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Emerson Center Mixed-Use Development DRI Methodology Meeting

General Description of the Development

The mixed-use development will be located on Spring Road between Cumberland Boulevard and US 41/SR 3 (Cobb Parkway) in Smyrna, Georgia.

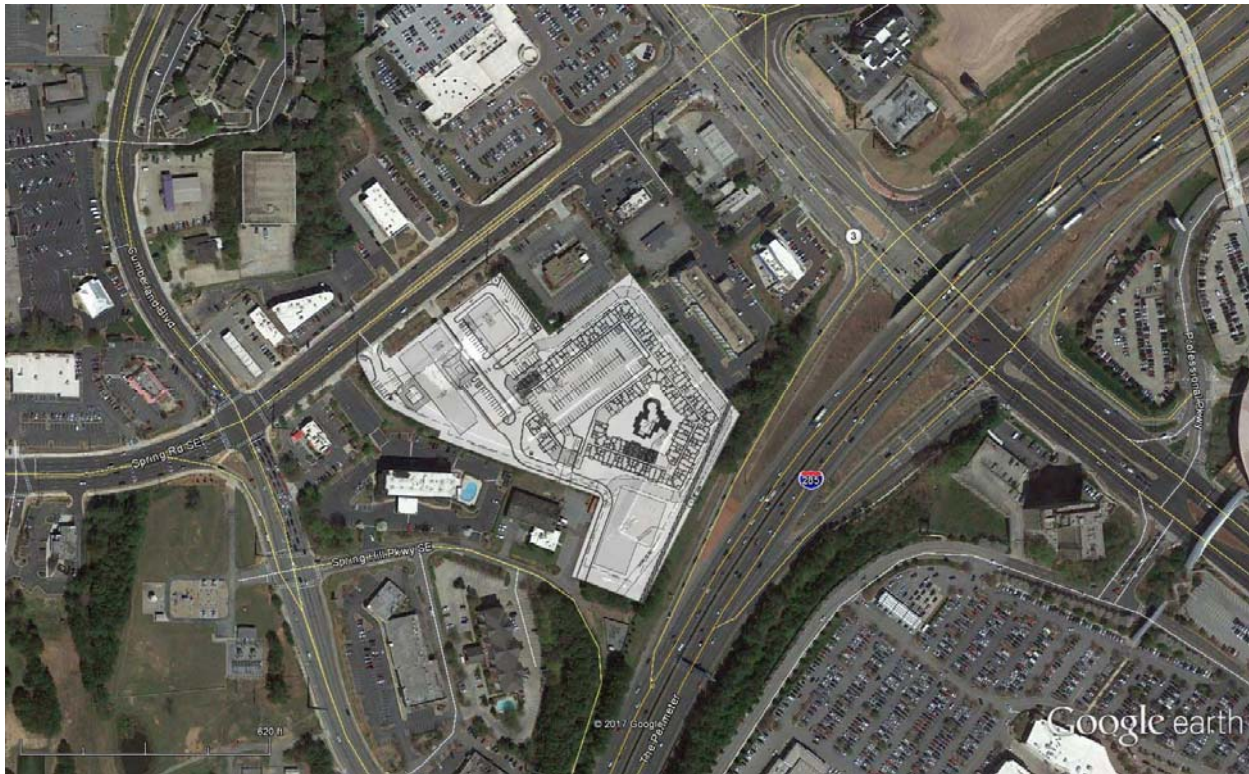


Figure 1 – Site Overlay

The development will consist of 87,500 square feet of office space, 11,000 square feet of retail space, 310 apartment units, and a 200-room hotel. The property is located within the “Spring Road Corridor” Livable Centers Initiative (LCI) as defined by the City of Smyrna. A location of the site with respect to the adjacent roadway network is shown in the Appendix.

Project Phasing and Build-out Schedule

For the purposes of this preliminary traffic study, the proposed site build-out is estimated to be completed in a single phase in 2020.

Site Access

The development site plan proposes one full-access driveway via Spring Hill Parkway and two right-in/right-out driveways via existing curb-cuts on Spring Road. Please refer to the site plan for details.

Peak Periods

Due to the nature of the development and the surrounding area, it is proposed that the AM peak hour (highest between 7:00 – 9:00 AM) and the PM peak hour (highest between 4:00 – 6:00 PM) be included in the analysis.

LOS Standards

The level-of-service standard for the roadways and intersections in the study area is LOS “D”. Roadways that are found to currently operate at LOS “E” or “F” in the area will be evaluated for one level lower than the standard.

Trip Generation

Trip generation estimates were calculated according to the rates and equations published in the 10th edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. The trip generation for the development was based on the following ITE Land Uses: 221 – *Multifamily Housing (Mid-Rise)*, 310 – *Hotel*, 710 – *General Office Building* and 820 – *Shopping Center*. Due to the nature of the development and surrounding area, mixed-use reductions, pass-by reductions, and multimodal transportation reductions of 4% have been applied per ITE standards where applicable. The calculated trip generation for the development is shown in Table 1.

TABLE 1 – TRIP GENERATION								
Land Use	Size	AM Peak Hour			PM Peak Hour			24-Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-way
ITE 221 – Multifamily Housing (Mid-Rise)	310 Units	27	77	104	80	51	131	1,688
ITE 310 – Hotel	200 Rooms	56	39	95	63	61	124	1,831
ITE 710 – General Office Building	87,500 sf	94	15	109	16	84	100	932
ITE 820 – Shopping Center	11,000 sf	98	59	157	51	55	106	1,340
Total Site Trips (without reductions)		275	190	465	210	251	461	5,791
<i>Internal Capture for Multifamily Housing</i>		-3	-4	-7	-4	-2	-6	-69
<i>Internal Capture for Hotel</i>		-4	-5	-9	-5	-3	-8	-74
<i>Internal Capture for Office</i>		-2	-2	-4	-2	-3	-5	-56
<i>Internal Capture for Shopping Center</i>		-11	-9	-20	-6	-9	-15	-181
Total Internal (Mixed-Use) Trip Reductions		-20	-20	-40	-17	-17	-34	-380
<i>Pass-by for Shopping Center (0%) 34%</i>		0	0	0	-15	-16	-31	-310
<i>Residential and Retail Alternative Mode Reduction (4%)</i>		-7	-6	-13	-7	-5	-12	-169
<i>Office Alternative Mode Reduction (4%)</i>		-4	-1	-5	-1	-3	-4	-35
Total New External Trips (with reductions)		244	163	407	170	210	380	4,897

*Daily pass-by reduction estimated to be least of the applied PM peak hour pass-by rate or ten times the PM pass-by volume

Proposed Methodology for Traffic Distribution and Assignment

A distribution for the site traffic was developed to estimate trips entering and exiting the development. Separate trip distributions were developed for retail as well as office and residential components of the site. The distributions were estimated based on GDOT ADT volumes as well as the locations of major roadways and highways that will serve the development. The distributions are included in the Appendix.

