrial Way at Driveway 5 (Int. #14) Right-in/Right-out
  - Construct one ingress lane on-site along Driveway 5.
  - Construct one egress lane on-site along Driveway 5 one exclusive stop controlled right-turn lane.
- Peachtree Road at West Avenue/Driveway 6 (Int. #15)
  - Install traffic signal at intersection.
  - Construct two ingress lanes on-site along Driveway 6.
  - Construct two egress lanes on-site along Driveway 6 one exclusive left-turn lane and one exclusive right-turn lane.
  - Construct a southbound left-turn lane along Peachtree Road into the site.
- Peachtree Road at Driveway 7 (Int. #16)
  - Construct one ingress lane on-site along Driveway 7.
  - Construct one egress lane on-site along Driveway 7 one shared stop controlled leftturn/right-turn lane.
  - Construct a southbound left-turn lane along Peachtree Road into the site.
- Peachtree Road at Driveway 8 (Int. #17)
  - Construct one ingress lane on-site at Driveway 8.
  - Construct two egress lanes on-site along Driveway 8 one exclusive stop controlled leftturn lane and one exclusive stop controlled right-turn lane.
  - Construct a southbound left-turn lane along Peachtree Road into the site.
- Peachtree Road at Driveway 9 (Int. #18)
  - Construct one ingress lane on-site along Driveway 9.
  - Construct one egress lane on-site along Driveway 9 one shared stop controlled leftturn/right-turn lane.
- Peachtree Road at Driveway 10 (Int. #19)
  - Construct one ingress lane on-site along Driveway 10.
  - Construct one egress lane on-site along Driveway 10 one shared stop controlled leftturn/right-turn lane.
- Peachtree Road at Driveway 11 (Int. #20)
  - Construct one ingress lane on-site along Driveway 11.
  - Construct one egress lane on-site along Driveway 11 one shared stop controlled leftturn/right-turn lane.


## 6.4 Projected 2026 Scenario 2 Build Conditions

The traffic associated with the proposed Assembly development was added to the Projected 2026 No-Build volumes. These volumes were then entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2026 Scenario 2 Build conditions were analyzed using the proposed laneage and intersection control types shown in the DRI site plan. Signal timings were optimized for the Projected 2026 Scenario 2 Build Improved conditions.

The intersection laneage and traffic volumes used for the Projected 2026 Scenario 2 Build conditions are shown in **Figure 10**. The results of the capacity analyses for the Projected 2026 Scenario 2 Build conditions with proposed laneage and control types are shown in **Table 10**. Detailed *Synchro* analysis reports are available upon request.

	Projectec	1 2026 \$	Scenario 2 I LOS (de	Table 10 Build Interse elay in secon	ction Levels. Ids)	of-Service		
	Intersection	LOS	Projec B	ted 2026 Sce uild Conditio	enario 2 ons	Projecte Build C	ed 2026 Sce onditions In	enario 2 nproved
	intersection	Std.	Control	AM Peak Hour	PM Peak Hour	Control	AM Peak Hour	PM Peak Hour
1.	Peachtree Industrial Boulevard at I-285 EB Ramps	D	Signal	E (57.6)	F (87.0)	Signal	C (27.3)	B (19.3)
2.	Peachtree Industrial Boulevard at Motors Industrial Way	D	Signal	D (47.3)	E (59.3)	Signal	D (51.8)	D (52.4)
3.	Peachtree Industrial Boulevard at Peachtree Road/ N Shallowford Road/ Parsons Drive	D	Signal	C (32.9)	E (78.7)	Signal	C (31.0)	D (47.8)
4.	Peachtree Industrial Boulevard at N Peachtree Road	D	Signal	E (70.7)	F (84.2)	Signal	C (32.9)	D (46.4)
5.	New Peachtree Road at Park Avenue/Driveway 12	Е	Signal	D (36.1)	E (67.4)	Signal	*	*
6.	Buford Highway at Park Avenue	D	Signal	B (18.2)	C (20.4)	Signal	*	*
7.	New Peachtree Road at Shallowford Road	Е	Signal	A (9.1)	C (21.5)	Signal	*	*
8.	Buford Highway at Motors Industrial Way/ I-285 EB Ramps	D/E	Signal	F (97.1)	F (148.3)	Signal	C (27.5)	E (58.0)
9.	Buford Highway at I-285 WB Ramps	D	Signal	E (60.4)	D (39.8)	Signal	D (46.0)	D (37.7)
10.	Motors Industrial Way at Driveway 1	D	Signal	B (13.5)	B (12.5)	Signal	*	*
11.	Motors Industrial Way at West Avenue/Driveway 2	D	Signal	C (23.4)	C (27.2)	Signal	*	*
12.	Motors Industrial Way at Driveway 3	N/A	NB Stop	A (9.0)	B (11.6)	NB Stop	*	*

Projected	1 2026 \$	Table Scenario 2 I LOS (de	10 - Continue Build Interse elay in secon	ed ction Levels ids)	of-Service		
Interception	LOS	Projec B	ted 2026 Sce uild Conditio	enario 2 ons	Projecto Build C	ed 2026 Sce onditions In	enario 2 nproved
intersection	Std.	Control	AM Peak Hour	PM Peak Hour	Control	AM Peak Hour	PM Peak Hour
13. Motors Industrial Way at Driveway 4	D	Signal	B (11.1)	C (21.1)	Signal	*	*
14. Motors Industrial Way at Driveway 5	N/A	NB Stop	A (8.9)	B (11.7)	NB Stop	*	*
15. Peachtree Road at West Avenue/Driveway 6	D	Signal	B (14.9)	B (14.6)	Signal	*	*
16. Peachtree Road at Driveway 7	N/A	WB Stop SBL	B (10.5) A (8.2)	C (19.1) A (9.9)	WB Stop SBL	*	*
17. Peachtree Road at Driveway 8	N/A	WB Stop SBL	B (11.0) A (8.1)	C (17.7) A (9.1)	WB Stop SBL	*	*
18. Peachtree Road at Driveway 9	N/A	WB Stop SBL	A (9.6) A (0.8)	B (12.3) A (0.2)	WB Stop SBL	*	*
19. Peachtree Road at Driveway 10	N/A	WB Stop SBL	A (9.6) A (0.8)	B (12.2) A (0.2)	WB Stop SBL	*	*
20. Peachtree Road at Driveway 11	N/A	WB Stop SBL	A (9.5) A (0.9)	B (11.9) A (0.2)	WB Stop SBL	*	*
21. Peachtree Industrial Boulevard at West Avenue	D	Signal	B (12.4)	B (18.9)	Signal	*	*

\* No improvements recommended at this intersection

As shown in **Table 10**, the intersections of Peachtree Industrial Boulevard at I-285 EB Ramps (Int. #1), Peachtree Industrial Boulevard at Motors Industrial Way (Int. #2), Peachtree Industrial Boulevard at Peachtree Road/N Shallowford Road/Parsons Drive (Int. #3), Peachtree Industrial Boulevard at N Peachtree Road (Int. #4), Buford Highway at Motors Industrial Way/I-285 EB Ramps (Int. #8), and Buford Highway at I-285 WB Ramps (Int. #9).

Based on the Projected 2026 Scenario 2 Build conditions, the following improvements are recommended IN ADDITION TO the recommendations in the Projected 2026 No-Build conditions:

### **Off-site Recommendations**

- Peachtree Industrial Boulevard at I-285 EB Ramps (Int. #1)
  - Construct one additional exclusive northbound through lane.
- Peachtree Industrial Boulevard at Motors Industrial Way (Int. #2)
  - Construct one additional exclusive southbound left-turn lane (creating triple left-turn lanes).
  - Construct one additional eastbound receiving lane.

- Peachtree Industrial Boulevard at Peachtree Road/N Shallowford Road/Parsons Drive (Int. #3)
  - Construct one additional exclusive westbound right-turn lane along Peachtree Road (creating dual right-turn lanes).
- Peachtree Industrial Boulevard at N Peachtree Road (Int. #4)
  - Construct one additional northbound lane along Peachtree Industrial Boulevard and restripe to allow for one exclusive left-turn lane, two exclusive through lanes, and one shared through/right-turn lane.
  - Construct one additional southbound lane along Peachtree Industrial Boulevard and restripe to allow for one exclusive left-turn lane three exclusive through lanes, and one exclusive free-flowing right-turn lane.
- Buford Highway at Motors Industrial Way/I-285 EB Ramps (Int. #8)
  - Construct one additional eastbound receiving lane and convert northbound right-turn from yield control to free flow.
  - Restripe southbound approach along Buford Highway to allow for one exclusive left-turn lane, two exclusive through lanes, and one exclusive free-flowing right-turn lane.
- Buford Highway at I-285 WB Ramps (Int. #9)
  - Construct one additional exclusive westbound left-turn lane.
- Peachtree Industrial Boulevard at West Avenue Extension (Int. #21)
  - Construct one additional exclusive northbound through lane and one exclusive northbound right-turn lane.
  - Construct one additional exclusive southbound through lane and one exclusive southbound left-turn lane.
  - Construct one exclusive westbound left-turn lane and one exclusive westbound right-turn lane.

### **On-site Recommendations**

- New Peachtree Road at Park Avenue/Driveway 12 (Int. #5)
  - Construct one ingress lane on-site along Park Avenue/Driveway 12
  - Construct two egress lanes on-site along Park Avenue/Driveway 12 one exclusive leftturn lane and one shared through/right-turn lane.
- Motors Industrial Way at Driveway 1 (Int. #10)
  - Same recommendation as Scenario 1.
- Motors Industrial Way at West Avenue/Driveway 2 (Int. #11)
  - Same recommendation as Scenario 1.
- Motors Industrial Way at Driveway 3 (Int. #12) Right-in/Right-out
  - Same recommendation as Scenario 1.
- Motors Industrial Way at Driveway 4 (Int. #13)
  - Same recommendation as Scenario 1.
- Motors Industrial Way at Driveway 5 (Int. #14) Right-in/Right-out
  - Same recommendation as Scenario 1.

- Peachtree Road at West Avenue/Driveway 6 (Int. #15)
  - Install traffic signal at intersection.
  - Restripe the existing southbound lane along Peachtree Road to allow for one shared through/right-turn lane.
  - Construct one additional exclusive southbound left-turn lane along Peachtree Road.
  - Restripe the existing northbound lane along Peachtree Road to allow for one shared leftturn/through/right-turn lane.
  - Construct one eastbound exclusive left-turn lane along West Avenue.
  - Construct one eastbound shared through/right-turn lane along West Avenue.
  - Construct two ingress lanes on-site along West Avenue/Driveway 6.
  - Construct two egress lanes on-site along West Avenue/Driveway 6 one westbound exclusive left-turn lane and one westbound shared through/right-turn lane.
- Peachtree Road at Driveway 7 (Int. #16)
  - Same recommendation as Scenario 1.
- Peachtree Road at Driveway 8 (Int. #17)
  - Same recommendation as Scenario 1.
- Peachtree Road at Driveway 9 (Int. #18)
  - Same recommendation as Scenario 1.
- Peachtree Road at Driveway 10 (Int. #19)
  - Same recommendation as Scenario 1.
- Peachtree Road at Driveway 11 (Int. #20)
  - Same recommendation as Scenario 1.



# 7.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the Assembly development is proposed at eleven (11) locations in Scenario 1 and at twelve (12) locations in Scenario 2. Site driveway locations are discussed in Section 1.3. Four driveways are proposed to be signalized (five in Scenario 2) and seven driveways are proposed to be stop controlled in Scenario 1. Proposed driveway laneages are shown on the site plan in Appendix B. Additional low volume service driveways may be added as the development design advances.

Capacity analyses were performed for the proposed site driveway intersections using Synchro 9.0. The results of the capacity analyses for this intersection (LOS, delay, and recommended laneage) are reported in Section 6.3 for Scenario 1 and Section 6.4 for Scenario 2 of this report. Based on the Projected 2026 Scenario 1 Build conditions and Projected 2026 Scenario 2 Build conditions, the proposed site driveway intersections are anticipated to operate at an acceptable level-of-service, assuming implementation of the recommended laneage, signalization, and roadway improvements listed in this report.

## 8.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC's Transportation Improvement Program, the Regional Transportation Improvement Program, GDOT's Construction Work Program (none at this time), City of Doraville's programmed projects, and the GA STIP, the following projects are programmed or planned to be completed by the respective years within the vicinity of the proposed development. The identified projects are listed in **Table 11** below.

			Table 11 Programmed Projects
#	Completion Date	Project ID	Description
1	2020	DK-407	New Peachtree Road Bicycle/Pedestrian Improvements from north of Shallowford Road to Stewart Road
2	2020	DK-420	Dunwoody Citywide Signal Communications Network
3	2020	GW-393	SR 141 Southbound Improvements from Holcomb Bridge Road to I-285
4	2022	0012660	Peachtree Industrial Boulevard southbound to I-285 Westbound ramp widening
5	2030	DK-401	Revive 285: I-285 North Collector/Distributor Lanes from Ashford Dunwoody Road to SR 141 (Peachtree Industrial Boulevard)
6	2030	AR-ML- 200	Revive 285: I-285 North Managed Lanes and Collector/Distributor Lane Improvements from I-75 North to I-85 North
7	2040	AR-410A	Revive 285: I-285 North Corridor High Capacity Rail Service

Fact sheets for projects 1-7 are provided in Appendix E.

## 9.0 INTERNAL CIRCULATION ANALYSIS

The proposed site driveways will provide access to buildings on the site. A detailed copy of the proposed site plan is provided in Appendix B and a full-sized site plan is included in the report submittal.

Mixed-use vehicle trip reductions were taken according to the ITE Trip Generation Handbook, Third Edition, 2012. Because the Third Edition does not include guidance on daily internal capture, the Second Edition, 2004 was used for daily. Total internal capture and vehicle trip reduction between the proposed land uses is expected to be 4.5% daily, 4.5% for the AM peak hour, and 5.7% for the PM peak hour as a result of the anticipated interaction between the various land uses within the proposed development.

## **10.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS**

The latest plan, titled 2010 Downtown Master Plan focuses specifically on the redevelopment of the former GM plant site/proposed Assembly site to create a mixed-use TOD development. The LCI discusses recommended land uses for the redevelopment of the GM site which includes office, retail, restaurant, and residential. Additionally, the LCI encourages the addition of parks and plazas within the project site and "tree-lined" streets throughout the site. The LCI promotes the addition of a pedestrian bridge to access the Doraville MARTA station.

The proposed Assembly development is mixed use, consisting of 2,950,000 SF of office, 4,300 units of residential, 150,000 SF of retail, and 130,000 SF of studio land uses, which complies with the LCI recommended land uses and densities. Concepts for the proposed development shows two large parks on the project site as well as several small parks and plazas scattered throughout the project site. Internal roadways on-site include sidewalks and tree, enhancing pedestrian facilities. The project site is located adjacent to the Doraville MARTA Rail Station which is served by the Gold rail line seven days a week. The MARTA Rail Station is also served by MARTA Bus Routes 25, 39, 104, and 124, as well as GRTA Xpress Buses. The proposed development also considers a covered street (Park Avenue extension) connecting the project site directly to the Doraville MARTA station. Concepts for the covered street show sidewalks, bike lanes, landscaping, and on-street parking.

Additionally, the project site is located in a Regional Employment Corridor area type according to the ARC's *Unified Growth Policy Map (UGPM)*. The Assembly development plan is consistent with the area type and future land use identified. The land use maps are provided in Appendix A.

Appendix A Land Use and Zoning Maps



Appendix B Proposed Site Plan





# SECTION A-A



# Section looking West

March 2, 2015

March 2, 2015

SECTION C-C

# Perkins Eastman 24 The Assembly: Concept Vision



# Section looking West

The Assembly: Concept

SECTION B-B

Park Avenue: Covered Street

Perkins Eastman

8

The Assembly: Concept Vision

6 2 ANGLE PARKING DRIVE LINE DRIVE LINE ANGLE PARKING 5' 10' 5' 19′ 12' 12' 80' EXISTING ROW 107' ROW

Section looking North

The Assembly: Concept Vision

# SECTION D-D

March 2, 2015

March 2, 2015

t Vision	Perkins Eastman	12



Perkins Eastman 32



				DATE BY
94	4	7 3	+1	lo. REVISIONS
Kimlev »> Horn	© 2016 KIMLEY-HORN AND ASSOCIATES, INC.	817 WEST PEACHTREE ST. NW SUITE 601	PHONE (404) 419-8700	
SCALE: AS SHOWN	DRAWN BY: KHA	DESIGNED BY: KHA	CHECKED BY:	КНА
	191 PEACHTREE STAIN, LEO CUITE 3100	ATLANTA, GA 30303	PHONE: (404) 224-1860	
			DRI CROSS SECTIONS	
I SI	D/ 06/06 PROJE 0189 HEET	ATE 5/2010 ECT NO 26003 NUMB	6 O. 3 ÆR	

# Appendix C Trip Generation Analysis

Trip C Assembly I C	Generation Analysis (9th Ed.) Development DRI - SCENARIO 1 ity of Doraville, Georgia							
Land Use	Intensity	Daily	AN	I Peak H	our	PN	I Peak H	our
		Trips	Total	In	Out	Total	In	Out
Proposed Site Traffic								
150 Warehousing	130.000 s.f.	618	95	75	20	70	18	52
220 Apartment	2,021 d.u.	12,371	994	199	795	1,129	734	395
230 Residential Condominium/Townhouse	2,279 d.u.	9,763	630	107	523	780	523	257
710 General Office Building	2,950,000 s.f.	17,190	2,869	2,525	344	3,382	575	2,807
826 Specialty Retail Center	150,000	6,455	200	124	76	381	168	213
					1			
Gross Trips		46,397	4,788	3,030	1,758	5,742	2,018	3,724
Residential Trips		22,134	1,624	306	1,318	1,909	1,257	652
Mixed-Use Reductions		-824	-45	-0	-39	-148	-105	-43
Alternative Mode Reductions (25%)		-4,202	-310	-00	-230	-352	-230	-122
Adjusted Residential Trips		17,048	1,203	240	1,025	1,409	922	487
Office Trips		17 190	2 869	2 525	344	3 382	575	2 807
Mixed-Use Reductions		-390	-84	-47	-38	-91	-29	-62
Alternative Mode Reductions (25%)		-3.360	-557	-496	-61	-658	-109	-549
Adjusted Office Trips		13,440	2,228	1,982	245	2,633	437	2,196
5 1								, ,
Retail Trips		6,455	200	124	76	381	168	213
Mixed-Use Reductions		-872	-81	-53	-28	-89	-30	-59
Alternative Mode Reductions (25%)		-1,117	-24	-14	-10	-58	-28	-31
Pass By Reductions (Based on ITE Rates)		0	0	0	0	0	0	0
Adjusted Retail Trips		4,466	95	57	38	234	110	123
Warehousing/Studio Trips		618	95	75	20	70	18	52
Mixed-Use Reductions		-14	-4	-1	-2	-2	-1	-1
Alternative Mode Reductions		-121	-18	-15	-4	-14	-3	-10
Adjusted Other Non-Residential Trips		483	73	59	14	54	14	41
Mixed-Use Reductions - TOTAL		-2,100	-214	-107	-107	-330	-165	-165
Alternative Mode Reductions - TOTAL		-8,860	-915	-585	-331	-1,082	-370	-712
Pass-By Reductions - TOTAL		0	0	0	0	0	0	0
New Trips		35,437	3,659	2,338	1,320	4,330	1,483	2,847
Driveway Volumes		35,437	3,659	2,338	1,320	4,330	1,483	2,847

Trip Gene Assembly Deve City o	ration Analysis (9th Ed.) clopment DRI - SCENARIO 2 of Doraville, Georgia							
Land Use	Intensity	Daily	AN	1 Peak H	our	PN	I Peak H	our
		Trips	Total	In	Out	Total	In	Out
Proposed Site Traffic								
150 Warehousing	130.000 s.f.	618	95	75	20	70	18	52
220 Apartment	2,021 d.u.	12,371	994	199	795	1,129	734	395
230 Residential Condominium/Townhouse	2,279 d.u.	9,763	630	107	523	780	523	257
710 General Office Building	2,950,000 s.f.	17,190	2,869	2,525	344	3,382	575	2,807
826 Specialty Retail Center	150,000	6,455	200	124	76	381	168	213
			1		1			
Gross Trips		46,397	4,788	3,030	1,758	5,742	2,018	3,724
Residential Trips		22,134	1,624	306	1,318	1,909	1,257	652
Mixed-Use Reductions		-824	-45	-0 75	-39	-148	-105	-43
Alternative Mode Reductions (25%)		-5,328	-395	-/3	-320	-440	-288	-152
Adjusted Residential Trips		15,982	1,184	225	939	1,321	804	457
Office Trips		17 190	2 869	2 525	344	3 382	575	2 807
Mixed-Use Reductions		-390	-84	-47	-38	-91	-29	-62
Alternative Mode Reductions (25%)		-4.200	-696	-620	-77	-823	-136	-686
Adjusted Office Trips		12,600	2,089	1,858	229	2,468	410	2,059
						, ,		
Retail Trips		6,455	200	124	76	381	168	213
Mixed-Use Reductions		-872	-81	-53	-28	-89	-30	-59
Alternative Mode Reductions (25%)		-1,396	-30	-18	-12	-73	-35	-39
Pass By Reductions (Based on ITE Rates)		0	0	0	0	0	0	0
Adjusted Retail Trips		4,187	89	53	36	219	103	115
Warehousing/Studio Trips		618	95	75	20	70	18	52
Mixed-Use Reductions		-14	-4	-1	-2	-2	-1	-1
Alternative Mode Reductions		-151	-23	-18	-4	-17	-4	-13
Adjusted Other Non-Residential Trips		453	68	56	14	51	13	38
Mixed-Use Reductions - TOTAL		-2,100	-214	-107	-107	-330	-165	-165
Alternative Mode Reductions - TOTAL		-11,075	-1,144	-731	-413	-1,353	-463	-890
Pass-By Reductions - TOTAL		0	0	0	0	0	0	0
New Trips		33,222	3,430	2,192	1,238	4,059	1,390	2,669
Driveway Volumes		33,222	3,430	2,192	1,238	4,059	1,390	2,669

Appendix D Intersection Volume Worksheets

#### Peachtree Industrial Boulevard at I-285 EB Ramps AM PEAK HOUR

	Peac	htree Indu North	ustrial Boulevard Peachtree Indus hbound South Through Right U-turn Left				strial Boul bound	evard		I-285 El Eastl	B Ramps oound		I-285 EB Ramps Westbound			
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	0	1,152	419	0	1,730	1,362	0				196				1,649
Pedestrians			0				0									
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	5%	8%	2%	3%	4%	2%	2%	2%	2%	5%	2%	2%	2%	4%
Peak Hour Factor		0.	.94			0.	93			0.	91			0.	95	
Adjustment																
Adjusted 2016 Volumes	0	0	1152	419	0	1730	1362	0	0	0	0	196	0	0	0	1649
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	1,211	440	0	1,818	1,432	0	0	0	0	206	0	0	0	1,733
Project Trips																
Trip Distribution IN							38%									
Trip Distribution OUT			24%	4%												
Residential Trips	0	0	246	41	0	0	91	0	0	0	0	0	0	0	0	0
,																
Trip Distribution IN							40%									
Trip Distribution OUT			27%	3%												
Office Trips	0	0	66	7	0	0	793	0	0	0	0	0	0	0	0	0
Trip Distribution IN							40%									
Trip Distribution OUT			27%	3%												
Retail Trips	0	0	10	1	0	0	23	0	0	0	0	0	0	0	0	0
Trip Distribution IN							40%									
Trip Distribution OUT			27%	30%			4070									
Studio Trips	0	0	2170	370	0	0	23	0	0	0	0	0	0	0	0	0
Studio Trips	0	0	4	0	0	0	23	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	326	49	0	0	930	0	0	0	0	0	0	0	0	0
Build Heavy Vehicle % 2026 Build Traffic	0	0	4% 1,537	7% 489	0	3% 1,818	3% 2,362	0	0	0	0	5% 206	0	0	0	4% 1,733

