Transportation Analysis

Cumberland Mall
DRI #3129

Cobb County, Georgia

Report Prepared:

July 2020

Prepared for:

Brookfield Properties

Prepared by:

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, Georgia 30009
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July 6, 2020

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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Cumberland Mall* development located in the Cobb County, Georgia. The approximate 17.29-acre site is located west of Akers Mill Road, north of Cumberland Boulevard, and south of Cobb Parkway (US 41/SR 3), adjacent to the vacant Sears anchor. The proposed *Cumberland Mall* mixed-use development will consist of residential, office, and retail/restaurant land uses with transit-oriented accommodations. The site currently consists of surface parking and a vacant auto repair shop. These existing uses will be demolished with the redevelopment of the site.

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 submittal of the Rezoning Application with the Cobb County on June 4, 2020 combined with the proposed development exceeding 600,000 gross square feet for mixed-use developments within an area ARC has designated on the Atlanta Region's Plan *Unified Growth Policy Map* as "Regional Employment Corridor". The DRI was formally triggered with the filing of the Initial DRI Information (Form 1 & Form 2) on July 1, 2020 by Cobb County.

The project site is located within the Cumberland LCI (Last Update 2017). The site is generally consistent with the overall theme of the LCI as it repurposes existing surface parking with higher-density, complimentary land uses. Therefore, according to GRTA's Procedures and Principles for GRTA Development of Regional Impact Review, the proposed DRI complies with the Expedited Review Criteria in **Section 3-102, Part F – Livable Centers Initiative (LCI)**.

The project site is currently zoned for CRC (community retail commercial), RRC (regional retail commercial), and PSC (planned shopping center) according to the *Cobb County Zoning Map*. The project site has a future land use of retail/service according to the *Cobb County Future Land Use Map*.

The Rezoning Application was submitted on June 4th, 2020. The proposed new zoning is RRC (regional retail commercial) for the entirety of the site.

The proposed development will consist of the following land uses and densities contained in **Table 1**:

Table 1: Proposed Land Uses and Densities

Land Use	Proposed Density
Multifamily Residential	312 units
Office	445,000 SF
Restaurant	31,200 SF
Fire Station	9,000 SF (3 bays)
Bus Terminal	10 bays (500 parking spaces)

***** *Approximately 25,000 SF vacant auto repair shop to be demolished*

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

The proposed project is expected to be completed by 2025, which will be considered the full build-out year in this analysis.

Capacity analyses were performed throughout the study network for the Existing 2018 conditions, the Projected 2025 No-Build conditions, and the Projected 2025 Build conditions. Additionally, per Cobb County Traffic Impact Study guidelines, capacity analyses were performed for Horizon Year 2035 No-Build conditions and Horizon Year 2035 Build Conditions.

- Existing 2018 conditions represent traffic volumes using counts collected in February and May 2018.
- Projected 2025 No-Build conditions represent the existing traffic volumes grown for seven (7) years at 1.5 percent per year throughout the study network, plus project trips associated with the planned Round1 entertainment facility being developed in the vacant Sears anchor.
- Projected 2025 Build conditions represent the Projected 2025 No-Build conditions including the additional project trips that are anticipated to be generated by the *Cumberland Mall* development.
- Per Cobb County Traffic Impact Study guidelines, Horizon Year 2035 No-Build and Horizon Year 2035 Build were included (see Section 8.0)

Based on the **Existing 2018** conditions, all existing study intersections currently operate at or above the acceptable overall LOS standard of E (due to the site's location in the Cumberland Regional Center, per GRTA Letter of Understanding (LOU)).

Based on the **Projected 2025 No-Build** conditions (excluding the *Cumberland Mall* DRI traffic), all study intersections are projected to operate at or above the acceptable overall LOS standard during both the AM and PM peak hours.

Based on the **Projected 2025 Build** (including the *Cumberland Mall* DRI traffic) conditions all study intersections are projected to operate at or above their acceptable overall LOS standards during the AM and PM peak hours.

The following site access improvements are recommended to serve traffic associated with the full build-out of the *Cumberland Mall* development:

- Intersection 2: Cumberland Boulevard at Mall Access A
  - Construct an additional southbound left-turn lane (creating dual lefts) exiting the mall to provide additional storage.
- Intersection 3: Cumberland Boulevard at Mall Access B
  - Reconfigure the intersection to restrict side-street left-turn and through movements and create an unsignalized RCUT intersection

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *Cumberland Mall* development located in Cobb County, Georgia. The approximate 17.29-acre site is located west of Akers Mill Road, north of Cumberland Boulevard, and south of Cobb Parkway (US 41/SR 3), adjacent to the vacant Sears anchor. The proposed *Cumberland Mall* development will consist of residential, office, and retail/restaurant land uses with transit-oriented accommodations. The site currently includes surface parking and a vacant auto repair shop. These existing uses will be demolished with the redevelopment of the site.

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 submittal of the Rezoning Application with the Cobb County on June 4, 2020 combined with the proposed development exceeding 600,000 gross square feet for mixed-use developments within an area ARC has designated on the Atlanta Region's Plan *Unified Growth Policy Map* as "Regional Employment Corridor". The DRI was formally triggered with the filing of the Initial DRI Information (Form 1 & Form 2) on July 1, 2020 by the Cobb County.

The project site is located within the Cumberland LCI (Last Update 2017). The site is generally consistent with the overall theme of the LCI as it repurposes surface parking with higher-density, complimentary land uses.

Therefore, according to GRTA's Procedures and Principles for GRTA Development of Regional Impact Review, the proposed DRI complies with the Expedited Review Criteria in **Section 3-102, Part F – Livable Centers Initiative (LCI)**, which states:

> *…the proposed DRI is located within an area approved for inclusion within the LCI program by the Atlanta Regional Commission and is consistent with the policies, design elements, and overall standards established by the study and any subsequently funded Supplemental Study(s). The local government(s) in which the LCI is located has completed and adopted the initial LCI Study within their Comprehensive Plan. Additionally, the local government(s) must have shown efforts towards implementation of the adopted study, by such methods as, approval of conforming development/redevelopment plan, adopted ordinances and/or codes, and implementation of the LCI's Five (5) Year Plan.*

Figure 1 provides the site location of the *Cumberland Mall* development. **Figure 2** provides an aerial image of the project site and surrounding area. The *Cobb County Zoning Map, Cobb County Future Land Use Map* and the *Atlanta Region's Plan Unified Growth Policy Map* are included in **Appendix B**.

The proposed project is expected to be completed by 2025, which will be considered the full build-out year in this analysis. A summary of the proposed land-use and density is shown in **Table 2**.

Table 2: Proposed Land Uses and Densities

Land Use	Proposed Density
Multifamily Residential	312 units
Office	445,000 SF
Restaurant	31,200 SF**
Fire Station	9,000 SF (3 bays)
Bus Terminal	10 bays (500 parking spaces)

***** *Approximately 25,000 SF vacant auto repair shop to be demolished*
*** A portion of the restaurant space may end up as retail space. However, for the purposes of the traffic study, restaurant was assumed as that results in a higher (more conservative) traffic generation.*

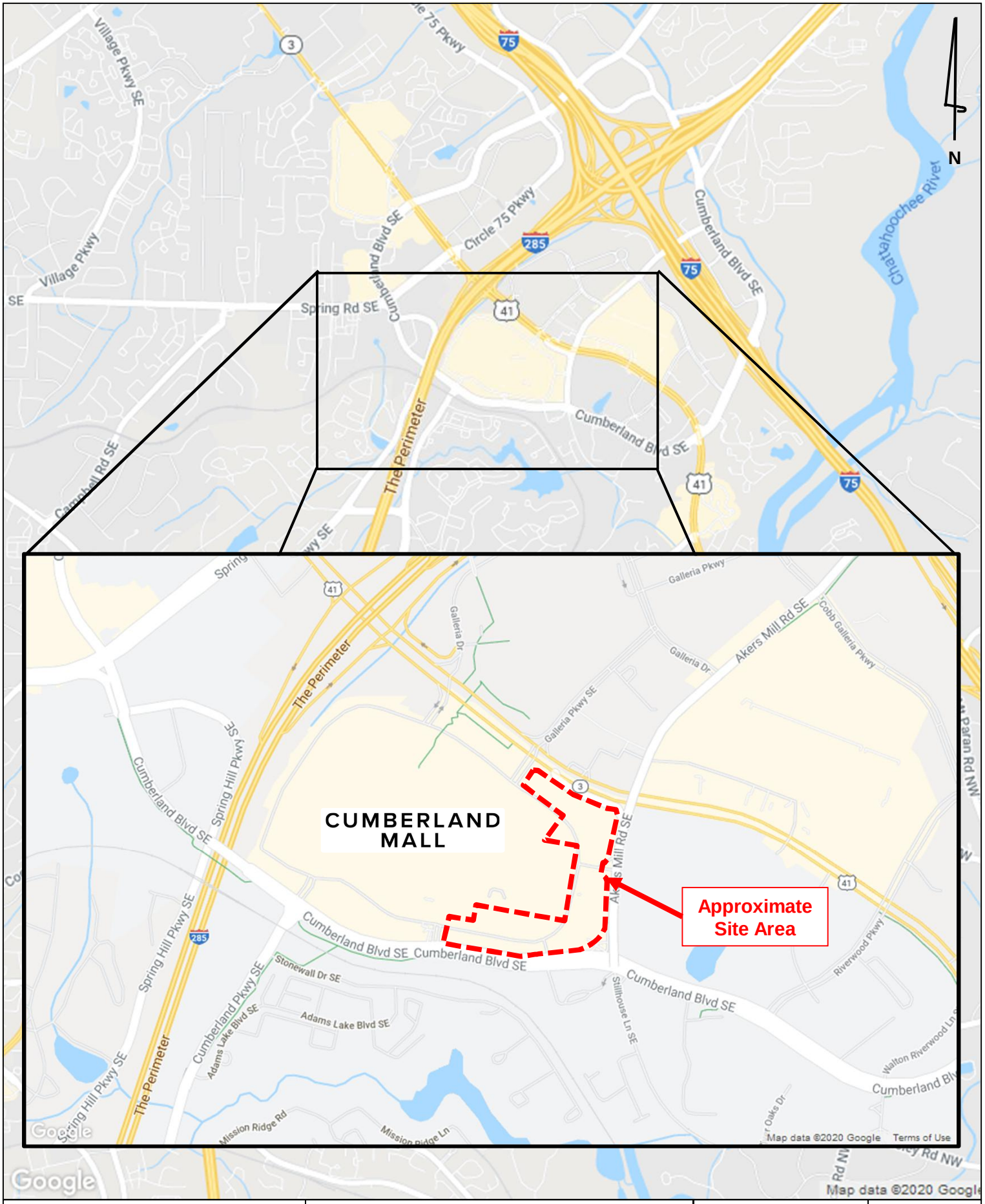
The proposed site plan is provided in **Appendix A**. A full-sized site plan consistent with GRTA's Site Plan Guidelines is also being submitted as part of the review package.

1.2 Site Access

As currently envisioned, the proposed *Cumberland Mall* development will be accessible via four (4) existing access points. Additionally, a new median break is proposed along Cumberland Boulevard for emergency access only.

1. **Cumberland Boulevard at Mall Access A (Intersection 2)** – An existing signalized intersection located approximately 1,200 feet west of Akers Mill Road.
2. **Cumberland Boulevard at Mall Access B (Intersection 3)** – An existing, unsignalized, full-movement intersection located approximately 400 feet west of Akers Mill Road. The intersection is proposed to be modified to an unsignalized RCUT with the construction of the *Cumberland Mall* development.
3. **Akers Mill Road at Mall Access C (Intersection 5)** – An existing, unsignalized, full-movement intersection located approximately 600 feet north of Cumberland Boulevard and 500 feet south of Cobb Parkway (US 41/SR 3).
4. **Cobb Parkway (US 41/SR 3) at Mall Access D (Intersection 7)** – An existing signalized intersection located approximately 700 feet west of the intersection with Akers Mill Road

Capacity analyses were performed for the proposed site driveway intersections using *Synchro 10.0*. The results of the capacity analyses are reported in *Section 5.3* of this report.



Kimley»Horn	*Cumberland Mall* *DRI #3129* *Transportation Analysis*	**Site Location**	**Figure 1**
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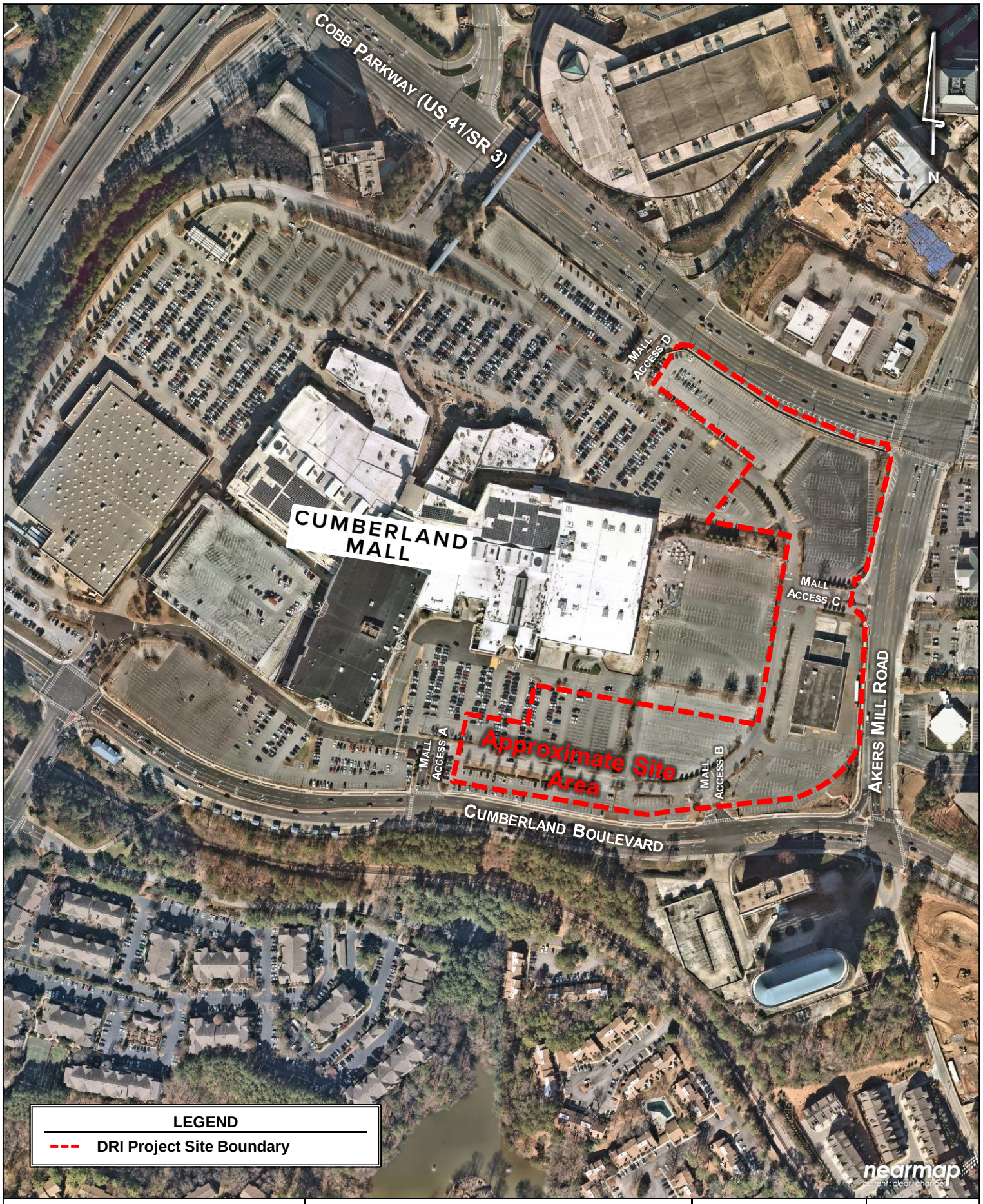

Kimley»Horn	*Cumberland Mall* *DRI #3129* *Transportation Analysis*	Site Aerial	Figure 2
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1.3 Internal Circulation Analysis

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

Parking will be provided in structured decks and surface lots on-site throughout the development. The current plan proposes 2,927 new parking spaces in addition to 333 existing parking spaces, for a total of 3,260 parking spaces (Note: 992 surfaces parking spaces will be removed to accommodate the development). It should be noted that the master plan is still being developed and parking details are subject to change.

1.4 Bicycle and Pedestrian Facilities

Pedestrian facilities (sidewalks) currently exist along the project site frontage along all adjacent public road frontages. Pedestrian facilities are proposed through the site to connect the public roadways and bus terminal to the mall and proposed office, residential, and commercial space. Additionally, pedestrian bridges provide access from Cumberland Mall across Cobb Parkway (US 41/SR 3) and I-285.

Additionally, a crosswalk or pedestrian bridge will be installed across Cumberland Boulevard to provide access from the proposed development to the Cumberland Extension of the Silver Comet Trail and proposed bus rapid transit facilities along the south side of Cumberland Boulevard.

1.5 Transit Facilities

The project site is proposed to include a bus park-and-ride facility, with 10 bus bays and 500 parking spaces. Operations from the existing CobbLinc Cumberland Transfer Station will be relocated into the bus facility on-site. The Cumberland Transfer Station is currently served by CobbLinc Bus Routes 10, R10, 15, 20, 25, 50, and the Blue Circulator, and MARTA Bus Route 12. These routes provide service to Kennesaw State University, Marietta, Austell, the Battery, Georgia Tech, West Midtown, and Midtown Atlanta. Connections to the Hamilton E Holmes MARTA Rail Station (Blue Line) and Arts Center MARTA Rail Station (Red/Gold Line) can be made via CobbLinc and MARTA bus routes. Additionally, accommodations will be made for future proposed Bus Rapid Transit (BRT) routes along I-285 and I-75.

2.0 METHODOLOGY AND ASSUMPTIONS

2.1 Study Network Determination

A general study area was determined based on a review of land uses and population densities in the area as well as a review of peak hour traffic counts and engineering judgement. The study area was agreed upon during methodology discussions with GRTA, ARC, GDOT, and Cobb County staff, and includes the following seven (7) intersections described in **Table 3**. The study intersections are shown in **Figure 3**.

