Transportation Analysis

Nexus
DRI #2635

City of Doraville, Georgia

Report Prepared:

November 2016

Prepared for:

Macauley Investments

Prepared by:

Kimley-Horn and Associates, Inc.
817 West Peachtree Street NW, The Biltmore, Suite 601
Atlanta, Georgia 30308
019779004

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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed Nexus development located in the City of Doraville, Georgia. The site is located northeast of I-285 and Buford Highway (SR 13), south of Longmire Way and north of North DeKalb Drive. The project site contains a vacant Kmart store that is scheduled to be demolished. The proposed development will consist of residential, office, school, retail and hotel land uses.

The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review. The DRI trigger for this development was the stream buffer variance application that has been filed. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on September 20, 2016 by the City of Doraville.

The proposed project is expected to be completed by 2019. The proposed site will consist of the following land uses and densities:

Multi-Family Residential:	350 units
Senior Living Residential:	175 units
School:	12,000 SF
Office:	50,000 SF
Retail:	60,000 SF
Hotel:	125-key

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.

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 land uses 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 Nexus development – including workers and residents walking to the retail land use 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 Buford Highway at Longmire Way MARTA Bus stop that serves MARTA Bus Route 124 is located adjacent to the site. The center of the project site is also located within 0.8 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 124, 25, 39, 104 and GRTA Xpress buses. Due to these transit options as well as a review of Census transit use data in the area, a 10% alternative mode reduction was taken.

Pass-by reductions are not taken for the Nexus 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 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 Nexus development.

Capacity analyses were performed throughout the study network for the Existing 2016 conditions, the Projected 2019 No-Build conditions and the Projected 2019 Build conditions.

- Existing 2016 conditions represent traffic volumes that were collected in September 2016 by performing AM and PM peak hour turning movement counts.

- Projected 2019 No-Build conditions represent the existing traffic volumes grown for three (3) years at 1.5 percent per year throughout the study network.

- Projected 2019 Build conditions represent the Projected 2019 No-Build conditions with the addition of the project trips that are anticipated to be generated by the Nexus development.

Based on the analysis of Existing 2016 conditions (present conditions; i.e. excludes background traffic growth and excludes the Nexus project traffic), the following improvement is recommended.

- Buford Highway at Motors Industrial Way/I-285 EB Ramps
  - Construct one additional eastbound receiving lane and convert northbound right-turn from yield control to free flow.

Based on the analysis of Projected 2019 No-Build conditions (includes background traffic growth, but excludes the Nexus project traffic), no improvements are recommended in addition to the improvement recommended based on Existing 2016 conditions.

Based on the analysis of Projected 2019 Build conditions (includes background traffic growth and includes the Nexus project traffic), the following improvements are recommended IN ADDITION TO the improvements associated with the Projected 2019 No-Build conditions:

- Buford Highway at I-285 WB Ramps
  - Convert southbound right-turn from yield-control to free flow.

- North DeKalb Drive at Site Driveway 1
  - Stripe one southbound shared right-turn/left-turn lane.
  - Stripe one eastbound shared through/right-turn lane.
  - Stripe one westbound shared through/left-turn lane.

- Longmire Way at Site Driveway 3
  - Stripe one northbound shared right-turn/left-turn lane.
  - Stripe one eastbound shared through/right-turn lane.
  - Stripe one westbound shared through/left-turn lane.

- Longmire Way at Site Driveway 4
  - Stripe one northbound shared right-turn/left-turn lane.
  - Stripe one eastbound shared through/right-turn lane.
  - Stripe one westbound shared through/left-turn lane.

- Longmire Way at Site Driveway 5
  - Stripe one northbound shared right-turn/left-turn lane.
  - Stripe one eastbound shared through/right-turn lane.
  - Stripe one westbound shared through/left-turn lane.

- North DeKalb Drive at Site Driveway 6
  - Construct one southbound shared right-turn/left-turn lane.
  - Construct one eastbound shared through/right-turn lane.
  - Construct one westbound shared through/left-turn lane.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed Nexus development located in the City of Doraville, Georgia. The approximate site is located northeast of I-285 and Buford Highway (SR 13), south of Longmire Way and north of North DeKalb Drive. The project site contains a vacant Kmart store that is scheduled to be demolished. The proposed redevelopment will consist of residential, office, school, retail and hotel land uses.

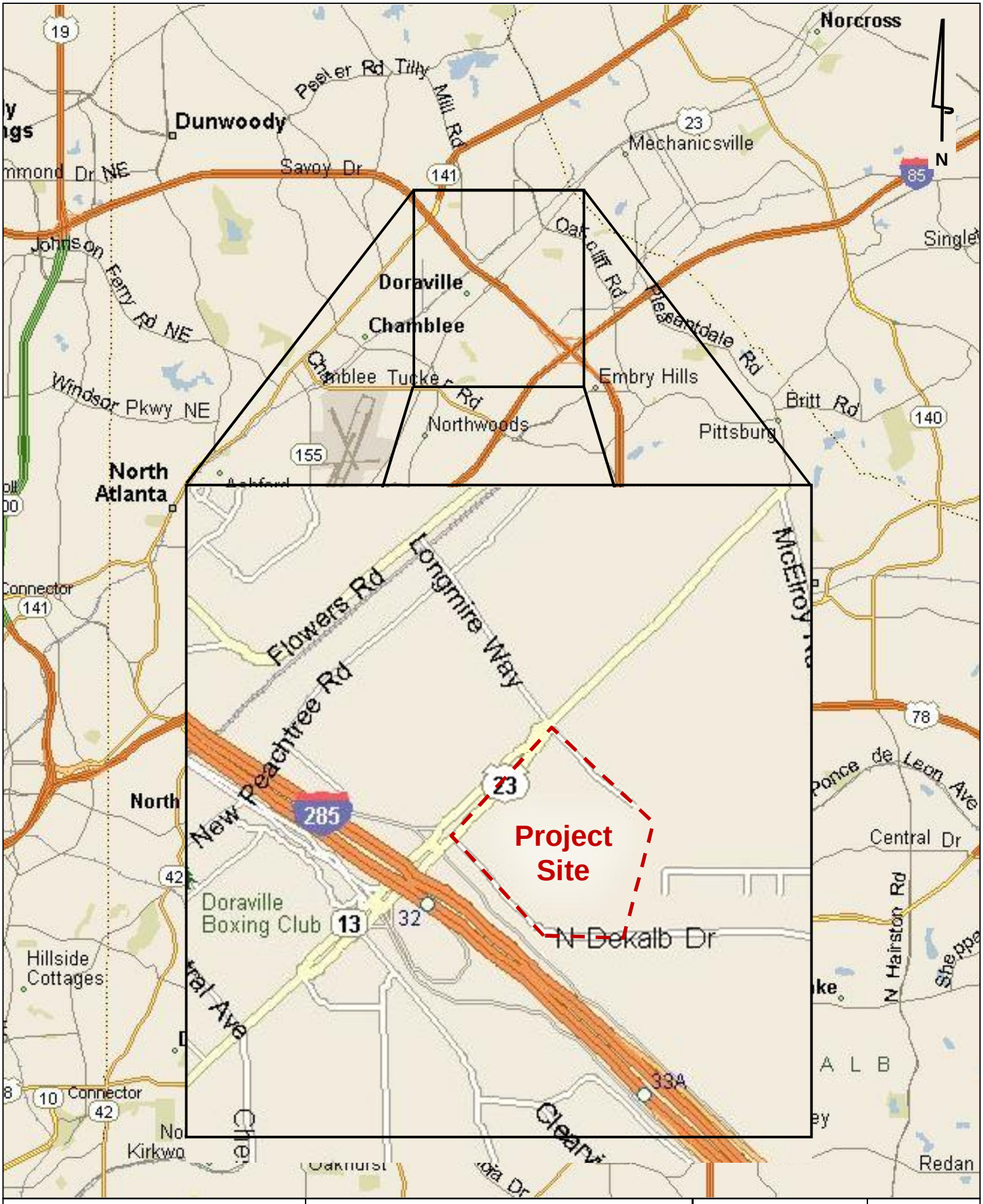
The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review. The DRI trigger for this development was the stream buffer variance application that has been filed. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on September 20, 2016 by the City of Doraville.

Figure 1 provides the location map of the Nexus development, and **Figure 2** provides a site aerial showing the project site and surrounding area. The *City of Doraville Official Zoning Map* is included in Appendix A.

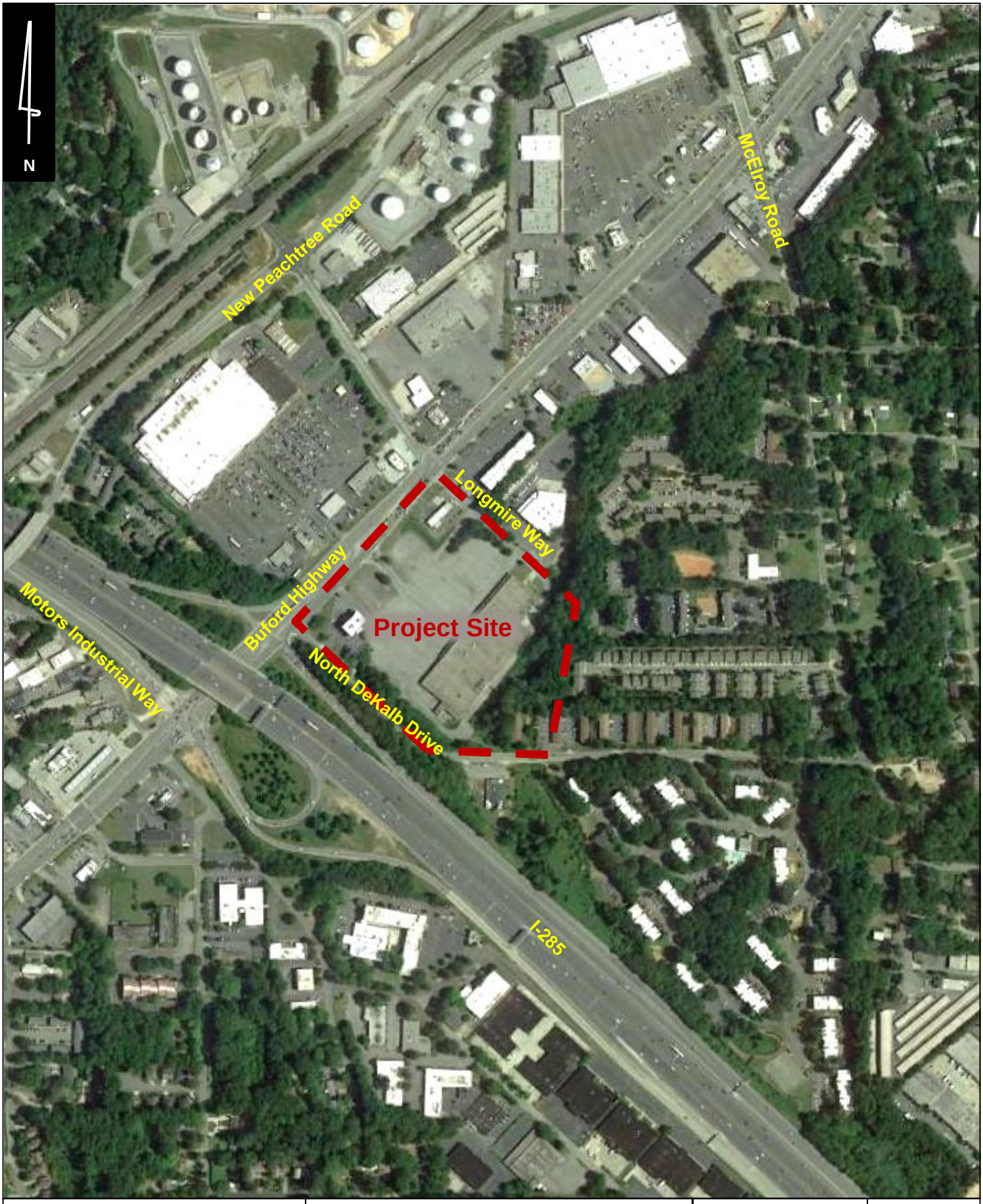
The proposed project is expected to be completed by 2019, and this analysis will consider the full build-out of the proposed site in 2019. A summary of the proposed land-uses and densities is provided below in **Table 1**.

Table 1
Proposed Land Uses and Densities

Multi-Family Residential	350 units
Senior Living Residential	175 units
School	12,000 SF
Office	50,000 SF
Retail	60,000 SF
Hotel	125-key



Kimley»Horn	***Nexus* DRI** **Transportation Analysis**	**Location Map**	**Figure 1**



Kimley»Horn	*Nexus* DRI Transportation Analysis	Site Aerial	Figure 2

1.2 Site Plan Review

The project site is the former Doraville Kmart store. The proposed development will consist of residential, office, school, retail and hotel land uses. The project site is located in the Livable Communities Code Transect 6 (T-6-C) within the General Business (C-2) district according to the *City of Doraville Official Zoning Map*. Additionally, the site is located in Regional Employment Corridor and Regional Established Suburbs areas according to The Atlanta Region's Plan *Unified Growth Policy Map*. Please refer to the maps in Appendix A for more detailed information.