#### PM PEAK HOUR

	Peachtree Industrial Boulevard Northbound					htree Indu	strial Boul	evard	I I-285 EB Ramps				I-285 EB Ramps			
	<u>Northbound</u> U-turn Left Through					South	bound			East	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes			1,910	167		1,132	1,923					158				1,760
Pedestrians			0			-	0				0				1	
Conflicting Pedestrians		0		1		1		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	7%	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	5%
Peak Hour Factor		0.	.96			0.	.96			0.	82			0.	96	
Adjustment																
Adjusted 2016 Volumes	0	0	1910	167	0	1132	1923	0	0	0	0	158	0	0	0	1760
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	2,008	176	0	1,190	2,021	0	0	0	0	166	0	0	0	1,850
Project Trips																
Trip Distribution IN							38%									
Trip Distribution OUT			2/106	496			3070									
Pasidential Trips	0	0	117	470	0	0	350	0	0	0	0	0	0	0	0	0
Residential Trips	0	0	117	17	0	0	550	0	0	0	0	0	0	0	0	0
Trip Distribution IN							40%									
Trip Distribution OUT			27%	3%												
Office Trips	0	0	593	66	0	0	175	0	0	0	0	0	0	0	0	0
							400/									
Trip Distribution IN			2744	201			40%									
Trip Distribution OUT	0	0	27%	3%	0	0	4.4	0	0	0	0	0	0	0	0	0
Retail Trips	0	0	33	4	0	0	44	0	0	0	0	0	0	0	0	0
Trip Distribution IN							40%									
Trip Distribution OUT			27%	3%												
Studio Trips	0	0	11	1	0	0	6	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	754	90	0	0	575	0	0	0	0	0	0	0	0	0
Build Heavy Vehicle %			2%	5%		2%	2%		I			4%				5%
2026 Build Traffic	0	0	2,762	266	0	1,190	2,596	0	0	0	0	166	0	0	0	1,850

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#### Peachtree Industrial Boulevard at Motors Industrial Way AM PEAK HOUR

	Peac	htree Indu North	strial Boul	evard	Peac	htree Indu South	strial Boul bound	evard		Eastl	bound		Motors In West		dustrial Way <b>tbound</b>	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	0	1,327	105	0	51	1,464	0					0	567	0	259
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	6%	17%	2%	4%	4%	2%	2%	2%	2%	2%	2%	3%	2%	2%
Peak Hour Factor		0.	.95			0.	89							0.	85	
Adjustment																
Adjusted 2016 Volumes	0	0	1327	105	0	51	1464	0	0	0	0	0	0	567	0	259
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	1,395	110	0	54	1,539	0	0	0	0	0	0	596	0	272
Project Trips																
Trip Distribution IN				12%		24%	14%									
Trip Distribution OUT			14%											12%		14%
Residential Trips	0	0	143	29	0	58	34	0	0	0	0	0	0	123	0	143
Trip Distribution IN				10%		25%	15%									
Trip Distribution OUT			15%											10%		15%
Office Trips	0	0	37	198	0	496	297	0	0	0	0	0	0	25	0	37
-																
Trip Distribution IN				10%		25%	15%									
Trip Distribution OUT			15%											10%		15%
Retail Trips	0	0	6	6	0	14	9	0	0	0	0	0	0	4	0	6
Trip Distribution IN				10%		25%	15%									
Trip Distribution OUT			15%											10%		15%
Studio Trips	0	0	2	6	0	15	9	0	0	0	0	0	0	1	0	2
Total Project Trips	0	0	188	239	0	583	349	0	0	0	0	0	0	153	0	188
Build Heavy Vehicle % 2026 Build Traffic	0	0	6% 1,583	7% 349	0	2% 637	4% 1,888	0	0	0	0	0	0	3% 749	0	2% 460

#### PM PEAK HOUR

	Peac	htree Indu	strial Boul	evard	Peac	Peachtree Industrial Boulevard						Motors Industrial Way				
	<u>Northbound</u> U-turn Left Through Right				South	bound			East	oound			West	bound		
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	0	2,142	558	0	476	1,567	0						100		109
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%	4%
Peak Hour Factor		0	.98			0.	.90							0.	94	
Adjustment																
Adjusted 2016 Volumes	0	0	2142	558	0	476	1567	0	0	0	0	0	0	100	0	109
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	2,252	587	0	500	1,647	0	0	0	0	0	0	105	0	115
Project Trips																
Trip Distribution IN				12%		24%	14%									
Trip Distribution OUT			14%											12%		14%
Residential Trips	0	0	68	111	0	221	129	0	0	0	0	0	0	58	0	68
Trip Distribution IN				10%		25%	15%									
Trip Distribution OUT			15%											10%		15%
Office Trips	0	0	329	44	0	109	66	0	0	0	0	0	0	220	0	329
Trip Distribution IN				10%		25%	15%									
Trip Distribution OUT			15%											10%		15%
Retail Trips	0	0	18	11	0	28	17	0	0	0	0	0	0	12	0	18
_																
Trip Distribution IN				10%		25%	15%									
Trip Distribution OUT			15%											10%		15%
Studio Trips	0	0	6	1	0	4	2	0	0	0	0	0	0	4	0	6
Total Project Trips	0	0	421	167	0	362	214	0	0	0	0	0	0	294	0	421
Build Heavy Vehicle %			3%	2%		2%	2%							3%		2%
2026 Build Traffic	0	0	2,673	754	0	862	1,861	0	0	0	0	0	0	399	0	536

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#### Peachtree Industrial Boulevard at Peachtree Road/N Shallowford Road/Parsons Drive AM PEAK HOUR

	Peach	tree Indus	trial Boule	evard	Pea	chtree Ind	ustrial Bo	ulevard		N Shallo	wford Roa	ıd	Parsons Drive Southeastbound				Peachtre	e Road		
		North	oound			Sout	thbound			Northe	astbound			Southe	astbound			Westb	ound	
Description	Hard Left	Left	Through	Right	Left	Through	Right	Hard Right	Hard Left	Left	Right	Hard Right	Left	Through	Right	Hard Right	Hard Left	Left	Through	Right
Observed 2016 Traffic Volumes	13	6	1,208	47	112	1,655	251	26	3	76	13	13	12	1	0	7	6	7	2	145
Pedestrians		0					0				0				0			0		
Conflicting Pedestrians		0		0		0		0		0		0						0		0
Heavy Vehicles																				
Heavy Vehicle %	2%	17%	7%	2%	5%	4%	2%	4%	33%	3%	8%	2%	8%	100%	2%	2%	2%	14%	2%	7%
Peak Hour Factor		0.9	03				0.93			0	.85			(	).83			0.8	7	
Adjustment																				
Adjusted 2016 Volumes	13	6	1208	47	112	1655	251	26	3	76	13	13	12	1	0	7	6	7	2	145
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Other Proposed Developments																				
2026 Background Traffic	14	6	1,270	49	118	1,740	264	27	3	80	14	14	13	1	0	7	6	7	2	152
Project Trips																				
Trip Distribution IN			12%	10%	14%															
Trip Distribution OUT						12%											10%			14%
Residential Trips	0	0	29	24	34	123	0	0	0	0	0	0	0	0	0	0	102	0	0	143
Trip Distribution IN			10%	11%	15%															
Trip Distribution OUT						10%											11%			15%
Office Trips	0	0	198	218	297	25	0	0	0	0	0	0	0	0	0	0	27	0	0	37
Trip Distribution IN			10%	11%	15%															
Trip Distribution OUT						10%											11%			15%
Retail Trips	0	0	6	6	9	4	0	0	0	0	0	0	0	0	0	0	4	0	0	6
Trip Distribution IN			10%	11%	15%															
Trip Distribution OUT						10%											11%			15%
Studio Trips	0	0	6	6	9	1	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Total Project Trips	0	0	239	254	349	153	0	0	0	0	0	0	0	0	0	0	135	0	0	188
Build Heavy Vehicle %	2%	17%	6%	2%	3%	4%	2%	4%	33%	3%	8%	2%	8%	100%		2%	2%	14%	2%	4%
Right Build Traffic	14	6	1,509	303	467	1,893	264	27	3	80	14	14	13	1	0	7	141	7	2	340

#### PM PEAK HOUR

	Peach	tree Indus	strial Boul	evard	Pea	chtree Ind	lustrial Bo	ulevard		N Shallo	wford Roa	ad		Parso	ns Drive			Peachtre	e Road	
		North	bound			Sout	thbound			Northe	astbound	bound Southeastbound					Westl	oound		
Description	Hard Left	Left	Through	Right	Left	Through	Right	Hard Right	Hard Left	Left	Right	Hard Right	Left	Through	Right	Hard Right	Hard Left	Left	Through	Right
Observed 2016 Traffic Volumes	9	14	1.995	78	127	1.323	82	33	3	172	7	2	24	7	11	8	31	18	7	352
Pedestrians	-	(	0			-,	0				1				1			1		
Conflicting Pedestrians		1		1		1	1	1		0	ľ.	0		1		0		0		0
Heavy Vehicles																				
Heavy Vehicle %	2%	2%	3%	4%	5%	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	7%	6%	2%	2%
Peak Hour Factor		0.	96				0.91	1		0	).93				).75			0.1	85	
Adjustment																			1	
Adjusted 2016 Volumes	9	14	1995	78	127	1323	82	33	3	172	7	2	24	7	11	8	31	18	7	352
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Other Proposed Developments																				
2026 Background Traffic	9	15	2,097	82	133	1,391	86	35	3	181	7	2	25	7	12	8	33	19	7	370
Project Trips																			-	
Trip Distribution IN			12%	10%	14%															
Trip Distribution OUT						12%											10%			14%
Residential Trips	0	0	111	92	129	58	0	0	0	0	0	0	0	0	0	0	49	0	0	68
Trip Distribution IN			10%	11%	15%															
Trip Distribution OUT						10%											11%			15%
Office Trips	0	0	44	48	66	220	0	0	0	0	0	0	0	0	0	0	242	0	0	329
Trip Distribution IN			10%	11%	15%															
Trip Distribution OUT			1070	11/0	1570	10%											11%			15%
Retail Trips	0	0	11	12	17	12	0	0	0	0	0	0	0	0	0	0	14	0	0	18
Trip Distribution IN			10%	11%	15%															
Trip Distribution OUT						10%											11%			15%
Studio Trips	0	0	1	2	2	4	0	0	0	0	0	0	0	0	0	0	4	0	0	6
Total Project Trips	0	0	167	154	214	294	0	0	0	0	0	0	0	0	0	0	309	0	0	421
Build Heavy Vehicle %	2%	2%	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%	6%	2%	2%
Right Build Traffic	9	15	2,264	236	347	1,685	86	35	3	181	7	2	25	7	12	8	342	19	7	791
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#### Peachtree Industrial Boulevard at N Peachtree Road AM PEAK HOUR

	Peac	htree Indu <u>North</u>	strial Boul Ibound	evard	Peac	htree Indu South	strial Boul bound	evard		N Peach Eastl	tree Road Dound			N Peach West	tree Road bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	186	1,157	28	0	70	1,400	44	0	48	92	307	0	18	55	74
Pedestrians			1				1								1	
Conflicting Pedestrians		0		1		1		0		1		1		1		1
Heavy Vehicles																
Heavy Vehicle %	2%	4%	5%	7%	2%	9%	4%	5%	2%	6%	3%	3%	2%	17%	13%	24%
Peak Hour Factor		0.	.92			0.	93			0.	91			0.	82	
Adjustment																
Adjusted 2016 Volumes	0	186	1157	28	0	70	1400	44	0	48	92	307	0	18	55	74
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	196	1,216	29	0	74	1,472	46	0	50	97	323	0	19	58	78
Project Trips																
Trip Distribution IN			20%							2%						
Trip Distribution OUT							20%	2%								
Residential Trips	0	0	48	0	0	0	205	20	0	5	0	0	0	0	0	0
,																
Trip Distribution IN			17%							4%						
Trip Distribution OUT							17%	4%								
Office Trips	0	0	337	0	0	0	42	10	0	79	0	0	0	0	0	0
Trip Distribution IN			17%							4%						
Trip Distribution OUT							17%	4%								
Retail Trips	0	0	10	0	0	0	6	2	0	2	0	0	0	0	0	0
Trip Distribution IN			17%							4%						
Trip Distribution OUT			1770				17%	4%		170						
Studio Trips	0	0	10	0	0	0	2	1	0	2	0	0	0	0	0	0
Stado mps	0	0	10	0	0	0	2		0	2	0	0	0	0	0	0
Total Project Trips	0	0	405	0	0	0	255	33	0	88	0	0	0	0	0	0
		40/	40/	50/		0.01	10/	201		4.04	201	201		150	1.00/	2.10
2026 Build Traffic	0	4% 196	4% 1,621	29	0	9% 74	4% 1,727	3% 79	0	4% 138	3% 97	3% 323	0	17% 19	13% 58	24% 78

#### PM PEAK HOUR

	Peac	htree Indu	strial Boul	evard	Peac	htree Indu	strial Boul	evard		N Peach	tree Road			N Peach	tree Road	
		North	bound			South	bound			East	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	255	1,642	23	0	44	1,274	22	0	226	95	237	0	22	112	69
Pedestrians			2				2				0				4	
Conflicting Pedestrians		0		4		4		0		2		2		2		2
Heavy Vehicles																
Heavy Vehicle %	2%	2%	3%	4%	2%	16%	2%	2%	2%	4%	3%	2%	2%	9%	2%	2%
Peak Hour Factor		0	.96			0.	.90			0	86			0.	88	
Adjustment																
Adjusted 2016 Volumes	0	255	1642	23	0	44	1274	22	0	226	95	237	0	22	112	69
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	268	1,726	24	0	46	1,339	23	0	238	100	249	0	23	118	73
Project Trips																
Trip Distribution IN			20%							2%						
Trip Distribution OUT							20%	2%								
Residential Trips	0	0	184	0	0	0	97	10	0	18	0	0	0	0	0	0
Trip Distribution IN			17%							4%						
Trip Distribution OUT							17%	4%								
Office Trips	0	0	74	0	0	0	373	88	0	17	0	0	0	0	0	0
Trip Distribution IN			17%							4%						
Trip Distribution OUT							17%	4%								
Retail Trips	0	0	19	0	0	0	21	5	0	4	0	0	0	0	0	0
Trip Distribution IN			17%							4%						
Trip Distribution OUT							17%	4%								
Studio Trips	0	0	2	0	0	0	7	2	0	1	0	0	0	0	0	0
Total Project Trips	0	0	279	0	0	0	498	105	0	40	0	0	0	0	0	0
Build Heavy Vehicle %		2%	3%	4%		16%	2%	2%		4%	3%	2%		9%	2%	2%
2026 Build Traffic	0	268	2,005	24	0	46	1,837	128	0	278	100	249	0	23	118	73

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#### New Peachtree Road at Park Avenue AM PEAK HOUR

		New Peac North	htree Road	1		New Peac South	htree Road bound	l		Park A Easth	Avenue oound			Park A West	Avenue bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	3	203	50	0	46	583	138	0	3	5	0	0	89	51	18
Pedestrians			6				6			9	12				4	
Conflicting Pedestrians		92		4		4		92		6		6		6		6
Heavy Vehicles																
Heavy Vehicle %	2%	2%	4%	2%	2%	30%	4%	2%	2%	2%	2%	2%	2%	2%	2%	39%
Peak Hour Factor		0.	.92			0.	92			0.	78			0.	90	
Adjustment																
Adjusted 2016 Volumes	0	3	203	50	0	46	583	138	0	3	5	0	0	89	51	18
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	3	213	53	0	48	613	145	0	3	5	0	0	94	54	19
Project Trips																
Trip Distribution IN																
Trip Distribution OUT																
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Studio Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Build Heavy Vehicle % 2026 Build Traffic	0	2% 3	4% 213	2% 53	0	30% 48	4% 613	2% 145	0	2% 3	2% 5	0	0	2% 94	2% 54	39% 19

#### PM PEAK HOUR

		New Peac	htree Road	1		New Peac	htree Road	1		Park A	Avenue			Park A	Avenue	
		North	bound			South	bound			East	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	3	632	148	0	56	326	10	0	72	20	2	0	60	17	86
Pedestrians		3	35			1	1			1	60				9	
Conflicting Pedestrians		160		9		9		160		11		35		35		11
Heavy Vehicles																
Heavy Vehicle %	2%	2%	3%	2%	2%	21%	3%	2%	2%	2%	2%	2%	2%	7%	2%	11%
Peak Hour Factor		0.	.92			0.	.95			0	.72			0.	86	
Adjustment																
Adjusted 2016 Volumes	0	3	632	148	0	56	326	10	0	72	20	2	0	60	17	86
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	3	664	156	0	59	343	11	0	76	21	2	0	63	18	90
Project Trips																
Trip Distribution IN																
Trip Distribution OUT																
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Studio Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Build Heavy Vehicle %		2%	3%	2%		21%	3%	2%		2%	2%	2%		7%	2%	11%
2026 Build Traffic	0	3	664	156	0	59	343	11	0	76	21	2	0	63	18	90

#### Buford Highway at Park Avenue AM PEAK HOUR

		Buford	Highway			Buford	Highway			Park A	Avenue					
		North	bound			South	bound			East	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	26	482				821	138	0	85		31				
Pedestrians			0				7				4				8	
Conflicting Pedestrians		4		8		8		4		7		0		0		7
Heavy Vehicles																
Heavy Vehicle %	2%	19%	11%	2%	2%	2%	7%	2%	2%	8%	2%	16%	2%	2%	2%	2%
Peak Hour Factor		0.	.96			0.	92			0.	.98					
Adjustment								-								
Adjusted 2016 Volumes	0	26	482	0	0	0	821	138	0	85	0	31	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	27	507	0	0	0	863	145	0	89	0	33	0	0	0	0
Project Trips																
Trip Distribution IN			14%													
Trip Distribution OUT							14%									
Residential Trips	0	0	34	0	0	0	143	0	0	0	0	0	0	0	0	0
*																
Trip Distribution IN			13%													
Trip Distribution OUT							13%									
Office Trips	0	0	258	0	0	0	32	0	0	0	0	0	0	0	0	0
This Distribution DI			120/													
Trip Distribution IN			13%				1.20/									
	0	0	7	0	0	0	15%	0	0	0	0	0	0	0	0	0
Retail Trips	0	0	/	0	0	0	5	0	0	0	0	0	0	0	0	0
Trip Distribution IN			13%													
Trip Distribution OUT							13%									
Studio Trips	0	0	8	0	0	0	2	0	0	0	0	0	0	0	0	0
m - 15 1 - m 1	0	0	207	0	0	0	102	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	307	0	0	0	182	0	0	0	0	0	0	0	0	0
Build Heavy Vehicle %	i	19%	7%				6%	2%	i	8%		16%				
2026 Build Traffic	0	27	814	0	0	0	1,045	145	0	89	0	33	0	0	0	0

#### PM PEAK HOUR

	Buford Highway <u>Northbound</u> Laft Through Bight					Buford	Highway			Park A	Avenue					
	Northbound U-turn Left Through Right					South	bound			East	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	74	1,268				897	104		203		45				
Pedestrians			1			2	21			2	21				7	
Conflicting Pedestrians		21		7		7		21		21		11		11		21
Heavy Vehicles																
Heavy Vehicle %	2%	10%	2%	2%	2%	2%	2%	3%	2%	3%	2%	11%	2%	2%	2%	2%
Peak Hour Factor		0	.93			0.	.95			0.	.87					
Adjustment																
Adjusted 2016 Volumes	0	74	1268	0	0	0	897	104	0	203	0	45	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	78	1,333	0	0	0	943	109	0	213	0	47	0	0	0	0
Project Trips																
Trip Distribution IN			14%													
Trip Distribution OUT							14%									
Residential Trips	0	0	129	0	0	0	68	0	0	0	0	0	0	0	0	0
Trip Distribution IN			13%													
Trip Distribution OUT							13%									
Office Trips	0	0	57	0	0	0	285	0	0	0	0	0	0	0	0	0
Trip Distribution IN			13%													
Trip Distribution OUT							13%									
Retail Trips	0	0	14	0	0	0	16	0	0	0	0	0	0	0	0	0
Trip Distribution IN			13%													
Trip Distribution OUT							13%									
Studio Trips	0	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	202	0	0	0	374	0	0	0	0	0	0	0	0	0
Build Heavy Vehicle %		10%	2%				2%	3%		3%		11%				
2026 Build Traffic	0	78	1,535	0	0	0	1,317	109	0	213	0	47	0	0	0	0

#### New Peachtree Road at Shallowford Road AM PEAK HOUR

	Shallowford Road <u>Northbound</u> U-turn Left Through Right					New Peac	htree Road	1		New Peac	htree Road	1		West	hound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
1				0				0								0
Observed 2016 Traffic Volumes		6	138	0	0	0	186	412		128	0	6				
Pedestrians			1				0				2					
Conflicting Pedestrians		2		0		0		2		0		1		1		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	4%	2%	2%	2%	5%	4%	2%	10%	2%	17%	2%	2%	2%	2%
Peak Hour Factor		0.	.95			0.	86			0.	87					
Adjustment																
Adjusted 2016 Volumes	0	6	138	0	0	0	186	412	0	128	0	6	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	6	145	0	0	0	196	433	0	135	0	6	0	0	0	0
Project Trips																
Trip Distribution IN																
Trip Distribution OUT																
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Studio Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
-																
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Build Heavy Vehicle % 2026 Build Traffic	0	2% 6	4% 145	0	0	0	5% 196	4% 433	0	10% 135	0	17% 6	0	0	0	0

#### PM PEAK HOUR

	Shallowford Road Northbound					New Peac	htree Road	1		New Peac	htree Road	1				
		North	bound			South	bound			Eastl	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes		12	252	0	0	0	160	209		436		11				
Pedestrians		1	10				2			1	0					
Conflicting Pedestrians		10		0		0		10		2		10		10		2
Heavy Vehicles																
Heavy Vehicle %	2%	8%	6%	2%	2%	2%	2%	2%	2%	3%	2%	18%	2%	2%	2%	2%
Peak Hour Factor		0.	.77			0.	.87			0.	91					
Adjustment																
Adjusted 2016 Volumes	0	12	252	0	0	0	160	209	0	436	0	11	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	13	265	0	0	0	168	220	0	458	0	12	0	0	0	0
Project Trips																
Trip Distribution IN																
Trip Distribution OUT																
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Studio Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Build Heavy Vehicle %		8%	6%				2%	2%		3%		18%				
2026 Build Traffic	0	13	265	0	0	0	168	220	0	458	0	12	0	0	0	0

