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OCA PAD AMENDMENT - PROJECT HEADER INFORMATION

11/12/92

Active

Project #: D-48-675 Cost share #: Rev #: 3
Center # : 10/24-6-R7205-0A0 Center shr #: OCA file #:
Contract#: 91-5352G Mod #: BUD REV 921109 Work type : RES
Prime # : Document : AGR
Contract entity: GTRC

Subprojects ? : N CFDA:
Main project #: PE #:

Project unit: DEAN ARCH Unit code: 02.010.170
Project director(s):
NELSON A DEAN ARCH (404)853-9844

Sponsor/division names: DEKALB COUNTY /
Sponsor/division codes: 300 / 020

Award period: 910510 to 930509 (performance) 930509 (reports)

Sponsor amount	New this change	Total to date
Contract value	0.00	84,500.00
Funded	0.00	84,500.00
Cost sharing amount		0.00

Does subcontracting plan apply ? : N

Title: DEVELOPMENT IMPACT FEES FOR DEKALB COUNTY, GA

PROJECT ADMINISTRATION DATA

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Sponsor technical contact	Sponsor issuing office
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Security class (U,C,S,TS) : U	ONR resident rep. is ACO (Y/N): N
Defense priority rating : N/A	N/A supplemental sheet
Equipment title vests with: Sponsor	GIT X

Administrative comments -
PROCESSED BUDGET REVISION DATED 11/9/92.



GEORGIA INSTITUTE OF TECHNOLOGY
OFFICE OF CONTRACT ADMINISTRATION

NOTICE OF PROJECT CLOSEOUT

Closeout Notice Date 09/29/93

Project No. D-48-675_____

Center No. 10/24-6-R7205-0A0_____

Project Director NELSON A_____

School/Lab DEAN ARCH_____

Sponsor DEKALB COUNTY/_____

Contract/Grant No. 91-5352G_____ Contract Entity GTRC

Prime Contract No. _____

Title DEVELOPMENT IMPACT FEES FOR DEKALB COUNTY, GA_____

Effective Completion Date 930509 (Performance) 930509 (Reports)

Closeout Actions Required:	Y/N	Date Submitted
Final Invoice or Copy of Final Invoice	Y	_____
Final Report of Inventions and/or Subcontracts	Y	_____
Government Property Inventory & Related Certificate	N	_____
Classified Material Certificate	N	_____
Release and Assignment	N	_____
Other _____	N	_____

CommentsEFFECTIVE DATE 5-10-91. CONTRACT VALUE \$84,500._____

Subproject Under Main Project No. _____

Continues Project No. _____

Distribution Required:

Project Director	Y
Administrative Network Representative	Y
GTRI Accounting/Grants and Contracts	Y
Procurement/Supply Services	Y
Research Property Management	Y
Research Security Services	N
Reports Coordinator (OCA)	Y
GTRC	Y
Project File	Y
Other CARL BAXTER-FMD_____	Y
FRED CAIN-00D_____	Y

NOTE: Final Patent Questionnaire sent to PDPI.

ROAD DEVELOPMENT IMPACT FEE
TECHNICAL REPORT
DeKALB COUNTY, GEORGIA

Prepared by

City Planning Program

Georgia Institute of Technology

Under Direction of

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Professor of City Planning, Public Policy, and International Affairs

AUGUST 16, 1993

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ROAD DEVELOPMENT IMPACT FEE TECHNICAL REPORT DEKALB COUNTY, GEORGIA

INTRODUCTION

The purpose of this study is to assist DeKalb County in complying with the Georgia *Development Impact Fee Act* of 1990. Since November 30, 1992, the *Act* requires that all developer exaction practices by cities and counties within the state be discontinued, other than those developed in compliance with the *Act* or for strictly project-related improvements. The choice that faces the County is whether to adopt impact fees as an alternative to traditional exaction practices for financing needed infrastructure improvements.

DeKalb County will have to raise about \$221 million over the next two decades to pay for planned road improvements. On average, the county presently has sufficient capacity to accommodate existing development, but this will not be the case in the future. The county must raise these funds, but the question is from whom. The *Georgia Development Impact Fee Act* gives one option: development impact fees assessed on new development to pay for new capacity benefiting such new development. Other options include higher property taxes, a dedicated sales tax, or transfer of funds from existing discretionary programs--such as public safety, parks, and libraries--to roads. This report has shown the feasibility of using development impact fees, although even they will not be enough as shown in *Table 9*. Roughly half of the \$221 million needed may be raised from impact fees by the year 2010. While impact fees can be assessed beyond 2010 and be used to reimburse the county for road expenditures incurred before 2010 on behalf of new development, the county nonetheless will need to invest about \$110 million in road improvements between 1993 and 2010, or an average of about \$6.5 million per year.

Impact fees are one-time charges paid by new development to finance the construction of public facilities needed to serve new development. Impact fees would represent a major departure from past facility financing policies for the County. Historically, local residents and property owners have been charged taxes to build facilities that accommodate new growth, which in turn provides homes and jobs. But taxes have risen faster than taxpayers can tolerate. As a result, the County is reluctant to raise taxes as needed to support new growth and development. Indeed, on two previous occasions, DeKalb County voters rejected propositions to increase sales taxes to finance road expansion.

To provide needed transportation facilities, the County has occasionally required developers to contribute land or improvements on a case-by-case basis during the development review and approval process. These developer contributions are known as "exactions." However, the new state law, which was actively promoted by local developers and homebuilders, prohibits the continued use of exactions for public facilities unless they meet certain strict "impact fee" guidelines. Many believe that exactions are not as fair as impact fees since they do not distribute facility needs and costs equitably among current and future users. With exactions there is also no fixed-fee schedule for developers to use in predetermining project costs.

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DeKalb County, Georgia
DRAFT 10 - August 16, 1993

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Impact fees must be based on an in-depth study of facility needs and meet extensive planning and procedural criteria set forth in the 1990 Georgia *Development Impact Fee Act*. In 1991, the County engaged Georgia Tech to prepare the study and ordinances to enable the County Board of Commissioners to consider technically sound and legally defensible impact fees for transportation facilities.

The study calculates maximum impact fees that the County may charge for transportation facilities, consistent with the requirements of the *Act*, available data and recommended service levels and areas. The County was divided into seven "service areas" based on sound engineering and planning criteria, as shown in *Figure 1*. The maximum fees that may be assessed in each service area for selected types of development is shown in *Table 1*. Also shown for comparison purposes are the fees that have been adopted by surrounding jurisdictions.

TABLE 1

***Maximum Transportation Development Impact Fees for DeKalb County
By Service Area and Compared to Neighboring Jurisdictions***

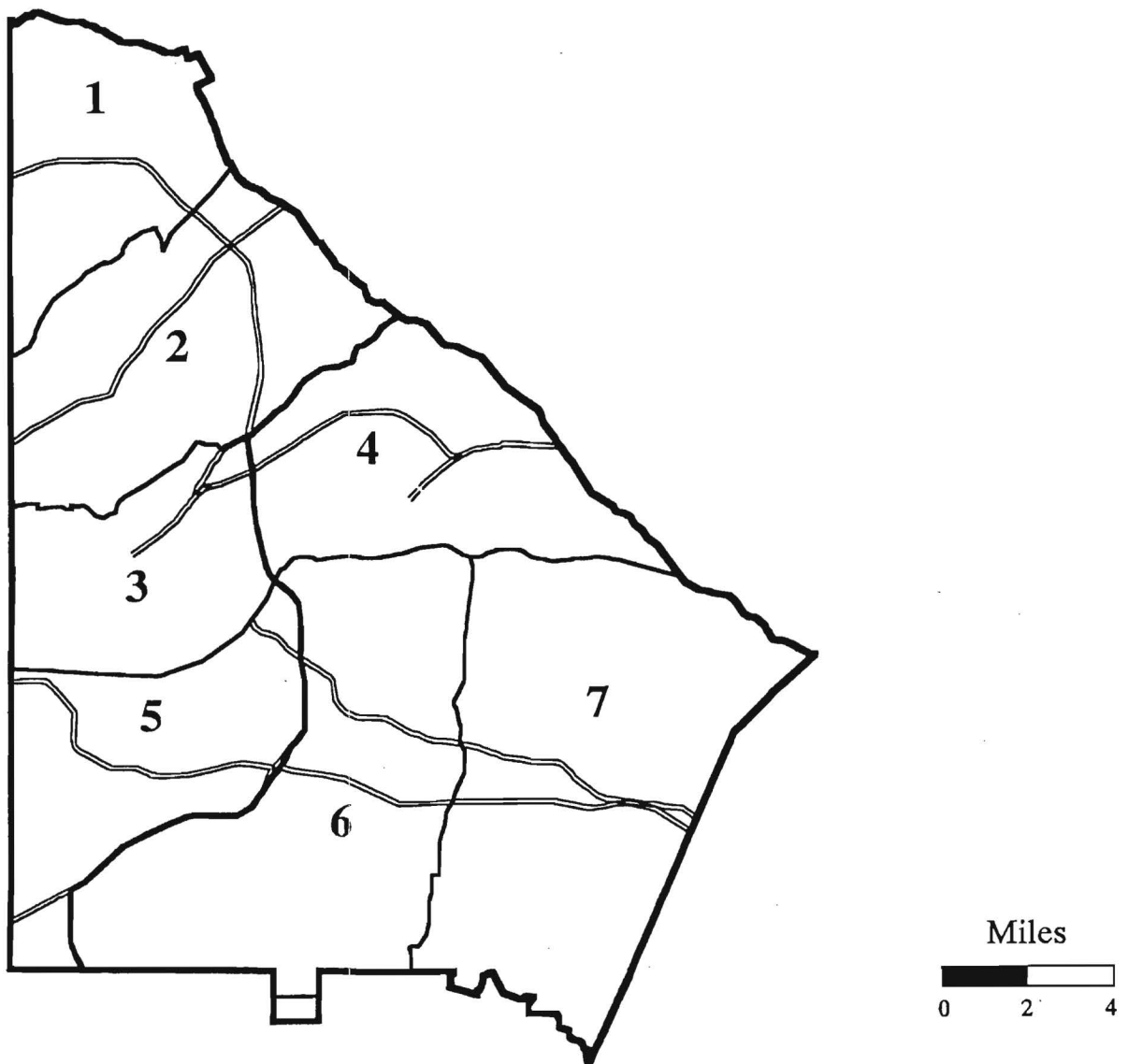
Land Use	DeKalb County Area 1	DeKalb County Area 2	DeKalb County Area 3	DeKalb County Area 4	DeKalb County Area 5	DeKalb County Area 6	DeKalb County Area 7	Atlanta (North)	Alpha- retta	Roswell	Fulton County (Sandy Springs)	Gwinnett County
Single Family Detached	1,394	612	229	469	465	560	349	873	1,131	638	609	1,155
Office (210,000 SF per/1000 SF)	1,023	449	158	344	321	411	268	1,133	1,308	1,210	680	1,237
Retail (210,000 SF per/1000 SF)	3,332	1,463	286	1,121	578	1,338	1,755	1,144	4,166	1,810	2,490	2,146

Notes:

Atlanta's fees based on North transportation service area. Roswell road impact fee reflects adopted fee at 55% of full impact cost. Gwinnett County road fee represents full fee to be charged after 3-year phase-in schedule (recently adopted but not yet implemented at 15 percent level).

FIGURE 1

DeKalb County Transportation Service Areas



REVIEW OF REPORT

This report calculates the maximum impact fees that can be charged for the impact of new development on the County's major roadway network, which includes arterials and collectors. The County is divided into seven transportation service areas. Because a system-wide average level of service is used, and because the existing level of service is below the adopted level of service in all service areas, no existing deficiencies are required to be remedied. The report is organized around the following subject areas:

- Existing facilities
- Service areas
- Levels of service
- Travel demand
- Capital costs
- Revenue credits
- Fee schedule.

EXISTING FACILITIES

The roadway inventory that was analyzed includes all roadways classified as arterials and collectors on the County's Roadway Classification Map and report. The major roadway system is depicted in *Figure 1*. Interstate highways and federal secondary highways administered by the state are not included in the roadway inventory. State highways are included because the County is responsible for right-of-way acquisitions for improvements to these roadways. Local streets are excluded from the inventory because they primarily provide access to adjacent properties. Impact fees are not appropriate for local streets, which are usually built by developers. Unlike arterials, which serve primarily to move traffic from one part of town to another, collectors function both to serve through traffic and to provide access to adjacent property. Impact fees are appropriate for both arterial and collector roads.

For each roadway link, the following characteristics were identified:

- description (street name/from-to)
- length (miles)
- through lanes (number)
- average daily traffic volumes.

The inventory of roads is shown by service area in *Appendix A*.

SERVICE AREAS

Service areas are geographic areas used in the implementation of impact fee systems. The *Act* defines "service area" as:

...a geographic area defined by a municipality, county or intergovernmental agreement in which a defined set of public facilities provides service to development within the area. Service areas shall be designated on the basis of sound planning or engineering principles or both.

For each type of facility, a single service area encompassing the entire jurisdiction may be designated, or the jurisdiction may be divided into more than one service area. Designating multiple service areas has both drawbacks and advantages.

The *Act* states that service area boundaries should be based on "sound engineering or planning criteria." Natural or environmental boundaries such as rivers might be used in defining service areas. Planning considerations might include political divisions or utility service boundaries. Other planning considerations include traffic analysis zones, census tracts, facility maintenance districts, and neighborhood planning units.

In the case of road impact fees, different impact fee schedules between service areas could reflect lower right-of-way costs in rural areas due to lower land values, lower construction costs in rural areas due to swale drainage, and longer average trip lengths in densely developed urban areas.

The *Act* requires that impact fee revenues be spent within the service area from which they are collected. This provision is designed to ensure that the improvements constructed with impact fee funds provide reasonable benefit to fee-paying development. Thus, service areas assure that there is a reasonable relationship between the assessment of impact fees on new development and the delivery of facilities benefiting new development.

Service area boundaries must be consistent with rational nexus principles. Service areas are intended to ensure that capital facilities are built within reasonable proximity to the new development and serve its residents or occupants. The actual distance from a development project to a capital improvement serving it is not important as long as a benefit link can be established.

Once service areas are established and impact fees are collected to help finance facilities within them, they will not be simple to change. Service areas will also limit the flexibility with which impact fees can be spent. A poorly-drawn service area might include many proposed new facilities, but not much developable area. Similarly, without proper planning, a particular service area might include considerable development potential, but no new facilities. If service areas are too small, there may never be enough money for major improvements. On the other

hand, if a service area is too large, some improvements may be so far from the contributing development that it is difficult to show reasonable benefit.

After weighing these various considerations, the Impact Fee Advisory Committee together with DeKalb County planning and engineering staff, and Georgia Tech, settled on seven service areas drawn in the manner illustrated in *Figure 1*. All service areas are roughly of the same size. They are designed in a concentric ring fashion outward from downtown Atlanta. The innermost service areas are the most builtout; the outermost are the least builtout. Interstate highways and railroad tracks define many service area boundaries.

LEVELS OF SERVICE

The *Development Impact Fee Act* states that:

"Development impact fees shall be calculated based on *levels of service* for public facilities that are adopted in the municipal or county comprehensive plan that are applicable to existing development as well as the new growth and development." [emphasis added]

The *Act* defines "level of service" (LOS) as a "measure of the relationship between service capacity and service demand for public facilities in terms of demand-to-capacity ratios or the comfort or convenience of use or both." If, for example, roadways are severely congested, one would conclude that the level of service provided by these facilities is low. However, in some cases a community might be willing to tolerate a relatively low level of service. This could be because a low level of service is less expensive to provide, or because it promotes another policy objective such as using congestion to encourage the use of mass transit alternatives.

A distinction should be made between the actual level of service, which can be measured at a given time, and the desired level of service. For the purpose of impact fees, the desired level of service must be formally adopted in the County's comprehensive plan. The relationship between the adopted level of service that is used to calculate impact fees for new development, and the actual level of service existing at the time of impact fee adoption, has important implications in the context of an impact fee system. These implications are summarized in *Table 2*.

TABLE 2
Level of Service Standard

Characteristic	Adopted Level of Service Compared to Existing Level of Service		
	Below	Same	Higher
Amount of Impact Fee	Low	Moderate	High
Future Level of Service	Decline	Maintain	Improve
Existing Deficiencies	None	None	Must Remedy
Excess Capacity	Recoupment	None	None

If the County establishes a desired level of service that is higher than the existing level, existing facilities will be found to be deficient when compared to the adopted standard. New developments will pay impact fees calculated on the cost to maintain the adopted level of service, but will be sharing existing facilities that operate at a lower level of service. As the impact fees are spent, facilities will be upgraded and the level of service will improve for all users. However, new developments would not be receiving the level of service for which they are being charged, and existing users would be benefiting from the improved level of service paid for by new development.

Such a situation would violate the "proportionate fair-share" intent of the *Act*. It would be inconsistent with the requirement that levels of service must be "applicable to existing development as well as the new growth and development," and inconsistent with the restriction on the use of impact fee revenues to finance "system improvements that create additional service available to serve new growth and development." Thus, if the City decides to adopt a level of service higher than the existing service level, it must find non-impact fee revenue sources to upgrade existing facilities to the adopted service level. Such revenues should be available based on realistic projections to remedy any deficiencies over a reasonable period.

Adoption of a higher-than-existing level of service would result in higher impact fee revenues and improvement, over time, in the actual level of service provided. However, given the County's current fiscal problems, it is unlikely that sufficient non-impact fee funds could be found to remedy the deficiencies in existing facilities that would be created. Consequently, the Impact Fee Advisory Committee, Planning and Engineering staff, and Georgia Tech has recommended that the County adopt levels of service that are at or below existing levels to avoid the creation of existing deficiencies.

At the other extreme, the City could adopt a level of service that is below the level currently provided. Such an approach would mean that existing facilities have excess capacity that would be available to serve new development. The *Act* specifically allows recoupment of the cost of constructing this excess capacity by authorizing "imposition of a development impact fee for system improvement costs previously incurred by a municipality or county to the extent that new growth and development will be serviced by the previously constructed system improvements."

Recoupment fees are calculated and handled administratively in the same manner as any other impact fee except that, because such fees are collected to reimburse local governments for money they have already spent on infrastructure, they need not be earmarked for expenditure. If facilities were built with outstanding bond issues or other debt instruments, impact fee revenues could be used to retire the debt. If the facilities have been paid for, the impact fee revenues may be returned to the general fund or used for any other purpose, including tax reductions. Like all fee calculation methods, recoupment must respect the general principles of not double-charging and adjusting credits to reflect the time value of money. The recoupment option therefore requires careful analysis of how and when each applicable capital project was originally financed.

While recoupment can be used for revenue enhancement, setting an artificially low level of service for this purpose alone would be short-sighted. While more of the sunk costs of existing facilities would be recaptured, impact fees collected for future system expansion would be limited to the costs of providing the lower level of service. In addition, the lower the level of service that is adopted, the lower the annual amount of impact fee revenues received. However, given the lack of data on how existing facilities were financed, the Impact Fee Advisory Committee, Planning and Engineering staff, and Georgia Tech have recommended that recoupment not be pursued at this time.

The third option, of course, is to adopt a level of service that is identical to the existing level of service. In many ways this is the simplest and most direct approach. It does not create any existing deficiencies or excess capacity, and simply charges new development the cost to maintain the level of service that existed prior to the development.

The *Act* clearly anticipates the potential for different levels of service for different service areas within the same jurisdiction. For example, the County may be willing to tolerate higher levels of traffic congestion in the most urbanized areas, where alternative transportation options such as mass transit are more readily available, than in outlying areas, where the automobile is the primary transportation mode. If there is a logical reason for providing more intensive services in a particular part of a jurisdiction, or constraints that prevent extending capital facilities to certain areas, it is best to state the reasons for the decisions a community has made in the comprehensive plan. However, the Impact Fee Advisory Committee, Planning and Engineering staff, and Georgia Tech have recommended that all service areas have the same level of service standard.

A level of service for transportation facilities is essentially the relationship of demand to capacity, with both demand and capacity expressed in terms of vehicle trips or vehicle-miles of travel. Both demand and capacity can be measured in terms of average daily trips (ADT) or peak hour trips (PHT). The Impact Fee Advisory Committee, Planning and Engineering staff, and Georgia Tech have recommended the use of ADT for setting the level of service standard.

