Transportation Analysis

Apex Audubon DRI #3783

DeKalb County, Georgia

October 2022

Prepared for:

Alpha Capital Partners

Prepared by:

Kimley-Horn and Associates, Inc. 11720 Amber Park Drive, Suite 600 Alpharetta, Georgia 30009 014869000

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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Apex Audubon* development located in unincorporated DeKalb County, Georgia. The approximate 7.24-acre site is located in the southeast quadrant of the intersection of I-85 Northbound Frontage Road at Woodcock Boulevard. The site currently consists of 115,088 SF of existing vacant office space in three (3) buildings and the associated surface parking, which will be demolished.

The proposed development will consist of the following land uses and densities contained in **Table 1**. The project is expected to be completed by 2026 (approximately 4 years).

Table 1: Proposed Land Use and Density							
Land Use Density							
Multifamily Residential	775 units						
Retail	20,000 SF						
Note: 115 000 CE of aviating office	anage (vegent) to be demoliphed						

Note: 115,088 SF of existing office space (vacant) 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. Mixed-use, alternative transportation mode, and pass-by reductions to gross trips are also included in the trip generation, as outlined in the Georgia Regional Transportation Authority (GRTA) Letter of Understanding (dated September 8, 2022).

Capacity analyses were performed for the study intersections under the Existing 2022 conditions, the Projected 2026 No-Build conditions, and the Projected 2026 Build conditions.

- Existing 2022 conditions represent traffic volumes collected in August 2022 with no COVID adjustment factor applied. (Note: Traffic Count methodology was outlined in the Methodology Meeting Packet).
- Projected 2026 No-Build conditions represent the Existing 2022 traffic volumes grown for four (4) years at 1.5% per year throughout the study network.
- Projected 2026 Build conditions represent the Projected 2026 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *Apex Audubon* development.

No-Build 2026 (System Improvements)

Due to the low level-of-service (LOS) at the following intersections under the Existing 2022 and Projected 2026 No-Build conditions, the following intersection improvements are recommended (needed to serve background traffic, without the development, shown in red on **Figure 8** and **Figure 9**):

- Chamblee Tucker Road at North DeKalb Technology Parkway (Intersection 1)
 - \circ $\;$ Provide an exclusive southbound left-turn lane along DeKalb Technology Parkway.
- Chamblee Tucker Road at Dresden Drive (Intersection 2)
 - Provide an exclusive northbound right-turn lane along Dresden Drive.
- Shallowford Road at I-85 Northbound Ramps (Intersection 10)
 - Restripe the northbound shared through/right-turn lane along the I-85 Northbound Ramps as an exclusive through lane.
 - Provide an additional exclusive northbound right-turn lane (creating dual right-turn lanes) along the I-85 Northbound Ramp.

Build 2026 (Site Access Improvements)

Due to the low level-of-service (LOS) at the following intersections under the Projected 2026 Build conditions, the following intersection improvements are recommended (to serve development traffic, shown in blue on **Figure 9**):

- Woodcock Boulevard at Site Driveway A (Intersection 11)
 - On the site, construct a full-movement driveway with one (1) ingress lane entering the site and one (1) egress lane exiting the site.
- I-85 Frontage Road at Site Driveway B (Intersection 12)
 - On the site, construct a right-in/right-out driveway with one (1) ingress lane entering the site and one (1) egress lane exiting the site.
- I-85 Frontage Road at Site Driveway C (Intersection 13)
 - On the site, construct a right-in/right-out driveway with one (1) ingress lane entering the site and one (1) egress lane exiting the site.

The analysis results for the improved conditions at the above intersections are shown in the tables below. With the improvements listed above, all study intersections are projected to operate at or above their overall and approach LOS standard.

Overall LOS Standard: E		DeKalb Technology Parkway		DeKalb Technology Parkway		Chamblee Tucker Road			Chamblee Tucker Road					
дри	Uach		N	orthbou	nd	co.	Southbour	nd	E	astbour	nd	V	Vestboun	id
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						C (31	l.8)					
Ĕ	_	Approach LOS		D (45.9)		E (69.0)			B (12.8)		C (34.1)	•
8	AN	Storage							100			125		
Ľ Å		50th Queue		88	59	146	36		14	145		1	238	
Ξ¥		95th Queue		132	93	205	70		26	168		2	247	
0 0		Overall LOS						C (23	3.9)			-		
(S UL	_	Approach LOS		D (51.6)		E (72.9)		B (17.9))		B (18.1)	•
<u>n</u>	Ρ	Storage							100			125		
2 2		50th Queue		74	74	198	19		3	366		9	196	
		95th Queue		123	116	280	59		12	505		22	662	
		Overall LOS						C (32	2.5)			-		
	_	Approach LOS		D (45.9)		E (69.8)			B (13.0)		D (35.2)	•
ШХ	AN	Storage							100			125		
Ĺ Ŝ		50th Queue		88	59	148	36		14	152		1	244	
NA IP		95th Queue		132	93	208	70		26	173		2	250	
≥ Ŭ		Overall LOS						C (25	5.4)					
s) BNILD	_	Approach LOS		D (48.9)		E (73.4)			B (19.2)		B (19.3)	
	Р	Storage							100			100		
		50th Queue		74	73	200	19		3	384		9	204	
		95th Queue		123	116	283	59		12	526		21	683	

Chamblee Tucker Road at DeKalb Technology Parkway (Intersection 1)

Overall LOS Standard: E		Dresden Drive Private Driv			vate Drive	eway	Chamblee Tucker Road			Chamblee Tucker Road				
Аррі	Uach	LOS Stanuaru. E	N	orthbou	nd	S	Southbour	nd	E	Eastbou	nd	N	/estbound	d
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
(Overall LOS				-		(4	.2)					
Ш,	_	Approach LOS		D (28.4)		F (\$)			A (0.0)		B (11.7)	
٥ ٥	AN	Storage										125		
A R		50th Queue												
IMI		95th Queue	38	35			33		0			25		
q₹		Overall LOS						(5	.2)			-		
) NI	_	Approach LOS		F (58.9))		E (36.9)		A (0.0)			C (16.5)		
B	РΝ	Storage										125		
N N		50th Queue												
		95th Queue	60	98			8		0			30		
		Overall LOS						(5	.9)			-		
Δ	_	Approach LOS		E (40.0)		F (\$)			A (0.0)		B (12.1)	•
ΛE	AN	Storage										125		
S S S	-	50th Queue												
LD IMPF (TWSC		95th Queue	53	38			35		0			28		
		Overall LOS						(6	.8)					
	_	Approach LOS		F (76.0))		F (51.7)			A (0.0)		<u>C (17.3)</u>	
3UI	РМ	Storage	-									125		
ш		50th Queue												
		95th Queue	68	113			13		0			35		

Chamblee Tucker Road at Dresden Drive/Private Driveway (Intersection 2)

Although the northbound and southbound approaches are still projected to operate at LOS F, no further improvements are recommended. A traffic signal at this intersection is not recommended due to the lack of adequate spacing to adjacent signals. Additionally, the southbound approach only serves a commercial driveway. It is not uncommon to have a low LOS for sidestreet approaches, as vehicles may experience significant delay turning onto a major roadway. If safety issues are present at the intersection, it is recommended to consider restricting the sidestreet left-turn movement, which would likely also improve sidestreet delay.

Overall LOS Standard: E Approach LOS Standard: E		I-85 Northbound Ramp					Shallowford Road		Shallowford Road					
			N	orthbou	nd	5	Southboun	d		Eastbound	k	V	Vestbound	b
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
•		Overall LOS						C (2	27.4)					
ЦЦ.	_	Approach LOS		D (53.7)					C (28.7)			B (15.8)	
٥ ٥	AN	Storage												
L PR		50th Queue	97	174	0				84	81			161	59
₽₹		95th Queue	127	240	35				211	273			219	155
0 <u>0</u>		Overall LOS						D (37.0)					
III (S)	_	Approach LOS		D (51.1)					C (27.6)			D (36.5)	
B	PR	Storage												
N N		50th Queue	81	158	365				181	514			140	35
		95th Queue	118	237	514				234	591			170	119
		Overall LOS						C (2	28.1)					
Δ	_	Approach LOS		D (54.8)					C (28.9)			B (16.5)	
N N	AN	Storage												
С́Г		50th Queue	95	196	0				83	82			165	102
IP N A		95th Queue	132	282	36				101	266			207	195
≧ ບຼິ		Overall LOS			D (36.3)			1					
S)	F	Approach LOS		D (51.2)			1		C (25.5)			D (36.8)	
IN I	PR	Storage												
ш		50th Queue	81	209	365				181	515			140	73
		95th Queue	118	303	514				233	593			170	170

Shallowford Road at I-85 Northbound Ramps (Intersection 10)

Impacted Queue Lengths Exceeding Storage

Intersection	Movement	Storage Length	Projected Build Queue Length (AM / PM)	Recommendation
6. Mercer University Drive at Flowers Road	WBL*	50	<mark>67 / 80</mark> (50 th) 121 / 130 (95 th)	<i>No-Build (System Improvement):</i> Consider extending WBL lane storage.

* Exceeds available storage in Existing 2022 conditions

Other movements where the projected queueing exceeds the available storage are not impacted by the proposed development traffic.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *Apex Audubon* development located in unincorporated DeKalb County, Georgia. The approximate 7.24-acre site is located in the southeast quadrant of the intersection of I-85 Northbound Frontage Road at Woodcock Boulevard. The project site is currently zoned OI (Office-Institutional). The site is proposed to be rezoned to HR-3 (High Density Residential), and the rezoning application was filed on September 1, 2022. **Figure 1** provides a location map of the project site. **Figure 2** provides an aerial view of the project site and surrounding area.

The site currently consists of 115,088 SF of existing vacant office space in three (3) buildings and its associated surface parking. The existing office buildings do not currently generate traffic and is proposed to be demolished. The proposed development will consist of the following land uses and densities contained in **Table 2**. The project is expected to be completed by 2026 (approximately 4 years).

Table 2: Proposed Land Use and Density							
Land Use	Density						
Multifamily Residential	775 units						
Retail	20,000 SF total						

Note: 115,088 SF of existing office space (vacant) to be demolished.

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

The project is considered a DRI and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 600 residential units in the *Regional Employment Corridor* per the ARC *Unified Growth Policy Map*. The DRI was formally triggered with the filing of the rezoning application and the Initial DRI Information (Form 1) on August 17, 2022 by DeKalb County. This transportation analysis includes all inputs and methodologies discussed at the DRI Methodology Meeting with GRTA, ARC, and other stakeholders. The inputs and methodologies are outlined in the GRTA Letter of Understanding (LOU).



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Kimley »Horn	Apex Audubon DRI #3783 Transportation Apolys	Site Location	Figure 1
-	Transportation Analys	515	Page 7



Kimley >>> HornApex Audubon DRI #3783Site AerialFigure 2				
	Kimley »Horn	<i>Apex Audubon DRI #3783 Transportation Analysis</i>	Site Aerial	Figure 2

1.2 Site Access

As currently envisioned, the proposed development will be accessible via one (1) existing and two (2) proposed vehicular access points:

- 1. **Site Driveway A** an existing, unsignalized, full-movement driveway located along Woodcock Boulevard approximately 300 feet east of I-85 Frontage Road.
- 2. **Site Driveway B** a proposed, unsignalized, right-in/right-out driveway located along I-85 Frontage Road approximately 550 feet south of Woodcock Boulevard.
- 3. **Site Driveway C** a proposed, unsignalized, right-in/right-out driveway located along I-85 Frontage Road approximately 1,050 feet south of Woodcock Boulevard.

Note: This site is currently served by three (3) total curb cuts along the I-85 Frontage Road. These will be demolished and replaced with two (2) curb cuts noted above.

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.

Pedestrian facilities will be provided between the various land uses and along the site frontage. A path is proposed to be constructed east of the site to connect to the planned Peachtree Creek Greenway PATH trail (by DeKalb County). Existing sidewalk connections along I-85 Frontage Road, Woodcock Boulevard, and Chamblee Tucker Road will be utilized to connect the site to the greater pedestrian network. Details for these proposed connections will be determined as the site proceeds through the permitting process.