#### Buford Highway at Motors Industrial Way/I-285 EB Ramps AM PEAK HOUR

		Buford North	Highway bound			Buford I South	Highway <b>bound</b>		Ν	Aotors Ind Eastl	ustrial Wa	ıy		I-285 El West	B Ramps bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	155	485	443	0	374	1,143	841	0	35	59	56	0	194	4	144
Pedestrians			0				3				3				0	
Conflicting Pedestrians		3		0		0		3		3		0		0		3
Heavy Vehicles																
Heavy Vehicle %	2%	3%	10%	7%	2%	23%	7%	2%	2%	20%	10%	5%	2%	4%	2%	13%
Peak Hour Factor		0.	.90			0.	89			0.	85			0.	93	
Adjustment																
Adjusted 2016 Volumes	0	155	485	443	0	374	1143	841	0	35	59	56	0	194	4	144
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	163	510	466	0	393	1,201	884	0	37	62	59	0	204	4	151
Project Trips																
Trip Distribution IN		14%						16%							8%	
Trip Distribution OUT										16%	8%	14%				
Residential Trips	0	34	0	0	0	0	0	38	0	164	82	143	0	0	19	0
Trip Distribution IN		13%						17%							7%	
Trip Distribution OUT										17%	7%	13%				
Office Trips	0	258	0	0	0	0	0	337	0	42	17	32	0	0	139	0
Trip Distribution IN		13%						17%							7%	
Trip Distribution OUT										17%	7%	13%				
Retail Trips	0	7	0	0	0	0	0	10	0	6	3	5	0	0	4	0
Trip Distribution IN		13%						17%							7%	
Trip Distribution OUT										17%	7%	13%				
Studio Trips	0	8	0	0	0	0	0	10	0	2	1	2	0	0	4	0
Total Project Trips	0	307	0	0	0	0	0	395	0	214	103	182	0	0	166	0
	-		-	-										-		
Build Heavy Vehicle %		2%	10%	7%		23%	7%	2%	i	5%	5%	3%		4%	2%	13%
2026 Build Traffic	0	470	510	466	0	393	1,201	1,279	0	251	165	241	0	204	170	151

#### PM PEAK HOUR

		Buford	Highway			Buford	Highway		Ν	Aotors Ind	lustrial Wa	ıy		I-285 El	B Ramps	
		North	bound			South	bound			Eastl	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	121	1,129	802	0	358	952	122	0	274	388	392	0	110	3	312
Pedestrians			4				0			1	1				3	
Conflicting Pedestrians		11		3		3		11		0		4		4		0
Heavy Vehicles																
Heavy Vehicle %	2%	3%	3%	2%	2%	7%	3%	3%	2%	3%	2%	2%	2%	4%	2%	5%
Peak Hour Factor		0.	.93			0.	.93			0.	91			0.	91	
Adjustment																
Adjusted 2016 Volumes	0	121	1129	802	0	358	952	122	0	274	388	392	0	110	3	312
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	127	1,187	843	0	376	1,001	128	0	288	408	412	0	116	3	328
Project Trips																
Trip Distribution IN		14%						16%							8%	
Trip Distribution OUT										16%	8%	14%				
Residential Trips	0	129	0	0	0	0	0	148	0	78	39	68	0	0	74	0
Trip Distribution IN		13%						17%							7%	
Trip Distribution OUT										17%	7%	13%				
Office Trips	0	57	0	0	0	0	0	74	0	373	154	285	0	0	31	0
Trip Distribution IN		13%						17%							7%	
Trip Distribution OUT										17%	7%	13%				
Retail Trips	0	14	0	0	0	0	0	19	0	21	9	16	0	0	8	0
Trip Distribution IN		13%						17%							7%	
Trip Distribution OUT										17%	7%	13%				
Studio Trips	0	2	0	0	0	0	0	2	0	7	3	5	0	0	1	0
Total Project Trips	0	202	0	0	0	0	0	243	0	479	205	374	0	0	114	0
Build Heavy Vehicle %		2%	3%	2%		7%	3%	2%		2%	2%	2%		4%	2%	5%
2026 Build Traffic	0	329	1,187	843	0	376	1,001	371	0	767	613	786	0	116	117	328

#### Buford Highway at I-285 WB Ramps AM PEAK HOUR

	Buford Highway Northbound					Buford	Highway		Ι	I-285 W	B Ramps			I-285 W	B Ramps	
		North	bound			South	bound			Eastl	ound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes		157	518	0	0	0	1,385	502					0	982	5	685
Pedestrians			0				0				2				0	
Conflicting Pedestrians		2		0		0		2		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	9%	12%	2%	2%	2%	11%	13%	2%	2%	2%	2%	2%	2%	20%	10%
Peak Hour Factor		0.	.92			0.	93							0.	98	
Adjustment																
Adjusted 2016 Volumes	0	157	518	0	0	0	1385	502	0	0	0	0	0	982	5	685
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	165	544	0	0	0	1,456	528	0	0	0	0	0	1,032	5	720
Project Trips																
Trip Distribution IN							8%							8%		
Trip Distribution OUT		8%	8%													
Residential Trips	0	82	82	0	0	0	19	0	0	0	0	0	0	19	0	0
Trip Distribution IN							10%							7%		
Trip Distribution OUT		7%	10%													
Office Trips	0	17	25	0	0	0	198	0	0	0	0	0	0	139	0	0
Trip Distribution IN							10%							7%		
Trip Distribution OUT		7%	10%													
Retail Trips	0	3	4	0	0	0	6	0	0	0	0	0	0	4	0	0
Trip Distribution IN							10%							7%		
Trip Distribution OUT		7%	10%													
Studio Trips	0	1	1	0	0	0	6	0	0	0	0	0	0	4	0	0
Total Project Trips	0	103	112	0	0	0	229	0	0	0	0	0	0	166	0	0
* ^	1								1							
Build Heavy Vehicle %		6%	10%				10%	13%						2%	20%	10%
2026 Build Traffic	0	268	656	0	0	0	1,685	528	0	0	0	0	0	1,198	5	720

#### PM PEAK HOUR

		Buford	Highway			Buford	Highway			I-285 W	B Ramps			I-285 W	B Ramps	
		North	bound			South	bound			East	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	263	1,560	0	0	0	974	205					0	352	2	603
Pedestrians			1				2			1	9				9	
Conflicting Pedestrians		19		9		9		19		2		1		1		2
Heavy Vehicles																
Heavy Vehicle %	2%	2%	5%	2%	2%	2%	7%	8%	2%	2%	2%	2%	2%	5%	50%	10%
Peak Hour Factor		0.	.93			0.	.94							0.	87	
Adjustment																
Adjusted 2016 Volumes	0	263	1560	0	0	0	974	205	0	0	0	0	0	352	2	603
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	276	1,640	0	0	0	1,024	215	0	0	0	0	0	370	2	634
Project Trips																
Trip Distribution IN							8%							8%		
Trip Distribution OUT		8%	8%													
Residential Trips	0	39	39	0	0	0	74	0	0	0	0	0	0	74	0	0
Trip Distribution IN							10%							7%		
Trip Distribution OUT		7%	10%													
Office Trips	0	154	220	0	0	0	44	0	0	0	0	0	0	31	0	0
Trip Distribution IN							10%							7%		
Trip Distribution OUT		7%	10%													
Retail Trips	0	9	12	0	0	0	11	0	0	0	0	0	0	8	0	0
Trip Distribution IN							10%							7%		
Trip Distribution OUT		7%	10%													
Studio Trips	0	3	4	0	0	0	1	0	0	0	0	0	0	1	0	0
, î																
Total Project Trips	0	205	275	0	0	0	130	0	0	0	0	0	0	114	0	0
* ^					1				1							
Build Heavy Vehicle %		2%	4%				6%	8%						4%	50%	10%
2026 Build Traffic	0	481	1,915	0	0	0	1,154	215	0	0	0	0	0	484	2	634

#### Motors Industrial Way at Driveway 1 AM PEAK HOUR

		Drive	eway 1						1	Motors Ind	lustrial Wa	iy	1	Motors Inc	lustrial Wa	ıy
		North	bound			South	bound			East	bound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes											153				913	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor										0.	.85			0.	.85	
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	153	0	0	0	913	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	0	0	0	0	0	0	0	0	161	0	0	0	960	0
Project Trips																
Trip Distribution IN											32%	4%		8%		
Trip Distribution OUT		10%		5%											26%	
Residential Trips	0	102	0	51	0	0	0	0	0	0	77	10	0	19	266	0
Trip Distribution IN											31%	4%		9%		
Trip Distribution OUT		4%		5%											31%	
Office Trips	0	10	0	12	0	0	0	0	0	0	615	79	0	178	76	0
<u>^</u>																
Trip Distribution IN											31%	4%		9%		
Trip Distribution OUT		4%		5%											31%	
Retail Trips	0	2	0	2	0	0	0	0	0	0	18	2	0	5	12	0
<u>^</u>																
Trip Distribution IN											31%	4%		9%		
Trip Distribution OUT		4%		5%											31%	
Studio Trips	0	1	0	1	0	0	0	0	0	0	18	2	0	5	4	0
·																
Total Project Trips	0	115	0	66	0	0	0	0	0	0	728	93	0	207	358	0
Build Heavy Vehicle %		2%		2%							2%	2%		2%	2%	
2026 Build Traffic	0	115	0	66	0	0	0	0	0	0	889	93	0	207	1,318	0

#### PM PEAK HOUR

		Drive	eway 1						1	Motors Ind	lustrial Wa	ıy	1	Motors Ind	lustrial Wa	ıy
		North	bound			South	bound			East	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes											1,044				228	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor										0.	91			0.	.94	
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	1044	0	0	0	228	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	0	0	0	0	0	0	0	0	1,097	0	0	0	240	0
Project Trips																
Trip Distribution IN											32%	4%		8%		
Trip Distribution OUT		10%		5%											26%	
Residential Trips	0	49	0	24	0	0	0	0	0	0	295	37	0	74	127	0
Trip Distribution IN											31%	4%		9%		
Trip Distribution OUT		4%		5%											31%	
Office Trips	0	88	0	110	0	0	0	0	0	0	135	17	0	39	681	0
Trip Distribution IN											31%	4%		9%		
Trip Distribution OUT		4%		5%											31%	
Retail Trips	0	5	0	6	0	0	0	0	0	0	34	4	0	10	38	0
Trip Distribution IN											31%	4%		9%		
Trip Distribution OUT		4%		5%											31%	
Studio Trips	0	2	0	2	0	0	0	0	0	0	4	1	0	1	13	0
· · · · · · · · · · · · · · · · · · ·																
Total Project Trips	0	144	0	142	0	0	0	0	0	0	468	59	0	124	859	0
* *					1				1							
Build Heavy Vehicle %		2%		2%							2%	2%		2%	2%	
2026 Build Traffic	0	144	0	142	0	0	0	0	0	0	1,565	59	0	124	1,099	0

 $\label{eq:lassembly_analysis-scenario} k:\label{eq:lassembly_analysis-scenario} l.xls] int \#10$ 

#### Motors Industrial Way at West Avenue/Driveway 2 AM PEAK HOUR

	W	est Avenu North	e/Drivewa	y 2		South	bound		Ν	Aotors Ind Eastl	ustrial Wa	iy	ľ	Aotors Ind West	lustrial Wa bound	y
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes											153				913	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor										0.	85			0.	85	
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	153	0	0	0	913	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	0	0	0	0	0	0	0	0	161	0	0	0	960	0
Project Trips																
Trip Distribution IN											18%	14%		17%	8%	
Trip Distribution OUT		16%		12%							5%				10%	
Residential Trips	0	164	0	123	0	0	0	0	0	0	94	34	0	41	121	0
Trip Distribution IN											19%	12%		16%	9%	
Trip Distribution OUT		20%		11%							5%				11%	
Office Trips	0	49	0	27	0	0	0	0	0	0	389	238	0	317	205	0
Trip Distribution IN											19%	12%		16%	9%	
Trip Distribution OUT		20%		11%							5%				11%	
Retail Trips	0	8	0	4	0	0	0	0	0	0	13	7	0	9	9	0
											100/	100/		1.00/	00/	
		2004		110/							19%	12%		16%	9%	
Trip Distribution OUT	0	20%	0	11%	0	0	0	0	0	0	5%	-	0	0	11%	0
Studio Trips	0	3	0	2	0	0	0	0	0	0	12	1	0	9	7	0
Total Project Trips	0	224	0	156	0	0	0	0	0	0	508	286	0	376	342	0
rom rojot mps	Ŭ	227	, v	150							500	200	, v	570	542	0
Build Heavy Vehicle %	1	2%		2%							2%	2%		2%	2%	
2026 Build Traffic	0	224	0	156	0	0	0	0	0	0	669	286	0	376	1,302	0

#### PM PEAK HOUR

	W	est Avenu	e/Drivewa	y 2					1	Motors Ind	lustrial Wa	ıy	1	Motors Ind	lustrial Wa	ıy
		<u>Northbound</u> I-turn Left Through				South	bound			East	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes											1,044				228	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor										0.	.91			0.	94	
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	1044	0	0	0	228	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	0	0	0	0	0	0	0	0	1,097	0	0	0	240	0
Project Trips																
Trip Distribution IN											18%	14%		17%	8%	
Trip Distribution OUT		16%		12%							5%				10%	
Residential Trips	0	78	0	58	0	0	0	0	0	0	190	129	0	157	123	0
Trip Distribution IN											19%	12%		16%	9%	
Trip Distribution OUT		20%		11%							5%				11%	
Office Trips	0	439	0	242	0	0	0	0	0	0	193	52	0	70	281	0
Trip Distribution IN											19%	12%		16%	9%	
Trip Distribution OUT		20%		11%							5%				11%	
Retail Trips	0	25	0	14	0	0	0	0	0	0	27	13	0	18	24	0
Trip Distribution IN											19%	12%		16%	9%	
Trip Distribution OUT		20%		11%							5%				11%	
Studio Trips	0	8	0	4	0	0	0	0	0	0	5	2	0	2	5	0
Total Project Trips	0	550	0	318	0	0	0	0	0	0	415	196	0	247	433	0
× •					1				1							
Build Heavy Vehicle %		2%		2%							2%	2%		2%	2%	
2026 Build Traffic	0	550	0	318	0	0	0	0	0	0	1,512	196	0	247	673	0

#### Motors Industrial Way at Driveway 3 AM PEAK HOUR

		Drive	eway 3		I				N	Aotors Ind	ustrial Wa	y	N	Aotors Ind	ustrial Wa	y
	<u>Northbound</u> U-turn Left Through Right					South	bound			Eastl	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes											153				913	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor										0.	85			0.	85	
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	153	0	0	0	913	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	0	0	0	0	0	0	0	0	161	0	0	0	960	0
Project Trips																
Trip Distribution IN											9%	9%			25%	
Trip Distribution OUT				8%							17%				10%	
Residential Trips	0	0	0	82	0	0	0	0	0	0	196	22	0	0	162	0
T. T.																
Trip Distribution IN											10%	9%			25%	
Trip Distribution OUT				8%							16%				11%	
Office Trips	0	0	0	20	0	0	0	0	0	0	237	178	0	0	523	0
Trip Distribution IN											10%	9%			25%	
Trip Distribution OUT				8%							16%				11%	
Retail Trips	0	0	0	3	0	0	0	0	0	0	12	5	0	0	18	0
Trip Distribution IN											1.0%	09/			25%	
Trip Distribution OUT				90/							16%	970			110/	
Studio Trinc	0	0	0	8%	0	0	0	0	0	0	10%	5	0	0	11%	0
Studio Trips	0	0	0	1	0	0	0	0	0	0	8	3	0	0	17	0
Total Project Trips	0	0	0	106	0	0	0	0	0	0	453	210	0	0	720	0
Build Heavy Vehicle %				2%							2%	2%			2%	
2026 Build Traffic	0	0	0	106	0	0	0	0	0	0	614	210	0	0	1,680	0

#### PM PEAK HOUR

		Drive	eway 3						1	Motors Ind	lustrial Wa	ıy	1	Motors Ind	lustrial Wa	y
		North	bound			South	bound			East	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes											1,044				228	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor										0.	91			0.	94	-
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	1044	0	0	0	228	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	0	0	0	0	0	0	0	0	1,097	0	0	0	240	0
Project Trips																
Trip Distribution IN											9%	9%			25%	
Trip Distribution OUT				8%							17%				10%	
Residential Trips	0	0	0	39	0	0	0	0	0	0	166	83	0	0	280	0
Trip Distribution IN											10%	9%			25%	
Trip Distribution OUT				8%							16%				11%	
Office Trips	0	0	0	176	0	0	0	0	0	0	395	39	0	0	351	0
Trip Distribution IN											10%	9%			25%	
Trip Distribution OUT				8%							16%				11%	
Retail Trips	0	0	0	10	0	0	0	0	0	0	31	10	0	0	42	0
<u>^</u>																
Trip Distribution IN											10%	9%			25%	
Trip Distribution OUT				8%							16%				11%	
Studio Trips	0	0	0	3	0	0	0	0	0	0	8	1	0	0	8	0
· · · · ·																
Total Project Trips	0	0	0	228	0	0	0	0	0	0	600	133	0	0	681	0
Build Heavy Vehicle %				2%	1				-		2%	2%			2%	-
2026 Build Traffic	0	0	0	228	0	0	0	0	0	0	1,697	133	0	0	921	0

 $\label{eq:lassembly_analysis-scenario} k:\label{eq:lassembly_analysis-scenario} l.xls] int \#12$ 

#### Motors Industrial Way at Driveway 4 AM PEAK HOUR

		Drive	way 4						N	Aotors Ind	ustrial Wa	y	N	Aotors Ind	ustrial Wa	y
	<u>Northbound</u> U-turn Left Through Right					South	bound			Eastl	oound			West	bound	-
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes											153				913	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor										0.	85			0.	85	
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	153	0	0	0	913	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	0	0	0	0	0	0	0	0	161	0	0	0	960	0
<b>n</b> t (m)																
Project Trips											201			1000	2501	
Trip Distribution IN											2%	7%		13%	25%	
Trip Distribution OUT		10%		9%							25%		~		-0	
Residential Trips	0	102	0	92	0	0	0	0	0	0	261	17	0	31	60	0
Trip Distribution IN											3%	7%		12%	25%	
Trip Distribution OUT		11%		9%							24%					
Office Trips	0	27	0	22	0	0	0	0	0	0	118	139	0	238	496	0
· · · · · ·																
Trip Distribution IN											3%	7%		12%	25%	
Trip Distribution OUT		11%		9%							24%					
Retail Trips	0	4	0	3	0	0	0	0	0	0	11	4	0	7	14	0
												_				
Trip Distribution IN											3%	7%		12%	25%	
Trip Distribution OUT		11%		9%							24%					
Studio Trips	0	2	0	1	0	0	0	0	0	0	5	4	0	7	15	0
Total Project Trips	0	135	0	118	0	0	0	0	0	0	395	164	0	283	585	0
Build Heavy Vehicle %	1	2%		2%					i		2%	2%		2%	2%	
2026 Build Traffic	0	135	0	118	0	0	0	0	0	0	556	164	0	283	1,545	0

#### PM PEAK HOUR

		Drive	eway 4						1	Motors Ind	lustrial Wa	ıy	1	Motors Inc	lustrial Wa	y
	Northbound U-turn Left Through Right				South	bound			East	oound			West	bound		
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes											1,044				228	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor										0.	91			0.	94	
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	1044	0	0	0	228	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	0	0	0	0	0	0	0	0	1,097	0	0	0	240	0
Project Trips																
Trip Distribution IN											2%	7%		13%	25%	
Trip Distribution OUT		10%		9%							25%					
Residential Trips	0	49	0	44	0	0	0	0	0	0	140	65	0	120	231	0
												_				
Trip Distribution IN											3%	7%		12%	25%	
Trip Distribution OUT		11%		9%							24%					
Office Trips	0	242	0	198	0	0	0	0	0	0	540	31	0	52	109	0
											20/	70/		120/	250/	
	-	110/		00/							3%	1%		12%	23%	
Patail Tring	0	11%	0	9%	0	0	0	0	0	0	24%	0	0	12	29	0
Retail Trips	0	14	0	11	0	0	0	0	0	0	33	0	0	15	20	0
Trip Distribution IN											3%	7%		12%	25%	
Trip Distribution OUT		11%		9%							24%			12/0	2070	
Studio Trips	0	4	0	4	0	0	0	0	0	0	10	1	0	2	4	0
					~	, ,	÷		, , , , , , , , , , , , , , , , , , ,	, ,			, , , , , , , , , , , , , , , , , , ,	_	-	
Total Project Trips	0	309	0	257	0	0	0	0	0	0	723	105	0	187	372	0
	1				1											
Build Heavy Vehicle %		2%		2%							2%	2%		2%	2%	
2026 Build Traffic	0	309	0	257	0	0	0	0	0	0	1,820	105	0	187	612	0

#### Motors Industrial Way at Driveway 5 AM PEAK HOUR

	Driveway 5 <u>Northbound</u> U turn Left Through Pight								N	Aotors Ind	ustrial Wa	ıy	ľ	Motors Ind	lustrial Wa	у
	<u>Northbound</u> U-turn Left Through Right				South	bound			East	oound			West	bound		
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes											153				913	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor										0.	85			0.	85	
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	153	0	0	0	913	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	0	0	0	0	0	0	0	0	161	0	0	0	960	0
Project Trips																
Trip Distribution IN												2%			38%	
Trip Distribution OUT				4%							34%					
Residential Trips	0	0	0	41	0	0	0	0	0	0	348	5	0	0	91	0
Trip Distribution IN												3%			37%	
Trip Distribution OUT				4%							33%					
Office Trips	0	0	0	10	0	0	0	0	0	0	81	59	0	0	733	0
Trip Distribution IN												3%			37%	
Trip Distribution OUT				4%							33%					
Retail Trips	0	0	0	2	0	0	0	0	0	0	13	2	0	0	21	0
Trip Distribution IN												3%			37%	
Trip Distribution OUT				4%							33%					
Studio Trips	0	0	0	1	0	0	0	0	0	0	5	2	0	0	22	0
Total Project Trips	0	0	0	54	0	0	0	0	0	0	447	68	0	0	867	0
Build Heavy Vehicle %				2%							2%	2%			2%	
2026 Build Traffic	0	0	0	54	0	0	0	0	0	0	608	68	0	0	1,827	0