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 via Longmire Way, North DeKalb Drive and Buford Highway (SR 13). As currently envisioned, the proposed development will be served by three (3) driveways along Longmire Way, two (2) driveways along North DeKalb Drive and one (1) driveway on Buford Highway (SR 13). Following is a description of each of the driveways:

Driveway 1 – a proposed stop-controlled full movement driveway on North DeKalb Drive.

Driveway 2 – an existing stop-controlled left-in/right-in/right-out driveway on Buford Highway (SR 13).

Driveway 3 – a proposed stop-controlled full movement driveway on Longmire Way.

Driveway 4 – a proposed stop-controlled full movement driveway on Longmire Way.

Driveway 5 – a proposed stop-controlled full movement driveway on Longmire Way.

Driveway 6 – a proposed stop-controlled full movement driveway on North DeKalb Drive.

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 full project site frontage along Buford Highway and on partial sections of project site frontage along North DeKalb Drive. Pedestrian facilities do not currently exist along the project site frontage along Longmire Way. There are currently no bicycle facilities (bike lanes/paths) in the vicinity of the project site. However, bike lanes were previously programmed on New Peachtree Road from north of Shallowford Road to Stewart Road as part of ARC's Regional Transportation Plan (Project DK-407).

The site will contain a sidewalk along the North DeKalb Drive frontage, as well as a multi-use path along the Buford Highway and Longmire Drive frontage.

1.5 Transit Facilities

The MARTA Bus stop situated on Buford Highway at Longmire Way is located directly in front of the site along MARTA Bus Route 124. The project site is also located 0.8 miles from the Doraville MARTA Rail Station which is served by the Gold rail line seven days a week. The MARTA Rail Station is served by MARTA Bus Route 124 and also Routes 25, 39, 104 and GRTA Xpress Buses. MARTA Bus Route

124 provides service from the Doraville MARTA Rail Station to LaVista Road along Pleasantdale Road and Chamblee Tucker Road. 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 the Doraville MARTA Rail Station to Winters Chapel Road along 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 1.5 percent per year for three (3) 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 Wednesday, September 28, 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 Peak Hour	PM Peak Hour
Buford Highway at I-285 EB Ramp/Motors Industrial Way	7:15-8:15	4:45-5:45
Buford Highway at I-285 WB Ramp	7:45-8:45	5:00-6:00
Buford Highway at North DeKalb Drive	7:45-8:45	5:00-6:00
Buford Highway at Site Driveway 2/Farmer's Market Driveway	8:00-9:00	5:00-6:00
Buford Highway at Longmire Way	7:45-8:45	4:45-5:45

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. Intersection splits were optimized using *Synchro Professional, Version 9.0* for the Projected Build 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 (Intensity)	ITE Code	Daily Traffic			AM Peak Hour			PM Peak Hour		
		Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Apartment (350 units)	*220*	2,245	1,123	1,122	175	35	140	210	137	73
Senior Adult Housing - Attached (175 occupied units)	*252*	543	271	272	35	12	23	44	24	20
Hotel (125 rooms)	*310*	746	373	373	66	39	27	75	38	37
Day Care Center * (12,000 SF)	*565*	889	445	444	146	77	69	148	70	78
General Office Building (50,000 SF)	*710*	775	387	388	110	97	13	134	23	111
Specialty Retail Center ** (60,000 SF)	*826*	2,604	1,302	1,302	58	36	22	165	73	92
Total Gross Trips		**7,802**	**3,901**	**3,901**	**590**	**296**	**294**	**776**	**365**	**411**

*The school land use was assumed to generate traffic similar to a day care use in order to present a conservative analysis (more traffic).
**Land Use 826 (Specialty 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, 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.

3.4 Study Network Determination

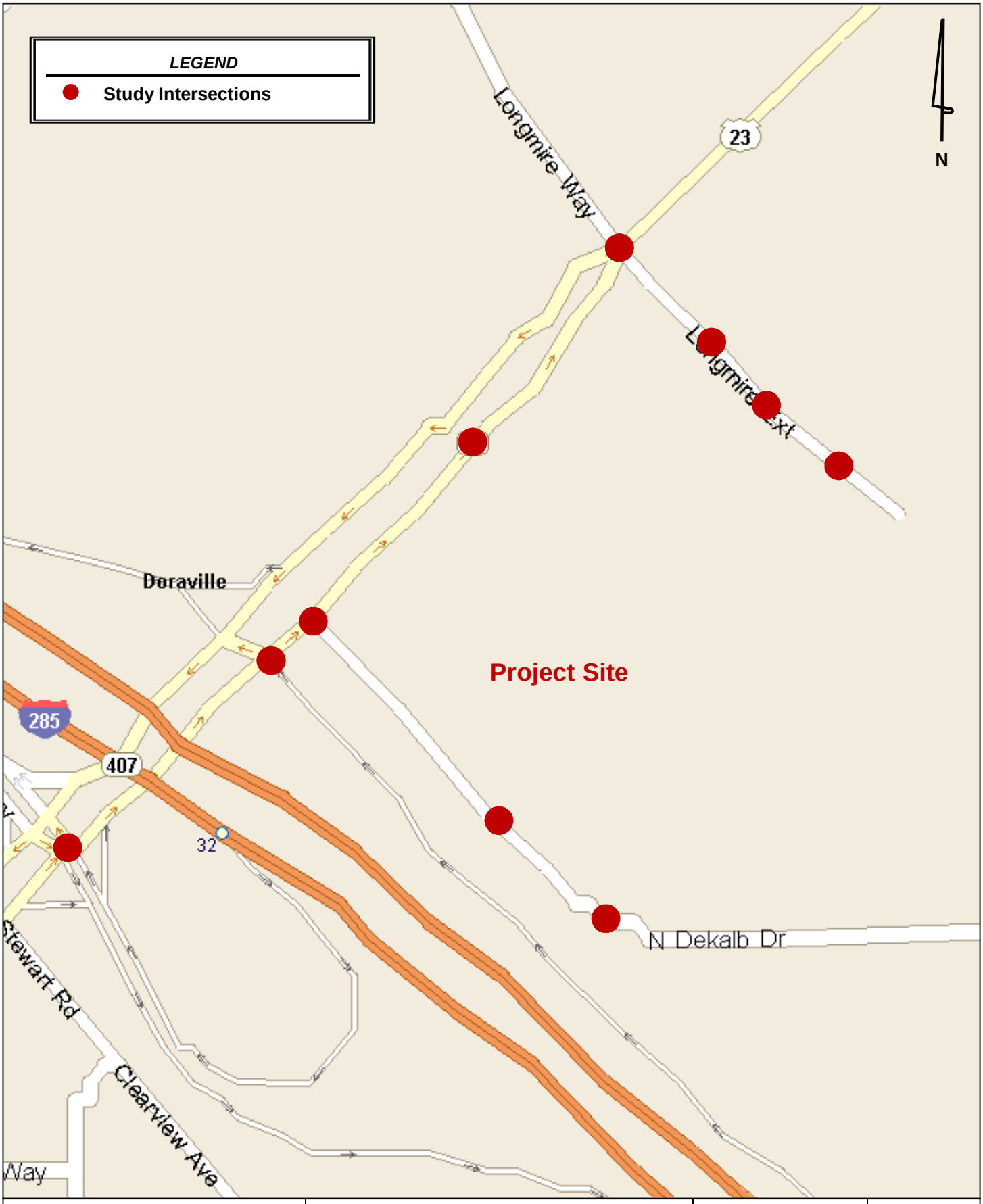
GRTA guidelines state that intersections located adjacent to the project site, project driveways, and intersections where project traffic is projected to represent 7% or more of the existing roadway's capacity should be considered for analysis. The study area was agreed upon during methodology discussions with GRTA, ARC, GDOT, and City of Doraville staff, and includes the following ten (10) intersections described in **Table 4**.

The study network includes three (3) signalized intersections and seven (7) stop-controlled intersections as noted in **Table 4**. The study intersections are shown in **Figure 3**.

Table 4
Intersection Control Summary

Intersection	Control
Buford Highway at I-285 EB Ramp/Motors Industrial Way	Signal
Buford Highway at I-285 WB Ramp	Signal
Buford Highway at North DeKalb Drive	Stop-Control
Buford Highway at Site Driveway 2/Farmer's Market Driveway	Stop-Control
Buford Highway at Longmire Way	Signal
Longmire Way at Site Driveway 3	Stop-Control
Longmire Way at Site Driveway 4	Stop-Control
Longmire Way at Site Driveway 5	Stop-Control
North DeKalb Drive at Site Driveway 1	Stop-Control
North DeKalb Drive at Site Driveway 6	Stop-Control

The above listed intersections were analyzed for the Existing 2016 conditions, the Projected 2019 No-Build conditions, and the Projected 2019 Build conditions. The Projected 2019 No-Build conditions represent the existing traffic volumes grown for three (3) years at 1.5 percent per year throughout the study network. The Projected 2019 Build conditions add the project trips associated with the Nexus development to the Projected 2019 No-Build conditions.



Kimley»Horn	***Nexus* DRI** **Transportation Analysis**	**Study Intersections**	**Figure 3**

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	ADT	Posted Speed Limit (MPH)	GDOT Classification
Buford Highway	6	31,300	35	Principal Arterial – Regional Thoroughfares Network
Motors Industrial Way	5	12,100	50	Minor Arterial
North DeKalb Drive	2	*	35	Local Road
Longmire Way	2	6,870**	35	Minor Arterial

* ADT is not available.
**ADT count station on Longmire Way is located west of Buford Highway, not adjacent to the site.

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: Apartment (ITE 220), Senior Adult Housing - Attached (ITE 252), Hotel (ITE 310), Day Care Center (ITE 565), and Specialty Retail Center (ITE 826). The school land use was assumed to generate traffic similar to a day care use, therefore this code was used in order to present a more conservative analysis. Land Use 826 (Specialty Retail) does not provide guidance for AM peak hour trips. Therefore, Land Use 820 (Shopping Center) was used to generate AM peak hour trips.

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 9.2% daily, 6.1% for the AM peak hour, and 13.9% for the PM peak hour as a result of the anticipated interaction between the residential, hotel, office, and retail land uses within the proposed development.

Due to the proximity of the Nexus development to transit facilities and a review of Census transit use data in the area, an alternative transportation (walking, bicycle, and transit) reduction was applied for the Nexus development project trips. An alternative transportation mode reduction of 10% was applied to all land uses.

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

Table 6
Net New Trip Generation

	Daily Traffic			AM Peak Hour			PM Peak Hour		
	Total	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**	**Enter**	**Exit**
Gross Project Trips	*7,802*	*3,901*	*3,901*	*590*	*296*	*294*	*776*	*365*	*411*
Mixed-Use Reduction	*-718*	*-359*	*-359*	*-36*	*-18*	*-18*	*-108*	*-54*	*-54*
Alternative Mode Reduction	*-709*	*-354*	*-355*	*-56*	*-29*	*-28*	*-67*	*-32*	*-36*
Pass-By Reduction	*-0*	*-0*	*-0*	*-0*	*-0*	*-0*	*-0*	*-0*	*-0*
Net New Trips	**6,375**	**3,188**	**3,187**	**498**	**249**	**248**	**601**	**279**	**321**

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 Doraville staff.

Figures 4A and **4B** display the anticipated distribution and assignment of residential and non-residential trips throughout the study network. These trip assignment percentages were applied to the net new trips expected to be generated by the development, and the volumes were assigned to the roadway network. The peak hour project trips anticipated to be generated by the proposed Nexus development are shown in **Figure 4C**.

Detailed intersection volume worksheets are provided in Appendix D.

