



Transportation Analysis

Friendship Village DRI #2686

City of Atlanta, Georgia

Report Prepared:

July 2017

Prepared for:

Friendship Baptist, LLC

Prepared by:

Kimley»Horn

Kimley-Horn and Associates, Inc.
817 West Peachtree Street NW, The Biltmore, Suite 601
Atlanta, Georgia 30308
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Raw Traffic Count Data
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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed Friendship Village mixed-use development located in the City of Atlanta, Georgia. The approximate 17.5-acre site is located north of Fair Street, south of Martin Luther King Jr. Drive/Mitchell Street, east of Walnut Street, and west of SR 3/Northside Drive. The proposed development will be mixed-use, consisting of approximately 2,033,600 square feet of residential, office, grocery, retail, and restaurant land uses. The currently under construction Friendship Baptist Church is not included as part of the proposed development, but the trips generated by the church will be included in the Projected 2022 No-Build conditions.

The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 500,000 SF of mixed-use development in a maturing neighborhood area type, as determined by the Atlanta Regional Commission's *Unified Growth Policy Map (UGPM)*. The DRI trigger for this development was the submittal of the rezoning application with the City of Atlanta on June 13, 2017. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on May 2, 2017 by the City of Atlanta. The DRI Pre-Review/Methodology meeting occurred on May 8, 2017.

The proposed project is expected to be completed by 2022. The proposed site will consist of the following land uses and densities:

Residential:	1,637 units
Office:	185,600 SF
Grocery:	45,100 SF
Retail:	89,600 SF (assumed to be 50% retail and 50% restaurant)

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

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

Alternative mode reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). As the Friendship Village development is located in close proximity to transit and pedestrian facilities, a 25% alternative mode reduction was taken. The project site is located 0.2 miles from the Vine City MARTA Rail Station, which is served by the Blue and Green rail lines, MARTA Bus Route #3, MARTA Bus Route #13, MARTA Bus Route #94, and MARTA Bus Route #155 with service seven days a week. There are currently nine MARTA bus stops along the perimeter of the proposed development. Additionally, the project site currently has pedestrian facilities internal and along the perimeter and the proposed development is anticipated to improve the facilities, creating a more pedestrian friendly environment.

Pass-by reductions are taken for grocery, retail and restaurant trips only. Traffic normally traveling along a roadway may choose to visit a grocery, retail, or restaurant establishment that is along the vehicle's original path. These trips were already on the road and would therefore only be new trips at the driveways. The project site is located along Northside Drive, a major corridor in the metro Atlanta

region. Based on knowledge of the area, it is anticipated that there will be vehicular pass-by trips for the proposed grocery, retail and restaurant land uses.

Capacity analyses were performed throughout the study network for the Existing 2017 conditions, the Projected 2022 No-Build conditions, and the Projected 2022 Build conditions.

- Existing 2017 conditions represent traffic volumes that were collected in April and May 2017 by performing AM and PM peak hour turning movement counts.
- Projected 2022 No-Build conditions represent the existing traffic volumes grown for five (5) years at 1.5 percent per year throughout the study network. The Projected 2022 No-Build conditions also include the anticipated traffic to be generated by the Friendship Baptist Church which is currently under construction.
- Projected 2022 Build conditions represent the Projected 2022 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the Friendship Village development. Also included are the ten (10) site access driveways in addition to the existing study network intersections.

Based on the analysis of Existing 2017 conditions (present conditions; i.e. excludes background traffic growth and excludes the Friendship Village project traffic), there are no recommended improvements.

Based on the analysis of Projected 2022 No-Build conditions (includes background traffic growth and Friendship Baptist Church traffic but excludes the Friendship Village project traffic), there are no recommended improvements.

Based on the analysis of Projected 2022 Build conditions (includes background traffic growth, Friendship Baptist Church traffic, and includes the projected Friendship Village), the following improvements are recommended:

- Intersection #2: Martin Luther King Jr. Drive at Maple Street/Proposed Maple Street Extension
 - Construct Proposed Maple Street Extension (proposed northbound leg of the intersection) from Martin Luther King Jr. Drive to Mitchell Street to consist of one (1) shared northbound left-turn/through/right-turn lane
 - Construct one (1) southbound receiving lane
 - Install stop-control on northbound leg
- Intersection #6: Mitchell Street at Beckwith Court/Proposed Beckwith Court Extension
 - Construct Proposed Beckwith Court Extension (proposed southbound leg of the intersection) from Martin Luther King Jr. Drive to Mitchell Street to consist of one (1) shared southbound left-turn/through/right-turn lane
 - Construct one (1) northbound receiving lane
 - Install stop-control on southbound leg
- Intersection #10: Northside Drive at Markham Street/Driveway 5
 - Construct one (1) shared eastbound left-turn/through/right-turn lane to align with Markham Street
 - Construct one (1) westbound receiving lane
 - Restripe northbound approach to include one (1) exclusive left-turn lane, one (1) exclusive through lane, and one (1) shared through/right-turn lane
 - Install stop-control on eastbound leg

- Intersection #11: Northside Drive at Tatnall Street/Driveway 7
 - Construct one (1) shared eastbound left-turn/through/right-turn lane to align with Tatnall Street at existing signal
 - Construct one (1) westbound receiving lane
 - Restripe northbound approach to include one (1) exclusive left-turn lane, one (1) exclusive through lane, and one (1) shared through/right-turn lane
- Intersection #12: Northside Drive at Nelson Street/Driveway 8
 - Construct one (1) shared eastbound left-turn/through/right-turn lane to align with Nelson Street
 - Construct one (1) westbound receiving lane
 - Install stop-control on eastbound leg
- Intersection #16: Walnut Street at Driveway 1
 - On the site, construct one (1) westbound shared left/right-turn lane exiting the site, and one (1) ingress lane entering the site
- Intersection #17: Beckwith Court at Driveway 2
 - On the site, construct one (1) northbound shared left/right-turn lane exiting the site, and one (1) ingress lane entering the site
- Intersection #18: Beckwith Court at Driveway 3
 - On the site, construct one (1) westbound shared left/right-turn lane exiting the site, and one (1) ingress lane entering the site
- Intersection #19: Mitchell Street at Driveway 4
 - On the site, construct one (1) northbound shared left/right-turn lane exiting the site, and one (1) ingress lane entering the site
- Intersection #20: Northside Drive at Driveway 6
 - Construct one (1) shared eastbound left-turn/right-turn lane
 - Construct one (1) westbound receiving lane
 - Restripe northbound approach to include one (1) exclusive left-turn lane and two (2) exclusive through lanes
 - Install stop-control on eastbound approach
- Intersection #21: Beckwith Court at Driveway 6/Driveway 7
 - Construct one (1) shared northbound left-turn/through/right-turn lane
 - Construct one (1) shared westbound left-turn/through/right-turn lane
 - Construct one (1) southbound receiving lane
 - Construct one (1) eastbound receiving lane
 - Install all-way stop-control on northbound, southbound, eastbound, and westbound approaches
- Intersection #22: Proposed Beckwith Court Extension at Martin Luther King Jr. Drive
 - Construct Proposed Beckwith Court Extension (proposed northbound leg of the intersection) from Martin Luther King Jr. Drive to Mitchell Street
 - Construct one (1) shared northbound left-turn/right-turn lane
 - Construct one (1) southbound receiving lane
 - Install stop-control on northbound leg

- Intersection #23: Proposed Maple Street Extension at Driveway 9
 - Construct Proposed Maple Street Extension (proposed northbound leg of the intersection) from Martin Luther King Jr. Drive to Mitchell Street
 - Construct one (1) shared westbound left-turn/right-turn lane
 - Construct one (1) eastbound receiving lane
 - Install stop-control on westbound leg
- Intersection #24: Mitchell Street at Proposed Maple Street Extension/Driveway 10
 - Construct Proposed Maple Street Extension (proposed southbound leg of the intersection) from Martin Luther King Jr. Drive to Mitchell Street
 - Construct one (1) shared southbound left-turn/through/right-turn lane
 - Construct one (1) shared northbound left-turn/through/right-turn lane
 - Construct one (1) northbound receiving lane
 - Construct one (1) southbound receiving lane
 - Install stop-control on northbound and southbound legs

1.0 PROJECT DESCRIPTION

1.1 Introduction

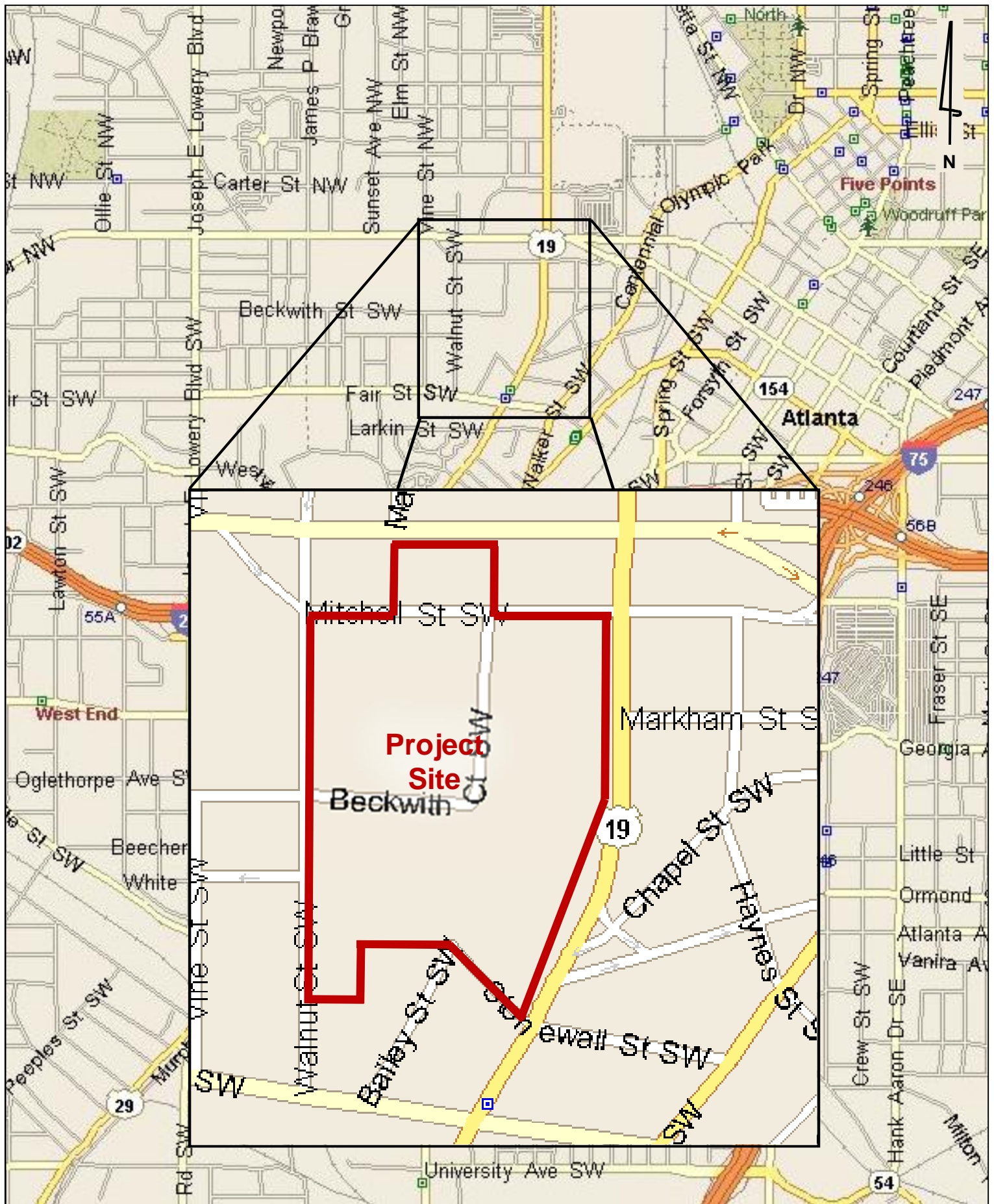
This report presents the analysis of the anticipated traffic impacts of the proposed Friendship Village mixed-use development located in the City of Atlanta, Georgia. The approximate 17.5-acre site is located north of Fair Street, south of Martin Luther King Jr. Drive/Mitchell Street, east of Walnut Street, and west of SR 3/Northside Drive. The proposed development will be mixed-use, consisting of approximately 2,033,600 square feet of residential, office, grocery, retail, and restaurant land uses. The currently under construction Friendship Baptist Church is not included as part of the proposed development, but the trips generated by the church will be included in the Projected 2022 No-Build conditions.

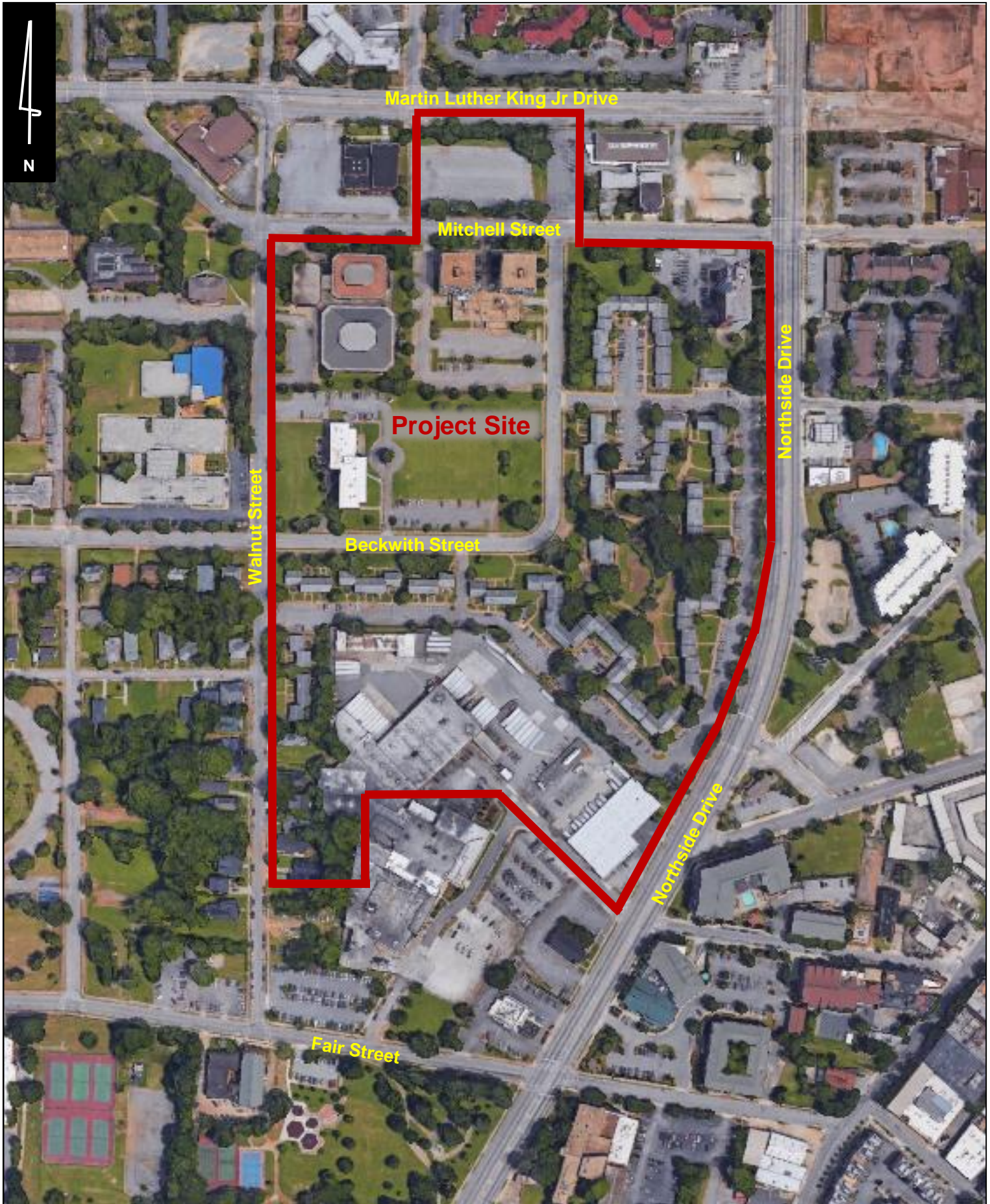
The project will exceed 500,000 square feet of mixed-use development in a maturing neighborhoods area type and therefore, the proposed development is a Development of Regional Impact (DRI) and is subject to Atlanta Regional Commission (ARC) and Georgia Regional Transportation Authority (GRTA) review.