#### PM PEAK HOUR

		Drive	eway 5						1	Motors Ind	lustrial Wa	ıy	1	Motors Inc	lustrial Wa	y
		North	bound			South	bound			East	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Tarffin Velores											1.044				229	
Dedestries											1,044				228	
Pedestrians		0		0		0		0		0		0		0		0
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	20/	20/	20/	20/	20/	20/	20/	20/	20/	20/	20/	20/	20/	20/	20/	20/
Deals Have Easter	2%	2%	2%	2%	2%	2%	2%	2%	270	2%	2%	2%	2%	2%	2%	2%
A dimension		1	1	1		1	1			0.	.91	1		0.	.94	
Adjusted 2016 Volumos	0	0	0	0	0	0	0	0	0	0	1044	0	0	0	228	0
Adjusted 2010 Volumes	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.50/	0.5%	0.5%	0.5%	0.50/	0.5%	0.5%	0.5%
Annual Growth Kate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	1.051	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Other Program d Developments	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.031	1.051	1.051	1.051	1.051	1.031	1.051	1.051
2026 Background Traffia	0	0	0	0	0	0	0	0	0	0	1.007	0	0	0	240	0
2020 Background Traine	0	0	0	0	0	0	0	0	0	0	1,097	0	0	0	240	0
Project Trips																
Trip Distribution IN												2%			38%	
Trip Distribution OUT				4%							34%					
Residential Trips	0	0	0	19	0	0	0	0	0	0	166	18	0	0	350	0
Trip Distribution IN												3%			37%	
Trip Distribution OUT				4%							33%					
Office Trips	0	0	0	88	0	0	0	0	0	0	725	13	0	0	162	0
												201			270	
Trip Distribution IN				407							2201	5%			3/%	
Trip Distribution OUT	0	0	0	4%	0	0	0	0	0	0	33%	2	0	0	41	0
Retail Trips	0	0	0	5	0	0	0	0	0	0	41	3	0	0	41	0
Trip Distribution IN				-		-						3%			37%	
Trip Distribution OUT				4%							33%					
Studio Trips	0	0	0	2	0	0	0	0	0	0	13	0	0	0	5	0
· · · · · ·																
Total Project Trips	0	0	0	114	0	0	0	0	0	0	945	34	0	0	558	0
			<u> </u>	201	<u> </u>	ļ	<u> </u>		<u> </u>		201	201	ļ		201	
Build Heavy Vehicle % 2026 Build Traffic	0	0	0	2% 114	0	0	0	0	0	0	2% 2,042	2% 34	0	0	2% 798	0

 $\label{eq:lassembly_analysis-scenario} k:\label{eq:lassembly_analysis-scenario} l.xls] int \# 14$ 

#### Peachtree Road at West Avenue/Driveway 6 AM PEAK HOUR

	Peachtree Road <u>Northbound</u> U-turn Left Through Right				Peachtr	ee Road			Fact	ound		W	est Avenu West	e/Drivewa	y 6	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
•				Ū			Ŭ									U
Observed 2016 Traffic Volumes			160				173									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.	.87			0.	92									
Adjustment																
Adjusted 2016 Volumes	0	0	160	0	0	0	173	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	168	0	0	0	182	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN				1%		10%	14%									
Trip Distribution OUT			14%											1%		10%
Residential Trips	0	0	143	2	0	24	34	0	0	0	0	0	0	10	0	102
Trip Distribution IN				1%		8%	18%									
Trip Distribution OUT			19%											1%		7%
Office Trips	0	0	47	20	0	159	357	0	0	0	0	0	0	2	0	17
Trip Distribution IN				1%		8%	18%									
Trip Distribution OUT			19%											1%		7%
Retail Trips	0	0	7	1	0	5	10	0	0	0	0	0	0	0	0	3
Trip Distribution IN				1%		8%	18%									
Trip Distribution OUT			19%											1%		7%
Studio Trips	0	0	3	1	0	5	11	0	0	0	0	0	0	0	0	1
Total Project Trips	0	0	200	24	0	193	412	0	0	0	0	0	0	12	0	123
	1															
Build Heavy Vehicle % 2026 Build Traffic	0	0	2% 368	2% 24	0	2% 193	2% 594	0	0	0	0	0	0	2% 12	0	2% 123

#### PM PEAK HOUR

	Peachtree Road					Peachtr	ree Road						W	est Avenu	e/Drivewa	у б
		North	bound			South	bound			Eastl	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes			408				219									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.	.85			0.	.92									
Adjustment																
Adjusted 2016 Volumes	0	0	408	0	0	0	219	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	429	0	0	0	230	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN				1%		10%	14%									
Trip Distribution OUT			14%											1%		10%
Residential Trips	0	0	68	9	0	92	129	0	0	0	0	0	0	5	0	49
Trip Distribution IN				1%		8%	18%									
Trip Distribution OUT			19%											1%		7%
Office Trips	0	0	417	4	0	35	79	0	0	0	0	0	0	22	0	154
Trip Distribution IN				1%		8%	18%									
Trip Distribution OUT			19%											1%		7%
Retail Trips	0	0	23	1	0	9	20	0	0	0	0	0	0	1	0	9
Trip Distribution IN				1%		8%	18%									
Trip Distribution OUT			19%											1%		7%
Studio Trips	0	0	8	0	0	1	3	0	0	0	0	0	0	0	0	3
Total Project Trips	0	0	516	14	0	137	231	0	0	0	0	0	0	28	0	215
Build Heavy Vehicle %			2%	2%		2%	2%							2%		2%
2026 Build Traffic	0	0	945	14	0	137	461	0	0	0	0	0	0	28	0	215

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#### Peachtree Road at Driveway 7 AM PEAK HOUR

	Peachtree Road					Peachtr	ee Road							Drive	way 7	
		North	bound			South	bound			Eastl	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes			160				173									
Pedestrians						-										
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.	.87			0.	92									
Adjustment																
Adjusted 2016 Volumes	0	0	160	0	0	0	173	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	168	0	0	0	182	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN			1%			6%	8%									
Trip Distribution OUT			8%				1%									6%
Residential Trips	0	0	84	0	0	14	29	0	0	0	0	0	0	0	0	61
Trip Distribution IN			1%			5%	13%									
Trip Distribution OUT			14%				1%									5%
Office Trips	0	0	54	0	0	99	260	0	0	0	0	0	0	0	0	12
Trip Distribution IN			1%			5%	13%									
Trip Distribution OUT			14%				1%									5%
Retail Trips	0	0	6	0	0	3	7	0	0	0	0	0	0	0	0	2
Trip Distribution IN			1%			5%	13%									
Trip Distribution OUT			14%				1%									5%
Studio Trips	0	0	3	0	0	3	8	0	0	0	0	0	0	0	0	1
									1							
Total Project Trips	0	0	147	0	0	119	304	0	0	0	0	0	0	0	0	76
× A									1							
Build Heavy Vehicle %			2%			2%	2%									2%
2026 Build Traffic	0	0	315	0	0	119	486	0	0	0	0	0	0	0	0	76

#### PM PEAK HOUR

		Peachtree Road					ee Road							Drive	way 7	
		North	bound			South	bound			East	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes			408				219									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.	.85			0.	.92									
Adjustment																
Adjusted 2016 Volumes	0	0	408	0	0	0	219	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	429	0	0	0	230	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN			1%			6%	8%									
Trip Distribution OUT			8%				1%									6%
Residential Trips	0	0	48	0	0	55	79	0	0	0	0	0	0	0	0	29
Trip Distribution IN			1%			5%	13%									
Trip Distribution OUT			14%				1%									5%
Office Trips	0	0	311	0	0	22	79	0	0	0	0	0	0	0	0	110
Trip Distribution IN			1%			5%	13%									
Trip Distribution OUT			14%				1%									5%
Retail Trips	0	0	18	0	0	6	15	0	0	0	0	0	0	0	0	6
Trip Distribution IN			1%			5%	13%									
Trip Distribution OUT			14%				1%									5%
Studio Trips	0	0	6	0	0	1	2	0	0	0	0	0	0	0	0	2
Total Project Trips	0	0	383	0	0	84	175	0	0	0	0	0	0	0	0	147
Build Heavy Vehicle %			2%			2%	2%									2%
2026 Build Traffic	0	0	812	0	0	84	405	0	0	0	0	0	0	0	0	147

#### Peachtree Road at Driveway 8 AM PEAK HOUR

	Peachtree Road Northbound					Peachtr	ee Road			Fact	ound			Drive	way 8	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
•	1			Ū			Ū	Ū			Ū	Ū				Ū
Observed 2016 Traffic Volumes			160				173									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.	.87			0.	92									
Adjustment																
Adjusted 2016 Volumes	0	0	160	0	0	0	173	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	168	0	0	0	182	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN			1%	1%		8%										
Trip Distribution OUT							1%							1%		8%
Residential Trips	0	0	2	2	0	19	10	0	0	0	0	0	0	10	0	82
Trip Distribution IN			1%	1%		8%	5%									
Trip Distribution OUT			6%				1%							1%		8%
Office Trips	0	0	35	20	0	159	101	0	0	0	0	0	0	2	0	20
Trip Distribution IN			1%	1%		8%	5%									
Trip Distribution OUT			6%				1%							1%		8%
Retail Trips	0	0	3	1	0	5	3	0	0	0	0	0	0	0	0	3
Trip Distribution IN			1%	1%		8%	5%									
Trip Distribution OUT			6%				1%							1%		3%
Studio Trips	0	0	2	1	0	5	3	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	42	24	0	188	117	0	0	0	0	0	0	12	0	105
	<u> </u>															
Build Heavy Vehicle % 2026 Build Traffic	0	0	2% 210	2% 24	0	2% 188	2% 299	0	0	0	0	0	0	2% 12	0	2% 105

#### PM PEAK HOUR

		Peachtree Road					ee Road							Drive	way 8	
		North	bound			South	bound			East	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes			408				219									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.	.85			0.	.92									
Adjustment																
Adjusted 2016 Volumes	0	0	408	0	0	0	219	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	429	0	0	0	230	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN			1%	1%		8%										
Trip Distribution OUT							1%							1%		8%
Residential Trips	0	0	9	9	0	74	5	0	0	0	0	0	0	5	0	39
Trip Distribution IN			1%	1%		8%	5%									
Trip Distribution OUT			6%				1%							1%		8%
Office Trips	0	0	136	4	0	35	44	0	0	0	0	0	0	22	0	176
Trip Distribution IN			1%	1%		8%	5%									
Trip Distribution OUT			6%				1%							1%		8%
Retail Trips	0	0	8	1	0	9	7	0	0	0	0	0	0	1	0	10
Trip Distribution IN			1%	1%		8%	5%									
Trip Distribution OUT			6%				1%							1%		3%
Studio Trips	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	1
•																
Total Project Trips	0	0	155	14	0	119	57	0	0	0	0	0	0	28	0	226
<u> </u>																
Build Heavy Vehicle %			2%	2%		2%	2%							2%		2%
2026 Build Traffic	0	0	584	14	0	119	287	0	0	0	0	0	0	28	0	226

#### Peachtree Road at Driveway 9 AM PEAK HOUR

	Peachtree Road <u>Northbound</u> U-turn Left Through Right					Peachtr South	ee Road bound			Eastl	oound			Drive West	way 9 bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes			160				173									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.	.87			0.	92									
Adjustment																
Adjusted 2016 Volumes	0	0	160	0	0	0	173	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	168	0	0	0	182	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN			2%													
Trip Distribution OUT							2%									
Residential Trips	0	0	5	0	0	0	20	0	0	0	0	0	0	0	0	0
Trip Distribution IN			2%			2%	3%									
Trip Distribution OUT			4%				2%									2%
Office Trips	0	0	50	0	0	40	64	0	0	0	0	0	0	0	0	5
<b>^</b>																
Trip Distribution IN			2%			2%	3%									
Trip Distribution OUT			4%				2%									2%
Retail Trips	0	0	3	0	0	1	3	0	0	0	0	0	0	0	0	1
-																
Trip Distribution IN			2%			2%	3%									
Trip Distribution OUT			4%				2%									2%
Studio Trips	0	0	2	0	0	1	2	0	0	0	0	0	0	0	0	0
Â																
Total Project Trips	0	0	60	0	0	42	89	0	0	0	0	0	0	0	0	6
r A																
Build Heavy Vehicle % 2026 Build Traffic	0	0	2% 228	0	0	2% 42	2% 271	0	0	0	0	0	0	0	0	2% 6

#### PM PEAK HOUR

		Peachtree Road					ree Road							Drive	way 9	
		North	bound			South	bound			Eastl	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes			408				219									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.	.85			0.	.92									
Adjustment																
Adjusted 2016 Volumes	0	0	408	0	0	0	219	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	429	0	0	0	230	0	0	0	0	0	0	0	0	0
<b>D</b>																
Project Trips																
Trip Distribution IN			2%				-									
Trip Distribution OUT							2%									
Residential Trips	0	0	18	0	0	0	10	0	0	0	0	0	0	0	0	0
			_				-									
Trip Distribution IN			2%			2%	3%									
Trip Distribution OUT			4%				2%									2%
Office Trips	0	0	97	0	0	9	57	0	0	0	0	0	0	0	0	44
Trip Distribution IN			2%			2%	3%									
Trip Distribution OUT			4%				2%									2%
Retail Trips	0	0	7	0	0	2	5	0	0	0	0	0	0	0	0	2
Trip Distribution IN			2%			2%	3%									
Trip Distribution OUT			4%				2%									2%
Studio Trips	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	1
T ( 1 D ) ( T )	0	0	104	0	0	11	72	0	0	0	0	0	0	0	0	47
Total Project Trips	0	0	124	0	0	11	/3	0	0	0	0	0	0	0	0	4/
Build Heavy Vehicle %	Ì		2%		İ	2%	2%		İ							2%
2026 Build Traffic	0	0	553	0	0	11	303	0	0	0	0	0	0	0	0	47

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#### Peachtree Road at Driveway 10 AM PEAK HOUR

	Peachtree Road					Peachtr	ee Road		I					Drive	way 10	
		North	bound			South	bound			East	bound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes			160				173									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0	.87			0.	92									
Adjustment																
Adjusted 2016 Volumes	0	0	160	0	0	0	173	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	168	0	0	0	182	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN			2%													
Trip Distribution OUT							2%									
Residential Trips	0	0	5	0	0	0	20	0	0	0	0	0	0	0	0	0
Trip Distribution IN			2%			2%	1%									
Trip Distribution OUT			2%				2%									2%
Office Trips	0	0	45	0	0	40	25	0	0	0	0	0	0	0	0	5
This Distribution N			20/			20/	1.0/									
Trip Distribution IN		-	2%			2%	1%			-	-				-	20/
Pateil Taina	0	0	2%	0	0	1	2%	0	0	0	0	0	0	0	0	2%
Retail Trips	0	0	2	0	0	1	2	0	0	0	0	0	0	0	0	1
Trip Distribution IN			2%			2%	1%									
Trip Distribution OUT			2%				2%									2%
Studio Trips	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0
<u>^</u>																
Total Project Trips	0	0	53	0	0	42	48	0	0	0	0	0	0	0	0	6
Build Heavy Vehicle %			2%			2%	2%									2%
2026 Build Traffic	0	0	221	0	0	42	230	0	0	0	0	0	0	0	0	6

#### PM PEAK HOUR

		Peachtree Road					ee Road							Drive	way 10	
		North	bound			South	bound			East	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes			408				219									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.	.85			0.	.92									
Adjustment																
Adjusted 2016 Volumes	0	0	408	0	0	0	219	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	429	0	0	0	230	0	0	0	0	0	0	0	0	0
Project Trips	_															
Trip Distribution IN			2%													
Trip Distribution OUT							2%									
Residential Trips	0	0	18	0	0	0	10	0	0	0	0	0	0	0	0	0
Trip Distribution IN			2%			2%	1%									
Trip Distribution OUT			2%			270	2%									2%
Office Trips	0	0	53	0	0	9	48	0	0	0	0	0	0	0	0	44
<u>^</u>																
Trip Distribution IN			2%			2%	1%									
Trip Distribution OUT			2%				2%									2%
Retail Trips	0	0	4	0	0	2	3	0	0	0	0	0	0	0	0	2
			201			201	1.07									
Trip Distribution IN	-		2%			2%	1%									201
Trip Distribution OUT	0	0	2%	0	0	0	2%	0	0	0	0	0	0	0	0	2%
Studio Trips	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1
Total Project Trips	0	0	76	0	0	11	62	0	0	0	0	0	0	0	0	47
Build Heavy Vehicle % 2026 Build Traffic	0	0	2% 505	0	0	2% 11	2% 292	0	0	0	0	0	0	0	0	2% 47

#### Peachtree Road at Driveway 11 AM PEAK HOUR

	Peachtree Road					Peachtr	ee Road							Drive	way 11	
		North	bound			South	bound			Eastl	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes			160				173									
Pedestrians			-													
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.	.87			0.	92									
Adjustment																
Adjusted 2016 Volumes	0	0	160	0	0	0	173	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	168	0	0	0	182	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN			2%													
Trip Distribution OUT							2%									
Residential Trips	0	0	5	0	0	0	20	0	0	0	0	0	0	0	0	0
Trip Distribution IN			2%			1%										
Trip Distribution OUT							2%									2%
Office Trips	0	0	40	0	0	20	5	0	0	0	0	0	0	0	0	5
Trip Distribution IN			2%			1%										
Trip Distribution OUT							2%									
Retail Trips	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0
Trip Distribution IN			2%			1%										
Trip Distribution OUT							2%									2%
Studio Trips	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
<b>^</b>	I								I							
Total Project Trips	0	0	47	0	0	22	26	0	0	0	0	0	0	0	0	5
Build Heavy Vehicle %	0	0	2%	0	0	2%	2%	0	0	0	0	0	0	0	0	2%
2020 Build Trame	U	U	215	U	U	- 22	208	U	U	U	U	U	U	U	U	Э

#### PM PEAK HOUR

		Peachtree Road					ee Road							Drive	way 11	
		North	bound			South	bound			East	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes			408				219									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.	.85			0.	.92									
Adjustment																
Adjusted 2016 Volumes	0	0	408	0	0	0	219	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	429	0	0	0	230	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN			2%													
Trip Distribution OUT							2%									
Residential Trips	0	0	18	0	0	0	10	0	0	0	0	0	0	0	0	0
Trip Distribution IN			2%			1%										
Trip Distribution OUT							2%									2%
Office Trips	0	0	9	0	0	4	44	0	0	0	0	0	0	0	0	44
Trip Distribution IN			2%			1%										
Trip Distribution OUT							2%									
Retail Trips	0	0	2	0	0	1	2	0	0	0	0	0	0	0	0	0
Trip Distribution IN	1		2%			1%										
Trip Distribution OUT							2%									2%
Studio Trips	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total Project Trips	0	0	29	0	0	5	57	0	0	0	0	0	0	0	0	45
Build Heavy Vehicle %			2%			2%	2%									2%
2026 Build Traffic	0	0	458	0	0	5	287	0	0	0	0	0	0	0	0	45
#### Peachtree Industrial Boulevard at I-285 EB Ramps AM PEAK HOUR

	Peachtree Industrial Boulevard Northbound U-turn Left Through Righ				Peac	htree Indu South	strial Boul <b>bound</b>	evard		I-285 El Eastl	B Ramps oound			I-285 El West	B Ramps bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	0	1,152	419	0	1,730	1,362	0				196				1,649
Pedestrians			0				0									
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	5%	8%	2%	3%	4%	2%	2%	2%	2%	5%	2%	2%	2%	4%
Peak Hour Factor		0.	.94			0.	93			0.	91			0.	95	
Adjustment																
Adjusted 2016 Volumes	0	0	1152	419	0	1730	1362	0	0	0	0	196	0	0	0	1649
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	1,211	440	0	1,818	1,432	0	0	0	0	206	0	0	0	1,733
Project Trips																
Trip Distribution IN							38%									
Trip Distribution OUT			24%	4%												
Residential Trips	0	0	230	38	0	0	86	0	0	0	0	0	0	0	0	0
Trip Distribution IN							40%									
Trip Distribution OUT			27%	3%												
Office Trips	0	0	62	7	0	0	743	0	0	0	0	0	0	0	0	0
Trip Distribution IN							40%									
Trip Distribution OUT			27%	3%												
Retail Trips	0	0	10	1	0	0	21	0	0	0	0	0	0	0	0	0
Trip Distribution IN							40%									
Trip Distribution OUT			27%	3%												
Studio Trips	0	0	4	0	0	0	22	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	306	46	0	0	872	0	0	0	0	0	0	0	0	0
Build Heavy Vehicle %			4%	7%		3%	3%					5%				4%
2026 Build Traffic	0	0	1,517	486	0	1,818	2,304	0	0	0	0	206	0	0	0	1,733

#### PM PEAK HOUR

	Peac	htree Indu	strial Boul	evard	Peac	htree Indu	strial Boul	evard		I-285 E	B Ramps			I-285 E	B Ramps	
		North	bound			South	bound			East	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes			1,910	167		1,132	1,923					158				1,760
Pedestrians			0				0				0				1	
Conflicting Pedestrians		0		1		1		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	7%	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	5%
Peak Hour Factor		0	.96			0.	.96			0	82			0.	96	
Adjustment																
Adjusted 2016 Volumes	0	0	1910	167	0	1132	1923	0	0	0	0	158	0	0	0	1760
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	2,008	176	0	1,190	2,021	0	0	0	0	166	0	0	0	1,850
<b>D</b>																
Project Trips	_															
Trip Distribution IN	_						38%									
Trip Distribution OUT			24%	4%												
Residential Trips	0	0	110	18	0	0	328	0	0	0	0	0	0	0	0	0
Trip Distribution IN							40%									
Trip Distribution OUT			27%	3%												
Office Trips	0	0	556	62	0	0	164	0	0	0	0	0	0	0	0	0
Trip Distribution IN							40%									
Trip Distribution OUT			27%	3%												
Retail Trips	0	0	31	3	0	0	41	0	0	0	0	0	0	0	0	0
Trip Distribution IN							40%									
Trip Distribution OUT			27%	3%			1070									
Studio Trips	0	0	10	1	0	0	5	0	0	0	0	0	0	0	0	0
K *															-	
Total Project Trips	0	0	707	84	0	0	538	0	0	0	0	0	0	0	0	0
Build Heavy Vehicle %	+		20%	5%		204	20%					/106				5%
2026 Build Traffic	0	0	2,715	260	0	1,190	2,559	0	0	0	0	166	0	0	0	1,850

#### Peachtree Industrial Boulevard at Motors Industrial Way AM PEAK HOUR

	Peac	htree Indu North	strial Boul bound	evard	Peac	htree Indu South	strial Boul <b>bound</b>	evard		Eastl	oound		Ν	Aotors Ind West	ustrial Wa bound	У
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	0	1,327	105	0	51	1,464	0					0	567	0	259
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	6%	17%	2%	4%	4%	2%	2%	2%	2%	2%	2%	3%	2%	2%
Peak Hour Factor		0.	.95			0.	89							0.	85	
Adjustment																
Adjusted 2016 Volumes	0	0	1327	105	0	51	1464	0	0	0	0	0	0	567	0	259
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	1,395	110	0	54	1,539	0	0	0	0	0	0	596	0	272
Project Trips																
Trip Distribution IN				11%		26%	12%									
Trip Distribution OUT			12%											11%		16%
Residential Trips	0	0	115	25	0	59	27	0	0	0	0	0	0	105	0	153
Trip Distribution IN				10%		27%	13%									
Trip Distribution OUT			13%											10%		17%
Office Trips	0	0	30	186	0	502	242	0	0	0	0	0	0	23	0	39
Trip Distribution IN				10%		27%	13%									
Trip Distribution OUT			13%											10%		17%
Retail Trips	0	0	5	5	0	14	7	0	0	0	0	0	0	4	0	6
Trip Distribution IN				10%		27%	13%									
Trip Distribution OUT			13%											10%		17%
Studio Trips	0	0	2	6	0	15	7	0	0	0	0	0	0	1	0	2
Total Project Trips	0	0	152	222	0	590	283	0	0	0	0	0	0	133	0	200
Build Heavy Vehicle %			6%	7%		2%	4%							3%		2%
2026 Build Traffic	0	0	1,547	332	0	644	1,822	0	0	0	0	0	0	729	0	472