Figure 4A

Residential Distributions

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Transportation Analysis

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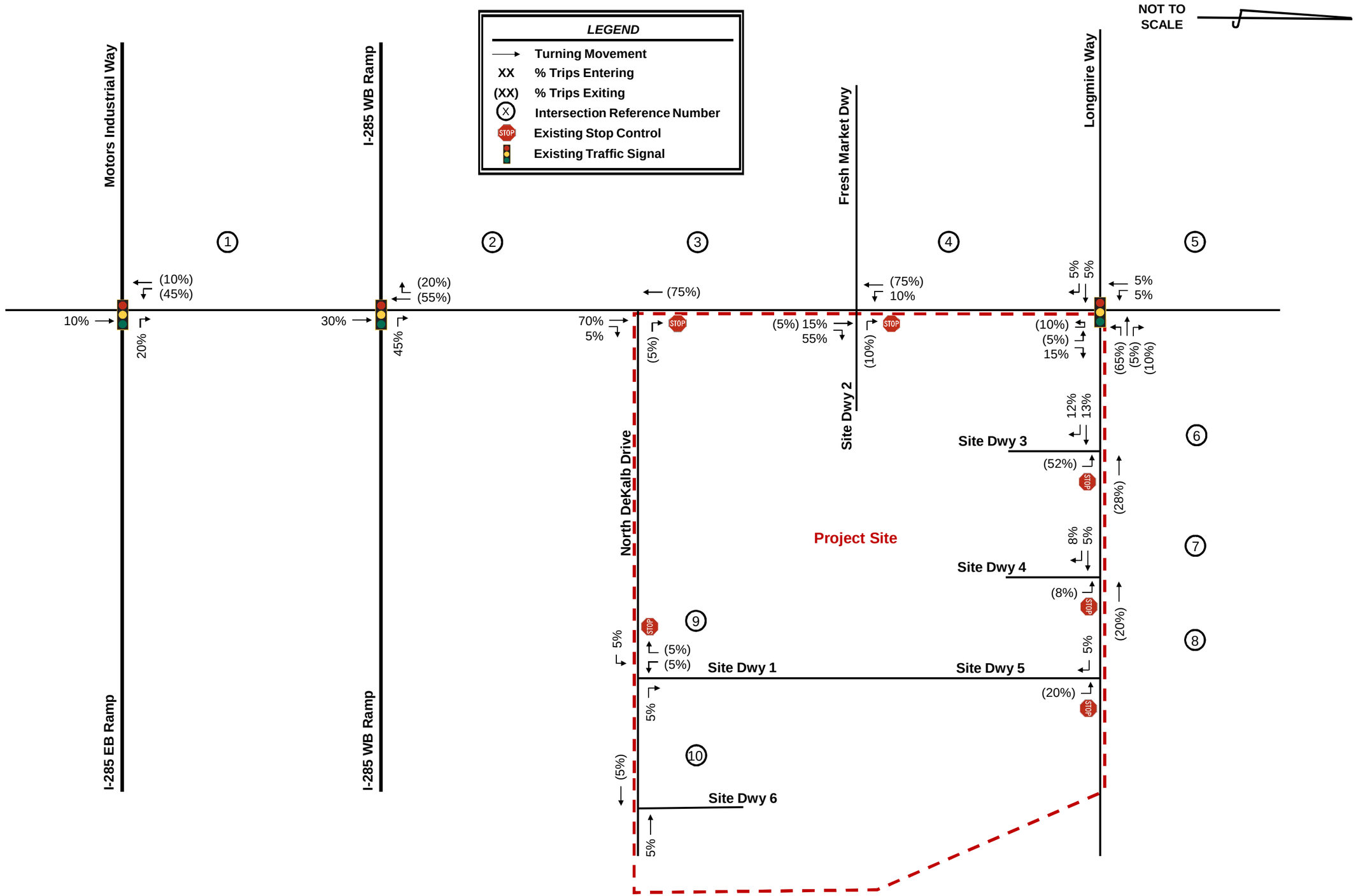

Figure 4B

Non-Residential Distributions

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NOT TO SCALE

LEGEND

- Turning Movement
- XX AM Project Trips
- (XX) PM Project Trips
- (X) Intersection Reference Number
- STOP Existing Stop Control
- Existing Traffic Signal

Motors Industrial Way

I-285 WB Ramp

Fresh Market Dwy

Longmire Way

North DeKalb Drive

Site Dwy 2

Site Dwy 3

Site Dwy 4

Site Dwy 5

Site Dwy 1

Site Dwy 6

Project Site

I-285 EB Ramp

I-285 WB Ramp

1 2 3 4 5 6 7 8 9 10

33 (38)
104 (140)
(35) 29
(64) 54
58 (70)
136 (177)
(99) 82
(118) 108
195 (247)
(151)151
(66) 38
(28) 28
178 (236)
18 (13)
(10) 16
(96) 68
(72) 95
(22) 9
8 (7)
12 (14)
8 (7)
16 (22)
(22) 9
(12) 4
(6) 8
(78) 56
(214) 169
(18) 12
(28) 17
31 (38)
52 (76)
(132) 74
27 (40)
25 (37)
(125) 124
(36) 37
25 (40)
(89) 88
(89) 88
15 (29)
23 (36)
20 (22)
9 (15)
(6) 8
(12) 10
9 (15)
15 (29)
8 (6)
3 (2)
(5) 2
(10) 10

Figure 4C

Project Trips

Nexus DRI #2635
Transportation Analysis

Kimley»Horn

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 5**, 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.

Table 7
Existing 2016 Intersection Levels-of-Service
LOS (delay in seconds)

Intersection	LOS Std.	Existing 2016 Conditions			Existing 2016 Improved Conditions		
		Control	AM Peak Hour	PM Peak Hour	Control	AM Peak Hour	PM Peak Hour
Buford Highway at Motors Industrial Boulevard/I-285 EB Ramps	D – AM E – PM	Signal	D (35.5)	F (80.5)	Signal	C (31.2)	E (67.1)
Buford Highway at I-285 WB Ramps	D	Signal	D (42.9)	C (28.3)	Signal	*	*
Buford Highway at North DeKalb Road	D	WB Stop	B (10.6)	A (9.6)	WB Stop	*	*
Buford Highway at Site Driveway 2/Farmer's Market Driveway	D	EB Stop NB Left WB Stop SB Left	B (12.4) F (139.2) B (10.7) A (0.0)	B (11.5) F (99.4) A (0.0) D (30.3)	EB Stop NB Left WB Stop SB Left	*	*
Buford Highway at Longmire Way	D	Signal	C (25.9)	C (30.7)	Signal	*	*

* No improvements recommended at this intersection

As shown in **Table 7**, all study intersections currently operate at or above their acceptable level-of-service 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 which operates at LOS F during the PM peak hour.

Based on the Existing 2016 conditions, the following improvements <u>are recommended:</u>

- Buford Highway at Motors Industrial Way/I-285 EB Ramps
  - Construct one additional eastbound receiving lane and convert northbound right-turn from yield control to free flow.

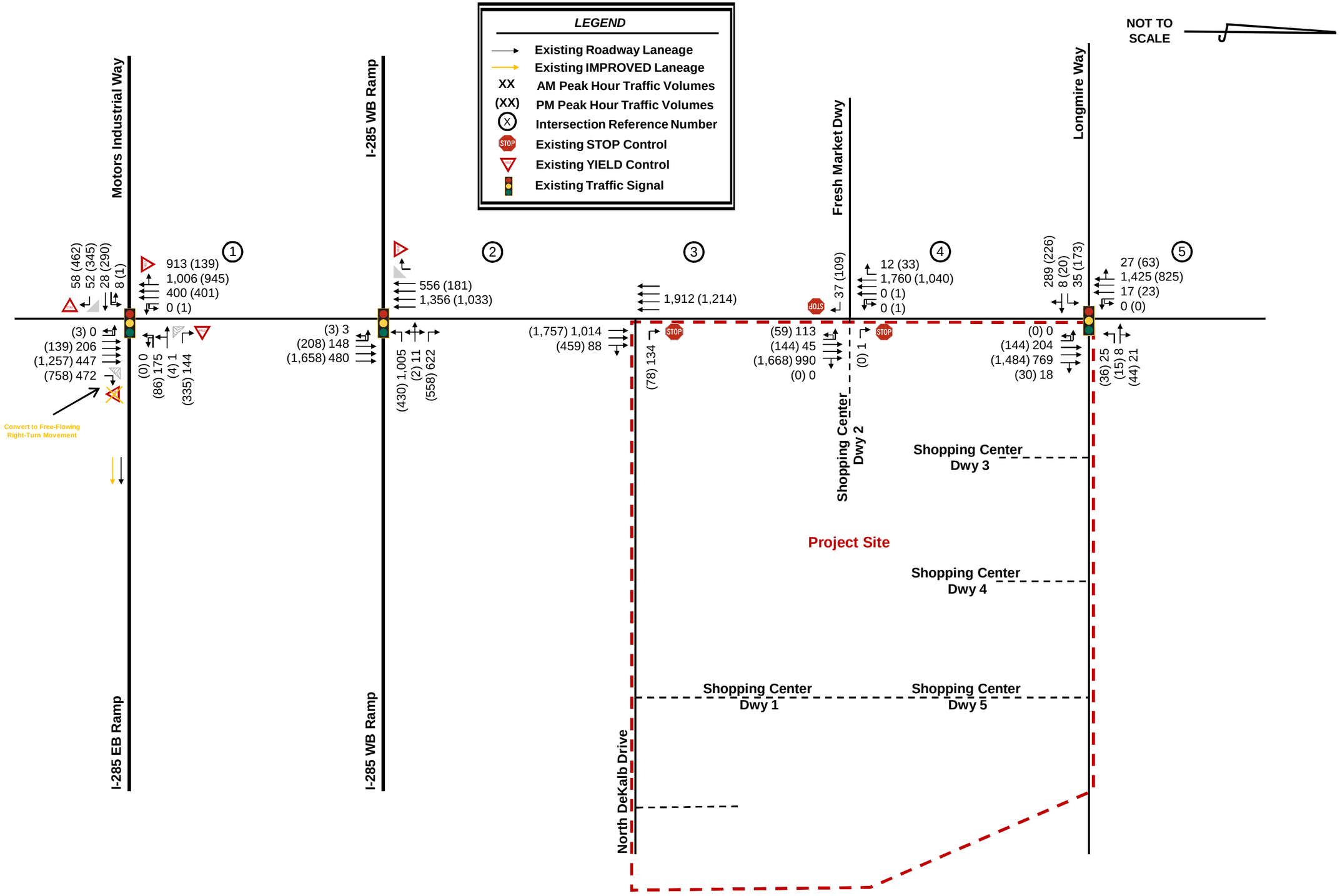


Figure 5

Existing 2016 Traffic Conditions

Nexus DRI #2635
Transportation Analysis

Kimley»Horn

6.2 Projected 2019 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased for three (3) years at 1.5 percent per year throughout the study network. These volumes were entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2019 No-Build conditions were analyzed using existing roadway geometry and existing intersection control types. Signal timings were optimized for the Projected 2019 No-Build Improved conditions.

The intersection laneage and traffic volumes for the Projected 2019 No-Build conditions are shown in **Figure 6**. The results of the capacity analyses for the Projected 2019 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 2019 No-Build Intersection Levels-of-Service
LOS (delay in seconds)

Intersection	LOS Std.	Projected 2019 No-Build Conditions			Projected 2019 No-Build Improved Conditions		
		Control	AM Peak Hour	PM Peak Hour	Control	AM Peak Hour	PM Peak Hour
Buford Highway at Motors Industrial Boulevard/I-285 EB Ramps	D – AM E – PM	Signal	D (35.9)	F (94.5)	Signal	C (32.0)	E (72.7)
Buford Highway at I-285 WB Ramps	D	Signal	D (46.2)	C (29.7)	Signal	*	*
Buford Highway at North DeKalb Road	D	WB Stop	B (10.6)	A (9.7)	WB Stop	*	*
Buford Highway at Site Driveway 2/Farmer's Market Driveway	D	EB Stop NB Left WB Stop SB Left	B (12.8) F (186.6) B (10.7) A (0.0)	B (11.7) F (140.0) A (0.0) D (32.9)	EB Stop NB Left WB Stop SB Left	*	*
Buford Highway at Longmire Way	D	Signal	C (27.1)	C (31.1)	Signal	*	*

* No improvements recommended at this intersection

As shown in **Table 8**, the intersection of Buford Highway at Motors Industrial Way/I-285 EB Ramps does not operate acceptably in the Projected 2019 No-Build conditions.

Based on the Projected 2019 No-Build conditions, the following improvements <u>are recommended:</u>

- Buford Highway at Motors Industrial Way/I-285 EB Ramps
  - Construct one additional eastbound receiving lane and convert northbound right-turn from yield control to free flow.

This improvement is the same improvement recommended for Existing 2016 conditions.