Future Year Background Traffic

A growth factor was estimated based on historical trends from 2012 to 2016 along select facilities in the study network where such data is available from the Georgia Department of Transportation. After reviewing the historical trends, it was found that there was consistent growth of through traffic for the surrounding area. After discussions with the City of Smyrna, Cobb County DOT, GRTA and ARC, it is recommended that a background growth of 1.5% be used in the analysis. A sheet showing the traffic counters and general locations descriptions is attached in the Appendix.

In discussions with the City of Smyrna, Cobb County DOT, ARC and GRTA, it has been determined that 50% of the projected traffic from the adjacent Suntrust Park/Battery Atlanta mixed-use development (currently under construction) will be distributed on the roadway network and included in the “No-Build” and “Build” conditions for this study.

Proposed Capacity and Analysis Procedures

The 2010 Highway Capacity Manual methodology using Synchro software (Version 9) will be used to analyze intersection capacity at study intersections. It should be noted that alternate intersection and interchange types are not HCM 2010 compliant. At non-compliant intersections, HCM 2000 will be used for the analysis.

The future traffic operations will be analyzed for the “No-Build” and “Build” conditions. This provides a basis of reference for determining both the contribution of the site to overall traffic conditions and the additional improvements needed to provide sufficient site access and capacity for passing traffic. Improvements that are identified as “System Improvements” address deficiencies that are found within the existing road network prior to any impacts from the proposed development’s added traffic. Improvements that are identified as “Site Mitigation Improvements” address further impacts that are a result of the proposed development’s added traffic.

Study Network Determination

Appropriate service flow volume for the roadway segments in the vicinity of the site were assigned based on a LOS standard “D” as per Table 5.4 of the DRI Review Technical Guidelines. The percent of service flow volume used by the project’s office and residential traffic was calculated. Every roadway segment starting from the site that consumed more than 7% of the service flow volume was included in the study network. These calculations are shown in a table attached in the Appendix.

The results of the calculations indicate that (in addition to the site driveway intersections) no intersections in the study network meet the criteria of $\geq 7\%$ of the service volume. Due to the location of the development, the following intersections will be included in the analysis for purposes of the review of the DRI:

- US 41/SR 3 (Cobb Parkway) @ Spring Road/Circle 75 Parkway
- Spring Road @ Cumberland Boulevard
- Cumberland Boulevard @ Spring Hill Parkway
- Spring Road @ Existing Western Right-in/Right-out Driveway

- Spring Road @ Existing Eastern Right-in/Right-out Driveway
- Spring Hill Parkway @ Existing Full-Access Driveway

Figure 2 below shows the locations of these intersections.