Figure 1 provides the location map of the Friendship Village development, and **Figure 2** provides a site aerial showing of the project site and surrounding area. Field review photographs taken within the vicinity of the study network are located in the site photo log in Appendix A. The City of Atlanta Zoning Ordinance Map and ARC's *Unified Growth Policy Map (UGPM)* are included in Appendix B.

The proposed project is expected to be completed by 2022, and this analysis will consider the full build-out of the proposed site in 2022. A summary of the proposed land-uses and densities is provided below in **Table 1**.

Table 1 Proposed Land Uses and Densities	
Residential	1,637 units
Office	185,600 SF
Grocery	45,100 SF
Retail	44,800 SF
Restaurant	44,800 SF





<p>Kimley»Horn</p>	<p>Friendship Village DRI #2686 Transportation Analysis</p>	<p>Site Aerial</p>	<p>Figure 2</p>
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1.2 Site Plan Review

The project site currently consists of the currently under-utilized William V. Guy Tower apartments, Samuel W. Williams apartments and associated surface parking. The project site is currently zoned O-I and RG-4 according to the *City of Atlanta Zoning Ordinance Map*. The project site is located in a Maturing Neighborhoods area type according to ARC's *Unified Growth Policy Map (UGPM)*.

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

1.3 Site Access

The project site is currently served by ten (10) driveways (four existing and six proposed driveways to be constructed). Following is a description of each of the driveways:

1. Driveway 1 is an existing full movement driveway located approximately 150 feet south of the intersection of Walnut Street and Beckwith Street.
2. Driveway 2 is an existing full movement driveway located approximately 430 feet east of the intersection of Walnut Street and Beckwith Street.
3. Driveway 3 is an existing full movement driveway approximately 360 feet south of the intersection of Mitchell Street and Beckwith Street.
4. Driveway 4 is an existing full movement driveway located approximately 200 feet west of the intersection of Northside Drive and Mitchell Street.
5. Driveway 5 is a proposed full movement driveway located approximately 370 feet south of the intersection of Northside Drive and Mitchell Street; this driveway is proposed to be the west leg of the intersection of Northside Drive and Markham Street.
6. Driveway 6 is a proposed full movement driveway located approximately 700 feet south of the intersection of Northside Drive and Mitchell Street.
7. Driveway 7 is a proposed full movement driveway located approximately 1,100 feet south of the intersection of Northside Drive and Mitchell Street; this driveway is proposed to be the west leg of the intersection of Northside Drive and Tatnall Street.
8. Driveway 8 is a proposed full movement driveway located approximately 1,300 feet south of the intersection of Northside Drive and Mitchell Street.
9. A proposed extension of Beckwith Street from Mitchell Street north to Martin Luther King Jr Drive.
10. A proposed extension of Maple Street from Martin Luther King Jr Drive south to Mitchell Drive.
11. Driveway 9 is a proposed full movement driveway located approximately 100 feet south of the intersection of Martin Luther King Jr Drive and the proposed Maple Street extension.
12. Driveway 10 is proposed to be a full movement driveway located as the south leg of the intersection of Mitchell Street at Proposed Maple Street Extension.

The site driveways mentioned above provide access to all parking for the site. Parking will be located on-site in a proposed parking decks and on-street where space permits. Shared parking is being utilized where permitted. Currently, approximately 2,127 parking spaces are planned to be provided for in the proposed parking deck and along the associated on-street parking where applicable, which is more than the required 1,790 parking spaces. The exact number and location of the parking spaces is subject to change during the development of the master plan. Parking ratios as required by zoning is shown below.

Office:	2.0 spaces per 1000 SF
Residential:	0.55 spaces per unit (3.15 FAR)
	0.60 spaces per unit (2.51 FAR)
	0.65 spaces per unit (2.10 FAR)
	0.85 spaces per unit (1.06 FAR)
Retail & Restaurant:	2.5 spaces per 1000 SF

1.4 Bicycle and Pedestrian Facilities

The project site currently has pedestrian facilities internal and along the perimeter, and the proposed development is anticipated to improve the facilities, creating a more pedestrian friendly environment. There are currently no bicycle facilities on the project site. Project AT-272 Martin Luther King Jr. Drive Complete Street Retrofit from Northside Drive to Ollie Street will add bicycle lanes from Sunset Avenue to Tatnall Street and continue to Mitchell Street; this project is anticipated to be completed by 2020. Additionally, bicycle improvements along Martin Luther King Jr. Drive are recommended as part of Cycle Atlanta: Phase 1.0 project (AT-277).

1.5 Transit Facilities

The project site is located 0.2 miles from the Vine City MARTA Rail Station, which is served by the Blue and Green rail lines, MARTA Bus Route #3, MARTA Bus Route #13, MARTA Bus Route #94, and MARTA Bus Route #155 with service seven days a week. There are currently nine MARTA bus stops along the perimeter of the proposed development. Additionally, the project site currently has pedestrian facilities internal and along the perimeter and the proposed development is anticipated to improve the facilities, creating a more pedestrian friendly environment.

2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

2.1 Growth Rate

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed project. Background traffic can include a base growth rate based on historical count data as well as population growth data and estimates as well as trips anticipated from nearby or adjacent other projects. Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 1.5 percent per year for five (5) years background traffic growth rate was used for all roadways. This background growth rate was used to account for other development activity in the area.

2.2 Traffic Data Collection

Weekday peak hour turning movement counts were collected on Tuesday, April 25, 2017, Wednesday, April 26, 2017, and Tuesday, May 16, 2017 at the study intersections from 7:00 AM – 9:00 AM for the AM peak period and from 3:30 PM to 6:30 PM for the PM peak period. The morning and afternoon peak hours varied slightly between the intersections. Peak hours for all intersections are shown in **Table 2**.

Table 2 Peak Hour Summary		
Intersection	AM Peak Hour	PM Peak Hour
1. Martin Luther King Jr. Drive at Northside Drive	7:45 – 8:45	5:00 – 6:00
2. Martin Luther King Jr. Drive at Maple Street	7:30 – 8:30	5:00 – 6:00
3. Martin Luther King Jr. Drive at Walnut Street	7:30 – 8:30	5:00 – 6:00
4. Martin Luther King Jr. Drive at Joseph E Lowery Boulevard	7:15 – 8:15	5:00 – 6:00
5. Mitchell Street at Northside Drive	7:30 – 8:30	4:45 – 5:45
6. Mitchell Street at Beckwith Court	8:00 – 9:00	5:00 – 6:00
7. Mitchell Street at Walnut Street	7:45 – 8:45	5:00 – 6:00
8. Beckwith Court at Walnut Street	7:15 – 8:15	5:30 – 6:30
9. Northside Drive at Ivan Allen Jr. Boulevard	7:30 – 8:30	4:45 – 5:45
10. Northside Drive at Markham Street	7:15 – 8:15	5:00 – 6:00
11. Northside Drive at Tatnall Street	7:45 – 8:45	5:00 – 6:00
12. Northside Drive at Nelson Street	7:45 – 8:45	5:00 – 6:00
13. Northside Drive at Fair Street	7:15 – 8:15	5:00 – 6:00
14. Northside Drive at McDaniel Street	7:15 – 8:15	5:00 – 6:00
15. Fair Street at Walnut Street	7:45 – 8:45	5:00 – 6:00

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

2.3 Detailed Intersection Analysis

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels-of-service, LOS A through LOS F, with A being the best and F being the worst. Level-of-service analyses were conducted at all intersections within the study network using *Synchro Professional, Version 9.0*.

Existing traffic signal phasing and timing data were retrieved from the Regional Traffic Operations Program (RTOP) for intersections along Northside Drive. For the other signalized intersections, signal phasing and timing data was collected in the field. Existing timing data was used in the Existing 2017 conditions. Signal timings were optimized using *Synchro Professional, Version 9.0* for Projected 2022 No-Build conditions, Projected 2022 Build conditions, and all improved conditions.

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

Levels-of-service for unsignalized intersections, with stop control on the minor street only, are reported for the side street approaches and the major street left-turn movements. Low levels-of-service for side street approaches are not uncommon, as vehicles may experience significant delays in turning onto a major roadway.

3.0 STUDY NETWORK

3.1 Gross Trip Generation

Traffic for the proposed land uses and densities were calculated using methodology contained in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Ninth Edition*. Gross trips generated are displayed below in **Table 3**. Existing trips generated by the existing land uses on the site are minimal and therefore, were not removed from the network in order to present a more conservative analysis.

Table 3 Gross Trip Generation										
Land Use (Intensity)	ITE Code	Daily Traffic			AM Peak Hour			PM Peak Hour		
		Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Apartment (50 units)	220	427	213	214	28	6	22	45	29	16
High-Rise Apartment (1,587 units)	222	5,524	2,762	2,762	471	118	353	520	317	203
General Office Building (185,600 SF)	710	2,101	1,051	1,050	314	276	38	286	49	237
Shopping Center (44,800 SF)	820	4,030	2,015	2,015	96	60	36	350	168	182
Supermarket (45,100 SF)	850	4,411	2,205	2,206	153	95	58	432	220	212
High-Turnover (Sit-Down) Restaurant (44,800 SF)	932	5,696	2,848	2,848	484	266	218	441	265	176
Total Gross Trips		22,189	11,094	11,095	1,546	821	725	2,074	1,048	1,026

3.2 Trip Distribution

The directional distribution and assignment of new project trips was based on the project land uses, a review of the land use densities and road facilities in the area, engineering judgment, and methodology discussions with the Georgia Regional Transportation Authority (GRTA), Atlanta Regional Commission (ARC), Georgia Department of Transportation (GDOT), and the City of Atlanta.

3.3 Level-of-Service Standards

For the purposes of this traffic analysis, a level-of-service standard of D was assumed for all intersections and segments within the study network. If, however, an intersection or segment currently operates at LOS E or LOS F during an existing peak period, the LOS standard for that peak period becomes LOS E, consistent with the GRTA Letter of Understanding. Additionally, per GRTA Technical Guidelines for roadways parallel to fixed guideway or busway transit facilities, Martin Luther King, Jr. Drive will be evaluated at LOS E (one LOS level lower than the standard set above).

3.4 Study Network Determination

A general study area was determined based on a review of land uses and population densities in the area as well as a review of peak hour traffic counts and engineering judgement. The study area was agreed upon during methodology discussions with GRTA, ARC, GDOT, and City of Atlanta staff, and includes the following fifteen (15) intersections described in **Table 4**.

The study network includes eight (8) signalized intersections and seven (7) stop controlled intersections as noted in **Table 4**. The study intersections are shown in **Figure 3**.

Table 4 Intersection Control Summary	
Intersection	Control
1. Martin Luther King Jr. Drive at Northside Drive	Signal
2. Martin Luther King Jr. Drive at Maple Street	Stop Control
3. Martin Luther King Jr. Drive at Walnut Street	Signal
4. Martin Luther King Jr. Drive at Joseph E Lowery Boulevard	Signal
5. Mitchell Street at Northside Drive	Signal
6. Mitchell Street at Beckwith Court	Stop Control
7. Mitchell Street at Walnut Street	Stop Control
8. Beckwith Court at Walnut Street	Stop Control
9. Northside Drive at Ivan Allen Jr. Boulevard	Signal
10. Northside Drive at Markham Street	Stop Control
11. Northside Drive at Tatnall Street	Signal
12. Northside Drive at Nelson Street	Stop Control
13. Northside Drive at Fair Street	Signal
14. Northside Drive at McDaniel Street	Signal
15. Fair Street at Walnut Street	Stop Control

Each of the above listed intersections was analyzed for the Existing 2017 conditions, the Projected 2022 No-Build conditions, and the Projected 2022 Build conditions. The Projected 2022 No-Build conditions represent the existing traffic volumes grown for five (5) years at 1.5 percent per year throughout the study network as well as the anticipated traffic generated by the Friendship Baptist Church development currently under construction. The Projected 2022 Build conditions add the projected trips associated with the Friendship Village development to the Projected 2022 No-Build conditions.

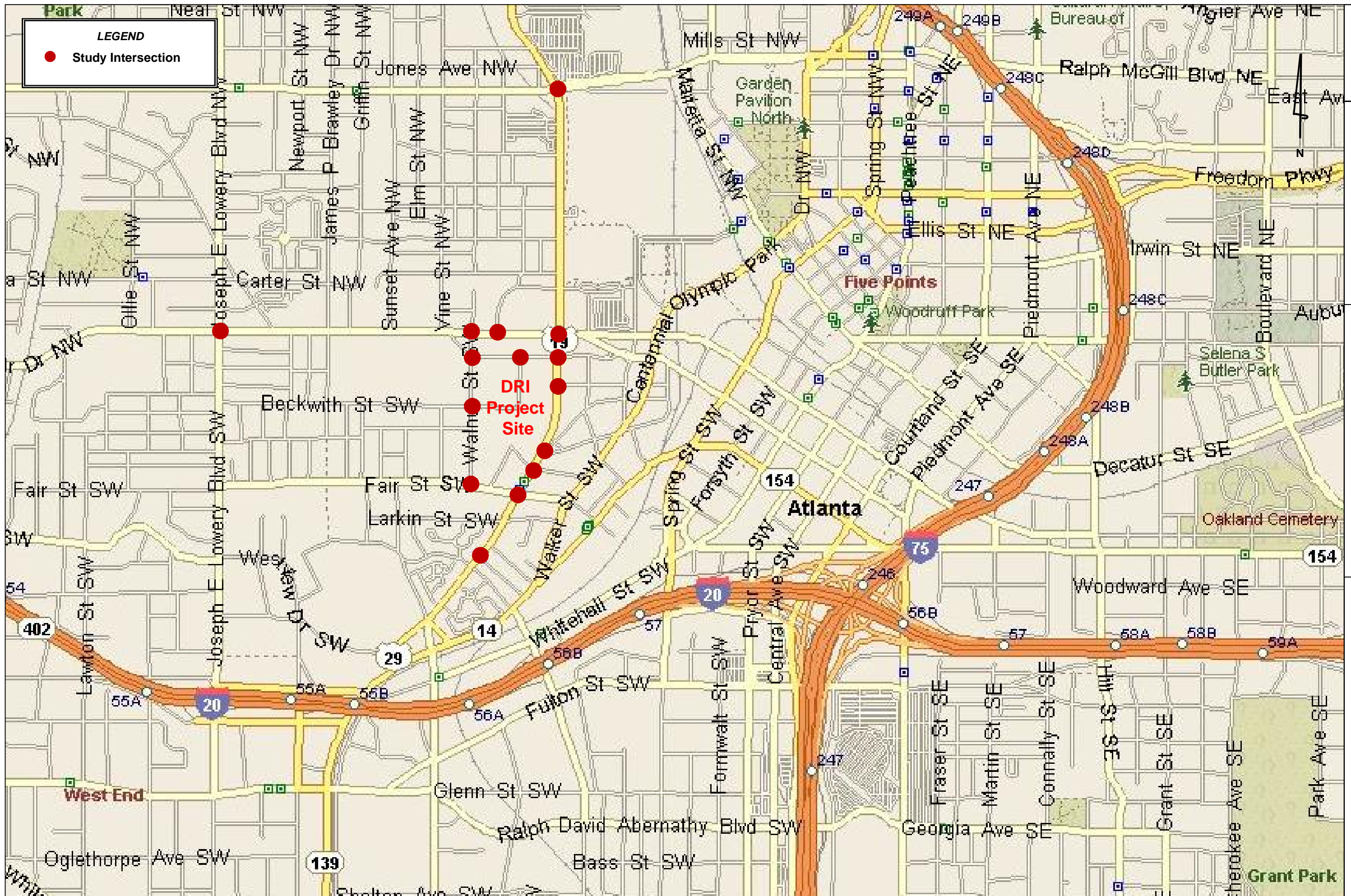


Figure 3

Study Intersections

Friendship Village DRI #2686
Transportation Analysis

3.5 Existing Roadway Facilities

Roadway classification descriptions and estimated Average Daily Traffic (ADT) for the entire study area are provided in **Table 5**.