While existing travel demand can be determined from actual traffic counts, the capacity of a roadway system depends on the desired level of service, as well as the methodology used to translate the desired level of service into the maximum rate of vehicle flow that can be accommodated by various facilities. It should be understood that, for a study of this type, determinations of road capacity are based on generalized planning standards rather than detailed operational studies. Such studies would be extremely expensive and would yield much more information on operating conditions than needed for this project. It is not necessary to determine the precise capacity of every component of the roadway system in order to arrive at a reasonable estimate of the overall capacity of the major roadway system.

The most commonly used level of service measure for roadways is a qualitative measurement that classifies operating conditions into six broad categories applicable to all types of roadways. Each level of service (LOS) category generally describes driving conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The distinguishing characteristics of the six LOS categories are summarized in *Table 3*. As can be seen, average speeds decline from 35 to 13 mph on a Class I arterial as the level of service declines from LOS A to LOS E.

In urban settings such as DeKalb County, the choice of a realistic level of service is generally confined to LOS D or LOS E. Because the Georgia Department of Transportation bases its improvement programming on maintaining LOS D, the Impact Fee Advisory Committee, Planning and Engineering staff, and Georgia Tech have recommended this level of service for the design of the impact fee program.

Before a level of service can be used to determine the capacity of a roadway, however, it must be quantified. This is done with service volume capacity tables. In contrast to LOS, service volume capacity is a quantitative measure, expressed in terms of the rate of flow (vehicles passing a point during a period of time). Service volume capacity represents the maximum rate of flow that can be accommodated by a particular type of roadway while still maintaining a specified LOS. Because service volume capacities (rates used in capacity tables) are defined as the maximum for each level of service, they effectively define flow boundaries between the various LOS categories for a particular type of roadway.

TABLE 3
Highway Level of Service Categories

Level of Service	Traffic Flow	Freedom to Maneuver	Comfort and Convenience	Average Speed
A	Free	Very High	Excellent	35 mph
B	Stable	Good	Good	28 mph
C	Stable	Requires Vigilance	Noticeable Decline	22 mph
D	High Density	Severely Restricted	Poor	17 mph
E	Unstable	Extremely Difficult	Extremely Poor	13 mph
F	Stop-and-Go	Virtually Non-Existent	High Frustration	Varies

Source: National Research Council, Transportation Engineering Board, *Highway Capacity Manual*, 1985.

After choosing LOS D as the desired standard, the next question is whether to adopt LOS D as a "link-specific" or "average" level of service standard. A "link specific" level of service standard would require all roadway links to function at a minimum operational level. In contrast, an "average" level of service standard is based on a measure designed to summarize the overall operating condition of the major roadway system.

If a link-specific level of service standard is adopted as the basis for transportation impact fees, there will be some roadway facilities that are deficient with respect to the adopted standard. At the roadway link level, the relationship between traffic volume and service capacity is known as the volume-to-capacity (V/C) ratio. For example, a roadway link with a V/C ratio of 1.0 is accommodating the maximum number of daily trips at the specified level of service, while a link with a V/C ratio of greater than 1.0 is exceeding its maximum capacity at that level of service.

At LOS D, there are currently about 60 roadway links--out of more than 300 total links--with a V/C ratio greater than 1.0. The County would have to identify \$10 to \$50 million in remedial non-impact fee revenues to correct these links. But several factors argue against the selection of a link-specific level of service for DeKalb County:

1. The high cost to remedy deficiencies;
2. The lack of readily available non-impact fee revenues to finance improvements; and
3. The difficulty of expanding the capacity of existing roads in largely built-out areas.

The problems associated with a link-specific level of service can be avoided by adopting an "average" level of service standard, which reflects the operating characteristics of the roadway *network*, rather than an individual roadway *link*. The system-wide equivalent of the link V/C ratio is the *VTM/VMC ratio*, which relates system demand (vehicle-miles of travel or VMT) to system capacity (vehicle-miles of capacity or VMC). The VMT/VMC ratio summarizes the overall relationship between demand and capacity for an entire roadway system.

The VMT/VMC ratio is an important measure of the operating characteristics of a roadway system. All roadway systems, at any given point in time, contain a large number of roadway links that are not being utilized to their full capacity. Because of this fact, functioning roadway systems need to have more overall capacity than the total service demands placed on them. Roadway systems tend to require a VMT/VMC ratio lower than 1.0 to function at an acceptable level.

Most road impact fees that are based on a link-specific level of service charge new development only for the cost of capacity directly consumed by the traffic generated by the development. In other words, the cost of constructing a unit of capacity is assumed to be sufficient to mitigate the impact of an additional unit of travel. Such a one-to-one replacement of consumed capacity, however, ignores the need to maintain needed "slack" in the system. Only in a hypothetical situation—where the traffic on every road is proportional to the capacity of that road—would the revenue received from such a link-specific impact fee approach be sufficient to maintain the desired level of service. In contrast, the average level of service approach recommended by the Impact Fee Advisory Committee, Planning and Engineering staff, and Georgia Tech *does* account for the need to maintain the existing ratio of demand to capacity.

There is another consideration. Adopting a LOS D standard with a VMT/VMC ratio of less than 1.0 would require greater road expenditures as highway capacity is reduced. It is for this reason that in addition to adopting the LOS D standard, the Impact Fee Advisory Committee, Planning and Engineering staff, and Georgia Tech recommend a VMT/VMC--or more simply V/C--ratio 1.0.

Existing and Recommended Level of Service

In order to calculate the VMT/VMC ratio, the number of trips on each roadway link must be multiplied by the length of the link and aggregated for each service area to determine total travel demand (VMT). Next, the capacity of each roadway link at LOS D is multiplied by the length of the link and aggregated to determine total system capacity (VMC). Total demand is then divided by total capacity to derive the VMT/VMC ratio, or simply V/C ratio.

Most of the data required to determine the current VMT/VMC ratio for DeKalb County's roadway system are summarized in *Appendix 1*. *Table 4* summarizes the existing level of service and the implications of the recommended level of service on the V/C ratio, as of 1990.

TABLE 4
Existing Level of Service and V/C Ratios by Service Area

Level of Service Factor	Service Area						
	1	2	3	4	5	6	7
1990 V/C Ratio	0.85	0.88	0.73	0.75	0.67	0.77	0.48

Source: *Appendix 1*.

TRAVEL DEMAND CHARACTERISTICS

The *Development Impact Fee Act* requires impact fees to be "reasonably related to the service demands" placed by new development on the local jurisdiction's capital facilities. The travel demand component of a road impact fee methodology provides the link between the type of development and the "amount" of transportation facility required to serve a new unit of development.

Units used to measure development vary depending on the type of land use. For residential uses, development is measured in dwelling units. For nonresidential uses, development is measured in several different ways, but most commonly in thousand square foot increments. Other units of measurement include hotel rooms and nursing home beds. The demand placed on the roadway system by a unit of development is expressed in vehicle-miles of travel (VMT) generated during the peak hour. Average Daily Travel, ADT, is used for these calculations.

There are three important variables that determine the travel demand generated by a particular land use:

1. Trip generation rate (ADT vehicle trips generated per weekday);
2. Trip length (average length of a trip in miles on the road network); and
3. New trips factor (percent of travel miles that would not otherwise be on the system).

Multiplying these variables together yields the total vehicle-miles of travel (VMT) placed on the major roadway system during the peak hour by a land use.

The financial and schedule constraints of this project do not allow time to conduct local origin-and-destination surveys to determine local travel demand characteristics. In fact, few communities conduct such studies and most road impact fee studies around the nation rely on secondary national or regional sources for trip rate, trip length and percent new trips data.

Trip Rates

Trip generation rates are expressed in terms of the number of trips generated per unit of development (e.g., 1,000 square feet of gross building area, dwelling unit, or other appropriate independent variable). The most commonly accepted source of trip generation estimates is the Institute of Transportation Engineers' (ITE) *Trip Generation* manual. The fifth edition of the manual, published in 1991, serves as the primary source of trip rate data used in this study. This is reported in *Table 5*.

The trip generation rates reported in the ITE manual represent total trip ends, or the total number of vehicles entering and leaving a site. A round-trip from home to a shopping center and back, therefore, is counted as two trip ends for the residential use and two trip ends for the shopping center. To avoid double-counting, the trip rate is divided by two, so that 50 percent of the trip is attributed to the origin and 50 percent the destination. The result is referred to as "one-way trips" to distinguish it from total trip ends. This is also reported in *Table 5*.

The ITE manual includes variable trip rates for certain land use types, notably general office buildings and shopping centers. As the size of such land uses increases, the number of trips generated per 1,000 square feet of floor area decreases. Where a range of sizes is indicated in the ITE manual (e.g., general office or shopping centers), the trip rate corresponding to the largest size facility within the range has been used. Using this approach produces a fee that is somewhat low for developments that are smaller than the largest facilities included within the size range, but the relatively minor difference is offset by administrative efficiencies associated with this approach.

While the ITE manual contains trip generation data for a large number of very specific land use types, only a few general land use categories are recommended for inclusion in the impact fee schedule. Use of a few general categories will simplify administration of the impact fee ordinance by reducing the number of potential categories into which a particular land use may be classified. By avoiding undue specificity, the problem of future land use changes is also reduced. For example, a developer may claim an intention to establish a specific type of retail use with a low trip generation rate, while the site is later occupied by a high trip generation use. The application of a general retail rate applicable to all types of retail uses avoids this problem.

Residential uses are classified into two categories. The "single-family" category applies to detached single-family dwellings on fee-simple lots, while the "multi-family" category applies to all other dwelling unit types.

Most nonresidential uses are classified into three general categories. The "commercial" category includes shopping centers, as well as free-standing retail and service uses. The "office" category includes business, medical and government offices. The "industrial" category includes manufacturing, distribution and warehousing uses. Other specific uses, notably hotel/motel, church, hospital and nursing home, are not included in the fee schedule and will need to be calculated on a case-by-case basis using the trip rate, trip length, and new trip generation assumptions of this report. The development categories used in this report should be adequate for 95 percent of the land uses that are likely to be encountered. Applicants who feel that their proposed use is not related to any of these categories can undertake an optional independent fee calculation study. (These rates may be locationally adjusted to reflect the proximity and availability of MARTA rail transit opportunities. Possibilities are reviewed in the summary section.)

Finally, a "new trips" factor is used to estimate travel demand associated with different land use types. The new trips factor recognizes that some trips to a development do not introduce additional travel onto the roadway system, but rather are "pass by" trips going somewhere else on the adjacent roadway. Commercial establishments, such as shopping centers, attract a portion of their trips from traffic passing the site on the way from one location to another. To take this phenomenon into account, the trip rates for commercial uses are reduced by a new trips factor. The new trips factor is based on the weekday PM peak hour passby rate for shopping centers reported in the ITE manual.¹ This is also reported in *Table 5*.

¹ Figure VII-1A: Shopping Center Pass-By Trips (Weekday, PM Peak Hour of Adjacent Street Traffic), Institute of Transportation Engineers, *Trip Generation*, 1991.

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TABLE 5
Trip Generation Rates by Land Use

Land Use	Impact Unit	AVERAGE DAILY TRIPS	NEW TRIP PERCENT	TRIP SHARE PERCENT	NET LEASE SPACE PERCENT	ADJ. NEW TRIP PERCENT	ADT TRIPS
Residential:	Person	2.55	100.00%	50.00%	100.00%	50.00%	2.55
Res Detached	1 unit	9.55	100.00%	50.00%	100.00%	50.00%	9.55
Res Attached	1 unit	7.44	100.00%	50.00%	100.00%	50.00%	7.44
Motel	Room	10.19	100.00%	50.00%	95.00%	47.50%	10.19
Non-Residential:							
Office/Prof	Average	12.49	80.00%	50.00%	85.00%	32.00%	12.49
range < 100	1,000 sf	15.05	80.00%	50.00%	85.00%	34.00%	15.05
range 100-<200	1,000 sf	12.71	80.00%	50.00%	85.00%	34.00%	12.71
range >200	1,000 sf	9.72	80.00%	50.00%	85.00%	34.00%	9.72
Ind/Warehouse	1,000 sf	5.67	80.00%	50.00%	90.00%	36.00%	5.67
Retail, Commercial	Average	63.32	60.39%	50.00%	85.00%	25.67%	63.32
range < 25	1,000 sf	135.87	18.55%	50.00%	85.00%	7.88%	135.87
range 25-<50	1,000 sf	102.09	37.19%	50.00%	85.00%	15.81%	102.09
range 50-<100	1,000 sf	78.72	50.41%	50.00%	85.00%	21.43%	78.72
range 100-<300	1,000 sf	54.50	64.51%	50.00%	85.00%	27.42%	54.50
range 300-<600	1,000 sf	40.21	73.08%	50.00%	85.00%	31.06%	40.21
range 600-<900	1,000 sf	34.42	77.39%	50.00%	85.00%	32.89%	34.42
range 900-<1200	1,000 sf	31.71	79.84%	50.00%	85.00%	33.93%	31.71
range 1200+	1,000 sf	29.07	82.15%	50.00%	85.00%	34.91%	29.07

Comments:

(1) Apartment, Post-1973 was used for all multiple family from ITE Trip Generation, Fifth Edition (1991), pages 321-22.

(2) General Office used from ITE Trip Generation, Fifth Edition (1991), page 955, times 2.

(3) Average of General Light Industry, Industrial Park, Manufacturing, and Warehousing from ITE Trip Generation, Fifth Edition (1991), pages 94, 137, 166, and 195, times 2.

(4) Shopping Center used, ITE Trip Generation, Fifth Edition (1991) pages 1237 and 1238.

Comments (continued):

(5) The source of peak hour trips for retail is ITE Trip Generation, Fifth Edition, using the formula on pages 1237 or 1238. These formulae may be used to interpolate or extrapolate new trip percentages as necessary for impact fee implementation. For offices, the formula on page 955 is used. The figures used above come from the Appendix Table 1 in which calculations for ranges of retail and offices are developed. The formulae used for these calculations are as follows:

Retail under 600,000 gross leasable area, Peak (Trip Generation p. 1237):

$$\begin{aligned} \text{LN}(T) &= 0.637\text{LN}(\text{sf}/1000) + 3.553 \\ T &= e^{\text{LN}(T)} \end{aligned}$$

Retail under 570,000 gross leasable area, ADT (Trip Generation p. 1234):

$$\begin{aligned} \text{LN}(T) &= 0.625\text{LN}(\text{sf}/1000) + 5.985 \\ T &= e^{\text{LN}(T)} \end{aligned}$$

Retail over 600,000 gross leasable area, Peak (Trip Generation p. 1235):

$$\begin{aligned} \text{LN}(T) &= 0.756\text{LN}(\text{sf}/1000) + 5.154 \\ T &= e^{\text{LN}(T)} \end{aligned}$$

Retail over 570,000 gross leasable area, ADT (Trip Generation p. 1238):

$$\begin{aligned} \text{LN}(T) &= 0.725\text{LN}(\text{sf}/1000) + 2.987 \\ T &= e^{\text{LN}(T)} \end{aligned}$$

General offices, Peak (Trip Generation p. 955):

$$\begin{aligned} \text{LN}(T) &= 0.737\text{LN}(\text{sf}/1000) + 1.831 \\ T &= e^{\text{LN}(T)} \end{aligned}$$

General offices, ADT (Trip Generation p. 952):

$$\begin{aligned} \text{LN}(T) &= 0.756\text{LN}(\text{sf}/1000) + 3.765 \\ T &= e^{\text{LN}(T)} \end{aligned}$$

These formulae may be used to compute impact fees for specific retail and office developments. For peak hour, the numbers are multiplied by 2 for total daily peak trips.

(6) The table includes a column that adjusts nonresidential development size to reflect net leasable space. Although ITE Trip Generation reports trip generation based on gross leasable space for certain types of land uses, this column adjusts downward trip generation to account for other land uses for which trip generation based on gross leasable space is not reported, and to further build conservatism in the form of lower impact fees in this methodology. The figures shown are based on a combination of information provided by the Urban Land Institute in "Shopping Center Development Handbook" second edition (1985), "Office Development Handbook" (1982), "Industrial Park Development Handbook" (1975), "Business and Industrial Park Development Handbook" (1988), and "Shopping Center Development Handbook" first edition (1978) at p. 2.

Comments (continued):

(7) The source of new trips for retail is ITE Trip Generation, Fifth Edition, using the formula on page I-30. This formula may be used to interpolate or extrapolate new trip percentages as necessary for impact fee implementation. Note, however, that these figures and the formula from which they are derived is based on the weekday peak hour, pm.

(8) The percent new trips for retail land uses are calculated using the formula for computing percent peak hour pass-by trips in ITE Trip Generation, Fifth Edition (1991) at page I-30:

$$\begin{aligned} \text{LN}(T) &= -0.341\text{LN}(\text{sf}/1000) + 5.376 \\ T &= e^{\text{LN}(T)} \end{aligned}$$

(9) ADT factors are assumed to be the same as used in Peak except for the two lower-size categories of retail, which are set at 50 percent new trips. ITE Trip Generation does not report percent new trips for retail on the ADT basis. The apparent average percent pass-by trips as indicated on p. I-27 of ITE Trip Generation is about 40 percent for fast-food, 50 percent for supermarkets, and 60 percent for convenience markets on an ADT basis.

Trip Lengths

Reliable estimates of average trip lengths to and from a development are the third critical element to be considered in measuring travel demand. As with trip generation rates, trip length estimates are necessary to establish a direct relationship between a project's impact and its fee assessment. If two developments generate the same number of trips, but trips associated with one development are longer than those associated with the other, the development that places a greater demand on the road system should be charged a higher fee.

While ITE surveys provide a great deal of data on trip generation rates, reliable information on trip lengths is more difficult to obtain. Relatively few trip length studies have been conducted by communities, largely because such studies are costly to prepare. As more communities prepare impact fee studies, however, more information on average trip lengths has become available in recent years.

Neither peak nor average daily travel distances are computed for DeKalb County by any governmental agency. Under such situations, regional or national data may be used. According to the *Nationwide Personal Transportation Study* for 1990, the national average daily trip was 8.87 miles. Peak hour distances of 2 miles for Atlanta were derived by LRE Engineers in a study dated November 20, 1992. Peak hour travel distances of 5.3 miles for residences were calculated by Duncan and Associates for Gwinnett County in a study dated August 1992. Afternoon peak travel distance of 4.0 miles for single family residential units for the City of Roswell were calculated by Moreland-Altobelli for the City of Roswell in a study dated December 3, 1992. No local study calculated average daily trip lengths.

For DeKalb County, trip lengths were determined as follows. In general, the trip lengths for the Atlanta impact fee study were used for Service Areas 3 and 5; the Roswell study was used for Service Areas 1, 2, 4, and 6; and the Gwinnett County study was used for Service Area 7. Since trip lengths derived in those studies were for peak trips, those trips were adjusted by 95.5%, which is the ratio of Atlanta's peak hour trips² to national peak hour trips³, times the national average daily trip length.⁴ This adjustment further reflects that whereas commuting trips are done mostly on interstate and federal secondary roads, thereby resulting in small trip lengths on county roads than reflected in *American Housing Survey* and *Nationwide Personal Transportation Study* data, non-commuting trips are shifted more towards county roads. *Table 6* shows the derived average daily trip length for each service area.

² *American Housing Survey*, Atlanta cases from national core sample, 1985.

³ *Nationwide Personal Transportation Study*, 1990.

⁴ *Nationwide Personal Transportation Study*, 1990.