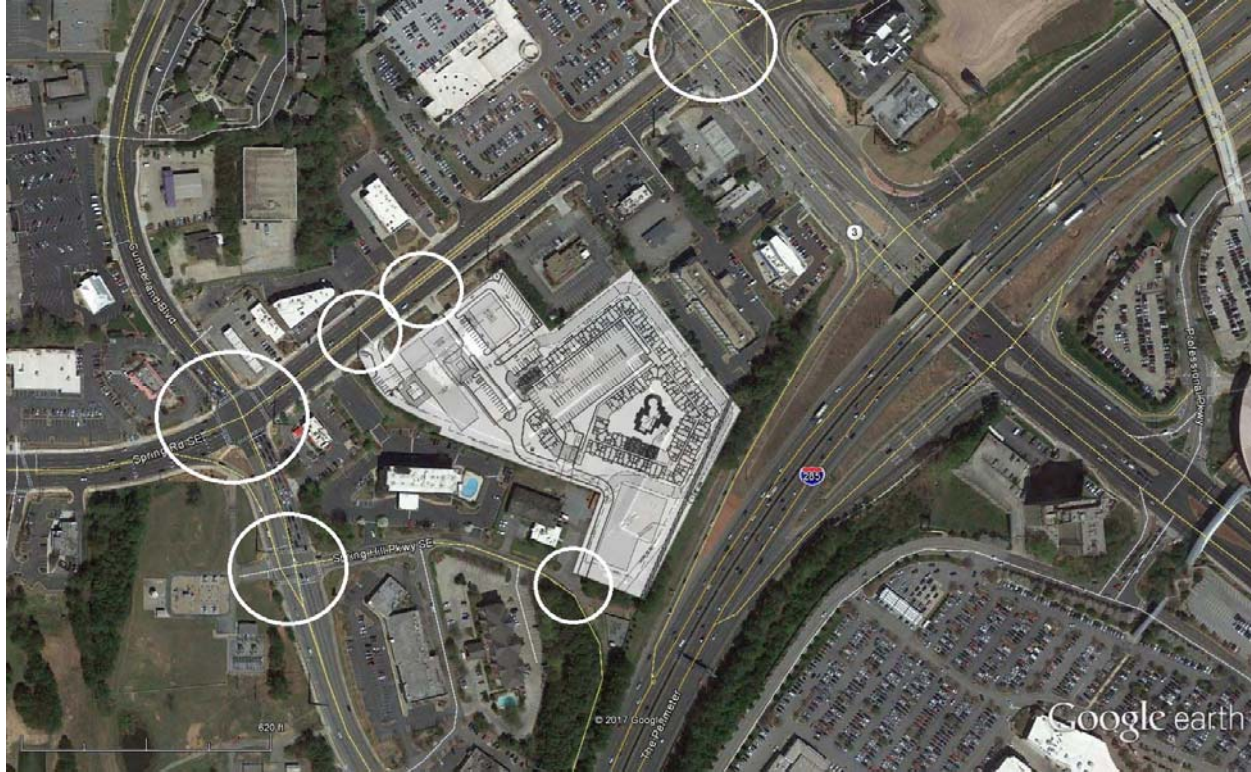


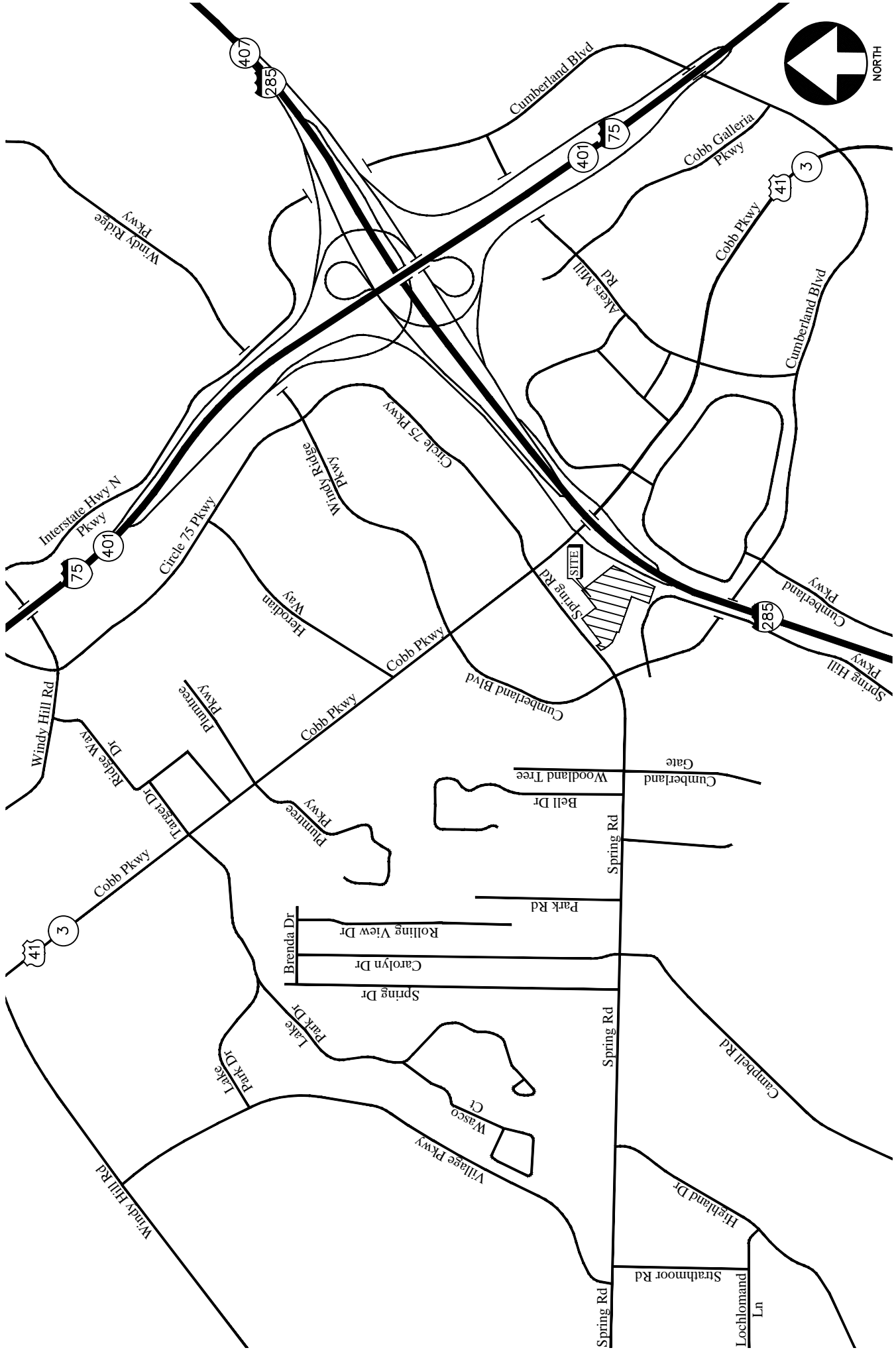
Figure 2 – Study Intersection Locations

Planned and Programmed Improvements in the Study Area

The following improvements have been identified in the Regional Transportation Plan (Plan 2040), GDOT TransPi, and/or the local comprehensive transportation plan. These improvements are within the vicinity of the proposed development.

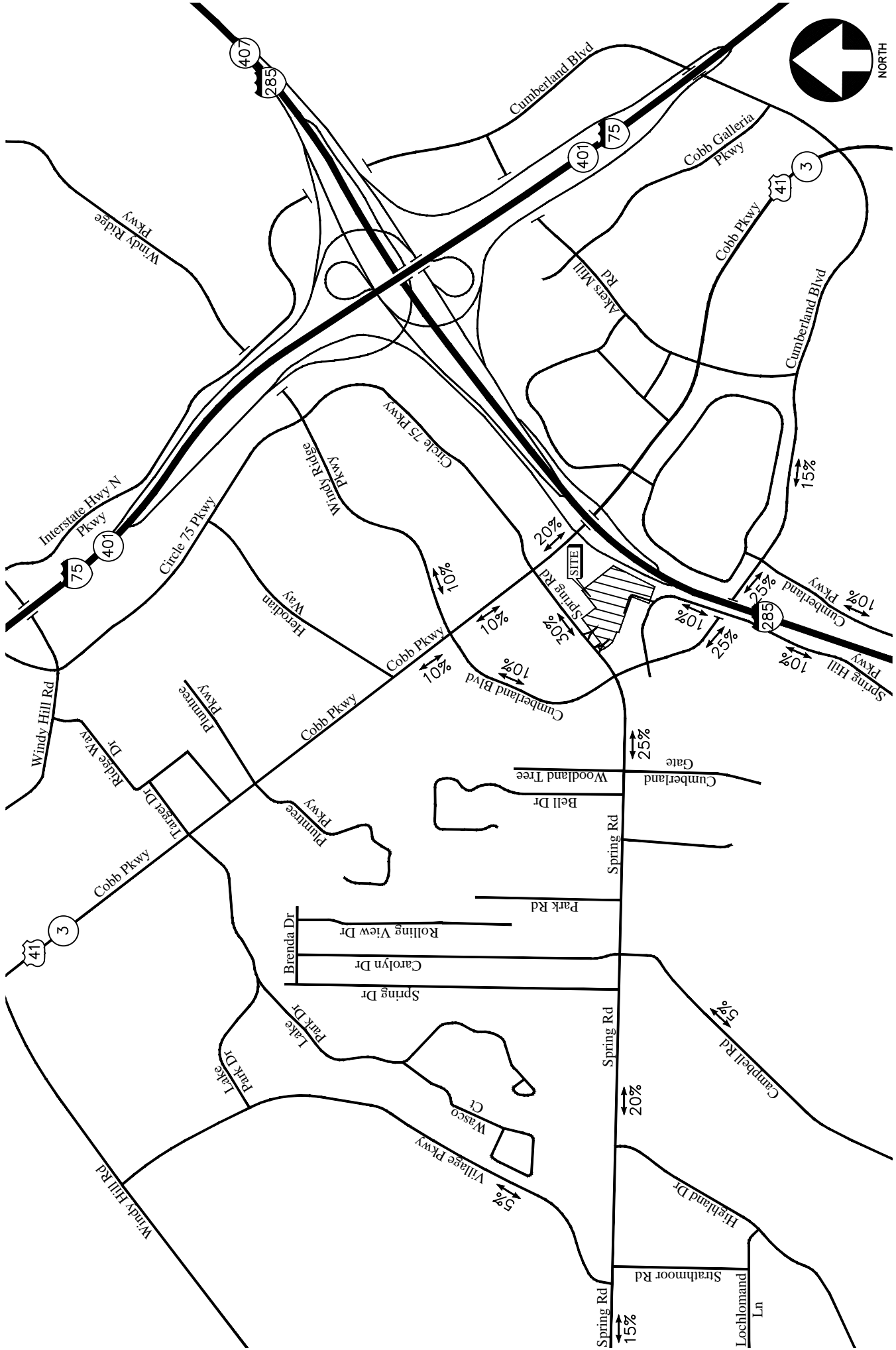
TABLE 2 – PLANNED AND PROGRAMMED IMPROVEMENTS				
ARC#/GDOT#/Local#	Project	Type of Improvement	Network Year	Source
AR-ML-200/0001758	Top-End Express – Managed Lanes & CD Lanes on I-285 from I-20 (West-End) to I-20 (East-End)	Roadway Corridor (Managed Lanes)	2022 LET	ARC/GDOT
0010008/X2604	Cumberland Boulevard safety and operational improvements, turn lanes, sidewalks	Operational Improvement	2018	GDOT/Cobb DOT/Cumberland CID