1.4 Parking

Parking will be provided on-site in individual parking for the residential and retail buildings. The site development is currently in progress and the number of parking provided is subject to change.

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

Table 3: Required Parking											
Land Use	Minimum	Maximum									
Retail	40 1 per 500 SF	100 1 per 200 SF									
Multi-family Residential	1,163 1.5 per unit	2,325 3 per unit									
Total	1,203 spaces	2,425 spaces									

Per code, the required number of parking spaces may be reduced if <u>shared parking</u> is utilized.

A total of 1,020 parking spaces are proposed in a mix of on-street and structured parking facilities. 14 on-street parking spaces are proposed along internal site roadways, and the remainder of the parking will be provided in two (2) parking decks.

In addition to standard vehicle parking, the proposed development will include a minimum of 1 bicycle space per 20 vehicle spaces (up to 50 bicycle spaces), dedicated parking for alternative charging vehicles, and dedicated loading/unloading spaces, per code. Alternative parking will be designed in accordance with DeKalb County standards and will be coordinated with the County during the permitting process. Other alternative parking options will be considered as design advances. See site plan (last page) for parking details. Parking numbers are subject to change during site design.

1.5 Alternative Transportation Facilities

Pedestrian sidewalk facilities are currently provided along I-85 Frontage Road from Woodcock Boulevard to Chamblee Tucker Road. Sidewalks are proposed along the site frontage to connect to the existing sidewalk network. Additionally, pedestrian trail facilities are proposed to be provided east of the development, connecting from the development to the planned Peachtree Creek Greenway Trail (by DeKalb County). Details for these proposed connections will be determined as the site proceeds through the permitting process.

The use of alternative transportation modes will be incentivized through transportation demand management (TDM) strategies.

Additionally, the project site is served by MARTA bus stops along the I-85 Frontage Road that is currently served by route 47 seven days a week. Additionally, MARTA bus stops along Chamblee Tucker Road are served by route 126 seven days a week. The routes provide local service to the Chamblee and Brookhaven MARTA rail stations and other local destinations nearby. A private shuttle service also stops at the intersection of I-85 Frontage Road at Woodcock Boulevard, providing direct service to Chamblee MARTA station during the AM and PM peak periods. These bus stops experienced an average of 76 boardings/alightings daily in 2019. The bus stops are projected to increase ridership by approximately 113 boardings/113 alightings daily (assumed 50% of daily alternative mode reduction).

1.6 Enhanced Focus Area for Dense Urban Environments

Per Section 3.2.4.2 of the GRTA *Development of Regional Impact Review Procedures* the *Apex Audubon* does not qualify for a "Dense Urban Environment Enhanced Focus Area" review, due to its location within unincorporated DeKalb County.

2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

2.1 Study Network Determination

The study area was determined at the methodology meeting with input from GRTA, ARC, and other local agency stakeholders. The study includes the following ten (10) existing intersections described in **Table 4** and is shown visually in **Figure 3**.

	Table 4: Intersection Control Summary												
	Intersection	Jurisdiction	Existing Control										
1.	Chamblee Tucker Road at DeKalb Technology Parkway	City of Chamblee	Signal										
2.	Chamblee Tucker Road at Dresden Drive	City of Chamblee	Unsignalized (TWSC)										
3.	Chamblee Tucker Road at I-85 Southbound Ramps	GDOT/DeKalb County	Signal										
4.	Chamblee Tucker Road at I-85 Northbound Ramps	GDOT/DeKalb County	Signal										
5.	Chamblee Tucker Road at Mercery University Drive	DeKalb County	Signal										
6.	Mercer University Drive at Flowers Road	DeKalb County	Signal										
7.	I-85 Frontage Road at Woodcock Boulevard	GDOT/DeKalb County	Unsignalized (TWSC)										
8.	Flowers Road at Woodcock Boulevard	DeKalb County	Unsignalized (TWSC)										
9.	I-85 Southbound Ramps at Shallowford Road	GDOT/DeKalb County	Signal										
10	I-85 Northbound Ramps at Shallowford Road	GDOT/DeKalb County	Signal										

Note: TWSC = Two-Way Stop-Control for sidestreets.

2.2 Existing Roadway Facilities

Roadway classification descriptions and estimated Annual Average Daily Traffic (AADT) for roadway segments within the study network are provided in **Table 5** (bolded roadways are adjacent to the site).

Table 5: Roadway Classifications												
Roadway	Lanes	AADT	GDOT Functional Classification	DeKalb County Functional Classification								
Chamblee Tucker Road	4	31,000	Minor Arterial	Minor Arterial								
DeKalb Technology Parkway	2	-	Local Road	Collector								
Dresden Drive	2	2,780	Local Road	Local								
I-85 Frontage Road	2	4,600	Major Collector	Collector								
Mercer University Drive	2	7,660	Minor Arterial	Collector								
Flowers Road	4	-	Local Road	Collector								
Woodcock Boulevard	2	-	Local Road	Local								
Shallowford Drive	4	16,500	Minor Arterial	Minor Arterial								



2.3 Traffic Data Collection and Calibration

New traffic counts were collected at the study intersections on Wednesday, August 31, 2022. Per GDOT Policy issued on July 15, 2022, traffic forecasts based on new traffic count data collected after the start of the Fall 2022 school year will no longer be required to follow COVID-19 policy procedures. Therefore, no COVID adjustment factor was applied. The traffic count methodologies used in this analysis were outlined in the Methodology Meeting Packet.

	Table 6: Traffic Count Summary												
	Intersection	Count Date	AM Peak Hour	PM Peak Hour									
1.	Chamblee Tucker Road at DeKalb Technology Parkway	8/2022	8:00 – 9:00 AM	5:00 – 6:00 PM									
2.	Chamblee Tucker Road at Dresden Drive/Private Driveway	8/2022	8:00 – 9:00 AM	5:00 – 6:00 PM									
3.	Chamblee Tucker Road at I-85 Southbound Ramps	8/2022	8:00 – 9:00 AM	5:00 – 6:00 PM									
4.	Chamblee Tucker Road at I-85 Northbound Ramps	8/2022	8:00 – 9:00 AM	5:00 – 6:00 PM									
5.	Chamblee Tucker Road at Mercer University Drive	8/2022	7:30 – 8:30 AM	5:00 – 6:00 PM									
6.	Mercer University Drive at Flowers Road	8/2022	7:45 – 8:45 AM	4:30 – 5:30 PM									
7.	I-85 Frontage Road at Woodcock Boulevard	8/2022	7:30 – 8:30 AM	4:45 – 5:45 PM									
8.	Flowers Road at Woodcock Boulevard	8/2022	8:00 – 9:00 AM	4:30 – 5:30 PM									
9.	Shallowford Road at I-85 Southbound Ramps	8/2022	7:30 – 8:30 AM	5:00 – 6:00 PM									
10.	Shallowford Road at I-85 Northbound Ramps	8/2022	7:15 – 8:15 AM	5:00 – 6:00 PM									

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

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

2.4 Background Growth

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed *Apex Audubon* development. Background traffic can include a base growth rate based on historical count data and population growth data as well as trips anticipated from nearby or adjacent other projects.

Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 1.5% per year background traffic growth rate from 2022 to 2026 (4 years) was used for all roadways. Additionally, per the LOU, no nearby or adjacent developments were identified to be included in background traffic conditions.

The Projected 2026 No-Build conditions represent the Existing 2022 traffic volumes grown for four (4) years at 1.5% per year throughout the study network.

The Projected 2026 Build conditions represent the project trips generated by the *Apex Audubon* development (discussed in **Section 3.0** and **4.0**) added to the Projected 2026 No-Build Conditions.

2.5 Programmed and Planned Projects

Programmed and planned projects near the project site were researched to account for any improvements or modifications that are anticipated to be constructed within the study network before or by the build-out year of the development. The programmed and planned projects were discussed in the methodology meeting with GRTA, ARC, and other local stakeholders.

The projects shown in **Table 7** and **Table 8** are programmed or planned to occur near the development beyond the build-out year of the proposed development or are not anticipated to impact the study network. Programmed Project fact sheets are provided in **Appendix D**.

Table 7: Programmed Projects												
Project Name	From / To Points:	Sponsor	GDOT PI #	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY					
I-85 North Express Lanes	I-285 to Old Peachtree Road	GDOT	<u>0013920</u>	<u>AR-ML-</u> <u>420</u>	2040	2040	2040					
Mercer University Drive Bridge Replacement	North Fork Peachtree Creek	GDOT	<u>0015646</u>	<u>DK-444</u>	2019	2021	2025					

*Project information was obtained from GeoPI (GDOT), the Atlanta Region's Plan (ARC), and DeKalb County

Table 8: Planned Projects											
Project Name	From / To Points:	Potential Sponsor	Project ID #	Project Timeline	Planning Document						
Peachtree Creek Greenway	Beltline to Doraville	PATH Foundation	N/A	N/A	Project Map						

Available fact sheets for projects listed in the tables above can be found in **Appendix D**.

2.6 Level-of-Service Overview

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels-of-service, LOS A through LOS F, with A being the best and F being the worst. LOS analyses were conducted at all intersections within the study network using *Synchro 11*. Existing traffic signal phasing and timing data were retrieved for available intersections.

LOS for signalized intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low LOS, while the intersection as a whole may operate acceptably.

LOS for unsignalized intersections, with stop control on the minor street only, is reported for the sidestreet approaches and the major street left-turn movements. Low LOS for sidestreet approaches is not uncommon, as vehicles may experience significant delays in turning onto a major roadway.

2.7 Level-of-Service Standards

For the purposes of this traffic analysis, a LOS standard of E was assumed for all study intersections, due to their location within a *Regional Employment Corridor* per the ARC Unified Growth Policy Map, per section 3.2.2.1 of the GRTA *Development of Regional Impact Review Procedures.*

3.0 TRIP GENERATION

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, 2021, using equations where available. Reductions to gross trips are also considered in the analysis, including mixed-use reductions and pass-by reductions based on ITE methodologies, and alternative transportation mode 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. Mixed-use reductions were considered for interaction between the residential and retail uses on site.

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). Alternative mode reductions were taken at 10% per the LOU.

Pass-by reductions are taken for a site when traffic normally traveling along a roadway may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the road and would therefore only be new trips on the driveways.

Table 9 summarizes the gross trip generation, reductions, net trip generation, and driveway volumes for the proposed *Apex Audubon* development.

Table 9: Trip Generation												
	Density	D	aily Traffi	C	AM Pea	k Hour	PM Pea	k Hour				
Land Use	Density	Total	Enter	Exit	Enter	Exit	Enter	Exit				
221 – Multi-Family Housing (Mid-Rise)	775 units	3,650	1,825	1,825	76	253	185	118				
822 – Strip Retail Plaza (<40k) 20,000 sf		1,074	537	537	27	18	64	63				
Gross Project Tr	rips	4,724	2,362	2,362	103	271	249	181				
Mixed-U	Jse Reductions	-216	-108	-108	-5	-5	-22	-22				
Alternative Mode (10	0%) Reductions	-226	-113	-113	-5	-14	-11	-8				
Pass	-By Reductions	-312	-156	-156	-0	-0	-17	-17				
Net New Trips	6	3,970	1,985	1,985	93	252	199	134				

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

4.0 TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of new project trips was based on the project land uses, a review of land use densities and road facilities in the area, engineering judgement, and methodology discussions with GRTA, ARC, and other local stakeholders.

The anticipated distribution and assignment of the trips throughout the study roadway network is shown for residential land uses in **Figure 4** and for non-residential uses in **Figure 5**. The peak hour project trips are shown by turning movement throughout the study network in **Figure 6**.

Detailed intersection volume worksheets are provided in Appendix C.

5.0 TRAFFIC ANALYSIS

Capacity analyses were performed using *Synchro 11* for the AM and PM peak hours under Existing 2022 conditions, Projected 2026 No-Build conditions, and Projected 2026 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM), 6th Edition* unless otherwise noted.