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TABLE 6
Average Daily Trip Length by Service Area

Land Use	Impact Unit	Service Area						
		1	2	3	4	5	6	7
Residential:	Person	3.82	3.82	1.91	3.82	1.91	3.82	5.06
Res Detached	1 unit	3.82	3.82	1.91	3.82	1.91	3.82	5.06
Res Attached	1 unit	3.82	3.82	1.91	3.82	1.91	3.82	5.06
Motel	Room	3.82	3.82	1.91	3.82	1.91	3.82	5.06
Non-Residential:								
Office/Prof	Average	4.06	4.06	1.91	4.06	1.91	4.06	3.44
range < 100	1,000 sf	4.06	4.06	1.91	4.06	1.91	4.06	5.16
range 100-200	1,000 sf	4.06	4.06	1.91	4.06	1.91	4.06	5.63
range > 200	1,000 sf	4.06	4.06	1.91	4.06	1.91	4.06	5.63
Ind/Warehouse	1,000 sf	5.16	5.16	1.91	5.16	1.91	5.16	5.16
Retail/Commercial	Average	3.82	3.82	0.96	3.82	0.96	3.82	8.12
range < 25	1,000 sf	2.29	2.29	0.67	2.29	0.67	2.29	2.29
range 25-<50	1,000 sf	2.29	2.29	0.67	2.29	0.67	2.29	2.29
range 50-<100	1,000 sf	2.29	2.29	0.67	2.29	0.67	2.29	2.29
range 100-<300	1,000 sf	2.92	2.92	0.76	2.92	0.76	2.92	8.12
range 300-<600	1,000 sf	2.92	2.92	0.96	2.92	0.96	2.92	8.12
range 600-<900	1,000 sf	2.92	2.92	0.96	2.92	0.96	2.92	8.12
range 900-<1200	1,000 sf	2.92	2.92	1.15	2.92	1.15	2.92	8.12
range > 1200	1,000 sf	2.92	2.92	1.34	2.92	1.34	2.92	8.12

Comments:

1. Peak hour figures adjusted to average daily trip lengths based on: *Impact Fee System Final Report, Atlanta, Georgia*, October 26, 1992 (for Service Areas 3 and 5); *Transportation Impact Fee Study, Final Report, Gwinnett County, Georgia*, August 1992 (for Service Area 7); and *Roswell 2010 Comprehensive Plan*, December 3, 1992 (for Service Areas 1, 2, 4, and 6).

2. Some studies showed that some land uses, such as industrial, had higher trip lengths in service areas nearer Atlanta than farther away. In these situations, the lower trip length was used.

CAPITAL COSTS

Historically, the State of Georgia assumed responsibility for collector and arterial roads and the property owner assumed responsibility for the local or neighborhood streets. In the recent past, the State of Georgia has not been able to meet the demand for road improvements, thus shifting some of the fiscal responsibility to local governments. DeKalb County, like many local governments, is not financially able to assume this responsibility. Therefore, DeKalb County is faced with three options: first, the County could restrict the pace and level of new development to that quantity of new development that could be safely accommodated on the then existing street and road system. Second, the County could seek additional taxes on existing development to pay for new roads needed to accommodate new development. Third, the County could exercise its development regulatory powers to shift the responsibility for providing roads to the property developers that are causing the need for those improvements. The first option does little to accommodate new development. The second is not politically acceptable nor is it equitable to existing development and residents who have already paid for the facilities which they are using. The third option accommodates new development and is fair to existing development by shifting a proportionate or fair share of the burden for new facilities to that new development which creates a need for those new facilities. The County has elected to follow the third option.

Since 1987, the revenue for highway construction to improve capacity to accommodate new development has come solely from the State of Georgia or the federal government. The County has only provided right-of-way, primarily through dedications by new development but often from direct purchases as well. The County anticipates that state and federal agencies will continue to provide primary financing for construction of highways and the County will continue to provide the right-of-way.

The anticipated costs to be incurred by DeKalb County to provide road improvements to the year 2010 in each service area are specified in *Appendix 2*. The County share of the costs and the cost per trip mile for each service area is shown in *Table 7*.

TABLE 7

***County Share of Improvement Costs by Service Area and Per Trip Mile of Capacity
1990 - 2010***

Cost Factor	Area 1	Area 2	Area 3	Area 4	Area 5	Area 6	Area 7
Total Cost	27,165,470	31,073,296	24,280,231	24,131,295	35,474,660	55,724,038	23,329,965
Per Trip Mile	76.39	33.55	25.19	25.71	50.98	30.68	14.47

REVENUE CREDITS

Where new development has paid or will pay for a share of new facilities through other than impact fees, a credit may be due. The credit depends on the nature of payments. It is often the case that new development would receive credit for past and future contributions it may make for new facilities that are also financed from impact fees. At first glance, this would mean that two bonds issued in 1973 and 1983 would be considered a source of credit. Both bonds resulted in road improvements which benefitted new and existing development throughout the County. However, the road impact fee calculated herein considers only road investments made since about 1990. There is no calculation of the value of existing roads, a share of which would be charged against new development as a form of recoupment allowed by the Georgia Development Impact Fee Act of 1990. Since there is no recoupment, and since proceeds from such bonds have already been spent, there is no credit necessary. Even though new development will be contributing to the debt service of both bonds, no credit for such future contributions is needed for the same reason. In sum, only if the impact fee calculation included a recoupment component for investments made prior to the early 1990s would a credit be necessary.

However, there is a credit consideration to account for how the County will finance road improvements in the future, a portion of the cost of which will in fact be borne by new development. On the other hand, this future credit consideration primarily affects new debt retired by taxes, such as general obligation bonds as are used in Gwinnett County to finance road improvements, or new taxes, such as a sales tax used in both Gwinnett County and Cobb County to finance road improvements on a pay-as-you-go basis. Since no such special arrangements have been made to finance road improvements in DeKalb County, there is no revenue credit consideration for future taxes paid by new development. Although the County may shift existing taxes to finance roads without using debt instruments or raising taxes explicitly for road improvements, impact fee revenues will eventually offset such shifted taxes resulting in no substantial double-payment by new development.

FEE SCHEDULE

Table 7 shows the impact cost per trip mile by land use and by service area LOS D ADT. The impact cost for land uses is computed as:

ADJUSTMENT TO NET LEASABLE AREA

TIMES

(TRIP FACTOR X TRIP LENGTH)

TIMES

PERCENT NEW TRIP

TIMES

IMPACT COST PER TRIP MILE

The fee schedule resulting from this calculation is shown in *Table 8*.

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TABLE 8
Road Impact Fee Schedule

Land Use	Impact Unit	Service Area						
		1	2	3	4	5	6	7
Residential:	Person							
Res Detached	1 unit	\$1,394	\$612	\$229	\$469	\$465	\$560	\$349
Res Attached	1 unit	\$1,085	\$476	\$178	\$365	\$362	\$435	\$272
Motel	Room	\$1,412	\$620	\$232	\$475	\$471	\$567	\$354
Non-Residential:								
Office/Prof	Average							
range < 100	1,000 sf	\$1,587	\$697	\$246	\$534	\$498	\$637	\$382
range 100-200	1,000 sf	\$1,339	\$588	\$207	\$450	\$420	\$538	\$351
range > 200	1,000 sf	\$1,023	\$449	\$158	\$344	\$321	\$411	\$268
Ind/Warehouse	1,000 sf	\$804	\$353	\$98	\$270	\$198	\$322	\$152
Retail/Commercial	Average							
range < 25	1,000 sf	\$1,873	\$822	\$180	\$630	\$365	\$752	\$354
range 25-<50	1,000 sf	\$2,823	\$1,240	\$272	\$950	\$551	\$1,133	\$534
range 50-<100	1,000 sf	\$2,951	\$1,296	\$284	\$993	\$576	\$1,185	\$559
range 100-<300	1,000 sf	\$3,332	\$1,463	\$286	\$1,121	\$578	\$1,338	\$1,755
range 300-<600	1,000 sf	\$2,786	\$1,223	\$302	\$937	\$611	\$1,118	\$1,467
range 600-<900	1,000 sf	\$2,525	\$1,108	\$273	\$849	\$554	\$1,014	\$1,330
range 900-<1200	1,000 sf	\$2,400	\$1,054	\$311	\$807	\$630	\$963	\$1,264
range > 1200	1,000 sf	\$2,264	\$994	\$342	\$761	\$693	\$909	\$1,192

Other Land Uses

The types of developments displayed in the tables are the most common that are experienced and also relate to the land uses generally anticipated in the DeKalb County Comprehensive Plan. The typical practice is to establish a fee schedule for common forms of development in order to clearly fix the amount of the fee and to aid in the efficient administration of the program. However, three significant issues arise from this practice. First, there are some types of development that are not on the fee schedule. Second, there can be developer uncertainty with respect to how their development fits into the fee schedule. Third, there can be developer disagreement concerning the applicability of the traffic and transportation parameters to their particular development. These issues need to be addressed by the DeKalb County impact fee program.

1. Types of Development Not on the Fee Schedule

As pointed out above, the types of developments contained in the fee schedule are the most common. Perhaps 95 percent or more of all new developments will fall within the types shown. This leaves up to 5 percent of new developments outside of the fee schedule. These developments are not exempt from road impact fees because they are not specifically mentioned in the fee schedule. Rather, developers of developments not specifically mentioned in the fee schedule must ask the County to establish the fee for them. In order to do this, the County would refer to various source materials on traffic impact such as Trip Generation, published by the Institute for Transportation Engineers, and studies and reports published in the ITE Journal, and other materials that may be provided by the Georgia or United States Departments of Transportation. Once a trip generation rate has been established, the fee would be calculated by multiplying that rate times the cost per trip.

2. Developer Uncertainty With Respect To Land Use Type

The nomenclature utilized in the fee schedules may be different from that utilized by the developer and this difference in terms may be confusing. For example, a developer may be building a 35,000 square foot grocery store but does not see a grocery store on the fee schedule. In this situation, the applicable fee would be retail above 10,000 square feet but under 50,000 square feet. Simply inquiring to the County should clarify any such uncertainty. However, reference to a source document, such as the Standard Industrial Classification Manual (U.S. Government Printing Office), may be helpful as an objective means of distinguishing between and among the types of land uses set out in the schedules.

3. Developer Disagreement Concerning Transportation Parameters

Of necessity, the transportation parameters, specifically trip generation rates and percentages of new trips, are averages or typical rates. Being averages, they may not be applicable to all developments. For example, a developer may be building an Adult Congregate Living Facility (ACLF). From a purely land use perspective, an ACLF is multi-family and thus according to the schedule would have a trip generation rate of 0.93 per peak hour. However, ACLFs have been shown to have significantly fewer trips than a typical multi-family unit. A DeKalb County ACLF developer may have a basis to disagree with the parameters used as they may be applied to his development. The way that this would be resolved is for the developer to provide evidence to the County that the development is and will remain an ACLF and then calculate an ACLF fee as in the case of 1 above. However, if the development ever ceased being an ACLF, any reduction in road impact fees would be due and payable at the then current rate.

SUMMARY AND FURTHER POLICY CONSIDERATIONS

DeKalb County will have to raise about \$221 million over the next two decades to pay for planned road improvements. On average, the county presently has sufficient capacity to accommodate existing development, but this will not be the case in the future. The county must raise these funds, but the question is from whom. The *Georgia Development Impact Fee Act* gives one option: development impact fees assessed on new development to pay for new capacity benefiting such new development. Other options include higher property taxes, a dedicated sales tax, or transfer of funds from existing discretionary programs--such as public safety, parks, and libraries--to roads. This report has shown the feasibility of using development impact fees, although even they will not be enough as shown in *Table 9*. Roughly half of the \$221 million needed may be raised from impact fees by the year 2010. Although impact fees can be assessed beyond 2010 and be used to reimburse the county for road expenditures incurred before 2010 on behalf of new development, the county nonetheless will need to invest about \$110 million in road improvements between 1993 and 2010, or an average of about \$6.5 million per year.

TABLE 9
Projected Annual Average Revenue by Service Area: 1993-2010

Service Area	Total Revenues 1993-2010	Annual Average Revenues
1	\$16,169,700	\$951,159
2	\$33,305,857	\$1,959,168
3	\$11,209,021	\$659,354
4	\$12,133,860	\$713,756
5	\$16,677,801	\$981,047
6	\$5,209,280	\$306,428
7	\$13,264,765	\$780,280
County	\$107,970,284	\$6,351,193

MARTA Linkage

New development that is located near MARTA stations is more likely to use public transit than development farther away. It makes some sense to recognize this by reducing impact fees accordingly. The amount of reduction should be related to the expected reduction in road trips attributed to new development locating near transit stations. *Table 10* shows the nature of such reductions.

TABLE 10
Fee Reductions Attributable to MARTA Transit Station Distance

Distance From MARTA Station in Miles	Percent Fee Reduction
<0.5 Miles	20%
0.5-<1.5 Miles	15%
1.5-<2.0 Miles	10%
2.0+ Miles	0%

Source:

1. Georgia Tech, based on percent commuting trips by rail, by block groups with respect to centroid distance, rounded, 1990 Census.

Inside I-285

Urban infill and redevelopment may be desirable inside I-285, especially within Service Areas 3 and 5. Moreover, in these particular service areas greater efforts may be made to encourage public transit use, even through allowing congestion on certain roads. The *Act* does not require uniform application of levels of service among service areas, or even to place the entirety of a jurisdiction inside service areas. The County may wish to exclude Service Areas 3 and 5 from road impact fees. However, the County would still have to raise the road revenues projected as the County share of improvement costs on those areas.

Cities

This report concerns only impact fees assessed and collected outside cities but perhaps spent in some situations inside cities. The *Act* allows, and even encourages, jurisdictions to coordinate impact fee programs. Should the County decide to proceed with impact fees, it is recommended that it begin negotiations with cities to help with their share of road improvement costs.

APPENDIX 1

Existing Level of Service by Road Link and Service Area

DeKalb County, Georgia

1990

LEVEL OF SERVICE FOR THOROUGHFARES IN DEKALB COUNTY
SERVICE AREA 1

STREET	FROM	TO	TYPE	1990 COUNT	CAPACITY	CAPACITY BALANCE	MILE	VEHICLE MI. 1990 COUNT	VEHICLE MILES CAPACITY	VOLUME/ CAPACITY RATIO
Ashford Dunwoody Rd	Mount Vernon Rd to	Meadow Lane	Major	22,069	32,500	10,431	0.85	18,759	27,625	0.68
Ashford Dunwoody Rd	Meadow Lane to	I-285	Major	61,741	48,900	(12,841)	0.85	52,480	41,565	1.26
Ashford Dunwoody Rd	I-285 to	Johnson Ferry Rd	Major	27,090	15,300	(11,790)	1.90	51,471	29,070	1.77
Ashford Dunwoody Rd	Peachtree Rd to	Johnson Ferry Rd	Minor	13,969	15,300	1,331	1.20	16,763	18,360	0.91
Chamblee Dunwoody Rd	Roberts Dr to	Mount Vernon Rd	Major	26,012	32,500	6,488	0.60	15,607	19,500	0.80
Chamblee Dunwoody Rd	Mount Vernon Rd to	New Peachtree Rd	Major	21,817	32,500	10,683	5.10	111,267	165,750	0.67
Chamblee Dunwoody Rd	Roberts Dr to	Spalding Dr	Minor	4,294	15,300	11,006	1.00	4,294	15,300	0.28
Donaldson Dr	Ashford Dunwoody Rd to	Teal Rd	Clctr	4,294	15,300	11,006	1.10	4,723	16,830	0.28
Dunwoody Club Dr	Happy Hollow Dr to	Gwinnett County line	Clctr	7,831	15,300	7,469	1.80	14,096	27,540	0.51
Dunwoody Club Dr	Winters Chapel Rd to	Happy Hollow Dr	Clctr	4,784	15,300	10,516	0.50	2,392	7,650	0.31
Harts Mill Rd	Ashford Dunwoody Rd to	Chamblee Dunwoody Rd	Clctr	8,147	15,300	7,153	1.40	11,406	21,420	0.53
Johnson Ferry Rd	Ashford Dunwoody Rd	Fulton county line	Major	13,314	15,300	1,986	1.20	15,977	18,360	0.87
Johnson Ferry Rd	Peachtree Ind Blvd to	Ashford Dunwoody Rd	Major	14,160	15,300	1,140	1.00	14,160	15,300	0.93
Mt Vernon Rd	Dunwoody Club Dr to	Fulton County line	Major	42,515	32,500	(10,015)	1.19	50,593	38,675	1.31
Mt Vernon Rd	Ashford Dunwoody Rd to	Fulton County line	Major	15,142	15,300	158	0.71	10,751	10,863	0.99
N Shallowford Rd	N Peachtree Rd to	Peeler Rd	Minor	14,261	15,300	1,039	1.62	23,103	24,786	0.93
New Peachtree Rd	I-285 to	Oakcliff Rd	Minor	19,856	32,300	12,444	0.90	17,870	29,070	0.61
Osborne Rd	Peachtree Rd to	Windsor Pkwy	Clctr	4,424	15,300	10,876	0.50	2,212	7,650	0.29
Peachtree Ind Blvd	Peachtree Rd to	Chamblee Dunwoody Rd	Major	39,178	48,900	9,722	1.10	43,096	53,790	0.80
Peachtree Ind Blvd	Chamblee Dunwoody Rd to	N Peachtree Rd	Major	43,671	48,900	5,229	0.71	31,006	34,719	0.89
Peachtree Ind Blvd	N Peachtree Rd to	Gwinnett County line	Major	66,956	48,900	(18,056)	2.84	190,155	138,876	1.37
Peachtree Rd	Fulton County line to	Peachtree Ind Blvd	Major	35,291	32,500	(2,791)	2.30	81,169	74,750	1.09
Peachtree Rd	Peachtree Ind Blvd to	N Peachtree Rd	Clctr	4,030	15,300	11,270	1.00	4,030	15,300	0.26
Peachtree Rd	Osborne Rd	Peachtree Ind. Blvd.	Major	30,501	48,900	18,399	1.80	54,902	88,020	0.62
Peeler Rd	N Shallowford Rd to	Winters Chapel	Minor	9,261	15,300	6,039	2.20	20,374	33,660	0.61
Roberts Dr	Chamblee Dunwoody Rd to	Fulton County line	Minor	13,881	15,300	1,419	1.22	16,935	18,666	0.91
Tilly Mill Rd	Mt Vernon Rd to	Nancy Creek	Minor	14,679	15,300	621	2.60	38,165	39,780	0.96
Vernack Rd	Mt Vernon Rd to	Chamblee Dunwoody Rd	Clctr	5,655	15,300	9,645	1.30	7,352	19,890	0.37
W Nancy Creek Dr	Ashentree Dr to	Old Johnson Ferry Rd	Clctr	3,318	15,300	11,982	1.40	4,645	21,420	0.22
Windsor Pkwy	Ashford Dunwoody Rd to	Fulton County line	Clctr	6,383	15,300	8,917	1.20	7,660	18,360	0.42
Winters Chapel Rd	Gwinnett County to	Woodwin Rd	Major	15,218	15,300	82	2.50	38,045	38,250	0.99
Womack Rd	Chamblee Dunwoody Rd to	Tilly Mill Rd	Clctr	6,394	15,300	8,906	1.70	10,870	26,010	0.42
TOTALS							47.29	986,328	1,156,805	0.85

LEVEL OF SERVICE FOR THOROUGHFARES IN DEKALB COUNTY
DISTRICT 1

STREET	FROM	TO	1990 COUNT	CAPACITY	MILE	VEHICLE MI. 1990 COUNT	VEHICLE MILES CAPACITY	VOLUME/ CAPACITY RATIO
Ashford Dunwoody Rd	Mount Vernon Rd to	Meadow Lane	22,069	32,500	0.85	18,759	27,625	0.68
Ashford Dunwoody Rd	Meadow Lane to	I-285	61,741	48,900	0.85	52,480	41,565	1.26
Ashford Dunwoody Rd	I-285 to	Johnson Ferry Rd	27,090	15,300	1.90	51,471	29,070	1.77
Ashford Dunwoody Rd	Peachtree Rd to	Johnson Ferry Rd	13,969	15,300	1.20	16,763	18,360	0.91
Chamblee Dunwoody Rd	Roberts Dr to	Mount Vernon Rd	26,012	32,500	0.60	15,607	19,500	0.80
Chamblee Dunwoody Rd	Mount Vernon Rd to	New Peachtree Rd	21,817	32,500	5.10	111,267	165,750	0.67
Chamblee Dunwoody Rd	Roberts Dr to	Spalding Dr	4,294	15,300	1.00	4,294	15,300	0.28
Donaldson Dr	Ashford Dunwoody Rd to	Teal Rd	4,294	15,300	1.10	4,723	16,830	0.28
Dunwoody Club Dr	Happy Hollow Dr to	Gwinnett County line	7,831	15,300	1.80	14,096	27,540	0.51
Dunwoody Club Dr	Winters Chapel Rd to	Happy Hollow Dr	4,784	15,300	0.50	2,392	7,650	0.31
Harts Mill Rd	Ashford Dunwoody Rd to	Chamblee Dunwoody Rd	8,147	15,300	1.40	11,406	21,420	0.53
Johnson Ferry Rd	Ashford Dunwoody Rd	Fulton county line	13,314	15,300	1.20	15,977	18,360	0.87
Johnson Ferry Rd	Peachtree Ind Blvd to	Ashford Dunwoody Rd	14,160	15,300	1.00	14,160	15,300	0.93
Mt Vernon Rd	Dunwoody Club Dr to	Fulton County line	42,515	32,500	1.19	50,593	38,675	1.31
Mt Vernon Rd	Ashford Dunwoody Rd to	Fulton County line	15,142	15,300	0.71	10,751	10,863	0.99
N Shallowford Rd	N Peachtree Rd to	Peeler Rd	14,261	15,300	1.62	23,103	24,786	0.93
New Peachtree Rd	I-285 to	Oakcliff Rd	19,856	32,300	0.90	17,870	29,070	0.61
Osborne Rd	Peachtree Rd to	Windsor Pkwy	4,424	15,300	0.50	2,212	7,650	0.29
Peachtree Ind Blvd	Peachtree Rd to	Chamblee Dunwoody Rd	39,178	48,900	1.10	43,096	53,790	0.80
Peachtree Ind Blvd	Chamblee Dunwoody Rd to	N Peachtree Rd	43,671	48,900	0.71	31,006	34,719	0.89