APPENDIX



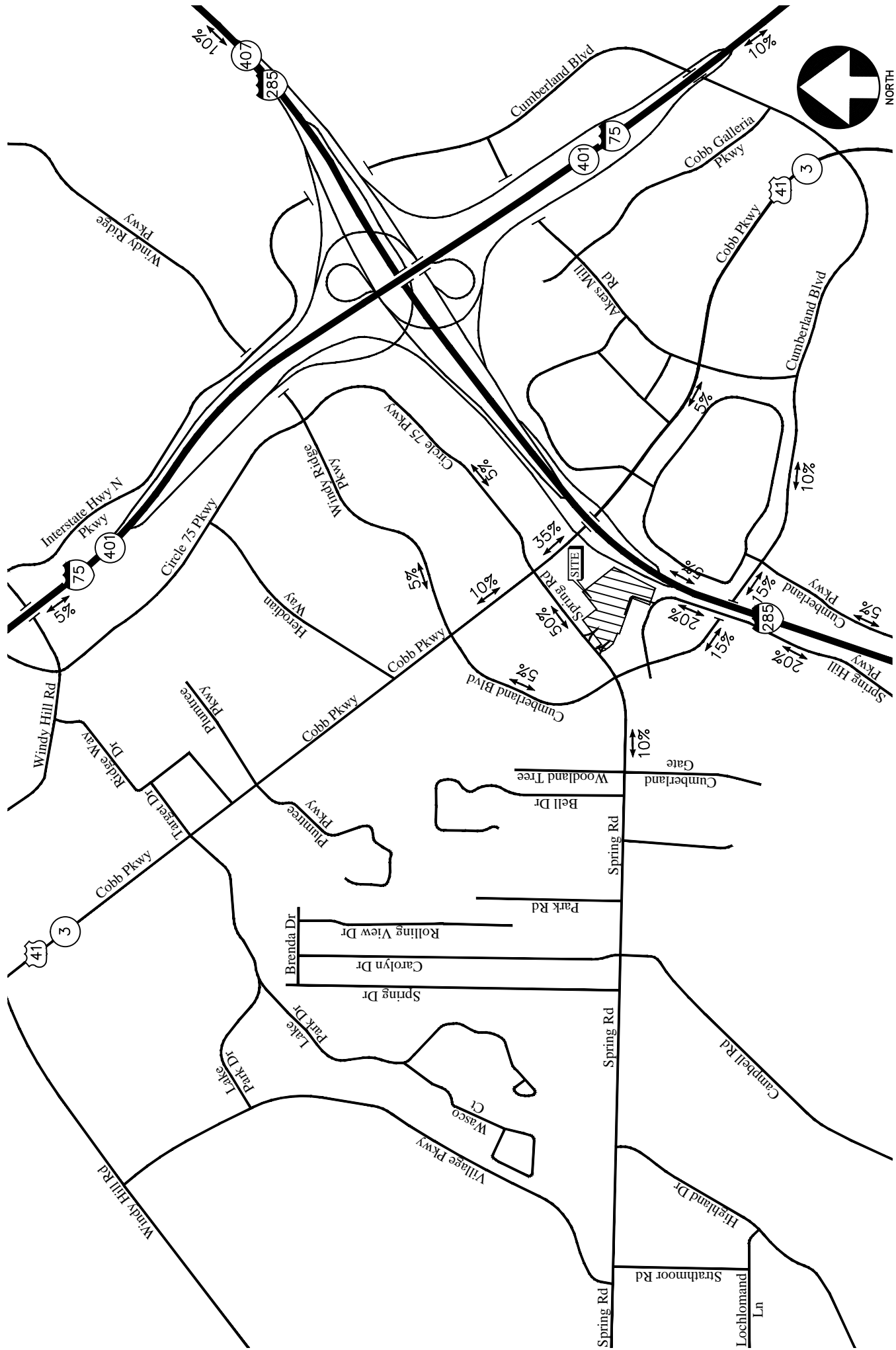
LOCATION MAP

FIGURE 1



TRIP DISTRIBUTION (RETAIL)

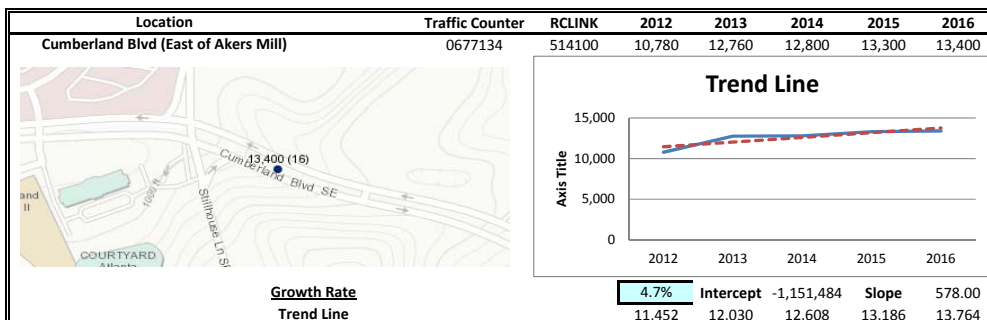
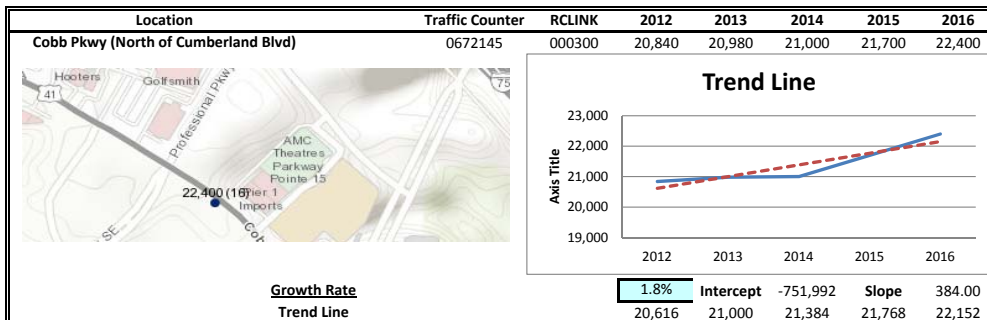
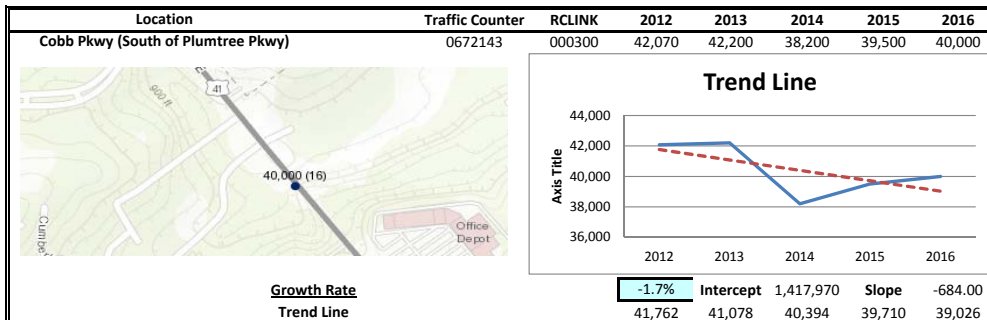
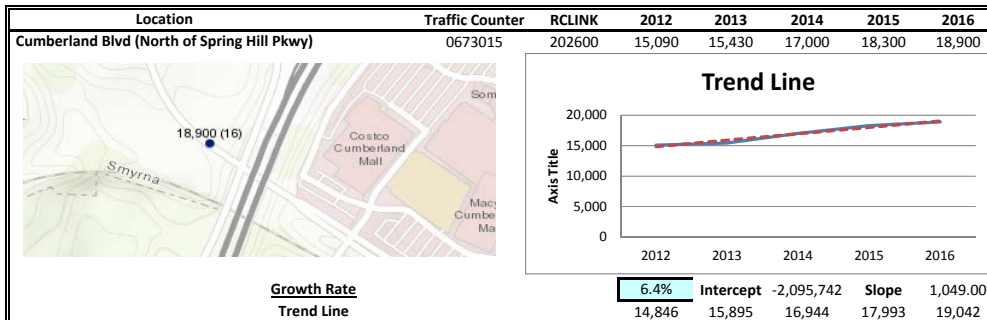
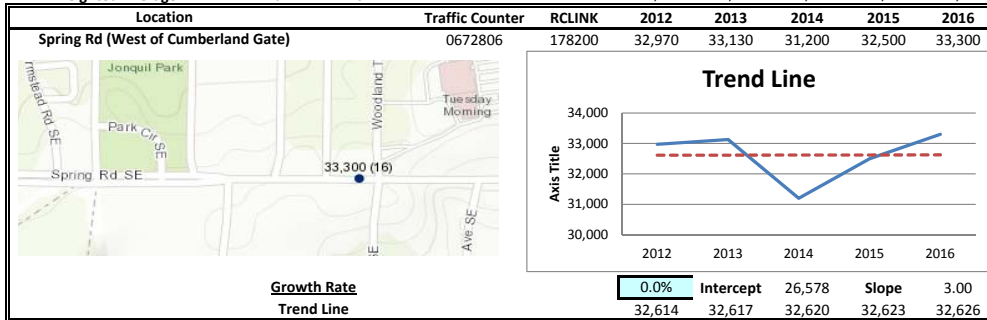
FIGURE 2