These analyses included existing roadway laneage and signal timing data for each of the scenarios. The traffic volumes and roadway laneage used for each scenario are shown visually in **Figure 7** for Existing 2022 conditions, **Figure 8** for Projected 2026 No-Build conditions, and **Figure 9** for Projected 2026 Build conditions.

Sections 5.1 – 5.13 provide the results of the capacity analyses are presented for each intersection and include projected LOS, delay, and queue lengths.







5.1 Chamblee Tucker Road at DeKalb Technology Parkway (Intersection 1)

Ove	erall L	OS Standard: E	Deka	lb Techr Parkway	nology	Deka	Dekalb Technology Parkway			nblee T Road	ucker	Chamblee Tucker Road		
Appr	oach	LOS Standard: E	N	orthhou	y nd	ç	Southhou	nd	F	asthour	nd	V	Vesthoun	d
			L	T	R	L	T	R		T	R	L	T	R
		Overall LOS						C (33	3.2)					
Î		Approach LOS		D (47.0)		F (113.5)		B (11.5)		C (30.5)	
A	ΔA	Storage							100			125		
5		50th Queue		83	56		201		13	134		1	213	
(S		95th Queue		128	90		313		23	149		2	225	
5		Overall LOS						C (24	4.4)					
Ē		Approach LOS		D (48.2)		E (79.5)			B (17.3)		B (17.6)	
(IS	Σ	Storage							100			125		
Û	-	50th Queue		67	66		238		4	371		10	180	
		95th Queue		116	110		362		11	460		20	617	
		Overall LOS						D (36	5.2)					
NAL)		Approach LOS		D (47.1)		F (136.1)		B (11.9)		C (32.4)	
	ΔA	Storage							100			125		
Ū		50th Queue		88	59		217		14	145		1	238	
s)		95th Queue		135	95		341		25	160		2	245	
Р		Overall LOS				C (24			4.9)					
Ŋ	_	Approach LOS		D (48.6)		E (80.0)			B (18.5)		B (18.7)	
Ä	PZ	Storage							100			125		
ž	_	50th Queue		70	68		251		4	425		12	216	
		95th Queue		123	116		396		12	505		22	662	
		Overall LOS						D (36	5.9)					
•	_	Approach LOS		D (47.1)		F (138.8)		B (12.1))		C (33.4)	
AL	ΑN	Storage							100			125		
N N		50th Queue		88	59		227		14	150		1	244	
SIC		95th Queue		135	95		347		25	165		2	248	
Ď		Overall LOS		D (40.5)	<u>, </u>		E (04 C)	C (26	5.3)		`			
	5	Approach LOS		D (46.8)		F (81.2)		400	B (19.7)	105	B (19.8)	-
BL	P	Storage		70	00		054		100			125	007	
		50th Queue		/0	68		254		4	444		12	227	
		95th Queue		123	116		403		12	526		21	684	

The intersection of Chamblee Tucker Road at DeKalb Technology Parkway (Intersection 1) is projected to operate at an unacceptable <u>overall</u> LOS under the Existing 2022, Projected 2026 No-Build, and Projected 2026 Build conditions. The southbound approach of DeKalb Technology Parkway is projected to operate at LOS F under the Existing 2022, Projected 2026 No-Build, and Projected 2026 Build conditions.

In order to improve the <u>approach</u> LOS under the Projected 2026 No-Build and Projected 2026 Build conditions, the following system improvements are needed (shown in red on **Figure 8 and Figure 9**):

• Provide an exclusive southbound left-turn lane along DeKalb Technology Parkway.

Ove	erall L	OS Standard: E	DeKa	lb Techi Parkwa	nology v	DeKa	alb Techr Parkway	nology /	Char	nblee T Road	ucker	Cha	mblee Tu Road	icker
Appr	oach	LOS Standard: E	N	orthbou	, nd	S	Southbour	nd	E	astbour	nd	V	Vestboun	d
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
•		Overall LOS				-		C (3′	.8)					
ΈC	_	Approach LOS		D (45.9))		E (69.0)			B (12.8)		C (34.1)	
٥ ٥	AN	Storage							100			125		
L) PR		50th Queue		88	59	146	36		14	145		1	238	
MAN		95th Queue		132	93	205	70		26	168		2	247	
0 <u>0</u>		Overall LOS				C (23			3.6)					
NO-BUII	_	Approach LOS		D (50.0)		E (75.0)			B (17.3)		B (17.5)	
	PN	Storage							100			125		
		50th Queue		74	74	198	19		3	366		9	196	
		95th Queue		123	116	280	59		12	505		22	662	
		Overall LOS						C (32	2.5)					
Δ	F	Approach LOS		D (45.9))		E (69.8)		B (13.0)			D (35.2)		
ΛE	AN	Storage							100			125		
C)	-	50th Queue		88	59	148	36		14	152		1	244	
NA NA		95th Queue		132	93	208	70		26	173		2	250	
N N N		Overall LOS						C (23	3.9)					
(S	F	Approach LOS		D (50.1))		E (75.1)			B (17.8)		B (17.9)	
3UI	Р	Storage							100			100		
ш		50th Queue		74	73	200	19		3	384		9	204	
		95th Queue		123	116	283	59		12	526		21	683	

The analysis results for the improved conditions at Intersection 1 are shown in the table below.

With the improvement listed above, the intersection of Chamblee Tucker Road at DeKalb Technology Parkway (Intersection 1) is projected to operate at or above its overall and approach LOS standards under both Projected 2026 No-Build and Projected 2026 Build conditions.

5.2 Chamblee Tucker Road at Dresden Drive/Private Driveway (Intersection 2)

Ov App	verall I proach	OS Standard: E	Di	resden Dr	ive	Priv	ate Drive	way	Cha	mblee Tu Road	icker	Char	nblee Tu Road	cker
			1	Northbour	nd	S	outhbour	nd _	E	Eastboun	d	W	estboun	d
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						(3	.4)			1		
ŝ	5	Approach LOS		D (29.8)			F (\$)			A (0)			B (11.1)	
/SC	A	Storage										125		
l ≥		50th Queue												
) ()		95th Queue		80			28		0			23		
Ň		Overall LOS						(11	1.4)					
ST	_	Approach LOS		F (143.3))		D (27.7)			A (0)			<u>C (15.1)</u>	
X	PZ	Storage										125		
		50th Queue												
	95th Queue			260			5		0			25		
		Overall LOS						(5	.9)					
ទ	_	Approach LOS		F (56.6)			F (\$)			A (0)			B (11.7)	
SC	AN	Storage										125		
₹		50th Queue												
.)		95th Queue		140			33		0			25		
		Overall LOS						(22	2.9)					
BU	_	Approach LOS		F (295.7))		E (36.9)			A (0)			C (16.5)	
ò	M	Storage										125		
z	_	50th Queue												
		95th Queue		378			8		0			30		
		Overall LOS						(10).8)					
		Approach LOS		F (119.9))		F (\$)	· ·		A (0)			B (12.1)	
ទ	M	Storage										125		
VS(50th Queue												
Ě		95th Queue		218			35		0			28		
ă		Overall LOS						(35	5.3)					
		Approach LOS		F (\$)			F (51.7)			A (0)			C (17.3)	
B	M	Storage										125		
	_	50th Queue												
		95th Queue		465			13		0			35		

\$ - Delay exceeds 300 seconds

The intersection of Chamblee Tucker Road at Dresden Drive (Intersection 2) is projected to operate at an unacceptable <u>overall</u> LOS under the Existing 2022, Projected 2026 No-Build, and Projected 2026 Build conditions. Under these scenarios, the northbound and southbound sidestreet approaches of the intersection are projected to operate at an unacceptable LOS under all studied scenarios

In order to improve the <u>overall and approach</u> LOS under the Projected 2026 No-Build and Projected 2026 Build conditions, the following system improvements are needed (shown in red on **Figure 8 and Figure 9**):

• Provide an exclusive northbound right-turn lane along Dresden Drive.

Ove	erall L	OS Standard: E	Dresden Drive			Priv	Private Driveway			Chamblee Tucker Road			Chamblee Tucker Road		
Аррі	Uach	LOS Stanuaru. E	N	orthbou	nd	()	Southbour	nd	E	Eastbou	nd	N	/estbound	b	
			L	Т	R	L	Т	R	L	Т	R	L	Т	R	
		Overall LOS						(4	.2)						
Ш,	_	Approach LOS		D (28.4)		F (\$)			A (0.0))		B (11.7)		
٥ ٥	AN	Storage										125			
PR ()		50th Queue													
IMI		95th Queue	38	35			33		0			25			
q₹		Overall LOS				(5.			.2)			Γ			
))	_	Approach LOS	F (58.9)		E (36.9)		A (0.0)		C (16.5)						
	РΖ	Storage										125			
		50th Queue													
—		95th Queue	60	98			8		0			30			
		Overall LOS	(5.9)												
۵	-	Approach LOS		E (40.0)		F (\$)		A (0.0)				B (12.1)		
VEI	ΑN	Storage										125			
ο Ω		50th Queue													
IPF		95th Queue	53	38			35		0			28			
≥≥		Overall LOS						(6	.8)						
D)	_	Approach LOS		F (76.0)		F (51.7)			A (0.0))		C (17.3)		
ŝ	PΝ	Storage										125			
ш		50th Queue													
		95th Queue	68	113			13		0			35			

The analysis results for the improved conditions at Intersection 2 are shown in the table below.

Although the northbound and southbound approaches are still projected to operate at LOS F, no further improvements are recommended. A traffic signal at this intersection is not recommended due to the lack of adequate spacing to adjacent signals. Additionally, the southbound approach only serves a commercial driveway. It is not uncommon to have a low LOS for sidestreet approaches, as vehicles may experience significant delay turning onto a major roadway. If safety issues are present at the intersection, it is recommended to consider restricting the sidestreet left-turn movement, which would likely also improve sidestreet delay.

5.3 Chamblee Tucker Road at I-85 Southbound Ramp (Intersection 3)

Ov App	/erall proach	LOS Standard: E LOS Standard: E				1-85	5 Southbo Ramp	und	Cha	mblee Tu Road	cker	Chamblee Tucker Road			
			N	lorthbour	nd	S	Southboun	d	E	astbound	1	V	Vestbound	k k	
			L	Т	R	L	Т	R	L	Т	R	L	Т	R	
	_	Overall LOS						C (2	20.3)						
(T	-	Approach LOS		1	1		E (61.5)	r		B (15.5)			A (8.9)		
۸A	A	Storage									100				
5 D	_	50th Queue				145	203	188		172	68	118	498		
S) :		95th Queue				195	279	258		235	130	470	547		
S S	-	Overall LOS						C (2	25.5)						
Ĕ	_	Approach LOS					E (71.0)			B (15.4)			B (10.3)		
XIS	PZ	Storage									100				
Ш	_	50th Queue				373	252	28		428	110	117	125		
		95th Queue				561	396	131		505	182	150	146		
		Overall LOS						C (2	23.5)						
(T	_	Approach LOS					E (61.8)			B (18.9)			B (11.9)		
IGNA	AN	Storage									100				
		50th Queue				148	232	215		203	82	418	549		
s) (95th Queue				208	321	298		252	143	500	584		
		Overall LOS		C (29.2)											
ŝ	_	Approach LOS				E (73.4)			B (18.8)			B (13.8)			
-	PZ	Storage									100				
ž		50th Queue				405	280	68		479	121	125	132		
		95th Queue				615	458	190		543	184	290	154		
		Overall LOS						C (2	24.4)						
-	_	Approach LOS					E (61.9)			B (19.9)			B (12.9)		
AL)	AZ	Storage									100				
Ž		50th Queue				155	242	224		216	87	422	590		
50		95th Queue				217	334	310		261	148	499	620		
Ű		Overall LOS						C (3	80.5)						
		Approach LOS					E (73.6)			C (20.7)			B (14.2)		
BU	PZ	Storage									100				
_	_	50th Queue				414	307	94		503	121	133	147		
		95th Queue				634	501	221		564	180	428	302		

The intersection of Chamblee Tucker Road at I-85 Southbound Ramps (Intersection 3) is projected to operate at an acceptable <u>overall</u> LOS under the Existing 2022, Projected 2026 No-Build, and Projected 2026 Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are needed or recommended to be conditioned.