**LEVEL OF SERVICE FOR THOROUGHFARES IN DEKALB COUNTY
DISTRICT 1**

STREET	FROM	TO	1990 COUNT	CAPACITY	MILE	VEHICLE MI. 1990 COUNT	VEHICLE MILES CAPACITY	VOLUME/ CAPACITY RATIO
Peachtree Ind Blvd	N Peachtree Rd to	Gwinnett County line	66,956	48,900	2.84	190,155	138,876	1.37
Peachtree Rd	Fulton County line to	Peachtree Ind Blvd	35,291	32,500	2.30	81,169	74,750	1.09
Peachtree Rd	Peachtree Ind Blvd to	N Peachtree Rd	4,030	15,300	1.00	4,030	15,300	0.26
Peachtree Rd	Osborne Rd	Peachtree Ind. Blvd.	30,501	48,900	1.80	54,902	88,020	0.62
Peeler Rd	N Shallowford Rd to	Winters Chapel	9,261	15,300	2.20	20,374	33,660	0.61
Roberts Dr	Chamblee Dunwoody Rd to	Fulton County line	13,881	15,300	1.22	16,935	18,666	0.91
Tilly Mill Rd	Mt Vernon Rd to	Nancy Creek	14,679	15,300	2.60	38,165	39,780	0.96
Vermack Rd	Mt Vernon Rd to	Chamblee Dunwoody Rd	5,655	15,300	1.30	7,352	19,890	0.37
W Nancy Creek Dr	Ashentree Dr to	Old Johnson Ferry Rd	3,318	15,300	1.40	4,645	21,420	0.22
Windsor Pkwy	Ashford Dunwoody Rd to	Fulton County line	6,383	15,300	1.20	7,660	18,360	0.42
Winters Chapel Rd	Gwinnett County to	Woodwin Rd	15,218	15,300	2.50	38,045	38,250	0.99
Womack Rd	Chamblee Dunwoody Rd to	Tilly Mill Rd	6,394	15,300	1.70	10,870	26,010	0.42
TOTALS					47.29	986,328	1,156,805	0.85

**LEVEL OF SERVICE FOR THOROUGHFARES IN DEKALB COUNTY
DISTRICT 2**

STREET	FROM	TO	1990 COUNT	CAPACITY	MILE	VEHICLE MI. 1990 COUNT	VEHICLE MILES CAPACITY	VOLUME/ CAPACITY RATIO
Briarcliff Rd	Henderson Mill Rd	Shallowford Rd	16,386	15,300	1.80	29,495	27,540	1.07
Briarcliff Rd	Lavista Rd to	Henderson Mill Rd	0	15,300	0.30	0	4,590	0.00
Briarcliff Rd	N Decatur Rd to	Stillwood Dr	16,599	15,300	0.60	9,959	9,180	1.08
Briarcliff Rd	Stillwood Dr to	Ponce de Leon Ave	0	15,300	0.70	0	10,710	0.00
Briarcliff Rd	Lavista Rd to	Clifton Rd	21,994	15,300	1.00	21,994	15,300	1.44
Briarcliff Rd	N Druid Hills Rd to	Lavista Rd	21,994	15,300	3.95	86,876	60,435	1.44
Briarcliff Rd	Clifton Rd to	N Decatur Rd	14,617	15,300	1.40	20,464	21,420	0.96
Briarcliff Rd	Clairmont Rd	N Druid Hills Rd	14,322	15,300	1.20	17,186	18,360	0.94
Briarcliff Rd	Shallowford Rd to	Clairmont Rd	11,933	15,300	2.50	29,833	38,250	0.78
Briarlake Rd	Lavista Rd to	Briarcliff Rd	5,173	15,300	1.20	6,208	18,360	0.34
Briarwood Rd	N Druid Hills Rd to	Buford Hwy	6,583	15,300	0.10	658	1,530	0.43
Briarwood Rd	Buford Hwy to	I-85 Access Rd	8,595	15,300	0.55	4,727	8,415	0.56
Buford Hwy	Fulton County line to	N Druid Hills Rd	27,844	48,900	0.70	19,491	34,230	0.57
Buford Hwy	N Druid Hills Rd to	Clairmont Rd	31,785	48,900	2.00	63,570	97,800	0.65
Buford Hwy	Clairmont Rd to	Dresden Dr	32,478	48,900	0.85	27,606	41,565	0.66
Buford Hwy	Dresden Dr to	Shallowford Rd	27,514	48,900	2.00	55,028	97,800	0.56
Buford Hwy	Shallowford Rd to	Gwinnett County line	43,834	48,900	2.75	120,544	134,475	0.90
Chamblee Dunwoody Rd	New Peachtree Rd	Shallowford Rd	20,000	32,500	1.50	30,000	48,750	0.62
Chamblee Tucker Rd	I-85 to	I-285	15,395	15,300	1.00	15,395	15,300	1.01
Chamblee Tucker Rd	Shallowford Rd to	I-85	33,176	32,500	5.95	197,397	193,375	1.02

**LEVEL OF SERVICE FOR THOROUGHFARES IN DEKALB COUNTY
DISTRICT 2**

STREET	FROM	TO	1990 COUNT	CAPACITY	MILE	VEHICLE MI. 1990 COUNT	VEHICLE MILES CAPACITY	VOLUME/ CAPACITY RATIO
Chamblee Tucker Rd	Buford Hwy to	New Peachtree Rd	16,191	15,300	1.10	17,810	16,830	1.06
Chamblee Tucker Rd	Shallowford Rd to	Buford Hwy	15,701	15,300	0.50	7,851	7,650	1.03
Chestnut Dr	Chamblee Tucker Conn to	Buford Hwy	4,985	15,300	0.65	3,240	9,945	0.33
Clairmont Rd	Johnson Ferry Rd to	Dresden Dr	20,324	32,500	1.60	32,518	52,000	0.63
Clairmont Rd	Dresden Dr to	I-285	52,763	32,500	1.70	89,697	55,250	1.62
Clairmont Rd	I-285 to	Decatur city limit	39,412	32,500	4.00	157,648	130,000	1.21
Dresden Dr	Peachtree Rd to	Clairmont Rd	11,128	15,300	1.50	16,692	22,950	0.73
Dresden Dr	Clairmont Rd to	Chamblee Tucker Rd	6,000	15,300	2.80	16,800	42,840	0.39
E Roxboro Rd	N Druid Hills Rd to	Fulton County line	24,173	15,300	0.60	14,504	9,180	1.58
Evans Rd	Henderson Mill Rd to	Chamblee Tucker Rd	3,997	15,300	1.60	6,395	24,480	0.26
Executive Park Dr	N Druid Hill Rd to	Sheridan Rd	17,063	32,500	0.60	10,238	19,500	0.53
Fairoaks Rd	Lavista Rd to	Oakgrove Rd	3,389	15,300	1.10	3,728	16,830	0.22
Henderson Mill Rd	Briarcliff Rd to	Lavista Rd	8,000	15,300	0.20	1,600	3,060	0.52
Henderson Mill Rd	Briarcliff Rd to	Chamblee Tucker Rd	18,583	15,300	2.80	52,032	42,840	1.21
Henderson Rd	Henderson Mill Rd to	Lavista Rd	5,132	15,300	1.69	8,673	25,857	0.34
Johnson Rd ATL	Briarcliff Rd to	Fulton county line	10,500	15,300	0.60	6,300	9,180	0.69
Johnson Rd CHAM	Shallowford Rd to	private property	4,241	15,300	0.87	3,690	13,311	0.28
Lavista Rd	Fulton County line to	Houston Mill Rd	20,317	15,300	1.70	17,270	13,005	1.33
Lavista Rd	Houston Mill Rd to	N Druid Hills Rd	0	32,500	0.60	0	9,750	0.00
Lavista Rd	N Druid Hills Rd to	Montreal Rd	15,634	15,300	3.69	28,845	28,229	1.02
Lavista Rd	Montreal Rd to	I-285	47,789	32,500	0.71	17,068	11,607	1.47

**LEVEL OF SERVICE FOR THOROUGHFARES IN DEKALB COUNTY
DISTRICT 2**

STREET	FROM	TO	1990 COUNT	CAPACITY	MILE	VEHICLE MI. 1990 COUNT	VEHICLE MILES CAPACITY	VOLUME/ CAPACITY RATIO
Lavista Rd	I-285 to	Lawrenceville Hwy	23,204	32,500	3.00	34,806	48,750	0.71
Lawrenceville Hwy	Lavista Rd to	Gwinnett County line	20,844	32,500	1.50	15,633	24,375	0.64
McElroy Rd	Buford Hwy to	Honeysuckle Ln	8,394	15,300	0.65	5,456	9,945	0.55
Mercer Univ Dr	Henderson Mill Rd to	Chamblee Tucker Rd	12,414	15,300	0.90	11,173	13,770	0.81
Midvale Rd	Lavista Rd to	Henderson Mill Rd	3,694	15,300	1.50	5,541	22,950	0.24
Motors Ind Way	Peachtree Ind Way to	Buford Hwy	21,065	15,300	1.05	22,118	16,065	1.38
N Cliff Valley Way	N Druid Hills Rd to	Buford Hwy	3,776	15,300	0.60	2,266	9,180	0.25
N Druid Hills Rd	Buford Hwy to	Briarcliff Rd	42,000	32,500	1.00	42,000	32,500	1.29
N Druid Hills Rd	Fernwood Dr to	Buford Hwy	38,201	15,300	0.50	19,101	7,650	2.50
N Druid Hills Rd	Peachtree Rd to	Fernwood Dr	55,176	32,500	1.80	99,317	58,500	1.70
N Druid Hills Rd	Briarcliff Rd to	Lavista Rd	33,429	32,500	1.70	56,829	55,250	1.03
N Peachtree Rd	Tilly Mill Rd to	Peachtree Rd	21,013	15,300	2.27	47,700	34,731	1.37
New Peachtree Rd	Eighth St to	Clairmont Rd ext	14,605	15,300	0.75	10,954	11,475	0.95
New Peachtree Rd	Chamblee Tucker Rd to	I-285	19,856	15,300	3.00	59,568	45,900	1.30
Northcrest Rd	Chamblee Tucker Rd to	Peachtree Creek	9,801	15,300	0.70	6,861	10,710	0.64
Northcrest Rd	Peachtree Creek to	Oakcliff Rd	7,000	15,300	0.40	2,800	6,120	0.46
Northlake Pkwy	Henderson Mill Rd to	Lavista Rd	22,448	15,300	1.10	24,693	16,830	1.47
Oakcliff Rd	Northcrest Rd to	Pleasantdale Rd	7,000	15,300	0.40	2,800	6,120	0.46
Oakcliff Rd	New Peachtree Rd to	Buford Hwy	14,773	15,300	0.10	1,477	1,530	0.97
Oakcliff Rd	Buford Hwy to	Northcrest Rd	14,442	15,300	1.20	17,330	18,360	0.94
Plaster Rd	Dresden Dr to	Johnson Rd	10,618	32,500	0.65	6,902	21,125	0.33

**LEVEL OF SERVICE FOR THOROUGHFARES IN DEKALB COUNTY
DISTRICT 2**

STREET	FROM	TO	1990 COUNT	CAPACITY	MILE	VEHICLE MI. 1990 COUNT	VEHICLE MILES CAPACITY	VOLUME/ CAPACITY RATIO
Pleasantdale Rd	Tucker Norcross Rd to	Gwinnett County line	22,079	32,500	2.70	59,613	87,750	0.68
Shallowford Rd	Briarcliff Rd to	Buford Hwy	19,114	32,500	2.20	42,051	71,500	0.59
Shallowford Rd	Buford Hwy to	New Peachtree Rd	11,880	32,500	1.00	11,880	32,500	0.37
Sheridan Rd	Executive Park Dr to	Fulton County line	5,211	15,300	0.80	4,169	12,240	0.34
Tilly Mill Rd	Nancy Creek to	Flowers Rd	10,000	15,300	1.00	10,000	15,300	0.65
Winters Chapel Rd	Chicopee Rd to	Peachtree Ind Blvd	15,218	15,300	0.80	12,174	12,240	0.99
Winters Chapel Rd	New Peachtree Rd to	Chicopee Rd	15,218	15,300	0.60	9,131	9,180	0.99
TOTALS					96.53	1,913,372	2,174,225	0.88

**AVERAGE LEVEL OF SERVICE FOR THOROUGHFARES IN DEKALB COUNTY
DISTRICT 3**

STREET	FROM	TO	1990 COUNT	CAPACITY	MILE	VEHICLE MI. 1990 COUNT	VEHICLE MILES CAPACITY	VOLUME/ CAPACITY RATIO
Austin Dr	Redwing Cir to	Snapfinger Rd	9,496	15,300	2.70	25,639	41,310	0.62
Avondale Bypass	Stratford Rd to	Laredo Dr	0	0	0.00	0	0	ERR
Avondale Bypass	Laredo Dr to	E College Ave	0	0	0.00	0	0	ERR
Candler Rd	E Pharr Rd to	Glenwood Rd	29,134	32,500	1.00	29,134	32,500	0.90
Candler Rd	Glenwood Rd to	I-20	29,118	32,500	2.00	58,236	65,000	0.90
Candler Rd	I-20 to	Flat Shoals Rd	40,784	32,500	0.60	24,470	19,500	1.25
Candler Rd (Decatur)	Midway Rd	Kirk Rd	12,634	15,300	0.30	3,790	4,590	0.83
Church St (Decatur)	Lawrenceville Hwy to	E Ponce de Leon Ave	17,869	32,500	1.40	25,017	45,500	0.55
Clairmont Rd	LaVista Rd to	N Druid Hills Rd	24,549	32,500	0.63	15,466	20,475	0.76
Clairmont Rd	N Druid Hills Rd to	Scott Boulevard	25,007	32,500	2.60	65,018	84,500	0.77
Clarendon Ave	Columbia Dr to	E College-Covington Hwy	4,891	15,300	1.01	4,940	15,453	0.32
Clifton Rd	N Decatur Rd to	DeKalb Ave	683	15,300	1.90	1,298	29,070	0.04
Clifton Rd	Briarcliff Rd to	Houston Mill Rd	18,745	32,500	0.89	16,683	28,925	0.58
Clifton Rd	Houston Mill Rd to	N Decatur Rd	14,297	32,500	0.71	10,151	23,075	0.44
Columbia Dr	Katie Kerr Rd to	E College Ave	0	15,300	1.10	0	16,830	0.00
Columbia Dr	Memorial Dr to	Clarendon Ave	0	32,500	0.30	0	9,750	0.00
Columbia Dr	Clarendon Ave to	Katie Kerr Rd	17,214	15,300	0.60	10,328	9,180	1.13
Coventry Rd	E Clifton Rd to	Nelson Ferry Rd	3,781	15,300	0.90	3,403	13,770	0.25
Covington Hwy	N Clarendon Ave to	Stratford Rd	0	15,300	0.50	0	7,650	0.00
Covington Hwy	Stratford Rd	Memorial Dr	15,478	32,500	0.60	9,287	19,500	0.48

**AVERAGE LEVEL OF SERVICE FOR THOROUGHFARES IN DEKALB COUNTY
DISTRICT 3**

STREET	FROM	TO	1990 COUNT	CAPACITY	MILE	VEHICLE MI. 1990 COUNT	VEHICLE MILES CAPACITY	VOLUME/ CAPACITY RATIO
Crestline Dr	Briarcliff Rd to	Oak Grove Rd	3,991	15,300	0.80	3,193	12,240	0.26
Decatur Loop (Dec)	McDonough Dr to	N Arcadia Ave	0	0	0.00	0	0	ERR
DeKalb Ave	W Howard Ave to	Moreland Ave	17,182	32,500	2.00	34,364	65,000	0.53
DeKalb Ind Way	Lawrenceville Hwy to	E Ponce de Leon Ave	18,546	32,500	1.25	23,183	40,625	0.57
E College Ave (Dec.)	Kings Hwy to	Candler St	10,232	15,300	0.50	5,116	7,650	0.67
E Ponce de Leon Ave	N Clarendon Ave to	I-285	11,647	15,300	1.50	17,471	22,950	0.76
E Ponce de Leon Ave	N Arcadia Ave to	N Clarendon Ave	20,266	15,300	1.20	24,319	18,360	1.32
E Ponce de Leon Ave	Clairmont Rd to	N Arcadia Ave	12,964	15,300	0.80	10,371	12,240	0.85
East Lake Rd	Ponce de Leon Ave to	W Howard Ave	3,543	15,300	0.70	2,480	10,710	0.23
Gresham Rd	Clifton Church Rd to	Brannen Rd	5,821	15,300	1.45	8,440	22,185	0.38
Houston Mill Rd	Lavista Rd to	Clifton Rd	13,943	15,300	1.20	16,732	18,360	0.91
Howard St	Boulevard Dr to	W College Ave	11,255	15,300	0.50	5,628	7,650	0.74
Indian Creek Way	Northern Ave to	N Indian Creek Dr	4,112	15,300	0.58	2,385	8,874	0.27
Katie Kerr Dr	Columbia Dr to	Craigie Ave	4,524	32,500	0.80	3,619	26,000	0.14
Lavista Rd	Fulton County line to	Houston Mill Rd	20,317	15,300	1.70	17,270	13,005	1.33
Lavista Rd	Houston Mill Rd to	N Druid Hills Rd	0	32,500	0.60	0	9,750	0.00
Lavista Rd	N Druid Hills Rd to	Montreal Rd	15,634	15,300	3.69	28,845	28,229	1.02
Lavista Rd	Montreal Rd to	I-285	47,789	15,300	0.71	17,068	5,464	3.12
Lawrenceville Hwy	Scott Blvd to	N Druid Hills Rd	71,512	32,500	1.00	71,512	32,500	2.20
Lawrenceville Hwy	N Druid Hills Rd to	I-285	32,106	32,500	1.75	56,186	56,875	0.99
Lullwater Rd	Lullwater Rd to	N Decatur Rd	6,781	15,300	1.10	7,459	16,830	0.44