#### PM PEAK HOUR

	Peac	htree Indu	strial Boul	evard	Peac	htree Indu	strial Boul	evard					1	Motors Ind	lustrial Wa	ıy
		North	bound			South	bound			East	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	0	2,142	558	0	476	1,567	0						100		109
Pedestrians							-									
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%	4%
Peak Hour Factor		0.	.98			0.	.90							0.	94	
Adjustment																
Adjusted 2016 Volumes	0	0	2142	558	0	476	1567	0	0	0	0	0	0	100	0	109
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	2,252	587	0	500	1,647	0	0	0	0	0	0	105	0	115
Project Trips																
Trip Distribution IN				11%		26%	12%									
Trip Distribution OUT			12%											11%		16%
Residential Trips	0	0	55	95	0	225	104	0	0	0	0	0	0	50	0	73
Trip Distribution IN				10%		27%	13%									
Trip Distribution OUT			13%											10%		17%
Office Trips	0	0	268	41	0	111	53	0	0	0	0	0	0	206	0	350
Trip Distribution IN				10%		27%	13%									
Trip Distribution OUT			13%											10%		17%
Retail Trips	0	0	15	10	0	28	13	0	0	0	0	0	0	12	0	20
Trip Distribution IN				10%		27%	13%									
Trip Distribution OUT			13%											10%		17%
Studio Trips	0	0	5	1	0	4	2	0	0	0	0	0	0	4	0	6
Total Project Trips	0	0	343	147	0	368	172	0	0	0	0	0	0	272	0	449
Build Heavy Vehicle %			3%	2%		2%	2%							3%		2%
2026 Build Traffic	0	0	2,595	734	0	868	1,819	0	0	0	0	0	0	377	0	564

#### Peachtree Industrial Boulevard at Peachtree Road/N Shallowford Road/Parsons Drive AM PEAK HOUR

	Peach	tree Indus	trial Boul	evard	Pea	chtree Ind	ustrial Bo	ulevard		N Shallo	wford Roa	ad		Parso	ns Drive			Peachtre	ee Road	
		North	bound			Sout	thbound			Northe	astbound			Southe	astbound	<u>l</u>		Westl	oound	
Description	Hard Left	Left	Through	Right	Left	Through	Right	Hard Right	Hard Left	Left	Right	Hard Right	Left	Through	Right	Hard Right	Hard Left	Left	Through	Right
Observed 2016 Traffic Volumes	13	6	1,208	47	112	1,655	251	26	3	76	13	13	12	1	0	7	6	7	2	145
Pedestrians		0	)				0	r			0				0	r		(	)	
Conflicting Pedestrians		0		0		0		0		0		0						0		0
Heavy Vehicles																				
Heavy Vehicle %	2%	17%	7%	2%	5%	4%	2%	4%	33%	3%	8%	2%	8%	100%	2%	2%	2%	14%	2%	7%
Peak Hour Factor		0.9	93				0.93	r		0	.85			(	).83	r		0.	87	
Adjustment																				
Adjusted 2016 Volumes	13	6	1208	47	112	1655	251	26	3	76	13	13	12	1	0	7	6	7	2	145
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Other Proposed Developments																				
2026 Background Traffic	14	6	1,270	49	118	1,740	264	27	3	80	14	14	13	1	0	7	6	7	2	152
Project Trips																				
Trip Distribution IN			11%	4%	7%	5%														
Trip Distribution OUT			5%			11%											4%			7%
Residential Trips	0	0	73	9	16	116	0	0	0	0	0	0	0	0	0	0	38	0	0	67
Trip Distribution IN			10%	5%	7%	6%														
Trip Distribution OUT			6%			10%											5%			7%
Office Trips	0	0	200	93	130	135	0	0	0	0	0	0	0	0	0	0	11	0	0	16
Trip Distribution IN			10%	5%	7%	6%														
Trip Distribution OUT						10%											5%			7%
Retail Trips	0	0	5	3	4	7	0	0	0	0	0	0	0	0	0	0	2	0	0	3
Trip Distribution IN			10%	5%	7%	6%														
Trip Distribution OUT						10%											5%			7%
Studio Trips	0	0	6	3	4	4	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total Project Trips	0	0	284	108	154	262	0	0	0	0	0	0	0	0	0	0	52	0	0	87
Build Heavy Vehicle %	2%	17%	6%	2%	3%	3%	2%	4%	33%	3%	8%	2%	8%	100%		2%	2%	14%	2%	5%
Right Build Traffic	14	6	1,554	157	272	2,002	264	27	3	80	14	14	13	1	0	7	58	7	2	239

#### PM PEAK HOUR

	Peach	tree Indus	trial Boul	evard	Pea	chtree Ind	lustrial Bo	ulevard		N Shallo	wford Roa	ıd		Parso	ns Drive			Peachtr	e Road	
		North	bound			Sout	thbound			Northe	astbound			Southe	astbound	L		West	oound	
Description	Hard Left	Left	Through	Right	Left	Through	Right	Hard Right	Hard Left	Left	Right	Hard Right	Left	Through	Right	Hard Right	Hard Left	Left	Through	Right
Observed 2016 Traffic Volumes	9	14	1,995	78	127	1,323	82	33	3	172	7	2	24	7	11	8	31	18	7	352
Pedestrians		(	)				0	1			1				1			1		
Conflicting Pedestrians		1		1		1		1		0		0		1		0		0		0
Heavy Vehicles																				
Heavy Vehicle %	2%	2%	3%	4%	5%	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	7%	6%	2%	2%
Peak Hour Factor		0.9	96				0.91			(	0.93			(	).75			0.	35	
Adjustment																				
Adjusted 2016 Volumes	9	14	1995	78	127	1323	82	33	3	172	7	2	24	7	11	8	31	18	7	352
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Other Proposed Developments																				
2026 Background Traffic	9	15	2,097	82	133	1,391	86	35	3	181	7	2	25	7	12	8	33	19	7	370
Project Trips	1																			
Trip Distribution IN			11%	4%	7%	5%														
Trip Distribution OUT			5%			11%											4%			7%
Residential Trips	0	0	118	35	60	93	0	0	0	0	0	0	0	0	0	0	18	0	0	32
Trip Distribution IN	-		10%	5%	7%	6%													<u> </u>	
Trip Distribution OUT			6%			10%											5%		-	7%
Office Trips	0	0	165	20	29	231	0	0	0	0	0	0	0	0	0	0	103	0	0	144
Tria Distribution IN	-		100/	50/	70/	60/														
Trip Distribution OUT			1070	J 70	7 70	10%											504			794
Detail Tring	0	0	10	E	7	10%	0	0	0	0	0	0	0	0	0	0	5%	0	0	/%
Retail Trips	0	0	10	3	/	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN			10%	5%	7%	6%														
Trip Distribution OUT						10%											5%			7%
Studio Trips	0	0	1	1	1	5	0	0	0	0	0	0	0	0	0	0	2	0	0	3
Total Project Trips	0	0	294	61	97	347	0	0	0	0	0	0	0	0	0	0	129	0	0	187
		, v				2.0				~				, v			,	, v		107
Build Heavy Vehicle %	2%	2%	3%	3%	4%	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	3%	6%	2%	2%
Right Build Traffic	9	15	2,391	143	230	1,738	86	35	3	181	7	2	25	7	12	8	162	19	7	557
k:\amt_tpto\018926003 - gm dri\dri phase ii\analysis\{asse	mbly_analysis -so	enario 2.xls]	int #3																6/7/201	6 11:00

#### Peachtree Industrial Boulevard at N Peachtree Road AM PEAK HOUR

	Peachtree Industrial Boulevard <u>Northbound</u> U-turn Left Through Right				Peac	htree Indu South	strial Boul bound	evard		N Peach Eastl	tree Road oound			N Peach West	tree Road bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	186	1,157	28	0	70	1,400	44	0	48	92	307	0	18	55	74
Pedestrians			1				1								1	
Conflicting Pedestrians		0		1		1		0		1		1		1		1
Heavy Vehicles																
Heavy Vehicle %	2%	4%	5%	7%	2%	9%	4%	5%	2%	6%	3%	3%	2%	17%	13%	24%
Peak Hour Factor		0.	.92			0.	.93			0.	91			0.	82	
Adjustment																
Adjusted 2016 Volumes	0	186	1157	28	0	70	1400	44	0	48	92	307	0	18	55	74
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	196	1,216	29	0	74	1,472	46	0	50	97	323	0	19	58	78
Project Trins			-													
Trip Distribution IN			20%							2%						
Trip Distribution OUT			2070				20%	2%		270						
Residential Trips	0	0	45	0	0	0	192	19	0	5	0	0	0	0	0	0
	Ŭ		15	0	0		172	.,		5	0	0		0	0	0
Trip Distribution IN			17%							4%						
Trip Distribution OUT							17%	4%								
Office Trips	0	0	316	0	0	0	39	9	0	74	0	0	0	0	0	0
Trip Distribution IN			17%							4%						
Trip Distribution OUT			1770				17%	4%		170						
Retail Trips	0	0	9	0	0	0	6	1	0	2	0	0	0	0	0	0
Trip Distribution IN			17%							4%						
Trip Distribution OUT							17%	4%								
Studio Trips	0	0	9	0	0	0	2	1	0	2	0	0	0	0	0	0
Total Project Trips	0	0	379	0	0	0	239	30	0	83	0	0	0	0	0	0
	Ť	Ň	517	Ŭ	Ŭ	Ŭ	207	50	Ň	00		, , , , , , , , , , , , , , , , , , ,	Ŭ	, , , , , , , , , , , , , , , , , , ,	, , , , , , , , , , , , , , , , , , ,	•
Build Heavy Vehicle % 2026 Build Traffic	0	4% 196	4% 1,595	7% 29	0	9% 74	4% 1,711	4% 76	0	4% 133	3% 97	3% 323	0	17% 19	13% 58	24% 78

#### PM PEAK HOUR

	Peac	htree Indu	strial Boul	evard	Peac	htree Indu	strial Boul	evard		N Peach	tree Road			N Peach	tree Road	
		North	bound			South	bound			East	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	255	1,642	23	0	44	1,274	22	0	226	95	237	0	22	112	69
Pedestrians			2				2				0				4	
Conflicting Pedestrians		0		4		4		0		2		2		2		2
Heavy Vehicles																
Heavy Vehicle %	2%	2%	3%	4%	2%	16%	2%	2%	2%	4%	3%	2%	2%	9%	2%	2%
Peak Hour Factor		0	.96			0.	.90			0	86			0.	88	
Adjustment																
Adjusted 2016 Volumes	0	255	1642	23	0	44	1274	22	0	226	95	237	0	22	112	69
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	268	1,726	24	0	46	1,339	23	0	238	100	249	0	23	118	73
Project Trips																
Trip Distribution IN			20%							2%						
Trip Distribution OUT							20%	2%								
Residential Trips	0	0	173	0	0	0	91	9	0	17	0	0	0	0	0	0
Trip Distribution IN			17%							4%						
Trip Distribution OUT							17%	4%								
Office Trips	0	0	70	0	0	0	350	82	0	16	0	0	0	0	0	0
Trip Distribution IN			17%							4%						
Trip Distribution OUT							17%	4%								
Retail Trips	0	0	18	0	0	0	20	5	0	4	0	0	0	0	0	0
Trip Distribution IN			17%							4%						
Trip Distribution OUT							17%	4%								
Studio Trips	0	0	2	0	0	0	6	2	0	1	0	0	0	0	0	0
Total Project Trips	0	0	263	0	0	0	467	98	0	38	0	0	0	0	0	0
Build Heavy Vehicle %		2%	3%	4%		16%	2%	2%		4%	3%	2%		9%	2%	2%
2026 Build Traffic	0	268	1,989	24	0	46	1,806	121	0	276	100	249	0	23	118	73

 $\label{eq:lambda} k:\label{eq:lambda} k:\label{eq:lambda} analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\label{eq:lambda} lambda analysis\lambda analysis\label{lambda}$ 

#### New Peachtree Road at Park Avenue/Driveway 12 AM PEAK HOUR

		New Peac North	htree Road	1		New Peac South	htree Road <b>bound</b>	1	Pa	rk Avenue Eastl	/Driveway	12		Park A West	venue bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	3	203	50	0	46	583	138	0	3	5	0	0	89	51	18
Pedestrians			6				6			9	2				4	
Conflicting Pedestrians		92		4		4		92		6		6		6		6
Heavy Vehicles																
Heavy Vehicle %	2%	2%	4%	2%	2%	30%	4%	2%	2%	2%	2%	2%	2%	2%	2%	39%
Peak Hour Factor		0.	.92			0.	92			0.	78			0.	90	
Adjustment																
Adjusted 2016 Volumes	0	3	203	50	0	46	583	138	0	3	5	0	0	89	51	18
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	3	213	53	0	48	613	145	0	3	5	0	0	94	54	19
Project Trips																
Trip Distribution IN		5%						1%							11%	
Trip Distribution OUT										1%	11%	5%				
Residential Trips	0	11	0	0	0	0	0	2	0	10	105	48	0	0	25	0
Trip Distribution IN		3%						1%							13%	
Trip Distribution OUT										1%	13%	3%				
Office Trips	0	56	0	0	0	0	0	19	0	2	30	7	0	0	242	0
Trip Distribution IN		3%						1%							13%	
Trip Distribution OUT										1%	13%	3%				
Retail Trips	0	2	0	0	0	0	0	1	0	0	5	1	0	0	7	0
Trip Distribution IN		3%						1%							13%	
Trip Distribution OUT										1%	13%	3%				
Studio Trips	0	2	0	0	0	0	0	1	0	0	2	0	0	0	7	0
Total Project Trips	0	71	0	0	0	0	0	23	0	12	142	56	0	0	281	0
	Ŭ		Ŭ	ÿ	Ŭ	Ŭ	ÿ	20	Ŭ		1.2	50			201	
Build Heavy Vehicle %		2%	4%	2%		30%	4%	2%		2%	2%	2%		2%	2%	39%
2026 Build Traffic	0	74	213	53	0	48	613	168	0	15	147	56	0	94	335	19

#### PM PEAK HOUR

		New Peac	htree Road	1		New Peac	htree Road	1	Pa	rk Avenue	/Driveway	12		Park A	Avenue	
		<u>Northbound</u> U-turn Left Through Right				South	bound			East	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	3	632	148	0	56	326	10	0	72	20	2	0	60	17	86
Pedestrians		3	35			1	1			1	60				9	
Conflicting Pedestrians		160		9		9		160		11		35		35		11
Heavy Vehicles																
Heavy Vehicle %	2%	2%	3%	2%	2%	21%	3%	2%	2%	2%	2%	2%	2%	7%	2%	11%
Peak Hour Factor		0.	.92			0.	.95			0	72			0.	86	
Adjustment																
Adjusted 2016 Volumes	0	3	632	148	0	56	326	10	0	72	20	2	0	60	17	86
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	3	664	156	0	59	343	11	0	76	21	2	0	63	18	90
Project Trips																
Trip Distribution IN		5%						1%							11%	
Trip Distribution OUT										1%	11%	5%				
Residential Trips	0	43	0	0	0	0	0	9	0	5	50	23	0	0	95	0
		20/						10/							120/	
Trip Distribution IN	_	3%						1%		1.07	100/	201			13%	
Trip Distribution OUT	0	10	0	0	0	0	0		0	1%	13%	3%	0	0	50	0
Office Trips	0	12	0	0	0	0	0	4	0	21	268	62	0	0	53	0
Trip Distribution IN		3%						1%							13%	
Trip Distribution OUT		272						- / -		1%	13%	3%				
Retail Trips	0	3	0	0	0	0	0	1	0	1	15	3	0	0	13	0
<u>.</u>																
Trip Distribution IN		3%						1%							13%	
Trip Distribution OUT										1%	13%	3%				
Studio Trips	0	0	0	0	0	0	0	0	0	0	5	1	0	0	2	0
Total Project Trips	0	58	0	0	0	0	0	14	0	27	338	89	0	0	163	0
Build Heavy Vehicle %	+	2%	3%	2%	1	21%	3%	2%		2%	2%	2%		7%	2%	11%
2026 Build Traffic	0	61	664	156	0	59	343	25	0	103	359	91	0	63	181	90

#### Buford Highway at Park Avenue AM PEAK HOUR

	Buford Highway				Ι	Buford	Highway		Ι	Park A	Avenue					
		North	bound			South	bound			East	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	26	482				821	138	0	85		31				
Pedestrians			0				7				4				8	
Conflicting Pedestrians		4		8		8		4		7		0		0		7
Heavy Vehicles																
Heavy Vehicle %	2%	19%	11%	2%	2%	2%	7%	2%	2%	8%	2%	16%	2%	2%	2%	2%
Peak Hour Factor		0.	.96			0.	92			0.	98					
Adjustment																
Adjusted 2016 Volumes	0	26	482	0	0	0	821	138	0	85	0	31	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	27	507	0	0	0	863	145	0	89	0	33	0	0	0	0
Project Trips																
Trip Distribution IN		9%						2%								
Trip Distribution OUT										2%		9%				
Residential Trips	0	20	0	0	0	0	0	5	0	19	0	86	0	0	0	0
Trip Distribution IN		10%						3%								
Trip Distribution OUT										3%		10%				
Office Trips	0	186	0	0	0	0	0	56	0	7	0	23	0	0	0	0
Trip Distribution IN		10%						3%								
Trip Distribution OUT										3%		10%				
Retail Trips	0	5	0	0	0	0	0	2	0	1	0	4	0	0	0	0
Trip Distribution IN		10%						3%								
Trip Distribution OUT										3%		10%				
Studio Trips	0	6	0	0	0	0	0	2	0	0	0	1	0	0	0	0
· · · · · · · · · · · · · · · · · · ·																
Total Project Trips	0	217	0	0	0	0	0	65	0	27	0	114	0	0	0	0
· •	1				1				1							
Build Heavy Vehicle %		4%	11%				7%	2%		7%		5%				
2026 Build Traffic	0	244	507	0	0	0	863	210	0	116	0	147	0	0	0	0

#### PM PEAK HOUR

		Buford	Highway			Buford	Highway			Park A	Avenue					
		North	bound			South	bound			East	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	74	1,268				897	104		203		45				
Pedestrians			11			2	21			2	21				7	
Conflicting Pedestrians		21		7		7		21		21		11		11		21
Heavy Vehicles																
Heavy Vehicle %	2%	10%	2%	2%	2%	2%	2%	3%	2%	3%	2%	11%	2%	2%	2%	2%
Peak Hour Factor		0	.93			0.	.95			0.	.87					
Adjustment																
Adjusted 2016 Volumes	0	74	1268	0	0	0	897	104	0	203	0	45	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	78	1,333	0	0	0	943	109	0	213	0	47	0	0	0	0
Project Trips																
Trip Distribution IN		9%						2%								
Trip Distribution OUT										2%		9%				
Residential Trips	0	78	0	0	0	0	0	17	0	9	0	41	0	0	0	0
Trip Distribution IN		10%						3%								
Trip Distribution OUT										3%		10%				
Office Trips	0	41	0	0	0	0	0	12	0	62	0	206	0	0	0	0
Trip Distribution IN		10%						3%								
Trip Distribution OUT										3%		10%				
Retail Trips	0	10	0	0	0	0	0	3	0	3	0	12	0	0	0	0
Trip Distribution IN		10%						3%								
Trip Distribution OUT										3%		10%				
Studio Trips	0	1	0	0	0	0	0	0	0	1	0	4	0	0	0	0
Total Project Trips	0	130	0	0	0	0	0	32	0	75	0	263	0	0	0	0
-																
Build Heavy Vehicle %		5%	2%				2%	3%		3%		3%				
2026 Build Traffic	0	208	1,333	0	0	0	943	141	0	288	0	310	0	0	0	0

 $k: |amt\_tpto| 018926003 \cdot gm \ dri|dri \ phase \ ii|analysis| [assembly\_analysis - scenario \ 2.xls]int \ \#6$ 

#### New Peachtree Road at Shallowford Road AM PEAK HOUR

		Shallow	ford Road			New Peac	htree Road	1		New Peac	htree Road	1		<b>N</b> V41		
Description	U-turn	Left	Through	Right	U-turn	<u>South</u> Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Description	e turn	Len	Through	reigine	e tum	Lon	mougn	rugin	e turn	Len	Through	Tugin	e turn	Een	rmougn	rugin
Observed 2016 Traffic Volumes		6	138	0	0	0	186	412		128	0	6				
Pedestrians			1				0				2					
Conflicting Pedestrians		2		0		0		2		0		1		1		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	4%	2%	2%	2%	5%	4%	2%	10%	2%	17%	2%	2%	2%	2%
Peak Hour Factor		0.	.95			0.	86			0.	87					
Adjustment																
Adjusted 2016 Volumes	0	6	138	0	0	0	186	412	0	128	0	6	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	6	145	0	0	0	196	433	0	135	0	6	0	0	0	0
Project Trips																
Trip Distribution IN			4%							1%						
Trip Distribution OUT							4%	1%								
Residential Trips	0	0	9	0	0	0	38	10	0	2	0	0	0	0	0	0
Trip Distribution IN			2%							1%						
Trip Distribution OUT							2%	1%								
Office Trips	0	0	37	0	0	0	5	2	0	19	0	0	0	0	0	0
Trip Distribution IN			2%							1%						
Trip Distribution OUT							2%	1%								
Retail Trips	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0
Trip Distribution IN			2%							1%						
Trip Distribution OUT							2%	1%								
Studio Trips	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
Total Project Trips	0	0	48	0	0	0	44	12	0	23	0	0	0	0	0	0
Build Heavy Vehicle % 2026 Build Traffic	0	2% 6	4% 193	0	0	0	4% 240	4% 445	0	9% 158	0	17% 6	0	0	0	0

#### PM PEAK HOUR

	Shallowford Road Northbound					New Peac	htree Road	1		New Peac	htree Road	1				
	<u>Northbound</u> U-turn Left Through Right					South	bound			East	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes		12	252	0	0	0	160	209		436		11				
Pedestrians		1	10	-			2			1	0					
Conflicting Pedestrians		10		0		0		10		2		10		10		2
Heavy Vehicles																
Heavy Vehicle %	2%	8%	6%	2%	2%	2%	2%	2%	2%	3%	2%	18%	2%	2%	2%	2%
Peak Hour Factor		0.	.77			0.	.87			0.	91					
Adjustment																
Adjusted 2016 Volumes	0	12	252	0	0	0	160	209	0	436	0	11	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	13	265	0	0	0	168	220	0	458	0	12	0	0	0	0
Project Trips																
Trip Distribution IN			4%							1%						
Trip Distribution OUT							4%	1%								
Residential Trips	0	0	35	0	0	0	18	5	0	9	0	0	0	0	0	0
Trip Distribution IN			2%							1%						
Trip Distribution OUT							2%	1%								
Office Trips	0	0	8	0	0	0	41	21	0	4	0	0	0	0	0	0
Trip Distribution IN			2%							1%		-				
Trip Distribution OUT							2%	1%								
Retail Trips	0	0	2	0	0	0	2	1	0	1	0	0	0	0	0	0
Trip Distribution IN			2%							1%						
Trip Distribution OUT							2%	1%								
Studio Trips	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	45	0	0	0	62	27	0	14	0	0	0	0	0	0
Build Heavy Vehicle %		8%	6%				2%	2%		3%		18%				
2026 Build Traffic	0	13	310	0	0	0	230	247	0	472	0	12	0	0	0	0