TRIP DISTRIBUTION (OFFICE AND RESIDENTIAL)

FIGURE 3

Location	Growth Rate	R Squared	Station ID	Route	2012	2013	2014	2015	2016
Spring Rd (West of Cumberland	0.0%	0.00	0672806	178200	32,970	33,130	31,200	32,500	33,300
Cumberland Blvd (North of Sprir	6.4%	0.97	0673015	202600	15,090	15,430	17,000	18,300	18,900
Cobb Pkwy (South of Plumtree P	-1.7%	0.40	0672143	000300	42,070	42,200	38,200	39,500	40,000
Cobb Pkwy (North of Cumberlan	1.8%	0.85	0672145	000300	20,840	20,980	21,000	21,700	22,400
Cumberland Blvd (East of Akers	4.7%	0.74	0677134	514100	10,780	12,760	12,800	13,300	13,400
Weighted Average	1.1%	0.47	Sum of Count Stations =		121,750	124,500	120,200	125,300	128,000

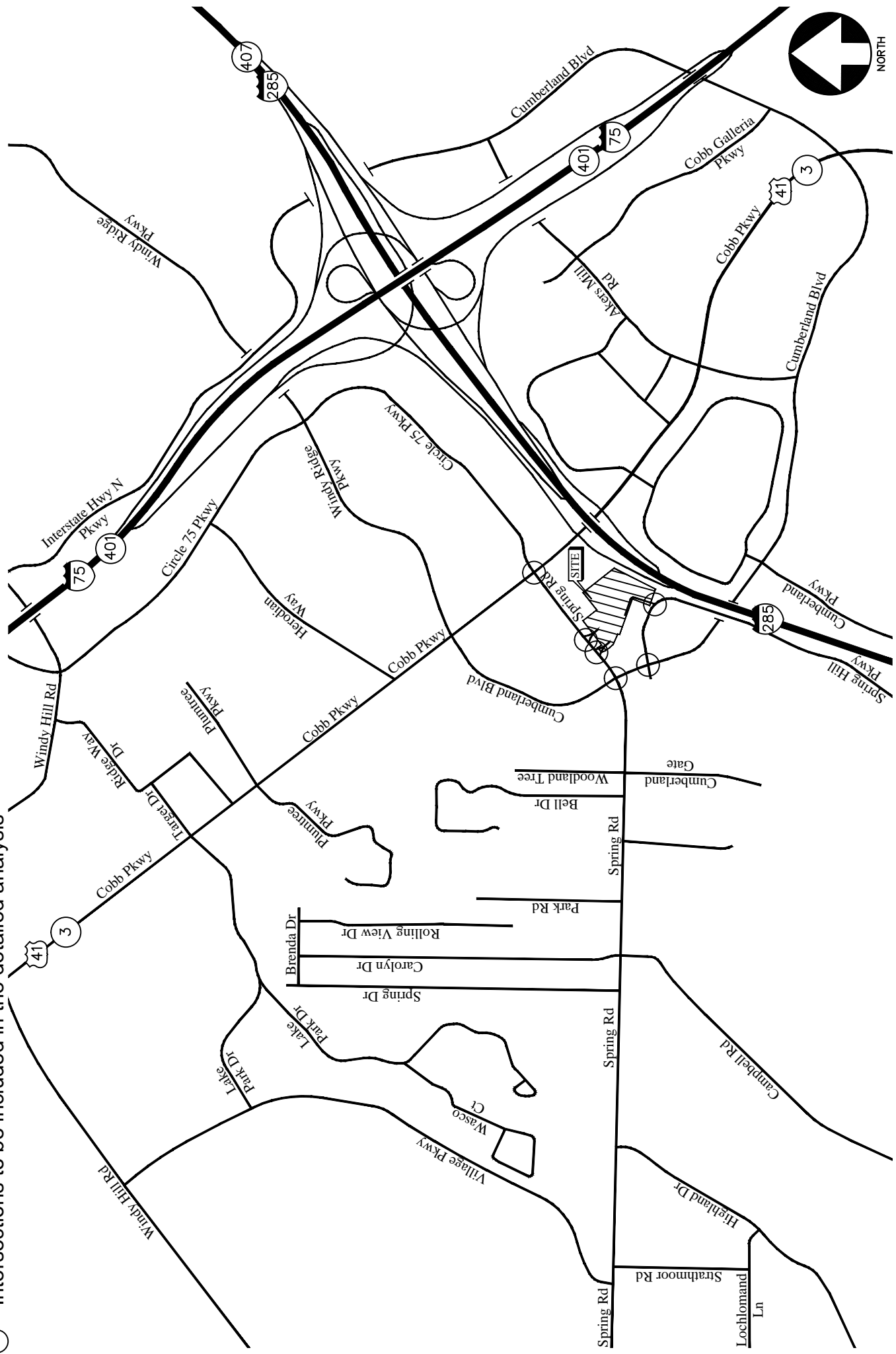


Study Network Analysis

Emerson Center Preliminary DRI		Study Network Analysis										4,451	veh/day
Roadway Segment	State or Local	Signal Density	# of Lanes	Divided?	Left Turn Bays?	Class.	Volume (LOS D)	Adj. Factor	Capacity	Project Trips Assigned	% Service Volume Consumed	Study Segment?	Trips Generated by the Site
1 Spring Rd between Campbell Rd and Cumberland Blvd	Local	Major	4	N	Y	L-Mjr-4LU	31,700	-5%	30115	445	1.5%	No	10%
2 Spring Hill Pkwy south of Cumberland Blvd	Local	Major	2	N	N	L-Mjr-2LU	14,800	-20%	11680	890	7.6%	Yes	20%
3 Cumberland Blvd east of Cumberland Pkwy	Local	Major	4	Y	Y	L-Mjr-4LD	31,700	0%	31700	445	1.4%	No	10%
4 Cumberland Pkwy south of Cumberland Blvd	Local	Major	4	N	Y	L-Mjr-4LU	31,700	-5%	30115	223	0.7%	No	5%
5 Cumberland Blvd between Cumberland Pkwy and Spring Hill Pkwy	Local	Major	4	N	Y	L-Mjr-4LU	31,700	-5%	30115	668	2.2%	No	15%
6 Windy Ridge Pkwy east of US 41 (SR 3 / Cobb Pkwy)	Local	Major	4	Y	Y	L-Mjr-4LD	31,700	0%	31700	223	0.7%	No	5%
7 Circle 75 Parkway east of US 41 (SR 3/Cobb Pkwy)	Local	Major	4	N	Y	L-Mjr-4LU	31,700	-5%	30115	223	0.7%	No	5%
8 Cumberland Blvd between US 41 (SR 3 / Cobb Pkwy) and Spring Rd	Local	Major	4	N	Y	L-Mjr-4LU	31,700	-5%	30115	223	0.7%	No	5%
9 US 41 (SR 3 / Cobb Pkwy) between Windy Ridge Pkwy and Spring Rd	Local	Major	6	Y	Y	L-Mjr-6LD	47,800	0%	47800	445	0.9%	No	10%
10 US 41 (SR 3 / Cobb Pkwy) between I-285 and Akers Mill Road	Local	Major	6	Y	Y	L-Mjr-6LD	47,800	0%	47800	223	0.5%	No	223
11 US 41 (SR 3 / Cobb Pkwy) between Spring Rd and I-285	Local	Major	6	Y	Y	L-Mjr-6LD	47,800	0%	47800	1558	3.3%	No	35%
12 Spring Rd between US 41 (SR 3 / Cobb Pkwy) and Cumberland Blvd	Freeway	Major	8	Y	Y	FW-8L	138,600	0%	138600	2226	4.7%	No	50%
13 I-285 West of I-75	Freeway	Major	8	Y	N	FW-8L	138,600	0%	138600	223	0.2%	No	5%
14 I-285 East of I-75	Freeway	Major	8	Y	N	FW-8L	138,600	0%	138600	445	0.3%	No	10%
15 I-75 North of I-285	Freeway	Major	8	Y	N	FW-8L	138,600	0%	138600	223	0.2%	No	223
16 I-75 South of I-285	Freeway	Major	8	Y	N	FW-8L	138,600	0%	138600	445	0.3%	No	10%

LEGEND

○ - Intersections to be included in the detailed analysis



STUDY INTERSECTIONS

FIGURE 4

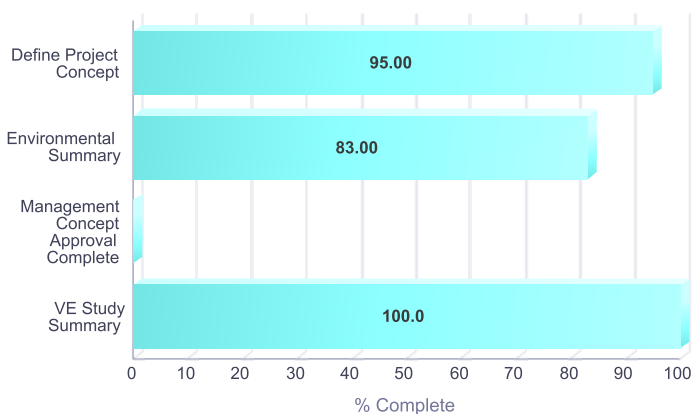
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PRECONSTRUCTION STATUS REPORT

PROJ ID	COUNTY	DESCRIPTION						
0001758	DeKalb	I-285 FM I-75/COBB THRU FULTON TO I-85/DEKALB-EXPRESS LANES						
Mgmt Let Date:		Revive 285 is the name given to the improvement project on I-285 North from I-75 to I-85. Revive 285 will serve as an umbrella for a number of isolated but critical near-term fixes in the project corridor, guiding these efforts in a way that provides the most benefit for the corridor and anticipates the transportation needs of future generations.						