5.4 Chamblee Tucker Road at I-85 Northbound Frontage Road (Intersection 4)

Ov App	verall l	LOS Standard: E 1 LOS Standard: E	I-8	5 Frontag Road	ge				Cha	mblee Tu Road	icker	Cha	mblee Tuo Road	cker
			N	orthboun	d	00	Southboun	d	ŀ	Eastboun	d	V	Vestbound	b
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						C (3	1.6)			-		
Ê	_	Approach LOS		E (70.7)						B (15.5)	-		C (27.0)	
AN	AN	Storage	500											350
Ð		50th Queue	145	236	0				187	42			311	25
s)		95th Queue	198	430	89				330	50			358	51
5 Z	_	Overall LOS						C (2	9.1)			-		
Ē	_	Approach LOS		E (73.0)						B (11.0)			D (52.9)	
XIS	PZ	Storage	500											350
ω		50th Queue	157	643	557				282	164			220	14
		95th Queue	209	889	803				157	182			256	15
		Overall LOS						C (3	2.5)					
F	_	Approach LOS		E (71.9)						B (17.1)			C (27.4)	
IGNAL)	AN	Storage	500											350
		50th Queue	155	269	0				227	43			333	26
s)		95th Queue	210	467	93				362	52			381	51
		Overall LOS						C (2	9.8)			-		
ŝ	_	Approach LOS		E (73.7)						B (11.9)	-		D (53.5)	
Ľ.	PZ	Storage	500											350
ž		50th Queue	172	745	668				139	173			233	13
		95th Queue	227	996	915				162	189			271	14
		Overall LOS						C (3	4.4)					
_	_	Approach LOS		E (75.6)						B (17.6)			C (27.4)	
AL)	AN	Storage	500											350
Ž		50th Queue	184	375	0				232	46			333	20
50		95th Queue	273	582	96				361	55			381	51
)) 0		Overall LOS						C (3	0.3)					
	_ [Approach LOS		E (74.3)						B (12.5)	-		D (53.5)	
BU	PZ	Storage	500											350
		50th Queue	190	820	735				140	183			234	14
		95th Queue	248	1073	987				162	199			271	14

The intersection of Chamblee Tucker Road at I-85 Northbound Ramps (Intersection 4) is projected to operate at an acceptable <u>overall</u> LOS under the Existing 2022, Projected 2026 No-Build, and Projected 2026 Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are needed or recommended to be conditioned.

5.5 Chamblee Tucker Road at Mercer University Drive (Intersection 5)

Ov App	rerall l roach	LOS Standard: E LOS Standard: E	Mercer	Univers	ity Drive				Cha	mblee Tu Road	cker	Cha	mblee Tu Road	cker
			N	orthbou	nd	S	outhboun	d	I	Eastbound	ł	V	Vestbound	k
			L	Т	R	L	Т	R	U	Т	R	L	Т	R
	_	Overall LOS				1		C (2	7.1)					
Î,	-	Approach LOS		E (64.4)						B (10.1)			B (13.3)	
AN	A A	Storage							200		550	225		
5	_	50th Queue	210		1				1	33	9	46	73	
s)		95th Queue	244		29				5	69	86	84	137	
ů Z	_	Overall LOS						B (1	5.9)					
Ē	_	Approach LOS		E (75.4)						A (7.7)			B (10.6)	
XIS	PE	Storage							200		550	225		
Ш	-	50th Queue	147		0				3	295	67	19	38	
		95th Queue	194		57				4	286	77	37	76	
	-	Overall LOS						C (2	7.7)					
Ĺ.	_	Approach LOS		E (64.9)						B (10.9)			B (13.7)	
۸A	AZ	Storage							200		550	225		
SIGN		50th Queue	221		1				2	60	54	51	82	
S) (S		95th Queue	257		30				5	73	91	90	146	
		Overall LOS						B (1	6.3)					
ŝ	_	Approach LOS		E (75.5)						A (8.1)			B (10.9)	
ä	PZ	Storage							200		550	225		
ž	-	50th Queue	157		0				3	313	80	20	41	
		95th Queue	205		58				5	289	82	39	82	
		Overall LOS						C (2	8.1)					
	_	Approach LOS		E (65.5)						B (11.2)			B (14.6)	
AL)	AN	Storage							200		550	225		
Ž		50th Queue	224		0				2	63	65	54	82	
SIG		95th Queue	263		37				5	75	98	92	143	
Ö		Overall LOS						B (1	7.5)					
	_	Approach LOS		E (76.0)						A (8.6)			B (13.8)	
BU	PZ	Storage							200		550	225		
		50th Queue	152		0				3	328	86	26	42	
		95th Queue	198		57				5	296	84	51	83	

The intersection of Chamblee Tucker Road at Mercer University Drive (Intersection 5) is projected to operate at an acceptable <u>overall</u> LOS under the Existing 2022, Projected 2026 No-Build, and Projected 2026 Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are needed or recommended to be conditioned.

5.6 Mercer University Drive at Flowers Road (Intersection 6)

Ove	erall L	OS Standard: E	Fl	owers Ro	ad				Merc	er Univ Drive	ersity	Merc	cer Unive Drive	ersity
Аррі	Jacin	LOS Stanuaru. L	Ν	lorthbour	nd	S	Southbour	nd	E	astbour	nd	V	/estbour	nd
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS				-		B (13.2))					
L)	_	Approach LOS		C (34.3)						B (15.1)		B (11.3)	
Ą	AN	Storage	200								150	50		
5		50th Queue	4		0					111	7	60	30	
s)		95th Queue	13		18					255	88	107	48	
9		Overall LOS						C (27.5))					
Ē		Approach LOS		E (77.8)						C (30.8)		B (12.7)	
(IS	Σ	Storage	200								150	50		
Û	-	50th Queue	30		0					311	0	62	24	
		95th Queue	54		29					426	0	107	34	
		Overall LOS						B (13.7))					
L)		Approach LOS		C (34.8)						B (15.6)		B (11.7)	
Ą	ΔA	Storage	200								150	50		
5		50th Queue	4		0					163	27	64	34	
s)		95th Queue	13		18					273	93	111	55	
2		Overall LOS						C (28.5))					
D		Approach LOS		E (77.9)						C (32.3)		B (12.6)	
E C	Σ	Storage	200								150	50		
ž	-	50th Queue	32		0					378	0	65	26	
		95th Queue	56		29					466	0	113	36	
		Overall LOS						B (15.1))					
_	_	Approach LOS		C (36.0)						B (16.4)		B (12.6)	
AL)	ΔA	Storage	200								150	50		
Ň		50th Queue	9		0					171	32	67	42	
SIG		95th Queue	22		22					276	106	121	66	
<i></i>		Overall LOS						C (29.9						
	_	Approach LOS		E (79.4)						C (32.4)		B (15.3)	
BU	P	Storage	200								150	50		
		50th Queue	41		0					391	0	80	27	
		95th Queue	68		34					457	0	130	38	

The intersection of Merce University Drive at Flowers Road (Intersection 6) is projected to operate at an acceptable <u>overall</u> LOS under the Existing 2022, Projected 2026 No-Build, and Projected 2026 Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are needed or recommended to be conditioned.

		-												
O App	verall proach	LOS Standard: E	I-85 F	Frontage	Road							Wood	cock Boul	evard
1.15			N	orthboun	d	5	Southbour	nd	I	Eastboun	d	V	Vestbound	k
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						(7	.9)					
		Approach LOS		A (0.0)									B (13.7)	
sc	AA	Storage												
≥		50th Queue												
		95th Queue												78
Ň		Overall LOS						(4	.4)					
STI		Approach LOS		A (0.0)									B (11.5)	
İX	Σ	Storage												
ш	_	50th Queue												
		95th Queue												35
		Overall LOS						(8	.5)					
ົວ		Approach LOS		A (0.0)									B (14.7)	
VSC)	AM	Storage												
₽		50th Queue												
E)		95th Queue												90
		Overall LOS						(4	.6)					
3UI	_	Approach LOS		A (0.0)									B (11.9)	
ö	Σd	Storage												
ž		50th Queue												
		95th Queue												38
		Overall LOS						(9	.7)					
	_	Approach LOS		A (0.0)									C (20.2)	
ΰ	AN	Storage												
٨S		50th Queue												
E		95th Queue												140
Q		Overall LOS				•		(4	.5)					
nr	_	Approach LOS		A (0.0)			1	•			-		B (13.0)	
B	PZ	Storage												
		50th Queue												
		95th Queue												45

5.7 I-85 Frontage Road at Woodcock Boulevard (Intersection 7)

The intersection of I-85 Frontage Road at Woodcock Boulevard (Intersection 7) is projected to operate at an acceptable <u>overall</u> LOS under the Existing 2022, Projected 2026 No-Build, and Projected 2026 Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are needed or recommended to be conditioned.

Ov App	/erall oroacl	LOS Standard: E h LOS Standard: E	Flo	wers Ro	ad	FI	owers Ro	ad	Wood	lcock Boul	levard			
			N	orthboun	d	S	Southboun	d		Eastbound	ł	V	/estbound	ł
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						(3.	.3)					
ត	5	Approach LOS		A (9.2)			A (0.0)			B (11.0)				
/SC	Ā	Storage	100											
₽		50th Queue												
Ú Ú		95th Queue	18						8					
Ž		Overall LOS						(3.	.9)					
ST	_	Approach LOS		A (8.5)			A (0.0)			B (11.2)				
X	Ę	Storage	100											
-		50th Queue												
		95th Queue	15						8					
		Overall LOS				-		(3.	.4)					
ŝ	_	Approach LOS		A (9.4)			A (0.0)			B (11.2)				
ISC	₽S	Storage	100											
(TWS		50th Queue												
Ď		95th Queue	20						8					
		Overall LOS						(4.	.0)					
Ъ	_	Approach LOS		A (8.6)			A (0.0)			B (11.4)				
ġ	PE	Storage	100											
z		50th Queue												
		95th Queue	18						10					
		Overall LOS						(3.	.9)					
	_	Approach LOS		A (9.7)			A (0.0)	-		B (14.0)				
ົບ	AN	Storage	100											
٨S		50th Queue												
E		95th Queue	23						20					
õ		Overall LOS						(4.	.0)					
	_	Approach LOS		A (9.1)			A (0.0)			B (13.0)			· · · · · ·	
B	Σ	Storage	100											
		50th Queue												
		95th Queue	20						15					

Flowers Road at Woodcock Boulevard (Intersection 8) 5.8

The intersection of Flowers Road at Woodcock Boulevard (Intersection 8) is projected to operate at an acceptable overall LOS under the Existing 2022, Projected 2026 No-Build, and Projected 2026 Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are needed or recommended to be conditioned.