ADTs were collected using 24-hour pneumatic tube counts for Martin Luther King Jr. Drive and Northside Drive. ADTs were estimated for Mitchell Street, Walnut Street, Beckwith Street, Fair Street, Maple Street, Joseph E Lowery Boulevard, and Ivan Allen Jr. Boulevard.

Table 5 Roadway Classification and ADTs				
Roadway	No. of Lanes	ADT	Posted Speed Limit (MPH)	GDOT Classification
Northside Drive	5	31,200	35	Principal Arterial – Regional Thoroughfares Network
Martin Luther King Jr. Drive	6	5,700	30	Minor Arterial – Regional Thoroughfares Network
Ivan Allen Jr. Boulevard	4	12,600	35	Major Collector
Joseph E Lowery Boulevard	3	1,200	35	Minor Arterial
Mitchell Street	2	4,000	25	Local Road
Walnut Street	2	1,500	25	Local Road
Beckwith Street	2	600	25	Local Road
Fair Street	2	3,400	25	Major Collector
Maple Street	2	900	25	Local Road

4.0 TRIP GENERATION

As stated previously, gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Ninth Edition, 2012*, using equations where available. Trip generation for this proposed development is calculated based upon the following land uses: Apartment (ITE 220), High-Rise Apartment (ITE 222), General Office Building (ITE 710), Shopping Center (ITE 820), Supermarket (ITE 850), High-Turnover (Sit-Down) Restaurant (ITE 932).

Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook, Third Edition, 2014*. Because the Third Edition does not include guidance on daily internal capture, the Second Edition, 2004 was used for daily. Total internal capture and vehicle trip reduction between the land uses is expected to be 16.5% daily, 23.5% for the AM peak hour and 40.8% for the PM peak hour as a result of the anticipated interaction between the residential, office, grocery, retail, and restaurant land uses within the proposed development.

Due to the Friendship Village development being located in close proximity to transit and the proposed improved pedestrian and bicycle facilities, an alternative transportation (walking, bicycle, and transit) reduction was applied for the Friendship Village project trips. An alternative transportation mode reduction of 25%, consistent with GRTA's Letter of Understanding, was applied to all land uses for this study.

In accordance with the GRTA LOU, pass-by reductions were taken according to the *ITE Trip Generation Handbook, Third Edition, 2014* for the grocery, retail, and restaurant land uses.

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

Table 6 Net Trip Generation									
	Daily Traffic			AM Peak Hour			PM Peak Hour		
	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Gross Project Trips	22,189	11,094	11,095	1,546	821	725	2,074	1,048	1,026
<i>Mixed-Use Reduction</i>	-3,648	-1,824	-1,824	-164	-182	-182	-844	-422	-422
<i>Alternative Mode Reduction</i>	-4,636	-2,318	-2,318	-296	-160	-136	-307	-158	-152
<i>Pass-By Reduction</i>	-3,579	-1,789	-1,790	-0	-0	-0	-190	-90	-90
Net New Trips	10,326	5,163	5,163	886	479	407	735	373	357

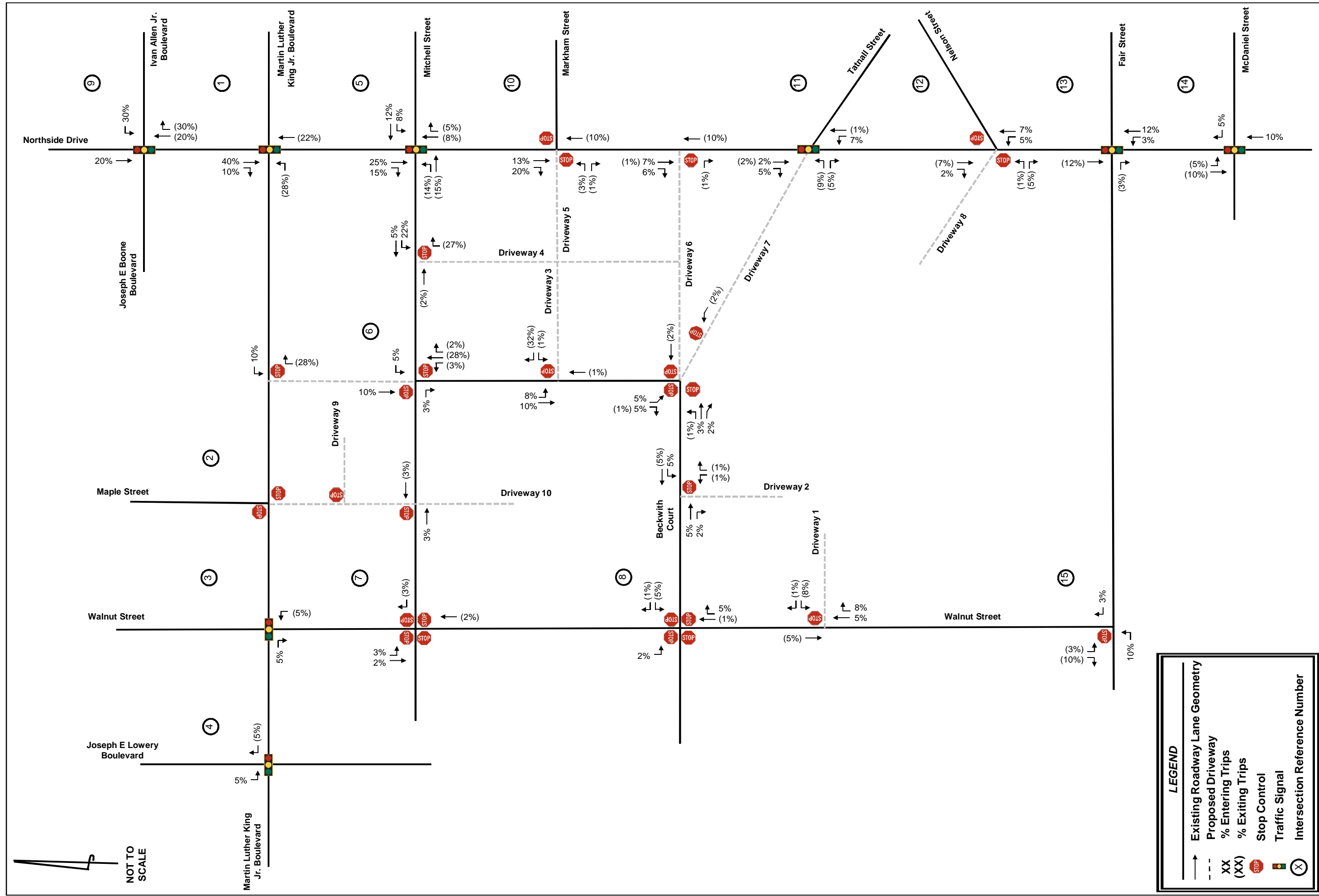
A more detailed trip generation analysis summary table is provided in Appendix D.

5.0 TRIP DISTRIBUTION AND ASSIGNMENT

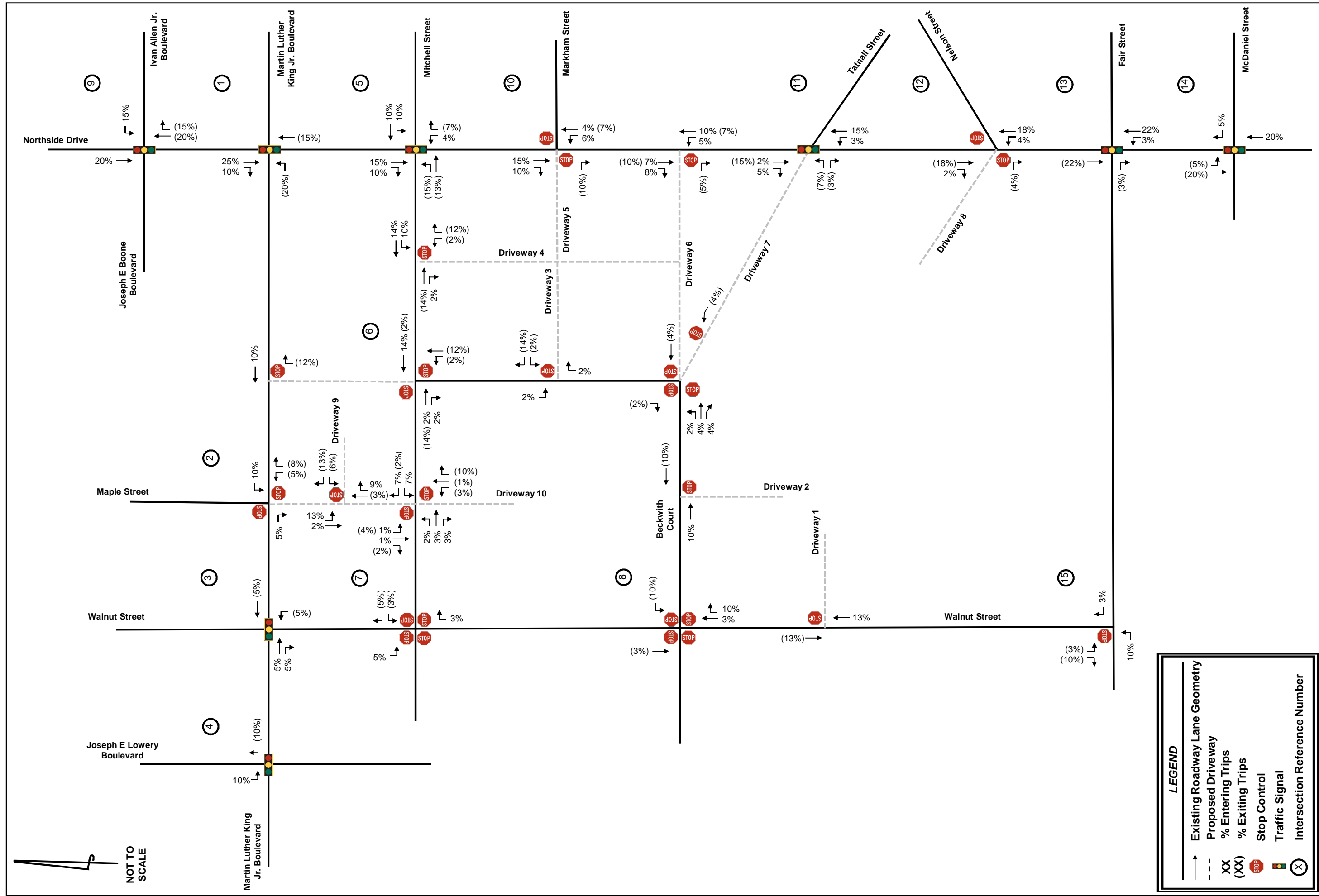
New trips were distributed onto the roadway network using the percentages developed as described in *Section 3.2* of this report, and as agreed to during methodology discussions with GRTA, ARC, GDOT, and City of Atlanta staff.

Figure 4 displays the anticipated distribution and assignment of the residential project trips and **Figure 5** displays the anticipated distribution and assignment of the office, grocery, retail and restaurant project trips throughout the study roadway network. These trip assignment percentages were applied to the net new trips expected to be generated by the development, and the volumes were assigned to the roadway network. The combined peak hour project trips by turning movement throughout the study network, anticipated to be generated by the proposed Friendship Village development, are shown in **Figure 6**.

Detailed intersection volume worksheets are provided in Appendix E.