**AVERAGE LEVEL OF SERVICE FOR THOROUGHFARES IN DEKALB COUNTY
DISTRICT 3**

STREET	FROM	TO	1990 COUNT	CAPACITY	MILE	VEHICLE MI. 1990 COUNT	VEHICLE MILES CAPACITY	VOLUME/ CAPACITY RATIO
Mason Mill Rd	Houston Mill Rd to	Clairmont Rd	7,193	15,300	0.15	1,079	2,295	0.47
McLendon Dr	E Ponce de Leon Ave	Lawrenceville Hwy	5,529	15,300	1.90	10,505	29,070	0.36
Memorial Dr	Fulton County line to	Columbia Dr	24,342	48,900	5.00	60,855	122,250	0.50
Memorial Dr	Columbia Dr to	Covington Hwy	33,133	48,900	1.40	23,193	34,230	0.68
Memorial Dr	Covington Hwy to	I-285	42,803	48,900	1.00	21,402	24,450	0.88
Montreal Rd	Lavista Rd to	Lawrenceville Hwy	10,411	15,300	2.50	26,028	38,250	0.68
Moreland Ave	Briarcliff Rd to	Memorial Dr	32,085	32,500	1.70	54,545	55,250	0.99
Mountain Dr	Covington Hwy to	Memorial Dr	8,845	15,300	0.60	5,307	9,180	0.58
N Clarendon Ave	Laredo Dr to	E College Ave - Cov Hwy	10,151	15,300	1.05	10,659	16,065	0.66
N Decatur Rd	Briarcliff Rd to	I-285	27,884	32,500	5.80	161,727	188,500	0.86
N Druid Hills Rd	Lavista Rd to	Lawrenceville Hwy	37,844	32,500	2.80	105,963	91,000	1.16
N Indian Creek Dr	Rockbridge @ N Dec	Smith St	15,574	32,500	1.80	28,033	58,500	0.48
Northern Ave	N Decatur Rd to	Church St	3,240	15,300	1.00	3,240	15,300	0.21
Northern Ave	Memorial Dr to	N Decatur Rd	10,861	15,300	0.85	9,232	13,005	0.71
Northlake Frontage	Lawrenceville Hwy to	Lavista Rd	0	0	0.00	0	0	ERR
Oak Grove Rd	Lavista Rd to	Briarcliff Rd	4,605	15,300	2.50	11,513	38,250	0.30
Oakdale Rd	N Decatur Rd to	Ponce de Leon Ave	2,716	15,300	1.25	3,395	19,125	0.18
Pangborn Rd	Frazier Rd to	Lavista Rd	3,981	15,300	1.10	4,379	16,830	0.26
Ponce de Leon Ave	Moreland Ave to	Scott Blvd	32,728	32,500	4.65	152,185	151,125	1.01
Rockbridge Rd	N Clarendon Ave to	N Indian Creek Dr	5,496	15,300	1.60	8,794	24,480	0.36
Scott Blvd	Ponce de Leon Ave to	Lawrenceville Hwy	31,808	32,500	3.25	103,376	105,625	0.98

**AVERAGE LEVEL OF SERVICE FOR THOROUGHFARES IN DEKALB COUNTY
DISTRICT 3**

STREET	FROM	TO	1990 COUNT	CAPACITY	MILE	VEHICLE MI. 1990 COUNT	VEHICLE MILES CAPACITY	VOLUME/ CAPACITY RATIO
Shepherds Ln	Lavista Rd to	Briarcliff Rd	7,758	15,300	0.70	5,431	10,710	0.51
The By Way	Briarcliff Rd to	Lullwater Rd	4,606	15,300	0.60	2,764	9,180	0.30
Valley Brook Rd	E Ponce de Leon Ave	Lawrenceville Hwy	34,981	32,500	1.20	41,977	39,000	1.08
W Ponce de Leon	Ponce de Leon Ave to	Clairmont Ave	9,520	32,500	1.10	10,472	35,750	0.29
W Trinity Pl	W Ponce de Leon Ave	Oliver St	16,822	15,300	0.75	12,617	11,475	1.10
Willivee Dr	N Decatur Rd to	N Druid Hills Rd	2,965	15,300	2.00	5,930	30,600	0.19
TOTALS					91.82	1,543,100	2,111,570	0.73

**AVERAGE LEVEL OF SERVICE FOR THOROUGHFARES IN DEKALB COUNTY
DISTRICT 4**

STREET	FROM	TO	1990 COUNT	CAPACITY	MILE	VEHICLE MI. 1990 COUNT	VEHICLE MILES CAPACITY	VOLUME/ CAPACITY RATIO
Bancroft Cir	Fellowship Rd to	Brockett Rd	6,301	15,300	0.25	1,575	3,825	0.41
Brockett Rd	Lavista Rd to	Cooledge Rd	23,411	32,500	2.40	56,186	78,000	0.72
Brockett Rd	Cooledge Rd	E Ponce de Leon Ave	20,000	32,500	0.50	10,000	16,250	0.62
Central Dr	Goldsmith Rd to	Rays Rd	8,865	15,300	2.14	18,971	32,742	0.58
Chamblee Tucker Rd	I-285 to	Lavista Rd	20,000	32,500	4.00	80,000	130,000	0.62
Cooledge Rd	Lawrenceville Hwy to	Brockett Rd	10,948	15,300	1.00	10,948	15,300	0.72
Crescent Center Blvd	Northlake Parkway to	CSX Railroad	2,000	32,500	0.60	1,200	19,500	0.06
Crescent Center Blvd	CSX Railroad to	Lawrenceville Hwy	0	0	0.00	0	0	ERR
E Ponce de Leon Ave	I-285 to	Memorial Dr	16,855	15,300	5.20	87,646	79,560	1.10
Fellowship Rd	Bancroft Cir to	Lawrenceville Hwy	7,067	32,500	0.25	1,767	8,125	0.22
Frazier Rd	Lawrenceville Hwy to	Lavista Rd	9,363	15,300	1.20	11,236	18,360	0.61
Hairston Rd	Memorial Dr to	E Ponce de Leon Ave	30,000	32,500	1.70	51,000	55,250	0.92
Hairston Rd	Rockbridge Rd to	Memorial Dr	24,904	32,500	1.30	32,375	42,250	0.77
Hambrick Rd	Memorial Dr to	E Ponce de Leon Ave	9,595	15,300	1.30	12,474	19,890	0.63
Hambrick Rd	Rockbridge Rd to	Memorial Dr	11,514	15,300	1.40	16,120	21,420	0.75
Hugh Howell Rd	Lawrenceville Hwy to	St Mtn By Pass	26,639	32,500	4.20	111,884	136,500	0.82
Idlewood Rd	Lawrenceville Hwy to	E Ponce de Leon Ave	12,721	15,300	2.40	30,530	36,720	0.83
Juliette/Flintstone	Stone Mt Freeway	Flintstone Dr	0	0	0.00	0	0	ERR
Lavista Rd	I-285 to	Lawrenceville Hwy	23,204	32,500	3.00	34,806	48,750	0.71
Lawrenceville Hwy	I-285	Lavista Rd	33,523	32,500	3.55	119,007	115,375	1.03

**AVERAGE LEVEL OF SERVICE FOR THOROUGHFARES IN DEKALB COUNTY
DISTRICT 4**

STREET	FROM	TO	1990 COUNT	CAPACITY	MILE	VEHICLE MI. 1990 COUNT	VEHICLE MILES CAPACITY	VOLUME/ CAPACITY RATIO
Lawrenceville Hwy	Lavista Rd to	Gwinnett County	20,844	32,500	1.50	15,633	24,375	0.64
Lilburn St Mtn Rd	Silver Hill Rd to	Hugh Howell Rd	4,414	15,300	0.50	2,207	7,650	0.29
Lilburn St Mtn Rd	Old St. Mountain Rd	Gwinnett County line	7,000	15,300	1.00	7,000	15,300	0.46
Lilburn St Mtn Rd	Hugh Howell Rd to	Old Stone Mt. Rd	9,214	15,300	0.40	3,686	6,120	0.60
Main St TUCK	Lavista Rd to	Lawrenceville Hwy	9,920	32,500	0.30	2,976	9,750	0.31
Memorial College	N Indian Creek Dr to	Memorial Dr	13,611	15,300	0.60	8,167	9,180	0.89
Memorial Dr	I-285 to	Rockbridge Rd	54,020	48,900	0.80	21,608	19,560	1.10
Memorial Dr	Rockbridge Rd to	Hairston Rd	41,831	48,900	2.60	108,761	127,140	0.86
Memorial Dr	Hairston Rd to	Goldsmith Rd	34,735	48,900	1.00	34,735	48,900	0.71
Memorial Dr ST MTN	E Ponce de Leon Ave	West Gate @ S.Mt Pk	3,135	15,300	0.60	1,881	9,180	0.20
Memorial Dr ST MTN	St Mtn city limit to	E Ponce de Leon Ave	4,000	15,300	0.50	2,000	7,650	0.26
Montreal Rd	Lawrenceville Hwy to	N Indian Creek Dr	11,333	15,300	1.50	17,000	22,950	0.74
Montreal Rd	N Indian Creek Dr to	E Ponce de Leon Ave	2,000	15,300	0.30	600	4,590	0.13
Mountain Ind Blvd	E Ponce de Leon Ave	Hugh Howell Rd	41,609	32,500	1.80	74,896	58,500	1.28
Mountain Ind Blvd	Hugh Howell Rd to	Gwinnett County line	29,628	32,500	1.60	47,405	52,000	0.91
N Decatur Rd	I-285 to	Memorial Dr	21,088	32,500	0.50	10,544	16,250	0.65
N Deshon Rd	Rockbridge Rd to	Gwinnett County line	8,121	15,300	1.10	8,933	16,830	0.53
Norman Rd	Rays Rd to	Church St	5,304	15,300	1.20	6,365	18,360	0.35
Old Norcross Rd	Lawrenceville Hwy to	Gwinnett County line	6,121	15,300	1.20	7,345	18,360	0.40
Old St Mtn Rd	Lilburn St Mtn Rd to	Gwinnett County line	9,313	15,300	1.50	13,970	22,950	0.61
Rays Rd	Rockbridge Rd to	E Ponce de Leon Ave	10,083	15,300	2.10	21,174	32,130	0.66

**AVERAGE LEVEL OF SERVICE FOR THOROUGHFARES IN DEKALB COUNTY
DISTRICT 4**

STREET	FROM	TO	1990 COUNT	CAPACITY	MILE	VEHICLE MI. 1990 COUNT	VEHICLE MILES CAPACITY	VOLUME/ CAPACITY RATIO
Rockbridge Rd	Hairston Rd to	St Mtn-Lithonia Rd	15,579	15,300	1.90	29,600	29,070	1.02
Rockbridge Rd	Memorial Dr to	Hairston Rd	19,503	15,300	2.20	42,907	33,660	1.27
Rockbridge Rd	St Mtn-Lithonia Rd	Rock Chapel Rd	5,900	15,300	5.50	32,450	84,150	0.39
Rosser Rd	Hugh Howell Rd to	Gwinnett County line	6,121	15,300	0.90	5,509	13,770	0.40
S St Mtn Lith Rd	Memorial Dr to	Rockbridge Rd	6,000	15,300	2.00	12,000	30,600	0.39
Silver Hill Rd	Hugh Howell Rd to	Stone Mountain line	1,860	15,300	2.00	3,720	30,600	0.12
TOTALS					73.49	1,230,797	1,647,392	0.75

**AVERAGE LEVEL OF SERVICE FOR THOROUGHFARES IN DEKALB COUNTY
DISTRICT 5**

STREET	FROM	TO	1990 COUNT	CAPACITY	MILE	VEHICLE MI. 1990 COUNT	VEHICLE MILES CAPACITY	VOLUME/ CAPACITY RATIO
Bouldercrest Rd	I-285	Flat Shoals Rd	16,391	15,300	3.10	50,812	47,430	1.07
Bouldercrest Rd	Clayton County line to	I-285	16,391	15,300	3.20	52,451	48,960	1.07
Clifton Church Rd	Bouldercrest Rd to	Flat Shoals Rd	8,212	15,300	1.60	13,139	24,480	0.54
Columbia Dr	I-285 to	Rainbow Dr	24,091	15,300	0.80	19,273	12,240	1.57
Columbia Dr	Rainbow Dr to	Memorial Dr	26,351	32,500	3.00	79,053	97,500	0.81
Constitution Rd	International Park Dr to	Moreland Ave	5,000	15,300	1.70	8,500	26,010	0.33
Constitution Rd	Bouldercrest Rd to	International Park Dr	6,690	15,300	0.50	3,345	7,650	0.44
Covington Hwy	Memorial Dr to	I-285	27,926	32,500	2.00	55,852	65,000	0.86
E Custer Ave	Moreland Ave to	Eastland Rd	14,941	15,300	0.60	8,965	9,180	0.98
Eastland Rd	E Custer Ave to	Bouldercrest Rd	16,656	15,300	0.50	8,328	7,650	1.09
Fayetteville Rd	Bouldercrest Rd to	Glenwood Ave	7,929	15,300	1.95	15,462	29,835	0.52
Flat Shoals Rd	Moreland Ave to	Bouldercrest Rd	11,451	15,300	1.00	11,451	15,300	0.75
Flat Shoals Rd	Bouldercrest Rd to	Candler Rd	12,122	15,300	4.40	53,337	67,320	0.79
Glenwood Rd	Fulton County line to	Candler Rd	28,427	32,500	3.50	99,495	113,750	0.87
Glenwood Rd	Candler Rd to	Columbia Dr	19,160	32,500	2.00	38,320	65,000	0.59
Glenwood Rd	Columbia Dr to	I-285	26,088	32,500	1.30	33,914	42,250	0.80
Henrico Rd	Moreland Ave to	West Side Pl	1,600	15,300	0.90	1,440	13,770	0.10
Kensington Rd	Redan Rd to	Covington Hwy	10,861	15,300	1.20	13,033	18,360	0.71
Key Rd	Bouldercrest Rd to	Moreland Ave	2,011	15,300	1.60	3,218	24,480	0.13

**AVERAGE LEVEL OF SERVICE FOR THOROUGHFARES IN DEKALB COUNTY
DISTRICT 5**

STREET	FROM	TO	1990 COUNT	CAPACITY	MILE	VEHICLE MI. 1990 COUNT	VEHICLE MILES CAPACITY	VOLUME/ CAPACITY RATIO
Laredo Dr	E Ponce de Leon Ave to	N Clarendon Ave	5,214	15,300	0.53	2,763	8,109	0.34
McAfee Rd	Columbia Dr to	Second Ave	7,419	15,300	5.00	37,095	76,500	0.48
Memorial Dr	Fulton County line to	Columbia Dr	24,342	48,900	5.00	60,855	122,250	0.50
Memorial Dr	Columbia Dr to	Covington Hwy	33,133	48,900	1.40	23,193	34,230	0.68
Memorial Dr	Covington Hwy to	I-285	42,803	48,900	1.00	21,402	24,450	0.88
Midway Rd	Covington Dr to	S Candler St	8,421	32,500	2.90	24,421	94,250	0.26
Moreland Ave	Memorial Dr to	Glenwood Ave	33,663	32,500	0.50	16,832	16,250	1.04
Moreland Ave	Glenwood Ave to	Constitution Rd	24,488	32,500	3.70	90,606	120,250	0.75
Moreland Ave	Constitution Rd to	I-285	36,991	32,500	1.50	55,487	48,750	1.14
Moreland Ave	I-285 to	Cedar Grove Rd	31,476	32,500	0.70	22,033	22,750	0.97
Moreland Ave	Cedar Grove Rd to	Clayton County line	17,339	15,300	0.70	12,137	10,710	1.13
Panthersville Rd	Bouldercrest Rd to	South River	11,166	15,300	2.30	25,682	35,190	0.73
Peachcrest Rd	Midway Rd to	Columbia Dr	5,396	15,300	1.20	6,475	18,360	0.35
Rainbow Dr	I-285 to	Candler Rd	11,733	15,300	1.60	18,773	24,480	0.77
Redan Rd	Covington Dr to	I-285	10,312	15,300	0.80	8,250	12,240	0.67
S McDonough St	W College Ave to	W Pharr Rd	6,777	15,300	1.23	8,336	18,819	0.44
Second Ave	East Lake Dr to	Flat Shoals Rd	9,746	15,300	2.30	22,416	35,190	0.64
Snappfinger Rd	Columbia Dr to	Wesley Chapel Rd	9,000	32,500	2.00	18,000	65,000	0.28
Thurman Dr	Moreland Ave to	Clayton County line	15,129	15,300	1.00	15,129	15,300	0.99
Tilson Rd	Candler Rd to	Second Ave	6,219	15,300	2.00	12,438	30,600	0.41

**AVERAGE LEVEL OF SERVICE FOR THOROUGHFARES IN DEKALB COUNTY
DISTRICT 5**

STREET	FROM	TO	1990 COUNT	CAPACITY	MILE	VEHICLE MI. 1990 COUNT	VEHICLE MILES CAPACITY	VOLUME/ CAPACITY RATIO
W College Ave	East Lake Dr to	Whiteford Ave	7,539	15,300	2.50	18,848	38,250	0.49
Whites Mill Rd	Candler Rd to	Kelley Lake Rd	4,521	15,300	0.95	4,295	14,535	0.30
TOTALS					75.66	1,094,854	1,622,628	0.67

**AVERAGE LEVEL OF SERVICE FOR THOROUGHFARES IN DEKALB COUNTY
DISTRICT 6**

STREET	FROM	TO	1990 COUNT	CAPACITY	MILE	VEHICLE MI. 1990 COUNT	VEHICLE MILES CAPACITY	VOLUME/ CAPACITY RATIO
Boring Rd	Wesley Chapel Rd to	Flat Shoals Rd	5,497	15,300	2.10	11,544	32,130	0.36
Cedar Grove	Moreland Ave to	I-675	12,533	15,300	0.60	7,520	9,180	0.82
Cedar Grove	I-675 to	Bouldercrest Rd	10,000	15,300	1.50	15,000	22,950	0.65
Clifton Springs Rd	Clifton Church Rd to	Panthersville Rd	3,888	15,300	2.40	9,331	36,720	0.25
Columbia Dr	Flat Shoals Rd to	I-285	4,800	15,300	7.56	36,288	115,668	0.31
Covington Dr	Memorial Dr	Covington Hwy	8,734	32,500	0.70	6,114	22,750	0.27
Covington Hwy	I-285 to	Wesley Chapel Rd	44,607	32,500	2.00	89,214	65,000	1.37
Covington Hwy	Stratford Rd	Evans Mill Rd	35,551	32,500	3.50	124,429	113,750	1.09
Dogwood Farm Rd	Flat Shoals Rd to	Snapfinger Rd	3,120	15,300	2.30	7,176	35,190	0.20
Durham Park Rd	S Indian Creek Dr to	I-285	5,314	15,300	0.40	2,126	6,120	0.35
Durham Park Rd	I-285 to	Kensington Rd	5,314	15,300	0.10	531	1,530	0.35
Elam Rd	S Hairston Rd to	Rowland Rd	3,375	15,300	0.90	3,038	13,770	0.22
Flakes Mill Rd	Flat Shoals Rd to	Henry county line	10,967	15,300	5.60	61,415	85,680	0.72
Flat Shoals Rd	Candler Rd to	Snapfinger Rd	33,918	32,500	4.40	149,239	143,000	1.04
Glenwood Rd	I-285	Covington Hwy	14,374	32,500	0.80	11,499	26,000	0.44
Hairston Rd	Redan Rd to	Covington Hwy	21,204	15,300	2.30	48,769	35,190	1.39
Hairston Rd	Rockbridge Rd to	Redan Rd	21,673	15,300	2.00	43,346	30,600	1.42
Hairston Rd	Covington Hwy to	Wesley Chapel Rd	20,000	32,500	1.60	32,000	52,000	0.62
Kelley Chapel Rd	Flat Shoals Rd to	Wesley Chapel Rd	5,463	15,300	1.20	6,556	18,360	0.36
Memorial Dr	I-285 to	Rockbridge Rd	54,020	48,900	0.80	21,608	19,560	1.10