Table 3: Intersection Control Summary	
Intersection	**Control**
1. Cumberland Boulevard at Cumberland Parkway	Signal
2. Cumberland Boulevard at Mall Access A	Signal
3. Cumberland Boulevard at Mall Access B	Two-Way Stop Control*
4. Cumberland Boulevard at Akers Mill Road	Signal
5. Akers Mill Road at Mall Access C	Two-Way Stop Control
6. Cobb Parkway (US 41/SR 3) at Akers Mill Road	Signal
7. Cobb Parkway (US 41/SR 3) at Mall Access D/Galleria Parkway	Signal

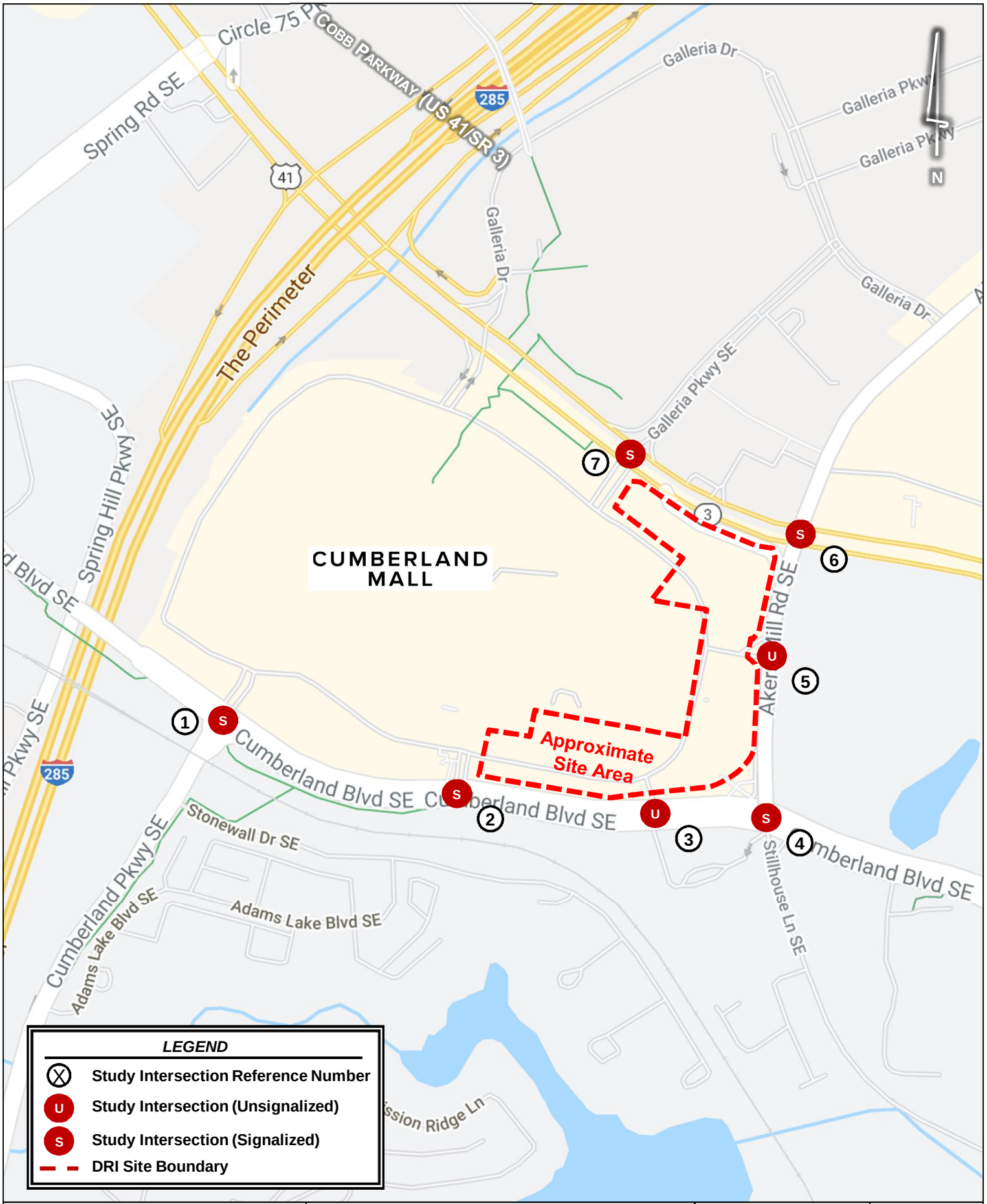
** To be converted to an unsignalized RCUT*

Each of the intersections listed in **Table 3** were analyzed for Existing 2018 conditions, Projected 2025 No-Build conditions, Projected 2025 Build conditions, Horizon Year 2035 No-Build conditions, and Horizon Year 2035 Build conditions.

2.2 Existing Roadway Facilities

Roadway classification descriptions and recent Average Daily Traffic (ADT) for the entire study area are provided in **Table 4** (bolded roadway runs adjacent to the site).

Table 4: Roadway Classifications			
Roadway	**No. of Lanes**	**Average Daily Traffic (ADT)**	**GDOT Functional Classification**
Cobb Parkway (US 41/SR 3)	**8**	**19,800 (east of Akers Mill Road**	**Principal Arterial**
Akers Mill Road	**6**	**-**	**Major Collector**
Cumberland Boulevard	**5**	**13,900 (east of Akers Mill Road)**	**Minor Arterial**
Cumberland Parkway	4	-	Major Collector



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2.3 Traffic Data Collection

Weekday peak hour turning movement counts were collected on Wednesday, February 7, 2018 and Thursday, May 17, 2018 at the study intersections during the AM and PM peak periods. Traffic count collection dates and peak hours for all the study intersections are shown in **Table 5.**

Table 5: Peak Hour Summary

Intersection	Collection Date	AM Peak Hour	PM Peak Hour
1. Cumberland Boulevard at Cumberland Parkway	5/17/2018	7:30 – 8:30 AM	5:00 – 6:00 PM
2. Cumberland Boulevard at Mall Access A	5/17/2018	7:30 – 8:30 AM	5:00 – 6:00 PM
3. Cumberland Boulevard at Mall Access B	5/17/2018	7:30 – 8:30 AM	5:00 – 6:00 PM
4. Cumberland Boulevard at Akers Mill Road	5/17/2018	7:45 – 8:45 AM	5:00 – 6:00 PM
5. Akers Mill Road at Mall Access C	5/17/2018	7:45 – 8:45 AM	5:00 – 6:00 PM
6. Cobb Parkway (US 41/SR 3) at Akers Mill Road	5/17/2018	7:30 – 8:30 AM	5:00 – 6:00 PM
7. Cobb Parkway (US 41/SR 3) at Mall Access D/Galleria Parkway	2/7/2018	8:00 – 9:00 AM	5:00 – 6:00 PM

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

2.4 Growth Rate

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the *Cumberland Mall* development. Background traffic includes 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 1.5 percent per year background traffic growth rate was used for all roadways.

The Projected 2025 No-Build conditions represent the Existing 2018 traffic volumes grown for seven (7) years at 1.5 percent per year throughout the study network with the addition of the project trips associated with the Round1 Entertainment redevelopment (to be open before 2021) of the Sears anchor. The Projected 2025 Build conditions represent the project trips generated by the *Cumberland Mall* development (discussed in Section 3.0 and 4.0) added to the Projected 2025 No-Build Conditions. Horizon Year 2035 conditions represent an additional ten years of growth at 1.5 percent per year (see Section 8.0).

2.5 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. LOS analyses were conducted at all intersections within the study network using *Synchro Professional, Version 10.0*. The program uses methodologies contained in the *6th Edition Highway Capacity Manual* to determine the operating characteristics of an intersection. *HCM 2000* methodology was used to

properly model free-flow right-turn movements. Existing traffic signal phasing and timing data was provided by Cobb County DOT.

LOS for signalized intersections and all-way stop controlled unsignalized 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.

LOS 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.

2.6 Level-of-Service Standards

For the purposes of this traffic analysis, a LOS standard of E was assumed for all intersections and segments within the study network due to their location within the Cumberland Regional Center, consistent with the GRTA LOU.

3.0 TRIP GENERATION

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

Reductions to gross trips are also considered in the analysis, including mixed-use reductions, alternative transportation mode reductions, and pass-by reductions.

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

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). As the *Cumberland Mall* development is located convenient to transit and as agreed upon in the GRTA LOU, a 10% alternative mode reduction was taken for the office and residential land uses only. The project site will incorporate a bus terminal, detailed in Section 1.5.

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

Trip generation for this proposed development is calculated based upon the following land uses: Park-and-Ride Lot with Bus or Light Rail Service (ITE 090), Multi-Family Housing (Mid-Rise) (ITE 221), Fire and Rescue Station (ITE 575), General Office Building (ITE 710), and High-Turnover (Sit-Down) Restaurant (ITE 932).

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

Table 6: Net New Trip Generation									
Code	Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
			Total	Enter	Exit	Enter	Exit	Enter	Exit
090	Park-and-Ride Lot with Bus or Light Rail Service	500 parking spaces	1,338	669	669	145	39	54	163
221	Multi-Family Housing (Mid-Rise)	312 units	1,698	849	849	27	77	81	51
575	Fire and Rescue Station	9,000 SF	N/A	N/A	N/A	N/A	N/A	1	3
710	General Office Building	445,000 SF	4,514	2,257	2,257	383	62	75	395
932	High-Turnover (Sit-Down) Restaurant	31,200 SF	3,556	1,778	1,778	173	142	192	118
Gross Project Trips			**11,106**	**5,553**	**5,553**	**728**	**320**	**403**	**730**
Mixed-Use Reduction			*-1,010*	*-505*	*-505*	*-100*	*-100*	*-36*	*-36*
Alternative Mode Reduction			*-568*	*-284*	*-284*	*-37*	*-8*	*-14*	*-43*
Pass-by Reduction			*-1,322*	*-661*	*-661*	*-0*	*-0*	*-60*	*-60*
Net New Trips			**8,206**	**4,103**	**4,103**	**590**	**211**	**292**	**590**

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

4.0 TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution and assignment of new project trips was based on the project land uses, a review of land use densities and road facilities in the area, engineering judgement, and methodology discussions with GRTA, ARC, GDOT, and Cobb County staff.

Figure 4 - **Figure 6** display the anticipated distribution and assignment of residential, office/restaurant, and park and ride trips throughout the study roadway network. These trip assignment percentages were applied to the net new trips expected to be generated by the development, and the volumes were assigned to the roadway network. The combined peak hour *Cumberland Mall* development project trips anticipated at study intersections and driveways are shown in **Figure 7**.

The Projected 2025 Build conditions add the project trips associated with the *Cumberland Mall* development to the Projected 2025 No-Build conditions. Detailed intersection volume worksheets are provided in **Appendix D**.

LEGEND

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

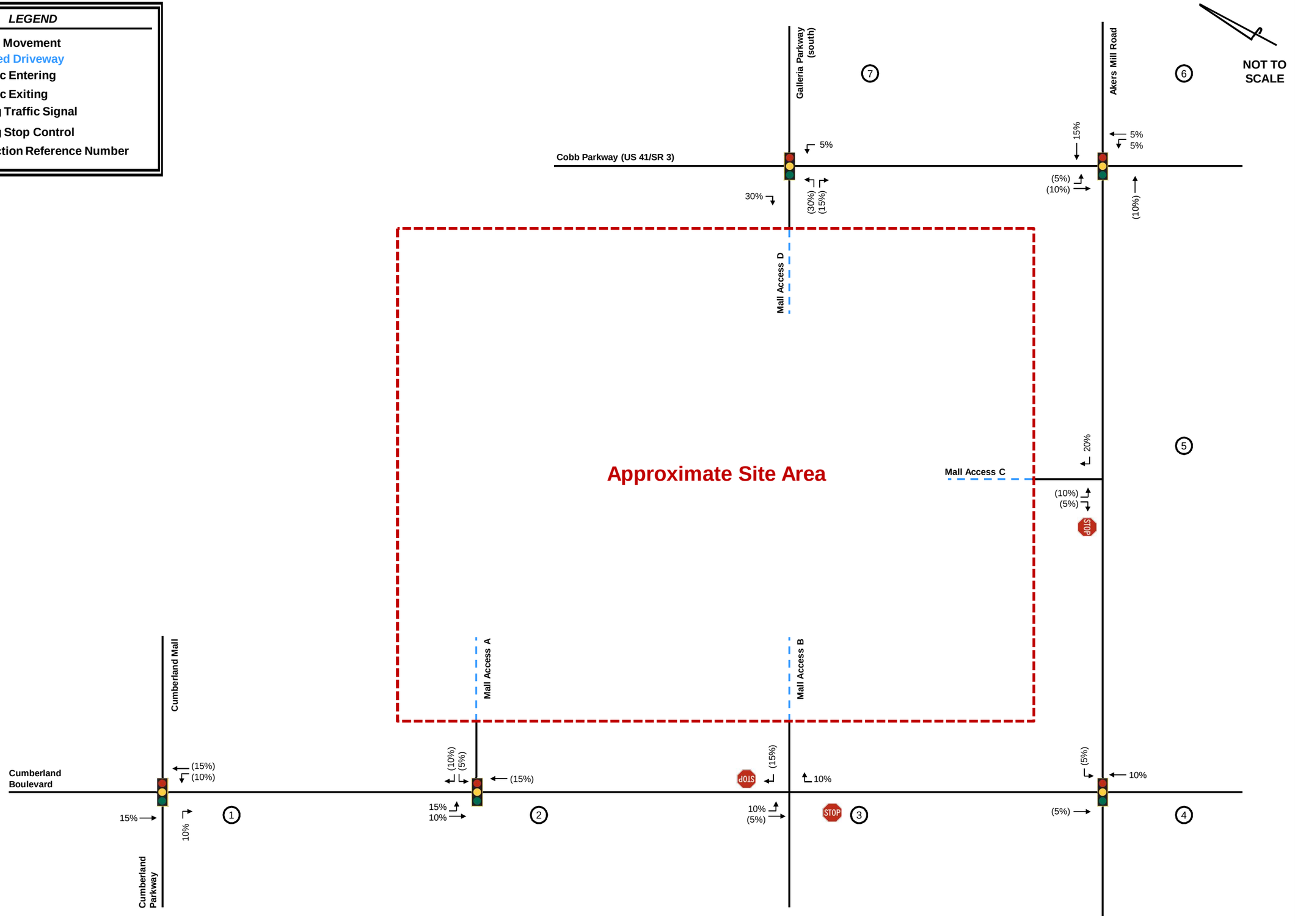

Figure 4

Non-Residential Trip Distribution

Cumberland Mall
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LEGEND

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

NOT TO SCALE

Approximate Site Area

Cobb Parkway (US 41/SR 3)

Galleria Parkway (south)

Akers Mill Road

Mall Access D

Mall Access C

Mall Access A

Mall Access B

Cumberland Mall

Cumberland Boulevard

Cumberland Parkway

Figure 5

Residential Trip Distribution

Cumberland Mall DRI #3129 Transportation Analysis

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LEGEND

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

NOT TO SCALE

Approximate Site Area

Cobb Parkway (US 41/SR 3)

Galleria Parkway (south)

Akers Mill Road

Mall Access D

Mall Access C

Mall Access A

Mall Access B

Cumberland Mall

Cumberland Boulevard

Cumberland Parkway

Figure 6

Park & Ride Trip Distribution

Cumberland Mall DRI #3129 Transportation Analysis

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LEGEND

- Turning Movement
- Proposed Driveway
- XX — AM Peak Hour Project Trips
- (XX) — PM Peak Hour Project Trips
- Existing Traffic Signal
- Existing Stop Control
- (X) — Intersection Reference Number

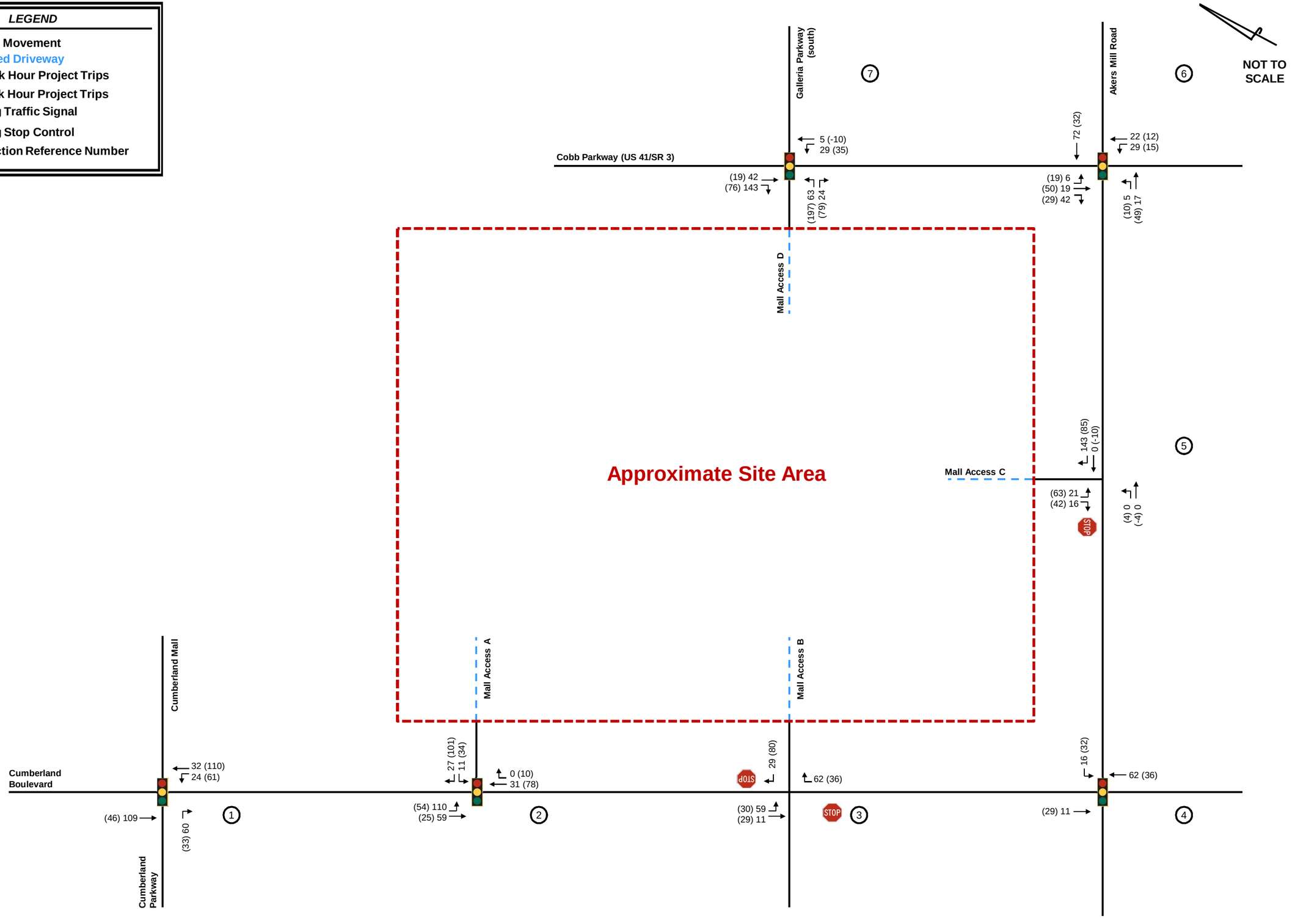

Figure 7

Project Trips

Cumberland Mall
DRI #3129
Transportation Analysis

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5.0 TRAFFIC ANALYSIS

5.1 Existing 2018 Conditions

The existing peak hour traffic volumes were entered into *Synchro 10.0,* and capacity analyses were performed for the AM and PM peak hours. Detailed *Synchro* analysis reports for all scenarios are available upon request.