	<p>Friendship Village DRI #2686 Transportation Analysis</p>	<p>Residential Distributions</p>	<p>Figure 4</p>
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**Friendship Village
DRI #2686
Transportation Analysis**

Figure 5

6.0 TRAFFIC ANALYSIS

6.1 Existing 2017 Conditions

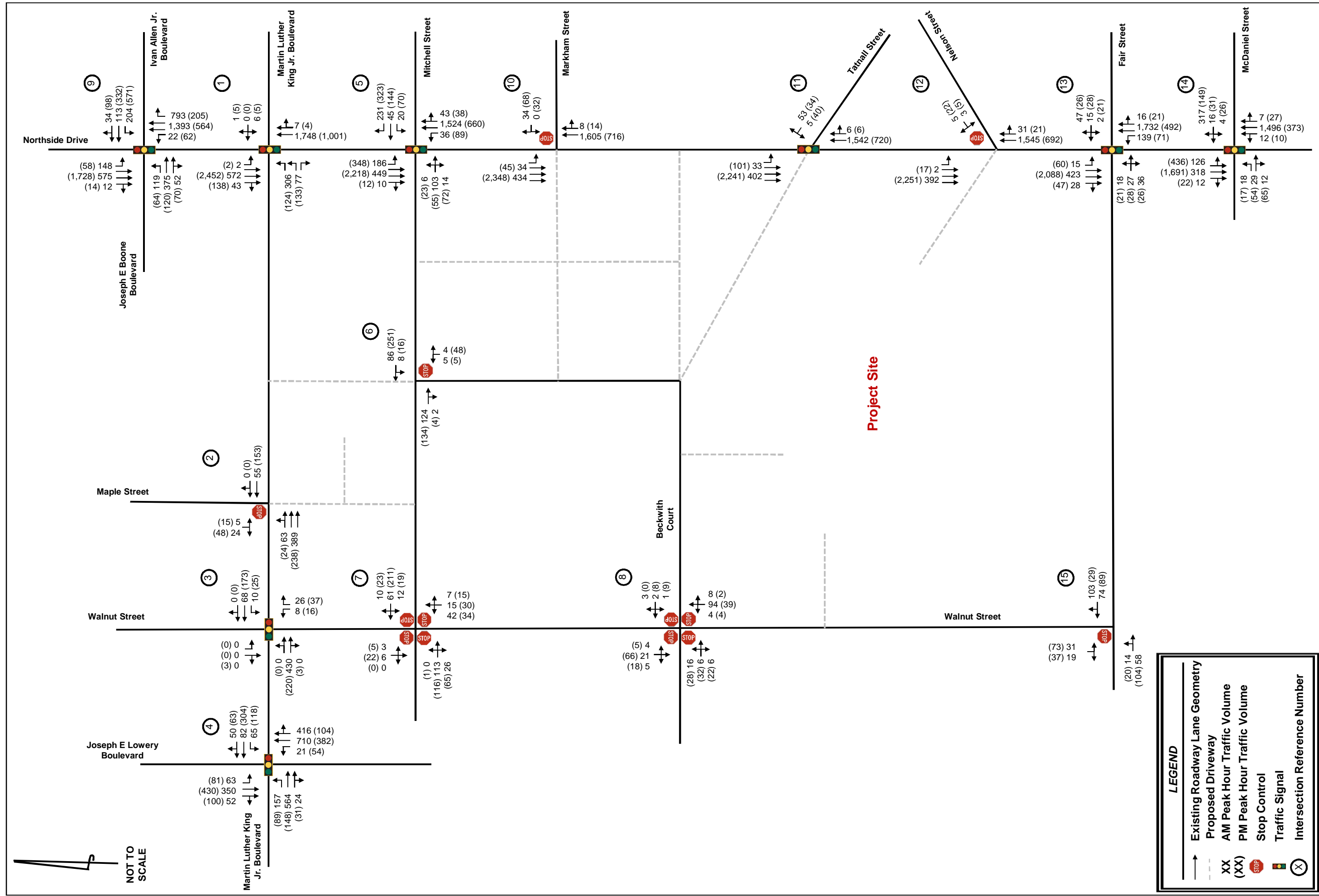
The observed existing peak hour traffic volumes were entered into *Synchro 9.0*, and capacity analyses were performed for the AM and PM peak hours. The existing peak hour traffic volumes are displayed in **Figure 7**, and the results of the capacity analyses for the Existing 2017 conditions are shown in **Table 7**. Detailed *Synchro* analysis reports are available upon request.

Table 7 Existing 2017 Intersection Levels-of-Service LOS (delay in seconds)				
Intersection	LOS Std.	Existing 2017 Conditions		
		Control	AM Peak Hour	PM Peak Hour
1. Martin Luther King Jr. Drive at Northside Drive	E*	Signal	A (2.3)	A (2.0)
2. Martin Luther King Jr. Drive at Maple Street	E*	EBL SB	A (8.6) A (9.9)	A (8.8) B (10.3)
3. Martin Luther King Jr. Drive at Walnut Street	E*	Signal	C (31.7)	D (44.5)
4. Martin Luther King Jr. Drive at Joseph E. Lowery Boulevard	E*	Signal	C (31.5)	C (28.5)
5. Mitchell Street at Northside Drive	D	Signal	C (26.9)	C (22.3)
6. Mitchell Street at Beckwith Court	D	NB WBL	A (9.7) A (7.6)	A (9.7) A (7.6)
7. Mitchell Street at Walnut Street	D	NB EBL WBL SB	B (10.6) A (0.0) A (7.6) B (10.5)	B (12.8) A (7.8) A (7.5) B (12.5)
8. Beckwith Court at Walnut Street	D	NB EB WB SB	A (7.7) A (7.4) A (7.1) A (7.2)	A (7.5) A (7.6) A (7.5) A (7.6)
9. Northside Drive at Ivan Allen Jr. Boulevard	D/E**	Signal	C (32.4)	E (57.6)
10. Northside Drive at Markham Street	D	WB SBL	C (18.9) C (15.5)	C (24.1) A (9.6)
11. Northside Drive at Tatnall Street	D	Signal	A (7.0)	A (3.6)
12. Northside Drive at Nelson Street	D	WB SBL	C (23.5) B (14.3)	B (13.6) A (9.3)
13. Northside Drive at Fair Street	D	Signal	A (9.7)	A (8.8)
14. Northside Drive at McDaniel Street	D	Signal	C (24.2)	B (17.6)
15. Fair Street at Walnut Street	D	EBL SB	A (7.7) B (10.0)	A (7.6) B (10.6)

* Per the GRTA LOU, the LOS standard is one LOS level lower for roadways parallel to fixed guideway or busway transit facilities.

** Per the GRTA LOU, if an intersection currently operates at LOS E for a certain peak period, then the LOS standard for that intersection for base and future conditions becomes LOS E only for that intersection for that peak period.

As shown in **Table 7**, Intersection 9 operates at LOS E during the PM Peak Period. Therefore, the LOS standard for Intersection 9 was adjusted to LOS D during the AM Peak Period and LOS E during the PM Peak Period. All study intersections currently operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours in the Existing 2017 conditions. Therefore, no intersection improvements are recommended in the Existing 2017 conditions.



Friendship Village DRI #2686 Transportation Analysis

Existing 2017 Conditions

Figure 7

6.2 Projected 2022 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased for five (5) years at 1.5 percent per year throughout the study network. The Projected 2022 No-Build traffic volumes also include the anticipated traffic to be generated by the Friendship Baptist Church which is currently under construction. These anticipated volumes were estimated using the *ITE Trip Generation Manual, 9th Edition, 2012* Land Use 560 Church at the proposed 172,413 square feet. These volumes were entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2022 No-Build conditions were analyzed using existing roadway geometry and existing intersection control types.

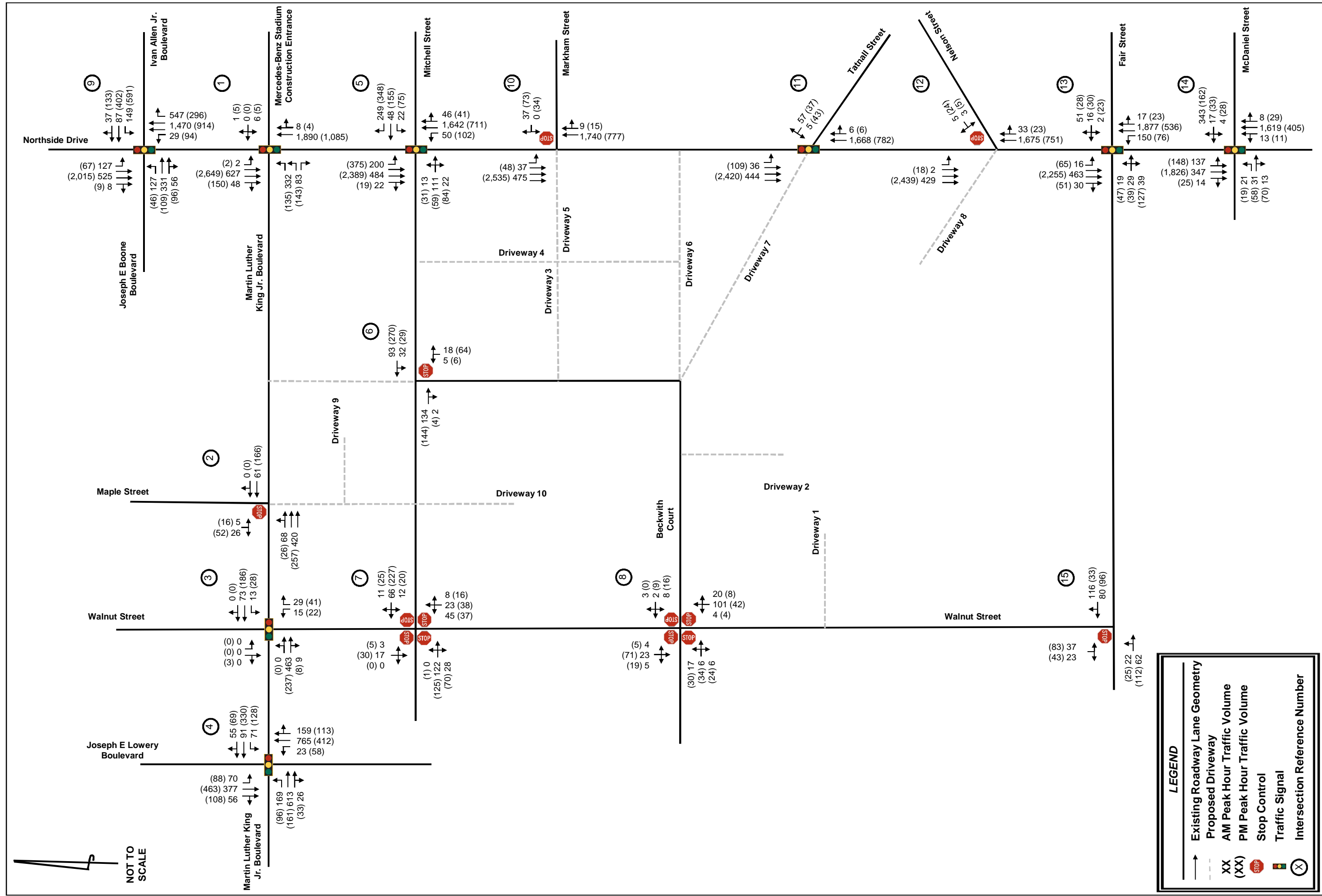
The intersection laneage and traffic volumes for the Projected 2022 No-Build conditions are shown in **Figure 8**. The results of the capacity analyses for the Projected 2022 No-Build conditions with existing laneage and control types are shown in **Table 8**. Detailed *Synchro* analysis reports are available upon request.

Table 8 Projected 2022 No-Build Intersection Levels-of-Service <i>LOS (delay in seconds)</i>				
Intersection	LOS Std.	Projected 2022 No-Build Conditions		
		Control	AM Peak Hour	PM Peak Hour
1. Martin Luther King Jr. Drive at Northside Drive	E*	Signal	A (2.5)	A (2.2)
2. Martin Luther King Jr. Drive at Maple Street	E*	EBL SB	A (8.6) A (9.9)	A (8.9) B (10.4)
3. Martin Luther King Jr. Drive at Walnut Street	E*	Signal	C (31.7)	D (44.5)
4. Martin Luther King Jr. Drive at Joseph E. Lowery Boulevard	E*	Signal	C (32.8)	C (29.1)
5. Mitchell Street at Northside Drive	D	Signal	C (30.3)	C (25.4)
6. Mitchell Street at Beckwith Court	D	NB WBL	A (9.6) A (7.6)	A (9.8) A (7.6)
7. Mitchell Street at Walnut Street	D	NB EBL WBL SB	B (11.0) A (0.0) A (7.6) B (10.8)	B (13.6) A (7.8) A (7.6) B (13.1)
8. Beckwith Court at Walnut Street	D	NB EB WB SB	A (7.8) A (7.5) A (7.4) A (7.3)	A (7.5) A (7.7) A (7.7) A (7.7)
9. Northside Drive at Ivan Allen Jr. Boulevard	D/E**	Signal	D (35.1)	E (61.6)
10. Northside Drive at Markham Street	D	WB SBL	C (21.0) C (17.1)	C (24.1) B (10.1)
11. Northside Drive at Tatnall Street	D	Signal	A (7.5)	A (3.7)
12. Northside Drive at Nelson Street	D	WB SBL	D (26.5) B (15.5)	B (14.2) A (9.6)
13. Northside Drive at Fair Street	D	Signal	B (10.7)	A (9.2)
14. Northside Drive at McDaniel Street	D	Signal	C (26.1)	C (23.9)
15. Fair Street at Walnut Street	D	EBL SB	A (7.7) B (10.3)	A (7.6) B (11.0)

* Per the GRTA LOU, the LOS standard is one LOS level lower for roadways parallel to fixed guideway or busway transit facilities.

** Per the GRTA LOU, if an intersection currently operates at LOS E for a certain peak period, then the LOS standard for that intersection for base and future conditions becomes LOS E only for that intersection for that peak period.

As shown in **Table 8**, all study intersections are projected to operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours in the Projected 2022 No-Build conditions. Therefore, no intersection improvements are recommended in the Projected 2022 No-Build conditions.



**Friendship Village
DRI #2686
Transportation Analysis**

**Projected 2022
No-Build Conditions**

Figure 8

6.3 Projected 2022 Build Conditions

The traffic associated with the proposed Friendship Village development was added to the Projected 2022 No-Build volumes. These volumes were then entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2022 Build conditions were analyzed using the proposed laneage and intersection control types shown in the DRI site plan.

The intersection laneage and traffic volumes used for the Projected 2022 Build conditions are shown in **Figure 9**. The results of the capacity analyses for the Projected 2022 Build conditions with proposed laneage and control types are shown in **Table 9**. Detailed *Synchro* analysis reports are available upon request.

Table 9
Projected 2022 Build Intersection Levels-of-Service
LOS (delay in seconds)

Intersection	LOS Std.	Projected 2022 Build Conditions		
		Control	AM Peak Hour	PM Peak Hour
1. Martin Luther King Jr. Drive at Northside Drive	E*	Signal	A (2.4)	A (3.1)
2. Martin Luther King Jr. Drive at Maple Street/Proposed Maple Street Extension	E*	NB EBL WBL SB	B (13.3) A (8.6) B (10.5) B (10.3)	B (11.3) A (8.9) A (9.3) B (11.0)
3. Martin Luther King Jr. Drive at Walnut Street	E*	Signal	C (32.0)	D (45.1)
4. Martin Luther King Jr. Drive at Joseph E. Lowery Boulevard	E*	Signal	D (43.1)	C (29.6)
5. Mitchell Street at Northside Drive	D	Signal	C (34.8)	D (46.7)
6. Mitchell Street at Beckwith Court/Proposed Beckwith Court Extension	D	NB EBL WBL SB	B (14.7) A (0.0) A (7.8) B (12.8)	B (14.8) A (8.0) A (7.8) C (15.3)
7. Mitchell Street at Walnut Street	D	NB EBL WBL SB	B (11.3) A (0.0) A (7.6) B (11.5)	B (14.0) A (7.8) A (7.6) B (14.3)
8. Beckwith Court at Walnut Street	D	NB EB WB SB	A (8.2) A (7.8) A (8.0) A (7.6)	A (7.7) A (7.9) A (8.1) A (8.0)
9. Northside Drive at Ivan Allen Jr. Boulevard	D/E**	Signal	D (39.4)	E (66.9)
10. Northside Drive at Markham Street/Driveway 5	D	NBL EB WB SBL	B (11.3) D (27.8) C (21.7) C (17.8)	F (115.8)*** F (909.0)*** F (1070.2)*** B (10.1)
11. Northside Drive at Tatnall Street/Driveway 7	D	Signal	A (9.0)	A (5.6)
12. Northside Drive at Nelson Street/Driveway 8	D	NBL EB WB SBL	B (10.5) B (13.8) F (53.8) C (16.3)	F (90.1)*** F (208) E (42.4) A (9.8)

Table 9 – continued from previous page

13. Northside Drive at Fair Street	D	Signal	B (11.9)	B (10.8)
14. Northside Drive at McDaniel Street	D	Signal	C (27.6)	C (29.8)
15. Fair Street at Walnut Street	D	EBL SB	A (7.9) B (11.5)	A (7.7) B (12.1)
16. Walnut Street at Driveway 1	D	WB SBL	B (10.1) A (0.0)	A (9.9) A (0.0)
17. Beckwith Court at Driveway 2	D	NB WBL	A (9.0) A (7.4)	A (9.0) A (7.4)
18. Beckwith Court at Driveway 3	D	WB SBL	A (8.9) A (7.3)	A (9.1) A (7.4)
19. Mitchell Street at Driveway 4	D	NB WBL	A (9.9) A (7.8)	B (10.5) A (7.8)
20. Northside Drive at Driveway 6	D	NBL EB	B (11.3) B (11.3)	F (106.0)*** F (54.1)
21. Beckwith Court at Driveway 6/Driveway 7	D	NB EB WB SB	A (7.5) A (7.4) A (7.2) A (7.3)	A (7.5) A (7.4) A (7.2) A (7.3)
22. Proposed Beckwith Court Extension at Martin Luther King Jr. Drive	E*	NB WBL	B (11.5) B (10.3)	B (10.4) A (9.5)
23. Proposed Maple Street Extension at Driveway 9	D	WB SBL	A (8.9) A (7.4)	A (8.8) A (7.3)
24. Mitchell Street at Proposed Maple Street Extension/ Driveway 10	D	NB EBL WBL SB	B (10.1) A (7.5) A (7.6) B (11.4)	B (10.5) A (7.9) A (7.6) B (13.0)

* Per the GRTA LOU, the LOS standard is one LOS level lower for roadways parallel to fixed guideway or busway transit facilities.

