

Transportation Analysis

Chamblee Park DRI #3292

City of Chamblee, Georgia

Report Prepared:

May 2021

Prepared for:

Thrive Residential

Prepared by:



Kimley-Horn and Associates, Inc. 817 West Peachtree Street, Suite 601 Atlanta, Georgia 30308 012826048



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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Chamblee Park* development located in the City of Chamblee, Georgia. The approximate 30.5-acre site is primarily located along Parsons Drive and Deacon Lane, north of Peachtree Boulevard (SR 141) and west of I-285. The site currently consists of approximately 45 single-family homes. The existing development is proposed to be demolished and redeveloped with residential and retail land uses.

The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 600,000 SF of mixed-use development in a Regional Employment Corridor per the Atlanta Region's Plan *Unified Growth Policy Map*. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on March 29, 2021 by the City of Chamblee.

The present zoning classification of the project site is MU-BC (Mixed-Use Business Center) and NR-1 (Neighborhood Residential). The site is proposed to be rezoned to PUD (Planned Unit Development). The proposed project is expected to be completed by 2024 (approximately 3 years).

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

Table 1: Proposed Land Use and Density					
Land Use	Proposed				
Single-Family	37 units				
Apartments	375 units				
Townhomes/Condos	404 units				
Retail	20,000 SF				

The DRI analysis includes an estimation of the overall vehicle trips projected to be generated by the development, also known as gross trips. In order to perform a more conservative analysis, mixed-use, alternative transportation mode, and pass-by reductions to gross trips were not included in the trip generation.

Capacity analyses were performed throughout the study network for the Estimated 2021 conditions, the Projected 2024 No-Build conditions, and the Projected 2024 Build conditions.

- Estimated 2021 conditions represent traffic volumes that were collected in April 2021 calibrated based on available 2019 GDOT count station data to account for traffic impacts due to COVID.
- Projected 2024 No-Build conditions represent the Estimated 2021 traffic volumes grown for three (3) additional years at 3.0 percent per year throughout the study network.
- Projected 2024 Build conditions represent the Projected 2024 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *Chamblee Park* development.

Based on the **Estimated 2021** conditions (present conditions; i.e. <u>includes</u> volume calibration factors for traffic counts collected during COVID conditions and <u>excludes</u> both the background traffic growth and the estimated project trips from the Chamblee Park DRI), all study intersections currently operate acceptably based on an <u>overall</u> LOS standard of D during the AM and PM peak hours.

There are no recommended improvements for the Estimated 2021 conditions scenario.

Based on the **Projected 2024 No-Build** conditions (*includes background traffic growth but <u>excludes</u> the estimated project trips from the Chamblee Park DRI), all study intersections are projected to continue operating acceptably based on an <u>overall</u> LOS standard of D during the AM and PM peak hours.*

There are no recommended improvements for the Projected 2024 No-Build conditions scenario.

Based on the **Projected 2024 Build** conditions (*includes* both the Projected 2024 No-Build traffic volumes and the estimated project trips from Chamblee Park DRI), all study intersections are projected to continue operating acceptably based on an <u>overall</u> LOS of D standard during the AM and PM peak hours.

There are no recommended off-site improvements for the Projected 2024 Build conditions scenario.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *Chamblee Park* development located in the City of Chamblee, Georgia. The approximate 30.5-acre site is primarily located along Parsons Drive and Deacon Lane, north of Peachtree Boulevard (SR 141) and west of I-285. The site currently consists of approximately 45 single-family homes. The existing development is proposed to be demolished and redeveloped with residential and retail land uses.

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

Figure 1 provides the site location of the proposed *Chamblee Park* development. **Figure 2** and **Figure 3** provide aerial views of the project site and surrounding area. The City of Chamblee Zoning Map is included in **Appendix B**.

The proposed project is expected to be completed by 2024. A summary of the proposed land-use and density is shown in **Table 2**.

Table 2: Proposed Land Use and Density					
Land Use	Proposed				
Single-Family	37 units				
Apartments	375 units				
Townhomes/Condos	404 units				
Retail	20,000 SF				

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

1.2 Site Access

As currently envisioned, the proposed *Chamblee Park* development will be accessible via two (2) access points:

- Parsons Drive Parsons Drive and Deacon Lane are proposed to be consolidated with the proposed development. Parsons Drive ultimately provides access to Peachtree Boulevard (SR 141) at the existing signal.
- Perimeter Park Drive A connection from the site to Perimeter Park Drive north of the site is proposed with the development and to be coordinated with the City of Chamblee. This connection aligns with the City's goals of providing connectivity through the roadway system by allowing multiple access points to the site.

Capacity analyses were performed for the proposed driveways using *Synchro 10*. The results of the capacity analyses for this intersection (LOS, delay, and recommended laneage) are reported in *Section 5.3* of this report.





Kimley **»Horn**

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Site Aerial (zoomed out) Figure 2 Page 5



1.3 Internal Circulation Analysis

Internal roadways throughout the site provide vehicular access to all buildings and parking on the site. The proposed site driveways will provide access to buildings on the site.

Parking will be provided on-site in a mixture of proposed surface parking lots and individual enclosed parking for most of the townhomes and condominiums and parking decks for the apartments and retail space. In addition, on-street parking will be provided along Parsons Drive throughout the site. The current number of total site parking spaces to be provided are as follows (site development is currently in progress and the number of parking provided is subject to change):

Vehicle Parking Provided: approximately 1,107 parking spaces

See referenced site plan in **Appendix A** for a visual representation of vehicular access and circulation throughout the proposed development.

1.4 Bicycle and Pedestrian Facilities

Pedestrian sidewalk facilities are currently provided along Peachtree Boulevard (SR 141) and are proposed to be provided along Parsons Drive with the development. Internal pedestrian sidewalk facilities are proposed to be provided with the development to ensure connectivity throughout the site.

There are currently no bicycle facilities existing or proposed with the development.

See referenced site plan in **Appendix A** for a visual representation of the pedestrian facilities.

1.5 Transit Facilities

The project site is located approximately 1.5 miles north of the Doraville MARTA rail station which is served by the Gold line seven days a week. The station is also served by the Doraville Bus Loop.

The Doraville Bus Loop is typically served by the following routes:

- Route 25: Peachtree Boulevard
- Route 39: Buford Highway
- Route 124: Pleasantdale Road
- Route 133: Shallowford Road

The nearest bus stop is located at the intersection of Peachtree Boulevard (SR 141) at Parsons Drive/N Shallowford Road/Peachtree Road and is served by MARTA bus route 25 with a direct connection to the Doraville MARTA rail station.

2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

2.1 Study Network Determination

The 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 network was agreed upon during methodology discussions with GRTA, ARC, GDOT and City of Chamblee staff, and includes the following four (4) intersections described in **Table 3**. The study intersections are shown in **Figure 4**.

	Table 3: Intersection Control Summary								
	Intersection	Jurisdiction	Control						
1.	Peachtree Boulevard (SR 141) at Parsons Drive/N Shallowford Road/Peachtree Road	GDOT/City of Chamblee/City of Doraville	Signal						
2.	N Peachtree Road at N Shallowford Road	City of Chamblee	TWSC*						
3.	N Peachtree Road at N Shallowford Road/Ellwyn Drive**	City of Chamblee	TWSC*						
7.	N Peachtree Road at Perimeter Park Drive	City of Chamblee	TWSC*						

* Two-Way Stop Control (TWSC)

**Due to the existing intersection configuration and the limitations of the analysis software, intersection 3 was broken down and analyzed as 4 different intersections

Each of the intersections listed in **Table 3** were analyzed for the Estimated 2021 conditions, the Projected 2024 No-Build conditions, and the Projected 2024 Build conditions.