5.9 Shallowford Road at I-85 Southbound Ramp (Intersection 9)

Ov App	verall proact	LOS Standard: E				I-85	5 Southbo Ramp	und	Sha	llowford F	Road	Shal	lowford R	load
			N	orthboun	d	9	Southboun	d		Eastbound	ł	V	Vestboun	d
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						D (3	5.7)					
(T	5	Approach LOS		f	1		D (51.7)			D (36.2)			C (23.7)	
۸A	A	Storage				450					300			
Di Di		50th Queue				179	192	242		104	141	270	96	
S) (S		95th Queue				275	252	450		131	235	337	112	
ů N		Overall LOS				-		C (3	3.4)					
Ξ	5	Approach LOS		r	r		D (50.4)			C (20.6)			C (28.3)	
XIS	Ы	Storage				450					300			
ш		50th Queue			-	295	307	0		162	60	131	181	
		95th Queue				425	383	62		197	128	178	227	
		Overall LOS		D (37.6)										
AL)	5	Approach LOS		r	1		D (52.1)			D (36.6)			C (27.1)	
Ň	A	Storage				450					300			
50		50th Queue				189	202	304		112	156	292	103	
\$) (}		95th Queue				290	264	540		140	256	362	123	
		Overall LOS				1	- ()	C (3	4.3)	- ()				
BU	5	Approach LOS		1	1		D (50.7)	1		<u>C (22.3)</u>			<u>C (29.1)</u>	1
ò	P	Storage				450		_			300			
z		50th Queue				318	331	0		177	81	139	194	
		95th Queue				481	413	61		210	153	188	241	
		Overall LOS				-	D (D ()	D (3	7.6)				0 (07 1)	
	5	Approach LOS		1	1		D (52.1)			D (36.6)			C (27.1)	
AL	A	Storage				450					300		100	
Z ()		50th Queue				193	205	303		112	156	292	103	
SI		95th Queue				293	267	540		140	256	362	123	
Ō		Overall LOS				1		C (3	4.4)	0 (00 0)		[0 (00 1)	
	5	Approach LOS		1	r	150	D (50.7)			C (22.3)			C (29.1)	
B	Ē	Storage				450	004			477	300	400	404	
		50th Queue				319	331	0		1//	81	139	194	
		95th Queue				482	413	64		210	153	188	241	

The intersection of Shallowford Road at I-85 Southbound Ramps (Intersection 9) is projected to operate at an acceptable <u>overall</u> LOS under the Existing 2022, Projected 2026 No-Build, and Projected 2026 Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are needed or recommended to be conditioned.

O∖ App	verall proach	LOS Standard: E	I-85 No	orthboun	d Ramp				Sha	llowford R	load	Shal	lowford R	oad
			N	lorthbou	nd	9	Southboun	d	E	Eastbound	ł	V	lestbound	ł
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						C (2	26.9)					
L)	_	Approach LOS		D (54.5)						C (28.1)			B (14.6)	
٩N	AR	Storage												
Ð	-	50th Queue	90	196	0				79	76			151	40
s)		95th Queue	121	274	63				200	256			205	120
9 N		Overall LOS						D (4	0.3)					
T	_	Approach LOS		E (76.3)						B (15.7)			D (36.1)	
XIS	PZ	Storage												
Ш		50th Queue	76	434	372				170	442			131	10
		95th Queue	111	685	616				222	525			160	82
		Overall LOS						C (2	27.4)					
(T	_	Approach LOS		D (54.6)						C (28.7)			B (15.6)	
SIGNAL	AP	Storage												
		50th Queue	94	208	0				81	81			169	79
()		95th Queue	131	303	66				115	266			210	168
Ľ		Overall LOS						D (4	7.5)			1		
BU	-	Approach LOS		F (96.3)						B (16.5)			D (36.5)	
ō	2	Storage												
Ž		50th Queue	81	523	442				181	514			140	35
		95th Queue	118	763	677				234	591			170	119
		Overall LOS						C (2	28.2)			1		
(5	Approach LOS		D (54.8)			1			C (28.9)			B (16.5)	
AL	A	Storage												
N U		50th Queue	94	228	0				82	82			169	105
SIC		95th Queue	132	331	69				101	266			207	195
D		Overall LOS						D (5	3.2)				D (00.5)	
	5	Approach LOS		F (111.2)					B (16.5)			D (36.8)	
BL	P	Storage												
		50th Queue	81	596	489				181	515			140	73
		95th Queue	118	842	728				233	593			170	170

5.10 Shallowford Road at I-85 Northbound Ramp (Intersection 10)

The intersection of Shallowford Road at I-85 Northbound Ramps (Intersection 10) is projected to operate at an acceptable overall LOS under the Existing 2022, Projected 2026 No-Build, and Projected 2026 Build conditions. The northbound approach of the I-85 ramp is projected to operate at LOS F during the PM peak hour under the Projected 2026 No-Build and Projected 2026 Build conditions.

In order to improve the approach LOS under the No-Build 2026 and Build 2026 conditions, Kimley-Horn recommends the following system improvements (shown in red on Figure 8 and Figure 9):

- Restripe the northbound shared through/right lane along the I-85 Northbound ramps as an • exclusive through lane.
- Provide an additional exclusive northbound right-turn lane (creating dual right-turn lanes) along • the I-85 Northbound Ramp.

Ove Appi	erall L oach	.OS Standard: E LOS Standard: E	I-85	Northbo Ramp	ound				Sha	llowford F	Road	Shal	lowford R	load
			N	orthbou	nd	S	outhboun	d	F	Eastbound	k k	٧	Vestbound	b
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
•		Overall LOS						C (2	27.4)					
Ш	-	Approach LOS		D (53.7)					C (28.7)			B (15.8)	
ò	AN	Storage												
L PR		50th Queue	97	174	0				84	81			161	59
Ξ¥		95th Queue	127	240	35				211	273			219	155
Q 9		Overall LOS						D (37.0)					
II S)	_	Approach LOS		D (51.1)					C (27.6)			D (36.5)	
B	PR	Storage										-		
S S		50th Queue	81	158	365				181	514		-	140	35
		95th Queue	118	237	514				234	591			170	119
		Overall LOS						C (2	28.1)					
Δ	F	Approach LOS		D (54.8)					C (28.9)	1		B (16.5)	
N N	AN	Storage										-		
Ĺ Ŝ		50th Queue	95	196	0				83	82		-	165	102
AP		95th Queue	132	282	36				101	266			207	195
20		Overall LOS						D (38.0)					
S LD	F	Approach LOS		D (51.4)					C (29.2)			D (36.8)	
ŝ	PZ	Storage												
ш		50th Queue	81	209	365				181	515			140	73
		95th Queue	118	303	514				233	593			170	170

The analysis results for the improved conditions at Intersection 10 are shown in the table below.

With the improvements listed above, the intersection of Shallowford Road at I-85 Northbound Ramp (Intersection 10) is projected to operate at or above its <u>overall and approach</u> LOS standards.

O App	verall proact	LOS Standard: E n LOS Standard: E	Site	e Drivewa	y A				Wood	lcock Bou	levard	Woodd	cock Boul	evard
			N	lorthboun	d	S	Southboun	d	H	Eastbound	ł	V	/estbound	k
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						(1.	.9)					
		Approach LOS		B (11.4)						A (0.0)			A (7.4)	
(TWSC)	AM	Storage												
		50th Queue												
		95th Queue	10									3		
D.		Overall LOS						(2.	.8)					
		Approach LOS		B (10.8)						A (0.0)			A (7.6)	
BUI	Σd	Storage												
		50th Queue												
		95th Queue	5									8		

5.11 Woodcock Boulevard at Site Driveway A (Intersection 11)

The intersection of Woodcock Boulevard at Site Driveway A (Intersection 11) is projected to operate at or above its <u>overall and approach</u> LOS standards. The intersection is proposed to operate as a full-movement driveway under two-way stop-control with stop control for the northbound approach only. The recommended lane configuration for Proposed Site Driveway A is one lane entering the site and one lane exiting the site.

5.12 I-85 Frontage Road at Site Driveway B (Intersection 12)

O Apj	verall proact	LOS Standard: E n LOS Standard: E	Ch	orthbour	eet		Southboun	d	Sco (US 2	ott Boulev 29/US 78/	ard SR 8)	Sco (US 2	ott Bouleva 9/US 78/9	ard SR 8)
			L	T	R	L	T	R	L	T	R	L	T	R
		Overall LOS						(1.	.5)					
	_	Approach LOS		A (0.0)									B (10.4)	
ົວ	AN	Storage												
NS		50th Queue												
È		95th Queue												10
Ğ		Overall LOS						(1.	.0)					
╡		Approach LOS		A (0.0)									B (10.3)	
В	Σd	Storage												
	_	50th Queue				1					1			
		95th Queue												5

The intersection of I-85 Frontage Road at Site Driveway B (Intersection 12) is projected to operate at or above its <u>overall and approach</u> LOS standards. The intersection is proposed to operate as a right-in/right-out driveway under two-way stop-control with stop control for the westbound approach only. The recommended lane configuration for Proposed Site Driveway B is one lane entering the site and one lane exiting the site.

Ove	erall L	OS Standard: E	I-85	Frontage	Road							Site	Drivewa	iy C
Appr	oach	LOS Standard: E	N	lorthbour	nd	S	Southbou	nd	E	astbou	nd	V	Vestbour	d
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						(2.4)						
	_	Approach LOS		A (0.0)									B (10.2)	
AL	AN	Storage												
Z		50th Queue												
(SIGI		95th Queue												13
00		Overall LOS						(1.3)						
	_	Approach LOS		A (0.0)									B (10.4)	
BU	PZ	Storage												
		50th Queue												
		95th Queue												8

5.13 I-85 Frontage Road at Site Driveway C (Intersection 13)

The intersection of I-85 Frontage Road at Site Driveway C (Intersection 13) is projected to operate at or above its <u>overall and approach</u> LOS standards. The intersection is proposed to operate as a right-in/right-out driveway under two-way stop-control with stop control for the westbound approach only. The recommended lane configuration for Proposed Site Driveway C is one lane entering the site and one lane exiting the site.







Proposed Site Plan





Trip Generation Analysis

Trip Generation Analysis (11	Ith Ed. with <u>2nd Edition Handbook</u> Daily Apex Audubon DRI #3783 Dekalb County, GA	IC & 3rd I	Edition A	M/PM I	C)			
Land Use	Intensity	Daily	AN	I Peak H	our	PM	I Peak H	our
		Trips	Total	In	Out	Total	In	Out
Proposed Site Traffic								
221 Multi-Family Housing (Mid-Rise)	775 d.u.	3,650	329	76	253	303	185	118
822 Strip Retail Plaza (<40k)	20,000 s.f. gross leasable area	1,074	45	27	18	127	64	63
Gross Trips		4,724	374	103	271	430	249	181
Residential Trips		3,650	329	76	253	303	185	118
Mixed-Use Reductions		-108	-5	-2	-3	-22	-16	-6
Alternative Mode Reductions		-178	-16	-4	-13	-14	-8	-6
Adjusted Residential Trips		3,364	308	70	237	267	161	106
		1.074	45	27	10	107	64	\mathcal{C}^{2}
Ketani Imps Mixed Use Peductions		1,074	45	21	18	127	64	03
Alternative Mode Reductions		-108	-2	-3	-2	-22	-0	-10
Pass By Reductions (Based on ITE Rates)		-312	$\tilde{0}$	0	0	- 34	-17	-17
Adjusted Retail Trips		606	38	23	15	66	38	28
June In				-	_			_
Mixed-Use Reductions - TOTAL		-216	-10	-5	-5	-44	-22	-22
Alternative Mode Reductions - TOTAL		-226	-18	-5	-14	-19	-11	-8
Pass-By Reductions - TOTAL		-312	0	0	0	-34	-17	-17
New Trips		3,970	346	93	252	333	199	134
Driveway Volumes		4,282	346	93	252	367	216	151
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Intersection Volume Worksheets

	DeKalb '	Technolog	y Parkway	Dekalb T	echnology	Parkway	Chaml	olee Tucke	r Road	Chaml	olee Tucke	r Road
	1	Northbour	nd	S	outhboun	d	1	Eastbound	1	1	Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	35	50	65	130	32	22	46	510	60	13	999	249
Pedestrians		2			4			1			3	
Conflicting Pedestrians	1		3	3		1	4		2	2		4
Heavy Vehicles	2	0	2	8	2	1	1	29	2	0	39	10
Heavy Vehicle %	6%	2%	3%	6%	6%	5%	2%	6%	3%	2%	4%	4%
Peak Hour Factor		0.82			0.82			0.82			0.82	
Adjustment												
Adjusted 2022 Volumes	35	50	65	130	32	22	46	510	60	13	999	249
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	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	37	53	69	138	34	23	49	541	64	14	1,060	264
Project Trips												
Trip Distribution IN								15%				
Trip Distribution OUT											15%	
Residential Trips	0	0	0	0	0	0	0	11	0	0	36	0
Trip Distribution IN				5%				25%				
Trip Distribution OUT											25%	5%
Retail Trips	0	0	0	1	0	0	0	6	0	0	4	1
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Tring	0	0	0	1	0	0	0	17	0	0	40	1
	0	0	0	1	0	0	0	1/	0	0	40	1
2026 Buildout Total	37	53	69	139	34	23	49	558	64	14	1,100	265