The existing peak hour traffic volumes are displayed in **Figure 8**, and the results of the capacity analyses for the Existing 2018 conditions are shown in **Table 7**.

Table 7: Existing 2018 Level-of-Service Summary
LOS (delay in seconds)

Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Cumberland Boulevard at Cumberland Parkway	Signal	Overall	E	D (43.5)	E (72.8)
2. Cumberland Boulevard at Mall Access A	Signal	Overall	E	A (1.4)	B (15.3)
3. Cumberland Boulevard at Mall Access B	TWSC	NB	N/A	E (35.5)	B (10.2)
		SB	N/A	A (9.3)	B (13.5)
		EBL	N/A	A (8.6)	B (10.0)
		WBL	N/A	C (15.3)	A (9.9)
4. Cumberland Boulevard at Akers Mill Road	Signal	Overall	E	C (23.4)	C (22.0)
5. Akers Mill Road at Mall Access C	TWSC	NBL	N/A	A (9.3)	C (19.0)
		EB	N/A	B (10.3)	C (20.7)
6. Cobb Parkway (US 41/SR 3) at Akers Mill Road	Signal	Overall	E	D (44.6)	D (50.9)
7. Cobb Parkway (US 41/SR 3) at Mall Access D/Galleria Parkway	Signal	Overall	E	B (15.6)	C (20.6)

As shown in **Table 7**, all study intersections currently operate at or above their acceptable overall level-of-service standard of E during the AM and PM peak hours for the Existing 2018 conditions.

LEGEND

- Existing Roadway Laneage
- Proposed Driveway
- XX — AM Peak Hour Traffic Volumes
- (XX) — PM Peak Hour Traffic Volumes
- Existing Traffic Signal
- Existing Stop Control
- (X) — Intersection Reference Number

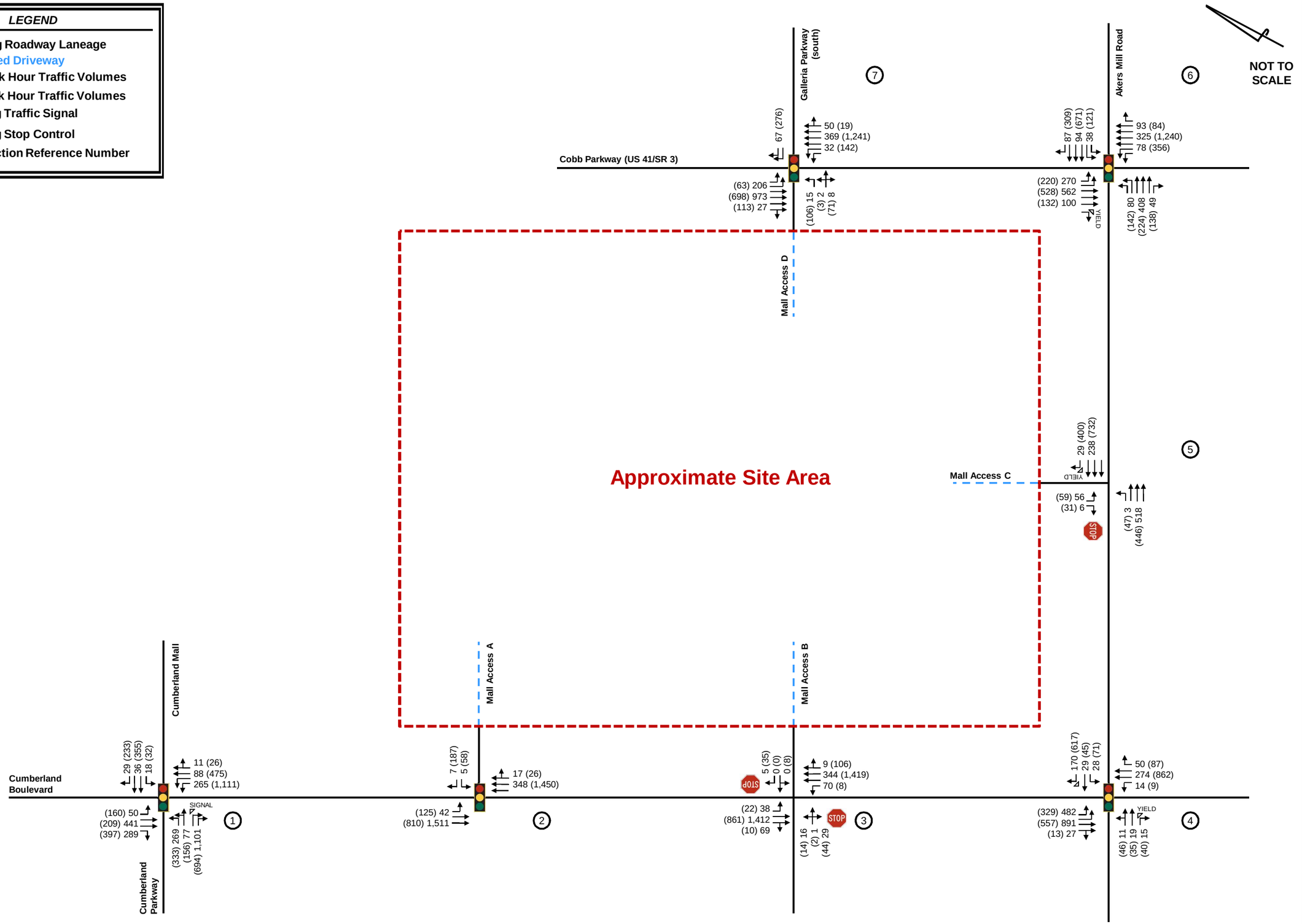

Figure 8

Existing 2018 Conditions

Cumberland Mall
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Transportation Analysis

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5.2 Projected 2025 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased for seven (7) years at 1.5 percent per year throughout the study network with the addition of the project trips associated with Round1 Entertainment being developed in the vacant Sears anchor. These volumes were entered into *Synchro 10.0*, and capacity analyses were performed. The Projected 2025 No-Build conditions were analyzed using existing roadway geometry and intersection control.

The intersection laneage and traffic volumes for the Projected 2025 No-Build conditions are shown in **Figure 9**. The results of the capacity analyses for the Projected 2025 No-Build are shown in **Table 8**.

Table 8: Projected 2025 No-Build Level-of-Service Summary
LOS (delay in seconds)

Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Cumberland Boulevard at Cumberland Parkway	Signal	Overall	E	D (46.5)	E (75.6)
2. Cumberland Boulevard at Mall Access A	Signal	Overall	E	A (2.9)	B (18.9)
3. Cumberland Boulevard at Mall Access B	TWSC	NB	N/A	F (59.9)	B (10.7)
		SB	N/A	A (9.4)	C (15.2)
		EBL	N/A	A (8.6)	B (10.4)
		WBL	N/A	C (17.7)	B (10.4)
4. Cumberland Boulevard at Akers Mill Road	Signal	Overall	E	C (23.8)	C (23.2)
5. Akers Mill Road at Mall Access C	TWSC	NBL	N/A	A (9.4)	C (22.2)
		EB	N/A	B (10.3)	D (25.1)
6. Cobb Parkway (US 41/SR 3) at Akers Mill Road	Signal	Overall	E	D (45.5)	E (56.7)
7. Cobb Parkway (US 41/SR 3) at Mall Access D/Galleria Parkway	Signal	Overall	E	B (16.1)	C (21.0)

As shown in **Table 8**, all study intersections are projected to operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours for the 2025 No-Build conditions.

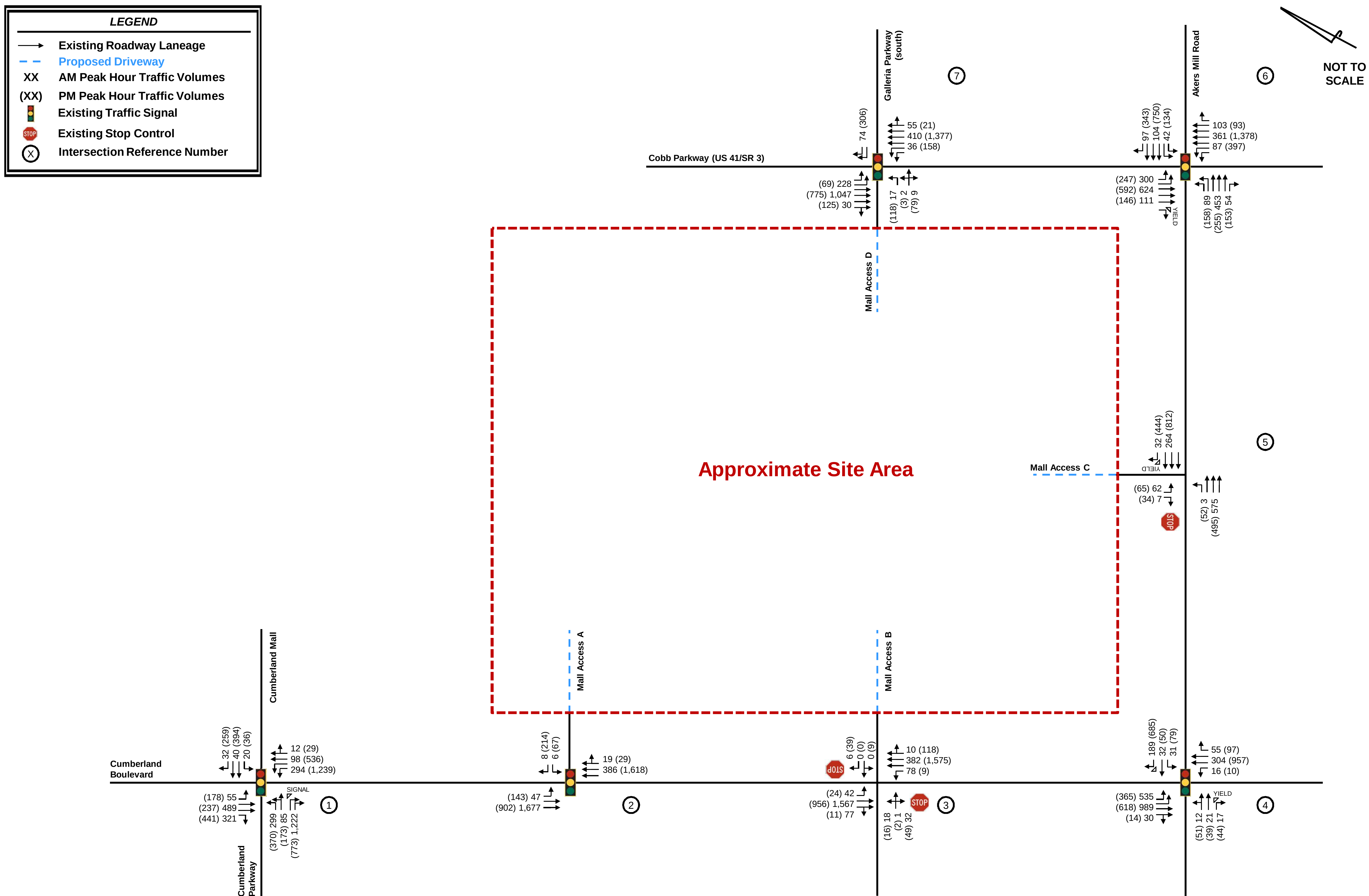

LEGEND
Existing Roadway Laneage
Proposed Driveway
XX AM Peak Hour Traffic Volumes
(XX) PM Peak Hour Traffic Volumes
Existing Traffic Signal
Existing Stop Control
Intersection Reference Number
NOT TO SCALE
Approximate Site Area
Cobb Parkway (US 41/SR 3)
Galleria Parkway (south)
Akers Mill Road
Mall Access D
Mall Access C
Mall Access A
Mall Access B
Cumberland Mall
Cumberland Boulevard
Cumberland Parkway
SIGNAL
YIELD
STOP
74 (306)
55 (21)
410 (1,377)
36 (158)
(69) 228
(775) 1,047
(125) 30
(118) 17
(3) 2
(79) 9
97 (343)
104 (750)
42 (134)
103 (93)
361 (1,378)
87 (397)
(247) 300
(592) 624
(146) 111
(158) 89
(255) 453
(153) 54
32 (444)
264 (812)
(65) 62
(34) 7
(52) 3
(495) 575
32 (259)
40 (394)
20 (36)
12 (29)
98 (536)
294 (1,239)
(178) 55
(237) 489
(441) 321
(370) 299
(173) 85
(773) 1,222
8 (214)
6 (67)
19 (29)
386 (1,618)
(143) 47
(902) 1,677
6 (39)
0 (0)
0 (9)
10 (118)
382 (1,575)
78 (9)
(24) 42
(956) 1,567
(11) 77
(16) 18
(2) 1
(49) 32
189 (685)
32 (50)
31 (79)
55 (97)
304 (957)
16 (10)
(365) 535
(618) 989
(14) 30
(51) 12
(39) 21
(44) 17
1
2
3
4
5
6
7

Figure 9

Projected 2025 No-Build Conditions

***Cumberland Mall DRI #3129* Transportation Analysis**

Kimley-Horn

5.3 Projected 2025 Build Conditions

The traffic associated with the proposed *Cumberland Mall* development was added to the Projected 2025 No-Build volumes. These volumes were then entered into *Synchro 10.0*, and capacity analyses were performed. The Projected 2025 Build conditions were analyzed using the Projected 2025 No-Build roadway geometry and intersection control. Additionally, the Projected 2025 Build conditions analysis included the geometry and intersection control for the proposed site driveways as shown in the DRI site plan.

The intersection laneage and traffic volumes used for the Projected 2025 Build conditions are shown in **Figure 10**. The results of the capacity analyses for the Projected 2025 Build conditions are shown in **Table 9**.

Table 9: Projected 2025 Build Level-of-Service Summary
LOS (delay in seconds)

Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Cumberland Boulevard at Cumberland Parkway	Signal	Overall	E	D (48.4)	E (77.5)
2. Cumberland Boulevard at Mall Access A	Signal	Overall	E	A (4.8)	C (26.4)
3. Cumberland Boulevard at Mall Access B	TWSC - RCUT	NB	N/A	C (18.8)	B (13.1)
		SB	N/A	B (10.0)	B (13.6)
		EBL	N/A	A (9.9)	B (11.1)
		WBL	N/A	C (17.9)	B (10.5)
4. Cumberland Boulevard at Akers Mill Road	Signal	Overall	E	C (27.2)	C (27.1)
5. Akers Mill Road at Mall Access C	TWSC	NBL	N/A	B (10.2)	C (24.8)
		EB	N/A	B (10.4)	E (41.0)
6. Cobb Parkway (US 41/SR 3) at Akers Mill Road	Signal	Overall	E	D (46.6)	E (59.6)
7. Cobb Parkway (US 41/SR 3) at Mall Access D/Galleria Parkway	Signal	Overall	E	B (18.5)	D (38.7)

**Note: It is not uncommon to have long delays for side-street stop-controlled approaches when there is heavy major street volume.*

As shown in **Table 9**, all study intersections are projected to operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours for the Projected 2025 Build conditions.