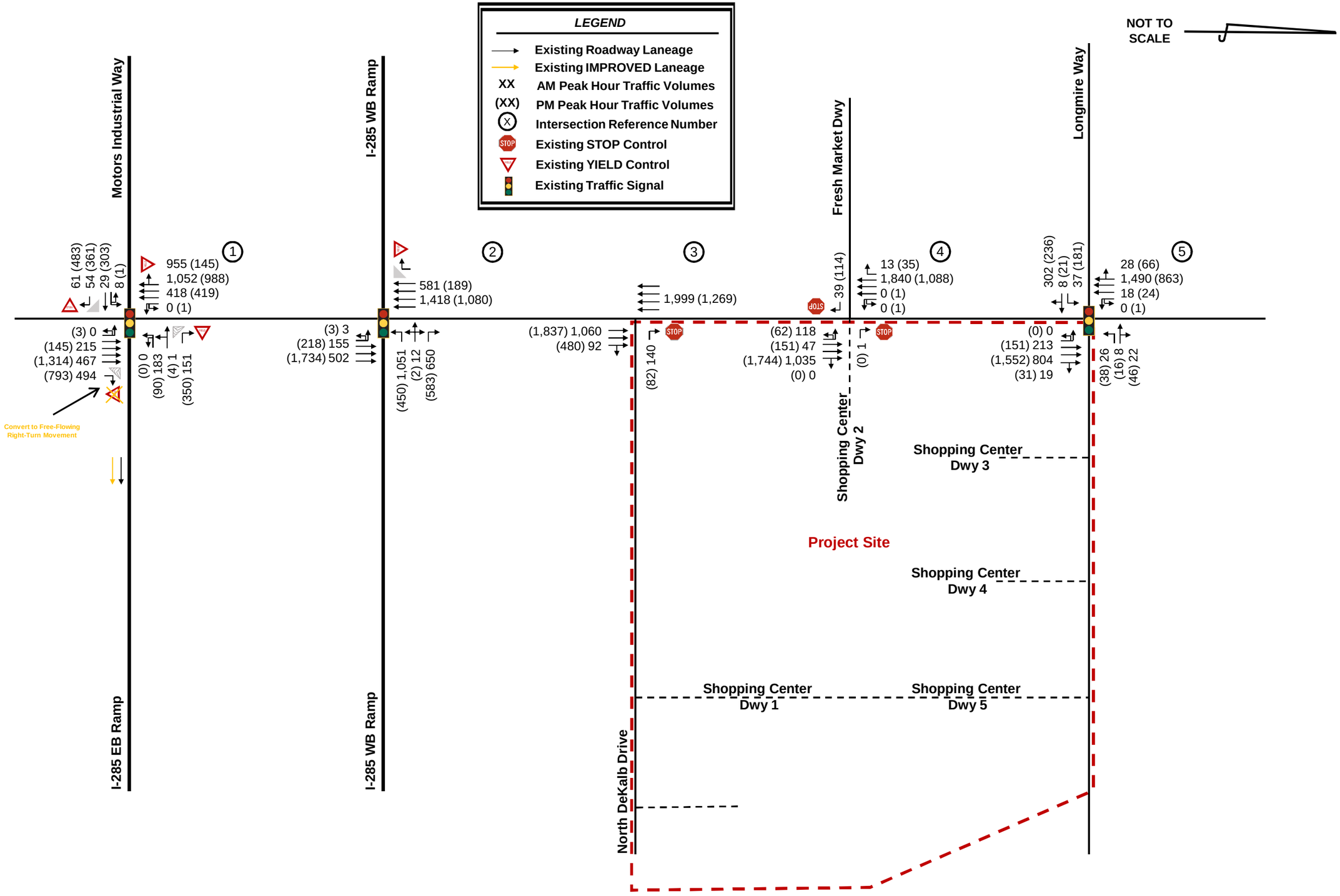


Figure 6

No Build 2019 Traffic Conditions

Nexus DRI #2635
Transportation Analysis

Kimley»Horn

6.3 Projected 2019 Build Conditions

The traffic associated with the proposed Nexus development was added to the Projected 2019 No-Build volumes. These volumes were then entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2019 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 2019 Scenario Build Improved conditions.

The intersection laneage and traffic volumes used for the Projected 2019 Build conditions are shown in **Figure 7**. The results of the capacity analyses for the Projected 2019 Build conditions with proposed laneage and control types are shown in **Table 9**. Detailed *Synchro* analysis reports are available upon request.

Table 9
Projected 2019 Build Intersection Levels-of-Service
LOS (delay in seconds)

Intersection	LOS Std.	Projected 2019 Build Conditions			Projected 2019 Build Conditions Improved		
		Control	AM Peak Hour	PM Peak Hour	Control	AM Peak Hour	PM Peak Hour
Buford Highway at Motors Industrial Boulevard/I-285 EB Ramps	D – AM E – PM	Signal	D (37.6)	F (118.6)	Signal	C (33.4)	E (73.8)
Buford Highway at I-285 WB Ramps	D	Signal	E (59.3)	C (32.9)	Signal	D (50.2)	C (31.8)
Buford Highway at North DeKalb Road	D	WB Stop	B (11.4)	B (10.6)	WB Stop	*	*
Buford Highway at Site Driveway 2/Farmer's Market Driveway	D	EB Stop NB Left WB Stop SB Left	B (13.5) F (333.4) B (11.5) D (29.7)	B (12.6) F (339.7) B (14.6) F (77.6)	EB Stop NB Left WB Stop SB Left	*	*
Buford Highway at Longmire Way	D	Signal	D (54.8)	D (52.2)	Signal	*	*
Longmire Way at Site Driveway 3	D	NB Stop	B (10.1)	B (10.9)	NB Stop	*	*
Longmire Way at Site Driveway 4	D	NB Stop	A (9.4)	A (9.5)	NB Stop	*	*
Longmire Way at Site Driveway 5	D	NB Stop	A (9.0)	A (9.0)	NB Stop	*	*
North DeKalb Drive at Site Driveway 1	D	SB Stop	A (9.7)	B (11.5)	SB Stop	*	*
North DeKalb Drive at Site Driveway 6	D	SB Stop	A (9.4)	B (10.0)	SB Stop	*	*

* No improvements recommended at this intersection

As shown in **Table 9**, the intersections of Buford Highway at Motors Industrial Way/I-285 EB Ramps and Buford Highway at I-285 WB Ramps are projected to operate at an unacceptable level-of-service. The improvement recommended in the Existing 2016 conditions and Projected 2019 No-Build conditions improve the level-of-service at the intersection of Buford Highway at Motors Industrial Way/I-285 EB Ramps to meet the defined LOS standard.

Based on the Projected 2019 Build conditions, the following improvements are recommended IN ADDITION TO the recommendations in the Projected 2019 No-Build conditions:

Off-site Recommendations

- Buford Highway at I-285 WB Ramps
  - Convert southbound right-turn from yield-control to free flow.

On-site Recommendations

- North DeKalb Drive at Site Driveway 1
  - Stripe one southbound shared right-turn/left-turn lane.
  - Stripe one eastbound shared through/right-turn lane.
  - Stripe one westbound shared through/left-turn lane.

- Longmire Way at Site Driveway 3
  - Stripe one northbound shared right-turn/left-turn lane.
  - Stripe one eastbound shared through/right-turn lane.
  - Stripe one westbound shared through/left-turn lane.

- Longmire Way at Site Driveway 4
  - Stripe one northbound shared right-turn/left-turn lane.
  - Stripe one eastbound shared through/right-turn lane.
  - Stripe one westbound shared through/left-turn lane.

- Longmire Way at Site Driveway 5
  - Stripe one northbound shared right-turn/left-turn lane.
  - Stripe one eastbound shared through/right-turn lane.
  - Stripe one westbound shared through/left-turn lane.

- North DeKalb Drive at Site Driveway 6
  - Construct one southbound shared right-turn/left-turn lane.
  - Construct one eastbound shared through/right-turn lane.
  - Construct one westbound shared through/left-turn lane.

Figure 7

Build 2019 Traffic Conditions

Nexus DRI #2635
Transportation Analysis

Kimley»Horn

7.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the Nexus development is proposed at six (6) locations. Site driveway locations are discussed in Section 1.3. None of the driveways are proposed to be signalized, all six (6) driveways are proposed to be stop-controlled. Proposed driveway laneage 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 of this report. Based on the Projected 2019 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, 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 10** below.

Table 10
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	2040	AR-410A	Revive 285: I-285 North Corridor High Capacity Rail Service
3	2030	AR-ML-200	Revive 285: I-285 North Managed Lanes and Collector/Distributor Lane Improvements from I-75 North to I-85 North
4	2030	DK-402	Revive 285: I-285 North Collector/Distributor lanes from US 23 (Buford Highway) to I-85 North
5	2030	DK-429	Park Avenue Extension From SR 13 (Buford Highway) to SR 141 (Peachtree Boulevard)
6	2030	DK-430	West Avenue From Peachtree Road to Motors Industrial Way

Fact sheets for projects 1-6 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 9.2% daily, 6.1% for the AM peak hour, and 13.9% for the PM peak hour as a result of the anticipated interaction between the various land uses within the proposed development.

Appendix A
Land Use and Zoning Maps

THE CITY OF Doraville

Diversity, Vitality, Community

3725 Park Avenue
Doraville, GA 30340
www.doravillega.us
(770) 451-8745

N W E S

0 0.1 0.2 0.4 0.6 0.8 Miles

Official Zoning Map City of Doraville, Georgia

Adopted March 21, 2016

This is to certify that this is the Official Zoning Map referred to in the Zoning Ordinance of the City of Doraville, Georgia and as thereafter amended.

Mayor Donna Pittman

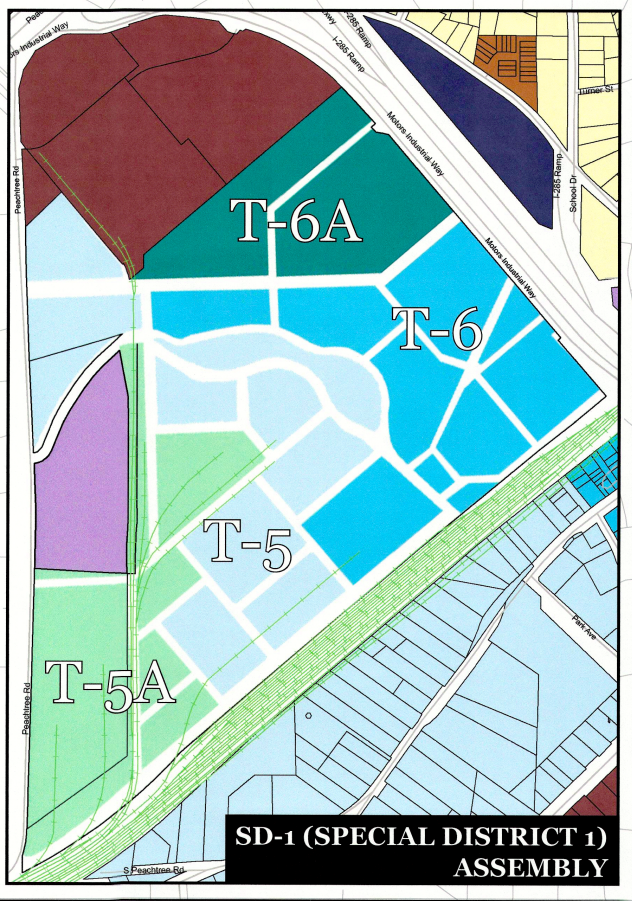
Sherry D. Henderson, City Clerk

Cecil G. McLendon, City Attorney

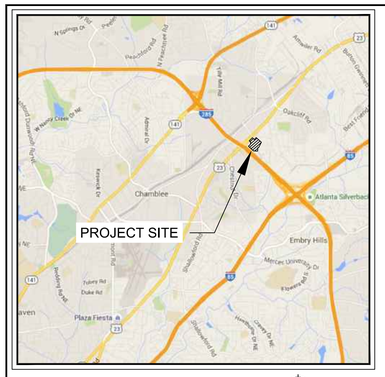
ZONING DISTRICTS

A letter "C" appended to a zoning district on an outlined parcel denotes a conditionally zoned parcel.

- R-1 Single-Family Residential
- R-CH Single-Family Cluster Residential
- R-2 General Residential
- RSFA Single-Family Attached Residential
- R-3 Multi-Family Apartments
- R-4 Multi-Family Condos & Townhomes
- C-1 Neighborhood Commercial
- C-2 General Business
- O-I Office-Institutional
- O-W Office-Warehouse
- M-1 Light Manufacturing
- M-2 Heavy Manufacturing
- T-5 Livable Communities Code Transect 5
- T-6 Livable Communities Code Transect 6
- T-5A Livable Communities Code Transect 5-A
- T-6A Livable Communities Code Transect 6-A
- SD-1 Special District 1
- Border Gwinnett County line
- Streets
- Rail



Appendix B
Proposed Site Plan



VICINITY MAP

PROJECT CONTACTS

OWNER: MACAULEY INVESTMENTS
2870 PEACHTREE ROAD, NW
SUITE 282
ATLANTA, GEORGIA 30305
PHONE: (770)-363-2665
CONTACT: STEPHEN MACAULEY

ARCHITECT: WAKEFIELD BEASLEY & ASSOCIATES
5200 AVALON BOULEVARD
ALPHARETTA, GEORGIA 30009
PHONE: (770) 209-9393
CONTACT: KEVIN LANDRY, AIA

CIVIL ENGINEER: KIMLEY-HORN AND ASSOCIATES, INC.
10 ROSWELL STREET
SUITE 210
ALPHARETTA, GEORGIA 30009
PHONE: (470) 299-7046
CONTACT: JARED McKINNON, P.E.

TRAFFIC ENGINEER: KIMLEY-HORN AND ASSOCIATES, INC.
817 WEST PEACHTREE STREET, NW
SUITE 601
ATLANTA, GEORGIA 30308
PHONE: (404) 419-8700
CONTACT: ELIZABETH JOHNSON, P.E.