** Per the GRTA LOU, if an intersection currently operates at LOS E for a certain peak period, then the LOS standard for that intersection for base and future conditions becomes LOS E only for that intersection for that peak period.

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

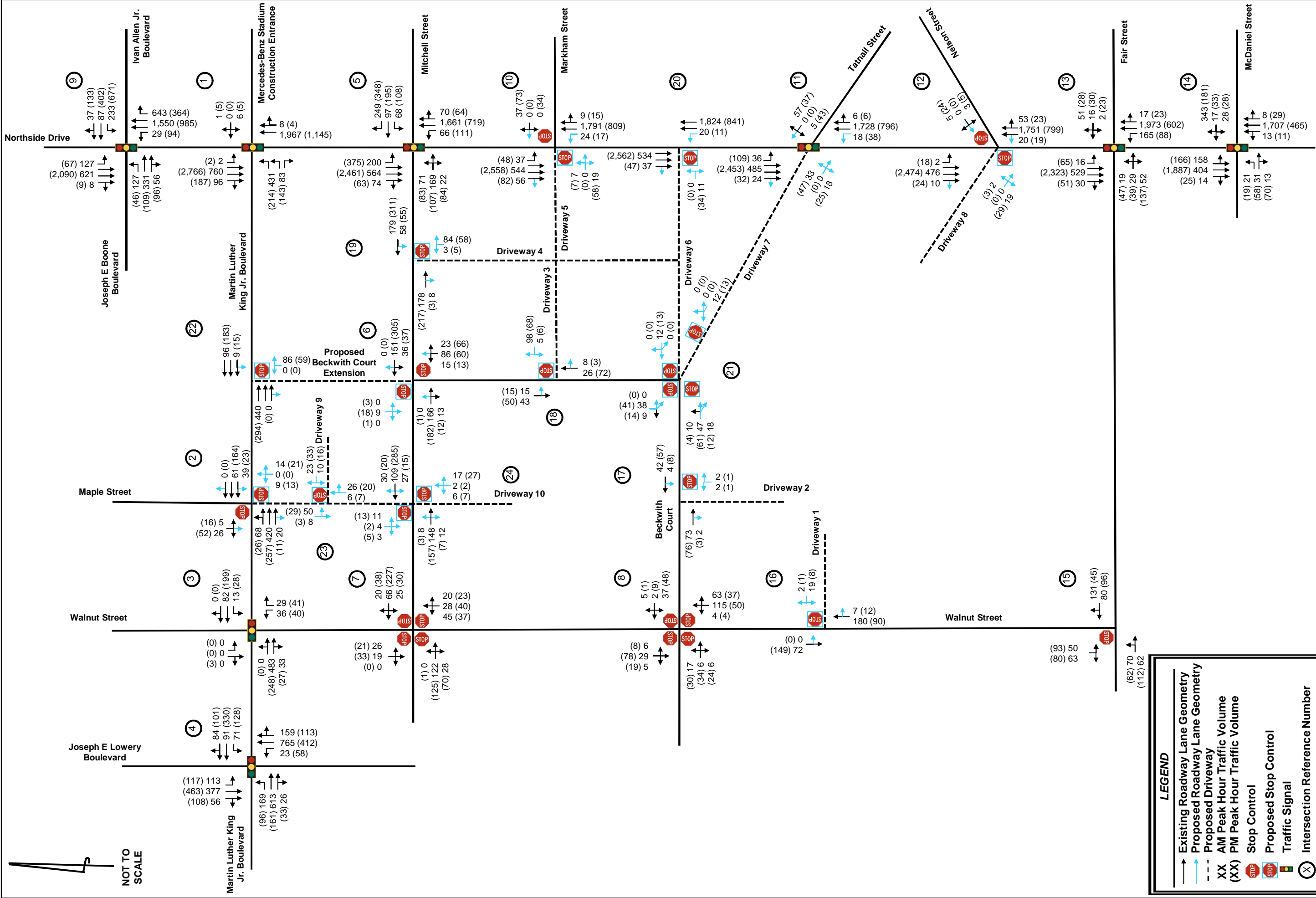
As shown in **Table 9**, the side street movements and northbound left-turn movements for Intersection 10, Intersection 12, and Intersection 20 operate at LOS E or LOS F. It is not uncommon to experience long delays for two-way stop-controlled intersections when the major street volume is heavy. Intersection 10 (Northside Drive at Markham Street/Driveway 5) is projected to experience the heaviest delays during the PM peak hour. Exiting vehicles, especially left-turning vehicles, may choose to utilize a different path to exit the site during the peak hours. The grid pattern provides alternative access points to congestion intersections during peak periods.

All other study intersections are projected to operate at or above their acceptable level-of-service standard during the AM and PM peak hours in the Projected 2022 Build conditions. Therefore, there are no recommended off-site improvements for the Projected 2022 Build conditions.

Based on the Projected 2022 Build conditions, the following site access improvements are recommended to serve the traffic associated with the *Friendship Village* development:

- Intersection #2: Martin Luther King Jr. Drive at Maple Street/Proposed Maple Street Extension
 - Construct Proposed Maple Street Extension (proposed northbound leg of the intersection) from Martin Luther King Jr. Drive to Mitchell Street to consist of one (1) shared northbound left-turn/through/right-turn lane
 - Construct one (1) southbound receiving lane
 - Install stop-control on northbound leg
- Intersection #6: Mitchell Street at Beckwith Court/Proposed Beckwith Court Extension
 - Construct Proposed Beckwith Court Extension (proposed southbound leg of the intersection) from Martin Luther King Jr. Drive to Mitchell Street to consist of one (1) shared southbound left-turn/through/right-turn lane
 - Construct one (1) northbound receiving lane
 - Install stop-control on southbound leg
- Intersection #10: Northside Drive at Markham Street/Driveway 5
 - Construct one (1) shared eastbound left-turn/through/right-turn lane to align with Markham Street
 - Construct one (1) westbound receiving lane
 - Restripe northbound approach to include one (1) exclusive left-turn lane, one (1) exclusive through lane, and one (1) shared through/right-turn lane
 - Install stop-control on eastbound leg
- Intersection #11: Northside Drive at Tatnall Street/Driveway 7
 - Construct one (1) shared eastbound left-turn/through/right-turn lane to align with Tatnall Street at existing signal
 - Construct one (1) westbound receiving lane
 - Restripe northbound approach to include one (1) exclusive left-turn lane, one (1) exclusive through lane, and one (1) shared through/right-turn lane
- Intersection #12: Northside Drive at Nelson Street/Driveway 8
 - Construct one (1) shared eastbound left-turn/through/right-turn lane to align with Nelson Street
 - Construct one (1) westbound receiving lane
 - Install stop-control on eastbound leg
- Intersection #16: Walnut Street at Driveway 1
 - On the site, construct one (1) westbound shared left/right-turn lane exiting the site, and one (1) ingress lane entering the site
- Intersection #17: Beckwith Court at Driveway 2
 - On the site, construct one (1) northbound shared left/right-turn lane exiting the site, and one (1) ingress lane entering the site
- Intersection #18: Beckwith Court at Driveway 3
 - On the site, construct one (1) westbound shared left/right-turn lane exiting the site, and one (1) ingress lane entering the site

- Intersection #19: Mitchell Street at Driveway 4
 - On the site, construct one (1) northbound shared left/right-turn lane exiting the site, and one (1) ingress lane entering the site
- Intersection #20: Northside Drive at Driveway 6
 - Construct one (1) shared eastbound left-turn/right-turn lane
 - Construct one (1) westbound receiving lane
 - Restripe northbound approach to include one (1) exclusive left-turn lane and two (2) exclusive through lanes
 - Install stop-control on eastbound approach
- Intersection #21: Beckwith Court at Driveway 6/Driveway 7
 - Construct one (1) shared northbound left-turn/through/right-turn lane
 - Construct one (1) shared westbound left-turn/through/right-turn lane
 - Construct one (1) southbound receiving lane
 - Construct one (1) eastbound receiving lane
 - Install all-way stop-control on northbound, southbound, eastbound, and westbound approaches
- Intersection #22: Proposed Beckwith Court Extension at Martin Luther King Jr. Drive
 - Construct Proposed Beckwith Court Extension (proposed northbound leg of the intersection) from Martin Luther King Jr. Drive to Mitchell Street
 - Construct one (1) shared northbound left-turn/right-turn lane
 - Construct one (1) southbound receiving lane
 - Install stop-control on northbound leg
- Intersection #23: Proposed Maple Street Extension at Driveway 9
 - Construct Proposed Maple Street Extension (proposed northbound leg of the intersection) from Martin Luther King Jr. Drive to Mitchell Street
 - Construct one (1) shared westbound left-turn/right-turn lane
 - Construct one (1) eastbound receiving lane
 - Install stop-control on westbound leg
- Intersection #24: Mitchell Street at Proposed Maple Street Extension/Driveway 10
 - Construct Proposed Maple Street Extension (proposed southbound leg of the intersection) from Martin Luther King Jr. Drive to Mitchell Street
 - Construct one (1) shared southbound left-turn/through/right-turn lane
 - Construct one (1) shared northbound left-turn/through/right-turn lane
 - Construct one (1) northbound receiving lane
 - Construct one (1) southbound receiving lane
 - Install stop-control on northbound and southbound legs



7.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the Friendship Village development is proposed at ten (10) locations. Site driveway locations are discussed in Section 1.3. Capacity analyses were performed for the proposed site driveway intersections (Int. #10, #11, #12, #16, #17, #18, #19, #20, #21, #23, #24) using *Synchro* 9.0. The results of the capacity analyses for this intersection (LOS, delay, and recommended laneage) are reported in Section 6.3 of this report. Based on the Projected 2022 Build conditions, the proposed site driveway intersections are anticipated to operate at an acceptably, assuming implementation of the recommended laneage, signalization, and roadway improvements listed in this report.

8.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC's Transportation Improvement Program, Regional Transportation Improvement Program, GDOT's Construction Work Program, and the GA STIP the following projects are programmed or planned to be completed by the respective years: The identified projects are listed in Table 10 below.

Table 10 Programmed Projects			
#	Completion Date	Project ID	Description
1	2020	AT-272	Martin Luther King Jr Drive Complete Street retrofit from Northside Drive to Ollie Street
2	2030	AR-490A1	Atlanta Streetcar East Extension from Jackson Street to Atlanta Beltline/Irwin Street
3	TBD	AR-314	RTOP – SR 3 (Northside Drive) Communications project from Langston Drive to Deering Road
4	TBD	AT-268	US 41/SR 3 (Northside Drive) scoping and engineering analysis from McDaniel Street/I-20 to I-75
5	TBD	AT-277	Cycle Atlanta: Phase 1.0 – Bicycle Mobility Improvements
6	TBD	AT-288	US 41 (Northside Drive) and US 19 (14th Street) Signal Upgrades at 11 locations
7	TBD	AT-308	SR 139 (Martin Luther King Jr Drive) Corridor Improvement Initiative from Atlanta City Limits (Fulton Industrial Boulevard) to Ollie Street

Fact sheets for projects 1-7 are provided in Appendix F.

9.0 INTERNAL CIRCULATION ANALYSIS

The proposed site driveways will provide access to buildings on the site. A detailed copy of the proposed site plan is provided in Appendix C and a full-sized site plan is included in the report submittal.

Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook, Third Edition, 2014*. Because the Third Edition does not include guidance on daily internal capture, the Second Edition, 2004 was used for daily. Total internal capture and vehicle trip reduction between the proposed land uses is expected to be 23.5% for the AM peak hour, and 40.8% for the PM peak hour as a result of the anticipated interaction between the various land uses within the proposed development.

10.0 PROJECTED 2022 BUILD ALTERNATIVE - SUPPLEMENTAL ANALYSIS

A supplemental analysis was performed for the Projected 2022 Build Alternative conditions, showing the implementation of programmed Project AT-272 Martin Luther King Jr. Drive Complete Street retrofit. Project AT-272 proposes restriping Martin Luther King Jr. Drive from Ollie Street to Walnut Street from four lanes to three lanes and from Walnut Street to Northside Drive from six lanes to four lanes.