**AVERAGE LEVEL OF SERVICE FOR THOROUGHFARES IN DEKALB COUNTY
DISTRICT 6**

STREET	FROM	TO	1990 COUNT	CAPACITY	MILE	VEHICLE MI. 1990 COUNT	VEHICLE MILES CAPACITY	VOLUME/ CAPACITY RATIO
Miller Rd	Covington Hwy to	Rock Springs Rd	4,899	15,300	2.70	13,227	41,310	0.32
Panola Ind Blvd	Miller Rd to	Panola Rd	6,229	15,300	0.80	4,983	12,240	0.41
Panola Rd	Thompson Mill Rd to	Snapfinger Rd	5,435	15,300	3.00	16,305	45,900	0.36
Panola Rd	Covington Hwy to	Thompson Mill Rd	25,000	32,500	2.40	60,000	78,000	0.77
Panola Rd	S St Mtn Lithonia Rd to	Covington Hwy	25,601	15,300	2.90	74,243	44,370	1.67
Panthersville Rd	South River to	Flat Shoals Rd	6,000	15,300	1.50	9,000	22,950	0.39
Rainbow Dr	Wesley Chapel Rd to	I-285	13,496	15,300	1.50	20,244	22,950	0.88
Redan Rd	I-285 to	Panola Rd	21,003	15,300	3.60	75,611	55,080	1.37
River Rd	Snapfinger Rd to	Bouldercrest Rd	10,312	15,300	9.80	101,058	149,940	0.67
Rockbridge Rd	Memorial Dr to	Hairston Rd	19,503	15,300	2.20	42,907	33,660	1.27
Rockbridge Rd	Hairston Rd to	St Mtn-Lithonia Rd	15,579	15,300	1.90	29,600	29,070	1.02
Rowland Rd	Rockbridge Rd to	S Indian Creek Dr	4,214	15,300	1.82	7,669	27,846	0.28
S Indian Creek Dr	Covington Hwy to	Redan Rd	13,656	15,300	1.50	20,484	22,950	0.89
S Indian Creek Dr	Durham Park Rd to	Rockbridge Rd	12,870	15,300	1.20	15,444	18,360	0.84
S Indian Creek Dr	Redan Rd to	Durham Park Rd	13,000	15,300	0.60	7,800	9,180	0.85
S St Mtn Lith Rd	Rockbridge Rd to	Panola Rd	15,669	15,300	5.00	78,345	76,500	1.02
Snapfinger Rd	Flat Shoals Rd to	Henry County Line	5,000	15,300	3.00	15,000	45,900	0.33
Snapfinger Rd	Wesley Chapel Rd to	Flat Shoals Rd	14,173	15,300	1.80	25,511	27,540	0.93
Snapfinger Woods Dr	Panola Rd to	Wesley Chapel Rd	9,314	15,300	2.45	22,819	37,485	0.61
Thompson Mill Rd	Panola Rd to	Snapfinger Rd	4,497	15,300	0.90	4,047	13,770	0.29
Waldrop Rd	River Rd to	Flat Shoals Rd	2,690	15,300	1.20	3,228	18,360	0.18

**AVERAGE LEVEL OF SERVICE FOR THOROUGHFARES IN DEKALB COUNTY
DISTRICT 6**

STREET	FROM	TO	1990 COUNT	CAPACITY	MILE	VEHICLE MI. 1990 COUNT	VEHICLE MILES CAPACITY	VOLUME/ CAPACITY RATIO
Ward Lake Rd	Bouldercrest Rd to	Linecrest Rd	3,896	15,300	1.60	6,234	24,480	0.25
Wellborn Rd	S Deshon Rd to	Covington Hwy	4,460	15,300	1.70	7,582	26,010	0.29
Wesley Chapel Rd	Snapfinger Rd to	Flat Shoals Rd	10,500	15,300	2.00	21,000	30,600	0.69
Wesley Chapel Rd	Covington Hwy to	Snapfinger Rd	36,703	32,500	2.00	73,406	65,000	1.13
Young Rd	Redan Rd to	Covington Hwy	6,540	15,300	3.10	20,274	47,430	0.43
TOTALS					104.93	1,462,764	1,912,029	0.77

**AVERAGE LEVEL OF SERVICE FOR THOROUGHFARES IN DEKALB COUNTY
DISTRICT 7**

STREET	FROM	TO	1990 COUNT	CAPACITY	MILE	VEHICLE MI. 1990 COUNT	VEHICLE MILES CAPACITY	VOLUME/ CAPACITY RATIO
Browns Mill	Panola Rd to	Evans Mill Rd	5,370	15,300	1.50	8,055	22,950	0.35
Browns Mill	Snapfinger Rd to	Panola Rd	5,370	15,300	1.20	6,444	18,360	0.35
Browns Mill	Evans Mill Rd to	Rockdale County line	3,000	15,300	4.00	12,000	61,200	0.20
Covington Hwy	Evans Mill Rd to	Turner Hill Rd	10,541	15,300	1.50	15,812	22,950	0.69
Covington Hwy	Panola Rd to	Evans Mill Rd	14,702	32,500	3.40	49,987	110,500	0.45
Covington Hwy	Turner Hill Rd to	Rockdale County line	10,317	32,500	1.00	10,317	32,500	0.32
Crossvale Rd	Salem Rd to	Evans Mill Rd	428	15,300	1.25	535	19,125	0.03
Evans Mill Rd	Max Cleland Blvd to	I-20	18,717	32,500	0.80	14,974	26,000	0.58
Evans Mill Rd	I-20 to	Woodrow Dr	3,910	15,300	1.00	3,910	15,300	0.26
Evans Mill Rd	Woodrow Dr to	Browns Mill Rd	2,000	15,300	3.70	7,400	56,610	0.13
Fairington Rd	Conn. to Minola to	Hillandale Dr	9,117	15,300	2.00	18,234	30,600	0.60
Hillandale Dr	Panola @ Snap.Wds Dr to	Evans Mill Rd	7,101	15,300	3.50	24,854	53,550	0.46
Klondike Rd	Woodrow Dr to	Rockdale County Line	4,697	15,300	4.80	22,546	73,440	0.31
Klondike Rd	Main St to	Woodrow Dr	4,721	15,300	1.35	6,373	20,655	0.31
Lithonia Ind Blvd	S St Mtn Lithonia Rd to	Hillandale Dr	7,749	15,300	2.50	19,373	38,250	0.51
Lithonia Ind Blvd-N	Rogers Lake Rd to	Rock Chapel Rd	0	0	0.00	0	0	ERR
Lithonia Ind Blvd-N	S St Mtn Lithonia Rd to	Rogers Lake Rd	0	0	0.00	0	0	ERR
Lithonia Ind Blvd-S	I-20 to	Woodrow Rd	0	0	0.00	0	0	ERR
Lithonia Ind Blvd-S	Hillandale Rd to	I-20	0	0	0.00	0	0	ERR
Main St LITH	Swift St to	Lithonia city limit	16,801	15,300	0.44	7,392	6,732	1.10

**AVERAGE LEVEL OF SERVICE FOR THOROUGHFARES IN DEKALB COUNTY
DISTRICT 7**

STREET	FROM	TO	1990 COUNT	CAPACITY	MILE	VEHICLE MI. 1990 COUNT	VEHICLE MILES CAPACITY	VOLUME/ CAPACITY RATIO
Marbut Rd	S St Mtn Lithonia Rd to	Panola Rd	5,079	15,300	3.30	16,761	50,490	0.33
Panola Rd	S St Mtn Lithonia Rd to	Covington Hwy	25,601	15,300	2.90	74,243	44,370	1.67
Panola Rd	Covington Hwy to	Thompson Mill Rd	25,000	32,500	2.40	60,000	78,000	0.77
Panola Rd	Thompson Mill Rd to	Snapfinger Rd	5,435	15,300	3.00	16,305	45,900	0.36
Pleasant Hill Rd & Ext	Maddox Rd to	Rockdale County line	3,618	15,300	5.60	20,261	85,680	0.24
Redan Rd	Panola Rd to	St Mtn Lithonia Rd	13,537	15,300	1.40	18,952	21,420	0.88
Rock Chapel Rd	Main St (Lithonia)	Union Grove Rd	19,128	15,300	0.80	15,302	12,240	1.25
Rock Chapel Rd	Union Grove Rd to	Pleasant Hill Rd	12,368	15,300	0.90	11,131	13,770	0.81
Rock Chapel Rd	Pleasant Hill Rd to	Gwinnett County Line	15,273	15,300	2.80	42,764	42,840	1.00
Rockbridge Rd	St Mtn-Lithonia Rd	Rock Chapel Rd	5,900	15,300	5.50	32,450	84,150	0.39
S Deshon Rd	Rockbridge Rd to	Wellborn Rd	5,283	15,300	4.85	25,623	74,205	0.35
S St Mtn Lith Rd	Rockbridge Rd to	Panola Rd	15,669	15,300	5.00	78,345	76,500	1.02
S St Mtn Lith Rd	Redan Rd to	Lithonia city limit	13,537	15,300	2.50	33,843	38,250	0.88
Salem Rd	Evans Mill Rd to	Browns Mill Rd	3,315	15,300	2.60	8,619	39,780	0.22
Shadow Rock Dr	S St Mtn Lithonia Rd to	S St Mtn Lithonia Rd	2,595	15,300	2.30	5,968	35,190	0.17
Stephenson Rd	Rockbridge Rd to	Rock Chapel Rd	4,933	15,300	3.70	18,252	56,610	0.32
Turner Hill Rd	Old Covington Rd to	Rockland Rd	1,260	15,300	1.60	2,016	24,480	0.08
Turner Hill Rd Conn	Rock Chapel @ Union Grov	Old Cov Rd @ Turner Hill	16,767	32,500	2.50	41,918	81,250	0.52
Union Grove Rd	Rock Chapel Rd to	Pleasant Hill Rd	1,495	15,300	2.60	3,887	39,780	0.10
Woodrow Dr	Klondike Rd to	Evans Mill Rd	4,417	15,300	0.60	2,650	9,180	0.29
Young Rd	Redan Rd to	Covington Hwy	6,540	15,300	3.10	20,274	47,430	0.43

**AVERAGE LEVEL OF SERVICE FOR THOROUGHFARES IN DEKALB COUNTY
DISTRICT 7**

STREET	FROM	TO	1990 COUNT	CAPACITY	MILE	VEHICLE MI. 1990 COUNT	VEHICLE MILES CAPACITY	VOLUME/ CAPACITY RATIO
TOTALS					93.89	777,770	1,610,237	0.48

APPENDIX 2

Capital Improvement Program by Service Area

Including Calculation of Cost Per Trip Mile in New Capacity

DeKalb County, Georgia

1993

CAPITAL IMPROVEMENT PROGRAM, 1992 - 2010
LOS D AVERAGE DAILY TRIP BASED ANALYSIS
ROAD DISTRICT 1

PROJECT	LOCATION	BEG YR	END YR	AMOUNT	PERCENT SYSTEM IMPRVMT	DeKALB COUNTY SHARE	NONLOCAL SHARE
INTERSECTION IMPROVEMNTS	ASHENTREE/CHAMBLEE-DUNWOODY	1992	1997	\$400,192	100.00%	\$400,192	\$0
INTERSECTION IMPROVEMNTS	CHAMBLEE-DUNWOODY/HARTS MILL	1992	1997	\$250,120	100.00%	\$250,120	\$0
INTERSECTION IMPROVEMNTS	CHAMBLEE-DUNWOODY/SPALDING	1992	1997	\$300,144	100.00%	\$300,144	\$0
INTERSECTION IMPROVEMNTS	CHAMBLEE-DUNWOODY/VERMACK	1992	1997	\$150,072	100.00%	\$150,072	\$0
INTERSECTION IMPROVEMNTS	HAPPY HOLLOW/PEELER	1992	1997	\$375,180	100.00%	\$375,180	\$0
INTERSECTION IMPROVEMNTS	TILLY MILL/WOMACK	1992	1997	\$250,120	100.00%	\$250,120	\$0
TRAFFIC SIGNAL	ASHENTREE/C'BLEE D'W	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	ASH'FD D'WDY/MONT EL	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	ASH'FD D'WDY/MT VER	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	BROOKEFARM/DUN CLUB	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	CH DUN/DUN VILL PKWY	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	CH DUN/HARTS MILL	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	CH DUN/MT VERNON RD	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	CH DUN/ROBERTS	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	CH DUN/SHOPSDUNWOODY	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	DUNWOODY CRSNG/N P'TREE RD	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	DUNWOODY VLG/MT VERN	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	JETT FERRY/MT VERNON	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	MT VERNON RD/WAY	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	MT VERNON/TILLY MILL	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	MT VERNON/VERMACK	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	NPCHTREE/TILLYMILL	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	PEELER RD/TILLY MILL	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	PEELER/WINTERSCHAPEL	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	PRIMTR CNTR PL/WEST	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	PRIMTR CNTRPKY/WEST	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	TILLY MILL/WOMACK RD	1992	1997	\$30,000	100.00%	\$30,000	\$0
WIDEN FROM 2 TO 4 LANES	Ashford Dunwoody Rd	1994	1996	\$7,628,000	100.00%	\$3,750,000	\$3,878,000
WIDEN TO 30 FOOT WIDTH	Dunwoody Club Dr	1992	1997	\$2,309,954	100.00%	\$2,309,954	\$0
WIDEN FROM 2 TO 4 LANES	Johnson Ferry Rd	1994	1996	\$6,600,000	100.00%	\$3,000,000	\$3,600,000
WIDEN FROM 2 TO 4 LANES	Windsor Parkway	1992	1997	\$3,079,939	100.00%	\$3,079,939	\$0
WIDEN FROM 2 TO 4 LANES	Winters Chapel Rd	2000	2010	\$1,368,000	100.00%	\$0	\$1,368,000
WIDEN FROM 2 TO 5 LANES	Winters Chapel Rd	1992	1997	\$12,704,749	100.00%	\$12,704,749	\$0
TOTALS				\$36,011,470		\$27,165,470	\$8,846,000

CAPACITY ANALYSIS AND IMPACT FEE PER TRIP MILE
ROAD CIP 1992-2010
DISTRICT 1

LOCATION	FROM	TO	EXSTNG LANES	NEW LANES	EXSTNG ROAD LENGTH	NEW LANE MILES
Ashford Dunwoody Rd	I-285	Johnson Ferry Rd	2	4	1.8	3.6
Dunwoody Club Dr	Happy Hollow Rd	Gwinnett County	2	2	1.8	0.0
Johnson Ferry Rd	Ashford Dunwoody Rd	Peachtree Ind Blvd	2	4	1.0	2.0
Windsor Parkway	Fulton County	Ashford Dunwoody Rd	2	4	1.2	2.4
Winters Chapel Rd	Peachtree Ind Blvd	Chicopee Rd	2	4	0.8	1.6
Winters Chapel Rd	Gwinnett County	Woodwin Rd	2	5	2.5	7.5

SUMMARY ANALYSIS

PROJECT	CPCTY 1990 LOS D	CPCTY 2010 LOS D	NEW CPCTY	TRIP MILE CAPACITY CREATED
Ashford Dunwoody Rd	15,300	32,500	17,200	61,920
Dunwoody Club Dr	15,300	15,300	0	0
Johnson Ferry Rd	15,300	32,500	17,200	34,400
Windsor Parkway	15,300	32,500	17,200	41,280
Winters Chapel Rd	15,300	32,500	17,200	27,520
Winters Chapel Rd	15,300	40,700	25,400	190,500
Trip Mile Capacity Created 1992-2010, ADT				355,620
ADT Impact Fee Related Cost Per Trip Mile,				\$76.39
Peak Trip Mile Capacity Created 1992-2010, (0.09 ADT)				32,006
Peak Impact Fee Related Cost Per Trip Mile				\$848.77

CAPITAL IMPROVEMENT PROGRAM, 1992-2010
ROADS LOS D AVERAGE DAILY TRIP BASED ANALYSIS
DISTRICT 2

PROJECT	LOCATION	BEG YR	END YR	AMOUNT	PERCENT SYSTEM IMPVMT	DeKALB COUNTY SHARE	NONLOCAL SHARE
INTERSECTION IMPROVEMNTS	BRIARCLIFF/BRIARLAKE	1992	1997	\$277,680	100.00%	\$277,680	\$0
INTERSECTION IMPROVEMNTS	CHAMBLEE TUCKER/DRESDEN	1992	1997	\$750,360	100.00%	\$750,360	\$0
INTERSECTION IMPROVEMNTS	OAKCLIFF IND/OAKCLIFF	1992	1997	\$231,400	100.00%	\$231,400	\$0
INTERSECTION IMPROVEMNTS	OGLETHORPE/N DRUID HILLS	1992	1997	\$462,800	100.00%	\$462,800	\$0
INTERSECTION IMPROVEMNTS	NEW PEACHTREE/SHALLOWFORD	1992	1997	\$500,240	100.00%	\$500,240	\$0
TRAFFIC SIGNAL	BRAGG/CLAIRMONT	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	BRIARCLIFF RD/BRIARCLIFF WAY	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	BRIARCLIFF/BRIARLAKE	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	BRIARCLIFF/CHRYSLER	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	BRIARCLIFF/CLIFFVLLY	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	BRIARCLIFF/FISHER	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	BRIARCLIFF/HENDERSON MILL	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	BRIARCLIFF/HNDRSON @ NORTHLAKE	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	BRIARCLIFF HS/N DRUID	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	BRIARCLIFF/OAK GROVE	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	BRIARCLIFF/SHALLOWFORD	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	BRIARCLIFF VIL/HNDRSN M	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	BRIARCLIFF WAY/HNDRSN M	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	BRIARWOOD/NDRUIDHILL	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	BUCKEYE/CH TUCKER	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	CH TKR/DEKALB TECH	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	CH TKR/EVANS	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	CH TKR/FLOWERS RD S	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	CH TKR/HNDRSN MILL	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	CH TKR/I R S	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	CH TKR/LIVESEY	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	CH TKR/NEW P'TREE	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	CH TKR/NORTHCREST	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	CH TKR/PRESIDENTIAL	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	CH TKR/SHALLOWFORD	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	CLAIRMONT/ PDK AIRPT	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	CLAIRMONT/DRESDEN	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	CLAIRMONT/NEW P'TREE	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	CLAIRMONT/SKYLAND	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	DRESDEN/SHALLOWFORD	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	DRESDEN/SKYLAND	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	EVANS/HENDERSON MILL	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	FIELDING/HNDRSON MIL	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	HENDERSON ML/N' LAKE	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	HNDRSN ML/MERCERUNIV	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	HOLLY/N DRUID HILLS	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	KITTEREDGE/N DRUID H	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	NDRUIDHILLS/WDUIDH	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	NEW P'TREE/SHALLOWFO	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	NORTHCREST/OAKCLIFF	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	NTHLAKE PKY/SOU BELL	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	NTHLAKEPKY/PARKLAKE	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	OAKCLIFF/PIN OAK CIR	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	PLSNTDALE/UPS/SCIATL	1992	1997	\$25,000	100.00%	\$25,000	\$0
WIDEN FROM 4 TO 5 LANES	Briarcliff Rd	1996	1997	\$150,000	100.00%	\$150,000	\$0
WIDEN FROM 2 TO 4 LANES	Briarcliff Rd	2000	2010	\$3,915,750	100.00%	\$0	\$3,915,750
WIDEN FROM 2 TO 4 LANES	Briarcliff Rd	2000	2010	\$4,200,000	100.00%	\$0	\$4,200,000
WIDEN FROM 2 TO 4 LANES	Chamblee Tucker Rd	1992	1994	\$6,642,780	100.00%	\$1,560,780	\$5,082,000
WIDEN FROM 2 TO 4 LANES	Chamblee Tucker Rd	1992	1993	\$4,226,572	100.00%	\$1,144,572	\$3,082,000
WIDEN FROM 2 TO 3 LANES	Dresden Dr	1992	1997	\$1,780,890	100.00%	\$1,780,890	\$0
WIDEN FROM 2 TO 4 LANES	E Roxboro Rd	1995	1997	\$2,000,000	100.00%	\$2,000,000	\$0
WIDEN FROM 4 TO 5 LANES	Henderson Mill Rd	1995	1997	\$100,000	100.00%	\$100,000	\$0
WIDEN FROM 2 TO 5 LANES	Henderson Mill Rd	1992	1997	\$8,904,450	100.00%	\$8,904,450	\$0
WIDEN FROM 2 TO 4 LANES	LaVista Rd	2000	2010	\$2,000,000	100.00%	\$1,000,000	\$1,000,000
WIDEN FROM 2 TO 4 LANES	LaVista Rd	2000	2010	\$3,267,500	100.00%	\$1,633,750	\$1,633,750
WIDEN FROM 2 TO 5 LANES	Northcrest Rd	1992	1997	\$2,493,246	100.00%	\$1,092,546	\$1,400,700
WIDEN FROM 2 TO 5 LANES	North Druid Hills Rd	1992	1997	\$6,411,204	100.00%	\$2,809,404	\$3,601,800
WIDEN FROM 4 TO 5 LANES	North Druid Hills Rd	2000	2010	\$2,849,424	100.00%	\$2,849,424	\$0
WIDEN FROM 2 TO 4 LANES	Oakcliff Rd	2000	2010	\$2,600,000	100.00%	\$2,600,000	\$0
TOTALS				\$54,989,296		\$31,073,296	\$23,916,000