Site Data:

TOTAL SITE AREA = 567,405 SF OR 13.0258 ACRES

EXISTING ZONING: TC-6 URBAN CORE

ROAD FRONTAGE:

BUFORD HIGHWAY	381.4 LF
LONGMIRE WAY	492.4 LF
NORTH DeKALB DRIVE	704.9 LF

NOTE: SITE ACREAGE INFORMATION DERIVED FROM A SURVEY PREPARED BY TERRAMARK DATED 05/31/2016.

Land Use Calculations

SITE:	USAGE:	
	350 UNITS	RESIDENTIAL
	175 UNITS	SENIOR LIVING RESIDENTIAL
	60,000 SF	RETAIL
	50,000 SF	OFFICE
	12,000 SF	PRIMROSE SCHOOL
	125 ROOMS	HOTEL
PARKING:	1313 SPACES	

NOTE:
1. THE AMENITY AREAS WILL HAVE BENCHES, STREET TREES, TRASH RECEPTACLES AND OTHER PEDESTRIAN FRIENDLY AMENITIES.
2. ALL INTERNAL SIDEWALKS WILL CONNECT TO EXISTING AND PROPOSED STREET SIDEWALKS. CROSSWALKS WILL BE PROVIDED AT EACH INTERSECTION. THE INTERSECTION AT BUFORD HIGHWAY AND, LONGMIRE WAY HAS AN EXISTING SIGNALIZED INTERSECTION WITH CROSSWALKS.
3. BICYCLE RACKS WILL BE PROVIDED AT KEY LOCATIONS FOR ALL USES.
4. A 10' WIDE MULTI-USE PATH WILL BE PROVIDED ALONG LONGMIRE WAY.
5. TRAFFIC CALMING MEASURES SUCH AS STAMPED OR DECORATIVE PAVING WILL BE USED AT KEY INTERNAL INTERSECTIONS.

No.	REVISIONS	DATE	BY
7			
6			
5			
4			
3			
2			
1			

Kimley»Horn
© 2016 KIMLEY-HORN AND ASSOCIATES, INC.
817 W. PEACHTREE STREET, NW
THE BILTMORE, SUITE 601
ATLANTA, GEORGIA 30308
PHONE (404) 418-8700
WWW.KIMLEY-HORN.COM

SCALE:
DRAWN BY: JM
DESIGNED BY: JM
CHECKED BY: BV

CLIENT: MACAULEY INVESTMENTS
2870 PEACHTREE ROAD, NW SUITE 282
ATLANTA, GEORGIA 30305

PROJECT: NEXUS
5597 BUFORD HIGHWAY, DORAVILLE, GA

TITLE: DRI #2635 SITE PLAN

DATE 00/00/0000
PROJECT NO. 019779001
SHEET NUMBER DRI-SP1

GRAPHIC SCALE IN FEET
0 25 50 100

Appendix C
Trip Generation Analysis

Trip Generation Analysis (9th Ed.)
Nexus DRI
Doraville, GA

Land Use		Intensity		Alternate Independent Variables Available	Daily Trips	AM Peak Hour			PM Peak Hour		
						Total	In	Out	Total	In	Out
Proposed Site Traffic											
220	Apartment	350	d.u.	persons, vehicles	2,245	175	35	140	210	137	73
252	Senior Adult Housing - Attached	175	occ. d.u.		543	35	12	23	44	24	20
310	Hotel	125	rooms	occ. rooms, employees	746	66	39	27	75	38	37
565	Day Care Center	12,000	s.f.	employees, students	889	146	77	69	148	70	78
710	General Office Building	50,000	s.f.	employees	775	110	97	13	134	23	111
826	Specialty Retail Center	60,000	s.f.		2,604	58	36	22	165	73	92
Gross Trips					**7,802**	**590**	**296**	**294**	**776**	**365**	**411**
Residential Trips					2,788	210	47	163	254	161	93
Mixed-Use Reductions					*-211*	*-6*	*-1*	*-5*	*-40*	*-26*	*-14*
Alternative Mode Reductions					*-258*	*-20*	*-5*	*-16*	*-21*	*-14*	*-8*
Adjusted Residential Trips					2,319	184	41	142	193	121	71
Hotel Trips					746	66	39	27	75	38	37
Mixed-Use Reductions					*-57*	*-4*	*0*	*-4*	*-9*	*-8*	*-1*
Alternative Mode Reductions					*-69*	*-6*	*-4*	*-2*	*-7*	*-3*	*-4*
Adjusted Hotel Trips					620	56	35	21	59	27	32
Office Trips					775	110	97	13	134	23	111
Mixed-Use Reductions					*-99*	*-14*	*-10*	*-4*	*-14*	*-6*	*-8*
Alternative Mode Reductions					*-68*	*-10*	*-9*	*-1*	*-12*	*-2*	*-10*
Adjusted Office Trips					608	86	78	8	108	15	93
Retail Trips					2,604	58	36	22	165	73	92
Mixed-Use Reductions					*-351*	*-12*	*-7*	*-5*	*-45*	*-14*	*-31*
Alternative Mode Reductions					*-225*	*-5*	*-3*	*-2*	*-12*	*-6*	*-6*
Pass By Reductions (Based on ITE Rates)					*0*	*0*	*0*	*0*	*0*	*0*	*0*
Adjusted Retail Trips					2,028	41	26	15	108	53	55
Other Non-Residential Trips					889	146	77	69	148	70	78
Mixed-Use Reductions											
Alternative Mode Reductions					*-89*	*-15*	*-8*	*-7*	*-15*	*-7*	*-8*
Adjusted Other Non-Residential Trips					800	131	69	62	133	63	70
Mixed-Use Reductions - TOTAL					*-718*	*-36*	*-18*	*-18*	*-108*	*-54*	*-54*
Alternative Mode Reductions - TOTAL					*-709*	*-56*	*-29*	*-28*	*-67*	*-32*	*-36*
Pass-By Reductions - TOTAL					*0*	*0*	*0*	*0*	*0*	*0*	*0*
New Trips					**6,375**	**498**	**249**	**248**	**601**	**279**	**321**
Driveway Volumes					**6,375**	**498**	**249**	**248**	**601**	**279**	**321**

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Appendix D
Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

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

Description	Buford Highway Northbound				Buford Highway Southbound				I-285 EB Ramp/Motors Eastbound				I-285 EB Ramp/Motors Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	206	447	472	0	400	1,006	913	0	28	52	58	8	175	1	144	0
Pedestrians		1				5				0				0		
Conflicting Pedestrians	0		0		0		0		5		1		1		5	
Heavy Vehicles	0	6	8	0	40	12	3	0	1	0	0	0	0	0	12	0
Heavy Vehicle %	0%	1%	2%	0%	10%	1%	0%	0%	4%	0%	0%	0%	0%	0%	8%	0%
Peak Hour Factor		0.92				0.95				0.83				0.88		
Adjustment																
Adjusted 2016 Volumes	206	447	472	0	400	1006	913	0	28	52	58	8	175	1	144	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment																
Other Proposed Developments																
2019 Background Traffic	215	467	494	0	418	1,052	955	0	29	54	61	8	183	1	151	0
Project Trips																
Trip Distribution IN		15%													25%	
Trip Distribution OUT					40%	15%										
Residential Trips	0	6	0	0	57	21	0	0	0	0	0	0	0	0	10	0
Trip Distribution IN		15%													25%	
Trip Distribution OUT					40%	15%										
Hotel Trips	0	5	0	0	8	3	0	0	0	0	0	0	0	0	9	0
Trip Distribution IN		10%													20%	
Trip Distribution OUT					45%	10%										
Office Trips	0	8	0	0	4	1	0	0	0	0	0	0	0	0	16	0
Trip Distribution IN		10%													20%	
Trip Distribution OUT					45%	10%										
Retail Trips	0	3	0	0	7	2	0	0	0	0	0	0	0	0	5	0
Trip Distribution IN		10%													20%	
Trip Distribution OUT					45%	10%										
Other Non-Residential Trips	0	7	0	0	28	6	0	0	0	0	0	0	0	0	14	0
Total Project Trips	0	29	0	0	104	33	0	0	0	0	0	0	0	0	54	0
2019 Buildout Total	215	496	494	0	522	1,085	955	0	29	54	61	8	183	1	205	0

PM PEAK HOUR

Description	Buford Highway Northbound				Buford Highway Southbound				I-285 EB Ramp/Motors Eastbound				I-285 EB Ramp/Motors Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	139	1,257	758	3	401	945	139	1	290	345	462	1	86	4	335	0
Pedestrians		0				1				3				2		
Conflicting Pedestrians	3		2		2		3		1		0		0		1	
Heavy Vehicles	1	4	5	0	29	5	2	0	2	2	0	0	1	0	8	0
Heavy Vehicle %	1%	0%	1%	0%	7%	1%	1%	0%	1%	1%	0%	0%	1%	0%	2%	0%
Peak Hour Factor		0.97				0.95				0.91				0.90		
Adjustment																
Adjusted 2016 Volumes	139	1257	758	3	401	945	139	1	290	345	462	1	86	4	335	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment																
Other Proposed Developments																
2019 Background Traffic	145	1,314	793	3	419	988	145	1	303	361	483	1	90	4	350	0
Project Trips																
Trip Distribution IN		15%													25%	
Trip Distribution OUT					40%	15%										
Residential Trips	0	18	0	0	28	11	0	0	0	0	0	0	0	0	30	0
Trip Distribution IN		15%													25%	
Trip Distribution OUT					40%	15%										
Hotel Trips	0	4	0	0	13	5	0	0	0	0	0	0	0	0	7	0
Trip Distribution IN		10%													20%	
Trip Distribution OUT					45%	10%										
Office Trips	0	2	0	0	42	9	0	0	0	0	0	0	0	0	3	0
Trip Distribution IN		10%													20%	
Trip Distribution OUT					45%	10%										
Retail Trips	0	5	0	0	25	6	0	0	0	0	0	0	0	0	11	0
Trip Distribution IN		10%													20%	
Trip Distribution OUT					45%	10%										
Non-Residential Trips	0	6	0	0	32	7	0	0	0	0	0	0	0	0	13	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	35	0	0	140	38	0	0	0	0	0	0	0	0	64	0
2019 Buildout Total	145	1,349	793	3	559	1,026	145	1	303	361	483	1	90	4	414	0

INTERSECTION VOLUME DEVELOPMENT

Buford Highway at I-285 WB Ramp
AM PEAK HOUR

Description	Buford Highway Northbound				Buford Highway Southbound				N/A Eastbound				I-285 WB Ramp Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	148	480	0	3	0	1,356	556	0	0	0	0	0	1,005	11	622	0
Pedestrians		0				2				4				5		
Conflicting Pedestrians	4		5		5		4		2		0		0		2	
Heavy Vehicles	0	24	0	0	0	69	34	0	0	0	0	0	8	0	45	0
Heavy Vehicle %	0%	5%	0%	0%	0%	5%	6%	0%	0%	0%	0%	0%	1%	0%	7%	0%
Peak Hour Factor		0.90				0.88				0.00				0.95		
Adjustment																
Adjusted 2016 Volumes	148	480	0	3	0	1356	556	0	0	0	0	0	1005	11	622	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment																
Other Proposed Developments																
2019 Background Traffic	155	502	0	3	0	1,418	581	0	0	0	0	0	1,051	12	650	0
Project Trips																
Trip Distribution IN		40%													40%	
Trip Distribution OUT						55%	25%									
Residential Trips	0	16	0	0	0	78	36	0	0	0	0	0	0	0	16	0
Trip Distribution IN		40%													40%	
Trip Distribution OUT						55%	25%									
Hotel Trips	0	14	0	0	0	12	5	0	0	0	0	0	0	0	14	0
Trip Distribution IN		30%													45%	
Trip Distribution OUT						55%	20%									
Office Trips	0	23	0	0	0	4	2	0	0	0	0	0	0	0	35	0
Trip Distribution IN		30%													45%	
Trip Distribution OUT						55%	20%									
Retail Trips	0	8	0	0	0	8	3	0	0	0	0	0	0	0	12	0
Trip Distribution IN		30%													45%	
Trip Distribution OUT						55%	20%									
Other Non-Residential Trips	0	21	0	0	0	34	12	0	0	0	0	0	0	0	31	0
Total Project Trips	0	82	0	0	0	136	58	0	0	0	0	0	0	0	108	0
2019 Buildout Total	155	584	0	3	0	1,554	639	0	0	0	0	0	1,051	12	758	0