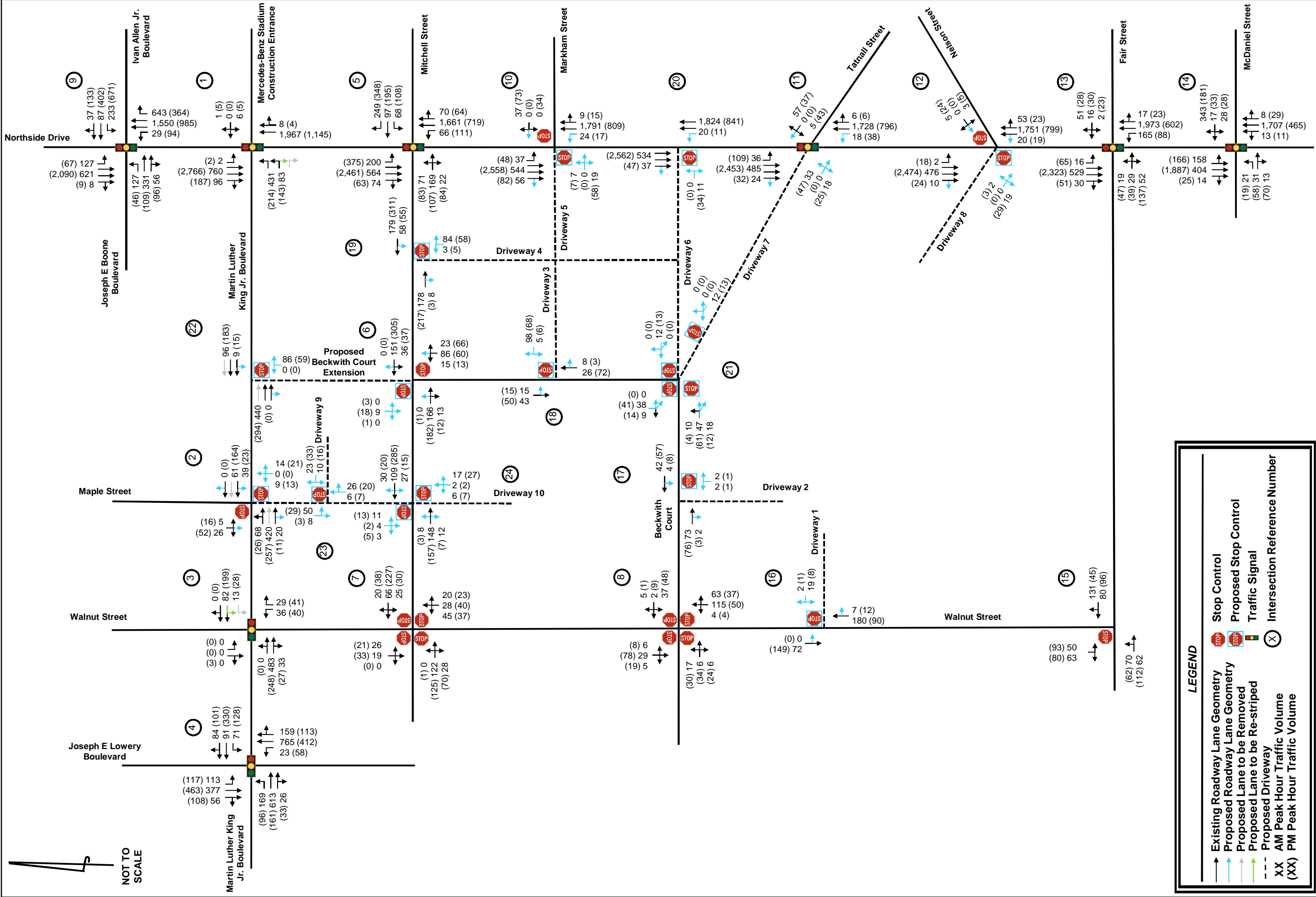
The intersection laneage and traffic volumes used for the Projected 2022 Build Alternative conditions are shown in **Figure 10**. The results of the capacity analyses for the Projected 2022 Build Alternative conditions with proposed laneage and control types are shown in **Table 11**. Detailed *Synchro* analysis reports are available upon request.

Table 11 Projected 2022 Build Alternative Intersection Levels-of-Service <i>LOS (delay in seconds)</i>				
Intersection	LOS Std.	Projected 2022 Build Conditions		
		Control	AM Peak Hour	PM Peak Hour
1. Martin Luther King Jr. Drive at Northside Drive	E*	Signal	C (28.8)	C (23.6)
2. Martin Luther King Jr. Drive at Maple Street/Proposed Maple Street Extension	E*	NB EBL WBL SB	B (13.5) A (7.5) A (8.5) B (10.0)	B (11.1) A (7.6) A (7.9) B (10.6)
3. Martin Luther King Jr. Drive at Walnut Street	E*	Signal	C (33.0)	D (46.3)
4. Martin Luther King Jr. Drive at Joseph E. Lowery Boulevard	E*	Signal	D (43.1)	C (29.6)
22. Proposed Beckwith Court Extension at Martin Luther King Jr. Drive	E*	NB WBL	B (10.4) A (8.4)	A (9.5) A (8.0)

* Per the GRTA LOU, the LOS standard is one LOS level lower for roadways parallel to fixed guideway or busway transit facilities.

** Per the GRTA LOU, if an intersection currently operates at LOS E for a certain peak period, then the LOS standard for that intersection for base and future conditions becomes LOS E only for that intersection for that peak period.

As shown in **Table 11**, all study intersections along Martin Luther King Jr. Drive are projected to operate at or above their acceptable level-of-service standard during the AM and PM peak hours in the Projected 2022 Build Alternative conditions. Therefore, there are no recommended off-site improvements for the Projected 2022 Build Alternative conditions.



Appendix A

Site Photo Log

Walnut Street at Proposed Driveway 1

Photo No. 1



Comments: Proposed Driveway 1 looking north

Photo No. 2



Comments: Proposed Driveway 1 looking south

Beckwith Street at Proposed Driveway 2

Photo No. 1



Comments: Proposed Driveway 2 looking east

Photo No. 2



Comments: Proposed Driveway 2 looking west

Beckwith Court at Proposed Driveway 3

Photo No. 1



Comments: Proposed Driveway 3 looking north

Photo No. 2



Comments: Proposed Driveway 3 looking south

Mitchell Street at Proposed Driveway 4

Photo No. 1



Comments: Proposed Driveway 4 looking east

Photo No. 2



Comments: Proposed Driveway 4 looking west

Northside Drive at Proposed Driveway 5

Photo No. 1



Comments: Proposed Driveway 5 looking north

Photo No. 2



Comments: Proposed Driveway 5 looking south

Northside Drive at Proposed Driveway 6

Photo No. 1



Comments: Proposed Driveway 6 looking north

Photo No. 2



Comments: Proposed Driveway 6 looking south

Northside Drive at Proposed Driveway 7

Photo No. 1



Comments: Proposed Driveway 7 looking north

Photo No. 2



Comments: Proposed Driveway 7 looking south

Northside Drive at Proposed Driveway 8

Photo No. 1



Comments: Proposed Driveway 8 looking north

Photo No. 2



Comments: Proposed Driveway 8 looking south

Proposed Driveway 9

Photo No. 1



Comments: Proposed Driveway 9 looking north

Photo No. 2



Comments: Proposed Driveway 9 looking south

Mitchell Street at Proposed Driveway 10

Photo No. 1



Comments: Proposed Driveway 10 looking east

Photo No. 2



Comments: Proposed Driveway 10 looking west

Beckwith Court Extension at M.L.K. Jr. Dr. NW

Photo No. 1



Comments: Proposed Extension looking east

Photo No. 2



Comments: Proposed Extension looking west

Beckwith Court Extension at Mitchell Street

Photo No. 1



Comments: Proposed Extension looking east

Photo No. 2



Comments: Proposed Extension looking west

Maple Street Extension at M.L.K. Jr. Dr. NW

Photo No. 1



Comments: Proposed Extension looking east

Photo No. 2



Comments: Proposed Extension looking west

Maple Street Extension at Mitchell Street

Photo No. 1



Comments: Proposed Extension looking east

Photo No. 2



Comments: Proposed Extension looking west

Beckwith Steet at Proposed Driveways 6 and 7

Photo No. 1



Comments: Proposed Driveway 6 and 7 looking north

Photo No. 2



Comments: Proposed Driveway 6 and 7 looking west

Appendix B

Land Use and Zoning Maps

MUNICIPAL CLERK, CMC
CITY OF ATLANTA, GA

Appendix C

Site Plan

Appendix D

Trip Generation Analysis

Trip Generation Analysis (9th Ed.) Friendship Village City of Atlanta, Georgia									
Land Use	Intensity	Alternate Independent Variables Available	Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Proposed Site Traffic									
220 Apartment	50 d.u.	persons, vehicles	427	28	6	22	45	29	16
222 High-Rise Apartment	1,587 d.u.	persons	5,524	471	118	353	520	317	203
710 General Office Building	185,600 s.f.	employees	2,101	314	276	38	286	49	237
820 Shopping Center	44,800 s.f. gross leasable area		4,030	96	60	36	350	168	182
850 Supermarket	45,100 s.f.	employees	4,411	153	95	58	432	220	212
932 High-Turnover (Sit-Down) Restaurant	44,800 s.f.	seats	5,696	484	266	218	441	265	176
Gross Trips			22,189	1,546	821	725	2,074	1,048	1,026
Residential Trips			5,951	499	124	375	565	346	219
Mixed-Use Reductions			-1,435	-73	-8	-65	-224	-139	-85
Alternative Mode Reductions			-1,129	-107	-29	-78	-85	-52	-34
Adjusted Residential Trips			3,387	319	87	232	256	155	100
Office Trips			2,101	314	276	38	286	49	237
Mixed-Use Reductions			-410	-93	-58	-35	-63	-22	-41
Alternative Mode Reductions			-423	-55	-55	-1	-56	-7	-49
Adjusted Office Trips			1,268	166	163	2	167	20	147
Retail Trips			8,441	249	155	94	782	388	394
Mixed-Use Reductions			-1,803	-52	-27	-25	-329	-142	-187
Alternative Mode Reductions			-1,660	-49	-32	-17	-113	-62	-52
Pass By Reductions (Based on ITE Rates)			-1,742	0	0	0	-119	-60	-60
Adjusted Retail Trips			3,236	148	96	52	221	124	95
Restaurant Trips			5,696	484	266	218	441	265	176
Mixed-Use Reductions			-146	-89	-57	-57	-228	-119	-109
Alternative Mode Reductions			-1,424	-85	-44	-40	-53	-37	-17
Pass By Reductions (Based on ITE Rates)			-1,837	0	0	0	-69	-35	-35
Adjusted Restaurant Trips			2,435	253	133	121	91	74	15
Other Non-Residential Trips			0	0	0	0	0	0	0
Mixed-Use Reductions									
Alternative Mode Reductions			0	0	0	0	0	0	0
Adjusted Other Non-Residential Trips			0	0	0	0	0	0	0
Mixed-Use Reductions - TOTAL			-3,648	-364	-182	-182	-844	-422	-422
Alternative Mode Reductions - TOTAL			-4,636	-296	-160	-136	-307	-158	-152
Pass-By Reductions - TOTAL			-3,579	0	0	0	-190	-95	-95
New Trips			10,326	886	479	407	735	373	357
Driveway Volumes			13,905	886	479	407	923	468	452

Appendix E

Intersection Volume Sheets

INTERSECTION VOLUME DEVELOPMENT

Martin Luther King Jr Drive at Northside Drive AM PEAK HOUR

Description	Northside Dr. Northbound			Northside Dr. Southbound			MLK Jr. Dr Eastbound			MLK Jr. Dr. Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	8	1,740	7	2	572	43	305	1	77	6	0	1
Pedestrians	1			6			11			33		
Conflicting Pedestrians	11		33	33		11	6		1	1		6
Heavy Vehicles	0	18	0	0	12	2	5	1	0	0	0	0
Heavy Vehicle %	0%	1%	0%	0%	2%	5%	2%	100%	0%	0%	0%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church	0	7	0	0	11	2	2	0	0	0	0	0
2022 Background Traffic	9	1,881	8	2	627	48	331	1	83	6	0	1
Project Trips												
Trip Distribution IN					40%	10%						
Trip Distribution OUT		22%					28%					
Residential Trips	0	51	0	0	35	9	65	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN					25%	10%						
Trip Distribution OUT		15%					20%					
Office Trips	0	0	0	0	41	16	0	0	0	0	0	0
Trip Distribution IN					25%	10%						
Trip Distribution OUT		15%					20%					
Retail Trips	0	8	0	0	24	10	10	0	0	0	0	0
Trip Distribution IN					25%	10%						
Trip Distribution OUT		15%					20%					
Restaurant Trips	0	18	0	0	33	13	24	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	77	0	0	133	48	99	0	0	0	0	0
2022 Buildout Total	9	1,958	8	2	760	96	430	1	83	6	0	1

PM PEAK HOUR

Description	Northside Dr. Northbound			Northside Dr. Southbound			MLK Jr. Dr Eastbound			MLK Jr. Dr. Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	11	990	4	2	2,453	138	123	1	133	5	0	5
Pedestrians	8			34			16			82		
Conflicting Pedestrians	16		82	82		16	34		8	8		34
Heavy Vehicles	1	2	2	0	13	0	0	1	0	0	0	0
Heavy Vehicle %	9%	0%	50%	0%	1%	0%	0%	100%	0%	0%	0%	0%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church	0	6	0	0	6	1	1	0	0	0	0	0
2022 Background Traffic	12	1,073	4	2	2,649	150	134	1	143	5	0	5
Project Trips												
Trip Distribution IN					40%	10%						
Trip Distribution OUT		22%					28%					
Residential Trips	0	22	0	0	62	16	28	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN					25%	10%						
Trip Distribution OUT		15%					20%					
Office Trips	0	22	0	0	5	2	29	0	0	0	0	0
Trip Distribution IN					25%	10%						
Trip Distribution OUT		15%					20%					
Retail Trips	0	14	0	0	31	12	19	0	0	0	0	0
Trip Distribution IN					25%	10%						
Trip Distribution OUT		15%					20%					
Restaurant Trips	0	2	0	0	19	7	3	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	60	0	0	117	37	79	0	0	0	0	0
2022 Buildout Total	12	1,133	4	2	2,766	187	213	1	143	5	0	5

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INTERSECTION VOLUME DEVELOPMENT

Martin Luther King Jr Drive at Maple Street/Proposed Maple Street Extension AM PEAK HOUR

Description	Proposed Maple Street Extension <u>Northbound</u>			Maple St <u>Southbound</u>			MLK Jr Dr <u>Eastbound</u>			MLK Jr Dr <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	5	0	24	63	389	0	2	53	0
Pedestrians		0			2			3			0	
Conflicting Pedestrians	3		0	0		3	2		0	0		2
Heavy Vehicles	0	0	0	2	0	0	0	2	0	2	0	0
Heavy Vehicle %	0%	0%	0%	40%	0%	0%	0%	1%	0%	100%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church	0	0	0	0	0	0	0	1	0	0	2	0
2022 Background Traffic	0	0	0	5	0	26	68	420	0	2	59	0
Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN									5%	10%		
Trip Distribution OUT	5%		8%									
Office Trips	0	0	0	0	0	0	0	0	8	16	0	0
Trip Distribution IN									5%	10%		
Trip Distribution OUT	5%		8%									
Retail Trips	3	0	4	0	0	0	0	0	5	10	0	0
Trip Distribution IN									5%	10%		
Trip Distribution OUT	5%		8%									
Restaurant Trips	6	0	10	0	0	0	0	0	7	13	0	0
Trip Distribution IN												
Trip Distribution OUT												
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	9	0	14	0	0	0	0	0	20	39	0	0
2022 Buildout Total	9	0	14	5	0	26	68	420	20	41	59	0

PM PEAK HOUR

Description	Proposed Maple Street Extension <u>Northbound</u>			Maple St <u>Southbound</u>			MLK Jr Dr <u>Eastbound</u>			MLK Jr Dr <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	15	0	48	24	238	0	2	151	0
Pedestrians		0			7			4			0	
Conflicting Pedestrians	4		0	0		4	7		0	0		7
Heavy Vehicles	0	0	0	0	0	0	0	1	0	0	1	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church	0	0	0	0	0	0	0	1	0	0	1	0
2022 Background Traffic	0	0	0	16	0	52	26	257	0	2	164	0
Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN									5%	10%		
Trip Distribution OUT	5%		8%									
Office Trips	7	0	12	0	0	0	0	0	1	2	0	0
Trip Distribution IN									5%	10%		
Trip Distribution OUT	5%		8%									
Retail Trips	5	0	8	0	0	0	0	0	6	12	0	0
Trip Distribution IN									5%	10%		
Trip Distribution OUT	5%		8%									
Restaurant Trips	1	0	1	0	0	0	0	0	4	7	0	0
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	13	0	21	0	0	0	0	0	11	23	0	0
2022 Buildout Total	13	0	21	16	0	52	26	257	11	23	164	0