ROAD IMPROVEMENT CIP ANALYSIS FOR IMPACT FEES
DISTRICT 2

LOCATION	FROM	TO	EXSTNG LANES	NEW LANES	EXSTNG ROAD LENGTH	NEW LANE MILES
Briarcliff Rd	Henderson Mill Rd	LaVista Rd	4	5	0.3	0.3
Briarcliff Rd	LaVista Rd	Clairmont Rd	2	4	2.2	4.4
Briarcliff Rd	Shallowford Rd	Henderson Mill Rd	2	4	1.8	3.6
Chamblee Tucker Rd	I-85	I-285	2	4	1.0	2.0
Chamblee Tucker Rd	Buford Hwy	New Peachtree Rd	2	4	1.1	2.2
Dresden Dr	Clairmont Rd	Peachtree Rd	2	3	1.5	1.5
E Roxboro Rd	N. Druid Hills Rd	R/R Bridge(Atlanta)	2	4	0.6	1.2
Henderson Mill Rd	Briarcliff Rd	LaVista Rd	4	5	0.2	0.2
Henderson Mill Rd	Chamblee Tucker Rd	Briarcliff Rd	2	5	2.5	7.5
LaVista Rd	Houston Mill Rd	Fulton County Line	2	4	2.0	4.0
LaVista Rd	Montreal Rd	North Druid Hills Rd	2	4	4.5	9.0
Northcrest Rd	Peachtree Creek	Chamblee Tucker Rd	2	5	1.0	3.0
North Druid Hills Rd	Buford Highway	Fernwood Dr	2	5	1.8	5.4
North Druid Hills Rd	Lavista Rd	Briarcliff Rd	4	5	1.2	1.2
Oakcliff Rd	Buford Highway	Northcrest Rd	2	4	1.2	2.4

ROAD IMPROVEMENT CIP ANALYSIS FOR IMPACT FEES
DISTRICT 2

LOCATION	CAPACITY 1990 LOS D	CAPACITY 2010 LOS D	NEW CAPACITY	TRIP MILE CAPACITY CREATED
Briarcliff Rd	32,500	40,700	8,200	2,460
Briarcliff Rd	15,300	32,500	17,200	75,680
Briarcliff Rd	15,300	32,500	17,200	61,920
Chamblee Tucker Rd	15,300	32,500	17,200	34,400
Chamblee Tucker Rd	15,300	32,500	17,200	37,840
Dresden Dr	15,300	23,900	8,600	12,900
E Roxboro Rd	15,300	32,500	17,200	20,640
Henderson Mill Rd	32,500	40,700	8,200	1,640
Henderson Mill Rd	15,300	40,700	25,400	190,500
LaVista Rd	15,300	32,500	17,200	68,800
LaVista Rd	15,300	32,500	17,200	154,800
Northcrest Rd	15,300	40,700	25,400	76,200
North Druid Hills Rd	15,300	40,700	25,400	137,160
North Druid Hills Rd	32,500	40,700	8,200	9,840
Oakcliff Rd	15,300	32,500	17,200	41,280
Trip Mile Capacity Created 1992 - 2010, ADT				926,060
ADT Impact Fee Related Cost Per Trip Mile				\$33.55
Peak Trip Mile Capacity Created 1992-2010, @ 0.09				83,345
Peak Impact Fee Related Cost Per Trip Mile				\$372.83

CAPITAL IMPROVEMENT PROGRAM, 1992-2010
ROADS LOS D AVERAGE DAILY TRIP BASED ANALYSIS
DISTRICT 3

PROJECT	LOCATION	BEG YR	END YR	AMOUNT	PERCENT SYSTEM IMPRVMT	DeKLAB COUNTY SHARE	NONLOCAL SHARE
INTERSECTION IMPRVMTS	CLIFTON/N.DECATUR	1992	1997	\$683,072	100.00%	\$683,072	\$0
INTERSECTION IMPRVMTS	COLUMBIA/MEMORIAL	1992	1997	\$256,152	100.00%	\$256,152	\$0
TRAFFIC SIGNAL	CHURCH/E PONCE/N DEC	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	CLARENDON/COLUMBIA	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	CLIFTON/EMORY HOSP	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	CLIFTON/HAYGOOD	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	CLIFTON/HOUSTON ML	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	CLIFTON/N DEC RD	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	CLIFTON/WESLEY WOODS	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	COLUMBIA/MIDWAY	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	COVENTRY/HEATON PARK	1992	1997	\$20,000	100.00%	\$20,000	\$0
TRAFFIC SIGNAL	DEKALB IND/N DEC	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	E PONCEDELEON/LAREDO	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	E PONCEDELEON/MCLEND	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	E PONCEDELEON/MILL	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	E PONCEDELEON/SYCAM	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	E PONCEDELEON/VAL BR	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	HAYGOOD/N DECATUR RD	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	N DECATUR/N SUPERIOR	1992	1997	\$30,000	100.00%	\$30,000	\$0
NEW 4 LANE ROAD	Avondale Bypass	2000	2010	\$3,300,000	100.00%	\$0	\$3,300,000
WIDEN FROM 2 TO 3 LANES	Briarcliff Rd	1995	1996	\$66,000	100.00%	\$0	\$66,000
WIDEN FROM 2 TO 4 LANES	Briarcliff Rd	2000	2010	\$1,759,250	100.00%	\$0	\$1,759,250
UPGRADE EXISTING ROAD	Candler Rd	1994	1995	\$150,000	100.00%	\$0	\$150,000
WIDEN FROM 2 TO 4 LANES	Columbia Dr	2000	2010	\$1,600,000	100.00%	\$0	\$1,600,000
WIDEN FROM 2 TO 4 LANES	Columbia Dr	1996	1997	\$1,314,257	100.00%	\$1,314,257	\$0
WIDEN FROM 2 TO 4 LANES	Covington Hwy	2000	2010	\$2,218,000	100.00%	\$0	\$2,218,000
NEW 4 LANE ROAD	Decatur Loop	2000	2010	\$4,400,000	100.00%	\$0	\$4,400,000
WIDEN FROM 2 TO 3 LANES	E Ponce de Leon Ave	1993	1996	\$1,347,434	100.00%	\$627,434	\$720,000
UPGRADE EXISTING ROAD	East College Ave	1996	1996	\$75,000	100.00%	\$0	\$75,000
WIDEN FROM 2 TO 4 LANES	Katie Kerr Dr	1997	1999	\$1,960,000	100.00%	\$661,000	\$1,299,000
WIDEN FROM 2 TO 4 LANES	LaVista Rd	2000	2010	\$3,267,500	100.00%	\$0	\$3,267,500
WIDEN FROM 2 TO 4 LANES	LaVista Rd	2000	2010	\$2,000,000	100.00%	\$0	\$2,000,000
WIDEN FROM 4 TO 5 LANES	North Decatur Rd	1992	1997	\$19,043,581	100.00%	\$19,043,581	\$0
WIDEN FROM 4 TO 5 LANES	N. Druid Hills Rd	2000	2010	\$6,648,656	100.00%	\$0	\$6,648,656
NEW 4 LANE ROAD	Northlake Frontage R	2000	2010	\$2,500,000	100.00%	\$0	\$2,500,000
WIDEN FROM 2 TO 4 LANES	Valley Brook Rd	2000	2010	\$1,204,735	100.00%	\$1,204,735	\$0
TOTALS				\$54,283,637		\$24,280,231	\$30,003,406

ROAD IMPROVEMENT CIP ANALYSIS FOR IMPACT FEES
DISTRICT 3

LOCATION	FROM	TO	EXSTNG LANES	NEW LANES	EXSTNG ROAD MILES	NEW LANE MILES
Avondale Bypass	Stratford Road	Laredo Drive	0	4	1.0	4.0
Briarcliff Rd	Stillwood Dr	N. Decatur Rd	2	3	0.6	0.6
Briarcliff Rd	Clifton Rd	LaVista Rd	2	4	1.0	2.0
Candler Rd	Midway Rd	Kirk Rd	2	2	0.1	0.0
Columbia Dr	Katie Kerr Dr	East College Ave	2	4	0.8	1.6
Columbia Dr	Clarendon Ave	Katie Kerr Dr	2	4	0.6	1.2
Covington Hwy	Clarendon Ave	Stratford Road	2	4	0.5	1.0
Decatur Loop	McDonough St	N Arcadia Ave	0	4	1.0	4.0
E Ponce de Leon Ave	N Clarendon	I-285	2	3	6.7	6.7
East College Ave	Kings Highway	Candler St	2	2	0.5	0.0
Katie Kerr Dr	Craigie Ave	Columbia Dr	2	4	0.8	1.6
LaVista Rd	Montreal Rd	North Druid Hills Rd	2	4	4.5	9.0
LaVista Rd	Houston Mill Rd	Fulton County Line	2	4	2.0	4.0
North Decatur Rd	Briarcliff Rd	I-285	4	5	5.8	5.8
N. Druid Hills Rd	Lawrenceville Hwy	LaVista Rd	4	5	2.8	2.8
Northlake Frontage	Lawrenceville Hwy	LaVista Rd	0	4	1.4	5.6
Valley Brook Rd	St Mountain Freeway	E Ponce de Leon Ave	2	4	1.1	2.2

ROAD IMPROVEMENT CIP ANALYSIS FOR IMPACT FEES
DISTRICT 3

LOCATION	CAPACITY 1990 LOS D	CAPACITY 2010 LOS D	NEW CAPACITY	TRIP MILE CAPACITY CREATED
Avondale Bypass	0	32,500	32,500	130,000
Briarcliff Rd	15,300	23,900	8,600	5,160
Briarcliff Rd	15,300	32,500	17,200	34,400
Candler Rd	15,300	15,300	0	0
Columbia Dr	15,300	32,500	17,200	27,520
Columbia Dr	15,300	32,500	17,200	20,640
Covington Hwy	15,300	32,500	17,200	17,200
Decatur Loop	0	32,500	32,500	130,000
E Ponce de Leon Ave	15,300	23,900	8,600	57,620
East College Ave	15,300	15,300	0	0
Katie Kerr Dr	15,300	32,500	17,200	27,520
LaVista Rd	15,300	32,500	17,200	154,800
LaVista Rd	15,300	32,500	17,200	68,800
North Decatur Rd	32,500	40,700	8,200	47,560
N. Druid Hills Rd	32,500	40,700	8,200	22,960
Northlake Frontage Rd	0	32,500	32,500	182,000
Valley Brook Rd	15,300	32,500	17,200	37,840

Trip Mile Capacity Created 1992-2010	964,020
ADT Impact Fee Related Cost Per Trip Mile	\$25.19
Peak Trip Mile Capacity Created 1992-2010, Peak @ 0.09 ADT	86,762
Impact Fee Related Cost Per Trip Mile, Expansion Only	\$279.85

CAPITAL IMPROVEMENT PROGRAM, 1992 - 2010
ROADS LOS D AVERAGE DAILY TRIP BASED ANALYSIS
DISTRICT 4

PROJECT	LOCATION	BEG YR	END YR	AMOUNT	PERCENT SYSTEM IMPRVMT	DeKALB COUNTY SHARE	NONLOCAL SHARE
INTERSECTION IMPRVMTS	FELLOWSHIP/IDLEWOOD	1992	1997	\$170,768	100.00%	\$170,768	\$0
TRAFFIC SIGNAL	BROCKETT/MEADOW RUN APTS	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	BROCKETT/COOLEGE	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	BROCKETT/E PONCE DE LEON	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	CENTRAL/HAMBRICK	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	CHURCH/E PONCE/N INDIAN CRK	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	E PONCE DE LEON/IDLEWOOD	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	E EXCHANGE/N LAKE PARKWAY	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	E PONCE DE LEON/HAMBRICK	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	E PONCE DE LEON/MARKET ST	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	E PONCE DE LEON/RAYS RD	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	HAMBRICK RD/ROCKBRIDGE RD	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	INDIAN CREEK WAY/N INDIAN CRK DR	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	MARKET ST/N INDIAN CREEK	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	MEMORIAL COLLEGE/N INDIAN CREEK	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	N DECATUR/N INDIAN CREEK	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	N HAIRSTON/ROCKBRIDGE RD	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	NORTHLAKE PKWY/ROBINHILL	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	RAYS RD/ROCKBRIDGE RD	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	ROCKBRIDGE/ST MNT-LITHONIA	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	ROCKBRIDGE/ROWLAND RD	1992	1997	\$30,000	100.00%	\$30,000	\$0
WIDEN FROM 2 TO 4 LANES	Coolidge/Brockett	1994	1995	\$2,849,000	100.00%	\$580,000	\$2,269,000
EXTEND 4 LANE ROAD	Crescent Center Blvd	1995	1996	\$1,800,000	100.00%	\$0	\$1,800,000
WIDEN FROM 2 TO 3 LANES	E Ponce de Leon Ave	1993	1996	\$6,138,308	100.00%	\$2,858,308	\$3,280,000
WIDEN FROM 2 TO 4 LANES	Hairston Rd	1993	1994	\$3,004,600	100.00%	\$1,252,700	\$1,751,900
WIDEN FROM 2 TO 4 LANES	Hambrick Rd	1992	1997	\$2,847,556	100.00%	\$2,847,556	\$0
NEW 4 LANE ROAD	Juliette/Flintstone Connector	2000	2010	\$5,000,000	100.00%	\$0	\$5,000,000
WIDEN FROM 2 TO 3 LANES	Lilb-St Mnt/Hugh Howell	1995	1995	\$601,000	100.00%	\$100,000	\$501,000
WIDEN FROM 2 TO 4 LANES	Memorial Dr	2000	2010	\$1,120,000	100.00%	\$0	\$1,120,000
WIDEN FROM 2 TO 4 LANES	Montreal Rd	1992	1997	\$2,628,514	100.00%	\$2,628,514	\$0
WIDEN FROM 4 TO 5 LANES	North Decatur Rd	1992	1997	\$1,655,964	100.00%	\$1,655,964	\$0
WIDEN FROM 2 TO 4 LANES	Rays Rd	1992	1997	\$4,818,942	100.00%	\$4,818,942	\$0
WIDEN FROM 2 TO 4 LANES	Rockbridge Rd	1993	1995	\$2,883,995	100.00%	\$537,000	\$2,346,995
WIDEN FROM 2 TO 5 LANES	Rockbridge Rd	1992	1997	\$4,555,543	100.00%	\$4,555,543	\$0
WIDEN FROM 2 TO 4 LANES	Rockbridge Rd	1994	1996	\$2,496,250	100.00%	\$926,000	\$1,570,250
WIDEN FROM 2 TO 5 LANES	Rockbridge Rd	1993	1994	\$1,250,000	100.00%	\$625,000	\$625,000
WIDEN FROM 2 TO 4 LANES	St Mnt-Lithonia Rd	2000	2010	\$6,000,000	100.00%	\$0	\$6,000,000
TOTALS				\$50,395,440		\$24,131,295	\$26,264,145

ROAD IMPROVEMENT CIP ANALYSIS FOR IMPACT FEES
DISTRICT 4

LOCATION	FROM	TO	EXSTNG LANES	NEW LANES	EXSTNG ROAD MILES	NEW LANE MILES
Coolidge/Brockett Rd	Lawrenceville Hwy	E Ponce de Leon	2	4	1.6	3.2
Crescent Center Blvd	South of Railroad	Lawrenceville Hwy	0	4	0.6	2.4
E Ponce de Leon Ave	I-285	Memorial Dr	2	3	5.5	5.5
Hairston Rd	Rockbridge Rd	Memorial Dr	2	4	1.0	2.0
Hambrick Rd	Memorial Dr	E Ponce de Leon	2	4	1.3	2.6
Juliette/Flintstone Conn	St Mountain Freeway	Flintstone Dr	0	4	2.0	8.0
Lilb-St Mnt/Hugh Howell	Hugh Howell Rd	Old St Mountain Rd	2	3	0.5	0.5
Memorial Dr	E Ponce de Leon	West Gate@St Mt Park	2	3	0.7	0.7
Montreal Rd	Lawrenceville Hwy	N Indian Creek Dr	2	4	1.2	2.4
North Decatur Rd	I-285	Memorial Dr	4	5	0.5	0.5
Rays Rd	Rockbridge Rd	E Ponce de Leon	2	4	2.2	4.4
Rockbridge Rd	Memorial Dr	Hairston Rd	2	4	2.2	4.4
Rockbridge Rd	St Mnt-Lithonia Rd	Gwinnett County Line	2	4	5.9	11.8
Rockbridge Rd	Hairston Rd	St Mnt-Lithonia Rd	2	4	1.9	3.8
Rockbridge Rd	@ CSX R/R tracks		2	5	0.1	0.3
St Mnt-Lithonia Rd	Rockbridge Rd	Memorial Dr	2	4	1.7	3.4

ROAD IMPROVEMENT CIP ANALYSIS FOR IMPACT FEES
DISTRICT 4

LOCATION	CAPACITY 1990 LOS D	CAPACITY 2010 LOS D	NEW CAPACITY	TRIP MILE CAPACITY CREATED
Coolidge/Brockett Rd	15,300	32,500	17,200	55,040
Crescent Center Blvd	0	32,500	32,500	78,000
E Ponce de Leon Ave	15,300	23,900	8,600	47,300
Hairston Rd	15,300	32,500	17,200	34,400
Hambrick Rd	15,300	32,500	17,200	44,720
Juliette/Flintstone Conn	15,300	32,500	17,200	137,600
Lilb-St Mnt/Hugh Howell	15,300	23,900	8,600	4,300
Memorial Dr	15,300	23,900	8,600	6,020
Montreal Rd	15,300	32,500	17,200	41,280
North Decatur Rd	32,500	40,700	8,200	4,100
Rays Rd	15,300	32,500	17,200	75,680
Rockbridge Rd	15,300	32,500	17,200	75,680
Rockbridge Rd	15,300	32,500	17,200	202,960
Rockbridge Rd	15,300	32,500	17,200	65,360
Rockbridge Rd	15,300	40,700	25,400	7,620
St Mnt-Lithonia Rd	15,300	32,500	17,200	58,480
ADT Trip Mile Capacity Created 1992-2010				938,540
ADT Impact Fee Related Costs Per Trip Mile				\$25.71
Peak Trip Mile Capacity Created 1992-2010, @ 0.09				84,469
Peak Impact Fee Related Costs Per Trip Mile				\$285.68

CAPITAL IMPROVEMENT PROGRAM, 1992 - 2010
ROADS LOS D AVERAGE DAILY TRIP BASED ANALYSIS
DISTRICT 5

PROJECT	LOCATION	BEG YR	END YR	AMOUNT	PERCENT SYSTEM IMPRVMT	DeKALB COUNTY SHARE	NONLOCAL SHARE
INTERSECTION IMPRVMTS	CAMP RD/KENSINGTON RD	1992	1997	\$48,685	100.00%	\$48,685	\$0
INTERSECTION IMPRVMTS	COLUMBIA DR/MCAFFEE RD	1992	1997	\$292,110	100.00%	\$292,110	\$0
INTERSECTION IMPRVMTS	COLUMBIA DR/SNAPFINGER RD	1992	1997	\$233,688	100.00%	\$233,688	\$0
INTERSECTION IMPRVMTS	FAYETTEVILLE RD/FLAT SHOALS RD	2000	2010	\$111,000	100.00%	\$0	\$111,000
INTERSECTION IMPRVMTS	SECOND AVE/TILSON RD	1992	1997	\$194,740	100.00%	\$194,740	\$0
TRAFFIC SIGNAL	AUSTIN/SNAPFINGER	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	BOULDERCREST/CLIFTON CHURCH	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	BOULDERCREST/CONSTITUTION	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	BOULDERCREST/KEY RD	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	CAMP/KENSINGTON	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	CLIFTON CHURCH/FLAT SHOALS	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	CLIFTON CHURCH/GRESHAM	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	FAYETTEVILLE/TERRY MILL	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	FLAT SHOALS RD/KEYSTONE	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	MCAFFEE/SECOND/TERRY MILL	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	MCAFFEE/SHANNON RIDGE	1992	1997	\$20,000	100.00%	\$20,000	\$0
TRAFFIC SIGNAL	TILSON/WALLINGFORD RD	1992	1997	\$20,000	100.00%	\$20,000	\$0
WIDEN FROM 2 TO 4 LANES	Bouldercrest/Fayetteville	2000	2010	\$6,194,829	100.00%	\$6,194,829	\$0
WIDEN FROM 2 TO 5 LANES	Cedar Grove Rd	1992	1997	\$1,498,749	100.00%	\$1,498,749	\$0
WIDEN FROM 4 TO 5 LANES	Columbia Dr	1992	1997	\$8,992,494	100.00%	\$8,992,494	\$0
WIDEN FROM 2 TO 5 LANES	Columbia Dr	2000	2010	\$1,060,000	100.00%	\$0	\$1,060,000
WIDEN FROM 2 TO 5 LANES	Constitution Rd	1995	1996	\$2,100,000	100.00%	\$0	\$2,100,000
WIDEN FROM 2 TO 4 LANES	Durham Park Rd	1995	1996	\$200,000	100.00%	\$200,000	\$0
WIDEN FROM 2 TO 5 LANES	Flat Shoals Rd	1992	1997	\$10,491,243	100.00%	\$10,491,243	\$0
WIDEN FROM 2 TO 4 LANES	Kensington/Holcombe	2000	2010	\$2,392,000	100.00%	\$2,392,000	\$0
WIDEN FROM 2 TO 5 LANES	Rainbow Dr	1992	1997	\$4,646,122	100.00%	\$4,646,122	\$0
WIDEN FROM 2 TO 4 LANES	Redan Rd	2000	2010	\$762,000	100.00%	\$0	\$762,000
WIDEN FROM 2 TO 4 LANES	Thurman Dr	1993	1994	\$2,445,000	100.00%	\$0	\$2,445,000
TOTALS				\$41,952,660		\$35,474,660	\$6,478,000