PM PEAK HOUR

Description	Buford Highway Northbound				Buford Highway Southbound				N/A Eastbound				I-285 WB Ramp Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	208	1,658	0	3	0	1,033	181	0	0	0	0	0	430	2	558	0
Pedestrians		0				1				1				10		
Conflicting Pedestrians	1		10		10		1		1		0		0		1	
Heavy Vehicles	0	15	0	0	0	34	7	0	0	0	0	0	4	0	34	0
Heavy Vehicle %	0%	1%	0%	0%	0%	3%	4%	0%	0%	0%	0%	0%	1%	0%	6%	0%
Peak Hour Factor		0.98				0.93				0.00				0.88		
Adjustment																
Adjusted 2016 Volumes	208	1658	0	3	0	1033	181	0	0	0	0	0	430	2	558	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment																
Other Proposed Developments																
2019 Background Traffic	218	1,734	0	3	0	1,080	189	0	0	0	0	0	450	2	583	0
Project Trips																
Trip Distribution IN		40%													40%	
Trip Distribution OUT						55%	25%									
Residential Trips	0	48	0	0	0	39	18	0	0	0	0	0	0	0	48	0
Trip Distribution IN		40%													40%	
Trip Distribution OUT						55%	25%									
Hotel Trips	0	11	0	0	0	18	8	0	0	0	0	0	0	0	11	0
Trip Distribution IN		30%													45%	
Trip Distribution OUT						55%	20%									
Office Trips	0	5	0	0	0	51	19	0	0	0	0	0	0	0	7	0
Trip Distribution IN		30%													45%	
Trip Distribution OUT						55%	20%									
Retail Trips	0	16	0	0	0	30	11	0	0	0	0	0	0	0	24	0
Trip Distribution IN		30%													45%	
Trip Distribution OUT						55%	20%									
Non-Residential Trips	0	19	0	0	0	39	14	0	0	0	0	0	0	0	28	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	99	0	0	0	177	70	0	0	0	0	0	0	0	118	0
2019 Buildout Total	218	1,833	0	3	0	1,257	259	0	0	0	0	0	450	2	701	0

INTERSECTION VOLUME DEVELOPMENT

Buford Highway at North DeKalb Drive
AM PEAK HOUR

Description	Buford Highway Northbound				Buford Highway Southbound				N/A Eastbound				North DeKalb Drive Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	0	1,014	88	0	0	1,912	0	0	0	0	0	0	0	0	134	0
Pedestrians		0				0				0				2		
Conflicting Pedestrians	0		2		2		0		0		0		0		0	
Heavy Vehicles	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0
Heavy Vehicle %	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
Peak Hour Factor		0.93				0.88				0.00				0.84		
Adjustment																
Adjusted 2016 Volumes	0	1014	88	0	0	1912	0	0	0	0	0	0	0	0	134	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment																
Other Proposed Developments																
2019 Background Traffic	0	1,060	92	0	0	1,999	0	0	0	0	0	0	0	0	140	0
Project Trips																
Trip Distribution IN		40%	40%													
Trip Distribution OUT						80%									15%	
Residential Trips	0	16	16	0	0	114	0	0	0	0	0	0	0	0	21	0
Trip Distribution IN		40%	40%													
Trip Distribution OUT						80%									15%	
Hotel Trips	0	14	14	0	0	17	0	0	0	0	0	0	0	0	3	0
Trip Distribution IN		70%	5%													
Trip Distribution OUT						75%									5%	
Office Trips	0	55	4	0	0	6	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		70%	5%													
Trip Distribution OUT						75%									5%	
Retail Trips	0	18	1	0	0	11	0	0	0	0	0	0	0	0	1	0
Trip Distribution IN		70%	5%													
Trip Distribution OUT						75%									5%	
Other Non-Residential Trips	0	48	3	0	0	47	0	0	0	0	0	0	0	0	3	0
Total Project Trips	0	151	38	0	0	195	0	0	0	0	0	0	0	0	28	0
2019 Buildout Total	0	1,211	130	0	0	2,194	0	0	0	0	0	0	0	0	168	0

PM PEAK HOUR

Description	Buford Highway Northbound				Buford Highway Southbound				N/A Eastbound				North DeKalb Drive Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	0	1,757	459	0	0	1,214	0	0	0	0	0	0	0	0	78	0
Pedestrians		0				0				0				1		
Conflicting Pedestrians	0		1		1		0		0		0		0		0	
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.99				0.93				0.00				0.78		
Adjustment																
Adjusted 2016 Volumes	0	1757	459	0	0	1214	0	0	0	0	0	0	0	0	78	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment																
Other Proposed Developments																
2019 Background Traffic	0	1,837	480	0	0	1,269	0	0	0	0	0	0	0	0	82	0
Project Trips																
Trip Distribution IN		40%	40%													
Trip Distribution OUT						80%									15%	
Residential Trips	0	48	48	0	0	57	0	0	0	0	0	0	0	0	11	0
Trip Distribution IN		40%	40%													
Trip Distribution OUT						80%									15%	
Hotel Trips	0	11	11	0	0	26	0	0	0	0	0	0	0	0	5	0
Trip Distribution IN		70%	5%													
Trip Distribution OUT						75%									5%	
Office Trips	0	11	1	0	0	70	0	0	0	0	0	0	0	0	5	0
Trip Distribution IN		70%	5%													
Trip Distribution OUT						75%									5%	
Retail Trips	0	37	3	0	0	41	0	0	0	0	0	0	0	0	3	0
Trip Distribution IN		70%	5%													
Trip Distribution OUT						75%									5%	
Non-Residential Trips	0	44	3	0	0	53	0	0	0	0	0	0	0	0	4	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	151	66	0	0	247	0	0	0	0	0	0	0	0	28	0
2019 Buildout Total	0	1,988	546	0	0	1,516	0	0	0	0	0	0	0	0	110	0

INTERSECTION VOLUME DEVELOPMENT

Buford Highway at Site Dwy 2/Farmers Market Dwy
AM PEAK HOUR

Description	Buford Highway Northbound				Buford Highway Southbound				Farmers Market Dwy Eastbound				Site Dwy 2 Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	45	990	0	113	0	1,760	12	0	0	0	37	0	0	0	1	0
Pedestrians		0				3				4				4		
Conflicting Pedestrians	4		4		4		4		3		0		0		3	
Heavy Vehicles	0	62	0	0	0	106	0	0	0	0	0	0	0	0	1	0
Heavy Vehicle %	0%	6%	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%
Peak Hour Factor		0.94				0.93				0.71				0.25		
Adjustment																
Adjusted 2016 Volumes	45	990	0	113	0	1760	12	0	0	0	37	0	0	0	1	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment																
Other Proposed Developments																
2019 Background Traffic	47	1,035	0	118	0	1,840	13	0	0	0	39	0	0	0	1	0
Project Trips																
Trip Distribution IN		40%														
Trip Distribution OUT		5%		10%		70%										
Residential Trips	0	23	0	14	0	99	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		40%														
Trip Distribution OUT		5%		10%		70%										
Hotel Trips	0	15	0	2	0	15	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		15%	55%		10%											
Trip Distribution OUT		5%				75%									10%	
Office Trips	0	12	43	0	8	6	0	0	0	0	0	0	0	0	1	0
Trip Distribution IN		15%	55%		10%											
Trip Distribution OUT		5%				75%									10%	
Retail Trips	0	5	14	0	3	11	0	0	0	0	0	0	0	0	2	0
Trip Distribution IN		15%	55%		10%											
Trip Distribution OUT		5%				75%									10%	
Other Non-Residential Trips	0	13	38	0	7	47	0	0	0	0	0	0	0	0	6	0
Total Project Trips	0	68	95	16	18	178	0	0	0	0	0	0	0	0	9	0
2019 Buildout Total	47	1,103	95	134	18	2,018	13	0	0	0	39	0	0	0	10	0

PM PEAK HOUR

Description	Buford Highway Northbound				Buford Highway Southbound				Farmers Market Dwy Eastbound				Site Dwy 2 Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	144	1,668	0	59	1	1,040	33	1	0	0	109	0	0	0	0	0
Pedestrians		0				2				2				2		
Conflicting Pedestrians	2		2		2		2		2		0		0		2	
Heavy Vehicles	0	49	0	0	0	42	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	3%	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.97				0.89				0.85				0.00		
Adjustment																
Adjusted 2016 Volumes	144	1668	0	59	1	1040	33	1	0	0	109	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment																
Other Proposed Developments																
2019 Background Traffic	151	1,744	0	62	1	1,088	35	1	0	0	114	0	0	0	0	0
Project Trips																
Trip Distribution IN		40%														
Trip Distribution OUT		5%		10%		70%										
Residential Trips	0	52	0	7	0	50	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		40%														
Trip Distribution OUT		5%		10%		70%										
Hotel Trips	0	13	0	3	0	22	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		15%	55%		10%											
Trip Distribution OUT		5%				75%									10%	
Office Trips	0	7	8	0	2	70	0	0	0	0	0	0	0	0	9	0
Trip Distribution IN		15%	55%		10%											
Trip Distribution OUT		5%				75%									10%	
Retail Trips	0	11	29	0	5	41	0	0	0	0	0	0	0	0	6	0
Trip Distribution IN		15%	55%		10%											
Trip Distribution OUT		5%				75%									10%	
Non-Residential Trips	0	13	35	0	6	53	0	0	0	0	0	0	0	0	7	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	96	72	10	13	236	0	0	0	0	0	0	0	0	22	0
2019 Buildout Total	151	1,840	72	72	14	1,324	35	1	0	0	114	0	0	0	22	0

INTERSECTION VOLUME DEVELOPMENT

Buford Highway at Longmire Way
AM PEAK HOUR

Description	Buford Highway Northbound				Buford Highway Southbound				Longmire Way Eastbound				Longmire Way Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	204	769	18	0	17	1,425	27	0	35	8	289	0	25	8	21	0
Pedestrians		2				4				7				4		
Conflicting Pedestrians	7		4		4		7		4		2		2		4	
Heavy Vehicles	40	27	0	0	0	51	1	0	2	0	54	0	1	0	0	0
Heavy Vehicle %	20%	4%	0%	0%	0%	4%	4%	0%	6%	0%	19%	0%	4%	0%	0%	0%
Peak Hour Factor		0.92				0.84				0.93				0.75		
Adjustment																
Adjusted 2016 Volumes	204	769	18	0	17	1425	27	0	35	8	289	0	25	8	21	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment																
Other Proposed Developments																
2019 Background Traffic	213	804	19	0	18	1,490	28	0	37	8	302	0	26	8	22	0
Project Trips																
Trip Distribution IN			40%		10%					5%						
Trip Distribution OUT		5%											70%	5%	5%	
Residential Trips	0	7	16	0	4	0	0	0	0	2	0	0	99	7	7	0
Trip Distribution IN			40%		10%					5%						
Trip Distribution OUT		5%											70%	5%	5%	
Hotel Trips	0	1	14	0	4	0	0	0	0	2	0	0	15	1	1	0
Trip Distribution IN			15%		5%	5%				5%	5%					
Trip Distribution OUT	5%			10%									65%	5%	10%	
Office Trips	0	0	12	1	4	4	0	0	0	4	4	0	5	0	1	0
Trip Distribution IN			15%		5%	5%				5%	5%					
Trip Distribution OUT	5%			10%									65%	5%	10%	
Retail Trips	1	0	4	2	1	1	0	0	0	1	1	0	10	1	2	0
Trip Distribution IN			15%		5%	5%				5%	5%					
Trip Distribution OUT	5%			10%									65%	5%	10%	
Other Non-Residential Trips	3	0	10	6	3	3	0	0	0	3	3	0	40	3	6	0
Total Project Trips	4	8	56	9	16	8	0	0	0	12	8	0	169	12	17	0
2019 Buildout Total	217	812	75	9	34	1,498	28	0	37	20	310	0	195	20	39	0

PM PEAK HOUR

Description	Buford Highway Northbound				Buford Highway Southbound				Longmire Way Eastbound				Longmire Way Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	144	1,484	30	0	23	825	63	0	173	20	226	0	36	15	44	0
Pedestrians		6				4				6				1		
Conflicting Pedestrians	6		1		1		6		4		6		6		4	
Heavy Vehicles	23	23	0	0	0	9	1	0	3	0	27	0	0	1	0	0
Heavy Vehicle %	16%	2%	0%	0%	0%	1%	2%	0%	2%	0%	12%	0%	0%	7%	0%	0%
Peak Hour Factor		0.97				0.93				0.77				0.66		
Adjustment																
Adjusted 2016 Volumes	144	1484	30	0	23	825	63	0	173	20	226	0	36	15	44	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment																
Other Proposed Developments																
2019 Background Traffic	151	1,552	31	0	24	863	66	0	181	21	236	0	38	16	46	0
Project Trips																
Trip Distribution IN			40%		10%					5%						
Trip Distribution OUT		5%											70%	5%	5%	
Residential Trips	0	4	48	0	12	0	0	0	0	6	0	0	50	4	4	0
Trip Distribution IN			40%		10%					5%						
Trip Distribution OUT		5%											70%	5%	5%	
Hotel Trips	0	2	11	0	3	0	0	0	0	1	0	0	22	2	2	0
Trip Distribution IN			15%		5%	5%				5%	5%					
Trip Distribution OUT	5%			10%									65%	5%	10%	
Office Trips	5	0	2	9	1	1	0	0	0	1	1	0	60	5	9	0
Trip Distribution IN			15%		5%	5%				5%	5%					
Trip Distribution OUT	5%			10%									65%	5%	10%	
Retail Trips	3	0	8	6	3	3	0	0	0	3	3	0	36	3	6	0
Trip Distribution IN			15%		5%	5%				5%	5%					
Trip Distribution OUT	5%			10%									65%	5%	10%	
Non-Residential Trips	4	0	9	7	3	3	0	0	0	3	3	0	46	4	7	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	12	6	78	22	22	7	0	0	0	14	7	0	214	18	28	0
2019 Buildout Total	163	1,558	109	22	46	870	66	0	181	35	243	0	252	34	74	0