		This project will identify, evaluate, and possibly enhance the most appropriate projects and programs that provide safe and efficient travel along the I-285 corridor from the I-75/I-285 interchange in Cobb County to the I-285/I-85 interchange in DeKalb County.						
		It will also develop and advance concepts through the environmental phase of Georgia DOT's PDP, including completion of an environmental document and receipt of a Record of Decision. The resulting concept will be accompanied with a Program Management Plan identifying funding, phasing, and implementation strategies.						
PROJ NO:	NHS00-0001-00(758)	SPONSOR:	GDOT	Phase	FY	Approved FY	Fund	Phase Status
MPO TIP#:	AR-ML-200	PROJ MGR:	Mote, Wayne		Approved	Estimate*		
MPO:	Atlanta TMA	DOT DIST:	7	Engineering	2022	\$1,600,000.00	Z001	PRECST
PROJ LENGTH (MI):	13.15	CONG DIST:	006, 011	Engineering	2007	\$1,250,000.00	L010	AUTHORIZED
TYPE WORK:	Managed Lanes	HOUSE DIST:	043, 052, 080, 083, 084, 089	Construction	2037	\$260,000,000.00	Z001	PRECST
LET	GDOT Let	SENATE DIST:	006, 010, 032, 044	Construction	2035	\$250,000,000.00	Z001	PRECST
RESPONSIBILITY:				Construction	2048	\$305,000,000.00	Z001	PRECST
BIKE PROVISIONS	N			Construction	2050	\$315,000,000.00	Z001	PRECST
INCLUDED?				Construction	2054	\$330,000,000.00	Z001	PRECST
				Construction	2025	\$66,900,000.00	Z001	PRECST
				Construction	2029	\$230,000,000.00	Z001	PRECST
				Engineering	2007	\$2,701,631.61	04M	AUTHORIZED
				Construction	2049	\$310,000,000.00	Z001	PRECST
				Construction	2062	\$375,000,000.00	Z001	PRECST
				Construction	2047	\$300,000,000.00	Z001	PRECST
				Construction	2027	\$57,000,000.00	Z001	PRECST
				Right of Way	2022	\$203,300,000.00	42229	PRECST
				Construction	2046	\$295,000,000.00	Z001	PRECST
				Construction	2039	\$265,000,000.00	Z001	PRECST
				Construction	2053	\$325,000,000.00	Z001	PRECST
				Right of Way	2018	\$60,000,000.00	42234	AUTHORIZED
				Construction	2061	\$370,000,000.00	Z001	PRECST
				Construction	2059	\$360,000,000.00	Z001	PRECST
				Construction	2043	\$280,000,000.00	Z001	PRECST
				Engineering	2003	\$1,000,000.00	Q05	AUTHORIZED
				Construction	2028	\$225,000,000.00	Z001	PRECST
				Construction	2052	\$325,000,000.00	Z001	PRECST
				Construction	2033	\$245,000,000.00	Z001	PRECST
				Right of Way	2020	\$201,600,000.00	42229	PRECST
				Construction	2034	\$245,000,000.00	Z001	PRECST
				Construction	2042	\$280,000,000.00	Z001	PRECST
				Engineering	2018	\$2,678,210.00	Z001	PRECST
				Construction	2044	\$285,000,000.00	Z001	PRECST
				Construction	2051	\$320,000,000.00	Z001	PRECST
				Engineering	2017	\$9,000,000.00	HB170	AUTHORIZED
				Construction	2026	\$61,200,000.00	Z001	PRECST
				Engineering	2006	\$21,192,897.36	Q05	AUTHORIZED
				Construction	2031	\$235,000,000.00	Z001	PRECST
				Construction	2057	\$345,000,000.00	Z001	PRECST
				Construction	2024	\$64,900,000.00	Z001	PRECST
				Construction	2041	\$275,000,000.00	Z001	PRECST
				Right of Way	2018	\$15,000,000.00	42235	AUTHORIZED
				Engineering	2021	\$4,700,000.00	HB170	PRECST
				Construction	2032	\$240,000,000.00	Z001	PRECST
				Engineering	2019	\$4,400,000.00	HB170	PRECST
				Engineering	2020	\$4,500,000.00	HB170	PRECST
				Construction	2030	\$230,000,000.00	Z001	PRECST
				Construction	2038	\$260,000,000.00	Z001	PRECST
				Construction	2060	\$365,000,000.00	Z001	PRECST
				Engineering	2018	\$2,021,790.00	RPS9	PRECST
				Construction	2055	\$335,000,000.00	Z001	PRECST
				Right of Way	2021	\$196,300,000.00	42229	PRECST
				Construction	2023	\$66,600,000.00	Z001	PRECST