2.2 Existing Roadway Facilities

Roadway classification descriptions and estimated Annual Average Daily Traffic (AADT) 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	AADT	GDOT Functional Classification				
Deacon Lane	2	N/A	Local Road				
Parsons Drive	2	N/A	Local Road				
Peachtree Boulevard (SR 141)	6	44,700	Principal Arterial				
Peachtree Industrial Boulevard (SR 141)	6	133,000	Principal Arterial – Freeway				
N Shallowford Road	2	N/A	Local Road				
Perimeter Park Drive	2	N/A	Local Road				
Peachtree Road	2	5,400	Local Road				
Motors Industrial Way (SR 13C)	4	13,300	Minor Arterial				
N Peachtree Road	4	N/A	Major Collector				
I-285	10	238,000	Interstate				

2.3 Traffic Data Collection

Weekday peak hour turning movement counts were collected on Tuesday, April 13, 2021 at the study intersections during the AM and PM peak periods.

Traffic data previously collected in February 2020 was also available for the intersection of Peachtree Boulevard (SR 141) at Parsons Drive/N Shallowford Road/Peachtree Road/Motors Industrial Way (Intersection 1). A comparison of the counts did not identify major differences in traffic volumes; therefore, the 2021 counts were used as base conditions (prior to COVID calibration factors) at this intersection.

Traffic count collection dates and peak hours for all the study intersections are shown in Table 5.

	Table 5: Traffic Count Summary							
	Intersection AM Peak Hour PM Peak Hour							
1.	Peachtree Boulevard (SR 141) at Parsons Drive/N Shallowford Road/Peachtree Road	7:30 AM – 8:30 AM	5:00 PM – 6:00 PM					
2.	N Peachtree Road at N Shallowford Road	7:30 AM – 8:30 AM	4:45 PM – 5:45 PM					
3.	N Peachtree Road at N Shallowford Road/Ellwyn Drive	7:30 AM – 8:30 AM	4:45 PM – 5:45 PM					
7.	N Peachtree Road at Perimeter Park Drive	7:45 AM – 8:45 AM	5:00 PM – 6:00 PM					

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

2.3 Existing Volume Adjustment

Due to COVID-19's impact on traffic, historical data was used to develop the Estimated 2021 traffic conditions. Average Daily Traffic (ADT) volumes collected in 2021 and Annual Average Daily Traffic (AADT) volumes from GDOT's Traffic Analysis & Data Application (TADA) were used to compare typical traffic volumes in the vicinity of the project site.

As shown in **Table 6**, GDOT's historical count data collected in July 2019 was grown 3.0% per year to account for continued growth and change in the area and compared to the recently collected 2021 ADT count data. This growth rate is consistent with the methodology detailed in *Section 2.4*. **Figure 5** illustrates the hourly comparison between GDOT's historical 2019 ADT, GDOT's projected 2021 ADT (grown at 3.0% per year), and the current 2021 ADT along Peachtree Boulevard (SR 141) east of Peachtree Road. Based on the results of the volume comparison, a calibration factor of 1.1 was determined and applied to the existing AM and PM peak hour turning movement counts and ADT. These applied calibration factors account for the potential impacts of COVID-19 to typical traffic volumes and patterns. This methodology has been approved by GRTA and ARC.

Table 6: Traffic Count Comparison and Calibration Calculations										
Count				GDOT				Coll	ected	
Station	Location	2019 AADT	ADT Date	2019 ADT	AM Peak	PM Peak	2021 ADT	АМ	Peak	PM Peak
089-3169	Peachtree Boulevard (SR 141) east of Peachtree Road	44,700	July 2019	46,922	3,461	3,527	43,310	3,2	242	3,314
Plus 3.0% per year background growth between 2019 and 2021				49,780	3,672	3,742				
		-	-	-		-	-	-	-	
		ADT A			AM Peak			PM Peak		
Difference Calculations*		Vol	%	Factor	Vol	%	Factor	Vol	%	Factor
		-6,470	-13%	1.1	-430	-12%	1.1	-428	-11%	1.1

*Collected 2021 compared to GDOT 2019 ADT calibrated for background growth



Figure 5: Peachtree Boulevard (SR 141) west of Motors Industrial Way ADT Comparison

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 proposed *Chamblee Park* development. Background traffic can include a base growth rate based on historical count data as well as population growth data and estimates as well as trips anticipated from nearby or adjacent other projects. Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 3.0 percent per year background traffic growth rate from 2021 to 2024 (3 years) was used for all roadways, with the exception of Parsons Drive. No background growth was applied to Parsons Drive due to the area accessing Parsons Drive being completely built out or to be built out with the proposed development.

The Projected 2024 No-Build conditions represent the Estimated 2021 traffic volumes grown for three (3) years at 3.0 percent per year throughout the study network.

The Projected 2024 Build conditions represent the project trips generated by the *Chamblee Park* development (discussed in Section 3.0 and 4.0) added to the Projected 2024 No-Build Conditions.

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. Level-of-service analyses were conducted at all intersections within the study network using *Synchro 10*. Existing traffic signal phasing and timing data were retrieved for available intersections.

LOS for signalized intersections is 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, is 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 D was assumed for all intersections and segments within the study network. If, however, an intersection or segment currently operates at LOS E or LOS F during an existing peak period, the LOS standard for the intersection during that peak period becomes LOS E, consistent with the GRTA Letter of Understanding.

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*, using equations where available.

Trip generation for this proposed development is calculated based upon Single-Family Detached Housing (ITE 210), Multi-family Housing (Low-Rise) (ITE 220), Multi-family Housing (Mid-Rise) (ITE 221), and Shopping Center (ITE 820) land uses. Trip generation for the existing site use is calculated based upon 45 units of Single-Family Residential (ITE 210).The total (net) trips generated and analyzed in this report are listed in **Table 7**.

Table 7: Net New Trip Generation									
Land Llag	Donaity	D	aily Traffi	с	AM Peak Hour		PM Peak Hour		
	Density	Total	Enter	Exit	Enter	Exit	Enter	Exit	
Single-Family Detached Housing (ITE 210)	37 units	416	208	208	8	23	25	14	
Multi-family Housing (Low-Rise) (ITE 220)	404 units	3,014	1,057	1,057	41	139	129	76	
Multi-family Housing (Mid-Rise) (ITE 221)	375 units	2,042	1,021	1,021	33	92	96	62	
Shopping Center (ITE 820)	20,000 SF	756	378	378	12	7	36	40	
Gross Project Trips		6,228	3,114	3,114	94	261	286	192	
Existing Use Trips (To Be Removed)*		-498	-249	-249	-9	-28	-30	-17	
New Trips		5,730	2,865	2,865	85	233	256	175	

*Existing use trips (to be removed) are based on 45 units of Single-Family Residential (ITE 210)

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 City of Chamblee staff.

Figure 6 displays the anticipated distribution and assignment of the trips throughout the study roadway network. These trip assignment percentages were applied to the new trips expected to be generated by the development, and the volumes were assigned to the roadway network. The combined peak hour project trips by turning movement throughout the study network, anticipated to be generated by the proposed *Chamblee Park* development, are shown on **Figure 7**.

Detailed intersection volume worksheets are provided in Appendix D.





5.0 TRAFFIC ANALYSIS

5.1 Estimated 2021 Conditions

The adjusted existing peak hour traffic volumes were entered into *Synchro 10,* and capacity analyses were performed for the AM and PM peak hours.

The Estimated 2021 peak hour traffic volumes and existing roadway laneage are displayed in **Figure 8**, and the results of the capacity analyses for the Estimated 2021 conditions are shown in **Table 8**. Detailed *Synchro* analysis reports are available upon request.