INTERSECTION VOLUME DEVELOPMENT

Longmire Way at Site Driveway 3
AM PEAK HOUR

Description	Site Dwy 3 Northbound				N/A Southbound				Longmire Way Eastbound				Longmire Way Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes																
Pedestrians																
Conflicting Pedestrians																
Heavy Vehicles																
Heavy Vehicle %																
Peak Hour Factor																
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment																
Other Proposed Developments																
2019 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN										40%	15%					
Trip Distribution OUT	18%													62%		
Residential Trips	26	0	0	0	0	0	0	0	0	16	6	0	0	88	0	0
Trip Distribution IN										40%	15%					
Trip Distribution OUT	18%													62%		
Hotel Trips	4	0	0	0	0	0	0	0	0	14	5	0	0	13	0	0
Trip Distribution IN										13%	12%					
Trip Distribution OUT	52%													28%		
Office Trips	4	0	0	0	0	0	0	0	0	10	9	0	0	2	0	0
Trip Distribution IN										13%	12%					
Trip Distribution OUT	52%													28%		
Retail Trips	8	0	0	0	0	0	0	0	0	3	3	0	0	4	0	0
Trip Distribution IN										13%	12%					
Trip Distribution OUT	52%													28%		
Other Non-Residential Trips	32	0	0	0	0	0	0	0	0	9	8	0	0	17	0	0
Total Project Trips	74	0	0	0	0	0	0	0	0	52	31	0	0	124	0	0
2019 Buildout Total	74	0	0	0	0	0	0	0	0	52	31	0	0	124	0	0

PM PEAK HOUR

Description	Site Dwy 3 Northbound				N/A Southbound				Longmire Way Eastbound				Longmire Way Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes																
Pedestrians																
Conflicting Pedestrians																
Heavy Vehicles																
Heavy Vehicle %																
Peak Hour Factor																
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment																
Other Proposed Developments																
2019 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN										40%	15%					
Trip Distribution OUT	18%													62%		
Residential Trips	13	0	0	0	0	0	0	0	0	48	18	0	0	44	0	0
Trip Distribution IN										40%	15%					
Trip Distribution OUT	18%													62%		
Hotel Trips	6	0	0	0	0	0	0	0	0	11	4	0	0	20	0	0
Trip Distribution IN										13%	12%					
Trip Distribution OUT	52%													28%		
Office Trips	48	0	0	0	0	0	0	0	0	2	2	0	0	26	0	0
Trip Distribution IN										13%	12%					
Trip Distribution OUT	52%													28%		
Retail Trips	29	0	0	0	0	0	0	0	0	7	6	0	0	15	0	0
Trip Distribution IN										13%	12%					
Trip Distribution OUT	52%													28%		
Non-Residential Trips	36	0	0	0	0	0	0	0	0	8	8	0	0	20	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	132	0	0	0	0	0	0	0	0	76	38	0	0	125	0	0
2019 Buildout Total	132	0	0	0	0	0	0	0	0	76	38	0	0	125	0	0

INTERSECTION VOLUME DEVELOPMENT

Longmire Way at Site Driveway 4
AM PEAK HOUR

Description	Site Dwy 4 Northbound				N/A Southbound				Longmire Way Eastbound				Longmire Way Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes																
Pedestrians																
Conflicting Pedestrians																
Heavy Vehicles																
Heavy Vehicle %																
Peak Hour Factor																
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment																
Other Proposed Developments																
2019 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN										22%	18%					
Trip Distribution OUT	18%													44%		
Residential Trips	26	0	0	0	0	0	0	0	0	9	7	0	0	62	0	0
Trip Distribution IN										22%	18%					
Trip Distribution OUT	18%													44%		
Hotel Trips	4	0	0	0	0	0	0	0	0	8	6	0	0	9	0	0
Trip Distribution IN										5%	8%					
Trip Distribution OUT	8%													20%		
Office Trips	1	0	0	0	0	0	0	0	0	4	6	0	0	2	0	0
Trip Distribution IN										5%	8%					
Trip Distribution OUT	8%													20%		
Retail Trips	1	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0
Trip Distribution IN										5%	8%					
Trip Distribution OUT	8%													20%		
Other Non-Residential Trips	5	0	0	0	0	0	0	0	0	3	6	0	0	12	0	0
Total Project Trips	37	0	0	0	0	0	0	0	0	25	27	0	0	88	0	0
2019 Buildout Total	37	0	0	0	0	0	0	0	0	25	27	0	0	88	0	0

PM PEAK HOUR

Description	Site Dwy 4 Northbound				N/A Southbound				Longmire Way Eastbound				Longmire Way Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes																
Pedestrians																
Conflicting Pedestrians																
Heavy Vehicles																
Heavy Vehicle %																
Peak Hour Factor																
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment																
Other Proposed Developments																
2019 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN										22%	18%					
Trip Distribution OUT	18%													44%		
Residential Trips	13	0	0	0	0	0	0	0	0	27	22	0	0	31	0	0
Trip Distribution IN										22%	18%					
Trip Distribution OUT	18%													44%		
Hotel Trips	6	0	0	0	0	0	0	0	0	6	5	0	0	14	0	0
Trip Distribution IN										5%	8%					
Trip Distribution OUT	8%													20%		
Office Trips	7	0	0	0	0	0	0	0	0	1	1	0	0	19	0	0
Trip Distribution IN										5%	8%					
Trip Distribution OUT	8%													20%		
Retail Trips	4	0	0	0	0	0	0	0	0	3	4	0	0	11	0	0
Trip Distribution IN										5%	8%					
Trip Distribution OUT	8%													20%		
Non-Residential Trips	6	0	0	0	0	0	0	0	0	3	5	0	0	14	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	36	0	0	0	0	0	0	0	0	40	37	0	0	89	0	0
2019 Buildout Total	36	0	0	0	0	0	0	0	0	40	37	0	0	89	0	0

INTERSECTION VOLUME DEVELOPMENT

Longmire Way at Site Driveway 5
AM PEAK HOUR

Description	Site Dwy 5 Northbound				N/A Southbound				Longmire Way Eastbound				Longmire Way Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes																
Pedestrians																
Conflicting Pedestrians																
Heavy Vehicles																
Heavy Vehicle %																
Peak Hour Factor																
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment																
Other Proposed Developments																
2019 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN											22%					
Trip Distribution OUT	44%															
Residential Trips	62	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0
Trip Distribution IN											22%					
Trip Distribution OUT	44%															
Hotel Trips	9	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0
Trip Distribution IN											5%					
Trip Distribution OUT	20%															
Office Trips	2	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
Trip Distribution IN											5%					
Trip Distribution OUT	20%															
Retail Trips	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Trip Distribution IN											5%					
Trip Distribution OUT	20%															
Other Non-Residential Trips	12	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
Total Project Trips	88	0	0	0	0	0	0	0	0	0	25	0	0	0	0	0
2019 Buildout Total	88	0	0	0	0	0	0	0	0	0	25	0	0	0	0	0

PM PEAK HOUR

Description	Site Dwy 5 Northbound				N/A Southbound				Longmire Way Eastbound				Longmire Way Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes																
Pedestrians																
Conflicting Pedestrians																
Heavy Vehicles																
Heavy Vehicle %																
Peak Hour Factor																
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment																
Other Proposed Developments																
2019 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN											22%					
Trip Distribution OUT	44%															
Residential Trips	31	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0
Trip Distribution IN											22%					
Trip Distribution OUT	44%															
Hotel Trips	14	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0
Trip Distribution IN											5%					
Trip Distribution OUT	20%															
Office Trips	19	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Trip Distribution IN											5%					
Trip Distribution OUT	20%															
Retail Trips	11	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
Trip Distribution IN											5%					
Trip Distribution OUT	20%															
Non-Residential Trips	14	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	89	0	0	0	0	0	0	0	0	0	40	0	0	0	0	0
2019 Buildout Total	89	0	0	0	0	0	0	0	0	0	40	0	0	0	0	0

INTERSECTION VOLUME DEVELOPMENT

North DeKalb Drive at Site Driveway 1
AM PEAK HOUR

Description	N/A Northbound Left	Through	Right	U-turn	Site Dwy 1 Southbound Left	Through	Right	U-turn	North DeKalb Drive Eastbound Left	Through	Right	U-turn	North DeKalb Drive Westbound Left	Through	Right	U-turn
Observed 2016 Traffic Volumes										88				134		
Pedestrians																
Conflicting Pedestrians																
Heavy Vehicles																
Heavy Vehicle %																
Peak Hour Factor																
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	88	0	0	0	134	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment																
Other Proposed Developments																
2019 Background Traffic	0	0	0	0	0	0	0	0	0	92	0	0	0	140	0	0
Project Trips																
Trip Distribution IN									20%	20%					3%	
Trip Distribution OUT					3%		10%							5%		
Residential Trips	0	0	0	0	4	0	14	0	8	8	0	0	0	7	1	0
Trip Distribution IN									20%	20%					3%	
Trip Distribution OUT					3%		10%							5%		
Hotel Trips	0	0	0	0	1	0	2	0	7	7	0	0	0	1	1	0
Trip Distribution IN									5%						5%	
Trip Distribution OUT					5%		5%									
Office Trips	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0
Trip Distribution IN									5%						5%	
Trip Distribution OUT					5%		5%									
Retail Trips	0	0	0	0	1	0	1	0	1	0	0	0	0	0	1	0
Trip Distribution IN									5%						5%	
Trip Distribution OUT					5%		5%									
Other Non-Residential Trips	0	0	0	0	3	0	3	0	3	0	0	0	0	0	3	0
Total Project Trips	0	0	0	0	9	0	20	0	23	15	0	0	0	8	10	0
2019 Buildout Total	0	0	0	0	9	0	20	0	23	107	0	0	0	148	10	0

PM PEAK HOUR

Description	N/A Northbound Left	Through	Right	U-turn	Site Dwy 1 Southbound Left	Through	Right	U-turn	North DeKalb Drive Eastbound Left	Through	Right	U-turn	North DeKalb Drive Westbound Left	Through	Right	U-turn
Observed 2016 Traffic Volumes										459				78		
Pedestrians																
Conflicting Pedestrians																
Heavy Vehicles																
Heavy Vehicle %																
Peak Hour Factor																
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	459	0	0	0	78	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment																
Other Proposed Developments																
2019 Background Traffic	0	0	0	0	0	0	0	0	0	480	0	0	0	82	0	0
Project Trips																
Trip Distribution IN									20%	20%					3%	
Trip Distribution OUT					3%		10%							5%		
Residential Trips	0	0	0	0	2	0	7	0	24	24	0	0	0	4	4	0
Trip Distribution IN									20%	20%					3%	
Trip Distribution OUT					3%		10%							5%		
Hotel Trips	0	0	0	0	1	0	3	0	5	5	0	0	0	2	1	0
Trip Distribution IN									5%						5%	
Trip Distribution OUT					5%		5%									
Office Trips	0	0	0	0	5	0	5	0	1	0	0	0	0	0	1	0
Trip Distribution IN									5%						5%	
Trip Distribution OUT					5%		5%									
Retail Trips	0	0	0	0	3	0	3	0	3	0	0	0	0	0	3	0
Trip Distribution IN									5%						5%	
Trip Distribution OUT					5%		5%									
Non-Residential Trips	0	0	0	0	4	0	4	0	3	0	0	0	0	0	3	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	15	0	22	0	36	29	0	0	0	6	12	0
2019 Buildout Total	0	0	0	0	15	0	22	0	36	509	0	0	0	88	12	0

INTERSECTION VOLUME DEVELOPMENT

North DeKalb Drive at Site Driveway 6
AM PEAK HOUR

Description	N/A Northbound Left	Through	Right	U-turn	Site Dwy 6 Southbound Left	Through	Right	U-turn	North DeKalb Drive Eastbound Left	Through	Right	U-turn	North DeKalb Drive Westbound Left	Through	Right	U-turn
Observed 2016 Traffic Volumes										88				134		
Pedestrians																
Conflicting Pedestrians																
Heavy Vehicles																
Heavy Vehicle %																
Peak Hour Factor																
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	88	0	0	0	134	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment																
Other Proposed Developments																
2019 Background Traffic	0	0	0	0	0	0	0	0	0	92	0	0	0	140	0	0
Project Trips																
Trip Distribution IN									20%					3%	2%	
Trip Distribution OUT					2%		5%			3%						
Residential Trips	0	0	0	0	3	0	7	0	8	4	0	0	0	1	1	0
Trip Distribution IN									20%					3%	2%	
Trip Distribution OUT					2%		5%			3%						
Hotel Trips	0	0	0	0	0	0	1	0	7	1	0	0	0	1	1	0
Trip Distribution IN															5%	
Trip Distribution OUT										5%						
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
Trip Distribution IN															5%	
Trip Distribution OUT										5%						
Retail Trips	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
Trip Distribution IN															5%	
Trip Distribution OUT										5%						
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0
Total Project Trips	0	0	0	0	3	0	8	0	15	9	0	0	0	2	10	0
2019 Buildout Total	0	0	0	0	3	0	8	0	15	101	0	0	0	142	10	0