PRECONSTRUCTION STATUS REPORT

Construction	2036	\$255,000,000.00	Z001	PRECST
Construction	2056	\$340,000,000.00	Z001	PRECST
Construction	2058	\$355,000,000.00	Z001	PRECST
Engineering	2007	\$217,189.58	41559	AUTHORIZED
Construction	2045	\$290,000,000.00	Z001	PRECST
Construction	2040	\$270,000,000.00	Z001	PRECST



Activity	Actual Start Date	Actual Finish Date
Management Concept Approval Complete		
Define Project Concept	2006-03-01	
VE Study Summary	2011-01-25	2012-04-17
Environmental Summary	2007-03-01	

Right of Way Acquisition Information:
Preliminary Parcel Count:

Total Parcel Count: 1

Acquired by : DOT

Short Title REVIVE 285 - I-285 NORTH MANAGED LANES AND COLLECTOR/DISTRIBUTOR LANE IMPROVEMENTS FROM I-75 NORTH TO I-85 NORTH

GDOT Project No. 0001758

Federal ID No.

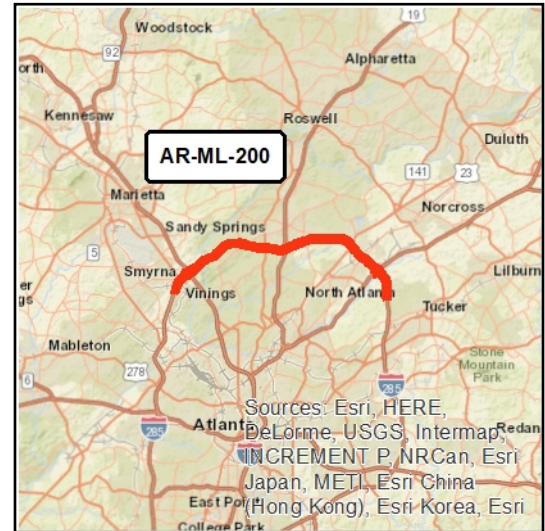
Status Programmed

Service Type Roadway / Managed Lanes

Sponsor GDOT

Jurisdiction Regional - Perimeter

Analysis Level In the Region's Air Quality Conformity Analysis



Existing Thru Lane **LCI**

Planned Thru Lane **Flex**

Network Year

Corridor Length miles

Detailed Description and Justification

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

Phase Status & Funding Information	Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE National Highway System	AUTH	2003	\$1,000,000	\$800,000	\$200,000	\$0,000	\$0,000
PE National Highway System	AUTH	2006	\$19,933,151	\$15,946,521	\$3,986,630	\$0,000	\$0,000
PE Interstate Maintenance	AUTH	2007	\$1,250,000	\$1,125,000	\$125,000	\$0,000	\$0,000
PE Interstate Maintenance	AUTH	2007	\$2,701,631	\$2,161,305	\$540,326	\$0,000	\$0,000
PE Transportation Funding Act (HB 170)	AUTH	2017	\$9,000,000	\$0,000	\$9,000,000	\$0,000	\$0,000
PE National Highway Performance Program (NHPP)		2018	\$12,711,274	\$10,169,019	\$2,542,255	\$0,000	\$0,000
PE Repurposed Earmark		2018	\$1,980,206	\$1,584,165	\$396,041	\$0,000	\$0,000
PE Transportation Funding Act (HB 170)		2019	\$17,363,093	\$0,000	\$17,363,093	\$0,000	\$0,000
PE Transportation Funding Act (HB 170)		2020	\$23,770,772	\$0,000	\$23,770,772	\$0,000	\$0,000
PE Transportation Funding Act (HB 170)		2021	\$34,692,722	\$0,000	\$34,692,722	\$0,000	\$0,000
ROW Grant Anticipation Revenue Bond		2017	\$15,000,000	\$0,000	\$0,000	\$15,000,000	\$0,000
ROW Grant Anticipation Revenue Bond		2018	\$29,382,958	\$0,000	\$0,000	\$29,382,958	\$0,000