	Table 8: Estimated 2021 Level-of-Service Summary LOS (delay in seconds)								
	Intersection	Control	Approach/ Movement	LOS Std.***	AM Peak Hour	PM Peak Hour			
1.	Peachtree Boulevard (SR 141) at Parsons Drive/N Shallowford Road/Peachtree Road	Signal*	Overall	D	C (21.6)	C (32.1)			
2.	N Peachtree Road at N Shallowford Road	TWSC	WB	N/A	B (11.8)	B (14.7)			
	(South)	10030	SBL	N/A	A (8.0)	A (8.6)			
3.	N Peachtree Road at N Shallowford Road (North)**	TWSC	EB	N/A	B (11.9)	B (12.6)			
			NBL	N/A	A (8.4)	A (8.7)			
4	N Shallowford Road at Ellwyn Drive	TWSC	EB	N/A	B (11.0)	B (11.2)			
4.			NBL	N/A	A (7.7)	A (7.8)			
5.	N Shallowford Road at N Peachtree Connector Leg	TWSC	WB	N/A	B (10.1)	B (11.0			
			SBL	N/A	A (7.6)	A (7.8)			
6.	N Peachtree Road at N Shallowford Road Connector Leg	TWSC	EB	N/A	B (12.2)	B (13.7)			
			EB	N/A	C (15.6)	C (22.3)			
7	N Dependence Read at Derimeter Drive	TWEE	WB	N/A	B (12.4)	B (13.7)			
1.	in reachinee Road at Penineter Drive	10050	NBL	N/A	A (7.7)	A (0.0)			
			SBL	N/A	A (8.1)	A (8.2)			

* Analyzed using HCM 2000 due to limitations in HCM 6th Edition Methodology for 5-leg intersections
 **Due to the existing intersection configuration and the limitations of the analysis software, intersection 3 was broken down and analyzed as 4 different intersections

***LOS D is the overall intersection standard per GRTA LOU, for TWSC no approach LOS standard is set

As shown in **Table 8**, all study intersections currently operate at or above their acceptable <u>overall</u> LOS standard during the AM and PM peak hours for the Estimated 2021 conditions.

There are no recommended improvements for the Estimated 2021 conditions scenario.



5.2 Projected 2024 No-Build Conditions

To account for growth in the vicinity of the proposed development, the Estimated 2021 traffic volumes were increased for three (3) years at 3.0 percent per year throughout the study network. These volumes were entered into *Synchro 10*, and capacity analyses were performed. The Projected 2024 No-Build conditions were analyzed using existing roadway geometry and existing intersection control types.

The intersection laneage and traffic volumes for the Projected 2024 No-Build conditions are shown in **Figure 9**. The results of the capacity analyses for the Projected 2024 No-Build are shown in **Table 9**. Detailed *Synchro* analysis reports are available upon request.

	Table 9: Projected 2024 No-Build Level-of-Service Summary LOS (delay in seconds)								
	Intersection	Control	Approach/ Movement	LOS Std.***	AM Peak Hour	PM Peak Hour			
1.	Peachtree Boulevard (SR 141) at Parsons Drive/N Shallowford Road/Peachtree Road	Signal*	Overall	D	C (22.9)	D (36.2)			
2.	N Peachtree Road at N Shallowford Road	TWSC	WB	N/A	B (12.5)	C (16.2)			
	(South)	10000	SBL	N/A	A (8.1)	A (8.8)			
3.	N Peachtree Road at N Shallowford Road (North)**	TWSC	EB	N/A	B (12.5)	B (13.4)			
			NBL	N/A	A (8.5)	A (8.9)			
1	N Shallowford Road at Ellwyn Drive	TWSC	EB	N/A	B (11.3)	B (11.5)			
4.			NBL	N/A	A (7.7)	A (7.8)			
5.	N Shallowford Road at N Peachtree Connector Leg	TWSC	WB	N/A	B (10.3)	B (11.4)			
			SBL	N/A	A (7.7)	A (7.9)			
6.	N Peachtree Road at N Shallowford Road Connector Leg	TWSC	EB	N/A	B (12.8)	B (14.5)			
			EB	N/A	C (16.8)	D (26.0)			
7	N Description Road at Derimeter Drive	TWEC	WB	N/A	B (13.1)	B (14.9)			
1.	N Peachtree Road at Perimeter Drive	10050	NBL	N/A	A (7.7)	A (0.0)			
			SBL	N/A	A (8.2)	A (8.3)			

* Analyzed using HCM 2000 due to limitations in HCM 6th Edition Methodology for 5-leg intersections
 **Due to the existing intersection configuration and the limitations of the analysis software, intersection 3 was broken down and analyzed as 4 different intersections

***LOS D is the overall intersection standard per GRTA LOU, for TWSC no approach LOS standard is set

As shown in **Table 9**, all study intersections are projected to continue to operate at or above their acceptable <u>overall</u> LOS standard during the AM and PM peak hours for the Projected 2024 No-Build conditions.

There are no recommended improvements for the Projected 2024 No-Build conditions scenario.



5.3 Projected 2024 Build Conditions

The traffic associated with the proposed *Chamblee Park* development was added to the Projected 2024 No-Build volumes. These volumes were then entered into *Synchro 10.0*, and capacity analyses were performed. The Projected 2024 Build conditions were analyzed using the existing roadway geometry, existing intersection control types, and proposed site driveways as shown in the DRI site plan.

The intersection laneage and traffic volumes used for the Projected 2024 Build conditions are shown in **Figure 10**. The results of the capacity analyses for the Projected 2024 Build conditions are shown in **Table 10**. Detailed *Synchro* analysis reports are available upon request.

	Table 10: Projected 202 LOS	2 4 Build Le (delay in se	vel-of-Service conds)	e Summa	ry	
	Intersection	Control	Approach/ Movement	LOS Std.***	AM Peak Hour	PM Peak Hour
1.	Peachtree Boulevard (SR 141) at Parsons Drive/N Shallowford Road/Peachtree Road	Signal*	Overall	D	D (45.2)	D (53.9)
2.	N Peachtree Road at N Shallowford Road	TWSC	WB	N/A	B (12.7)	C (17.0)
	(South)	10050	SBL	N/A	A (8.1)	A (8.9)
3.	N Peachtree Road at N Shallowford Road	TWEC	EB	N/A	B (12.6)	B (14.0)
	(North)**	10030	NBL	N/A	A (8.6)	A (9.0)
4	N Challouford Dood at Ellung Drive		EB	N/A	B (12.1)	C (22.1)
4.	N Shallowford Road at Ellwyn Drive	TWSC	NBL	N/A	A (7.9)	A (9.9)
5.	N Shallowford Road at N Peachtree	TWEE	WB	N/A	B (10.6)	B (11.7)
	Connector Leg	TWSC	SBL	N/A	A (7.7)	A (7.9)
6.	N Peachtree Road at N Shallowford Road Connector Leg	TWSC	EB	N/A	B (12.8)	B (14.5)
			EB	N/A	C (18.0)	D (29.8)
7	N Depektree Deed at Derimeter Drive	TWEE	WB	N/A	B (13.0)	C (15.4)
1.	N Feachtree Road at Perimeter Drive	10050	NBL	N/A	A (7.7)	A (0.0)
			SBL	N/A	A (8.3)	A (8.3)

* Analyzed using HCM 2000 due to limitations in HCM 6th Edition Methodology for 5-leg intersections
 **Due to the existing intersection configuration and the limitations of the analysis software, intersection 3 was broken down and analyzed as 4 different intersections

***LOS D is the overall intersection standard per GRTA LOU, for TWSC no approach LOS standard is set

As shown in **Table 10**, all study intersections are projected to continue to operate at or above their acceptable <u>overall</u> LOS standard during the AM and PM peak hours for the Projected 2024 Build conditions.