PM PEAK HOUR

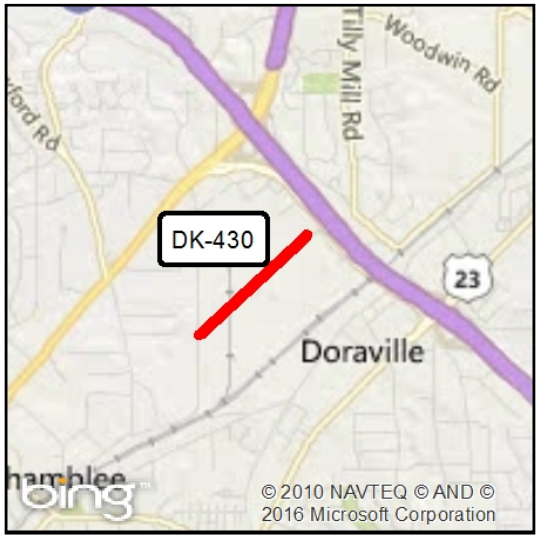
Description	N/A Northbound Left	Through	Right	U-turn	Site Dwy 6 Southbound Left	Through	Right	U-turn	North DeKalb Drive Eastbound Left	Through	Right	U-turn	North DeKalb Drive Westbound Left	Through	Right	U-turn
Observed 2016 Traffic Volumes										459				78		
Pedestrians																
Conflicting Pedestrians																
Heavy Vehicles																
Heavy Vehicle %																
Peak Hour Factor																
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	459	0	0	0	78	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046	1.046
New Road Adjustment																
Other Proposed Developments																
2019 Background Traffic	0	0	0	0	0	0	0	0	0	480	0	0	0	82	0	0
Project Trips																
Trip Distribution IN									20%					3%	2%	
Trip Distribution OUT					2%		5%			3%						
Residential Trips	0	0	0	0	1	0	4	0	24	2	0	0	0	4	2	0
Trip Distribution IN									20%					3%	2%	
Trip Distribution OUT					2%		5%			3%						
Hotel Trips	0	0	0	0	1	0	2	0	5	1	0	0	0	1	1	0
Trip Distribution IN															5%	
Trip Distribution OUT										5%						
Office Trips	0	0	0	0	0	0	0	0	0	5	0	0	0	0	1	0
Trip Distribution IN															5%	
Trip Distribution OUT										5%						
Retail Trips	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0
Trip Distribution IN															5%	
Trip Distribution OUT										5%						
Non-Residential Trips	0	0	0	0	0	0	0	0	0	4	0	0	0	0	3	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	2	0	6	0	29	15	0	0	0	5	10	0
2019 Buildout Total	0	0	0	0	2	0	6	0	29	495	0	0	0	87	10	0

Appendix E
Programmed Projects Fact Sheets

DK-430

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	WEST AVENUE FROM PEACHTREE ROAD TO MOTORS INDUSTRIAL WAY
GDOT Project No.	N/A
Federal ID No.	N/A
Status	Long Range
Service Type	Roadway / General Purpose Capacity
Sponsor	City of Doraville
Jurisdiction	DeKalb County
Analysis Level	In the Region's Air Quality Conformity Analysis
Existing Thru Lane	0
Planned Thru Lane	4



Network Year	2030
Corridor Length	0.5 miles

Detailed Description and Justification

The City of Doraville will improve West Avenue for 0.5 of mile from Peachtree Road to Motors Industrial Way.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	Local Jurisdiction/Municipality Funds		LR 2022-2030	**$12,700,000**	$0,000	$0,000	$0,000	$12,700,000
				$12,700,000	**$0,000**	**$0,000**	**$0,000**	**$12,700,000**

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.

Report Generated: 7/6/2016

NEW PEACHTREE RD FM N OF SHALLOWFORD RD TO STEWART RD - LCI

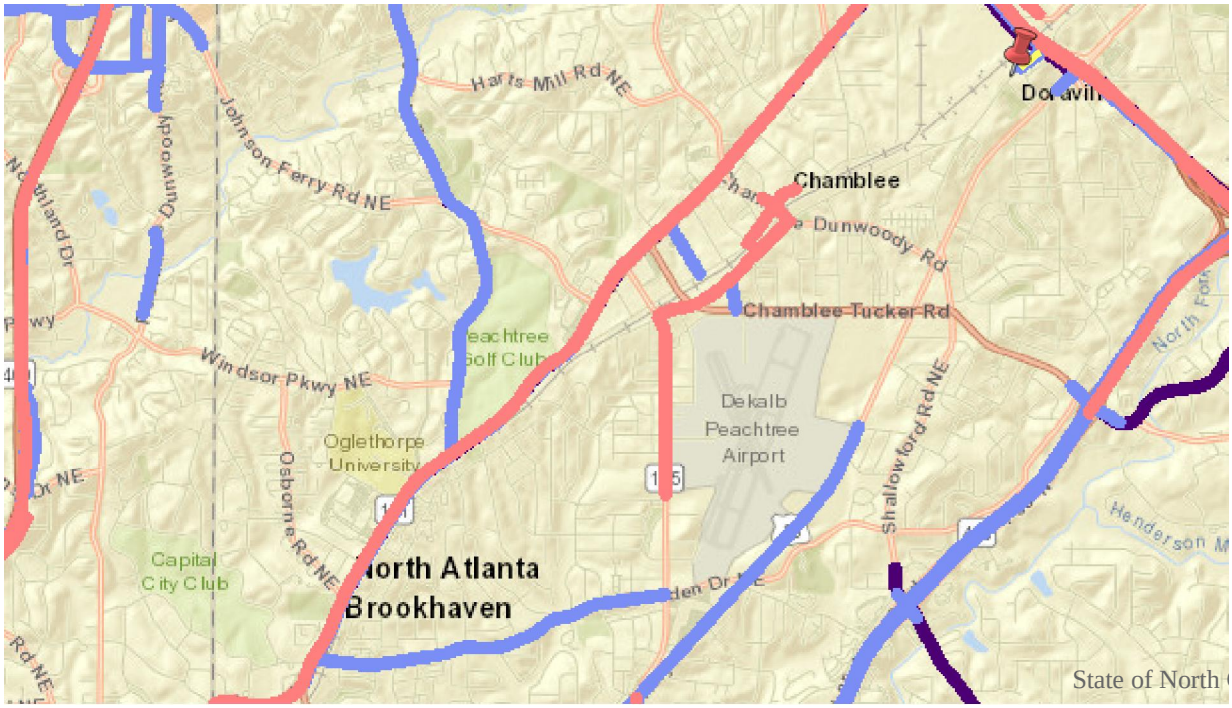
Project ID:	**0012612**	Notice to Proceed Date:	
Project Manager:	Jeremy Busby	Construction Percent Complete:	%
Office:	Program Delivery	Current Completion Date:	
County:	DeKalb	Work Completion Date:	
Congressional District:	006	Construction Contract Amount:	
State Senate District.:	040	Construction Contractor:	
State House District:	081	**Select Another Project**	
Project Type:	Enhancement	**Design Plan Documents**	
Project Status:	Construction Work Program	**Preconstruction Status Report**	
Right of Way Authorization:	11/15/2016	**Construction Status Report**	

Submit feedback to project manager

Project Description:

This project proposes to construct pedestian and or bicycle facilities on New Peachtree Road from north of Shallowford Rd. to Stewart Rd. DeKalb County. This is a Livable Centers Initiative (LCI) project.

PE (Preliminary Engineering)	2013	$0.00
ROW (Right of Way)	2014	$30,000.00
PE (Preliminary Engineering)	2014	$87,500.00
CST (Construction)	2014	$2,730,000.00



Project Documents
There are no items to show in this view.

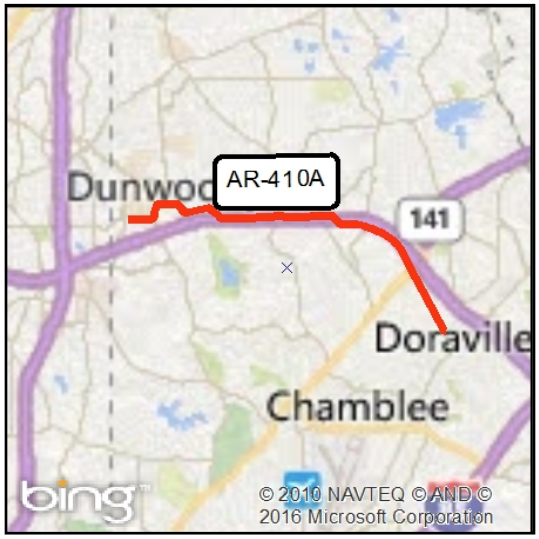
TOP 5 MOST VISITED

Transportation Project Search
Crash, Road & Traffic Data
Northwest Corridor Express Lanes
Contractors
Maps

AR-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
GDOT Project No.	0013251
Federal ID No.	N/A
Status	Long Range
Service Type	Transit / Facilities Capital
Sponsor	GDOT
Jurisdiction	Regional - Perimeter
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)
Existing Thru Lane	N/A
Planned Thru Lane	N/A



Network Year	2040
Corridor Length	4.5 miles

Detailed Description and Justification

This line item provides the funds set aside for protective right-of-way acquisition for the I-285 North corridor which will include transit. Build alternatives for light rail transit (LRT), bus rapid tranist (BRT), and express buss from Perimeter Center to Doraville.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					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.

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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
GDOT Project No.	0001758
Federal ID No.	N/A
Status	Long Range
Service Type	Roadway / Managed Lanes
Sponsor	GDOT
Jurisdiction	Regional - Perimeter
Analysis Level	In the Region's Air Quality Conformity Analysis
Existing Thru Lane	0
Planned Thru Lane	4

Network Year	2030	
Corridor Length	13.1	miles

Detailed Description and Justification

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.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	National Highway System	AUTH	2003	**$1,000,000**	~~$800,000~~	~~$200,000~~	~~$0,000~~	~~$0,000~~
PE	National Highway System	AUTH	2006	**$19,933,151**	~~$15,946,521~~	~~$3,986,630~~	~~$0,000~~	~~$0,000~~
PE	Interstate Maintenance	AUTH	2007	**$1,250,000**	~~$1,125,000~~	~~$125,000~~	~~$0,000~~	~~$0,000~~
PE	National Highway Performance Program (NHPP)	AUTH	2015	**$5,000,000**	~~$4,500,000~~	~~$500,000~~	~~$0,000~~	~~$0,000~~
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.

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DK-402

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	REVIVE 285 - I-285 NORTH COLLECTOR/DISTRIBUTOR LANES FROM US 23 (BUFORD HIGHWAY) TO I-85 NORTH
GDOT Project No.	0013256
Federal ID No.	N/A
Status	Long Range
Service Type	Roadway / Interchange Capacity
Sponsor	GDOT
Jurisdiction	Regional - Perimeter
Analysis Level	In the Region's Air Quality Conformity Analysis
Existing Thru Lane	0
Planned Thru Lane	2

Network Year	2030	
Corridor Length	1.1	miles

Detailed Description and Justification

This project will construct collector/distributor lanes from US 23 (Buford Highway) to I-85 North.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	General Federal Aid 2022-2040		LR 2022-2030	**$46,000,000**	$36,800,000	$9,200,000	$0,000	$0,000
				$46,000,000	**$36,800,000**	**$9,200,000**	**$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.

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DK-429

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	PARK AVENUE EXTENSION FROM SR 13 (BUFORD HIGHWAY) TO SR 141 (PEACHTREE BOULEVARD)
GDOT Project No.	N/A
Federal ID No.	N/A
Status	Long Range
Service Type	Roadway / General Purpose Capacity
Sponsor	City of Doraville
Jurisdiction	DeKalb County
Analysis Level	In the Region's Air Quality Conformity Analysis
Existing Thru Lane	0
Planned Thru Lane	2

Network Year	2030
Corridor Length	0.3 miles

Detailed Description and Justification

The City of Doraville will extend Park Avenue for 0.3 of a mile between SR 13 (Buford Highway) to SR 141 (Peachtree Boulevard).

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	Local Jurisdiction/Municipality Funds		LR 2022-2030	**$90,000,000**	$0,000	$0,000	$0,000	$90,000,000
				$90,000,000	**$0,000**	**$0,000**	**$0,000**	**$90,000,000**

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

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

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