Based on the Projected 2025 Build conditions scenario the following site access improvements should be considered:

- Intersection 2: Cumberland Boulevard at Mall Access B
  - Construct an additional southbound left-turn (creating dual lefts) exiting the mall to provide additional storage.
- Intersection 3: Cumberland Boulevard at Mall Access C
  - Reconfigure the intersection to restrict side-street left-turn and through movements and create an unsignalized RCUT intersection

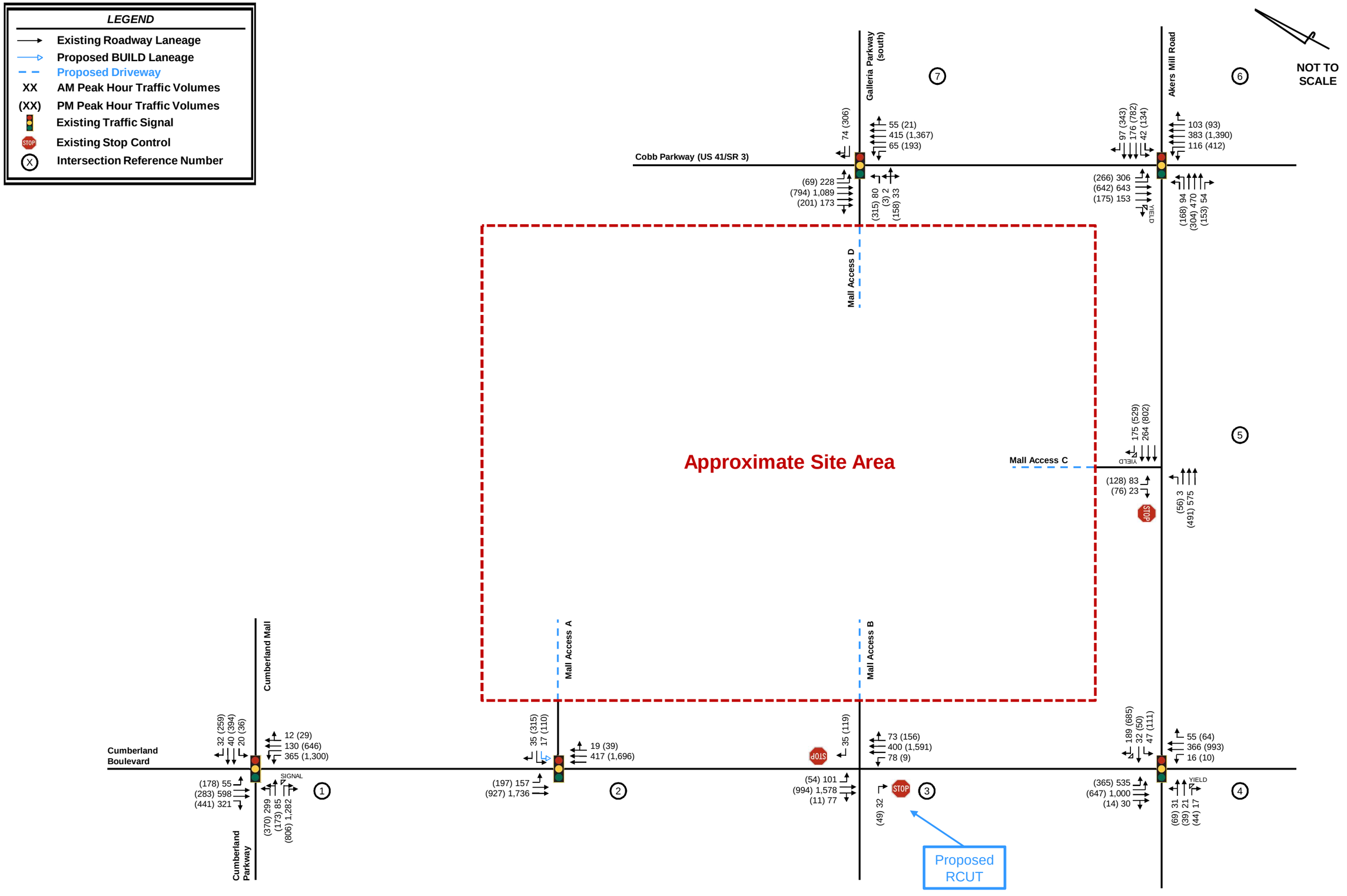


Figure 10

Projected 2025
Build Conditions

Cumberland Mall
DRI #3129
Transportation Analysis

Kimley»Horn

6.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC's Transportation Improvement Program, the Regional Transportation Plan (Atlanta Region's Plan), GDOT's construction work programs, Cobb County's programmed projects, and the GA STIP, the following projects are programmed or planned to be completed by the respective years within the vicinity of the proposed development. The identified projects are listed in **Table 10** below.

Table 10: Programmed Improvements

#	Year	Project ID	Project Description
1	Complete	N/A	Cobb SPLOST – Safety and Operational Improvements along Cumberland Boulevard from Akers Mill Road to Spring Road
2	2022	PI#0015051	HOV interchange for I-75 to the north at Akers Mill Road, will line up with the existing HOV ramps.
3	2030	AR-ML-200	Top End I-285 Express Lanes and Collector/Distributor Lane Improvements from I-75 to I-85 – Construction of 2 express lanes in each direction.
4	2030	AR-ML-210	I-285 West Express Lanes from I-20 to I-75 – Construction of 2 express lanes in each direction.
5	2050	AR-475	Connect Cobb Bus Rapid Transit from Kennesaw State University to Midtown Atlanta – utilizing the Cumberland Transfer Center
6	2050	AR-409A	I-285 North High Capacity Transit Service from West Paces Ferry to Northlake Mall

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

7.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

The project site is currently zoned RRC, CRC, PSC according to the Cobb County Zoning Ordinance Map. The project site is proposed to be rezoned to RRC (regional retail commercial). The Rezoning Application was submitted on June 4th, 2020.

The *Cumberland Mall* site is consistent with the vision of the LCI, as it replaces surface parking with complimentary land uses, pedestrian facilities, and a relocated transit hub in close proximity to I-285. As stated in the LCI:

> *"The subarea offers ample redevelopment opportunities at a variety of scales that can take advantage of future enhanced transit service. Through a combination of redevelopment, retrofit, and public improvements, the area will grow to become the civic heart of a connected walkable and bikeable district that is appealing to visitors both day or night. Higher-density, pedestrian-oriented buildings will rise from areas of surface parking; continued streetscape and crosswalk improvements will support mobility choices for all users; a green multi-use trail loop will provide improved pedestrian and bike access to adjacent subareas and the river; and a relocated transit hub near the expressway will prepare Cumberland for enhanced transit service while encouraging more area residents, employees, and visitors to use transit and walk."*

Per the ARC's Unified Growth Policy Map, the project site is located in a "Regional Employment Corridor" area type. The project site is within and adheres to the recommendations of the most recent Cumberland LCI (2017) program. The land use maps are provided in **Appendix B**.

8.0 ADDITIONAL CONSIDERATIONS

Per the request of Cobb County, analysis for Horizon Year 2035 conditions (10 years beyond the planned build-out) was prepared to satisfy the Cobb County Traffic Impact Study Guidelines. The Horizon Year 2035 No-Build conditions represent the Existing 2018 traffic volumes grown for seventeen (17) years at 1.5 percent per year throughout the study network with the addition of the project trips associated with the Round1 Entertainment redevelopment (to be open before 2021) of the Sears anchor. The Horizon Year 2035 Build conditions represent the project trips generated by the *Cumberland Mall* development (discussed in Section 3.0 and 4.0) added to the Horizon Year 2035 No-Build conditions.

8.1 Horizon Year 2035 No-Build Conditions

The existing peak hour traffic volumes were entered into *Synchro 10.0,* and capacity analyses were performed for the AM and PM peak hours. Detailed *Synchro* analysis reports for all scenarios are available upon request.

The existing peak hour traffic volumes are displayed in **Figure 11**, and the results of the capacity analyses for the Horizon Year 2035 No-Build conditions are shown in **Table 11**.

Table 11: Horizon Year 2035 No-Build Level-of-Service Summary
LOS (delay in seconds)

Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Cumberland Boulevard at Cumberland Parkway	Signal	Overall	E	E (55.0)	F (97.5)
2. Cumberland Boulevard at Mall Access A	Signal	Overall	E	A (4.2)	C (24.8)
3. Cumberland Boulevard at Mall Access B	TWSC	NB	N/A	F (290.1)	C (15.3)
		SB	N/A	A (9.4)	C (20.7)
		EBL	N/A	A (8.9)	B (11.1)
		WBL	N/A	C (23.8)	B (11.2)
4. Cumberland Boulevard at Akers Mill Road	Signal	Overall	E	C (25.1)	C (26.1)
5. Akers Mill Road at Mall Access C	TWSC	NBL	N/A	A (9.7)	D (30.0)
		EB	N/A	B (10.6)	E (41.6)
6. Cobb Parkway (US 41/SR 3) at Akers Mill Road	Signal	Overall	E	D (47.3)	E (69.4)
7. Cobb Parkway (US 41/SR 3) at Mall Access D/Galleria Parkway	Signal	Overall	E	B (16.5)	C (24.5)

**Note: It is not uncommon to have long delays for side-street stop-controlled approaches when there is heavy major street volume.*

As shown in **Table 11**, all study intersections except one (1) currently operate at or above their acceptable overall level-of-service standard of E during the AM and PM peak hours for Horizon Year 2035 No-Build conditions. The intersection of Cumberland Boulevard at Cumberland Parkway (Intersection 1) is projected to operate at LOS F during the PM peak hour.

Based on the Projected 2035 No-Build Conditions scenario, the following improvement is recommended to achieve an acceptable LOS:

- Intersection 1: Cumberland Boulevard at Cumberland Parkway
  - Reconstruct the northbound approach to consist of two (2) exclusive left-turn lanes, one exclusive through lane, and one free-flow right-turn lane that turns into its own receiving lane.
  - Restripe the eastbound approach of Cumberland Boulevard to eliminate one through lane, converting the right-turn lane into a drop lane. (instead of the existing one right-turn lane, two through lanes, and one left-turn lane, the approach would consist of one right-turn lane, one through lane, and one left-turn lane) *Note: If Cumberland Boulevard is widened to 3 eastbound through lanes to the east, then this restriping is no longer necessary.*

The results of the capacity analysis for the Horizon Year 2035 No-Build Improved conditions are shown in **Table 12**.

Table 12: Horizon Year 2035 No-Build IMPROVED Level-of-Service Summary
LOS (delay in seconds)

Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Cumberland Boulevard at Cumberland Parkway	Signal	Overall	E	C (31.0)	E (58.1)

LEGEND

- Existing Roadway Laneage
- Proposed Removed Laneage
- Proposed NO-BUILD Laneage
- Proposed Driveway
- XX — AM Peak Hour Traffic Volumes
- (XX) — PM Peak Hour Traffic Volumes
- Existing Traffic Signal
- Existing Stop Control
- (X) — Intersection Reference Number

NOT TO SCALE

Approximate Site Area

Cobb Parkway (US 41/SR 3)

Galleria Parkway (south)

Akers Mill Road

Mall Access D

Mall Access C

Mall Access A

Mall Access B

Cumberland Mall

Cumberland Boulevard

Cumberland Parkway

Restripe approach to eliminate one through lane. Right-turn lane should act as a drop lane.

Figure 11

Horizon Year 2035
No-Build Conditions

Cumberland Mall
DRI #3129
Transportation Analysis

Kimley»Horn

8.2 Horizon Year 2035 Build Conditions

The traffic associated with the proposed *Cumberland Mall* development was added to the Horizon Year 2035 No-Build volumes. These volumes were then entered into *Synchro 10.0*, and capacity analyses were performed. The Horizon Year 2035 Build conditions were analyzed using the Horizon Year 2035 No-Build roadway geometry and intersection control. Additionally, the Horizon Year 2035 Build conditions analysis included the geometry and intersection control for the proposed site driveways as shown in the DRI site plan.

The intersection laneage and traffic volumes used for the Horizon Year 2035 Build conditions are shown in **Figure 12**. The results of the capacity analyses for the Horizon Year 2035 Build conditions are shown in **Table 13**.

Table 13: Horizon Year 2035 Build Level-of-Service Summary
LOS (delay in seconds)

Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Cumberland Boulevard at Cumberland Parkway	Signal	Overall	E	E (58.8)	F (105.7)
2. Cumberland Boulevard at Mall Access A	Signal	Overall	E	A (5.0)	C (30.8)
3. Cumberland Boulevard at Mall Access B	TWSC - RCUT	NB	N/A	C (22.9)	B (14.5)
		SB	N/A	B (10.1)	C (15.3)
		EBL	N/A	A (10.0)	B (11.7)
		WBL	N/A	C (24.1)	B (11.4)
4. Cumberland Boulevard at Akers Mill Road	Signal	Overall	E	C (28.3)	C (29.8)
5. Akers Mill Road at Mall Access C	TWSC	NBL	N/A	B (10.5)	D (34.6)
		EB	N/A	B (10.8)	F (106.7)
6. Cobb Parkway (US 41/SR 3) at Akers Mill Road	Signal	Overall	E	D (48.4)	E (73.1)
7. Cobb Parkway (US 41/SR 3) at Mall Access D/Galleria Parkway	Signal	Overall	E	B (18.7)	D (42.6)

**Note: It is not uncommon to have long delays for side-street stop-controlled approaches when there is heavy major street volume.*

As shown in **Table 13**, all study intersections except one (1) are projected to operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours for the Horizon Year 2035 Build conditions. The intersection of Cumberland Boulevard at Cumberland Parkway (Intersection 1) is projected to operate at LOS F during the PM peak hour.

With the improvements recommended in the Horizon Year 2035 No-Build scenario, Intersection 1 is projected to operate at an acceptable LOS during the AM and PM peak hours. The results of the capacity analysis for the Horizon Year 2035 Build Improved conditions are shown in **Table 14.**

Table 14: Horizon Year 2035 Build IMPROVED Level-of-Service Summary
LOS (delay in seconds)

Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Cumberland Boulevard at Cumberland Parkway	Signal	Overall	E	C (34.2)	E (70.0)

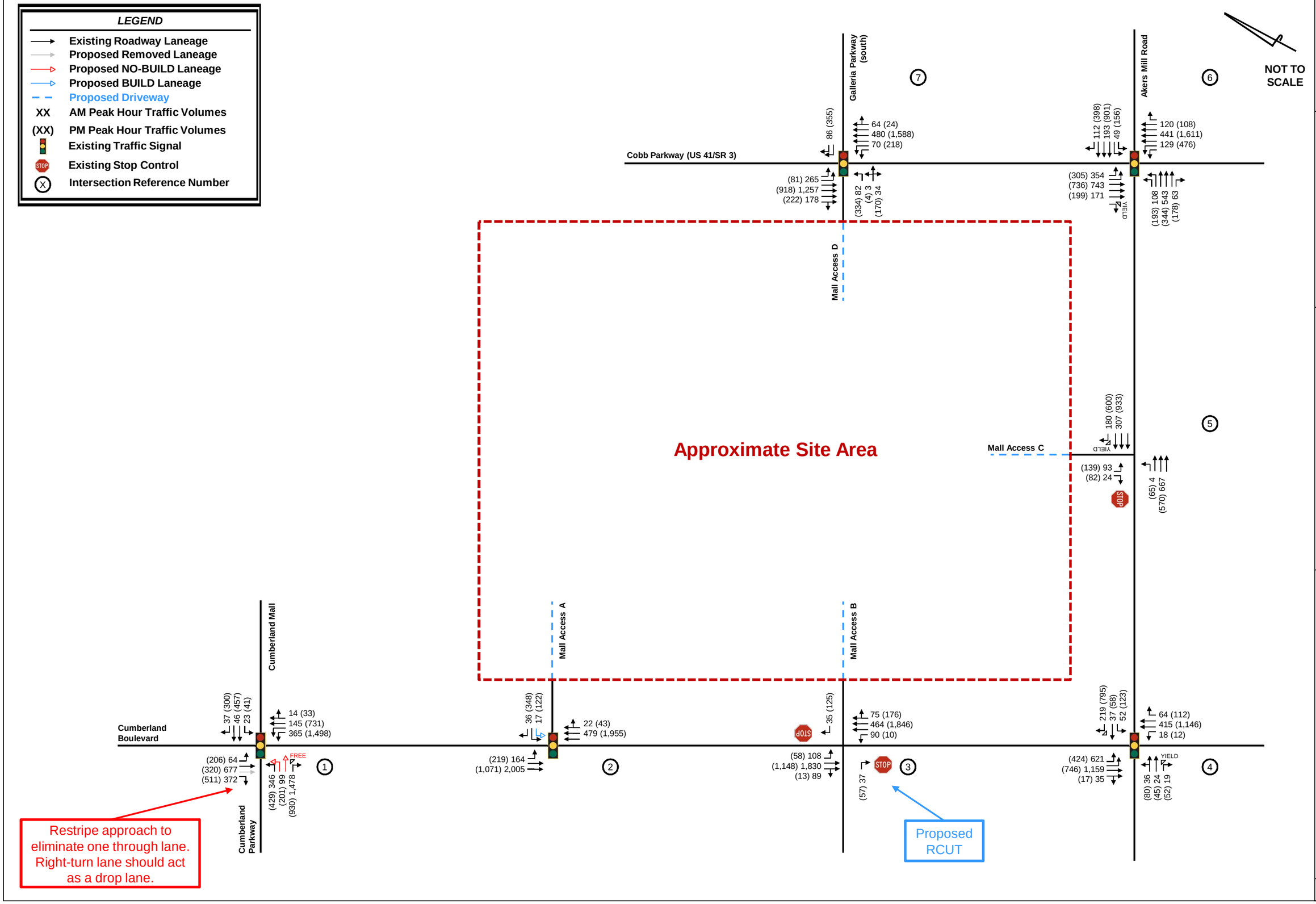


Figure 12

Horizon Year 2035
Build Conditions

Cumberland Mall
DRI #3129
Transportation Analysis

Kimley»Horn

Proposed Site Plan

SITE NOTES:

SITE SUMMARY:

DRI NUMBER:	3129
OVERALL SITE AREA:	17.29 AC
FAR PROVIDED:	1.50
MAX FAR ALLOWED:	1.00

PARKING SUMMARY:

REQUIRED PARKING:	**3,603 SPACES** (TOTAL)
MULTIFAMILY (312 UNITS)	546 SPACES (1.75 / UNIT)
RETAIL/RESTAURANT (31,200 S.F.)	312 SPACES (1 / 100 S.F.)
OFFICE (445,000 S.F.)	2,225 SPACES (5 / 1000 S.F.)
FIRE STATION (3 BAYS)	20 SPACES
TRANSIT STATION (10 BUSES)	500 SPACES
PROPOSED PARKING REQUIREMENTS:	2,687 **SPACES** (TOTAL)
MULTIFAMILY (312 UNITS)	468 SPACES (1.5 / UNIT)
RETAIL/RESTAURANT (31,200 S.F.)	141 SPACES (4.5 / 100 S.F.)
OFFICE (445,000 S.F.)	1,558 SPACES (3.5 / 1000 S.F.)
FIRE STATION (3 BAYS)	26 SPACES
TRANSIT STATION (10 BUSES)	500 SPACES
PROPOSED PARKING:	
PARKING DECK	
STANDARD	2801 SPACES
HANDICAP	39 SPACES
TOTAL	2840
ON-STREET PARKING	
STANDARD	404 SPACES
HANDICAP	16 SPACES
TOTAL	420 SPACES
OVERALL DECK AND ON STREET PARKING	3,260 SPACES

PROGRAM:

MULTIFAMILY RESIDENTIAL	312 UNITS
RETAIL/RESTAURANT	31,200 S.F.
OFFICE	445,000 S.F.
FIRE STATION	3 BAY
TRANSIT STATION	10 BUSES

TO BE DEMOLISHED: (NOT INCLUDED IN ABOVE CALCULATIONS)
SEARS TIRE BLDG: 25,000 SF

OWNER:

CUMBERLAND MALL, LLC
350 NORTH ORLEANS, SUITE 300
CHICAGO, IL 60654
(312) 960-5000

TRAFFIC CONSULTANT

JOHN D. WALKER, P.E, P.T.O.E.
KIMLEY-HORN AND ASSOCIATES
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GA 30009
(770) 619-4280