Intersection #1: Chamblee Tucker Road @ DeKalb Technology Parkway AM PEAK HOUR

PM PEAK HOUR

	DeKalb	Technolog	y Parkway	Dekalb T	echnology	Parkway	Cham	blee Tucke	r Road	Cham	blee Tucke	r Road
Description	Left	Through	<u>1a</u> Right	Left	Through	<u>a</u> Right	Left	Through	1 Right	Left	Through	a Right
			0			0			0			0
Observed 2022 Traffic Volumes	58	18	83	182	21	35	12	1,141	72	44	1,020	112
Pedestrians		1			0			7			6	
Conflicting Pedestrians	7		6	6		7	0		1	1		0
Heavy Vehicles	1	0	2	2	0	2	0	26	1	1	35	4
Heavy Vehicle %	2%	2%	2%	2%	2%	6%	2%	2%	2%	2%	3%	4%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2022 Volumes	58	18	83	182	21	35	12	1141	72	44	1020	112
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	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	62	19	88	193	22	37	13	1,211	76	47	1,083	119
Project Trips												
Trip Distribution IN								15%				
Trip Distribution OUT											15%	
Residential Trips	0	0	0	0	0	0	0	24	0	0	16	0
Trip Distribution IN				5%				25%				
Trip Distribution OUT											25%	5%
Retail Trips	0	0	0	2	0	0	0	10	0	0	7	1
Territoria de Cartoria de C	0	0	0	2	0	0	0	24	0	0	22	1
Total Project Trips	0	0	0	2	0	0	0	34	0	0	25	1
2026 Buildout Total	62	19	88	195	22	37	13	1,245	76	47	1,106	120

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Intersection #2: Chamblee Tucker Road @ Dresden Drive / Private Driveway AM PEAK HOUR

	I	Dresden Di	rive	Pri	vate Drive	way	Cham	blee Tucke	er Road	Cham	blee Tucke	er Road
		Northbou	nd	5	Southbour	<u>id</u>		Eastbound	<u>d</u>		Westboun	<u>.d</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	13	0	127	3	1	0	0	680	24	135	1,277	31
Pedestrians		3			1			1			0	
Conflicting Pedestrians	1		0	0		1	1		3	3		1
Heavy Vehicles	1	0	7	1	0	0	0	39	0	4	49	2
Heavy Vehicle %	8%	0%	6%	33%	2%	0%	0%	6%	2%	3%	4%	6%
Peak Hour Factor		0.80			0.80			0.80			0.80	
Adjustment												
Adjusted 2022 Volumes	13	0	127	3	1	0	0	680	24	135	1277	31
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	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	14	0	135	3	1	0	0	722	25	143	1,355	33
Project Trips												
Trip Distribution IN			5%					15%				
Trip Distribution OUT										5%	15%	
Residential Trips	0	0	4	0	0	0	0	11	0	12	36	0
Trip Distribution IN			10%					30%				
Trip Distribution OUT										10%	30%	
Retail Trips	0	0	2	0	0	0	0	7	0	2	5	0
Deer De Trine	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by 1прs	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	6	0	0	0	0	18	0	14	41	0
· ·												
2026 Buildout Total	14	0	141	3	1	0	0	740	25	157	1,396	33

PM PEAK HOUR

	I	Dresden Dr	rive	Pri	vate Drive	way	Cham	blee Tucke	er Road	Cham	blee Tucke	er Road
		Northbou	nd	5	Southbour	nd		Eastbound	<u>d</u>		Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	16	0	201	1	0	11	0	1,368	29	120	1,150	9
Pedestrians		4			0			1			0	
Conflicting Pedestrians	1		0	0		1	0		4	4		0
Heavy Vehicles	0	0	2	0	0	0	0	30	0	1	40	2
Heavy Vehicle %	2%	0%	2%	2%	0%	2%	0%	2%	2%	2%	3%	22%
Peak Hour Factor		0.99			0.99			0.99			0.99	
Adjustment												
Adjusted 2022 Volumes	16	0	201	1	0	11	0	1368	29	120	1150	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	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	17	0	213	1	0	12	0	1,452	31	127	1,221	10
Project Trips												
Trip Distribution IN			5%					15%				
Trip Distribution OUT										5%	15%	
Residential Trips	0	0	8	0	0	0	0	24	0	5	16	0
Trip Distribution IN			10%					30%				
Trip Distribution OUT										10%	30%	
Retail Trips	0	0	4	0	0	0	0	11	0	3	8	0
Pase-By Trine	0	0	0	0	0	0	0	0	0	0	0	0
1 ass-by 111ps	0	0	0	0	0	0	U	0	0	U	0	0
Total Project Trips	0	0	12	0	0	0	0	35	0	8	24	0
2026 Buildout Total	17	0	225	1	0	12	0	1 /87	31	135	1 245	10
2020 Dundout Totai	17	U	223	1	U	12	U	1,40/	31	155	1,243	10

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Intersection #3: Chamblee Tucker Road @ I-85 Southbound Ramp / I-85 Frontage Road AM PEAK HOUR

	I-85 S	Southboun	d Ramp	I-85	Frontage	Road	Cham	blee Tucke	er Road	Cham	blee Tucke	er Road
		Northbou	nd		Southbour	<u>id</u>		Eastbound	<u>d</u>		Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	155	42	454	0	604	211	409	980	0
Pedestrians		5			4			0			0	
Conflicting Pedestrians	0		0	0		0	4		5	5		4
Heavy Vehicles	0	0	0	13	0	16	0	39	8	5	39	0
Heavy Vehicle %	0%	0%	0%	8%	2%	4%	0%	6%	4%	2%	4%	0%
Peak Hour Factor		0.84			0.84			0.84			0.84	
Adjustment												
Adjusted 2022 Volumes	0	0	0	155	42	454	0	604	211	409	980	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	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	0	0	0	165	45	482	0	641	224	434	1,040	0
Project Trips												
Trip Distribution IN				10%				20%				
Trip Distribution OUT											20%	
Residential Trips	0	0	0	7	0	0	0	14	0	0	47	0
Trip Distribution IN				5%				40%				
Trip Distribution OUT											40%	
Retail Trips	0	0	0	1	0	0	0	9	0	0	6	0
	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Imps	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	8	0	0	0	23	0	0	53	0
2026 Buildout Total	0	0	0	173	45	482	0	664	224	434	1,093	0

PM PEAK HOUR

	I-85	Southboun	d Ramp	I-85	Frontage	Road	Cham	blee Tucke	r Road	Cham	blee Tucke	er Road
		Northbou	nd	1	Southbour	<u>id</u>		Eastbound	1		Westboun	<u>d</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	385	32	590	0	1,373	224	332	673	0
Pedestrians		6			1			0			0	
Conflicting Pedestrians	0		0	0		0	1		6	6		1
Heavy Vehicles	0	0	0	14	1	17	0	24	8	5	26	0
Heavy Vehicle %	0%	0%	0%	4%	3%	3%	0%	2%	4%	2%	4%	0%
Peak Hour Factor		0.99			0.99			0.99			0.99	
Adjustment												
Adjusted 2022 Volumes	0	0	0	385	32	590	0	1373	224	332	673	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	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	0	0	0	409	34	626	0	1,457	238	352	714	0
Project Trips												
Trip Distribution IN				10%				20%				
Trip Distribution OUT											20%	
Residential Trips	0	0	0	16	0	0	0	32	0	0	21	0
Trip Distribution IN				5%				40%				
Trip Distribution OUT											40%	
Retail Trips	0	0	0	2	0	0	0	15	0	0	11	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	18	0	0	0	47	0	0	32	0
2026 Buildout Total	0	0	0	427	34	626	0	1,504	238	352	746	0

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Intersection #4: Chamblee Tucker Road @ I-85 Frontage Road / I-85 Northbound Ramp AM PEAK HOUR

	I-85 Frontage Road Northbound			I-85 N	orthbound	l Ramp	Cham	blee Tucke	r Road	Cham	blee Tucke	r Road	
		North	<u>ibound</u>		5	Southboun	d		Eastbound	<u>1</u>		Westboun	<u>d</u>
Description	U-Turn	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	347	309	95	408	0	0	0	365	401	0	0	1,042	118
Pedestrians			4			9			0			0	
Conflicting Pedestrians	0	0		0	0		0	9		4	4		9
Heavy Vehicles	3	11	7	17	0	0	0	23	29	0	0	32	9
Heavy Vehicle %	2%	4%	7%	4%	0%	0%	0%	6%	7%	0%	0%	3%	8%
Peak Hour Factor		0.	.97			0.97			0.97			0.97	
Adjustment													
Adjusted 2022 Volumes	347	309	95	408	0	0	0	365	401	0	0	1042	118
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment													
Other Proposed Developments													
2026 Background Traffic	368	328	101	433	0	0	0	387	426	0	0	1,106	125
Project Trips													
Trip Distribution IN				10%					30%				
Trip Distribution OUT	45%	20%	20%										
Residential Trips	107	47	47	7	0	0	0	0	21	0	0	0	0
Trip Distribution IN				5%					45%				
Trip Distribution OUT	20%	40%	10%										
Retail Trips	3	6	2	1	0	0	0	0	10	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	110	53	49	8	0	0	0	0	31	0	0	0	0
2026 Buildout Total	478	381	150	441	0	0	0	387	457	0	0	1,106	125

PM PEAK HOUR

		I-85 From	ntage Road		I-85 N	orthbound	l Ramp	Cham	blee Tucke	r Road	Cham	blee Tucke	er Road
		North	nbound		5	Southboun	d		Eastbound	<u>1</u>		Westboun	<u>d</u>
Description	U-Turn	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	181	316	136	801	0	0	0	520	1,232	0	0	689	209
Pedestrians			7			1			0			3	
Conflicting Pedestrians	0	0		3	3		0	1		7	7		1
Heavy Vehicles	0	10	1	19	0	0	0	17	21	0	0	21	1
Heavy Vehicle %	2%	3%	2%	2%	0%	0%	0%	3%	2%	0%	0%	3%	2%
Peak Hour Factor		0.	.96			0.96			0.96			0.96	
Adjustment													
Adjusted 2022 Volumes	181	316	136	801	0	0	0	520	1232	0	0	689	209
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment													
Other Proposed Developments													
2026 Background Traffic	192	335	144	850	0	0	0	552	1,308	0	0	731	222
Project Trips													
Trip Distribution IN				10%					30%				
Trip Distribution OUT	45%	20%	20%										
Residential Trips	48	21	21	16	0	0	0	0	48	0	0	0	0
Trip Distribution IN				5%					45%				
Trip Distribution OUT	20%	40%	10%										
Retail Trips	6	11	3	2	0	0	0	0	17	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	54	32	24	18	0	0	0	0	65	0	0	0	0
2026 Buildout Total	246	367	168	868	0	0	0	552	1,373	0	0	731	222

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Intersection #5: Chamblee Tucker Road @ Mercer University Drive AM PEAK HOUR

	Merce	er Universi	ity Drive				C	hamblee [Fucker Roa	ıd	C	hamblee '	Fucker Roa	ad
		Northbou	nd	5	Southboun	d		East	bound			West	bound	
Description	Left	Through	Right	Left	Through	Right	U-Turn	Left	Through	Right	U-turn	Left	Through	Right
Observed 2022 Traffic Volumes	510	0	38	0	0	0	4	0	224	396	15	150	691	0
Pedestrians		0			0				0				0	
Conflicting Pedestrians	0		0	0		0	0	0		0	0	0		0
Heavy Vehicles	6	0	1	0	0	0	0	0	26	22	0	3	32	0
Heavy Vehicle %	2%	0%	3%	0%	0%	0%	0%	0%	12%	6%	2%	2%	5%	0%
Peak Hour Factor		0.96			0.96			0.	96			0.	.96	
Adjustment														
Adjusted 2022 Volumes	510	0	38	0	0	0	4	0	224	396	15	150	691	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment														
Other Proposed Developments														
2026 Background Traffic	541	0	40	0	0	0	4	0	238	420	16	159	733	0
Project Trips														
Trip Distribution IN										40%		10%		
Trip Distribution OUT			10%											
Residential Trips	0	0	24	0	0	0	0	0	0	28	0	7	0	0
Trip Distribution IN										50%		15%		
Trip Distribution OUT			15%											
Retail Trips	0	0	2	0	0	0	0	0	0	12	0	3	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	26	0	0	0	0	0	0	40	0	10	0	0
2026 Buildout Total	541	0	66	0	0	0	4	0	238	460	16	169	733	0