There are no recommended improvements for the Projected 2024 Build conditions scenario.



6.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC's Regional Transportation Program (RTP), the GDOT Statewide TIP (STIP), Atlanta Region's Plan, GDOT's Construction Work Program, and the City of Chamblee's transportation projects, the following projects listed in **Table 11** are programmed or planned to be completed by the respective years within the vicinity of the proposed development. The completion dates of the identified projects are either currently undetermined or assumed to be after the build-out date.

			Table 11: Programmed Improvements
#	Year	Project ID	Project Description
1	2050	AR-409A	High capacity premium transit service along I-285 between Northlake Mall and West Paces Ferry Road
2	2030	AR-ML- 200E	Express lanes along I-285 between I-20 and Henderson Road
3	TBD	AR-ML- 200AIP2	Reconfigure the I-285/Peachtree Boulevard (SR 141) interchange ramps
4	2030	DK-429	Extend Park Avenue between SR 13 (Buford Highway) to SR 141 (Peachtree Boulevard)
5	TBD	DK-453	Provide high-quality, safe bicycle and pedestrian access to and from residences, offices, retail and service commercial, GTRA and MARTA buses and trains, and Chamblee's municipal offices
6	2040	DK-428	Buford/Peachtree Connector between SR 13 (Buford Highway) to SR 141 (Peachtree Boulevard)
7	2050	AR-491D	High capacity premium transit along I-85/Satellite Boulevard between Doraville MARTA station and the Sugarloaf Mills area
8	2050	AR-491E	High capacity premium transit along Buford Highway Corridor between the MARTA Lindbergh and Doraville stations

In addition to the projects listed above, the Chamblee-Doraville Community Improvement District (CDCID) has also identified an improvement project for the 5-leg intersection of Peachtree Boulevard (SR 141) at Parsons Drive/N Shallowford Road/Peachtree Road and identified it as the top priority project for the CID. The project includes realigning the intersection to become a 4-leg intersection with N Shallowford Road as the north leg and Parsons Drive connecting to N Shallowford Road north of the intersection.

Fact sheets for projects can be found in Appendix E.

Proposed Site Plan



Land Use and Zoning Maps



Zoning Districts

This map has been compiled from the most accurate data available from Datable County and the Cey of Chamblea. The Cey of Chamblea essumes no leager responsibility for the information presented herein, and reserves the right to correct scriveners' errors in this may administratively, to long as the result of the correction does not affect the accuracy of the zoning district assigned to any parelel of land in the Cey of Chamblea.





Trip Generation Analysis

Trip Generation Analysis (10th 1	Ed. with <i>2nd Edition Handbook</i> Daily Chamblee Park DRI #3292 City of Chamblee, GA	y IC & 3rd	Edition A	M/PM I	C)			
Land Use	Intensity	Daily	AN	1 Peak H	lour	PN	I Peak H	our
		Trips	Total	In	Out	Total	In	Out
Proposed Site Traffic								
210 Single-Family Detached Housing	37 d.u.	416	31	8	23	39	25	14
220 Multi-Family Housing (Low-Rise)	404 d.u.	3,014	180	41	139	205	129	76
221 Multi-Family Housing (Mid-Rise)	375 d.u.	2,042	125	33	92	158	96	62
820 Shopping Center	20,000 s.f. gross leasable area	756	19	12	7	76	36	40
		6.000				4=0	0 0 (100
Proposed Gross Trips		6,228	355	94	261	478	286	192
Residential Trips		5,472	336	82	254	402	250	152
Retail Trips		756	19	12	1	76	36	40
Existing Site Traffic (To Be Removed)								
210 Single-Family Detached Housing	45 du	498	37	9	28	47	30	17
			0,	-		.,		- /
Now Trins*		5 730	319	95	222	131	256	175
	Denidential Trine (After Coundit)	5,730	201	03 74	233	431	230	1/3
	Kesiaentiai Trips (After Credit)	5,034	301	/4	227	302	224	138
	Retail Trips (After Credit)	696	17	11	6	69	32	37

*Proposed Gross Trips - Existing Site Traffic

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT Intersection #1 Peachtree Road/Parsons Drive at Peachtree Boulevard (SR 141) AM PEAK HOUR

		Peachtr	ree Road			Parson	s Drive		Peach	tree Bou	levard (SI	R 141)	Peacl	ntree Boul	evard (SI	R 141)	1	N Shallov	vford Roa	d
		North	nbound			South	bound			East	bound			West	bound			Easth	ound 2	
Description	Left	Left 2	Through	Right	Left	Through	Right	Right 2	Left 2	Left	Through	Right	Left	Through	Right 2	Right	Left 2	Left	Through	Right
Observed 2021 Traffic Volumes	18	6	3	61	12	3	6	7	4	8	1,037	38	151	1,989	88	27	6	58	19	12
Pedestrians																				
Conflicting Pedestrians		0		0	0			0	()		0	0		-)	(0		0
Heavy Vehicles	0	0	0	4	0	0	0	0	0	0	21	0	2	11	1	0	0	1	0	0
Heavy Vehicle %	2%	2%	2%	7%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0	.93			0.	93			0.	93			0.	93			0	.93	
Adjustment	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Adjusted 2021 Volumes	20	7	3	67	13	3	7	8	4	9	1141	42	166	2188	97	30	7	64	21	13
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	0.0%	0.0%	0.0%	0.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.093	1.093	1.093	1.093	1.000	1.000	1.000	1.000	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093
2024 Background Traffic	22	8	3	73	13	3	7	8	4	10	1,247	46	181	2,391	106	33	8	70	23	14
Project Trips																				
Trip Distribution IN			5%							20%						55%	10%			
Trip Distribution OUT					55%	5%	20%	10%												
Residential Trips	0	0	4	0	125	11	45	23	0	15	0	0	0	0	0	41	7	0	0	0
Trip Distribution IN			5%							20%						55%	10%			
Trip Distribution OUT					55%	5%	20%	10%												
Retail Trips	0	0	1	0	3	0	1	1	0	2	0	0	0	0	0	6	1	0	0	0
Total Project Trips	0	0	5	0	128	11	46	24	0	17	0	0	0	0	0	47	8	0	0	0
2024 Buildout Total	22	8	8	73	141	14	53	32	4	27	1,247	46	181	2,391	106	80	16	70	23	14

PM PEAK HOUR

		Peachtr	ee Road			Parson	s Drive		Peach	tree Boul	evard (SF	R 141)	Peach	tree Boul	evard (SI	R 141)	1	A Shallov	ford Roa	d
		North	bound			South	bound			Eastl	oound			West	bound			Eastb	ound 2	
Description	Left	Left 2	Through	Right	Left	Through	Right	Right 2	Left 2	Left	Through	Right	Left	Through	Right 2	Right	Left 2	Left	Through	Right
Observed 2021 Traffic Volumes	64	23	7	243	29	11	9	- 11	14	7	1,613	97	119	1,399	92	22	4	81	13	12
Pedestrians																				
Conflicting Pedestrians		0		0	0			0)		0	0)	()		0
Heavy Vehicles	1	0	0	1	0	0	0	0	0	0	10	0	2	8	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.	96			0.	96			0.	96			0.	96			0.	96	
Adjustment	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Adjusted 2021 Volumes	70	25	8	267	32	12	10	12	15	8	1774	107	131	1539	101	24	4	89	14	13
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093
2024 Background Traffic	76	27	9	292	35	13	11	13	16	9	1,938	117	143	1,682	110	26	4	97	15	14
Project Trips																				
Trip Distribution IN			5%							20%						55%	10%			
Trip Distribution OUT					55%	5%	20%	10%												
Residential Trips	0	0	11	0	76	7	28	14	0	45	0	0	0	0	0	123	22	0	0	0
Trip Distribution IN			5%							20%		-				55%	10%			
Trip Distribution OUT					55%	5%	20%	10%												
Retail Trips	0	0	2	0	20	2	7	4	0	6	0	0	0	0	0	18	3	0	0	0
Total Project Trips	0	0	13	0	96	9	35	18	0	51	0	0	0	0	0	141	25	0	0	0
2024 Buildout Total	76	27	22	292	131	22	46	31	16	60	1,938	117	143	1,682	110	167	29	97	15	14