SITE PLANNER

GREG D. WILFONG, P.E.
KIMLEY-HORN AND ASSOCIATES
445 24TH STRETT, SUITE 200
VERO BEACH, FL 32960
(772 794-4119

NORTH

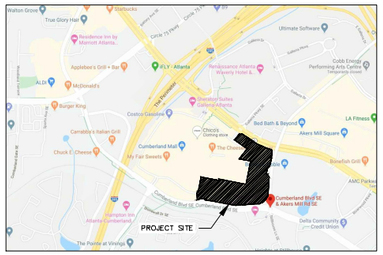
GRAPHIC SCALE IN FEET
0 30 60 120

LEGEND

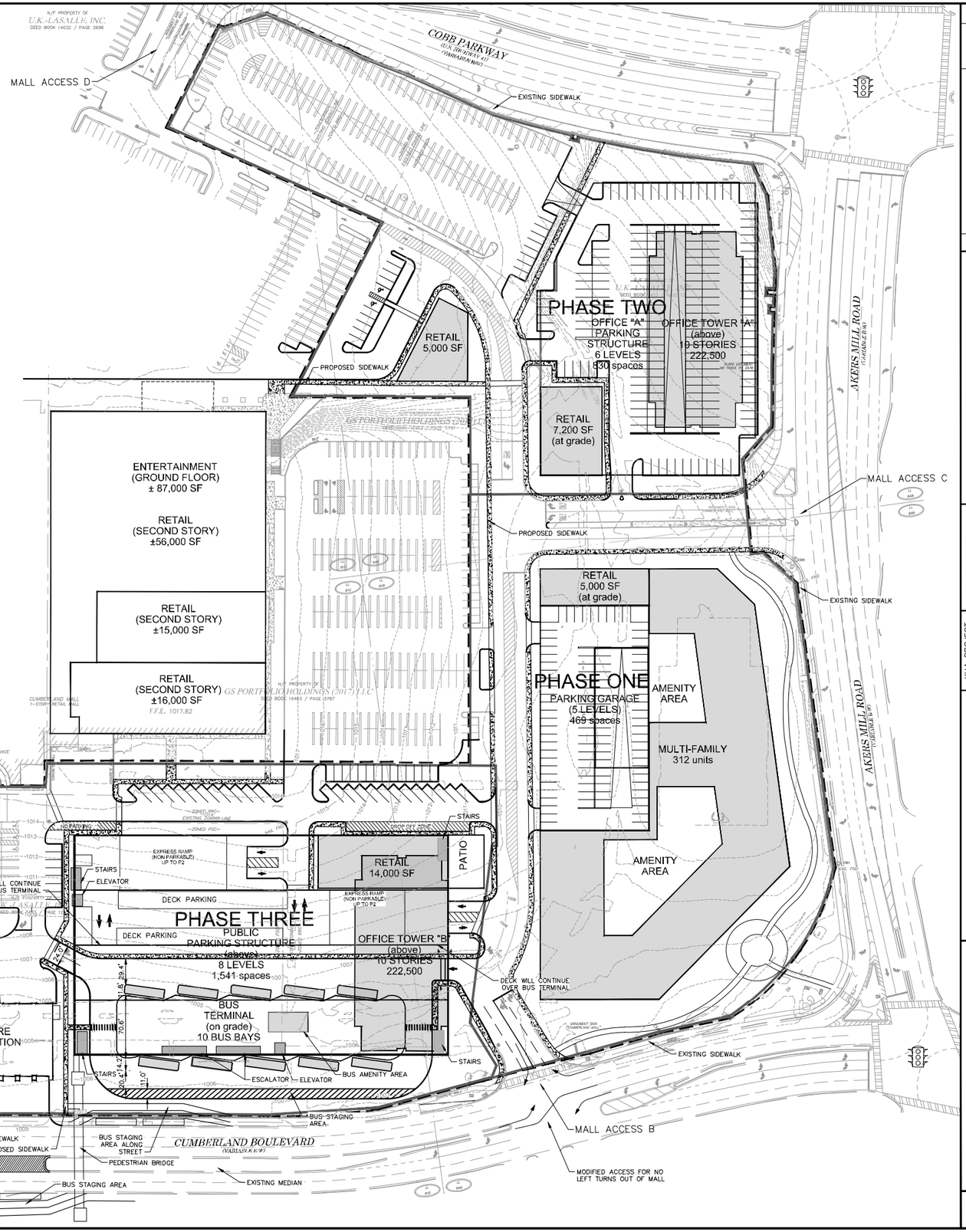
PROPERTY LINE

PROPOSED ZONING BOUNDARY LINE

PHASE LINE



VICINITY MAP
N.T.S.



No.	REVISIONS	DATE	BY

Kimley»Horn
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445 24TH STREET, SUITE 200, VERO BEACH, FL 32960
PHONE: 772-794-4100
WWW.KIMLEY-HORN.COM CA 00000696

LICENSED PROFESSIONAL
GEORGIA REGISTERED PROFESSIONAL ENGINEER GREGORY D. WILFONG
DATE 07/02/2020

KHA PROJECT	147688001
DATE	07/02/2020
SCALE	AS SHOWN
DESIGNED BY	SJR
DRAWN BY	SJR
CHECKED BY	GDW

DRI SITE PLAN

CUMBERLAND MALL
PREPARED FOR
BROOKFIELD PROPERTIES

COBB COUNTY GEORGIA

SHEET NUMBER
DSP-1

(SECOND STORY)
±16,000 SF

CUMBERLAND MALL
1-STORY RETAIL WALL

FOOD COURT ENTRANCE
CANOPY
CANOPY
CONCRETE WALL
CONCRETE WALL
CONCRETE WALL
32.0'

NO PARKING
DROP OFF ZONE
56.0'
133.4'
36.0'
RAMP TO
SECOND FLOOR
10.0'
RETAIL
8,800 SF
(at grade)
PATIO
25.5'
132.1'
24.0'
RAMP TO
SECOND FLOOR
ONE WAY
ONLY SIGN

PHASE THREE
PUBLIC
PARKING STRUCTURE
(above)
8 LEVELS
1,541 spaces

OFFICE TOWER "B"
(above)
10 STORIES
222,500

DO NOT
ENTER SIGNS

TRASH/DUMPSTER
AREA 8'X16'
GENERATOR
PAD 8'X16'

BUS
TERMINAL
(on grade)
10 BUS BAYS

PUBLIC
PARKING
LOT

FIRE EMPLOYEE
PARKING ONLY

22'
10'

FIRE
STATION

CONCRETE WALL

CUMBERLAND BOULEVARD
(VARIABLE R/W)

NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

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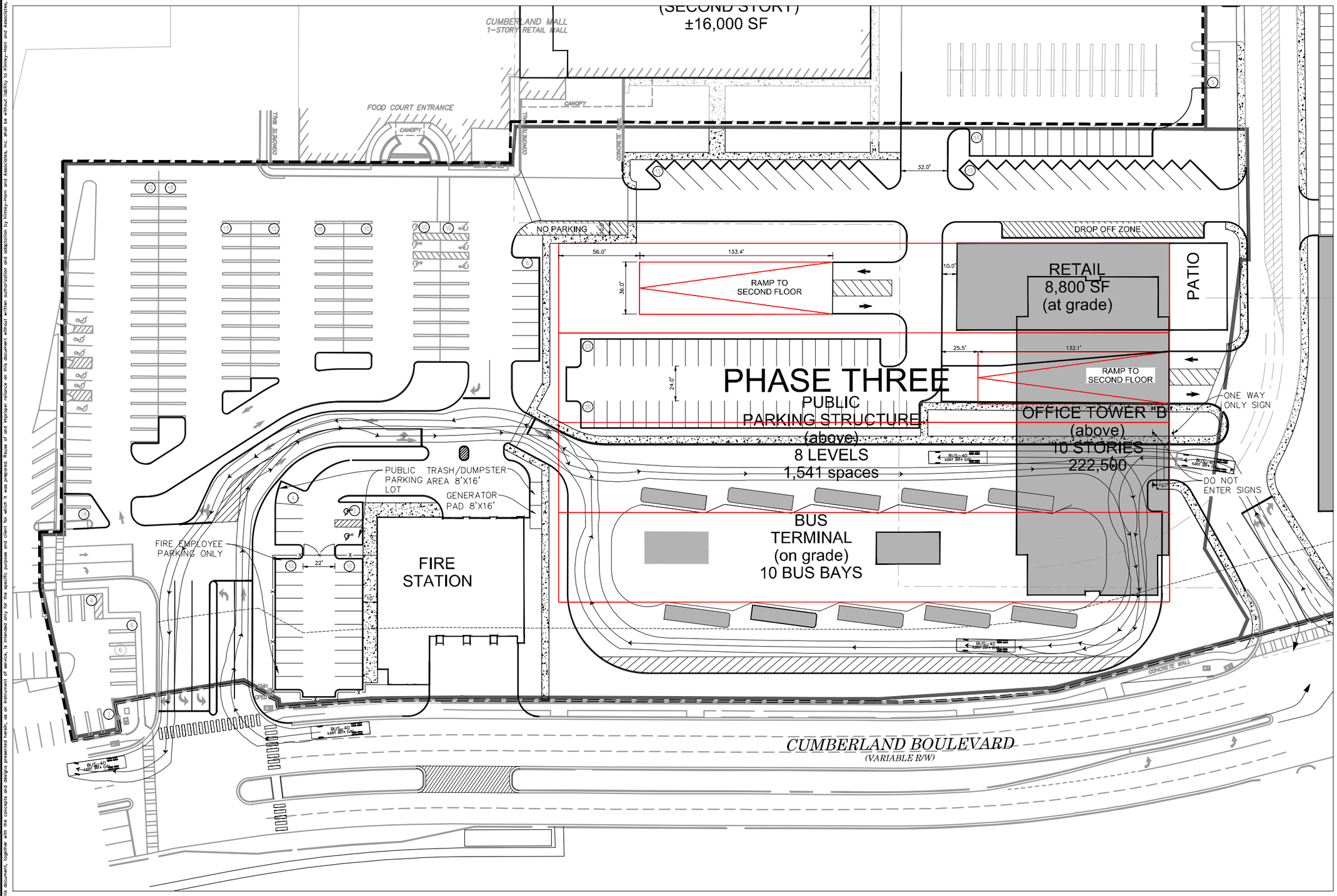
CUMBERLAND MALL

PARKING DECK

SHEET NUMBER
EX-1



Plotted By:Schulz, Ryan Sheet Set:Kha Layout:Layout1 June 19, 2020 02:09:53pm K:\VRB_LDE\147688001 - Cumberland Mall\CAD\Exhibits\2020-06-05 Parking Deck Exhibit\2020-06-19\ONSITE-147688001.dwg

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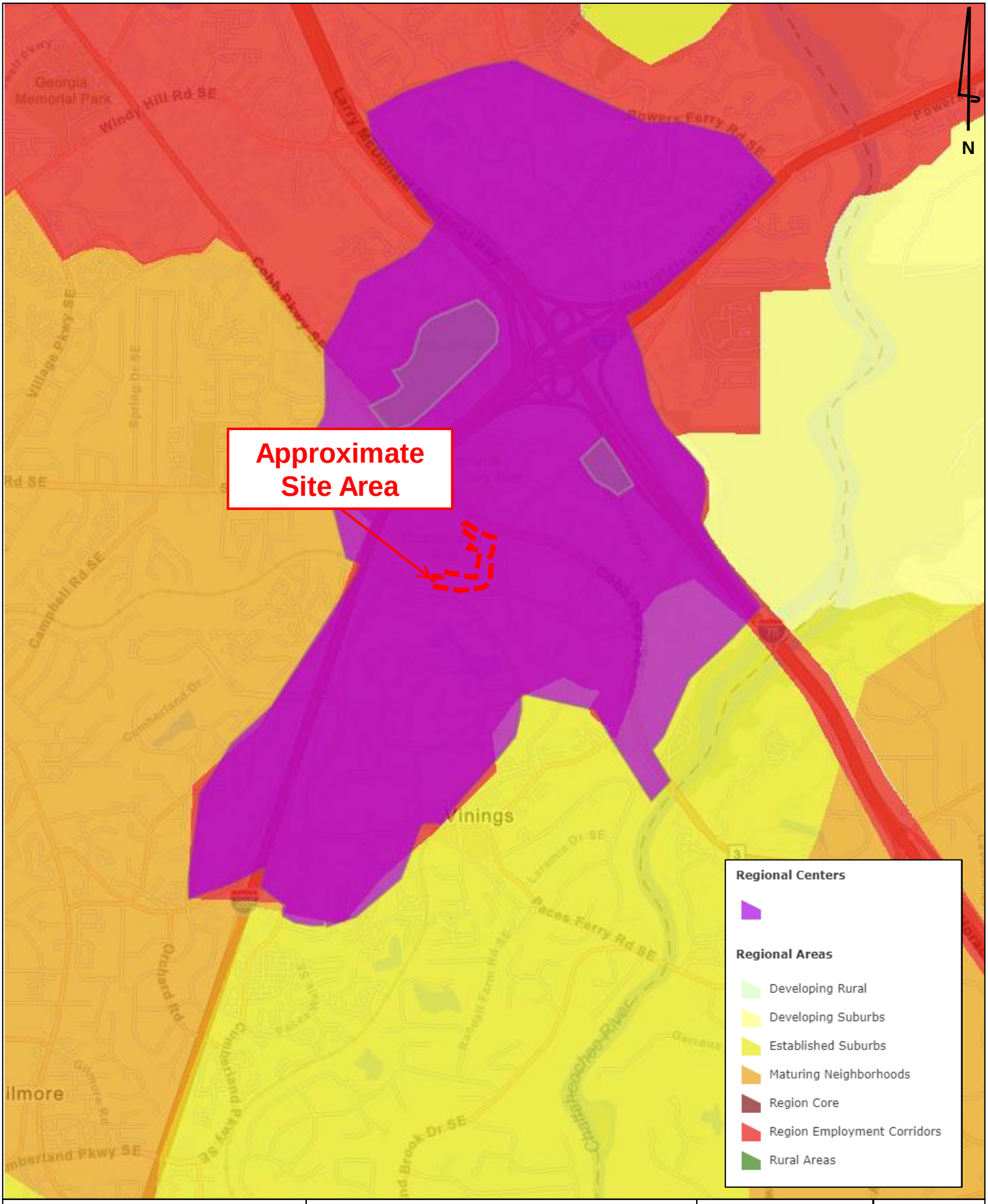
CUMBERLAND MALL