ROW	Grant Anticipation Revenue Bond		2019	\$28,778,607	\$0,000	\$0,000	\$28,778,607	\$0,000
ROW	Grant Anticipation Revenue Bond		2020	\$189,790,357	\$0,000	\$0,000	\$189,790,357	\$0,000
ROW	Grant Anticipation Revenue Bond		2021	\$180,365,348	\$0,000	\$0,000	\$180,365,348	\$0,000
ROW	Grant Anticipation Revenue Bond		2022	\$183,235,099	\$0,000	\$0,000	\$183,235,099	\$0,000
CST	National Highway Performance Program (NHPP)		2023	\$83,862,760	\$67,090,208	\$16,772,552	\$0,000	\$0,000
CST	General Federal Aid 2024-2040		LR 2024-2030	\$863,412,288	\$690,729,830	\$172,682,458	\$0,000	\$0,000
CST	General Federal Aid 2024-2040		LR 2031-2040	\$1,870,598,109	\$1,496,478,487	\$374,119,622	\$0,000	\$0,000
CST	General Federal Aid 2041+		LR 2041+	\$3,747,570,127	\$2,998,056,102	\$749,514,025	\$0,000	\$0,000
				\$7,316,398,502	\$5,284,140,637	\$1,405,705,496	\$626,552,369	\$0,000

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



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



**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. # 0010008, Cobb County
Cumberland Blvd – Intersection Improvement
& Streetscape – Phase III

OFFICE Program Delivery

DATE April 13, 2012

FROM Bobby Hilliard, State Program Delivery Engineer

TO Brent Story, State Design Policy Engineer
Attn: Dave Peters, State Conceptual Design Group Manager

SUBJECT **Request for Location and Design Approval**

Description and Project Proposal: The project is located within Cobb County and partially within the Smyrna city limits; and consists of the widening of Cumberland Boulevard between Spring Road and Akers Mill Road. Cumberland Blvd is proposed to be widened from two lanes to three lanes in the westbound direction between Akers Mill Road and Cumberland Parkway. Additional left turn lane improvements will be made where Cumberland Boulevard intersects with Cumberland Parkway, the Cumberland Mall entrance, and Akers Mill Road. West of the I-285 bridge, Cumberland Boulevard will be restriped and resigned to better delineate which lanes become the left turn lanes for Spring Road and which lanes continue through the Spring Road intersection on Cumberland Boulevard. Minimal widening will be required to accommodate the through lane transition tapers.

All roadway widening is proposed on the north side of Cumberland Boulevard. New sidewalk will be constructed along the northern side of the road within the project limits. The project will include installing streetscape features such as street trees and landscaping, street and pedestrian lighting, street furniture, pedestrian plazas, corner treatments, and stamped asphalt crosswalks along both sides of Cumberland Boulevard from Akers Mill Road to Spring Road. The project length is 0.85 miles.





Concept Approval Date: January 18, 2012

Concept Update: No changes have been made since concept approval.

Environmental Document Type, Approval Date & any Reevaluations:
Programmatic Categorical Exclusion approved February 12, 2012

Public Involvement: No public involvement to date.

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Cobb County 2016 SPLOST

Transportation Fact Sheet



SPLOST 2016
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Project No.	X2604
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Project Name	CUMBERLAND BLVD -
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Current Status

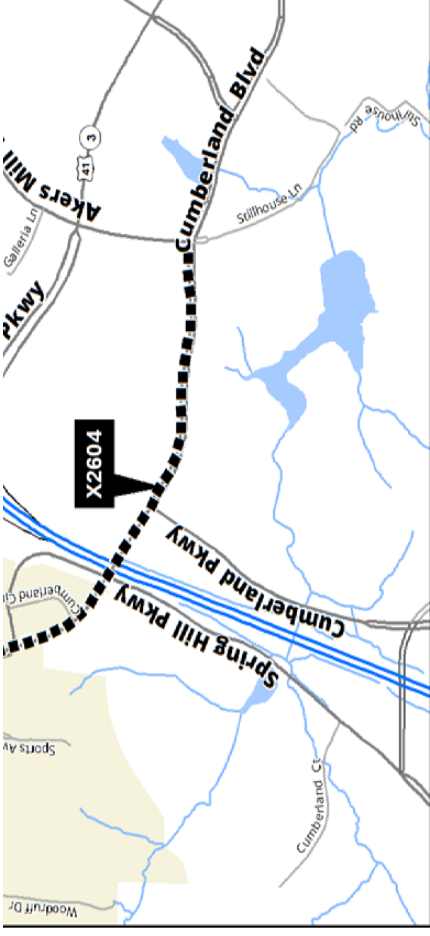
Construction in Progress

Contact Info

KARYN MATTHEWS

770-528-3685

karyn.matthews@cobbcounty.org



[< Click to Enlarge >](#)

Description, Purpose and Benefits

Safety and operational improvements, turn lanes, sidewalks.

Public Notices

Current Budget

Phase	Amount
Engineering	\$0.00
Right-of-way	1500000.0000
Construction	\$8,639,648.29
Utilities	\$0.00
Other	\$4,975.19
Total	\$10,144,623.48

Schedule

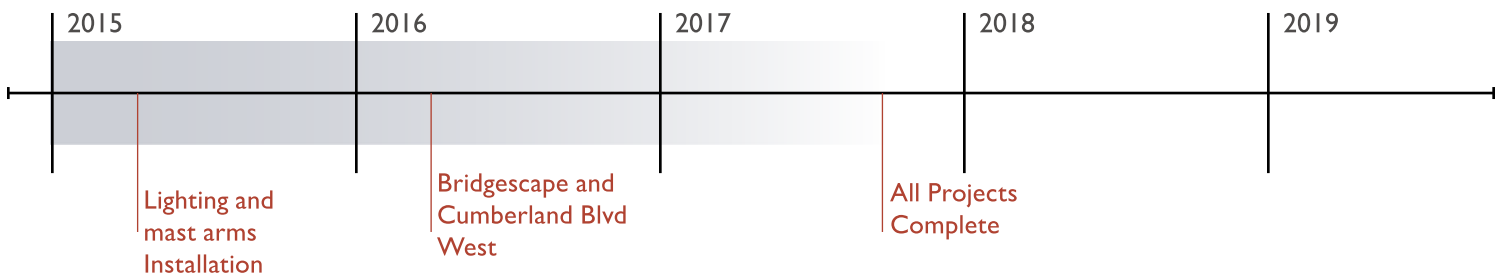
Phase	Date
Engineering Start	1/1/2015
Right-of-way Start	10/6/2015
Construction Start	10/13/2016
Construction Complete	9/30/2018

Cumberland Boulevard Enhancements

Project Fact Sheet



CONSTRUCTION TIMELINE



PROJECT OVERVIEW

Cumberland Boulevard, a loop road connecting the four quadrants of Cumberland was completed in 2003. It creates connectivity throughout the community as a whole, increasing mobility throughout the district. It was constructed in four separate sections and took 10 years to complete. Cumberland Boulevard West, located between Akers Mill Road and Spring Road, will be widened with an additional left turn lane, allowing safer traffic flow and greater capacity.

FINANCIALS

Total Project Cost - \$8.5 million

Funding Sources

CID - \$2.2 million

Cobb County - \$5.5 million

State - \$800K

KEY FACTS

- There will be 243 new lights added, all containing light emitting diodes (LEDs) as opposed to traditional incandescent bulbs - the first project of its kind from Georgia Power. The switch will result in greater energy efficiency and lower energy costs.
- The project also includes a new bridgescape and upgraded mast arms.
- Currently, approximately 50,000 vehicles travel along Cumberland Boulevard per day, which is expected to increase as the Atlanta Braves complete their move into SunTrust Park in 2017.