*Any turning movement with 2 is going to N Shallowford Road

5/11/2021 8:52

** Eastbound 2 Left 2 movement is from N Shallowford Road to Parsons Drive

INTERSECTION VOLUME DEVELOPMENT Intersection #2 N Peachtree Rd (South)/N Peachtree Rd (North) at /N Shallowford Rd AM PEAK HOUR

	Ν	V Peachtree	Rd (South	l)	Ν	Peachtree	e Rd (Nort	h)						N Shallo	wford Rd	
		North	bound			South	bound			East	bound			West	bound	
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	1	0	216	17	0	62	362	0	0	0	0	0	0	12	0	99
Pedestrians		()				0				0				0	
Conflicting Pedestrians		0		0	(0		0	()		0	()		0
Heavy Vehicles	1	0	12	2	0	3	8	0	0	0	0	0	0	0	0	4
Heavy Vehicle %	100%	0%	6%	12%	0%	5%	2%	0%	0%	0%	0%	0%	0%	2%	0%	4%
Peak Hour Factor		0.9	92			0	92			0.	.92			0.	92	
Adjustment	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Adjusted 2021 Volumes	1	0	238	19	0	68	398	0	0	0	0	0	0	13	0	109
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093
2024 Background Traffic	1	0	260	21	0	74	435	0	0	0	0	0	0	14	0	119
Project Trips																
Trip Distribution IN						10%										
Trip Distribution OUT																10%
Residential Trips	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	23
Trip Distribution IN						10%										
Trip Distribution OUT																10%
Retail Trips	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total Project Trips	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	24
2024 Buildout Total	1	0	260	21	0	82	435	0	0	0	0	0	0	14	0	143

PM PEAK HOUR

	ľ	V Peachtree	Rd (South	1)	N	Peachtree	e Rd (Nort	h)						N Shallo	wford Rd	
		North	bound			South	bound			East	bound			West	bound	
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	0	0	370	26	0	92	371	0	0	0	0	0	0	12	0	113
Pedestrians		()				0				0				0	
Conflicting Pedestrians		0		0	Ĩ	0		0	()		0	()		0
Heavy Vehicles	0	0	6	1	0	2	12	0	0	0	0	0	0	1	0	1
Heavy Vehicle %	0%	0%	2%	4%	0%	2%	3%	0%	0%	0%	0%	0%	0%	8%	0%	2%
Peak Hour Factor		0.9	95			0.	.95			0.	95			0.	.95	
Adjustment	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Adjusted 2021 Volumes	0	0	407	29	0	101	408	0	0	0	0	0	0	13	0	124
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093
2024 Background Traffic	0	0	445	32	0	110	446	0	0	0	0	0	0	14	0	135
								-		-		-		-		
Project Trips																
Trip Distribution IN						10%										
Trip Distribution OUT																10%
Residential Trips	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	14
Trip Distribution IN						10%										
Trip Distribution OUT						10/0										10%
Retail Trips	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	4
Total Project Trips	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	18
2024 Buildout Total	0	0	445	32	0	135	446	0	0	0	0	0	0	14	0	153

Intersection #3 N Peachtree Road at N Shallowford Road/ AM PEAK HOUR

		N Peachtree Road					ree Road			N Shallov	ford Road					
		North	bound			South	bound			East	oound			West	bound	
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	0	145	161	0	0	0	242	0	0	0	0	177	0	0	0	0
Pedestrians		())				0				0	
Conflicting Pedestrians		0		0	(0		0	()		0	()		0
Heavy Vehicles	0	6	11	0	0	0	6	0	0	0	0	4	0	0	0	0
Heavy Vehicle %	0%	4%	7%	0%	0%	0%	2%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Peak Hour Factor		0.9	90			0.	90			0.	90			0.	90	
Adjustment	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Adjusted 2021 Volumes	0	160	177	0	0	0	266	0	0	0	0	195	0	0	0	0
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093
2024 Background Traffic	0	175	193	0	0	0	291	0	0	0	0	213	0	0	0	0
Project Trips																
Trip Distribution IN												10%				
Trip Distribution OUT		10%														
Residential Trips	0	23	0	0	0	0	0	0	0	0	0	7	0	0	0	0
Trip Distribution IN												10%				
Trip Distribution OUT		10%														
Retail Trips	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Total Project Trips	0	24	0	0	0	0	0	0	0	0	0	8	0	0	0	0
2024 Buildout Total	0	199	193	0	0	0	291	0	0	0	0	221	0	0	0	0

PM PEAK HOUR

		N Peacht	ree Road			N Peach	tree Road			N Shallov	ford Road	1				
		North	bound			South	bound			East	oound			West	bound	
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	0	218	260	0	0	0	254	0	0	0	0	207	0	0	0	0
Pedestrians		0					0				0				0	
Conflicting Pedestrians		0		0		0		0	()		0	()		0
Heavy Vehicles	0	4	3	0	0	0	3	0	0	0	0	10	0	0	0	0
Heavy Vehicle %	0%	2%	2%	0%	0%	0%	2%	0%	0%	0%	0%	5%	0%	0%	0%	0%
Peak Hour Factor		0.9	97			0.	.97			0.	97			0.	.97	
Adjustment	1.1	1.1 1.1 1.1 1.1 1.1 0 240 286 0 0			1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Adjusted 2021 Volumes	0	240	286	0	0	0	279	0	0	0	0	228	0	0	0	0
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093
2024 Background Traffic	0	262	313	0	0	0	305	0	0	0	0	249	0	0	0	0
Project Trips								-		-				-		
Trip Distribution IN								-		-		10%		-		
Trip Distribution OUT		10%														
Residential Trips	0	14	0	0	0	0	0	0	0	0	0	22	0	0	0	0
Trip Distribution IN												10%				
Trip Distribution OUT		10%														
Retail Trips	0	4	0	0	0	0	0	0	0	0	0	3	0	0	0	0
						_										_
Total Project Trips	0	18	0	0	0	0	0	0	0	0	0	25	0	0	0	0
2024 Buildout Total	0	280	313	0	0	0	305	0	0	0	0	274	0	0	0	0
2024 Dunuout Total	0	280	515	0	3	0	505	9	0	9	5	2/4	3	0	0	0

INTERSECTION VOLUME DEVELOPMENT Intersection #4 Ellwyn Drive/ at N Shallowford Road AM PEAK HOUR

		Ellwyn Drive								N Shallov	vford Road			N Shallov	ford Road	L
		North	bound			South	bound			East	bound			West	bound	
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	0	33	0	17	0	0	0	0	0	0	160	17	0	18	127	0
Pedestrians		()			(D				0				0	
Conflicting Pedestrians		0		0	()		0	()		0)		0
Heavy Vehicles	0	1	0	0	0	0	0	0	0	0	4	0	0	0	6	0
Heavy Vehicle %	0%	3%	0%	2%	0%	0%	0%	0%	0%	0%	3%	2%	0%	2%	5%	0%
Peak Hour Factor		0.9	90			0.	90			0.	90			0.	90	
Adjustment	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Adjusted 2021 Volumes	0	36	0	19	0	0	0	0	0	0	176	19	0	20	140	0
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093
2024 Background Traffic	0	39	0	21	0	0	0	0	0	0	192	21	0	22	153	0
Project Trips																
Trip Distribution IN											10%					
Trip Distribution OUT															10%	
Residential Trips	0	0	0	0	0	0	0	0	0	0	7	0	0	0	23	0
Trip Distribution IN											10%					
Trip Distribution OUT															10%	
Retail Trips	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	8	0	0	0	24	0
2024 Buildout Total	0	39	0	21	0	0	0	0	0	0	200	21	0	22	177	0