PARKING DECK

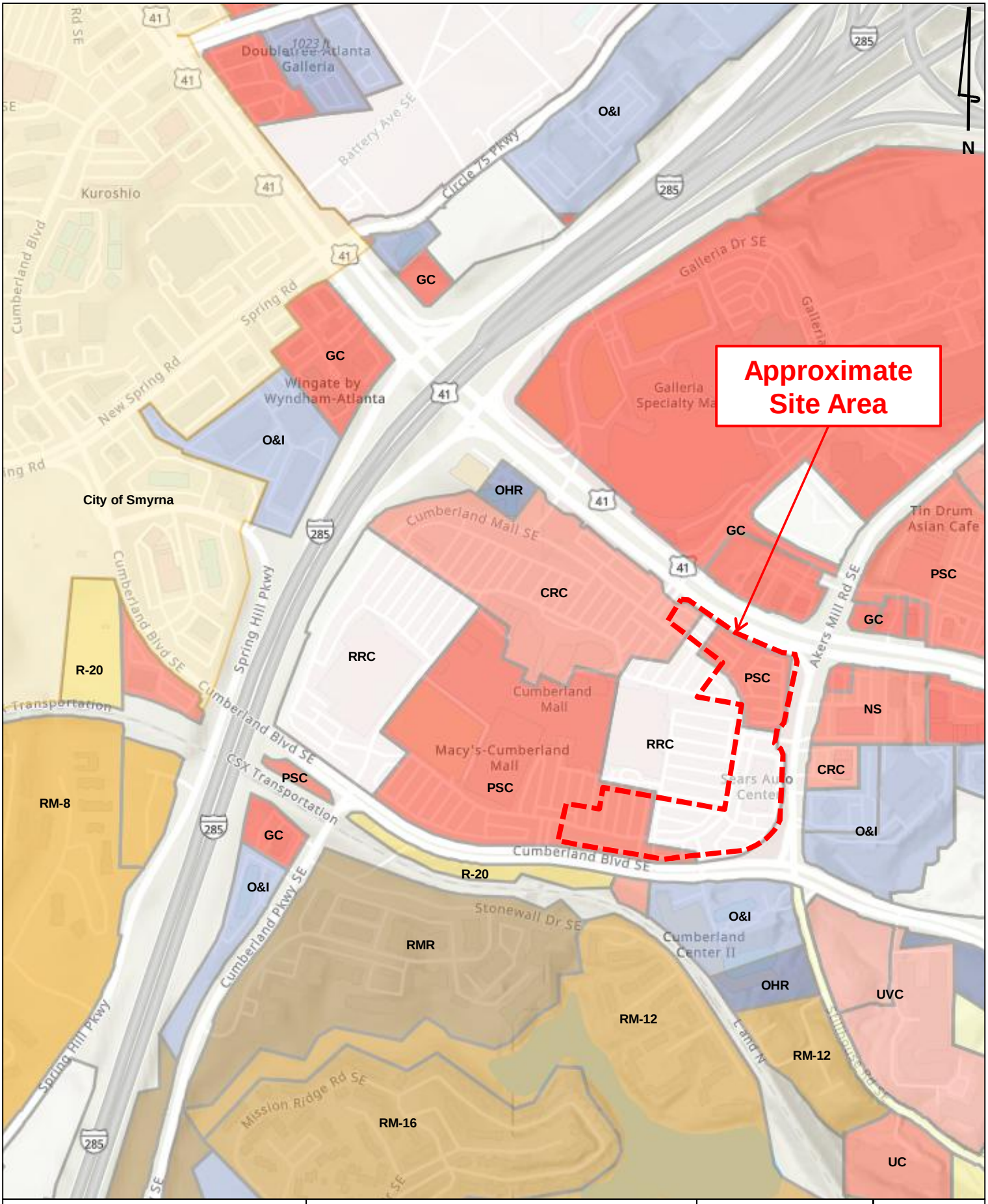
SHEET NUMBER

EX-1

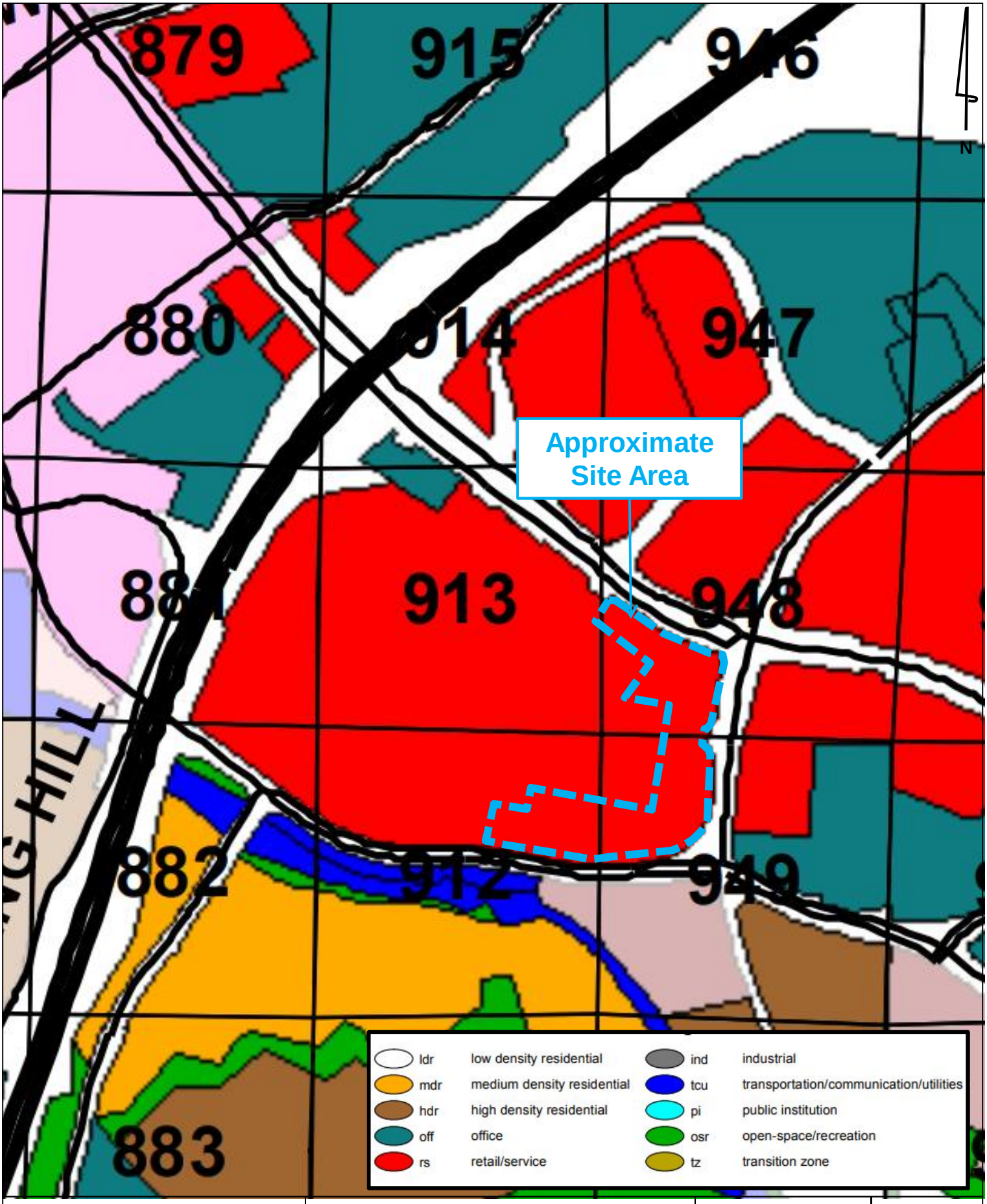
Land Use and Zoning Maps



Kimley»Horn	*Cumberland Mall* *DRI #3129* *Transportation Analysis*	**ARC Unified Growth Policy Map**	**Appendix B**



Kimley»Horn	***Cumberland Mall*** ***DRI #3129*** ***Transportation Analysis***	**Current Zoning Map of Cobb County**	**Appendix B**



Kimley»Horn	*Cumberland Mall* *DRI #3129* *Transportation Analysis*	**Cobb County Future Development Map**	**Appendix B**

Trip Generation Analysis

Trip Generation Analysis (10th Ed. with *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
Cumberland Mall DRI #3129
Cobb County, GA

Land Use		Intensity		Daily Trips	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Proposed Site Traffic										
090	Park-and-Ride Lot with Bus or Light-Rail Service	500	parking spaces	1,338	184	145	39	217	54	163
221	Multi-Family Housing (Mid-Rise)	312	d.u.	1,698	104	27	77	132	81	51
575	Fire and Rescue Station	9,000	s.f.	N/A	N/A	N/A	N/A	4	1	3
710	General Office Building	445,000	s.f.	4,514	445	383	62	470	75	395
932	High-Turnover (Sit-Down) Restaurant	31,200	s.f.	3,500	310	171	139	305	189	116
Gross Trips				**11,050**	**1,043**	**726**	**317**	**1,128**	**400**	**728**
Residential Trips				1,698	104	27	77	132	81	51
Mixed-Use Reductions				*-376*	*-18*	*-1*	*-17*	*-29*	*-16*	*-13*
Alternative Mode Reductions				*-132*	*-9*	*-3*	*-6*	*-10*	*-7*	*-4*
Adjusted Residential Trips				1,190	77	23	54	93	58	34
Office Trips				4,514	445	383	62	470	75	395
Mixed-Use Reductions				*-148*	*-84*	*-45*	*-39*	*-12*	*-5*	*-7*
Alternative Mode Reductions				*-436*	*-36*	*-34*	*-2*	*-46*	*-7*	*-39*
Adjusted Office Trips				3,930	325	304	21	412	63	349
Restaurant Trips				3,500	310	171	139	305	189	116
Mixed-Use Reductions				*-474*	*-98*	*-54*	*-44*	*-31*	*-15*	*-16*
Alternative Mode Reductions				*0*	*0*	*0*	*0*	*0*	*0*	*0*
Pass By Reductions (Based on ITE Rates)				*-1,302*	*0*	*0*	*0*	*-118*	*-59*	*-59*
Adjusted Restaurant Trips				1,724	212	117	95	156	115	41
Other Non-Residential Trips (Fire Station and Park & Ride)				1,338	184	145	39	221	55	166
Mixed-Use Reductions				*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions				*0*	*0*	*0*	*0*	*0*	*0*	*0*
Adjusted Other Non-Residential Trips				1,338	184	145	39	221	55	166
Mixed-Use Reductions - TOTAL				*-998*	*-200*	*-100*	*-100*	*-72*	*-36*	*-36*
Alternative Mode Reductions - TOTAL				*-568*	*-45*	*-37*	*-8*	*-56*	*-14*	*-43*
Pass-By Reductions - TOTAL				*-1,302*	*0*	*0*	*0*	*-118*	*-59*	*-59*
New Trips				**8,182**	**798**	**589**	**209**	**882**	**291**	**590**
Driveway Volumes				**9,484**	**798**	**589**	**209**	**1,000**	**350**	**649**

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Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Cumberland Boulevard @ Cumberland Parkway / Cumberland Mall

AM PEAK HOUR

	Cumberland Parkway			Cumberland Mall			Cumberland Boulevard			Cumberland Boulevard		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	269	77	1,101	18	36	29	50	441	289	265	88	11
Pedestrians		7			1			1			7	
Conflicting Pedestrians	1		7	7		1	1		7	7		1
Heavy Vehicles	2	1	2	1	0	1	0	2	2	0	0	0
Heavy Vehicle %	2%	2%	2%	6%	2%	3%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2018 Volumes	269	77	1101	18	36	29	50	441	289	265	88	11
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%
Base Year Growth Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
Horizon Year Growth Factor	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288
New Road Adjustment												
Other Proposed Developments												
2025 Background Traffic	299	85	1,222	20	40	32	55	489	321	294	98	12
2035 Background Traffic	*346*	*99*	*1,418*	*23*	*46*	*37*	*64*	*568*	*372*	*341*	*113*	*14*
2025 RCUT Adjustment												
2035 RCUT Adjustment												
Project Trips												
Trip Distribution IN			15%					5%				
Trip Distribution OUT										15%	5%	
Residential Trips	0	0	3	0	0	0	0	1	0	8	3	0
Trip Distribution IN			10%					15%				
Trip Distribution OUT										10%	15%	
Office Trips	0	0	30	0	0	0	0	46	0	2	3	0
Trip Distribution IN			10%					15%				
Trip Distribution OUT										10%	15%	
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN			10%					15%				
Trip Distribution OUT										10%	15%	
Restaurant Trips	0	0	12	0	0	0	0	18	0	10	14	0
Trip Distribution IN			10%					30%				
Trip Distribution OUT										10%	30%	
Other Non-Residential Trips	0	0	15	0	0	0	0	44	0	4	12	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	60	0	0	0	0	109	0	24	32	0
2025 Buildout Total	299	85	1,282	20	40	32	55	598	321	318	130	12
2035 Buildout Total	*346*	*99*	*1,478*	*23*	*46*	*37*	*64*	*677*	*372*	*365*	*145*	*14*

PM PEAK HOUR

	Cumberland Parkway			Cumberland Mall			Cumberland Boulevard			Cumberland Boulevard		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	333	156	694	32	355	233	160	209	397	1,111	475	26
Pedestrians		11			3			10			16	
Conflicting Pedestrians	10		16	16		10	3		11	11		3
Heavy Vehicles	1	0	1	0	0	0	0	0	0	2	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2018 Volumes	333	156	694	32	355	233	160	209	397	1111	475	26
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%
Base Year Growth Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
Horizon Year Growth Factor	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288
New Road Adjustment												
Other Proposed Developments	0	0	3	0	0	0	0	5	0	6	9	0
2025 Background Traffic	370	173	773	36	394	259	178	237	441	1,239	536	29
2035 Background Traffic	*429*	*201*	*897*	*41*	*457*	*300*	*206*	*274*	*511*	*1,437*	*621*	*33*
2025 RCUT Adjustment												
2035 RCUT Adjustment												
Project Trips												
Trip Distribution IN			15%					5%				
Trip Distribution OUT										15%	5%	
Residential Trips	0	0	9	0	0	0	0	3	0	5	2	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN			10%					15%				
Trip Distribution OUT										10%	15%	
Office Trips	0	0	6	0	0	0	0	9	0	35	52	0
Trip Distribution IN			10%					15%				
Trip Distribution OUT										10%	15%	
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN			10%					15%				
Trip Distribution OUT										10%	15%	
Restaurant Trips	0	0	12	0	0	0	0	17	0	4	6	0
Trip Distribution IN			10%					30%				
Trip Distribution OUT										10%	30%	
Non-Residential Trips	0	0	6	0	0	0	0	17	0	17	50	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	33	0	0	0	0	46	0	61	110	0
2035 Buildout Total	*370*	*173*	*806*	*36*	*394*	*259*	*178*	*283*	*441*	*1,300*	*646*	*29*
2035 Buildout Total	429	201	930	41	457	300	206	320	511	1,498	731	33

INTERSECTION VOLUME DEVELOPMENT

Intersection #2: Cumberland Boulevard @ Mall Access A
AM PEAK HOUR

		Northbound		Mall Access A Southbound			Cumberland Boulevard Eastbound			Cumberland Boulevard Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	5	0	7	42	1,511	0	0	348	17
Pedestrians		0			2			0			0	
Conflicting Pedestrians	0		0	0		0	2		0	0		2
Heavy Vehicles	0	0	0	0	0	0	2	4	0	0	0	2
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	5%	2%	0%	0%	2%	12%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment												
Adjusted 2018 Volumes	0	0	0	5	0	7	42	1511	0	0	348	17
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
Horizon Year Growth Factor	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288
New Road Adjustment												
Other Proposed Developments												
2025 Background Traffic	0	0	0	6	0	8	47	1,677	0	0	386	19
2035 Background Traffic	*0*	*0*	*0*	*6*	*0*	*9*	*54*	*1,946*	*0*	*0*	*448*	*22*
2025 RCUT Adjustment				*0*								
2035 RCUT Adjustment				*0*								
Project Trips												
Trip Distribution IN							10%	10%				
Trip Distribution OUT				5%		5%					15%	
Residential Trips	0	0	0	3	0	3	2	2	0	0	8	0
Trip Distribution IN							15%	10%				
Trip Distribution OUT				5%		10%					15%	
Office Trips	0	0	0	1	0	2	46	30	0	0	3	0
Trip Distribution IN							15%	10%				
Trip Distribution OUT				5%		10%					15%	
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN							15%	10%				
Trip Distribution OUT				5%		10%					15%	
Restaurant Trips	0	0	0	5	0	10	18	12	0	0	14	0
Trip Distribution IN							30%	10%				
Trip Distribution OUT				5%		30%					15%	
Other Non-Residential Trips	0	0	0	2	0	12	44	15	0	0	6	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	11	0	27	110	59	0	0	31	0
2025 Buildout Total	0	0	0	17	0	35	157	1,736	0	0	417	19
2035 Buildout Total	*0*	*0*	*0*	*17*	*0*	*36*	*164*	*2,005*	*0*	*0*	*479*	*22*

PM PEAK HOUR

		Northbound		Mall Access A Southbound			Cumberland Boulevard Eastbound			Cumberland Boulevard Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	58	0	187	125	810	0	0	1,450	26
Pedestrians		0			1			5			0	
Conflicting Pedestrians	5		0	0		5	1		0	0		1
Heavy Vehicles	0	0	0	0	0	0	0	1	0	0	2	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	2%	0%	0%	2%	2%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2018 Volumes	0	0	0	58	0	187	124.5	810	0	0	1450	26
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
Horizon Year Growth Factor	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288
New Road Adjustment												
Other Proposed Developments	0	0	0	3	0	6	5	3	0	0	9	0
2025 Background Traffic	0	0	0	67	0	214	143	902	0	0	1,618	29
2035 Background Traffic	*0*	*0*	*0*	*78*	*0*	*247*	*165*	*1,046*	*0*	*0*	*1,877*	*33*
2025 RCUT Adjustment				*9*								
2035 RCUT Adjustment				*10*								
Project Trips												
Trip Distribution IN							10%	10%				
Trip Distribution OUT				5%		5%					15%	
Residential Trips	0	0	0	2	0	2	6	6	0	0	5	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN							15%	10%				
Trip Distribution OUT				5%		10%					15%	
Office Trips	0	0	0	17	0	35	9	6	0	0	52	0
Trip Distribution IN							15%	10%				
Trip Distribution OUT				5%		10%					15%	
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN							15%	10%				
Trip Distribution OUT				5%		10%					15%	
Restaurant Trips	0	0	0	2	0	4	17	12	0	0	6	0
Trip Distribution IN							30%	10%				
Trip Distribution OUT				5%		30%					15%	
Non-Residential Trips	0	0	0	8	0	50	17	6	0	0	25	0
Pass-By Trips	0	0	0	5	0	10	5	-5	0	0	-10	10
Total Project Trips	0	0	0	34	0	101	54	25	0	0	78	10
2025 Buildout Total	0	0	0	110	0	315	197	927	0	0	1,696	39
2035 Buildout Total	*0*	*0*	*0*	*122*	*0*	*348*	*219*	*1,071*	*0*	*0*	*1,955*	*43*

INTERSECTION VOLUME DEVELOPMENT

Intersection #3: Cumberland Boulevard @ Private Drive / Mall Access B
AM PEAK HOUR

Description	Private Drive Northbound			Mall Access B Southbound			Cumberland Boulevard Eastbound			Cumberland Boulevard Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	16	1	29	0	0	5	38	1,412	69	70	344	9
Pedestrians		4			1			2			1	
Conflicting Pedestrians	2		1	1		2	1		4	4		1
Heavy Vehicles	0	0	0	0	0	0	0	4	0	0	2	0
Heavy Vehicle %	2%	2%	2%	0%	0%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2018 Volumes	16	1	29	0	0	5	38	1412	69	70	344	9
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
Horizon Year Growth Factor	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288
New Road Adjustment												
Other Proposed Developments												
2025 Background Traffic	18	1	32	0	0	6	42	1,567	77	78	382	10
2035 Background Traffic	*21*	*1*	*37*	*0*	*0*	*6*	*49*	*1,819*	*89*	*90*	*443*	*12*
2025 RCUT Adjustment	*-18*	*-1*		*0*				*0*			*18*	*1*
2035 RCUT Adjustment	*-21*	*-1*		*0*				*0*			*21*	*1*
Project Trips												
Trip Distribution IN							10%					20%
Trip Distribution OUT						15%		5%				
Residential Trips	0	0	0	0	0	8	2	3	0	0	0	5
Trip Distribution IN							10%					10%
Trip Distribution OUT						15%		5%				
Office Trips	0	0	0	0	0	3	30	1	0	0	0	30
Trip Distribution IN							10%					10%
Trip Distribution OUT						15%		5%				
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN							10%					10%
Trip Distribution OUT						15%		5%				
Restaurant Trips	0	0	0	0	0	14	12	5	0	0	0	12
Trip Distribution IN							10%					10%
Trip Distribution OUT						10%		5%				
Other Non-Residential Trips	0	0	0	0	0	4	15	2	0	0	0	15
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	29	59	11	0	0	0	62
2025 Buildout Total	0	0	32	0	0	35	101	1,578	77	78	400	73
2035 Buildout Total	*0*	*0*	*37*	*0*	*0*	35	*108*	*1,830*	*89*	*90*	*464*	*75*

PM PEAK HOUR

Description	Private Drive Northbound			Mall Access B Southbound			Cumberland Boulevard Eastbound			Cumberland Boulevard Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	14	2	44	8	0	35	22	861	10	8	1,419	106
Pedestrians		6			2			1			0	
Conflicting Pedestrians	1		0	0		1	2		6	6		2
Heavy Vehicles	0	0	0	0	0	0	0	1	0	0	2	0
Heavy Vehicle %	2%	2%	2%	2%	0%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2018 Volumes	14	2	44	8	0	35	22	861	10	8	1419	106
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
Horizon Year Growth Factor	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288
New Road Adjustment												
Other Proposed Developments												
2025 Background Traffic	16	2	49	9	0	39	24	956	11	9	1,575	118
2035 Background Traffic	*18*	*3*	*57*	*10*	*0*	*45*	*28*	*1,109*	*13*	*10*	*1,828*	*137*
2025 RCUT Adjustment	*-16*	*-2*		*-9*				*9*			*16*	*2*
2035 RCUT Adjustment	*-18*	*-3*		*-10*				*10*			*18*	*3*
Project Trips												
Trip Distribution IN							10%					20%
Trip Distribution OUT						15%		5%				
Residential Trips	0	0	0	0	0	5	6	2	0	0	0	12
Trip Distribution IN							10%					10%
Trip Distribution OUT						15%		5%				
Office Trips	0	0	0	0	0	52	6	17	0	0	0	6
Trip Distribution IN							10%					10%
Trip Distribution OUT						15%		5%				
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN							10%					10%
Trip Distribution OUT						15%		5%				
Restaurant Trips	0	0	0	0	0	6	12	2	0	0	0	12
Trip Distribution IN							10%					10%
Trip Distribution OUT						10%		5%				
Non-Residential Trips	0	0	0	0	0	17	6	8	0	0	0	6
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	80	30	29	0	0	0	36
2025 Buildout Total	0	0	49	0	0	119	54	994	11	9	1,591	156
2035 Buildout Total	*0*	*0*	*57*	*0*	*0*	*125*	*58*	*1,148*	*13*	*10*	*1,846*	*176*