INTERSECTION VOLUME DEVELOPMENT

Martin Luther King Jr Drive at Walnut Street AM PEAK HOUR

Description	Walnut St Northbound			Walnut St Southbound			MLK Jr Dr Eastbound			MLK Jr Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	8	0	26	0	0	0	0	430	0	10	68	0
Pedestrians	1			0			0			2		
Conflicting Pedestrians	0		2	2		0	0		1	1		0
Heavy Vehicles	0	0	0	0	0	0	0	2	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.90			0.90			0.91			0.91		
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church	6	0	1	0	0	0	0	0	9	2	0	0
2022 Background Traffic	15	0	29	0	0	0	0	463	9	13	73	0
Project Trips												
Trip Distribution IN									5%			
Trip Distribution OUT	5%											
Residential Trips	12	0	0	0	0	0	0	0	4	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN								5%	5%			
Trip Distribution OUT	5%									5%		
Office Trips	0	0	0	0	0	0	0	8	8	0	0	0
Trip Distribution IN								5%	5%			
Trip Distribution OUT	5%									5%		
Retail Trips	3	0	0	0	0	0	0	5	5	0	3	0
Trip Distribution IN								5%	5%			
Trip Distribution OUT	5%									5%		
Restaurant Trips	6	0	0	0	0	0	0	7	7	0	6	0
Trip Distribution IN												
Trip Distribution OUT												
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	21	0	0	0	0	0	0	20	24	0	9	0
2022 Buildout Total	36	0	29	0	0	0	0	483	33	13	82	0

PM PEAK HOUR

Description	Walnut St Northbound			Walnut St Southbound			MLK Jr Dr Eastbound			MLK Jr Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	16	0	37	0	0	3	0	220	3	25	173	0
Pedestrians	4			6			2			5		
Conflicting Pedestrians	2		5	5		2	6		4	4		6
Heavy Vehicles	0	0	0	0	0	0	0	0	0	1	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church	5	0	1	0	0	0	0	0	5	1	0	0
2022 Background Traffic	22	0	41	0	0	3	0	237	8	28	186	0
Project Trips												
Trip Distribution IN									5%			
Trip Distribution OUT	5%											
Residential Trips	5	0	0	0	0	0	0	0	8	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN								5%	5%			
Trip Distribution OUT	5%									5%		
Office Trips	7	0	0	0	0	0	0	1	1	0	7	0
Trip Distribution IN								5%	5%			
Trip Distribution OUT	5%									5%		
Retail Trips	5	0	0	0	0	0	0	6	6	0	5	0
Trip Distribution IN								5%	5%			
Trip Distribution OUT	5%									5%		
Restaurant Trips	1	0	0	0	0	0	0	4	4	0	1	0
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	18	0	0	0	0	0	0	11	19	0	13	0
2022 Buildout Total	40	0	41	0	0	3	0	248	27	28	199	0

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INTERSECTION VOLUME DEVELOPMENT

Martin Luther King Jr Drive at Joseph E Lowery Boulevard AM PEAK HOUR

Description	Joseph E Lowery Blvd Northbound			Joseph E Lowery Blvd Southbound			MLK Jr. Dr Eastbound			MLK Jr. Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	21	710	146	63	350	52	157	564	24	65	82	50
Pedestrians	30			32			51			68		
Conflicting Pedestrians	51		68	68		51	32		30	30		32
Heavy Vehicles	0	8	2	1	2	0	0	1	0	3	0	0
Heavy Vehicle %	0%	1%	1%	2%	1%	0%	0%	0%	0%	5%	0%	0%
Peak Hour Factor	0.98			0.98			0.98			0.98		
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church	0	0	2	2	0	0	0	5	0	1	3	1
2022 Background Traffic	23	765	159	70	377	56	169	613	26	71	91	55
Project Trips												
Trip Distribution IN				5%								
Trip Distribution OUT												5%
Residential Trips	0	0	0	4	0	0	0	0	0	0	0	12
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Office Trips	0	0	0	16	0	0	0	0	0	0	0	0
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Retail Trips	0	0	0	10	0	0	0	0	0	0	0	5
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Restaurant Trips	0	0	0	13	0	0	0	0	0	0	0	12
Trip Distribution IN												
Trip Distribution OUT												
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	43	0	0	0	0	0	0	0	29
2022 Buildout Total	23	765	159	113	377	56	169	613	26	71	91	84

PM PEAK HOUR

Description	Joseph E Lowery Blvd Northbound			Joseph E Lowery Blvd Southbound			MLK Jr. Dr Eastbound			MLK Jr. Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	54	382	104	81	430	100	89	148	31	118	304	63
Pedestrians	28			74			73			45		
Conflicting Pedestrians	73		45	45		73	74		28	28		74
Heavy Vehicles	0	2	0	0	6	0	0	0	0	0	0	0
Heavy Vehicle %	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.96			0.96			0.96			0.96		
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church	0	0	1	1	0	0	0	2	0	1	3	1
2022 Background Traffic	58	412	113	88	463	108	96	161	33	128	330	69
Project Trips												
Trip Distribution IN				5%								
Trip Distribution OUT												5%
Residential Trips	0	0	0	8	0	0	0	0	0	0	0	5
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Office Trips	0	0	0	2	0	0	0	0	0	0	0	15
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Retail Trips	0	0	0	12	0	0	0	0	0	0	0	10
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Restaurant Trips	0	0	0	7	0	0	0	0	0	0	0	2
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	29	0	0	0	0	0	0	0	32
2022 Buildout Total	58	412	113	117	463	108	96	161	33	128	330	101

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INTERSECTION VOLUME DEVELOPMENT

Mitchell Street at Northside Drive AM PEAK HOUR

Description	Northside Dr. Northbound			Northside Dr. Southbound			Mitchell St Eastbound			Mitchell St Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	36	1,524	43	186	449	10	6	103	14	20	45	231
Pedestrians	9			3			8			28		
Conflicting Pedestrians	8		28	28		8	3		9	9		3
Heavy Vehicles	1	15	0	3	11	0	0	0	0	2	1	3
Heavy Vehicle %	3%	1%	0%	2%	2%	0%	0%	0%	0%	10%	2%	1%
Peak Hour Factor	0.98			0.98			0.98			0.98		
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church	11	0	0	0	0	11	7	0	7	0	0	0
2022 Background Traffic	50	1,642	46	200	484	22	13	111	22	22	48	249
Project Trips												
Trip Distribution IN					25%	15%				8%	12%	
Trip Distribution OUT		8%	5%				14%	15%				
Residential Trips	0	19	12	0	22	13	32	35	0	7	10	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	4%				15%	10%				10%	10%	
Trip Distribution OUT			7%				15%	13%				
Office Trips	7	0	0	0	24	16	0	0	0	16	16	0
Trip Distribution IN	4%				15%	10%				10%	10%	
Trip Distribution OUT			7%				15%	13%				
Retail Trips	4	0	4	0	14	10	8	7	0	10	10	0
Trip Distribution IN	4%				15%	10%				10%	10%	
Trip Distribution OUT			7%				15%	13%				
Restaurant Trips	5	0	8	0	20	13	18	16	0	13	13	0
Trip Distribution IN												
Trip Distribution OUT												
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	16	19	24	0	80	52	58	58	0	46	49	0
2022 Buildout Total	66	1,661	70	200	564	74	71	169	22	68	97	249

PM PEAK HOUR

Description	Northside Dr. Northbound			Northside Dr. Southbound			Mitchell St Eastbound			Mitchell St Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	89	660	38	348	2,218	12	23	55	72	70	144	323
Pedestrians	17			9			24			56		
Conflicting Pedestrians	24		56	56		24	9		17	17		9
Heavy Vehicles	0	6	0	0	13	0	0	0	0	1	0	3
Heavy Vehicle %	0%	1%	0%	0%	1%	0%	0%	0%	0%	1%	0%	1%
Peak Hour Factor	0.94			0.94			0.94			0.94		
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church	6	0	0	0	0	6	6	0	6	0	0	0
2022 Background Traffic	102	711	41	375	2,389	19	31	59	84	75	155	348
Project Trips												
Trip Distribution IN					25%	15%				8%	12%	
Trip Distribution OUT		8%	5%				14%	15%				
Residential Trips	0	8	5	0	39	23	14	15	0	12	19	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	4%				15%	10%				10%	10%	
Trip Distribution OUT			7%				15%	13%				
Office Trips	1	0	10	0	3	2	22	19	0	2	2	0
Trip Distribution IN	4%				15%	10%				10%	10%	
Trip Distribution OUT			7%				15%	13%				
Retail Trips	5	0	7	0	19	12	14	12	0	12	12	0
Trip Distribution IN	4%				15%	10%				10%	10%	
Trip Distribution OUT			7%				15%	13%				
Restaurant Trips	3	0	1	0	11	7	2	2	0	7	7	0
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	9	8	23	0	72	44	52	48	0	33	40	0
2022 Buildout Total	111	719	64	375	2,461	63	83	107	84	108	195	348

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INTERSECTION VOLUME DEVELOPMENT

Mitchell Street at Beckwith Court/Proposed Beckwith Court Extension AM PEAK HOUR

Description	Beckwith Court Northbound			Proposed Beckwith Court Extension Southbound			Mitchell St Eastbound			Mitchell St Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	5	0	4	0	0	0	0	124	2	8	86	0
Pedestrians		1			5			0			11	
Conflicting Pedestrians	0		11	11		0	5		1	1		5
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
Peak Hour Factor		0.85			0.85			0.85			0.85	
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church	0	0	14	0	0	0	0	0	0	23	0	0
2022 Background Traffic	5	0	18	0	0	0	0	134	2	32	93	0
Project Trips												
Trip Distribution IN					10%				3%	5%		
Trip Distribution OUT	3%	28%	2%									
Residential Trips	7	65	5	0	9	0	0	0	3	4	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN								2%	2%		14%	
Trip Distribution OUT	2%	12%						14%			2%	
Office Trips	0	0	0	0	0	0	0	3	3	0	23	0
Trip Distribution IN								2%	2%		14%	
Trip Distribution OUT	2%	12%						14%			2%	
Retail Trips	1	6	0	0	0	0	0	9	2	0	14	0
Trip Distribution IN								2%	2%		14%	
Trip Distribution OUT	2%	12%						14%			2%	
Restaurant Trips	2	15	0	0	0	0	0	20	3	0	21	0
Trip Distribution IN												
Trip Distribution OUT												
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	10	86	5	0	9	0	0	32	11	4	58	0
2022 Buildout Total	15	86	23	0	9	0	0	166	13	36	151	0

PM PEAK HOUR

Description	Beckwith Court Northbound			Proposed Beckwith Court Extension Southbound			Mitchell St Eastbound			Mitchell St Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	5	1	47	3	2	1	1	133	4	16	251	0
Pedestrians		3			15			2			12	
Conflicting Pedestrians	2		12	12		2	15		3	3		15
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church	0	0	13	0	0	0	0	0	0	12	0	0
2022 Background Traffic	5	1	64	3	2	1	1	143	4	29	270	0
Project Trips												
Trip Distribution IN					10%				3%	5%		
Trip Distribution OUT	3%	28%	2%									
Residential Trips	3	28	2	0	16	0	0	0	5	8	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN								2%	2%		14%	
Trip Distribution OUT	2%	12%						14%			2%	
Office Trips	3	18	0	0	0	0	0	21	0	0	6	0
Trip Distribution IN								2%	2%		14%	
Trip Distribution OUT	2%	12%						14%			2%	
Retail Trips	2	11	0	0	0	0	0	15	2	0	19	0
Trip Distribution IN								2%	2%		14%	
Trip Distribution OUT	2%	12%						14%			2%	
Restaurant Trips	0	2	0	0	0	0	0	3	1	0	10	0
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	8	59	2	0	16	0	0	39	8	8	35	0
2022 Buildout Total	13	60	66	3	18	1	1	182	12	37	305	0

INTERSECTION VOLUME DEVELOPMENT

Mitchell Street at Walnut Street AM PEAK HOUR

Description	Walnut St Northbound			Walnut St Southbound			Mitchell St/Tatnall St Eastbound			Mitchell St/Tatnall St Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	42	15	7	3	6	0	0	113	26	11	61	10
Pedestrians	5			6			1			2		
Conflicting Pedestrians	1		2	2		1	6		5	5		6
Heavy Vehicles	0	0	0	0	0	0	0	0	0	1	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%
Peak Hour Factor	0.93			0.93			0.93			0.93		
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church	0	7	0	0	11	0	0	0	0	0	0	0
2022 Background Traffic	45	23	8	3	17	0	0	122	28	12	66	11
Project Trips												
Trip Distribution IN				3%	2%							
Trip Distribution OUT		2%								3%		
Residential Trips	0	5	0	3	2	0	0	0	0	7	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN			3%	5%								
Trip Distribution OUT										3%		5%
Office Trips	0	0	5	8	0	0	0	0	0	0	0	0
Trip Distribution IN			3%	5%								
Trip Distribution OUT										3%		5%
Retail Trips	0	0	3	5	0	0	0	0	0	2	0	3
Trip Distribution IN			3%	5%								
Trip Distribution OUT										3%		5%
Restaurant Trips	0	0	4	7	0	0	0	0	0	4	0	6
Trip Distribution IN												
Trip Distribution OUT												
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	5	12	23	2	0	0	0	0	13	0	9
2022 Buildout Total	45	28	20	26	19	0	0	122	28	25	66	20

PM PEAK HOUR

Description	Walnut St Northbound			Walnut St Southbound			Mitchell St/Tatnall St Eastbound			Mitchell St/Tatnall St Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	34	30	15	5	22	0	1	116	65	19	211	23
Pedestrians	9			2			2			8		
Conflicting Pedestrians	2		8	8		2	2		9	9		2
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.93			0.93			0.93			0.93		
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church	0	6	0	0	6	0	0	0	0	0	0	0
2022 Background Traffic	37	38	16	5	30	0	1	125	70	20	227	25
Project Trips												
Trip Distribution IN				3%	2%							
Trip Distribution OUT		2%								3%		
Residential Trips	0	2	0	5	3	0	0	0	0	3	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN			3%	5%								
Trip Distribution OUT										3%		5%
Office Trips	0	0	1	1	0	0	0	0	0	4	0	7
Trip Distribution IN			3%	5%								
Trip Distribution OUT										3%		5%
Retail Trips	0	0	4	6	0	0	0	0	0	3	0	5
Trip Distribution IN			3%	5%								
Trip Distribution OUT										3%		5%
Restaurant Trips	0	0	2	4	0	0	0	0	0	0	0	1
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	2	7	16	3	0	0	0	0	10	0	13
2022 Buildout Total	37	40	23	21	33	0	1	125	70	30	227	38