PM PEAK HOUR

	Merce	r Universi	ty Drive				C	hamblee [Fucker Roa	ad	C	hamblee '	Fucker Roa	ad
		Northbou	nd	5	Southboun	d		East	bound			West	bound	
Description	Left	Through	Right	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	290	0	93	0	0	0	11	0	1,064	790	16	73	483	0
Pedestrians		1			0				0				0	
Conflicting Pedestrians	0		0	0		0	0	0		1	1	1		0
Heavy Vehicles	8	0	0	0	0	0	0	0	22	15	0	1	12	0
Heavy Vehicle %	3%	0%	2%	0%	0%	0%	2%	0%	2%	2%	2%	2%	2%	0%
Peak Hour Factor		0.96			0.96			0.	96			0.	.96	
Adjustment														
Adjusted 2022 Volumes	290	0	93	0	0	0	11	0	1064	790	16	73	483	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment														
Other Proposed Developments														
2026 Background Traffic	308	0	99	0	0	0	12	0	1,129	838	17	77	513	0
Project Trips														
Trip Distribution IN										40%		10%		
Trip Distribution OUT			10%											
Residential Trips	0	0	11	0	0	0	0	0	0	64	0	16	0	0
Trip Distribution IN										50%		15%		
Trip Distribution OUT			15%											
Retail Trips	0	0	4	0	0	0	0	0	0	19	0	6	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			2	Ŭ		5				5		0		5
Total Project Trips	0	0	15	0	0	0	0	0	0	83	0	22	0	0
2026 Buildout Total	308	0	114	0	0	0	12	0	1,129	921	17	99	513	0

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Intersection #6: Mercer University Drive @ Flowers Road AM PEAK HOUR

	1	Flowers Ro	bad				Merce	r Universit	y Drive	Merce	r Universit	y Drive
		Northbou	nd	5	Southbour	nd		Eastbound	d		Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	19	0	19	0	0	0	0	294	311	143	489	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	2	0	2	0	0	0	0	22	5	3	3	0
Heavy Vehicle %	11%	0%	11%	0%	0%	0%	0%	7%	2%	2%	2%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2022 Volumes	19	0	19	0	0	0	0	294	311	143	489	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	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	20	0	20	0	0	0	0	312	330	152	519	0
Project Trips												
Trip Distribution IN									50%	5%		
Trip Distribution OUT	10%		5%									
Residential Trips	24	0	12	0	0	0	0	0	35	4	0	0
Trip Distribution IN									65%	10%		
Trip Distribution OUT	15%		10%									
Retail Trips	2	0	2	0	0	0	0	0	15	2	0	0
Dass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Tass-by mps	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	26	0	14	0	0	0	0	0	50	6	0	0
2026 Buildout Total	46	0	34	0	0	0	0	312	380	158	519	0

PM PEAK HOUR

	1	Flowers Ro	bad				Merce	r Universit	y Drive	Merce	r Universit	y Drive
		Northbou	nd	5	Southbour	<u>id</u>		Eastbound	1		Westboun	<u>d</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	51	0	19	0	0	0	0	702	250	52	321	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	0	0	0	0	0	0	17	4	2	6	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	2%	2%	4%	2%	0%
Peak Hour Factor		0.87			0.87			0.87			0.87	
Adjustment												
Adjusted 2022 Volumes	51	0	19	0	0	0	0	702	250	52	321	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	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	54	0	20	0	0	0	0	745	265	55	341	0
Project Trips												
Trip Distribution IN									50%	5%		
Trip Distribution OUT	10%		5%									
Residential Trips	11	0	5	0	0	0	0	0	81	8	0	0
Trip Distribution IN									65%	10%		
Trip Distribution OUT	15%		10%					1				
Retail Trips	4	0	3	0	0	0	0	0	25	4	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	15	0	8	0	0	0	0	0	106	12	0	0
2026 Buildout Total	69	0	28	0	0	0	0	745	371	67	341	0

Intersection #7: I-85 Frontage Road @ Woodcock Boulevard AM PEAK HOUR

	I-8	5 Frontage	Road	I-85	Frontage	Road				Woo	dcock Bou	levard
		Northbou	nd	5	Southboun	d		Eastbound	<u>d</u>		Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	256	50	0	0	0	0	0	0	0	0	419
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	11	2	0	0	0	0	0	0	0	0	4
Heavy Vehicle %	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	2%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2022 Volumes	0	256	50	0	0	0	0	0	0	0	0	419
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	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	0	272	53	0	0	0	0	0	0	0	0	445
Project Trips												
Trip Distribution IN												
Trip Distribution OUT		75%										10%
Residential Trips	0	178	0	0	0	0	0	0	0	0	0	24
Trip Distribution IN												
Trip Distribution OUT		60%										10%
Retail Trips	0	9	0	0	0	0	0	0	0	0	0	2
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	187	0	0	0	0	0	0	0	0	0	26
2026 Buildout Total	0	459	53	0	0	0	0	0	0	0	0	471

PM PEAK HOUR

	I-8	5 Frontage	Road	I-85	Frontage	Road				Woo	dcock Bou	levard
		Northboun	<u>nd</u>	5	Southboun	d		Eastbound	<u>1</u>		Westboun	<u>d</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	311	61	0	0	0	0	0	0	0	0	233
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	11	1	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	4%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2022 Volumes	0	311	61	0	0	0	0	0	0	0	0	233
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	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	0	330	65	0	0	0	0	0	0	0	0	247
Desired Tring												
Trip Distribution IN	-											
Trip Distribution OUT	-	750/									-	100/
Desidential Tring	0	75%	0	0	0	0	0	0	0	0	0	10%
Residential Trips	0	80	0	0	0	0	0	0	0	0	0	11
Trip Distribution IN												
Trip Distribution OUT		60%										10%
Retail Trips	0	17	0	0	0	0	0	0	0	0	0	3
	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	97	0	0	0	0	0	0	0	0	0	14
2026 Buildout Total	0	427	65	0	0	0	0	0	0	0	0	261

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Intersection #8: Flowers Road @ Woodcock Boulevard AM PEAK HOUR

		Flowers Ro	bad	F	lowers Ro	ad	Woo	dcock Bou	levard			
		Northbou	nd	5	Southbour	<u>id</u>		Eastbound	1		Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	202	21	0	0	240	232	11	0	47	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	4	3	0	0	6	1	2	0	1	0	0	0
Heavy Vehicle %	2%	14%	0%	0%	3%	2%	18%	0%	2%	0%	0%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2022 Volumes	202	21	0	0	240	232	11	0	47	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	214	22	0	0	255	246	12	0	50	0	0	0
Project Trips												
Trip Distribution IN						55%						
Trip Distribution OUT							15%					
Residential Trips	0	0	0	0	0	39	36	0	0	0	0	0
Trip Distribution IN	5%					75%						
Trip Distribution OUT							25%		5%			
Retail Trips	1	0	0	0	0	17	4	0	1	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	1	0	0	0	0	56	40	0	1	0	0	0
State Re-	1											
2026 Buildout Total	215	22	0	0	255	302	52	0	51	0	0	0

PM PEAK HOUR

	1	Flowers Ro	oad	F	lowers Ro	ad	Wood	lcock Bou	levard			
		Northbou	nd	1	Southbour	d		Eastbound	<u>d</u>		Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	201	56	0	0	264	34	13	0	51	0	0	0
Pedestrians		0			0			2			0	
Conflicting Pedestrians	2		0	0		2	0		0	0		0
Heavy Vehicles	0	1	0	0	5	1	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	0%	0%	2%	3%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2022 Volumes	201	56	0	0	264	34	13	0	51	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	213	59	0	0	280	36	14	0	54	0	0	0
Project Trips												
Trip Distribution IN						55%						
Trip Distribution OUT							15%					
Residential Trips	0	0	0	0	0	89	16	0	0	0	0	0
Trip Distribution IN	5%					75%						
Trip Distribution OUT	- /-						25%		5%			
Retail Trips	2	0	0	0	0	29	7	0	1	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	2	0	0	0	0	118	23	0	1	0	0	0
2026 Buildout Total	215	50	0	0	280	154	37	0	55	0	0	0
Total Project Trips 2026 Buildout Total	2 215	0 59	0	0	0 280	118 154	23 37	0	1 55	0	0	

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Intersection #9: Shallowford Road @ I-85 SB Frontage Road AM PEAK HOUR

	I-85 S	SB Frontag	e Road	I-8	85 SB Fro	ntage Roa	1	Sha	llowford F	load	Sha	llowford F	load
		Northbour	<u>nd</u>		South	bound			Eastbound	<u>1</u>		Westboun	<u>d</u>
Description	Left	Through	Right	U-Turn	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	93	223	411	471	0	506	264	599	640	0
Pedestrians		3			7				0			0	
Conflicting Pedestrians	0		0	0	0		0	7		3	3		7
Heavy Vehicles	0	0	0	4	16	8	16	0	16	4	3	14	0
Heavy Vehicle %	0%	0%	0%	4%	7%	2%	3%	0%	3%	2%	2%	2%	0%
Peak Hour Factor		0.90			0.9	90			0.90			0.90	
Adjustment													
Adjusted 2022 Volumes	0	0	0	93	223	411	471	0	506	264	599	640	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment													
Other Proposed Developments													
2026 Background Traffic	0	0	0	99	237	436	500	0	537	280	636	679	0
Project Trips													
Trip Distribution IN				10%									
Trip Distribution OUT				1070									
Residential Trips	0	0	0	7	0	0	0	0	0	0	0	0	0
Residential Hips	0	Ŭ	0	,	0	0	0	0	0	0	0	0	0
Trip Distribution IN				5%									
Trip Distribution OUT					10%								
Retail Trips	0	0	0	1	2	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	8	2	0	0	0	0	0	0	0	0
	0	0	0	0	2	0	0	0	0	0	0	0	0
2026 Buildout Total	0	0	0	107	239	436	500	0	537	280	636	679	0

PM PEAK HOUR

	I-85	SB Frontag	e Road	I-	85 SB Fro	ntage Roa	t	Sha	llowford F	Road	Sha	llowford F	load
		Northbou	nd		South	bound			Eastbound	<u>1</u>		Westboun	<u>d</u>
Description	Left	Through	Right	U-Turn	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	155	634	418	241	0	965	242	274	574	0
Pedestrians		9			()			0			0	
Conflicting Pedestrians	0		0	0	0		0	0		9	9		0
Heavy Vehicles	0	0	0	1	13	3	4	0	21	2	5	18	0
Heavy Vehicle %	0%	0%	0%	2%	2%	2%	2%	0%	2%	2%	2%	3%	0%
Peak Hour Factor		0.97			0.9	97			0.97			0.97	
Adjustment													
Adjusted 2022 Volumes	0	0	0	155	634	418	241	0	965	242	274	574	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment													
Other Proposed Developments													
2026 Background Traffic	0	0	0	165	673	444	256	0	1,024	257	291	609	0
Project Trips													
Trip Distribution IN				10%									
Trip Distribution OUT													
Residential Trips	0	0	0	16	0	0	0	0	0	0	0	0	0
Trip Distribution IN				5%									
Trip Distribution OUT					10%								
Retail Trips	0	0	0	2	3	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	18	3	0	0	0	0	0	0	0	0
······································	-	-	-		-		~	~		~	~		~
2026 Buildout Total	0	0	0	183	676	444	256	0	1,024	257	291	609	0

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Intersection #10: Shallowford Road @ I-85 Frontage Road AM PEAK HOUR