INTERSECTION VOLUME DEVELOPMENT

Intersection #4: Cumberland Boulevard @ Akers Mill Road

AM PEAK HOUR

	Akers Mill Road Northbound			Akers Mill Road Southbound			Cumberland Boulevard Eastbound			Cumberland Boulevard Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	11	19	15	28	29	170	482	891	27	14	274	50
Pedestrians		3			0			4			1	
Conflicting Pedestrians	4		1	1		4	0		3	3		0
Heavy Vehicles	0	0	0	0	0	0	3	1	0	0	2	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2018 Volumes	11	19	15	28	29	170	482	891	27	14	274	50
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
Horizon Year Growth Factor	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288
New Road Adjustment												
Other Proposed Developments												
2025 Background Traffic	12	21	17	31	32	189	535	989	30	16	304	55
2035 Background Traffic	*14*	*24*	*19*	*36*	*37*	*219*	*621*	*1,148*	*35*	*18*	*353*	*64*
2025 RCUT Adjustment	*19*											
2035 RCUT Adjustment	*22*											
Project Trips												
Trip Distribution IN											20%	
Trip Distribution OUT				15%				5%				
Residential Trips	0	0	0	8	0	0	0	3	0	0	5	0
Trip Distribution IN											10%	
Trip Distribution OUT				5%				5%				
Office Trips	0	0	0	1	0	0	0	1	0	0	30	0
Trip Distribution IN											10%	
Trip Distribution OUT				5%				5%				
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN											10%	
Trip Distribution OUT				5%				5%				
Restaurant Trips	0	0	0	5	0	0	0	5	0	0	12	0
Trip Distribution IN											10%	
Trip Distribution OUT				5%				5%				
Other Non-Residential Trips	0	0	0	2	0	0	0	2	0	0	15	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	16	0	0	0	11	0	0	62	0
2025 Buildout Total	31	21	17	47	32	189	535	1,000	30	16	366	55
2035 Buildout Total	*36*	*24*	*19*	*52*	*37*	*219*	*621*	*1,159*	*35*	*18*	*415*	*64*

PM PEAK HOUR

	Akers Mill Road Northbound			Akers Mill Road Southbound			Cumberland Boulevard Eastbound			Cumberland Boulevard Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	46	35	40	71	45	617	329	557	13	9	862	87
Pedestrians		1			1			3			0	
Conflicting Pedestrians	3		0	0		3	1		1	1		1
Heavy Vehicles	0	0	0	0	0	0	0	1	0	0	2	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2018 Volumes	46	35	40	71	45	617	329	557	13	9	862	87
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
Horizon Year Growth Factor	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288
New Road Adjustment												
Other Proposed Developments												
2025 Background Traffic	51	39	44	79	50	685	365	618	14	10	957	97
2035 Background Traffic	*59*	*45*	*52*	*91*	*58*	*795*	*424*	*717*	*17*	*12*	*1,110*	*112*
2025 RCUT Adjustment	*18*											
2035 RCUT Adjustment	*21*											
Project Trips												
Trip Distribution IN											20%	
Trip Distribution OUT				15%				5%				
Residential Trips	0	0	0	5	0	0	0	2	0	0	12	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN											10%	
Trip Distribution OUT				5%				5%				
Office Trips	0	0	0	17	0	0	0	17	0	0	6	0
Trip Distribution IN											10%	
Trip Distribution OUT				5%				5%				
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN											10%	
Trip Distribution OUT				5%				5%				
Restaurant Trips	0	0	0	2	0	0	0	2	0	0	12	0
Trip Distribution IN											10%	
Trip Distribution OUT				5%				5%				
Non-Residential Trips	0	0	0	8	0	0	0	8	0	0	6	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	32	0	0	0	29	0	0	36	0
2025 Buildout Total	69	39	44	111	50	685	365	647	14	10	993	97
2035 Buildout Total	*80*	*45*	*52*	*123*	*58*	*795*	*424*	*746*	*17*	*12*	*1,146*	*112*

INTERSECTION VOLUME DEVELOPMENT

Intersection #5: Akers Mill Road @ Mall Access C
AM PEAK HOUR

	Akers Mill Road			Akers Mill Road			Mall Access C					
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	3	518	1	1	238	29	56	0	6	1	0	0
Pedestrians		0			0			7			1	
Conflicting Pedestrians	7		1	1		7	0		0	0		0
Heavy Vehicles	0	3	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	0%	2%	2%	0%	0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2018 Volumes	3	518	1	1	238	29	56	0	6	1	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
Horizon Year Growth Factor	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288
New Road Adjustment												
Other Proposed Developments												
2025 Background Traffic	3	575	1	1	264	32	62	0	7	1	0	0
2035 Background Traffic	*4*	*667*	*1*	*1*	*307*	*37*	*72*	*0*	*8*	*1*	*0*	*0*
2025 RCUT Adjustment												
2035 RCUT Adjustment												
Project Trips												
Trip Distribution IN						35%						
Trip Distribution OUT							10%		15%			
Residential Trips	0	0	0	0	0	8	5	0	8	0	0	0
Trip Distribution IN						20%						
Trip Distribution OUT							10%		5%			
Office Trips	0	0	0	0	0	61	2	0	1	0	0	0
Trip Distribution IN						20%						
Trip Distribution OUT							10%		5%			
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN						20%						
Trip Distribution OUT							10%		5%			
Restaurant Trips	0	0	0	0	0	23	10	0	5	0	0	0
Trip Distribution IN						35%						
Trip Distribution OUT							10%		5%			
Other Non-Residential Trips	0	0	0	0	0	51	4	0	2	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	143	21	0	16	0	0	0
2025 Buildout Total	3	575	1	1	264	175	83	0	23	1	0	0
2035 Buildout Total	*4*	*667*	*1*	*1*	*307*	*180*	*93*	*0*	*24*	*1*	*0*	*0*

PM PEAK HOUR

	Akers Mill Road			Akers Mill Road			Mall Access C					
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	47	446	15	0	732	400	59	1	31	6	1	7
Pedestrians		2			1			7			1	
Conflicting Pedestrians	7		1	1		7	1		2	2		1
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	0%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2018 Volumes	47	446	15	0	732	400	59	1	31	6	1	7
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
Horizon Year Growth Factor	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288
New Road Adjustment												
Other Proposed Developments												
2025 Background Traffic	52	495	17	0	812	444	65	1	34	7	1	8
2035 Background Traffic	*61*	*574*	*19*	*0*	*943*	*515*	*76*	*1*	*40*	*8*	*1*	*9*
2025 RCUT Adjustment												
2035 RCUT Adjustment												
Project Trips												
Trip Distribution IN						35%						
Trip Distribution OUT							10%		15%			
Residential Trips	0	0	0	0	0	20	3	0	5	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN						20%						
Trip Distribution OUT							10%		5%			
Office Trips	0	0	0	0	0	13	35	0	17	0	0	0
Trip Distribution IN						20%						
Trip Distribution OUT							10%		5%			
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN						20%						
Trip Distribution OUT							10%		5%			
Restaurant Trips	0	0	0	0	0	23	4	0	2	0	0	0
Trip Distribution IN						35%						
Trip Distribution OUT							10%		5%			
Non-Residential Trips	0	0	0	0	0	19	17	0	8	0	0	0
Pass-By Trips	4	-4	0	0	-10	10	4	0	10	0	0	0
Total Project Trips	4	-4	0	0	-10	85	63	0	42	0	0	0
2025 Buildout Total	56	491	17	0	802	529	128	1	76	7	1	8
2035 Buildout Total	*65*	*570*	*19*	*0*	*933*	*600*	*139*	*1*	*82*	*8*	*1*	*9*

INTERSECTION VOLUME DEVELOPMENT

Intersection #6: Cobb Parkway (US 41/SR 3) @ Akers Mill Road

AM PEAK HOUR

	Akers Mill Road			Akers Mill Road			Cobb Parkway (US 41/SR 3)			Cobb Parkway (US 41/SR 3)		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	80	408	49	38	94	87	270	562	100	78	325	93
Pedestrians		1			3			7			1	
Conflicting Pedestrians	7		1	1		7	3		1	1		3
Heavy Vehicles	0	2	0	0	0	1	0	3	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2018 Volumes	80	408	49	38	94	87	270	562	100	78	325	93
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
Horizon Year Growth Factor	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288
New Road Adjustment												
Round1 Entertainment Traffic												
2025 Background Traffic	89	453	54	42	104	97	300	624	111	87	361	103
2035 Background Traffic	*103*	*526*	*63*	*49*	*121*	*112*	*348*	*724*	*129*	*100*	*419*	*120*
2025 RCUT Adjustment												
2035 RCUT Adjustment												
Project Trips												
Trip Distribution IN					5%				25%	5%	5%	
Trip Distribution OUT	5%	5%						10%				
Residential Trips	3	3	0	0	1	0	0	5	6	1	1	0
Trip Distribution IN					15%					5%	5%	
Trip Distribution OUT		10%					5%	10%				
Office Trips	0	2	0	0	46	0	1	2	0	15	15	0
Trip Distribution IN					15%					5%	5%	
Trip Distribution OUT		10%					5%	10%				
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN					15%					5%	5%	
Trip Distribution OUT		10%					5%	10%				
Restaurant Trips	0	10	0	0	18	0	5	10	0	6	6	0
Trip Distribution IN					5%				25%	5%		
Trip Distribution OUT	5%	5%						5%				
Other Non-Residential Trips	2	2	0	0	7	0	0	2	36	7	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	5	17	0	0	72	0	6	19	42	29	22	0
2025 Buildout Total	94	470	54	42	176	97	306	643	153	116	383	103
2035 Buildout Total	*108*	*543*	*63*	*49*	*193*	*112*	*354*	*743*	*171*	*129*	*441*	*120*

PM PEAK HOUR

	Akers Mill Road			Akers Mill Road			Cobb Parkway (US 41/SR 3)			Cobb Parkway (US 41/SR 3)		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	142	224	138	121	671	309	220	528	132	356	1,240	84
Pedestrians		11			10			8			4	
Conflicting Pedestrians	8		4	4		8	10		11	11		10
Heavy Vehicles	0	0	0	0	0	2	1	0	0	0	2	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2018 Volumes	142	224	138	121	671	309	219.5	528	132	356	1240	84
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
Horizon Year Growth Factor	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288
New Road Adjustment												
Round1 Entertainment Traffic	0	6	0	0	5	0	3	6	0	2	2	0
2025 Background Traffic	158	255	153	134	750	343	247	592	146	397	1,378	93
2035 Background Traffic	*183*	*295*	*178*	*156*	*869*	*398*	*286*	*686*	*170*	*461*	*1,599*	*108*
2025 RCUT Adjustment												
2035 RCUT Adjustment												
Project Trips												
Trip Distribution IN					5%				25%	5%	5%	
Trip Distribution OUT	5%	5%						10%				
Residential Trips	2	2	0	0	3	0	0	3	15	3	3	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN					15%					5%	5%	
Trip Distribution OUT		10%					5%	10%				
Office Trips	0	35	0	0	9	0	17	35	0	3	3	0
Trip Distribution IN					15%					5%	5%	
Trip Distribution OUT		10%					5%	10%				
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN					15%					5%	5%	
Trip Distribution OUT		10%					5%	10%				
Restaurant Trips	0	4	0	0	17	0	2	4	0	6	6	0
Trip Distribution IN					5%				25%	5%		
Trip Distribution OUT	5%	5%						5%				
Non-Residential Trips	8	8	0	0	3	0	0	8	14	3	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	10	49	0	0	32	0	19	50	29	15	12	0
2025 Buildout Total	168	304	153	134	782	343	266	642	175	412	1,390	93
2035 Buildout Total	*193*	*344*	*178*	*156*	*901*	*398*	*305*	*736*	*199*	*476*	*1,611*	*108*

INTERSECTION VOLUME DEVELOPMENT

Intersection #7: Cobb Parkway (US 41/SR 3) @ Mall Access D / Galleria Parkway (south)

AM PEAK HOUR

	Mall Access D			Galleria Parkway (south)			Cobb Parkway (US 41/SR 3)			Cobb Parkway (US 41/SR 3)		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	15	2	8	0	0	67	206	943	27	32	369	50
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	1	0	2	0	0	1	0
Heavy Vehicle %	2%	2%	2%	0%	0%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2018 Volumes	15	2	8	0	0	67	205.5	943	27	32	369	50
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
Horizon Year Growth Factor	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288
New Road Adjustment												
Other Proposed Developments												
2025 Background Traffic	17	2	9	0	0	74	228	1,047	30	36	410	55
2035 Background Traffic	*19*	*3*	*10*	*0*	*0*	*86*	*265*	*1,215*	*35*	*41*	*475*	*64*
2025 RCUT Adjustment												
2035 RCUT Adjustment												
Project Trips												
Trip Distribution IN								25%	10%	5%		
Trip Distribution OUT	30%		10%								5%	
Residential Trips	16	0	5	0	0	0	0	6	2	1	3	0
Trip Distribution IN									30%	5%		
Trip Distribution OUT	30%		15%									
Office Trips	6	0	3	0	0	0	0	0	91	15	0	0
Trip Distribution IN									30%	5%		
Trip Distribution OUT	30%		15%									
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN									30%	5%		
Trip Distribution OUT	30%		15%									
Restaurant Trips	29	0	14	0	0	0	0	0	35	6	0	0
Trip Distribution IN								25%	10%	5%		
Trip Distribution OUT	30%		5%								5%	
Other Non-Residential Trips	12	0	2	0	0	0	0	36	15	7	2	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	63	0	24	0	0	0	0	42	143	29	5	0
2025 Buildout Total	80	2	33	0	0	74	228	1,089	173	65	415	55
2035 Buildout Total	*82*	*3*	*34*	*0*	*0*	*86*	*265*	*1,257*	*178*	*70*	*480*	*64*

PM PEAK HOUR

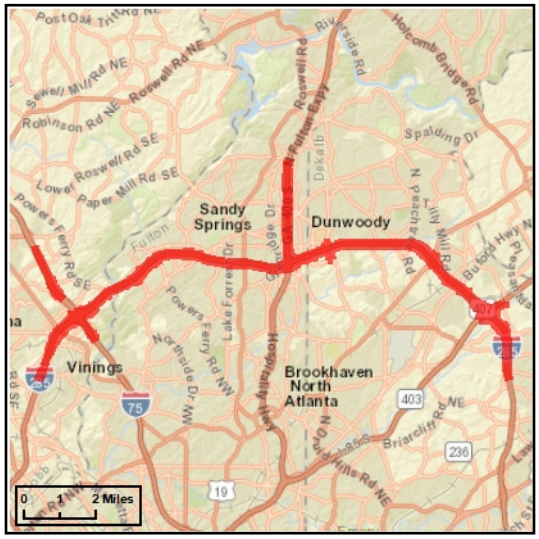
	Mall Access D			Galleria Parkway (south)			Cobb Parkway (US 41/SR 3)			Cobb Parkway (US 41/SR 3)		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	106	3	71	0	0	276	63	698	113	142	1,241	19
Pedestrians		3			1			0			3	
Conflicting Pedestrians	0		3	3		0	1		3	3		1
Heavy Vehicles	0	0	0	0	0	0	0	1	0	0	0	0
Heavy Vehicle %	2%	2%	2%	0%	0%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment												
Adjusted 2018 Volumes	106	3	71	0	0	276	62.5	698	113	142	1241	19
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
Horizon Year Growth Factor	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288	1.288
New Road Adjustment												
Other Proposed Developments												
2025 Background Traffic	118	3	79	0	0	306	69	775	125	158	1,377	21
2035 Background Traffic	*137*	*4*	*91*	*0*	*0*	*355*	*81*	*899*	*146*	*183*	*1,598*	*24*
2025 RCUT Adjustment												
2035 RCUT Adjustment												
Project Trips												
Trip Distribution IN								25%	10%	5%		
Trip Distribution OUT	30%		10%								5%	
Residential Trips	10	0	3	0	0	0	0	15	6	3	2	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN									30%	5%		
Trip Distribution OUT	30%		15%									
Office Trips	105	0	52	0	0	0	0	0	19	3	0	0
Trip Distribution IN									30%	5%		
Trip Distribution OUT	30%		15%									
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN									30%	5%		
Trip Distribution OUT	30%		15%									
Restaurant Trips	12	0	6	0	0	0	0	0	35	6	0	0
Trip Distribution IN								25%	10%	5%		
Trip Distribution OUT	30%		5%								5%	
Non-Residential Trips	50	0	8	0	0	0	0	14	6	3	8	0
Pass-By Trips	20	0	10	0	0	0	0	-10	10	20	-20	0
Total Project Trips	197	0	79	0	0	0	0	19	76	35	-10	0
2025 Buildout Total	315	3	158	0	0	306	69	794	201	193	1,367	21
2035 Buildout Total	*334*	*4*	*170*	*0*	*0*	*355*	*81*	*918*	*222*	*218*	*1,588*	*24*

Programmed Project Fact Sheets

AR-ML-200

Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

Short Title	TOP END 285 - I-285 NORTH EXPRESS LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS FROM I-75 NORTH TO I-85 NORTH AND NORTH ALONG SR 400 FROM I-285 TO NORTH SPRINGS MARTA STATION
GDOT Project No.	0001758
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / Express Lanes
Sponsor	GDOT
Jurisdiction	Regional - Perimeter
Analysis Level	In the Region's Air Quality Conformity Analysis



Existing Thru Lane	0	**LCI**		**Network Year**	2030
Planned Thru Lane	4	**Flex**		**Corridor Length**	15.79 miles

Detailed Description and Justification

This project provides travel options and more reliable trip times by adding two new Express Lanes in each direction across the top end of I-285.