#### Buford Highway at Motors Industrial Way/I-285 EB Ramps AM PEAK HOUR

		Buford North	Highway Ibound			Buford South	Highway <b>bound</b>		Ν	Aotors Ind <u>Eastl</u>	ustrial Wa	ıy		I-285 El West	B Ramps bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	155	485	443	0	374	1,143	841	0	35	59	56	0	194	4	144
Pedestrians			0				3				3				0	
Conflicting Pedestrians		3		0		0		3		3		0		0		3
Heavy Vehicles																
Heavy Vehicle %	2%	3%	10%	7%	2%	23%	7%	2%	2%	20%	10%	5%	2%	4%	2%	13%
Peak Hour Factor		0	.90			0.	89			0.	85			0.	93	
Adjustment																
Adjusted 2016 Volumes	0	155	485	443	0	374	1143	841	0	35	59	56	0	194	4	144
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	163	510	466	0	393	1,201	884	0	37	62	59	0	204	4	151
Project Trips																
Trip Distribution IN							2%	13%							8%	
Trip Distribution OUT			1%	1%						14%	7%					
Residential Trips	0	0	10	10	0	0	5	29	0	134	67	0	0	0	18	0
Trip Distribution IN							3%	13%							7%	
Trip Distribution OUT			2%	1%						14%	6%					
Office Trips	0	0	5	2	0	0	56	242	0	32	14	0	0	0	130	0
Trip Distribution IN							3%	13%							7%	
Trip Distribution OUT			2%	1%						14%	6%					
Retail Trips	0	0	1	0	0	0	2	7	0	5	2	0	0	0	4	0
Trip Distribution IN							3%	13%							7%	
Trip Distribution OUT			2%	1%						14%	6%					
Studio Trips	0	0	0	0	0	0	2	7	0	2	1	0	0	0	4	0
Total Project Trips	0	0	16	12	0	0	65	285	0	173	84	0	0	0	156	0
Build Heavy Vehicle %		3%	10%	7%		23%	6%	2%		5%	5%	5%		4%	2%	13%
2026 Build Traffic	0	163	526	478	0	393	1,266	1,169	0	210	146	59	0	204	160	151

#### PM PEAK HOUR

		Buford	Highway			Buford	Highway		1	Motors Inc	lustrial Wa	ıy		I-285 El	B Ramps	
		North	bound			South	bound			East	bound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	121	1,129	802	0	358	952	122	0	274	388	392	0	110	3	312
Pedestrians			4			-	0			]	11				3	
Conflicting Pedestrians		11		3		3		11		0		4		4		0
Heavy Vehicles																
Heavy Vehicle %	2%	3%	3%	2%	2%	7%	3%	3%	2%	3%	2%	2%	2%	4%	2%	5%
Peak Hour Factor		0	.93			0.	.93			0	.91			0.	91	
Adjustment																
Adjusted 2016 Volumes	0	121	1129	802	0	358	952	122	0	274	388	392	0	110	3	312
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	127	1,187	843	0	376	1,001	128	0	288	408	412	0	116	3	328
Project Trips																
Trip Distribution IN							2%	13%							8%	
Trip Distribution OUT			1%	1%						14%	7%					
Residential Trips	0	0	5	5	0	0	17	112	0	64	32	0	0	0	69	0
Trip Distribution IN							3%	13%							7%	
Trip Distribution OUT			2%	1%						14%	6%					
Office Trips	0	0	41	21	0	0	12	53	0	288	124	0	0	0	29	0
Trip Distribution IN							3%	13%							7%	
Trip Distribution OUT			2%	1%						14%	6%					
Retail Trips	0	0	2	1	0	0	3	13	0	16	7	0	0	0	7	0
Trip Distribution IN							3%	13%							7%	
Trip Distribution OUT			2%	1%						14%	6%					
Studio Trips	0	0	1	0	0	0	0	2	0	5	2	0	0	0	1	0
Total Project Trips	0	0	49	27	0	0	32	180	0	373	165	0	0	0	106	0
Build Heavy Vehicle %		3%	3%	2%		7%	3%	3%		2%	2%	2%		4%	2%	5%
2026 Build Traffic	0	127	1,236	870	0	376	1,033	308	0	661	573	412	0	116	109	328

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#### Buford Highway at I-285 WB Ramps AM PEAK HOUR

	Buford Highway <u>Northbound</u>				Buford	Highway			I-285 W	B Ramps			I-285 W	B Ramps		
		North	bound			South	bound			East	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes		157	518	0	0	0	1,385	502					0	982	5	685
Pedestrians			0				0				2				0	
Conflicting Pedestrians		2		0		0		2		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	9%	12%	2%	2%	2%	11%	13%	2%	2%	2%	2%	2%	2%	20%	10%
Peak Hour Factor		0.	.92			0.	93							0.	98	
Adjustment																
Adjusted 2016 Volumes	0	157	518	0	0	0	1385	502	0	0	0	0	0	982	5	685
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	165	544	0	0	0	1,456	528	0	0	0	0	0	1,032	5	720
Project Trips																
Trip Distribution IN							7%							8%		
Trip Distribution OUT		8%	7%													
Residential Trips	0	77	67	0	0	0	16	0	0	0	0	0	0	18	0	0
Trip Distribution IN							9%							7%		
Trip Distribution OUT		7%	9%													
Office Trips	0	16	21	0	0	0	167	0	0	0	0	0	0	130	0	0
Trip Distribution IN							9%							7%		
Trip Distribution OUT		7%	9%													
Retail Trips	0	3	3	0	0	0	5	0	0	0	0	0	0	4	0	0
Trip Distribution IN							9%							7%		
Trip Distribution OUT		7%	9%													
Studio Trips	0	1	1	0	0	0	5	0	0	0	0	0	0	4	0	0
<u>^</u>	1															
Total Project Trips	0	97	92	0	0	0	193	0	0	0	0	0	0	156	0	0
* ^	1															
Build Heavy Vehicle %		6%	10%				10%	13%						2%	20%	10%
2026 Build Traffic	0	262	636	0	0	0	1,649	528	0	0	0	0	0	1,188	5	720

#### PM PEAK HOUR

		Buford	Highway			Buford	Highway			I-285 W	B Ramps			I-285 W	B Ramps	
		North	bound			South	bound			East	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes	0	263	1,560	0	0	0	974	205					0	352	2	603
Pedestrians			1				2			1	9				9	
Conflicting Pedestrians		19		9		9		19		2		1		1		2
Heavy Vehicles																
Heavy Vehicle %	2%	2%	5%	2%	2%	2%	7%	8%	2%	2%	2%	2%	2%	5%	50%	10%
Peak Hour Factor		0.	.93			0.	.94							0.	87	
Adjustment																
Adjusted 2016 Volumes	0	263	1560	0	0	0	974	205	0	0	0	0	0	352	2	603
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	276	1,640	0	0	0	1,024	215	0	0	0	0	0	370	2	634
Project Trips																
Trip Distribution IN							7%							8%		
Trip Distribution OUT		8%	7%													
Residential Trips	0	37	32	0	0	0	60	0	0	0	0	0	0	69	0	0
Trip Distribution IN							9%							7%		
Trip Distribution OUT		7%	9%													
Office Trips	0	144	185	0	0	0	37	0	0	0	0	0	0	29	0	0
Trip Distribution IN							9%							7%		
Trip Distribution OUT		7%	9%													
Retail Trips	0	8	10	0	0	0	9	0	0	0	0	0	0	7	0	0
Trip Distribution IN							9%							7%		
Trip Distribution OUT		7%	9%													
Studio Trips	0	3	3	0	0	0	1	0	0	0	0	0	0	1	0	0
Total Project Trips	0	192	230	0	0	0	107	0	0	0	0	0	0	106	0	0
* ^					1				1							
Build Heavy Vehicle %		2%	5%				6%	8%						4%	50%	10%
2026 Build Traffic	0	468	1,870	0	0	0	1,131	215	0	0	0	0	0	476	2	634

#### Motors Industrial Way at Driveway 1 AM PEAK HOUR

	Driveway 1 Northbound								N	Aotors Ind	ustrial Wa	ıy	N	Aotors Ind	ustrial Wa	ıy
	<u>Northbound</u> U-turn Left Through Right					South	bound			Eastl	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes											153				913	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor										0.	85			0.	85	
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	153	0	0	0	913	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	0	0	0	0	0	0	0	0	161	0	0	0	960	0
Project Trips																
Trip Distribution IN											35%	2%		2%		
Trip Distribution OUT		5%		1%											32%	
Residential Trips	0	48	0	10	0	0	0	0	0	0	79	5	0	5	307	0
1																
Trip Distribution IN											35%	2%		3%		
Trip Distribution OUT		4%		2%											33%	
Office Trips	0	9	0	5	0	0	0	0	0	0	650	37	0	56	76	0
Trip Distribution IN											35%	2%		3%		
Trip Distribution OUT		4%		2%											33%	
Retail Trips	0	1	0	1	0	0	0	0	0	0	19	1	0	2	12	0
Trip Distribution IN											35%	2%		3%		
Trip Distribution OUT		4%		2%											33%	
Studio Trips	0	1	0	0	0	0	0	0	0	0	19	1	0	2	5	0
Total Project Trips	0	59	0	16	0	0	0	0	0	0	767	44	0	65	400	0
and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second s	1			-												
Build Heavy Vehicle % 2026 Build Traffic	0	2% 59	0	2% 16	0	0	0	0	0	0	2% 928	2% 44	0	2% 65	2% 1,360	0

#### PM PEAK HOUR

		Driveway 1 Northbound							1	Motors Ind	lustrial Wa	ıy	1	Motors Ind	lustrial Wa	ıy
		<u>Northbound</u> U-turn Left Through Right				South	bound			East	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes											1,044				228	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor										0.	91			0.	94	
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	1044	0	0	0	228	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	0	0	0	0	0	0	0	0	1,097	0	0	0	240	0
Project Trips																
Trip Distribution IN											35%	2%		2%		
Trip Distribution OUT		5%		1%											32%	
Residential Trips	0	23	0	5	0	0	0	0	0	0	302	17	0	17	146	0
Trip Distribution IN											35%	2%		3%		
Trip Distribution OUT		4%		2%											33%	
Office Trips	0	82	0	41	0	0	0	0	0	0	143	8	0	12	680	0
_																
Trip Distribution IN											35%	2%		3%		
Trip Distribution OUT		4%		2%											33%	
Retail Trips	0	5	0	2	0	0	0	0	0	0	36	2	0	3	38	0
<u>^</u>																
Trip Distribution IN											35%	2%		3%		
Trip Distribution OUT		4%		2%											33%	
Studio Trips	0	2	0	1	0	0	0	0	0	0	5	0	0	0	12	0
<u>^</u>			l i	l		l				l	l i			l i	l i	
Total Project Trips	0	112	0	49	0	0	0	0	0	0	486	27	0	32	876	0
Build Heavy Vehicle %		2%		2%			Ì		Ì		2%	2%		2%	2%	
2026 Build Traffic	0	112	0	49	0	0	0	0	0	0	1,583	27	0	32	1,116	0

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#### Motors Industrial Way at West Avenue/Driveway 2 AM PEAK HOUR

	W	est Avenu	e/Drivewa	y 2					N	Aotors Ind	lustrial Wa	iy	1	Motors Inc	lustrial Wa	ıy
		North	bound			South	bound			East	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes											153				913	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor										0.	.85			0.	.85	
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	153	0	0	0	913	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	0	0	0	0	0	0	0	0	161	0	0	0	960	0
Project Trips																
Trip Distribution IN											24%	11%		10%	2%	
Trip Distribution OUT		18%		7%							1%				14%	
Residential Trips	0	173	0	67	0	0	0	0	0	0	64	25	0	23	139	0
Trip Distribution IN											22%	13%		8%	3%	
Trip Distribution OUT		18%		4%							2%				15%	
Office Trips	0	41	0	9	0	0	0	0	0	0	414	242	0	149	90	0
Trip Distribution IN											22%	13%		8%	3%	
Trip Distribution OUT		18%		4%							2%				15%	
Retail Trips	0	6	0	1	0	0	0	0	0	0	13	7	0	4	7	0
Trip Distribution IN											22%	13%		8%	3%	
Trip Distribution OUT		18%		4%							2%				15%	
Studio Trips	0	2	0	1	0	0	0	0	0	0	12	7	0	4	4	0
Total Project Trips	0	222	0	78	0	0	0	0	0	0	503	281	0	180	240	0
Build Heavy Vehicle %		2%		2%							2%	2%		2%	2%	
2026 Build Traffic	0	222	0	78	0	0	0	0	0	0	664	281	0	180	1,200	0

#### PM PEAK HOUR

	W	West Avenue/Driveway 2 Northbound							1	Motors Ind	lustrial Wa	ıy	1	Motors Ind	lustrial Wa	ıy
		North	bound			South	bound			East	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes											1,044				228	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor										0.	.91			0.	94	
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	1044	0	0	0	228	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	0	0	0	0	0	0	0	0	1,097	0	0	0	240	0
Project Trips																
Trip Distribution IN											24%	11%		10%	2%	
Trip Distribution OUT		18%		7%							1%				14%	
Residential Trips	0	82	0	32	0	0	0	0	0	0	212	95	0	86	81	0
Trip Distribution IN											22%	13%		8%	3%	
Trip Distribution OUT		18%		4%							2%				15%	
Office Trips	0	371	0	82	0	0	0	0	0	0	131	53	0	33	321	0
Trip Distribution IN											22%	13%		8%	3%	
Trip Distribution OUT		18%		4%							2%				15%	
Retail Trips	0	21	0	5	0	0	0	0	0	0	25	13	0	8	20	0
<u>^</u>																
Trip Distribution IN											22%	13%		8%	3%	
Trip Distribution OUT		18%		4%							2%				15%	
Studio Trips	0	7	0	2	0	0	0	0	0	0	4	2	0	1	6	0
<u>^</u>					I				I	l	l i				l i	
Total Project Trips	0	481	0	121	0	0	0	0	0	0	372	163	0	128	428	0
Jan Karal														-		-
Build Heavy Vehicle %		2%		2%	Ì			-	Î		2%	2%		2%	2%	
2026 Build Traffic	0	481	0	121	0	0	0	0	0	0	1,469	163	0	128	668	0

#### Motors Industrial Way at Driveway 3 AM PEAK HOUR

	Driveway 3 Northbound								N	Aotors Ind	lustrial Wa	ıy	1	Motors Inc	lustrial Wa	y
	<u>Northbound</u> U-turn Left Through Right					South	bound			Eastl	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes											153				913	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor										0.	.85			0.	85	
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	153	0	0	0	913	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	0	0	0	0	0	0	0	0	161	0	0	0	960	0
Project Trips																
Trip Distribution IN											14%	10%			12%	
Trip Distribution OUT				5%							8%				14%	
Residential Trips	0	0	0	48	0	0	0	0	0	0	109	23	0	0	161	0
Trip Distribution IN											13%	9%			11%	
Trip Distribution OUT				5%							6%				15%	
Office Trips	0	0	0	11	0	0	0	0	0	0	256	167	0	0	238	0
Trip Distribution IN											13%	9%			11%	
Trip Distribution OUT				5%							6%				15%	
Retail Trips	0	0	0	2	0	0	0	0	0	0	9	5	0	0	11	0
Trip Distribution IN											13%	9%			11%	
Trip Distribution OUT				5%							6%				15%	
Studio Trips	0	0	0	1	0	0	0	0	0	0	8	5	0	0	8	0
Total Project Trips	0	0	0	62	0	0	0	0	0	0	382	200	0	0	418	0
Build Heavy Vehicle %				2%							2%	2%			2%	
2026 Build Traffic	0	0	0	62	0	0	0	0	0	0	543	200	0	0	1,378	0

#### PM PEAK HOUR

		Drive	eway 3						1	Motors Ind	lustrial Wa	ıy	1	Motors Ind	lustrial Wa	y
	<u>Northbound</u> U-turn Left Through Right					South	bound			East	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
	_															
Observed 2016 Traffic Volumes											1,044				228	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor										0.	91			0.	94	
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	1044	0	0	0	228	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	0	0	0	0	0	0	0	0	1,097	0	0	0	240	0
Project Trips																
Trip Distribution IN											14%	10%			12%	
Trip Distribution OUT				5%							8%				14%	
Residential Trips	0	0	0	23	0	0	0	0	0	0	158	86	0	0	168	0
This Distribution IN											120/	00/			110/	
Trip Distribution IN				50/							15%	9%			11%	
Office Trine	0	0	0	3%	0	0	0	0	0	0	0%	27	0	0	254	0
Office THps	0	0	0	105	0	0	0	0	0	0	1//	57	0	0	334	0
Trip Distribution IN											13%	9%			11%	
Trip Distribution OUT				5%							6%				15%	
Retail Trips	0	0	0	6	0	0	0	0	0	0	20	9	0	0	28	0
Trip Distribution IN											13%	9%			11%	
Trip Distribution OUT				5%							6%				15%	
Studio Trips	0	0	0	2	0	0	0	0	0	0	4	1	0	0	7	0
Total Project Trips	0	0	0	134	0	0	0	0	0	0	359	133	0	0	557	0
Build Heavy Vehicle %				2%							2%	2%			2%	
2026 Build Traffic	0	0	0	134	0	0	0	0	0	0	1,456	133	0	0	797	0

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#### Motors Industrial Way at Driveway 4 AM PEAK HOUR

		Drive	eway 4						Ν	Aotors Ind	ustrial Wa	y	Ν	Motors Ind	lustrial Wa	y
	<u>Northbound</u> U-turn Left Through Right					South	bound			Eastl	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes											153				913	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor										0.	85			0.	85	
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	153	0	0	0	913	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	0	0	0	0	0	0	0	0	161	0	0	0	960	0
Project Trips																
Trip Distribution IN											5%	9%		9%	12%	
Trip Distribution OUT		14%		6%							13%					
Residential Trips	0	134	0	58	0	0	0	0	0	0	136	20	0	20	27	0
Trip Distribution IN											4%	9%		9%	11%	
Trip Distribution OUT		13%		6%							11%					
Office Trips	0	30	0	14	0	0	0	0	0	0	99	167	0	167	204	0
Trip Distribution IN											4%	9%		9%	11%	
Trip Distribution OUT		13%		6%							11%					
Retail Trips	0	5	0	2	0	0	0	0	0	0	6	5	0	5	6	0
Trip Distribution IN											4%	9%		9%	11%	
Trip Distribution OUT		13%		6%							11%					
Studio Trips	0	2	0	1	0	0	0	0	0	0	4	5	0	5	6	0
Total Project Trips	0	171	0	75	0	0	0	0	0	0	245	197	0	197	243	0
Build Heavy Vehicle %		2%		2%							2%	2%		2%	2%	
2026 Build Traffic	0	171	0	75	0	0	0	0	0	0	406	197	0	197	1,203	0

#### PM PEAK HOUR

		Drive	eway 4						1	Motors Ind	lustrial Wa	ıy	1	Motors Ind	lustrial Wa	ıy
		<u>Northbound</u> U-turn Left Through Right				South	bound			East	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes											1,044				228	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor										0.	.91			0.	94	
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	1044	0	0	0	228	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	0	0	0	0	0	0	0	0	1,097	0	0	0	240	0
Project Trips																
Trip Distribution IN											5%	9%		9%	12%	
Trip Distribution OUT		14%		6%							13%					
Residential Trips	0	64	0	27	0	0	0	0	0	0	102	78	0	78	104	0
Trip Distribution IN											4%	9%		9%	11%	
Trip Distribution OUT		13%		6%							11%					
Office Trips	0	268	0	124	0	0	0	0	0	0	243	37	0	37	45	0
Trip Distribution IN											4%	9%		9%	11%	
Trip Distribution OUT		13%		6%							11%					
Retail Trips	0	15	0	7	0	0	0	0	0	0	17	9	0	9	11	0
Trip Distribution IN											4%	9%		9%	11%	
Trip Distribution OUT		13%		6%							11%					
Studio Trips	0	5	0	2	0	0	0	0	0	0	5	1	0	1	1	0
Total Project Trips	0	352	0	160	0	0	0	0	0	0	367	125	0	125	161	0
Build Heavy Vehicle %		2%		2%							2%	2%		2%	2%	
2026 Build Traffic	0	352	0	160	0	0	0	0	0	0	1,464	125	0	125	401	0

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#### Motors Industrial Way at Driveway 5 AM PEAK HOUR

		Drive	eway 5						N	Aotors Ind	ustrial Wa	y	N	Aotors Ind	lustrial Wa	y
	<u>Northbound</u> U-turn Left Through Right					South	bound			Eastl	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes											153				913	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor										0.	85			0.	85	
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	153	0	0	0	913	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	0	0	0	0	0	0	0	0	161	0	0	0	960	0
Project Trips																
Trip Distribution IN												5%			21%	
Trip Distribution OUT				2%							19%					
Residential Trips	0	0	0	19	0	0	0	0	0	0	182	11	0	0	47	0
*																
Trip Distribution IN												4%			20%	
Trip Distribution OUT				3%							17%					
Office Trips	0	0	0	7	0	0	0	0	0	0	39	74	0	0	372	0
												40/			2004	
	-			20/							170/	4%			20%	
Pateil Tria	0	0	0	5%	0	0	0	0	0	0	1/%	2	0	0	11	0
Retail Trips	0	0	0	1	0	0	0	0	0	0	0	2	0	0	11	0
Trip Distribution IN												4%			20%	
Trip Distribution OUT				3%							17%					
Studio Trips	0	0	0	0	0	0	0	0	0	0	2	2	0	0	11	0
Total Project Trips	0	0	0	27	0	0	0	0	0	0	220	80	0	0	441	0
Total Hojeet Hips	0	0	0	21	0	0	0	0	0	0	229	09	0	0	-+++1	0
Build Heavy Vehicle %				2%							2%	2%			2%	
2026 Build Traffic	0	0	0	27	0	0	0	0	0	0	390	89	0	0	1,401	0

#### PM PEAK HOUR

		Drive	eway 5						1	Motors Ind	lustrial Wa	ıy	1	Motors Ind	lustrial Wa	y
		<u>Northbound</u> U-turn Left Through Right U				South	bound			East	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes											1,044				228	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor										0.	91			0.	94	
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	1044	0	0	0	228	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	0	0	0	0	0	0	0	0	1,097	0	0	0	240	0
Project Trips																
Trip Distribution IN												5%			21%	
Trip Distribution OUT				2%							19%					
Residential Trips	0	0	0	9	0	0	0	0	0	0	87	43	0	0	181	0
Trip Distribution IN												4%			20%	
Trip Distribution OUT				3%							17%	170			2070	
Office Trips	0	0	0	62	0	0	0	0	0	0	350	16	0	0	82	0
*																
Trip Distribution IN												4%			20%	
Trip Distribution OUT				3%							17%					
Retail Trips	0	0	0	3	0	0	0	0	0	0	20	4	0	0	21	0
Trip Distribution IN												4%			20%	
Trip Distribution OUT				3%							17%					
Studio Trips	0	0	0	1	0	0	0	0	0	0	6	1	0	0	3	0
Tatal Denia at Taina	0	0	0	75	0	0	0	0	0	0	462	61	0	0	297	0
Total Project Tips	0	0	0	13	0	0	0	0	0	0	403	04	0	0	287	0
Build Heavy Vehicle %			İ –	2%	İ		İ –		İ		2%	2%			2%	
2026 Build Traffic	0	0	0	75	0	0	0	0	0	0	1,560	64	0	0	527	0