PM PEAK HOUR

		Ellwyn	Drive						1	N Shallov	vford Road	l		N Shallov	vford Road	l
		North	bound			South	bound			East	bound			West	bound	
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	0	10	0	8	0	0	0	0	0	0	199	17	0	10	207	0
Pedestrians		0					0				0				0	
Conflicting Pedestrians		0		0	()		0	()		0	()		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	10	0	0	0	4	0
Heavy Vehicle %	0%	2%	0%	2%	0%	0%	0%	0%	0%	0%	5%	2%	0%	2%	2%	0%
Peak Hour Factor		0.9	97			0.	97			0.	97			0.	.97	
Adjustment	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Adjusted 2021 Volumes	0	11	0	9	0	0	0	0	0	0	219	19	0	11	228	0
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093
2024 Background Traffic	0	12	0	10	0	0	0	0	0	0	239	21	0	12	249	0
Project Trips																
Trip Distribution IN											10%					
Trip Distribution OUT															10%	
Residential Trips	0	0	0	0	0	0	0	0	0	0	22	0	0	0	14	0
Trip Distribution IN											10%					
Trip Distribution OUT															10%	
Retail Trips	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	25	0	0	0	18	0
2024 Buildout Total	0	12	0	10	0	0	0	0	0	0	264	21	0	12	267	0

Intersection #5 /Peachtree/Shallowford Connector Leg at N Shallowford Road AM PEAK HOUR

					Peachtre	e/Shallow	ford Conne	ctor Leg		N Shallov	vford Road	L		N Shallov	vford Road	l
		North	bound			South	bound			East	bound			West	bound	
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	0	0	0	0	0	12	0	16	0	7	165	0	0	0	138	22
Pedestrians		0)				0				0				0	
Conflicting Pedestrians		0		0	-	0		0	()		0	()		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	4	0	0	0	7	0
Heavy Vehicle %	0%	0%	0%	0%	0%	2%	0%	2%	0%	2%	2%	0%	0%	0%	5%	2%
Peak Hour Factor		0.9	90			0	.90			0.	.90			0.	.90	
Adjustment	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Adjusted 2021 Volumes	0	0	0	0	0	13	0	18	0	8	182	0	0	0	152	24
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093
2024 Background Traffic	0	0	0	0	0	14	0	20	0	9	199	0	0	0	166	26
Project Trips																
Trip Distribution IN											10%					
Trip Distribution OUT															10%	
Residential Trips	0	0	0	0	0	0	0	0	0	0	7	0	0	0	23	0
Trip Distribution IN											10%					
Trip Distribution OUT															10%	
Retail Trips	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	8	0	0	0	24	0
2024 Buildout Total	0	0	0	0	0	14	0	20	0	9	207	0	0	0	190	26

PM PEAK HOUR

						Peachtree/Shallowford Connector Leg				g N Shallowford Road				N Shallowford Road			
		North	bound			South	bound			East	bound		Westbound				
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Observed 2021 Traffic Volumes	0	0	0	0	0	6	0	10	0	25	210	0	0	0	214	3	
Pedestrians		0				0					0				0		
Conflicting Pedestrians		0		0)		0	()		0)		0	
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	10	0	0	0	4	0	
Heavy Vehicle %	0%	0%	0%	0%	0%	2%	0%	2%	0%	2%	5%	0%	0%	0%	2%	2%	
Peak Hour Factor		0.9	97	-		0.	97	-	0.97					0.	97		
Adjustment	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	
Adjusted 2021 Volumes	0	0	0	0	0	7	0	11	0	28	231	0	0	0	235	3	
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	
2024 Background Traffic	0	0	0	0	0	8	0	12	0	31	252	0	0	0	257	3	
Project Trips											1.000						
Trip Distribution IN											10%						
Trip Distribution OUT				0									0	0	10%		
Residential Trips	0	0	0	0	0	0	0	0	0	0	22	0	0	0	14	0	
Trip Distribution IN											10%						
Trip Distribution OUT															10%		
Retail Trips	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	
Total Project Trips	0	0	0	0	0	0	0	0	0	0	25	0	0	0	18	0	
2024 Buildout Total	0	0	0	0	0	8	0	12	0	31	277	0	0	0	275	3	
2024 Dulluout Total	0	0	0	0	0	8	0	12	0	51	211	0	0	0	213	3	

Intersection #6 N Peachtree Road at Peachtree/Shallowford Connector Leg/ AM PEAK HOUR

	N Peachtree Road				N Peachtree Road				Peachtree/Shallowford Connector Leg							
		North	bound			South	bound			East	ound			West	bound	
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	0	0	161	0	0	0	242	28	0	29	0	0	0	0	0	0
Pedestrians		0			0		0					0				
Conflicting Pedestrians		0		0	()		0	()		0	()		0
Heavy Vehicles	0	0	11	0	0	0	6	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	7%	0%	0%	0%	2%	2%	0%	2%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.90				0.	90		0.90				0.90			
Adjustment	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Adjusted 2021 Volumes	0	0	177	0	0	0	266	31	0	32	0	0	0	0	0	0
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093
2024 Background Traffic	0	0	193	0	0	0	291	34	0	35	0	0	0	0	0	0
Project Trips																
Trip Distribution IN																
Trip Distribution OUT																
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024 Buildout Total	0	0	193	0	0	0	291	34	0	35	0	0	0	0	0	0

PM PEAK HOUR

	N Peachtree Road			N Peachtree Road			Peachtree/Shallowford Connector Leg									
		North	bound			South	bound			East	bound		Westbound			
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	0	0	260	0	0	0	254	16	0	28	0	0	0	0	0	0
Pedestrians		0				0					0				0	
Conflicting Pedestrians		0		0)		0	()		0	()		0
Heavy Vehicles	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	2%	0%	0%	0%	2%	2%	0%	2%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.9	97			0.	97		0.97					0	.97	
Adjustment	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Adjusted 2021 Volumes	0	0	286	0	0	0	279	18	0	31	0	0	0	0	0	0
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093
2024 Background Traffic	0	0	313	0	0	0	305	20	0	34	0	0	0	0	0	0
Project Trips																
Trip Distribution IN																
Trip Distribution OUT																
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024 Buildout Total	0	0	313	0	0	0	305	20	0	34	0	0	0	0	0	0

Intersection #7 N Peachtree Rd (South)/N Peachtree Rd (North) at Driveway/Perimeter Park Dr AM PEAK HOUR

	N Peachtree Rd (South)				N Peachtree Rd (North)				Driveway				Perimeter Park Dr			
		North	bound			South	bound			East	bound		Westbound			
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	0	1	258	21	0	60	180	2	0	3	0	1	0	27	0	61
Pedestrians		0				0			0					0		
Conflicting Pedestrians		0		0	()		0	()		0	()		0
Heavy Vehicles	0	0	13	1	0	1	5	0	0	0	0	0	0	1	0	0
Heavy Vehicle %	0%	2%	5%	5%	0%	2%	3%	2%	0%	2%	0%	2%	0%	4%	0%	2%
Peak Hour Factor		0.91				0	91		0.91					0.	91	
Adjustment	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Adjusted 2021 Volumes	0	1	284	23	0	66	198	2	0	3	0	1	0	30	0	67
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093
2024 Background Traffic	0	1	310	25	0	72	216	2	0	3	0	1	0	33	0	73
Project Trips																
Trip Distribution IN						10%										
Trip Distribution OUT																10%
Residential Trips	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	23
Trip Distribution IN						10%										
Trip Distribution OUT																10%
Retail Trips	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total Project Trips	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	24
2024 Buildout Total	0	1	310	25	0	80	216	2	0	3	0	1	0	33	0	97