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	**$21,192,897**	~~$16,954,318~~	~~$4,238,579~~	~~$0,000~~	~~$0,000~~
PE	Interstate Maintenance	AUTH	2007	**$1,250,000**	~~$1,125,000~~	~~$125,000~~	~~$0,000~~	~~$0,000~~
PE	Interstate Maintenance	AUTH	2007	**$2,701,631**	~~$2,161,305~~	~~$540,326~~	~~$0,000~~	~~$0,000~~
PE	Transit Project Bond (2007) - State	AUTH	2007	**$217,190**	~~$0,000~~	~~$217,190~~	~~$0,000~~	~~$0,000~~
PE	Transportation Funding Act (HB 170)	AUTH	2017	**$9,000,000**	~~$0,000~~	~~$9,000,000~~	~~$0,000~~	~~$0,000~~
PE	National Highway Performance Program (NHPP)	AUTH	2018	**$2,678,210**	~~$2,142,568~~	~~$535,642~~	~~$0,000~~	~~$0,000~~
PE	Repurposed Earmark	AUTH	2018	**$2,021,790**	~~$1,617,432~~	~~$404,358~~	~~$0,000~~	~~$0,000~~
PE	Transportation Funding Act (HB 170)	AUTH	2019	**$4,400,000**	~~$0,000~~	~~$4,400,000~~	~~$0,000~~	~~$0,000~~
PE	Transportation Funding Act (HB 170)	AUTH	2020	**$26,200,000**	~~$0,000~~	~~$26,200,000~~	~~$0,000~~	~~$0,000~~
PE	Transportation Funding Act (HB 170)		2021	**$19,500,000**	$0,000	$19,500,000	$0,000	$0,000

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PE	National Highway Performance Program (NHPP)		2022	**$2,000,000**	$1,600,000	$400,000	$0,000	$0,000
ROW	GARVEE Bonds	AUTH	2018	**$49,000,000**	~~$0,000~~	~~$0,000~~	~~$49,000,000~~	~~$0,000~~
ROW	GARVEE Bonds		2021	**$60,000,000**	$0,000	$0,000	$60,000,000	$0,000
ROW	GARVEE Bonds		2022	**$98,000,000**	$0,000	$0,000	$98,000,000	$0,000
ROW	GARVEE Bonds		2023	**$135,000,000**	$0,000	$0,000	$135,000,000	$0,000
ROW	GARVEE Bonds		2024	**$110,000,000**	$0,000	$0,000	$110,000,000	$0,000
ROW	GARVEE Bonds		2025	**$48,000,000**	$0,000	$0,000	$48,000,000	$0,000
CST	Transportation Funding Act (HB 170)		2023	**$49,700,000**	$0,000	$49,700,000	$0,000	$0,000
CST	National Highway Performance Program (NHPP)		2024	**$66,500,000**	$53,200,000	$13,300,000	$0,000	$0,000
CST	Transportation Funding Act (HB 170)		2025	**$74,900,000**	$0,000	$74,900,000	$0,000	$0,000
CST	General Federal Aid - 2026-2050		LR 2026-2030	**$851,300,000**	$681,040,000	$170,260,000	$0,000	$0,000
CST	Transportation Funding Act (HB 170)		LR 2026-2030	**$88,100,000**	$0,000	$88,100,000	$0,000	$0,000
CST	General Federal Aid - 2026-2050		LR 2031-2040	**$2,885,000,000**	$2,308,000,000	$577,000,000	$0,000	$0,000
CST	Transportation Funding Act (HB 170)		LR 2031-2040	**$100,000,000**	$0,000	$100,000,000	$0,000	$0,000
CST	General Federal Aid - 2026-2050		LR 2041-2050	**$3,200,000,000**	$2,560,000,000	$640,000,000	$0,000	$0,000
CST	Transportation Funding Act (HB 170)		LR 2041-2050	**$100,000,000**	$0,000	$100,000,000	$0,000	$0,000
CST	Design Build Finance (DBF) Repayment - Federal		LR 2051+	**$4,320,000,000**	$3,456,000,000	$864,000,000	$0,000	$0,000
CST	Design Build Finance (DBF) Repayment - State		LR 2051+	**$120,000,000**	$0,000	$120,000,000	$0,000	$0,000
				$12,447,661,718	**$9,084,640,623**	**$2,863,021,095**	**$500,000,000**	**$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

AR-ML-210

Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

Short Title	I-285 WEST EXPRESS LANES FROM I-20 WEST TO I-75 NORTH
GDOT Project No.	0013917
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / Express Lanes
Sponsor	GDOT
Jurisdiction	Regional - Perimeter
Analysis Level	In the Region's Air Quality Conformity Analysis

Existing Thru Lane	0	**LCI**		**Network Year**	2030
Planned Thru Lane	2	**Flex**		**Corridor Length**	9.6 miles

Detailed Description and Justification

This project provides travel options and more reliable trip times by adding one new Express lane in each direction on I-285 between I-20 and I-75.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Transportation Funding Act (HB 170)	AUTH	2017	**$1,035,523**	~~$0,000~~	~~$1,035,523~~	~~$0,000~~	~~$0,000~~
PE	Repurposed Earmark	AUTH	2018	**$2,753,499**	~~$2,202,799~~	~~$550,700~~	~~$0,000~~	~~$0,000~~
PE	Repurposed Earmark (RPF9)	AUTH	2018	**$159,559**	~~$127,647~~	~~$31,912~~	~~$0,000~~	~~$0,000~~
PE	National Highway Performance Program (NHPP)	AUTH	2019	**$4,000,000**	~~$3,200,000~~	~~$800,000~~	~~$0,000~~	~~$0,000~~
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2019	**$2,125,000**	~~$1,700,000~~	~~$425,000~~	~~$0,000~~	~~$0,000~~
PE	Highway Infrastructure – 23 USC 133(b)(1)(A) Activities in Areas With a Population Over 200,000 (Z005)		2020	**$7,000,000**	$5,600,000	$1,400,000	$0,000	$0,000
PE	Highway Infrastructure – 23 USC 133(b)(1)(A) Activities in Areas With a Population Over 200,000 (Z905)		2021	**$7,000,000**	$5,600,000	$1,400,000	$0,000	$0,000

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

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PE	Highway Infrastructure – 23 USC 133(b)(1)(A) Activities in Areas With a Population Over 200,000 (Z905)		2022	**$2,800,000**	$2,240,000	$560,000	$0,000	$0,000
ROW	Transportation Funding Act (HB 170)		2025	**$10,000,000**	$0,000	$10,000,000	$0,000	$0,000
CST	National Highway Performance Program (NHPP)		2023	**$59,700,000**	$47,760,000	$11,940,000	$0,000	$0,000
CST	National Highway Performance Program (NHPP)		2024	**$64,600,000**	$51,680,000	$12,920,000	$0,000	$0,000
CST	Transportation Funding Act (HB 170)		2025	**$62,100,000**	$0,000	$62,100,000	$0,000	$0,000
CST	General Federal Aid - 2026-2050		LR 2026-2030	**$180,000,000**	$144,000,000	$36,000,000	$0,000	$0,000
CST	Transportation Funding Act (HB 170)		LR 2026-2030	**$52,400,000**	$0,000	$52,400,000	$0,000	$0,000
				$455,673,581	**$264,110,446**	**$191,563,135**	**$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

AR-475

Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

Short Title	CONNECT COBB / NORTHWEST ATLANTA HIGH CAPACITY PREMIUM TRANSIT SERVICE FROM KENNESAW STATE UNIVERSITY TO MIDTOWN ATLANTA
GDOT Project No.	N/A
Federal ID No.	N/A
Status	Long Range
Service Type	Transit / BRT Capital
Sponsor	Cobb County
Jurisdiction	Regional - Northwest
Analysis Level	In the Region's Air Quality Conformity Analysis

Existing Thru Lane	N/A	**LCI**		**Network Year**	2050
Planned Thru Lane	N/A	**Flex**		**Corridor Length**	25.3 miles

Detailed Description and Justification

This project connects Kennesaw University in Cobb County to midtown Atlanta via BRT on a 25 mile coriridor. The first phase of the projuect will include the contruction of dedicated guideway on US 41 rom Kennesaw State University to the Cumberland Activity Center. The new BRT service will utilize the new US 41 dedicated guideway, continue onto the I-75 North managed lanes, and then into Midtown Atlanta via Northside Drive and 17th Street. The project also includes transit improvements in Midtown Atlanta are and Arts Center MARTA station to accommodate the new BRT vehicles and service.

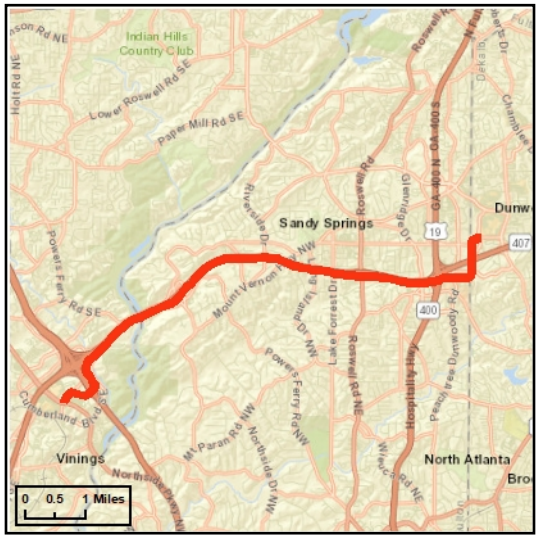
Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2012	**$1,700,000**	~~$1,266,667~~	~~$0,000~~	~~$0,000~~	~~$433,333~~
ALL	New Starts		LR 2041-2050	**$491,000,000**	$171,850,000	$0,000	$0,000	$319,150,000
				$492,700,000	**$173,116,667**	**$0,000**	**$0,000**	**$319,583,333**

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

AR-409A

Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

Short Title	I-285 NORTH CORRIDOR PREMIUM HIGH CAPACITY TRANSIT SERVICE FROM WEST PACES FERRY ROAD TO NORTHLAKE MALL AREA
GDOT Project No.	TBD
Federal ID No.	N/A
Status	Long Range
Service Type	Transit / Bus Capital
Sponsor	TBD
Jurisdiction	Regional - Perimeter
Analysis Level	In the Region's Air Quality Conformity Analysis



Existing Thru Lane	N/A	**LCI**		**Network Year**	2050
Planned Thru Lane	N/A	**Flex**		**Corridor Length**	TBD miles

Detailed Description and Justification

This project will provide high capacity premium transit service on the I-285 corridor between the Northlake Mall and West Paces Ferry Road.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	New Starts		LR 2041-2050	**$400,000,000**	$140,000,000	$0,000	$0,000	$260,000,000
				$400,000,000	**$140,000,000**	**$0,000**	**$0,000**	**$260,000,000**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
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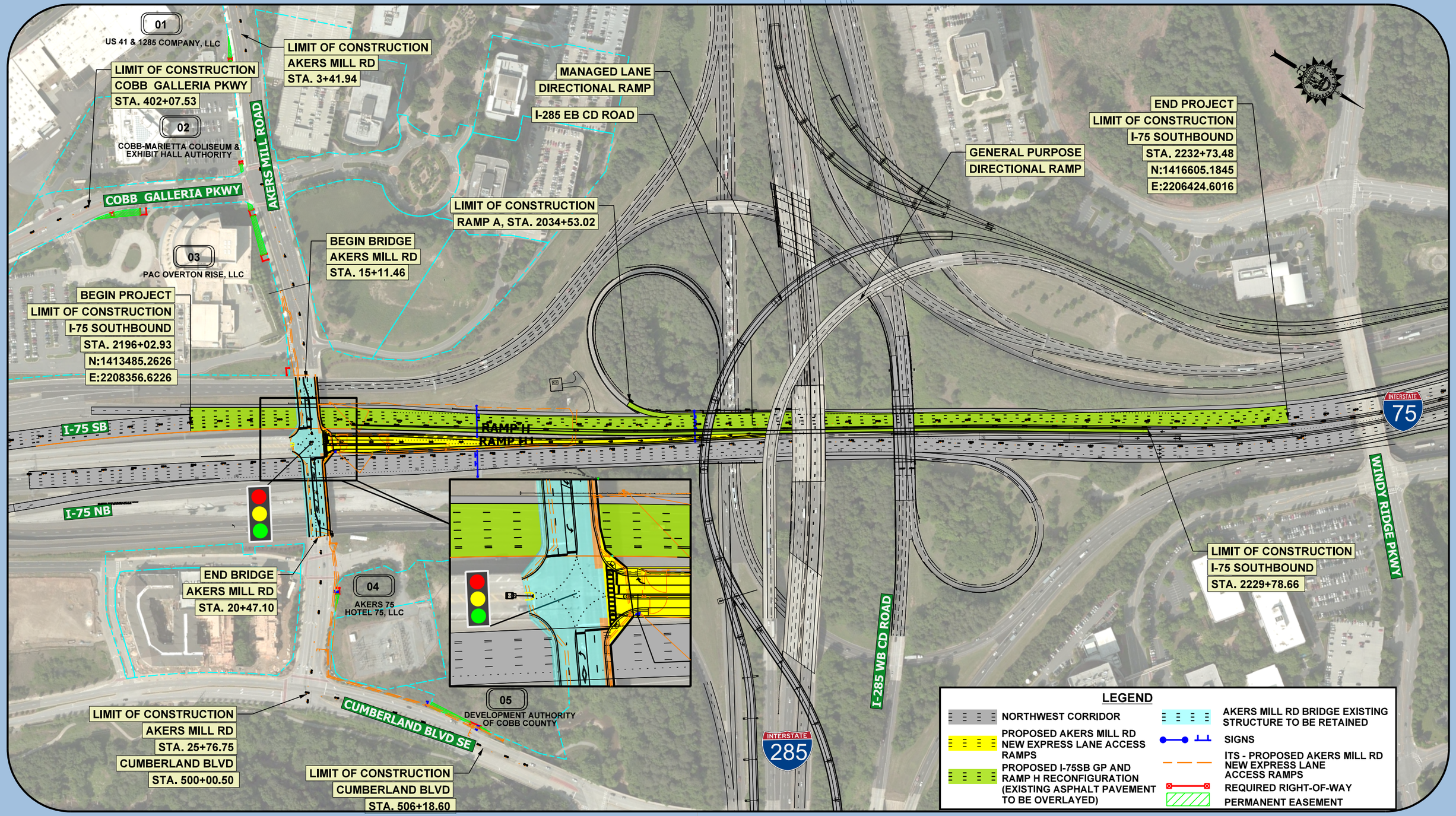
? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

Report Generated: 4/23/2020

TIER 1

ROADWAY IMPROVEMENTS

Project	Description	From	To	Commission District	Estimated Project Cost
Beech Road/Westside Drive	Operational and pedestrian improvements for improved access to Chattahoochee Tech	South Cobb Drive	Sandtown Road	1	$2,250,000
Canton Road Corridor	Improvements including turn lanes and sidewalks	Canton Road Connector	Cherokee County Line	3	$3,000,000
Cherokee Street (Joint project with Kennesaw)	Extend right turn lane	Jiles Road	I-75	1	$2,400,000
Cumberland Blvd	Safety and operational improvements, turn lanes, sidewalks	Akers Mill Road	Spring Road	2	$5,500,000
Inclement Weather Equipment and Supply Storage	Salt storage barns, street sweeper, sprayer, storage tanks, tailgate spreaders, plow attachments, spreader, spreader hoppers, chippers, and other related equipment	n/a	n/a	All	$1,018,000
Mack Dobbs Road (Joint project with Kennesaw)	Safety and operational improvements, turn lanes, sidewalks	Cobb Parkway	Kennesaw City Limits	1	$1,000,000
Main Street (Joint project with Acworth)	Safety and operational roadway improvements	Nance Road	Nowlin Road	1	$1,500,000
New Macland Road	Safety and operational improvements, turn lanes, sidewalks	Macland Road	Arapaho Drive	4	$2,500,000
Old 41 Highway	Convert existing intersections to roundabouts or relocate White Rd to align with Kennesaw Ave	Kennesaw Ave.	Stilesboro Road	3	$4,300,000
Safety and Operational Roadway Improvements	Corridor safety and operational roadway improvements - Specific locations to be determined from future analysis	n/a	n/a	All	$6,000,000
Sandtown Road (Joint project with Marietta)	Safety and operational improvements, turn lanes, sidewalks	Powder Springs Street	Austell Road	1	$1,700,000
Six Flags Parkway Gateway Improvements	Enhancements in the Six Flags Parkway Corridor with hardscaping, landscaping, monuments, and signage	n/a	n/a	4	$100,000
				Roadway Improvements Estimated Total Cost	**$31,268,000**



GDOT
Georgia Department of Transportation

PARSONS
3577 PARKWAY LANE, SUITE 100
NORCROSS, GA 30092

FOR TYPICAL SECTIONS,
REFER TO ATTACHMENT 2

AKERS MILL ROAD - NEW EXPRESS LANE ACCESS RAMPS

COBB COUNTY
PI NO. 0015051

PROJECT LAYOUT

DRAWING SCALE
SCALE IN FEET
0 300 600

DATE
30-APR-19

DRAWING No.
ATTACHMENT 1

Site Photo Log

Kimley»Horn

Cobb County, GA

Photograph Sheet

KHA Job No.: 147688001
Date: July 2020
Page: 1 of 6

Cumberland Mall DRI #3129

Photo No. 1

Comments: Mall Access A looking south.

Photo No. 2

Comments: Mall Access A looking west.

Cumberland Mall DRI #3129

Photo No. 3

Comments: Mall Access A looking east.

Photo No. 4

Comments: Mall Access B looking south.

Cumberland Mall DRI #3129

Photo No. 5

Comments: Mall Access B looking west.

Photo No. 6

Comments: Mall Access B looking east.

Kimley»Horn

Cobb County, GA

Photograph Sheet

KHA Job No.: 147688001

Date: July 2020

Page: 4 of 6

Cumberland Mall DRI #3129

Photo No. 7

Comments: Mall Access C looking east.

Photo No. 8

Comments: Mall Access C looking south.

Kimley»Horn

Cobb County, GA

Photograph Sheet

KHA Job No.: 147688001

Date: July 2020

Page: 5 of 6

Cumberland Mall DRI #3129

Photo No. 9

Comments: Mall Access C looking north.

Photo No. 10

Comments: Mall Access D looking north.

Cumberland Mall DRI #3129

Photo No. 11

Comments: Mall Access D looking west.

Photo No. 12

Comments: Mall Access D looking east.