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#### Peachtree Road at West Avenue/Driveway 6 AM PEAK HOUR

	Peachtree Road <u>Northbound</u> U-turn Left Through Right					Peachtr	ee Road			West A	Avenue		W	est Avenu	e/Drivewa	y 6
Desited		North	ibound	D: 14		South	bound	D: 1/		Eastl	bound	D: 1/		West	bound	D: 1/
Description	U-turn	Len	Inrougn	Right	U-turn	Len	Inrougn	Right	U-turn	Len	Inrougn	Right	U-turn	Leπ	Inrougn	Right
OI 10016 T (C V 1			1.00				172									
Deserved 2016 Traffic Volumes			160				1/3									
Pedestrians		0	r	0		0	r –	0		0	1	0		0	r –	0
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0	.87	1		0.	.92			1	1			1		
Adjustment																
Adjusted 2016 Volumes	0	0	160	0	0	0	173	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	168	0	0	0	182	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN				1%		6%	5%				6%	6%				
Trip Distribution OUT		6%	5%											1%	6%	6%
Residential Trips	0	58	48	2	0	14	11	0	0	0	14	14	0	10	58	58
Trip Distribution IN				1%		4%	8%				6%	6%				
Trip Distribution OUT		6%	8%											1%	6%	4%
Office Trips	0	14	18	19	0	74	149	0	0	0	112	112	0	2	14	9
Trip Distribution IN				1%		4%	8%				6%	6%				
Trip Distribution OUT		6%	8%											1%	6%	4%
Retail Trips	0	2	3	1	0	2	4	0	0	0	3	3	0	0	2	1
*																
Trip Distribution IN				1%		4%	8%				6%	6%				
Trip Distribution OUT		6%	8%											1%	6%	4%
Studio Trips	0	1	1	1	0	2	4	0	0	0	3	3	0	0	1	1
					÷			÷	, ,			-		, , , , , , , , , , , , , , , , , , ,		
Total Project Trips	0	75	70	23	0	92	168	0	0	0	132	132	0	12	75	69
	- Č	15		20	Ŭ		100	5		5						
Build Heavy Vehicle %	1	2%	2%	2%		2%	2%		Ì		2%	2%	Ì	2%	2%	2%
2026 Build Traffic	0	75	238	23	0	92	350	0	0	0	132	132	0	12	75	69

#### PM PEAK HOUR

		Peachti	ee Road			Peachtr	ree Road			West a	Avenue		W	est Avenu	e/Drivewa	y 6
		North	bound			South	bound			East	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes			408				219									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.	.85			0.	.92									
Adjustment																
Adjusted 2016 Volumes	0	0	408	0	0	0	219	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	429	0	0	0	230	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN				1%		6%	5%				6%	6%				
Trip Distribution OUT		6%	5%											1%	6%	6%
Residential Trips	0	27	23	9	0	52	43	0	0	0	52	52	0	5	27	27
Trip Distribution IN				1%		4%	8%				6%	6%				
Trip Distribution OUT		6%	8%											1%	6%	4%
Office Trips	0	124	165	4	0	16	33	0	0	0	25	25	0	21	124	82
Trip Distribution IN				1.0/		40/	80/				604	60/				
Trip Distribution OUT		60/	90/	1 /0		470	070				070	070		1.0/	60/	40/
Patail Trips	0	7	070	1	0	4	8	0	0	0	6	6	0	1 70	7	470
Retail Trips	0	,	,	1	0	4	0	0	0	0	0	0	0	1	,	5
Trip Distribution IN				1%		4%	8%				6%	6%				
Trip Distribution OUT		6%	8%											1%	6%	4%
Studio Trips	0	2	3	0	0	1	1	0	0	0	1	1	0	0	2	2
<u>^</u>																
Total Project Trips	0	160	200	14	0	73	85	0	0	0	84	84	0	27	160	116
Build Heavy Vehicle %		2%	2%	2%		2%	2%				2%	2%		2%	2%	2%
2026 Build Traffic	0	160	629	14	0	73	315	0	0	0	84	84	0	27	160	116

#### Peachtree Road at Driveway 7 AM PEAK HOUR

	Peachtree Road Northbound					Peachtr	ee Road							Drive	way 7	
	<u>Northbound</u> U-turn Left Through Right					South	bound			Eastl	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes			160				173									
Pedestrians			-													
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.	.87			0.	92									
Adjustment																
Adjusted 2016 Volumes	0	0	160	0	0	0	173	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	168	0	0	0	182	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN			1%			5%	6%									
Trip Distribution OUT			5%				1%									6%
Residential Trips	0	0	50	0	0	11	24	0	0	0	0	0	0	0	0	58
-																
Trip Distribution IN			1%			5%	9%									
Trip Distribution OUT			10%				1%									4%
Office Trips	0	0	42	0	0	93	169	0	0	0	0	0	0	0	0	9
^																
Trip Distribution IN			1%			5%	9%									
Trip Distribution OUT			10%				1%									4%
Retail Trips	0	0	5	0	0	3	5	0	0	0	0	0	0	0	0	1
<b>^</b>																
Trip Distribution IN			1%			5%	9%									
Trip Distribution OUT			10%				1%									4%
Studio Trips	0	0	2	0	0	3	5	0	0	0	0	0	0	0	0	1
*																
Total Project Trips	0	0	99	0	0	110	203	0	0	0	0	0	0	0	0	69
× A																
Build Heavy Vehicle %			2%			2%	2%									2%
2026 Build Traffic	0	0	267	0	0	110	385	0	0	0	0	0	0	0	0	69

#### PM PEAK HOUR

		Peachti	ee Road			Peachtr	ree Road							Drive	way 7	
		<u>Northbound</u> U-turn Left Through Right I				South	bound			Eastl	ound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes			408				219									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.	.85			0.	.92									
Adjustment																
Adjusted 2016 Volumes	0	0	408	0	0	0	219	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	429	0	0	0	230	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN			1%			5%	6%									
Trip Distribution OUT			5%				1%									6%
Residential Trips	0	0	32	0	0	43	57	0	0	0	0	0	0	0	0	27
Trip Distribution IN			1%			5%	9%									
Trip Distribution OUT			10%				1%									4%
Office Trips	0	0	210	0	0	20	58	0	0	0	0	0	0	0	0	82
Trip Distribution IN			1%			5%	9%									
Trip Distribution OUT			10%				1%									4%
Retail Trips	0	0	13	0	0	5	10	0	0	0	0	0	0	0	0	5
Trip Distribution IN			1%			5%	9%									
Trip Distribution OUT			10%				1%									4%
Studio Trips	0	0	4	0	0	1	1	0	0	0	0	0	0	0	0	2
Total Project Trips	0	0	259	0	0	69	126	0	0	0	0	0	0	0	0	116
					<u> </u>											
Build Heavy Vehicle %			2%			2%	2%	0		0	0	0			0	2%
2026 Build Trame	0	0	688	0	0	69	556	0	0	0	U	0	0	0	0	116

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#### Peachtree Road at Driveway 8 AM PEAK HOUR

	Peachtree Road <u>Northbound</u> U-turn Left Through Right					Peachtr	ee Road							Drive	way 8	
Design of the second second second second second second second second second second second second second second		North	bound	D: 14		South	bound	D: 14	<b>TT</b> .	Eastl	bound	D: 1/	<b>T</b> T -	West	bound	D: 1/
Description	U-turn	Left	Inrougn	Right	U-turn	Left	Inrougn	Right	U-turn	Leπ	Inrougn	Right	U-turn	Leπ	Inrough	Right
Observed 2016 Terrifie Velores			160				172						-		-	
Doserved 2016 Traine volumes	-		100				175									
Pedestrians	-	0		0		0		0		0		0		0		0
Conflicting Pedestrians		0		0		0		0		0		0	-	0	-	0
Heavy Vehicles	20/	20/	20/	20/	20/	20/	20/	20/	20/	20/	20/	20/	20/	20/	20/	20/
Deals Have Easter	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.	.87			0.	92				1	1		1	<b></b>	1
Adjustment	0	0	1.00	0	0	0	172	0	0	0	0	0	0	0	0	0
Adjusted 2016 Volumes	0	0	160	0	0	0	1/3	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments			4.50		~	~										
2026 Background Traffic	0	0	168	0	0	0	182	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN			1%	1%		6%										
Trip Distribution OUT							1%							1%		5%
Residential Trips	0	0	2	2	0	14	10	0	0	0	0	0	0	10	0	48
								-								
Trip Distribution IN			1%	1%		6%	3%	-								
Trip Distribution OUT			3%				1%							1%		7%
Office Trips	0	0	26	19	0	112	58	0	0	0	0	0	0	2	0	16
Trip Distribution IN			1%	1%		6%	3%									
Trip Distribution OUT			3%				1%							1%		7%
Retail Trips	0	0	2	1	0	3	2	0	0	0	0	0	0	0	0	3
Trip Distribution IN			1%	1%		6%	3%									
Trip Distribution OUT			3%				1%							1%		7%
Studio Trips	0	0	1	1	0	3	2	0	0	0	0	0	0	0	0	1
-	1															
Total Project Trips	0	0	31	23	0	132	72	0	0	0	0	0	0	12	0	68
	1															
Build Heavy Vehicle % 2026 Build Traffic	0	0	2%	2%	0	2%	2% 254	0	0	0	0	0	0	2%	0	2%

#### PM PEAK HOUR

		Peachti	ee Road			Peachtr	ree Road							Drive	way 8	
		<u>Northbound</u> U-turn Left Through Right U				South	bound			East	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes			408				219									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.	.85			0.	.92									
Adjustment																
Adjusted 2016 Volumes	0	0	408	0	0	0	219	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	429	0	0	0	230	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN			1%	1%		6%										
Trip Distribution OUT							1%							1%		5%
Residential Trips	0	0	9	9	0	52	5	0	0	0	0	0	0	5	0	23
Trip Distribution IN			1%	1%		6%	3%									
Trip Distribution OUT			3%				1%							1%		7%
Office Trips	0	0	66	4	0	25	33	0	0	0	0	0	0	21	0	144
Trip Distribution IN			1%	1%		6%	3%									
Trip Distribution OUT			3%				1%							1%		7%
Retail Trips	0	0	4	1	0	6	4	0	0	0	0	0	0	1	0	8
Trip Distribution IN			1%	1%		6%	3%									
Trip Distribution OUT			3%				1%							1%		7%
Studio Trips	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	3
Total Project Trips	0	0	80	14	0	84	42	0	0	0	0	0	0	27	0	178
Build Heavy Vehicle %			2%	2%	l	2%	2%							2%		2%
2026 Build Traffic	0	0	509	14	0	84	272	0	0	0	0	0	0	27	0	178

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# Peachtree Road at Driveway 9 AM PEAK HOUR

	Peachtree Road Northbound U-turn Left Through Right					Peachtr South	ee Road bound			Eastl	oound			Drive West	way 9 bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes			160				173									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.	.87			0.	92									
Adjustment																
Adjusted 2016 Volumes	0	0	160	0	0	0	173	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	168	0	0	0	182	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN			2%													
Trip Distribution OUT							2%									
Residential Trips	0	0	5	0	0	0	19	0	0	0	0	0	0	0	0	0
Trip Distribution IN			2%			1%	2%									
Trip Distribution OUT			2%				2%									1%
Office Trips	0	0	42	0	0	19	42	0	0	0	0	0	0	0	0	2
Trip Distribution IN			2%			1%	2%									
Trip Distribution OUT			2%				2%									1%
Retail Trips	0	0	2	0	0	1	2	0	0	0	0	0	0	0	0	0
Trip Distribution IN			2%			1%	2%									
Trip Distribution OUT			2%				2%									1%
Studio Trips	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	50	0	0	21	64	0	0	0	0	0	0	0	0	2
Build Heavy Vehicle % 2026 Build Traffic	0	0	2% 218	0	0	2% 21	2% 246	0	0	0	0	0	0	0	0	2% 2

#### PM PEAK HOUR

		Peacht	ee Road			Peachtr	ee Road							Drive	way 9	
		<u>Northbound</u> U-turn Left Through Right I				South	bound			East	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes			408				219									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.	.85			0.	.92									
Adjustment																
Adjusted 2016 Volumes	0	0	408	0	0	0	219	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	429	0	0	0	230	0	0	0	0	0	0	0	0	0
<b>D</b>																
Project Trips	_															
Trip Distribution IN			2%													
Trip Distribution OUT							2%									
Residential Trips	0	0	17	0	0	0	9	0	0	0	0	0	0	0	0	0
Trip Distribution IN			2%			1%	2%									
Trip Distribution OUT			2%			170	2%									1%
Office Trips	0	0	49	0	0	4	49	0	0	0	0	0	0	0	0	21
Trip Distribution IN			2%			1%	2%									
Trip Distribution OUT			2%				2%									1%
Retail Trips	0	0	4	0	0	1	4	0	0	0	0	0	0	0	0	1
This Distribution IN			20/			10/	20/									
	-		2%			1%	2%									1.0/
	0	0	2%	0	0	0	2%	0	0	0	0	0	0	0	0	1%
Studio Trips	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	71	0	0	5	63	0	0	0	0	0	0	0	0	22
Puild Haany Vahiala %	-	I	204	I		20/	204		1	I	l				I	204
2026 Build Traffic	0	0	500	0	0	2% 5	2% 293	0	0	0	0	0	0	0	0	2% 22

#### Peachtree Road at Driveway 10 AM PEAK HOUR

		Peachti	Peachtree Road		Peachtree Road					Driveway 10						
		North	bound			South	bound			Eastl	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes			160				173									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.	.87			0.	92									
Adjustment																
Adjusted 2016 Volumes	0	0	160	0	0	0	173	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	168	0	0	0	182	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN			2%													
Trip Distribution OUT							2%									
Residential Trips	0	0	5	0	0	0	19	0	0	0	0	0	0	0	0	0
Trip Distribution IN			2%			1%	1%									
Trip Distribution OUT			1%				2%									1%
Office Trips	0	0	39	0	0	19	24	0	0	0	0	0	0	0	0	2
Trip Distribution IN			2%			1%	1%									
Trip Distribution OUT			1%				2%									1%
Retail Trips	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0
Trip Distribution IN			2%			1%	1%									
Trip Distribution OUT			1%				2%									1%
Studio Trips	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0
	1															
Total Project Trips	0	0	46	0	0	21	46	0	0	0	0	0	0	0	0	2
· •	1															
Build Heavy Vehicle %			2%			2%	2%									2%
2026 Build Traffic	0	0	214	0	0	21	228	0	0	0	0	0	0	0	0	2

#### PM PEAK HOUR

		Peacht	ee Road		Peachtree Road			Driveway 10								
		North	bound			South	bound			East	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes			408				219									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0	.85			0	.92									
Adjustment																
Adjusted 2016 Volumes	0	0	408	0	0	0	219	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	429	0	0	0	230	0	0	0	0	0	0	0	0	0
	_															
Project Trips																
Trip Distribution IN			2%													
Trip Distribution OUT		-					2%									
Residential Trips	0	0	17	0	0	0	9	0	0	0	0	0	0	0	0	0
Trip Distribution IN			2%			1%	1%									
Trip Distribution OUT			1%				2%									1%
Office Trips	0	0	29	0	0	4	45	0	0	0	0	0	0	0	0	21
Trip Distribution IN			2%			1%	1%									
Trip Distribution OUT			1%				2%									1%
Retail Trips	0	0	3	0	0	1	3	0	0	0	0	0	0	0	0	1
Trip Distribution IN			2%			1%	1%									
Trip Distribution OUT			106			170	20%									1%
Studio Trips	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	-								Ű							
Total Project Trips	0	0	49	0	0	5	58	0	0	0	0	0	0	0	0	22
Build Heavy Vehicle %	0	0	2%	0	0	2%	2%		0	0	0	0	0		0	2%
2020 Duliu Traffic	0	0	4/8	0	0	2	288	0	0	0	0	0	0	0	U	22

 $\label{eq:laser} k:\ant_tpo\018926003\-\ gm\ dri\dri\ phase\ ii\analysis\[assembly\_analysis\-scenario\ 2.xls\]int\ \#19$ 

#### Peachtree Road at Driveway 11 AM PEAK HOUR

		Peachti	ree Road		Peachtree Road						Driveway 11					
		North	bound			South	bound			East	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes			160				173									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.	.87			0.	.92									
Adjustment																
Adjusted 2016 Volumes	0	0	160	0	0	0	173	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	168	0	0	0	182	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN			2%													
Trip Distribution OUT							2%									
Residential Trips	0	0	5	0	0	0	19	0	0	0	0	0	0	0	0	0
Trip Distribution IN			2%			1%										
Trip Distribution OUT							2%									1%
Office Trips	0	0	37	0	0	19	5	0	0	0	0	0	0	0	0	2
Trip Distribution IN			2%			1%										
Trip Distribution OUT							2%									1%
Retail Trips	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0
Trip Distribution IN			2%			1%										
Trip Distribution OUT							2%									1%
Studio Trips	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
<u>^</u>	1															
Total Project Trips	0	0	44	0	0	21	25	0	0	0	0	0	0	0	0	2
· •	1															
Build Heavy Vehicle %			2%			2%	2%									2%
2026 Build Traffic	0	0	212	0	0	21	207	0	0	0	0	0	0	0	0	2

#### PM PEAK HOUR

		Peacht	ree Road		Peachtree Road			E. dama				Driveway 11				
		North	bound			South	bound			East	bound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes			408				219									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0	.85			0.	.92									
Adjustment																
Adjusted 2016 Volumes	0	0	408	0	0	0	219	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	429	0	0	0	230	0	0	0	0	0	0	0	0	0
Project Trips	_		-													
Trip Distribution IN	_		2%													
Trip Distribution OUT							2%									
Residential Trips	0	0	17	0	0	0	9	0	0	0	0	0	0	0	0	0
	-		201			10/										
Trip Distribution IN	-		2%			1%	201									1.07
Trip Distribution OUT	0	0	0	0	0		2%	0	0	0	0	0	0	0	0	1%
Office Trips	0	0	8	0	0	4	41	0	0	0	0	0	0	0	0	21
Trip Distribution IN			2%			1%										
Trip Distribution OUT							2%									1%
Retail Trips	0	0	2	0	0	1	2	0	0	0	0	0	0	0	0	1
Trip Distribution IN			2%			1%										
Trip Distribution OUT							2%									1%
Studio Trips	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	27	0	0	5	53	0	0	0	0	0	0	0	0	22
Build Heavy Vehicle %			2%		1	2%	2%		1							2%
2026 Build Traffic	0	0	456	0	0	5	283	0	0	0	0	0	0	0	0	22

#### Peachtree Industrial Boulevard at West Avenue AM PEAK HOUR

	Peacl	htree Indu	strial Boul	evard	ard Peachtree Industrial Boulevard						West Avenue					
		North	bound			South	bound			Eastl	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2016 Traffic Volumes			1,277				1,594									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	6%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.	.92			0.	93									
Adjustment												-				
Adjusted 2016 Volumes	0	0	1277	0	0	0	1594	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	1,342	0	0	0	1,676	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN			15%	7%		5%										
Trip Distribution OUT							15%							7%		5%
Residential Trips	0	0	34	16	0	11	144	0	0	0	0	0	0	67	0	48
Trip Distribution IN			15%	6%		6%										
Trip Distribution OUT							15%							6%		6%
Office Trips	0	0	279	112	0	112	34	0	0	0	0	0	0	14	0	14
Trip Distribution IN			15%	6%		6%										
Trip Distribution OUT							15%							6%		6%
Retail Trips	0	0	8	3	0	3	5	0	0	0	0	0	0	2	0	2
Trip Distribution IN			15%	6%		6%										
Trip Distribution OUT							15%							6%		6%
Studio Trips	0	0	8	3	0	3	2	0	0	0	0	0	0	1	0	1
Total Project Trips	0	0	329	134	0	129	185	0	0	0	0	0	0	84	0	65
Build Heavy Vehicle %			5%	2%		2%	4%							2%		2%
2026 Build Traffic	0	0	1,671	134	0	129	1,861	0	0	0	0	0	0	84	0	65

#### PM PEAK HOUR

							Southbound Eastbound				West Avenue					
		North	bound			South	bound			East	oound			West	bound	
Description	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right
												-				
Observed 2016 Traffic Volumes			2,017				1,354									
Pedestrians		1	r	-		-	1	1		-	r			1	r	
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.	.96			0.	.90									
Adjustment												-				
Adjusted 2016 Volumes	0	0	2017	0	0	0	1354	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
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	1.051	1.051	1.051
Other Proposed Developments																
2026 Background Traffic	0	0	2,120	0	0	0	1,423	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN			15%	7%		5%										
Trip Distribution OUT							15%							7%		5%
Residential Trips	0	0	130	60	0	43	69	0	0	0	0	0	0	32	0	23
Trip Distribution IN			15%	6%		6%										
Trip Distribution OUT							15%					-		6%		6%
Office Trips	0	0	61	25	0	25	309	0	0	0	0	0	0	124	0	124
Trip Distribution IN			15%	6%		6%										
Trip Distribution OUT							15%							6%		6%
Retail Trips	0	0	15	6	0	6	17	0	0	0	0	0	0	7	0	7
Trip Distribution IN			1504	604		60/										
Trip Distribution IN			1370	070		070	150/							60/		60/
Studie Trine	0	0	2	1	0	1	15%	0	0	0	0	0	0	0%	0	0%
Studio Trips	0	0	2	1	0	1	0	0	0	0	0	0	0	2	0	2
Total Project Trips	0	0	208	92	0	75	401	0	0	0	0	0	0	165	0	156
Build Heavy Vehicle %	0	0	3%	2%	0	2%	2%	0	0	0	0	0	0	2%	0	2%
2026 Build Traffic	0	0	2,328	92	0	75	1,824	0	0	0	0	0	0	165	0	156

Appendix E Programmed Project Fact Sheets

<b>OK-407</b>	Atlanta Region's Plan RTP (2	2016) PROJECT FACT SHEET
Short Title	NEW PEACHTREE ROAD BICYCLE/PEDESTRIAN IMPROVEMENTS FROM NORTH OF SHALLOWFORD ROAD TO STEWART ROAD	DK-407
GDOT Project No.	0012612	
Federal ID No.	N/A	
Status	Completed	Deraville Hz
Service Type	Last Mile Connectivity / Complete Street Retrofit	Sources: Esri, DeLorme,
Sponsor	City of Doraville	PAVTEQ, USGS, Intermap. PC, NRCAN, Esri Japan,
Jurisdiction	DeKalb County	METI, Esri China (Hong Kong), Esri (Thailand),
Analysis Level	In the Region's Air Quality Conformity Analysis	site ou by
Existing Thru Lane	5	Network Year 2020
Planned Thru Lane	3	Corridor Length 0.4 miles
Detailed Description a	and Justification	-
New Peachtree Road will be direction, along with new cr easement for construction w	e reduced from five to three lanes. Sidewalks will be constr osswalks, ADA upgrades, landscaping, and new signals. The vill be purchased to aid in the completion of the project.	ucted and separated bike lanes will be added in each RANSIT NEXUS - Doraville MARTA Station. A temporary

Phas	se Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN	OF TOTAL PHAS	E COST BY FUN	<b>3Y FUNDING SOURCE</b>		
Info	rmation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE		
PE	STP - Urban (>200K) (ARC)	AUTH	2013	\$62,500	<del>\$50,000</del>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$12,500</del>		
PE	STP - Urban (>200K) (ARC)	AUTH	2014	\$87,500	<del>\$70,000</del>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$17,500</del>		
ROW	STP - Urban (>200K) (ARC)	AUTH	2014	\$30,000	<del>\$24,000</del>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$6,000</del>		
CST	STP - Urban (>200K) (ARC)	AUTH	2014	\$2,730,000	<del>\$2,184,000</del>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$546,000</del>		
				\$2,910,000	\$2,328,000	\$0,000	\$0,000	\$582,000		

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



<b>0K-420</b>	Atlanta Region's Plan RTP (2	2016) PROJECT FACT SHEET
Short Title	DUNWOODY CITYWIDE SIGNAL COMMUNICATIONS NETWORK	Womack Rd Durwoody
GDOT Project No.	0013139	Real Parts Rd Hand
Federal ID No.	N/A	Peerson
Status	Programmed	inetis Molify
Service Type	Roadway / Operations & Safety	Sources: Esri, DeLorme,
Sponsor	City of Dunwoody	NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan,
Jurisdiction	DeKalb County	METI, Esri China (Hong Kong), Esri (Thailand),
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)	p Doraville
Existing Thru Lane Planned Thru Lane	N/A N/A	Network YearTBDCorridor LengthTBDTBDmiles
Detailed Description a	and Justification	

This project builds on the successes of the Perimeter Traffic Operations Program (PTOP) which in its first year has established traffic signal communication and coordination between 76 signals in Sandy Springs, Dunwoody and Brookhaven. The proposed project will expand this network by installing fiber optic communications to an additional 29 signals in Dunwoody along Mt. Vernon Road from Ashford Dunwoody Road to Dunwoody Club Drive, Chamblee Dunwoody Road from I-285 to Roberts Drive, and Tilly Mill Road from Peeler Road to Mt. Vernon Road. Establishing communication between signals provides a number of benefits that relieve congestion and reduce emissions. Communications allow for the signals to stay synchronized and allow for monitoring, troubleshooting and real time adjustment from a remote traffic management center. Signal problems are identified more quickly and can sometimes be corrected remotely without having to dispatch a technician to the signal site. All of these benefits reduce congestion and emissions. Expanding the signal communications network in the Perimeter area will ensure that during off peak hours we can provide a smooth, predictable flow and in peak hours when congestion occurs we can maximize throughput. Through the synchronization of traffic signals, when demand increases to the point where queuing is inevitable, we will be able to operate the signals to minimize the damage done by queue formation in an attempt to keep the problem from cascading throughout the network.