PM PEAK HOUR

	N Peachtree Rd (South)			N Peachtree Rd (North)			Driveway				Perimeter Park Dr					
		North	bound			South	bound			East	bound			West	bound	
Description	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2021 Traffic Volumes	0	0	266	21	0	66	314	2	0	6	0	2	1	37	0	107
Pedestrians		0				0					0		0			
Conflicting Pedestrians		0		0	()		0	()		0	1)		0
Heavy Vehicles	0	0	1	1	0	0	3	0	0	1	0	0	0	0	0	1
Heavy Vehicle %	0%	0%	2%	5%	0%	2%	2%	2%	0%	17%	0%	2%	2%	2%	0%	2%
Peak Hour Factor		0.9	93			0.	93		0.93					0.	.93	
Adjustment	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Adjusted 2021 Volumes	0	0	293	23	0	73	345	2	0	7	0	2	1	41	0	118
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093
2024 Background Traffic	0	0	320	25	0	80	377	2	0	8	0	2	1	45	0	129
						-				-				-		
Project Trips																
Trip Distribution IN						10%										
Trip Distribution OUT																10%
Residential Trips	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	14
						-				-				-		
Trip Distribution IN						10%				-				-		
Trip Distribution OUT																10%
Retail Trips	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	4
Total Project Trips	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	18
2024 Buildout Total	0	0	320	25	0	105	377	2	0	8	0	2	1	45	0	147

Programmed Project Fact Sheets

AR-409A	Atlanta Region's Plan RTP (20	020) PROJECT FACT SHEET
Short Title	I-285 NORTH CORRIDOR PREMIUM HIGH CAPACITY TRANSIT SERVICE FROM WEST PACES FERRY ROAD TO NORTHLAKE MALL AREA	Storn Ad WE Indian Hills Country Club Lower Rower Rose During Club During Club
GDOT Project No.	TBD	Sandy Springs 5 10 407
Federal ID No.	N/A	Arse secondarianda per al 100 2
Status	Long Range	and the second sec
Service Type	Transit / Bus Capital	Contraction of the second seco
Sponsor	TBD	Vinings
Jurisdiction	Regional - Perimeter	0 0.5 1 Miles
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 hig	yh capacity premium transit service on the I-285 corridor betv	veen the Northlake Mall and West Paces Ferry Road.

Phas	se Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE							
Info	rmation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE				
ALL	New Starts		LR 2041- 2050	\$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

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





AR-491D	Atlanta Region's Plan RTP (2	020) PROJECT FACT SHEET
Short Title	I-85 NORTH / SATELLITE BOULEVARD CORRIDOR HIGH CAPACITY PREMIUM TRANSIT SERVICE FROM MARTA DORAVILLE RAIL STATION TO SUGARLOAF MILLS	Stell R & Gridge R & Jon Bridge R & Barry R &
GDOT Project No.	TBD	Spallong Dr. Statementer Burger in Statement 316 32
Federal ID No.	N/A	IV ICTION NE REAL CONSERVATION
Status	Long Range	
Service Type	Transit / Bus Capital	autore Ro Liburn the Se
Sponsor	Gwinnett County	23 Nonthing of the South
Jurisdiction	Gwinnett County	0 10 2 Miles Tucker of Hugh Hugh Hugh Hugh Hugh Hugh Hugh Hugh
Analysis Level	In the Region's Air Quality Conformity Analysis	A Contraction of the second se
Existing Thru Lane		Network Year 2050
Planned Thru Lane	N/A Flex	Corridor Length TBD miles
Detailed Description a	and Justification	
This project will provide a h Doraville MARTA heavy rail	nigh capacity premium transit service along the I-85 / Satellit station and the Sugarloaf Mills area.	e Boulevard corridor in Gwinnet County between the

Pha	se Status & Funding	Status	FISCAL TOTAL PHASE		BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE							
Info	rmation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE				
ALL	New Starts		LR 2041- 2050	\$309,000,000	\$108,150,000	\$0,000	\$0,000	\$200,850,000				
				\$309,000,000	\$108,150,000	\$0,000	\$0,000	\$200,850,000				

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

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

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



AR-491E	Atlanta Region's Plan RTP (2	020) PROJECT FACT SHEET
Short Title	BUFORD HIGHWAY HIGH CAPACITY PREMIUM TRANSIT SERVICE FROM MARTA LINDBERGH RAIL STATION TO MARTA DORAVILLE RAIL STATION	August and a second and a secon
GDOT Project No.	TBD	North Atlanta Brookhaven Dresa
Federal ID No.	N/A	
Status	Long Range	237 B Barrowing ME
Service Type	Transit / Bus Capital	Provide and the second se
Sponsor	MARTA	
Jurisdiction	DeKalb County	0 1 2 Miles
Analysis Level	In the Region's Air Quality Conformity Analysis	All of the second secon
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 hig Center and Doraville heavy	h capacity premium transit service along the Buford Highwa rail stations.	y Corridor in DeKalb County between the MARTA Lindbergh

Phase Status & Funding Statu			FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE							
Info	rmation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE				
ALL	New Starts		LR 2041- 2050	\$220,000,000	\$77,000,000	\$0,000	\$0,000	\$143,000,000				
				\$220,000,000	\$77,000,000	\$0,000	\$0,000	\$143,000,000				

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

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

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

AR-ML- 200AIP2	Atlanta Region's Plan RTP (2	020) PROJECT FACT SHEET
Short Title	TOP END 285 - I-285 INTERCHANGE IMPROVEMENTS AT PEACHTREE INDUSTRIAL BOULEVARD	Caver Cir Janey Stream Dr Janey Stream Dr Halpem Park
GDOT Project No.	0017126	
Federal ID No.	N/A	anver
Status	Programmed	
Service Type	Roadway / Interchange Upgrade	wford Rd as Bad Motors Industria
Sponsor	GDOT	
Jurisdiction	Regional - Perimeter	0.1 0.3 Miles
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)	
Existing Thru Lane	N/A LCI	Network Year TBD
Planned Thru Lane	N/A Flex	Corridor Length 0.4 miles
Dotailed Description	and Justification	

Detailed Description and Justification

PI# 0017126 will provide dedicated exit lanes and reconfigure the interchange ramps to reduce the bottleneck from I-285 westbound to Peachtree Industrial Boulevard (PIB). The existing single lane westbound exit from I-285 to PIB northbound and southbound will be reconstructed into a two-lane exit facility. To further enhance continuous flow, the existing horizontal curvature of the westbound I-285 to northbound PIB exit ramp will be flattened and the access to Flowers Road, a local City of Doraville street, will be eliminated.