	I-85 From	ntage Road	l	I-85	Frontage I	Road	Sha	llowford F	Road	Sha	llowford H	Road	
		Nort	hbound		5	Southboun	<u>d</u>		Eastbound	<u>1</u>		Westboun	<u>d</u>
Description	U-Turn	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	325	217	188	223	0	0	0	316	466	0	0	934	307
Pedestrians			0			5			0			0	
Conflicting Pedestrians	0	0		0	0		0	5		0	0		5
Heavy Vehicles	1	6	6	10	0	0	0	3	32	0	0	13	14
Heavy Vehicle %	2%	3%	3%	4%	0%	0%	0%	2%	7%	0%	0%	2%	5%
Peak Hour Factor		0	.89			0.89			0.89			0.89	
Adjustment													
Adjusted 2022 Volumes	325	217	188	223	0	0	0	316	466	0	0	934	307
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment													
Other Proposed Developments													
2026 Background Traffic	345	230	200	237	0	0	0	335	495	0	0	991	326
Project Trips													
Trip Distribution IN			35%										
Trip Distribution OUT													
Residential Trips	0	0	25	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN			5%										10%
Trip Distribution OUT									10%				
Retail Trips	0	0	1	0	0	0	0	0	2	0	0	0	2
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	26	0	0	0	0	0	2	0	0	0	2
2026 Buildout Total	345	230	226	237	0	0	0	335	497	0	0	991	328

PM PEAK HOUR

	I-85 Frontage Road Northbound			l	I-85	Frontage	Road	Sha	llowford F	Road	Sha	llowford H	Road
		Nort	hbound		9	Southboun	d		Eastbound	<u>1</u>	1	Westboun	<u>d</u>
Description	U-Turn	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	311	218	204	745	0	0	0	351	1,252	0	0	633	290
Pedestrians			0			0			0			0	
Conflicting Pedestrians	0	0		0	0		0	0		0	0		0
Heavy Vehicles	2	8	3	9	0	0	0	6	28	0	0	15	7
Heavy Vehicle %	2%	4%	2%	2%	0%	0%	0%	2%	2%	0%	0%	2%	2%
Peak Hour Factor		0	.93			0.93			0.93			0.93	
Adjustment													
Adjusted 2022 Volumes	311	218	204	745	0	0	0	351	1252	0	0	633	290
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment													
Other Proposed Developments													
2026 Background Traffic	330	231	217	791	0	0	0	373	1,329	0	0	672	308
Project Trips													
Trip Distribution IN			35%										
Trip Distribution OUT													
Residential Trips	0	0	56	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN			5%										10%
Trip Distribution OUT									10%				
Retail Trips	0	0	2	0	0	0	0	0	3	0	0	0	4
	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	58	0	0	0	0	0	3	0	0	0	4
2026 Buildout Total	330	231	275	791	0	0	0	373	1,332	0	0	672	312

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Intersection #11: Woodcock Boulevard @ Site Driveway A AM PEAK HOUR

	Si	te Drivewa	ay A				Woo	dcock Bou	levard	Woo	dcock Bou	levard
		Northbou	nd		Southbour	<u>id</u>		Eastbound	1		Westboun	<u>.d</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	0	0	0	0	50	0	0	419	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2022 Volumes	0	0	0	0	0	0	0	50	0	0	419	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	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	0	0	0	0	0	0	0	53	0	0	445	0
Project Trips												
Trip Distribution IN										55%		
Trip Distribution OUT	10%		15%									
Residential Trips	24	0	36	0	0	0	0	0	0	39	0	0
Trip Distribution IN										80%		
Trip Distribution OUT	10%		30%									
Retail Trips	2	0	5	0	0	0	0	0	0	18	0	0
Dass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Fass-by Піря	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	26	0	41	0	0	0	0	0	0	57	0	0
2026 Buildout Total	26	0	41	0	0	0	0	53	0	57	445	0

PM PEAK HOUR

	Si	te Drivewa	ay A				Wood	dcock Bou	levard	Woo	dcock Bou	levard
		Northbou	nd	5	Southbour	<u>id</u>		Eastbound	1		Westboun	<u>d</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	0	0	0	0	61	0	0	233	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2022 Volumes	0	0	0	0	0	0	0	61	0	0	233	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	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	0	0	0	0	0	0	0	65	0	0	247	0
Project Trips		ł – –						ł – –				
Trip Distribution IN										55%		
Trip Distribution OUT	10%		15%									
Residential Trips	11	0	16	0	0	0	0	0	0	89	0	0
Trip Distribution IN	_									80%		
Trip Distribution OUT	10%		30%									
Retail Trips	3	0	8	0	0	0	0	0	0	30	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
					Ť		÷			~		
Total Project Trips	14	0	24	0	0	0	0	0	0	119	0	0
					_		_					_
2026 Buildout Total	14	0	24	0	0	0	0	65	0	119	247	0

Intersection #12: I-85 Frontage Road @ Site Driveway B AM PEAK HOUR

	I-8:	5 Frontage	Road	I-85	Frontage	Road				Sit	e Drivewa	y B
		Northbou	nd	5	Southboun	d		Eastbound	d		Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	306	0	0	0	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2022 Volumes	0	306	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	0	325	0	0	0	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN			20%									
Trip Distribution OUT		45%										30%
Residential Trips	0	107	14	0	0	0	0	0	0	0	0	71
Trip Distribution IN			10%									
Trip Distribution OUT		25%										35%
Retail Trips	0	4	2	0	0	0	0	0	0	0	0	5
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
ř ř												
Total Project Trips	0	111	16	0	0	0	0	0	0	0	0	76
2026 Buildout Total	0	436	16	0	0	0	0	0	0	0	0	76

PM PEAK HOUR

	I-8:	5 Frontage	Road	I-85	Frontage	Road				Sit	e Drivewa	y B
		Northboun	<u>nd</u>	5	Southboun	d		Eastbound	<u>1</u>		Westboun	<u>d</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	372	0	0	0	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2022 Volumes	0	372	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	0	395	0	0	0	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN			20%									
Trip Distribution OUT		45%										30%
Residential Trips	0	48	32	0	0	0	0	0	0	0	0	32
Trip Distribution IN			10%									
Trip Distribution OUT		25%										35%
Retail Trips	0	7	4	0	0	0	0	0	0	0	0	10
Pass-By Trips	0	-9	9	0	0	0	0	0	0	0	0	9
Total Project Trips	0	46	45	0	0	0	0	0	0	0	0	51
2026 Buildout Total	0	441	45	0	0	0	0	0	0	0	0	51

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Intersection #13: I-85 Frontage Road @ Site Driveway C AM PEAK HOUR

	I-8:	I-85 Frontage Road			I-85 Frontage Road						Site Driveway C		
		Northbou	nd	Southbound		Eastbound			Westbound				
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Observed 2022 Traffic Volumes	0	306	0	0	0	0	0	0	0	0	0	0	
Pedestrians		0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0	
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	
Heavy Vehicle %	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Peak Hour Factor		0.94			0.94			0.94			0.94		
Adjustment													
Adjusted 2022 Volumes	0	306	0	0	0	0	0	0	0	0	0	0	
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	
New Road Adjustment													
Other Proposed Developments													
2026 Background Traffic	0	325	0	0	0	0	0	0	0	0	0	0	
Project Trips													
Trip Distribution IN		20%	25%										
Trip Distribution OUT												45%	
Residential Trips	0	14	18	0	0	0	0	0	0	0	0	107	
Trip Distribution IN		10%	10%										
Trip Distribution OUT												35%	
Retail Trips	0	2	2	0	0	0	0	0	0	0	0	5	
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	
1 455 259 11100	0	Ŭ	0	Ű	Ŭ	0	Ŭ	0		Ŭ	Ŭ	Ū	
Total Project Trips	0	16	20	0	0	0	0	0	0	0	0	112	
2026 Buildout Total	0	341	20	0	0	0	0	0	0	0	0	112	

PM PEAK HOUR

	I-85 Frontage Road			I-85 Frontage Road						Site Driveway C		
		Northbour	nd	Southbound		Eastbound			Westbound			
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	372	0	0	0	0	0	0	0	0	0	0
Pedestrians		0		0		0		0				
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92		0.92		
Adjustment												
Adjusted 2022 Volumes	0	372	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
New Road Adjustment												
Other Proposed Developments												
2026 Background Traffic	0	395	0	0	0	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN		20%	25%									
Trip Distribution OUT												45%
Residential Trips	0	32	40	0	0	0	0	0	0	0	0	48
Trip Distribution IN		10%	10%									
Trip Distribution OUT												35%
Retail Trips	0	4	4	0	0	0	0	0	0	0	0	10
Pass-By Trips	0	-8	8	0	0	0	0	0	0	0	0	8
Total Project Trips	0	28	52	0	0	0	0	0	0	0	0	66
2026 Buildout Total	0	423	52	0	0	0	0	0	0	0	0	66

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Programmed Project Fact Sheets

AR-ML-420	Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET								
Short Title	I-85 NORTH EXPRESS LANES FROM I-285 TO OLD PEACHTREE ROAD	Bind all Bridge Ro She Bridge Ro John Streek Barbon							
GDOT Project No.	0013920	alding Or adverse adverse of the second seco							
Federal ID No.	N/A	I Sum 2 current							
Status	Long Range								
Service Type	Roadway / Express Lanes	1 Salaga Libborn							
Sponsor	GDOT	The state of the s							
Jurisdiction	Regional - Northeast	Tucker thuge thuge the							
Analysis Level	In the Region's Air Quality Conformity Analysis								
Existing Thru Lane	2 LCI	Network Year 2040							
Planned Thru Lane	4 Flex	Corridor Length 17 miles							
Detailed Description and Justification									
This is an express lanes project along I-85 North fromm I-285 to Old Peachtree Road.									

Phas	se Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURC					
Information			YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE		
PE	General Federal Aid - 2026-2050		LR 2026- 2030	\$12,356,434	\$9,885,147	\$2,471,287	\$0,000	\$0,000		
ROW	General Federal Aid - 2026-2050		LR 2031- 2040	\$44,032,728	\$35,226,182	\$8,806,546	\$0,000	\$0,000		
CST	General Federal Aid - 2026-2050		LR 2031- 2040	\$152,283,170	\$121,826,536	\$30,456,634	\$0,000	\$0,000		
CST	Public Private Partnership		LR 2031- 2040	\$124,595,321	\$0,000	\$0,000	\$124,595,321	\$0,000		
			\$333,267,653	\$166,937,865	\$41,734,467	\$124,595,321	\$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



DK-444	Atlanta Region's Plan RTP (20	020) PROJECT FACT SHEET						
Short Title	MERCER UNIVERSITY DRIVE BRIDGE REPLACEMENT AT NORTH FORK PEACHTREE CREEK	Cratter Parties Cratter Ra						
GDOT Project No.	0015646							
Federal ID No.		4403						
Status	Programmed	Woodcock Blvd						
Service Type	Roadway / Bridge Upgrade							
Sponsor	GDOT	in the second second						
Jurisdiction	DeKalb County	0 250 500 Feet						
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)							
Existing Thru Lane	2 LCI	Network Year TBD						
Planned Thru Lane	2 Flex	Corridor Length 0.4 miles						
Detailed Description and Justification								
Replaces a structurally defined	cient substandard local system bridge due to structural condit	ions and age.						

Phas	se 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 Flex (GDOT)	AUTH	2019	\$500,000	\$400,000	\$100,000	\$0,000	\$0,000		
ROW	Local Jurisdiction/Municipality Funds	AUTH	2021	\$125,000	\$0,000	\$0,000	\$0,000	\$125,000		
ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	AUTH	2021	\$685,000	\$518,000	\$137,000	\$0,000	\$0,000		
UTL	Surface Transportation Block Grant Program (STBG) Flexible		2025	\$113,655	\$90,924	\$22,731	\$0,000	\$0,000		
CST	Surface Transportation Block Grant Program (STBG) Flexible		2025	\$2,955,219	\$2,364,175	\$591,044	\$0,000	\$0,000		
				\$4,378,874	\$3,403,099	\$850,775	\$0,000	\$125,000		

 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.