ROAD IMPROVEMENT CIP ANALYSIS FOR IMPACT FEES
DISTRICT 5

LOCATION	FROM	TO	EXSTNG LANES	PROPOSED LANES	EXSTNG ROAD MILES	NEW LANE MILES
Bouldercrest/Fayetteville	Flat Shoals Rd	Constitution Rd	2	4	3.1	6.2
Cedar Grove Rd	Moreland Ave	I-675	2	5	0.7	2.1
Columbia Dr	Memorial Dr	Rainbow Dr	4	5	3.0	3.0
Columbia Dr	Rainbow Dr	I-285	2	5	1.0	3.0
Constitution Rd	Moreland Ave	International Pk Dr	2	5	1.4	4.2
Durham Park Rd	I-285	Kensington Rd	2	4	0.1	0.2
Flat Shoals Rd	Candler Rd	Atlanta City Limits	2	5	3.5	10.5
Kensington/Holcombe	Redan Rd	Covington Hwy	2	4	1.2	2.4
Rainbow Dr	Candler Rd	I-285	2	5	1.6	4.8
Redan Rd	Covington Hwy	I-285	2	4	0.8	1.6
Thurman Dr	Moreland Ave	Clayton County Line	2	4	1.4	2.8

ROAD IMPROVEMENT CIP ANALYSIS FOR IMPACT FEES
DISTRICT 5

LOCATION	CAPACITY 1990 LOS D	CAPACITY 2010 LOS D	NEW CAPACITY	NEW TRIP MILE CAPACITY
Bouldercrest/Fayetteville	15,300	32,500	17,200	106,640
Cedar Grove Rd	15,300	40,700	25,400	53,340
Columbia Dr	32,500	40,700	8,200	24,600
Columbia Dr	15,300	40,700	25,400	76,200
Constitution Rd	15,300	40,700	25,400	106,680
Durham Park Rd	15,300	32,500	17,200	3,440
Flat Shoals Rd	32,500	40,700	8,200	86,100
Kensington/Holcombe	15,300	32,500	17,200	41,280
Rainbow Dr	15,300	40,700	25,400	121,920
Redan Rd	15,300	32,500	17,200	27,520
Thurman Dr	15,300	32,500	17,200	48,160
ADT Trip Mile Capacity Created 1992-2010				695,880
ADT Impact Fee Related Cost Per Trip Mile				\$50.98
Peak Trip Mile Capacity Created 1992-2010, @ 9% ADT				62,629
Peak Impact Fee Related Cost Per Trip Mile				\$566.42

CAPITAL IMPROVEMENT PROGRAM, 1992 - 2010
ROADS LOS D AVERAGE DAILY TRIP BASED ANALYSIS
DISTRICT 6

PROJECT	LOCATION	BEG YR	END YR	AMOUNT	PERCENT SYSTEM IMPRVMNT	DeKALB COUNTY SHARE	NONLOCAL SHARE
INTERSECTION IMPRVMTS	ALLGOOD/REDAN	1992	1997	\$148,304	100.00%	\$148,304	\$0
INTERSECTION IMPRVMTS	BORING/KELLY CHAPEL/WESLEY CH	1992	1997	\$926,900	100.00%	\$926,900	\$0
INTERSECTION IMPRVMTS	PANTHERSVILLE/BOULDERCREST	1992	1997	\$278,070	100.00%	\$278,070	\$0
INTERSECTION IMPRVMTS	SNAPFINGER/THOMPSON MILL	1992	1997	\$278,070	100.00%	\$278,070	\$0
TRAFFIC SIGNAL	ALLGOOD/REDAN	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	ALLGOOD/ROCKBRIDGE	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	BORING/KELLY CHAPEL	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	BOULDERCREST/RIVER	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	ELLIS/REDAN	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	FAIRINGTON/MINOLA/PANOLA	1992	1997	\$15,000	100.00%	\$15,000	\$0
TRAFFIC SIGNAL	FIELDGREEN/REDAN	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	HILLDALE/PANOLA IND/PANOLA	1992	1997	\$15,000	100.00%	\$15,000	\$0
TRAFFIC SIGNAL	KELLY CHAPEL/RAINBOW	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	LITHONIA WAY/MILLER/SNAPFING	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	MARTIN/REDAN	1992	1997	\$25,000	100.00%	\$25,000	\$0
TRAFFIC SIGNAL	MARTIN/ROCKBRIDGE	1992	1997	\$30,000	100.00%	\$30,000	\$0
TRAFFIC SIGNAL	PANOLA RD/REDAN RD	1992	1997	\$15,000	100.00%	\$15,000	\$0
TRAFFIC SIGNAL	PANOLA RD/SNAPFINGER	1992	1997	\$15,000	100.00%	\$15,000	\$0
TRAFFIC SIGNAL	PANOLA RD/YOUNG RD	1992	1997	\$15,000	100.00%	\$15,000	\$0
WIDEN FROM 2 TO 5 LANES	Bouldercrest Rd	1992	1997	\$9,130,963	100.00%	\$9,130,963	\$0
WIDEN FROM 2 TO 4 LANES	Browns Mill Rd	2000	2010	\$1,638,000	100.00%	\$0	\$1,638,000
WIDEN FROM 2 TO 5 LANES	Cedar Grove Rd	1992	1997	\$4,496,247	100.00%	\$4,496,247	\$0
WIDEN FROM 2 TO 4 LANES	Columbia Dr	2000	2010	\$940,000	100.00%	\$0	\$940,000
WIDEN FROM 2 TO 4 LANES	Durham Park Rd	1995	1995	\$600,000	100.00%	\$600,000	\$0
WIDEN FROM 2 TO 5 LANES	Flakes Mill Rd	1992	1997	\$9,986,991	100.00%	\$9,986,991	\$0
WIDEN FROM 2 TO 4 LANES	Hairston Rd	1993	1996	\$5,704,400	100.00%	\$2,378,300	\$3,326,100
WIDEN FROM 2 TO 4 LANES	Panola Rd	1993	1995	\$3,276,000	100.00%	\$0	\$3,276,000
WIDEN FROM 2 TO 4 LANES	Panola Rd	2000	2010	\$2,475,000	100.00%	\$0	\$2,475,000
WIDEN FROM 2 TO 4 LANES	Panthersville Rd	2000	2010	\$3,000,000	100.00%	\$0	\$3,000,000
WIDEN FROM 2 TO 5 LANES	Rainbow Dr	1992	1997	\$4,646,122	100.00%	\$4,646,122	\$0
WIDEN FROM 2 TO 4 LANES	Redan Rd	1994	1996	\$10,023,000	100.00%	\$5,000,000	\$5,023,000
WIDEN FROM 2 TO 4 LANES	Rockbridge Rd	1993	1995	\$2,883,995	100.00%	\$537,000	\$2,346,995
WIDEN FROM 2 TO 4 LANES	Rockbridge Rd	1994	1996	\$2,496,250	100.00%	\$463,000	\$2,033,250
WIDEN FROM 2 TO 5 LANES	Rockbridge Rd	1992	1994	\$1,250,000	100.00%	\$625,000	\$625,000
WIDEN FROM 2 TO 5 LANES	S Indian Creek Dr	1992	1997	\$3,424,111	100.00%	\$3,424,111	\$0
WIDEN FROM 2 TO 5 LANES	S Indian Creek Dr	1992	1997	\$4,280,139	100.00%	\$4,280,139	\$0
WIDEN FROM 2 TO 4 LANES	St Mnt-Lithonia Rd	1994	1997	\$1,886,000	100.00%	\$0	\$1,886,000
WIDEN FROM 2 TO 4 LANES	Snapfinger Rd	1992	1997	\$3,043,654	100.00%	\$3,043,654	\$0
WIDEN FROM 2 TO 3 LANES	Wesley Chapel Rd	1992	1997	\$5,136,167	100.00%	\$5,136,167	\$0
TOTALS				\$82,293,383		\$55,724,038	\$26,569,345

ROAD IMPROVEMENT CIP ANALYSIS FOR IMPACT FEES
DISTRICT 6

LOCATION	FROM	TO	EXSTNG LANES	NEW LANES	EXSTNG LANE MILES	NEW LANE MILES
Bouldercrest Rd	I-285	Clayton County Line	2	5	3.2	9.6
Browns Mill Rd	Snapfinger Rd	Panola Rd	2	4	2.6	5.2
Cedar Grove Rd	I-675	Bouldercrest Rd	2	5	1.3	3.9
Columbia Dr	I-285	Flat Shoals Rd	2	4	0.7	1.4
Durham Park Rd	I-285	S Indian Creek Dr	2	4	0.3	0.6
Flakes Mill Rd	Flat Shoals Rd	Henry County Line	2	5	3.5	10.5
Hairston Rd	Redan Rd	Rockbridge Rd	2	4	1.9	3.8
Panola Rd	Covington Hwy	S St Mnt-Lithonia Rd	2	4	3.0	6.0
Panola Rd	Thompson Mill Rd	Snapfinger Rd	2	4	3.0	6.0
Panthersville Rd	South River	Bouldercrest Rd	2	4	2.5	5.0
Rainbow Dr	I-285	Wesley Chapel Rd	2	5	1.5	4.5
Redan Rd	I-285	Panola Rd	2	4	3.6	7.2
Rockbridge Rd	Memorial Drive	Hairston Road	2	4	2.2	4.4
Rockbridge Rd	Hairston Road	St Mnt-Lithonia Rd	2	4	1.9	3.8
Rockbridge Rd	@ CSX Railroad		2	5	0.1	0.3
S Indian Creek Dr	Rockbridge Rd	Durham Park Rd	2	5	1.5	4.5
S Indian Creek Dr	Redan Rd	Covington Hwy	2	5	1.2	3.6
St Mnt-Lithonia Rd	Panola Rd	Rockbridge Rd	2	4	1.8	3.6
Snapfinger Rd	Wesley Chapel Rd	Flat Shoals Rd	2	4	1.6	3.2
Wesley Chapel Rd	Snapfinger Rd	Flat Shoals Rd	2	3	1.8	1.8

ROAD IMPROVEMENT CIP ANALYSIS FOR IMPACT FEES
DISTRICT 6

LOCATION	CAPACITY 1990 LOS D	CAPACITY 2010 LOS D	NEW CAPACITY	TRIP MILE CAPACITY CREATED
Bouldercrest Rd	15,300	40,700	25,400	243,840
Browns Mill Rd	15,300	32,500	17,200	89,440
Cedar Grove Rd	15,300	40,700	25,400	99,060
Columbia Dr	15,300	32,500	17,200	24,080
Durham Park Rd	15,300	32,500	17,200	10,320
Flakes Mill Rd	15,300	40,700	25,400	266,700
Hairston Rd	15,300	32,500	17,200	65,360
Panola Rd	15,300	32,500	17,200	103,200
Panola Rd	15,300	32,500	17,200	103,200
Panthersville Rd	15,300	32,500	17,200	86,000
Rainbow Dr	15,300	40,700	25,400	114,300
Redan Rd	15,300	32,500	17,200	123,840
Rockbridge Rd	15,300	32,500	17,200	75,680
Rockbridge Rd	15,300	32,500	17,200	65,360
Rockbridge Rd	15,300	40,700	25,400	7,620
S Indian Creek Dr	15,300	40,700	25,400	114,300
S Indian Creek Dr	15,300	40,700	25,400	91,440
St Mnt-Lithonia Rd	15,300	32,500	17,200	61,920
Snapfinger Rd	15,300	32,500	17,200	55,040
Wesley Chapel Rd	15,300	23,900	8,600	15,480
ADT Trip Mile Capacity Created 1992-2010				1,816,180
ADT Impact Fee Related Cost Per Trip Mile				\$30.68
Peak Trip Mile Capacity Created 1992-2010, @ 0.09 ADT				163,456
Peak Impact Fee Related Cost Per Trip Mile				\$340.91

CAPITAL IMPROVEMENT PROGRAM, 1992 - 2010
ROADS LOS D AVERAGE DAILY TRIP BASED ANALYSIS
DISTRICT 7

PROJECT	LOCATION	BEG YR	END YR	AMOUNT	PERCENT SYSTEM IMPRVMT	DeKALB COUNTY SHARE	NONLOCAL SHARE
TRAFFIC SIGNAL	FAIRINGTON/MINOLA/PANOLA	1992	1997	\$15,000	100.00%	\$15,000	\$0
TRAFFIC SIGNAL	HILLANDALE/PANOLA IND/FANOLA	1992	1997	\$15,000	100.00%	\$15,000	\$0
TRAFFIC SIGNAL	PANOLA RD/REDAN RD	1992	1997	\$15,000	100.00%	\$15,000	\$0
TRAFFIC SIGNAL	PANOLA RD/SNAPFINGER	1992	1997	\$15,000	100.00%	\$15,000	\$0
TRAFFIC SIGNAL	PANOLA RD/YOUNG	1992	1997	\$15,000	100.00%	\$15,000	\$0
WIDEN FROM 2 TO 4 LANES	Browns Mill Rd	2000	2010	\$2,262,000	100.00%	\$0	\$2,262,000
WIDEN FROM 2 TO 5 LANES	Covington Hwy	1993	1995	\$7,947,000	100.00%	\$0	\$7,947,000
WIDEN FROM 2 TO 4 LANES	Evans Mill Rd	2000	2010	\$1,331,000	100.00%	\$0	\$1,331,000
WIDEN FROM 2 TO 4 LANES	Evans Mill Rd	2000	2010	\$6,000,000	100.00%	\$0	\$6,000,000
EXTEND 4 LANE ROAD	Lithonia Ind Blvd-N	1992	1997	\$1,403,368	100.00%	\$1,403,368	\$0
EXTEND 4 LANE ROAD	Lithonia Ind Blvd-N	1992	1997	\$2,151,632	100.00%	\$0	\$2,151,632
EXTEND 4 LANE ROAD	Lithonia Ind Blvd-S	2000	2010	\$2,650,000	100.00%	\$0	\$2,650,000
EXTEND 4 LANE ROAD	Lithonia Ind Blvd-S	2000	2010	\$2,650,000	100.00%	\$0	\$2,650,000
WIDEN FROM 2 TO 4 LANES	Panola Rd	1993	1995	\$3,276,000	100.00%	\$0	\$3,276,000
WIDEN FROM 2 TO 4 LANES	Panola Rd	2000	2010	\$2,475,000	100.00%	\$0	\$2,475,000
WIDEN FROM 2 TO 4 LANES	Redan/St Mt-Lithonia	2000	2010	\$11,365,000	100.00%	\$1,315,000	\$10,050,000
WIDEN FROM 2 TO 4 LANES	Rock Chapel Rd	1994	1997	\$6,714,000	100.00%	\$0	\$6,714,000
WIDEN FROM 2 TO 4 LANES	Rock Chapel Rd	1994	1996	\$2,982,000	100.00%	\$0	\$2,982,000
WIDEN FROM 2 TO 4 LANES	Rock Chapel Rd	1993	1995	\$1,605,000	100.00%	\$0	\$1,605,000
WIDEN FROM 2 TO 4 LANES	Rockbridge Rd	1992	1997	\$14,829,745	100.00%	\$14,829,745	\$0
WIDEN FROM 2 TO 4 LANES	St Mnt-Lithonia Rd	1994	1996	\$1,886,000	100.00%	\$0	\$1,886,000
WIDEN FROM 2 TO 4 LANES	Stephanson Rd	1992	1997	\$5,706,852	100.00%	\$5,706,852	\$0
TOTALS				\$77,309,597		\$23,329,965	\$53,979,632

ROAD IMPROVEMENT CIP ANALYSIS FOR IMPACT FEES
DISTRICT 7

LOCATION	FROM	TO	EXSTNG LANES	NEW LANES	EXSTNG ROAD MILES	NEW LANE MILES
Browns Mill Rd	Panola Rd	Evans Mill Rd	2	4	1.5	3.0
Covington Hwy	Evans Mill Rd	Turner Hill Rd	2	5	1.0	3.0
Evans Mill Rd	Max Cleland Blvd	I-20	2	4	0.5	1.0
Evans Mill Rd	Woodrow Rd	Browns Mill Rd	2	4	4.0	8.0
Lithonia Ind Blvd-N	S St Mnt-Lithonia	Rogers Lake Rd	0	4	1.2	4.8
Lithonia Ind Blvd-N	Rogers Lake Rd	Rock Chapel Rd	0	4	1.0	4.0
Lithonia Ind Blvd-S	Hillandale Rd	I-20	0	4	0.6	2.4
Lithonia Ind Blvd-S	I-20	Woodrow Rd	0	4	0.6	2.4
Panola Rd	Covington Hwy	S St Mnt-Lithonia	2	4	3.0	6.0
Panola Rd	Thompson Mill Rd	Snapfinger Rd	2	4	3.0	6.0
Redan/St Mt-Lithonia	Panola Rd	Max Cleland Blvd	2	4	5.0	10.0
Rock Chapel Rd	Pleasant Hill Rd	Gwinnett County Line	2	4	2.8	5.6
Rock Chapel Rd	Union Grove Rd	Pleasant Hill Rd	2	4	0.9	1.8
Rock Chapel Rd	Main St (Lithonia)	Union Grove Rd	2	4	0.8	1.6
Rockbridge Rd	St Mnt-Lithonia	Gwinnett County Line	2	4	5.5	11.0
St Mnt-Lithonia Rd	Panola Rd	Rockbridge Rd	2	4	1.8	3.6
Stephanson Rd	Rockbridge Rd	Rock Chapel Rd	2	4	3.0	6.0

ROAD IMPROVEMENT CIP ANALYSIS FOR IMPACT FEES
DISTRICT 7

LOCATION	CAPACITY 1990 LOS D	CAPACITY 2010 LOS D	CHANGE IN CAPACITY	NEW TRIP MILE CAPACITY CREATED
Browns Mill Rd	15,300	32,500	17,200	51,600
Covington Hwy	15,300	40,700	25,400	76,200
Evans Mill Rd	15,300	32,500	17,200	17,200
Evans Mill Rd	15,300	32,500	17,200	137,600
Lithonia Ind Blvd-N	0	32,500	32,500	156,000
Lithonia Ind Blvd-N	0	32,500	32,500	130,000
Lithonia Ind Blvd-S	0	32,500	32,500	78,000
Lithonia Ind Blvd-S	0	32,500	32,500	78,000
Panola Rd	15,300	32,500	17,200	103,200
Panola Rd	15,300	32,500	17,200	103,200
Redan/St Mt-Lithonia	15,300	32,500	17,200	172,000
Rock Chapel Rd	15,300	32,500	17,200	96,320
Rock Chapel Rd	15,300	32,500	17,200	30,960
Rock Chapel Rd	15,300	32,500	17,200	27,520
Rockbridge Rd	15,300	32,500	17,200	189,200
St Mnt-Lithonia Rd	15,300	32,500	17,200	61,920
Stephanson Rd	15,300	32,500	17,200	103,200
ADT Trip Mile Capacity Created 1992-2010				1,612,120
ADT Impact Fee Related Cost Per Trip Mile				\$14.47
Peak Trip Mile Capacity Created 1992-2010, @ 9% ADT				145,091
Peak Impact Fee Related Cost Per Trip Mile				\$160.80