Phase Status & Funding Status		FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE				
Information			YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE
CST	Transportation Funding Act (HB 170)		2021	\$20,400,000	\$0,000	\$20,400,000	\$0,000	\$0,000
				\$20,400,000	\$0,000	\$20,400,000	\$0,000	\$0,000

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





AR-ML-200E	Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET						
Short Title	TOP END 285 - I-285 EAST EXPRESS LANES FROM NORTH SPRINGS MARTA STATION OFF OF SR 400 TO FROM NORTH SPRINGS MARTA STATION OFF OF SR 400 TO HENDERSON ROAD ON I-285						
GDOT Project No.	0017135						
Federal ID No.	N/A						
Status	Programmed	NO IMAGE AVAILABLE					
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 10.43 miles					
Detailed Description	and Justification						

Detailed Description and Justification

To improve mobility on I-285, Georgia DOT plans to add new, optional express lanes consisting of one new buffer-separated express lane in each direction on I-285 between I-20 and Henderson Road in DeKalb County. The I-285 Eastside Express Lanes will be part of the larger Georgia Express Lanes network.

Phase Status & Funding		Status	FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE				
Info	rmation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE	
CST	Transportation Funding Act (HB 170)		2023	\$7,200,000	\$0,000	\$7,200,000	\$0,000	\$0,000	
CST	National Highway Performance Program (NHPP)		2024	\$42,400,000	\$33,920,000	\$8,480,000	\$0,000	\$0,000	
CST	Toll Revenue Bonds		2024	\$129,000,000	\$0,000	\$0,000	\$129,000,000	\$0,000	
CST	Transportation Funding Act (HB 170)		2025	\$42,400,000	\$0,000	\$42,400,000	\$0,000	\$0,000	
CST	General Federal Aid - 2026-2050		LR 2026- 2030	\$266,400,000	\$213,120,000	\$53,280,000	\$0,000	\$0,000	
CST	Transportation Funding Act (HB 170)		LR 2026- 2030	\$42,200,000	\$0,000	\$42,200,000	\$0,000	\$0,000	
CST	General Federal Aid - 2026-2050		LR 2031- 2040	\$1,950,000,000	\$1,560,000,000	\$390,000,000	\$0,000	\$0,000	
CST	General Federal Aid - 2026-2050		LR 2041- 2050	\$1,950,000,000	\$1,560,000,000	\$390,000,000	\$0,000	\$0,000	
CST	Design Build Finance (DBF) Repayment - Federal		LR 2051+	\$2,730,000,000	\$2,184,000,000	\$546,000,000	\$0,000	\$0,000	
				\$7,159,600,000	\$5,551,040,000	\$1,479,560,000	\$129,000,000	\$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 ROW: Right-of-way Acquistion

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

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OK-428	Atlanta Region's Plan RTP (2	020) PROJECT FACT SHEET
Short Title	BUFORD / PEACHTREE CONNECTOR - NEW ALIGNMENT FROM SR 13 (BUFORD HIGHWAY) TO SR 141 (PEACHTREE BOULEVARD)	Talley-Dr
GDOT Project No.	N/A	THOMAS THOMAS TO AN
Federal ID No.	N/A	Peschite 13
Status	Long Range	blee
Service Type	Roadway / General Purpose Capacity	step cir ö
Sponsor	City of Doraville	Chamblee Dunwoody Rd
Jurisdiction	DeKalb County	1/125 0 500 Feet
Analysis Level	In the Region's Air Quality Conformity Analysis	
Existing Thru Lane		Network Year 2040
Planned Thru Lane	4 Flex	Corridor Length 1 miles
Detailed Description a	and Justification	
The City of Doraville will im	prove the Buford / Peachtree Connector for 1 mile between S	SR 13 (Buford Highway) to SR 141 (Peachtree Boulevard).

Phase Status & Funding S		Status	FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
Information		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE	
ALL	Local Jurisdiction/Municipality Funds		LR 2031- 2040	\$48,500,000	\$0,000	\$0,000	\$0,000	\$48,500,000
				\$48,500,000	\$0,000	\$0,000	\$0,000	\$48,500,000

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





DK-429	Atlanta Region's Plan RTP (20	020) PROJECT FACT SHEET
Short Title	PARK AVENUE - NEW ALIGNMENT FROM SR 13 (BUFORD HIGHWAY) TO SR 141 (PEACHTREE BOULEVARD)	School Dr. Ra
GDOT Project No.	N/A	
Federal ID No.	N/A	aspers no purchase
Status	Long Range	MARTA Net 23
Service Type	Roadway / General Purpose Capacity	Station Doraville
Sponsor	City of Doraville	Total PLA
Jurisdiction	DeKalb County	13 0 250 500 Feet
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 0.3 miles
Detailed Description a	nd Justification	
The City of Doraville will ext	end Park Avenue for 0.3 of a mile between SR 13 (Buford Hi	ghway) to SR 141 (Peachtree Boulevard).

Phase Status & Funding Status		FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE				
Information		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE	
ALL	Local Jurisdiction/Municipality Funds		LR 2026- 2030	\$90,000,000	\$0,000	\$0,000	\$0,000	\$90,000,000
				\$90,000,000	\$0,000	\$0,000	\$0,000	\$90,000,000

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





DK-453	Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET								
Short Title	CITY OF CHAMBLEE RAIL TRAIL EXTENSION AT PIERCE DRIVE, CHAMBLEE/DORAVILLE BORDER ON PEACHTREE ROAD	Dan Henne Dan Henne Henne Dan Henne Henne Henne Henne Henne Henne Henne Henne Henne He							
GDOT Project No.	0017807	toy by							
Federal ID No.	N/A	Solver and Andrews							
Status	Programmed	Chemibica State							
Service Type	Last Mile Connectivity / Sidepaths and Trails	see the second s							
Sponsor	City of Chamblee	and a dealer and a							
Jurisdiction	DeKalb County								
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)								
Existing Thru Lane	N/A LCI X	Network Year TBD							
Planned Thru Lane	N/A Flex	Corridor Length N/A miles							
Detailed Description and Justification									

This project would provide high-quality, safe bicycle and pedestrian access to and from residences, offices, retail and service commercial, GRTA and MARTA buses and trains, and Chamblee's municipal offices.

Phase Status & Funding Status			FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
Information			YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2021	\$660,000	\$528,000	\$0,000	\$0,000	\$132,000
ROW	Local Jurisdiction/Municipality Funds		2023	\$275,000	\$0,000	\$0,000	\$0,000	\$275,000
UTL	Local Jurisdiction/Municipality Funds		2025	\$825,000	\$0,000	\$0,000	\$0,000	\$825,000
CST	Local Jurisdiction/Municipality Funds		2025	\$3,630,000	\$0,000	\$0,000	\$0,000	\$3,630,000
				\$5,390,000	\$528,000	\$0,000	\$0,000	\$4,862,000

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

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

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



PRIORITY PROJECT

PEACHTREE ROAD/PEACHTREE BOULEVARD INTERSECTION REALIGNMENT

THE GATEWAY INTERSECTION

The large intersection of Peachtree Boulevard, Peachtree Road, North Shallowford Road, and Parsons Drive is one of the most complex in the CID area, but as one of the first intersections leading into the CID from I-285 corridor, it is also one of the most important in establishing the change from freeway travel to an urban corridor. With additional traffic expected to use this intersection with the Assembly Yards development and the introduction of new traffic from the I-285 Top End managed lanes, it is important for the CID to pursue a safer and more efficient design that can facilitate traffic movement and make the most of the intersection's traffic signal timing to minimize traffic delay. Reconfiguring this intersection also allows opportunities for aesthetic improvements that help to distinguish the CID's corridors as attractive places, while added landscaping treatments can also improve the overall intersection project's potential for environmental enhancement—especially its ability to manage stormwater impacts by reducing impervious surfaces and adding to permeable areas such as medians.

The project is undoubtedly costly and complex, but would address a known challenge in GDOT's overall management of the corridor, allowing that agency potentially to lead the project in partnership with the CID and Cities of Chamblee and Doraville.





MOBILITY MASTER PLAN



TIP funds; project may be advanced through MMIP if CID can work with GDOT to establish a key link to forecast MMIP traffic patterns.