Pha	se Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN	OF TOTAL PHAS	OF TOTAL PHASE COST BY FUNDING SOURCE				
Info	rmation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE			
PE	STP - Urban (>200K) (ARC)	AUTH	2014	\$140,000	<del>\$100,000</del>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$40,000</del>			
UTL	Local Jurisdiction/Municipality Funds		2017	\$125,000	\$0,000	\$0,000	\$0,000	\$125,000			
CST	Congestion Mitigation & Air Quality Improvement (CMAQ)		2017	\$1,125,000	\$900,000	\$0,000	\$0,000	\$225,000			
				\$1,390,000	\$1,000,000	\$0,000	\$0,000	\$390,000			

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



GW-393	Atlanta Region's Plan RTP (20	016) PROJECT FACT SHEET
Short Title	SR 141 SOUTHBOUND IMPROVEMENTS FROM JIMMY CARTER BOULEVARD TO I-285	Pelan 393 PKY NOR C
GDOT Project No.	TBD	
Federal ID No.	N/A	
Status	Programmed	Ale
Service Type	Roadway / General Purpose Capacity	DORAVILLE
Sponsor	City of Peachtree Corners	CHAMBLEE Editor Teacing A
Jurisdiction	Gwinnett County	o the sale too Far A WAVEQ. USGS, RECAN.
Analysis Level	In the Region's Air Quality Conformity Analysis	
Existing Thru Lane	3	Network Year 2020
Planned Thru Lane	4	Corridor Length 3.4 miles
Detailed Description a	nd Justification	

This project will restripe the existing pavement on SR 141 southbound from SR 140/Jimmy Carter Blvd to I-285. The proposed lanes will increase from 3 lanes to 4 lanes southbound. This will be achieved by converting the existing 12-foot travel lanes and wide shoulders to 11-foot travel lanes with narrow shoulders. This project will be completed in conjunction with a locally let project to increase the southbound lanes from Holcomb Bridge Road onto Peachtree Industrial Blvd from 1 to 2 lanes.

Phas	se Status & Funding	Status	FISCAL TOTAL PHA		BREAKDOWN	OF TOTAL PHAS	E COST BY FUN	DING SOURCE
Info	rmation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Local Jurisdiction/Municipality Funds	AUTH	2015	\$500,000	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$500,000</del>
ROW	Local Jurisdiction/Municipality Funds		2016	\$500,000	\$0,000	\$0,000	\$0,000	\$500,000
CST	Local Jurisdiction/Municipality Funds		2017	\$4,000,000	\$0,000	\$0,000	\$0,000	\$4,000,000
				\$5,000,000	\$0,000	\$0,000	\$0,000	\$5,000,000

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





# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

# OFFICE OF DESIGN POLICY & SUPPORT INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. # 0012660

**OFFICE** Design Policy & Support

DeKalb County GDOT District 7 - Metro Atlanta Ramp Widening: SR 141/Peachtree Industrial Boulevard SB @ I-285 WB

**DATE** 11/13/2014

No Pitro

FROM for Brent Story, State Design Policy Engineer

**TO** SEE DISTRIBUTION

# SUBJECT APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

# **DISTRIBUTION:**

Glenn Bowman, Director of Engineering Joe Carpenter, Director of P3/Program Delivery Genetha Rice-Singleton, Assistant Director of P3/Program Delivery Bobby Hilliard, Program Control Administrator Albert Shelby, State Program Delivery Engineer Cindy VanDyke, State Transportation Planning Administrator Hiral Patel, State Environmental Administrator Kathy Zahul, State Traffic Engineer Angela Robinson, Financial Management Administrator Lisa Myers, State Project Review Engineer Charles "Chuck" Hasty, State Materials Engineer Mike Bolden, State Utilities Engineer Richard Cobb, Statewide Location Bureau Andy Casey, State Roadway Design Engineer Attn: Mac Cranford, Design Group Manager Rachel Brown, District Engineer Scott Lee, District Preconstruction Engineer Patrick Allen, District Utilities Engineer Carleton Fisher, Project Manager **BOARD MEMBER - 6th Congressional District** 

# DEPARTMENT OF TRANSPORTATION **STATE OF GEORGIA**

# LIMITED SCOPE PROJECT CONCEPT REPORT

Project Type: **GDOT District:** Federal Route Number:

**Operational Improvement** Seven N/A

P.I. Number: 0012660 County: Dekalb State Route Number: 141 and 407

Kurt

P.I. # 0012660 will widen the ramp from SR 141/Peachtree Industrial Boulevard SB to I-285 WB/NB from one lane to two lanes.

Submitted for approval: moun District Seven Engineer State Program Delivery Engineer

**GDOT** Project Manager

**Recommendation for approval:** 

State Environmental Administrator

121

State Traffic Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and/or the State Transportation Improvement Program (STIP).

INDY

State Transportation Planning Administrator Approval:

Concur:

GDOT Director of Engineering

Approve:

**GDOT** Chief Engineer

\* - RECOMMENDATION ON FILE

DAT

# **PROJECT LOCATION**



SR 141/Peachtree Industrial
Blvd SB to I-285 WB ramp
<b>P.I.</b> # 0012660
<b>DeKalb</b> County

# PLANNING & BACKGROUND DATA

# **Project Justification Statement:**

Interstate 285 at State Route (SR) 141/Peachtree Industrial Boulevard in DeKalb County was identified for minor on-ramp improvements. The proposed project is to be included in the GDOT Operational Improvement Lump Sum Program from the Office of Traffic Operations. This proposed project was presented to and approved by the Operational Improvement Committee, and will be recommended as a QUICK project.

I-285 is classified as an urban interstate principal arterial that encircles the city of Atlanta. SR 141/Peachtree Industrial Blvd north of I-285 is classified as an urban freeway and expressway that runs north/south connecting the cities of Chamblee to Duluth. SR 141/Peachtree Industrial Blvd north of I-285 consists of eight 12-foot lanes, a 16-foot barrier separated median, and variable width shoulders on the east and west sides.

GDOT Traffic Operations staff performed an engineering study of the SR 141/Peachtree Industrial Blvd southbound to I-285 west entrance ramp operation. Upon review of the AM and PM peak traffic volumes, it was determined that the I-285 west entrance ramp does not provide adequate storage length for the high number of vehicles utilizing the ramp at peak hours. A weave segment density and Level of Service (LOS) analysis, along with field observations concluded that the existing (2012) and 2022 No-Build LOS were both F. Reports claim that due to the length of the queue from the I-285 westbound entrance ramp and mainline, vehicles spill back into the through lanes of SR-141 southbound. Additionally, field observations show that vehicles queue jump or weave at the last second and reduce the operational efficiency of the SR 141 southbound through lanes north of I-285. The weave segment density and Level of Service (LOS) analysis concluded that widening the I-285 west entrance ramp to two lanes would improve the ramp operation to a LOS C. The report indicates that the build alternative would improve the AM (2022) density by 66% and the PM (2022) by 68%. This project proposes to increase the capacity of the westbound entrance ramp by widening from a single 16-foot wide ramp to a double 12-foot lane ramp. This project proposes no impacts outside the existing right of way.

The project lies within the boundaries of the Atlanta Regional Commission (ARC), Atlanta's Metropolitan Planning Organization (MPO). As an operational improvement project, this project is categorized under the "operational improvement lump sum category" in the MPO's RTP or TIP.

# **Existing conditions:**

I-285 is classified as an urban interstate principal arterial that encircles the City of Atlanta. SR 141/Peachtree Industrial Blvd north of I-285 is classified as an urban freeway and expressway that runs north/south connecting the cities of Chamblee to Duluth. SR 141/Peachtree Industrial Blvd SB ramp to I-285 WB consist of one lane that varies from 12 - 16-foot wide and a paved shoulder that varies from 3-10 ft. wide. Also, Peachtree Industrial Blvd NB to I-285 WB consist of two 12-foot lanes that merges into one 12-foot lane to I285 WB with a paved shoulder that varies from 4-10 ft.

# Other projects in the area:

PI 0001758 – I-285 FM I-75/Cobb thru Fulton to I-85/DeKalb for HOV PI 0010782 – I-285 – Variable Speed Limit Signs PI 0013255 – I-285 FM Ashford Dunwoody Rd to SR 141 – CD Lanes PI M004124 – I-85 @ 1 Loc & I-285 @ 5 Locs – Bridge Uplifts Retrofits PI M004417 – I-285 FM Paces Ferry Rd to Henderson Mill Rd Project Concept Report – Page 4 County: DeKalb

# Description of the proposed project:

The proposed project will widen the westbound ramp from Peachtree Industrial Boulevard southbound to I-285 westbound from a single 16 foot wide to a double 12 foot lane ramp. This project proposes to have no impacts on right of way.

MPO: Atlanta TMA	TIF	TIP #: N/A			
TIA Regional Commission: Atlanta RC	oject #: N/A				
Congressional District(s): 6					
Federal Oversight: 🛛 Exempt 🗌 Stat	te Funded	Other			
<b>Projected Traffic:</b> ADT Current Year: (2014) 24,600 Open Year: (2016) 24,850 Design Year: (2036) 27,450 Traffic Projections Performed by: GDOT Planning					
Functional Classification: SR 141 is an U I-285 is an Urba	rban Freeway and an Interstate Princip	Expressway bal Arterial			
Complete Streets - Bicycle, Pedestrian, a Warrants met: Mainling Design Features: Peachtree Ind	and/or Transit War	rrants: Pedestrian Tr	ansit		
	Evicting	$\frac{5 (141) 5 (141)}{5 (141)} $	Proposed		
Typical Section	Existing	Stanuaru	Proposed		
- Number of Lanes	1	2	2		
- Lane Width(s)	12'	12'	<u>2</u> 12'		
- Outside Shoulder or Border Area Width	10'	10'	10'		
- Outside Shoulder Slope	60%		60%		
Inside Shoulder Width	8'	8' (4' naved)	8 ft (4' naved)		
Posted Speed	45 mph		45 mph		
Design Speed	45 mph	45 mph	45 mph		
Min Horizontal Curve Radius	730'	730'	730'		
Maximum Superelevation Rate	40%	40%	40%		
Maximum Grade	40%	40%	40%		
Access Control	Limited	Limited	Limited		
Design Vehicle	WB-67	WB-67	WB-67		
*According to current GDOT design policy if	fapplicable	1			
Major Interchanges/Intersections: I-285 @ SR 141 SB Lighting required: I No I Yes					
Transportation Management Plan [TMP] Required:In NoImage: YesIf Yes: Project classified as:Image: Non-SignificantImage: SignificantTMP Components Anticipated:Image: TTCImage: TTCTOImage: Planet Significant					
Will Context Sensitive Solutions procedu	ures be utilized?	None	Yes		
Design Exceptions to FHWA/AASHTO controlling criteria anticipated: None					

Design Variances to GDOT Standard Criteria anticipated: None

UTILITY AND	PROPERTY Route Needed:	🖂 No	🗌 Yes	Undetermir	ned	
Railroad Involvem	ent: None					
Utility Involvemen	ts: None					
SUE Required:	🛛 No	🗌 Yes				
Public Interest De	termination Pol	icy and Proce	dure recomme	ended? 🖂 No	🗌 Yes	
<b>Right-of-Way:</b> Required Right-of-\ Easements anticipa	Existir Nay anticipated: ated: ⊠ None	ng width: <u>64-23</u> ⊠ No □ Temporary	<u>35_</u> ft. Propos ☐ Yes /	sed width: <u>64-2</u>	2 <u>35 ft.</u> ned ] Other	
	Anticipated Displacements a	number of imp nticipated:	acted parcels: Total: Businesses: Residences: Other:	0 0 0 0		
ENVIRONMEN Anticipated Enviro GEPA:	ITAL AND PE onmental Docum NEPA	ERMITS nent: : □ CE	⊠ PC	E		
MS4 Compliance - Project disturbed a	- Is the project I rea will be less the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second s	ocated in an N an 1 acre there	<b>IIS4 area?</b> efore this projec	No t is exempted f	Yes rom MS4	
Environmental Pe	rmits, Variances	s, Commitmen	its, and Coord	ination anticip	ated: None	
Air Quality: Is the project Is the project Is a Carbon	ct located in a PM ct located in an C Monoxide hotsp	1 2.5 Non-attaiı Izone Non-atta ot analysis req	nment area? inment area? uired?	□ No □ No □ No	⊠ Yes ⊠ Yes ⊠ Yes	
NEPA/GEPA Com	ments & Informa	ation: None				
NEPA/GEPA: A Pro	ogrammatic Categ	orical Exclusion	n (PCE) is anticij	pated.		
Ecology: To Be Det	ermined – No ad	verse impacts	anticipated.			
History: To Be Determined – No adverse impacts anticipated.						
Archeology: To Be Determined – No adverse impacts anticipated.						
Air & Noise: To Be Determined – No adverse impacts anticipated.						
Public Involvement	<b>t</b> : No public meet	ing is anticipat	ed at this time.			
COORDINATIO	ON, ACTIVITI	ES, RESPO	ONSIBILITIE	ES, AND CO	STS	
Project Meetings:	Pre-surveying m	eeting held on	May 06, 2014			

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT
Design	GDOT
Right-of-Way Acquisition	N/A
Utility Relocation	Utilities
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	Contractor
Providing Detours	N/A
Environmental Studies, Documents, & Permits	GDOT
Environmental Mitigation	N/A
Construction Inspection & Materials Testing	GDOT

# Other coordination to date: None

# **Project Cost Estimate and Funding Responsibilities:**

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By	GDOT			GDOT		
\$ Amount	\$375,000.00	N/A	N/A	\$398,183.97	N/A	\$773,183.97
Date of Estimate	4/1/2011			8/4/2014		

\*CST Cost includes: Construction, Engineering and Inspection, and Liquid AC Cost Adjustment.

# **ALTERNATIVES DISCUSSION**

Preferred Alternative:						
Estimated Property Impacts:	0	Estimated Total Cost:	\$314,000.00			
Estimated ROW Cost:	\$0	Estimated CST Time:	6 months			
<b>Rationale:</b> The addition of the two lanes will improve the operational efficiency of the ramp.						

No-Build Alternative:						
Estimated Property Impacts: 0 Estimated Total Cost: \$0						
Estimated ROW Cost:	\$0	Estimated CST Time:	0			
Rationale: The No-Build alternative is not recommended for this project. The No-Build alternative will not						
improve the operation of the ramp	and will continue to co	ause long queue lengths.				

# Comments/Additional Information: None

# LIST OF ATTACHMENTS/SUPPORTING DATA

- 1. Concept Layout
- 2. Typical sections
- 3. Cost Estimates
- 4. Crash summaries
- 5. Traffic diagrams
- 6. Operational Improvement Potential Project Summary

<b>OK-401</b>	Atlanta Region's Plan R	TP (2016) PROJECT FACT SHEET
Short Title	REVIVE 285 - I-285 NORTH COLLECTOR/DISTR LANES FROM ASHFORD DUNWOODY ROAD TO (PEACHTREE INDUSTRIAL BOULEVARD)	IBUTOR SR 141
GDOT Project No.	0013255	DK-401
Federal ID No.	N/A	
Status	Long Range	and a porville
Service Type	Roadway / Interchange Capacity	Spürces: Esri, DeLorme,
Sponsor	GDOT	NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan,
Jurisdiction	Regional - Perimeter	Windsorpers Me METI, Esri China (Hong Kong), Esri (Thailand),
Analysis Level	In the Region's Air Quality Conformity Analysis	
Existing Thru Lane	0	Network Year 2030
Planned Thru Lane	2	Corridor Length 3.2 miles
Detailed Description a	and Justification	
This project will construct c	ollector/distributor lanes along I-285 North from A	shford Dunwoody Road to SR 141 (Peachtree Industrial Boulevard).

Phase Status & Funding Status		FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE				
Info	rmation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	General Federal Aid 2022-2040		LR 2022- 2030	\$128,900,000	\$103,120,000	\$25,780,000	\$0,000	\$0,000
				\$128,900,000	\$103,120,000	\$25,780,000	\$0,000	\$0,000

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

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

AR-ML-200	Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET						
Short Title	REVIVE 285 - I-285 NORTH MANAGED LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS FROM I-75 NORTH TO I-85 NORTH	AR-MI-200 [41]					
GDOT Project No.	0001758	200					
Federal ID No.	N/A	Doraville					
Status	Long Range	403					
Service Type	Roadway / Managed Lanes	ings					
Sponsor	GDOT	Table States					
Jurisdiction	Regional - Perimeter						
Analysis Level	In the Region's Air Quality Conformity Analysis						
Existing Thru Lane Planned Thru Lane	0	Network Year 2030					
Detailed Description	and Justification	Corridor Length					

Revive 285 is the name given to the improvement project on I-285 North from I-75 to I-85. Revive 285 will serve as an umbrella for a number of isolated but critical near-term fixes in the project corridor, guiding these efforts in a way that provides the most benefit for the corridor and anticipates the transportation needs of future generations. This project will identify, evaluate, and possibly enhance the most appropriate projects and programs that provide safe and efficient travel along the I-285 corridor from the I-75/I-285 interchange in Cobb County to the I-285/I-85 interchange in DeKalb County. It will also develop and advance concepts through the environmental phase of Georgia DOT's PDP, including completion of an environmental document and receipt of a Record of Decision.

Pha	se Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
Info	rmation		YEAR	COST	FEDERAL STATE BONDS LOCAL/PRIVATE			LOCAL/PRIVATE
PE	National Highway System	AUTH	2003	\$1,000,000	<del>\$800,000</del>	<del>\$200,000</del>	<del>\$0,000</del>	<del>\$0,000</del>
PE	National Highway System	AUTH	2006	\$19,933,151	<del>\$15,946,521</del>	<del>\$3,986,630</del>	<del>\$0,000</del>	<del>\$0,000</del>
PE	Interstate Maintenance	AUTH	2007	\$1,250,000	<del>\$1,125,000</del>	<del>\$125,000</del>	<del>\$0,000</del>	<del>\$0,000</del>
PE	National Highway Performance Program (NHPP)	AUTH	2015	\$5,000,000	<del>\$4,500,000</del>	<del>\$500,000</del>	<del>\$0,000</del>	<del>\$0,000</del>
PE	General Federal Aid 2022-2040		LR 2022- 2030	\$38,000,000	\$30,400,000	\$7,600,000	\$0,000	\$0,000
ALL	General Federal Aid 2022-2040		LR 2022- 2030	\$888,280,000	\$799,452,000	\$88,828,000	\$0,000	\$0,000
ALL	Toll Revenue Bonds		LR 2022- 2030	\$733,320,000	\$0,000	\$0,000	\$733,320,000	\$0,000
· · ·			\$1,686,783,151	\$852,223,521	\$101,239,630	\$733,320,000	\$0,000	

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

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

R-410A	Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET						
Short Title	REVIVE 285 - I-285 NORTH CORRIDOR HIGH CAPACITY RAIL SERVICE - PROTECTIVE RIGHT OF WAY ACQUISITION FROM PERIMETER CENTER TO DORAVILLE	Dunwog AR-410A					
GDOT Project No.	0013251	141					
Federal ID No.	N/A						
Status	Long Range	Doraville					
Service Type	Transit / Facilities Capital	Chamblee					
Sponsor	GDOT	NR 17					
Jurisdiction	Regional - Perimeter						
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)						
Existing Thru Lane	N/A	Network Year 2040					
Planned Thru Lane	N/A	Corridor Length 4.5 miles					
<b>Detailed Description</b>	and Justification						
This line item provides the alternatives for light rail tra	funds set aside for protective right-of-way acquisition for the ansit (LRT), bus rapid tranist (BRT), and express buss from Pe	I-285 North corridor which will include transit. Build primeter Center to Doraville.					

Phase Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
Information		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ROW State of Georgia		LR 2031- 2040	\$144,000,000	\$0,000	\$144,000,000	\$0,000	\$0,000
			\$144,000,000	\$0,000	\$144,000,000	\$0,000	\$0,000

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

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

Available Upon Request Synchro Capacity Analyses Raw Traffic Count Data