INTERSECTION VOLUME DEVELOPMENT

Beckwith Court at Walnut Street AM PEAK HOUR

Description	Walnut St Northbound			Walnut St Southbound			Beckwith Court Eastbound			Beckwith Court Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	4	94	8	4	21	5	16	6	6	1	2	3
Pedestrians	0			0			3			0		
Conflicting Pedestrians	3		0	0		3	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.85			0.85			0.85			0.85		
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church	0	0	11	0	0	0	0	0	0	7	0	0
2022 Background Traffic	4	101	20	4	23	5	17	6	6	8	2	3
Project Trips												
Trip Distribution IN			5%	2%								
Trip Distribution OUT		1%								5%		1%
Residential Trips	0	2	4	2	0	0	0	0	0	12	0	2
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		3%	10%									
Trip Distribution OUT				3%						10%		
Office Trips	0	5	16	0	0	0	0	0	0	0	0	0
Trip Distribution IN		3%	10%									
Trip Distribution OUT				3%						10%		
Retail Trips	0	3	10	0	2	0	0	0	0	5	0	0
Trip Distribution IN		3%	10%									
Trip Distribution OUT				3%						10%		
Restaurant Trips	0	4	13	0	4	0	0	0	0	12	0	0
Trip Distribution IN												
Trip Distribution OUT												
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	14	43	2	6	0	0	0	0	29	0	2
2022 Buildout Total	4	115	63	6	29	5	17	6	6	37	2	5

PM PEAK HOUR

Description	Walnut St Northbound			Walnut St Southbound			Beckwith Court Eastbound			Beckwith Court Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	4	39	2	5	66	18	28	32	22	9	8	0
Pedestrians	0			0			2			3		
Conflicting Pedestrians	2		3	3		2	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church	0	0	6	0	0	0	0	0	0	6	0	0
2022 Background Traffic	4	42	8	5	71	19	30	34	24	16	9	0
Project Trips												
Trip Distribution IN			5%	2%								
Trip Distribution OUT		1%								5%		1%
Residential Trips	0	1	8	3	0	0	0	0	0	5	0	1
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		3%	10%									
Trip Distribution OUT				3%						10%		
Office Trips	0	1	2	0	4	0	0	0	0	15	0	0
Trip Distribution IN		3%	10%									
Trip Distribution OUT				3%						10%		
Retail Trips	0	4	12	0	3	0	0	0	0	10	0	0
Trip Distribution IN		3%	10%									
Trip Distribution OUT				3%						10%		
Restaurant Trips	0	2	7	0	0	0	0	0	0	2	0	0
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	8	29	3	7	0	0	0	0	32	0	1
2022 Buildout Total	4	50	37	8	78	19	30	34	24	48	9	1

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INTERSECTION VOLUME DEVELOPMENT

Northside Drive at Ivan Allen Junior Boulevard AM PEAK HOUR

Description	Northside Dr. <u>Northbound</u>			Northside Dr. <u>Southbound</u>			Ivan Allen Junior Blvd <u>Eastbound</u>			Ivan Allen Junior Blvd <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	27	1,357	508	118	474	7	118	307	52	138	81	34
Pedestrians	7			5			11			5		
Conflicting Pedestrians	11		5	5		11	5		7	7		5
Heavy Vehicles	1	19	2	4	8	0	0	0	0	0	0	2
Heavy Vehicle %	4%	1%	0%	3%	2%	0%	0%	0%	0%	0%	0%	6%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church	0	8	0	0	14	0	0	0	0	0	0	0
2022 Background Traffic	29	1,470	547	127	525	8	127	331	56	149	87	37
Project Trips												
Trip Distribution IN					20%					30%		
Trip Distribution OUT		20%	30%									
Residential Trips	0	46	70	0	17	0	0	0	0	26	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN					20%					15%		
Trip Distribution OUT		20%	15%									
Office Trips	0	0	0	0	33	0	0	0	0	24	0	0
Trip Distribution IN					20%					15%		
Trip Distribution OUT		20%	15%									
Retail Trips	0	10	8	0	19	0	0	0	0	14	0	0
Trip Distribution IN					20%					15%		
Trip Distribution OUT		20%	15%									
Restaurant Trips	0	24	18	0	27	0	0	0	0	20	0	0
Trip Distribution IN												
Trip Distribution OUT												
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	80	96	0	96	0	0	0	0	84	0	0
2022 Buildout Total	29	1,550	643	127	621	8	127	331	56	233	87	37

PM PEAK HOUR

Description	Northside Dr. <u>Northbound</u>			Northside Dr. <u>Southbound</u>			Ivan Allen Junior Blvd <u>Eastbound</u>			Ivan Allen Junior Blvd <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	87	841	275	62	1,864	8	43	101	89	549	373	123
Pedestrians	4			9			3			4		
Conflicting Pedestrians	3		4	4		3	9		4	4		9
Heavy Vehicles	0	5	2	0	17	0	0	0	1	0	0	2
Heavy Vehicle %	0%	1%	1%	0%	1%	0%	0%	0%	1%	0%	0%	2%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church	0	8	0	0	7	0	0	0	0	0	0	0
2022 Background Traffic	94	914	296	67	2,015	9	46	109	96	591	402	133
Project Trips												
Trip Distribution IN					20%					30%		
Trip Distribution OUT		20%	30%									
Residential Trips	0	20	30	0	31	0	0	0	0	47	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN					20%					15%		
Trip Distribution OUT		20%	15%									
Office Trips	0	29	22	0	4	0	0	0	0	3	0	0
Trip Distribution IN					20%					15%		
Trip Distribution OUT		20%	15%									
Retail Trips	0	19	14	0	25	0	0	0	0	19	0	0
Trip Distribution IN					20%					15%		
Trip Distribution OUT		20%	15%									
Restaurant Trips	0	3	2	0	15	0	0	0	0	11	0	0
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	71	68	0	75	0	0	0	0	80	0	0
2022 Buildout Total	94	985	364	67	2,090	9	46	109	96	671	402	133

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INTERSECTION VOLUME DEVELOPMENT

Northside Drive at Markham Street/Driveway 5 AM PEAK HOUR

Description	Northside Dr. Northbound			Northside Dr. Southbound			Driveway 5 Eastbound			Markham St. Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	1,605	8	34	434	0	0	0	0	0	0	34
Pedestrians	0			1			0			31		
Conflicting Pedestrians	0		31	31		0	1		0	0		1
Heavy Vehicles	0	19	0	0	12	0	0	0	0	0	0	0
Heavy Vehicle %	0%	1%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.98			0.98			0.98			0.98		
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church	0	11	0	0	7	0	0	0	0	0	0	0
2022 Background Traffic	0	1,740	9	37	475	0	0	0	0	0	0	37
Project Trips												
Trip Distribution IN					13%	20%						
Trip Distribution OUT		10%					3%		1%			
Residential Trips	0	23	0	0	11	17	7	0	2	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	6%	4%			15%	10%						
Trip Distribution OUT		7%						10%				
Office Trips	10	7	0	0	24	16	0	0	0	0	0	0
Trip Distribution IN	6%	4%			15%	10%						
Trip Distribution OUT		7%						10%				
Retail Trips	6	8	0	0	14	10	0	0	5	0	0	0
Trip Distribution IN	6%	4%			15%	10%						
Trip Distribution OUT		7%						10%				
Restaurant Trips	8	13	0	0	20	13	0	0	12	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	24	51	0	0	69	56	7	0	19	0	0	0
2022 Buildout Total	24	1,791	9	37	544	56	7	0	19	0	0	37

PM PEAK HOUR

Description	Northside Dr. Northbound			Northside Dr. Southbound			Driveway 5 Eastbound			Markham St. Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	1	715	14	45	2,348	0	0	0	0	32	0	68
Pedestrians	0			0			0			12		
Conflicting Pedestrians	0		12	12		0	0		0	0		0
Heavy Vehicles	0	2	0	0	16	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church	0	6	0	0	6	0	0	0	0	0	0	0
2022 Background Traffic	1	776	15	48	2,535	0	0	0	0	34	0	73
Project Trips												
Trip Distribution IN					13%	20%						
Trip Distribution OUT		10%					3%		1%			
Residential Trips	0	10	0	0	20	31	3	0	1	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	6%	4%			15%	10%						
Trip Distribution OUT		7%						10%				
Office Trips	1	11	0	0	3	2	0	0	15	0	0	0
Trip Distribution IN	6%	4%			15%	10%						
Trip Distribution OUT		7%						10%				
Retail Trips	7	12	0	0	19	12	0	0	10	0	0	0
Trip Distribution IN	6%	4%			15%	10%						
Trip Distribution OUT		7%						10%				
Restaurant Trips	4	4	0	0	11	7	0	0	2	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	4	-4	0	0	-30	30	4	0	30	0	0	0
Total Project Trips	16	33	0	0	23	82	7	0	58	0	0	0
2022 Buildout Total	17	809	15	48	2,558	82	7	0	58	34	0	73

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INTERSECTION VOLUME DEVELOPMENT

Northside Drive at Tatnall Street/Driveway 7 AM PEAK HOUR

Description	Northside Dr. Northbound			Northside Dr. Southbound			Driveway 7 Eastbound			Tatnall St Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	1,542	6	33	402	0	0	0	0	5	0	53
Pedestrians	0			0			0			4		
Conflicting Pedestrians	0	18	4	4	12	0	0	0	0	0	0	0
Heavy Vehicles	0	18	0	0	12	0	0	0	0	0	0	0
Heavy Vehicle %	0%	1%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church	0	7	0	0	11	0	0	0	0	0	0	0
2022 Background Traffic	0	1,668	6	36	444	0	0	0	0	5	0	57
Project Trips												
Trip Distribution IN	7%				2%	5%						
Trip Distribution OUT		1%					9%		5%			
Residential Trips	6	2	0	0	7	4	21	0	12	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	3%	15%			2%	5%						
Trip Distribution OUT					15%		7%		3%			
Office Trips	5	24	0	0	3	8	0	0	0	0	0	0
Trip Distribution IN	3%	15%			2%	5%						
Trip Distribution OUT					15%		7%		3%			
Retail Trips	3	14	0	0	10	5	4	0	2	0	0	0
Trip Distribution IN	3%	15%			2%	5%						
Trip Distribution OUT					15%		7%		3%			
Restaurant Trips	4	20	0	0	21	7	8	0	4	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	18	60	0	0	41	24	33	0	18	0	0	0
2022 Buildout Total	18	1,728	6	36	485	24	33	0	18	5	0	57

PM PEAK HOUR

Description	Northside Dr. Northbound			Northside Dr. Southbound			Driveway 7 Eastbound			Tatnall St Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	720	6	101	2,241	0	0	0	0	40	0	34
Pedestrians	0			0			0			6		
Conflicting Pedestrians	0	18	6	6	16	0	0	0	0	0	0	0
Heavy Vehicles	0	2	0	0	16	0	0	0	0	0	0	1
Heavy Vehicle %	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	3%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church	0	6	0	0	6	0	0	0	0	0	0	0
2022 Background Traffic	0	782	6	109	2,420	0	0	0	0	43	0	37
Project Trips												
Trip Distribution IN	7%				2%	5%						
Trip Distribution OUT		1%					9%		5%			
Residential Trips	11	1	0	0	5	8	9	0	5	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	3%	15%			2%	5%						
Trip Distribution OUT					15%		7%		3%			
Office Trips	1	3	0	0	22	1	10	0	4	0	0	0
Trip Distribution IN	3%	15%			2%	5%						
Trip Distribution OUT					15%		7%		3%			
Retail Trips	4	19	0	0	16	6	7	0	3	0	0	0
Trip Distribution IN	3%	15%			2%	5%						
Trip Distribution OUT					15%		7%		3%			
Restaurant Trips	2	11	0	0	3	4	1	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	20	-20	0	0	-13	13	20	0	13	0	0	0
Total Project Trips	38	14	0	0	33	32	47	0	25	0	0	0
2022 Buildout Total	38	796	6	109	2,453	32	47	0	25	43	0	37

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INTERSECTION VOLUME DEVELOPMENT

Northside Drive at Nelson Street/Driveway 8 AM PEAK HOUR

Description	Northside Dr. Northbound			Northside Dr. Southbound			Driveway 8 Eastbound			Nelson St Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	1,545	31	2	392	0	0	0	0	3	0	5
Pedestrians		0			0			7			3	
Conflicting Pedestrians	7		3	3		7	0		0	0		0
Heavy Vehicles	0	17	0	0	13	0	0	0	0	0	0	0
Heavy Vehicle %	0%	1%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church	0	11	0	0	7	0	0	0	0	0	0	0
2022 Background Traffic	0	1,675	33	2	429	0	0	0	0	3	0	5
Project Trips												
Trip Distribution IN	5%	7%				2%						
Trip Distribution OUT					7%		1%		5%			
Residential Trips	4	6	0	0	16	2	2	0	12	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	4%	18%				2%						
Trip Distribution OUT					18%				4%			
Office Trips	7	29	0	0	0	3	0	0	0	0	0	0
Trip Distribution IN	4%	18%				2%						
Trip Distribution OUT					18%				4%			
Retail Trips	4	17	0	0	9	2	0	0	2	0	0	0
Trip Distribution IN	4%	18%				2%						
Trip Distribution OUT					18%				4%			
Restaurant Trips	5	24	0	0	22	3	0	0	5	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	20	76	0	0	47	10	2	0	19	0	0	0
2022 Buildout Total	20	1,751	33	2	476	10	2	0	19	3	0	5

PM PEAK HOUR

Description	Northside Dr. Northbound			Northside Dr. Southbound			Driveway 8 Eastbound			Nelson St Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	2	690	21	17	2,251	7	2	0	3	5	0	22
Pedestrians		3			0			2			7	
Conflicting Pedestrians	2		7	7		2	0		3	3		0
Heavy Vehicles	0	1	0	0	17	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church	0	6	0	0	6	0	0	0	0	0	0	0
2022 Background Traffic	2	749	23	18	2,431	8	2	0	3	5	0	24
Project Trips												
Trip Distribution IN	5%	7%				2%						
Trip Distribution OUT					7%		1%		5%			
Residential Trips	8	11	0	0	7	3	1	0	5	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	4%	18%				2%						
Trip Distribution OUT					18%				4%			
Office Trips	1	4	0	0	26	0	0	0	6	0	0	0
Trip Distribution IN	4%	18%				2%						
Trip Distribution OUT					18%				4%			
Retail Trips	5	22	0	0	17	2	0	0	4	0	0	0
Trip Distribution IN	4%	18%				2%						
Trip Distribution OUT					18%				4%			
Restaurant Trips	3	13	0	0	3	1	0	0	1	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	-10	10	0	0	10	0	0	0
Total Project Trips	17	50	0	0	43	16	1	0	26	0	0	0
2022 Buildout Total	19	799	23	18	2,474	24	3	0	29	5	0	24

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INTERSECTION VOLUME DEVELOPMENT

Northside Drive at Fair Street AM PEAK HOUR

Description	Northside Dr. Northbound			Northside Dr. Southbound			Fair St Eastbound			Fair St Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	139	1,732	16	15	423	28	18	27	36	2	15	47
Pedestrians	2			4			6			11		
Conflicting Pedestrians	6		11	11		6	4		2	2		4
Heavy Vehicles	0	20	0	0	10	0	0	0	0	0	0	0
Heavy Vehicle %	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church	0	11	0	0	7	0	0	0	0	0	0	0
2022 Background Traffic	150	1,877	17	16	463	30	19	29	39	2	16	51
Project Trips												
Trip Distribution IN	3%	12%										
Trip Distribution OUT					12%				3%			
Residential Trips	3	10	0	0	28	0	0	0	7	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	3%	22%										
Trip Distribution OUT					22%				3%			
Office Trips	5	36	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	3%	22%										
Trip Distribution OUT					22%				3%			
Retail Trips	3	21	0	0	11	0	0	0	2	0	0	0
Trip Distribution IN	3%	22%										
Trip Distribution OUT					22%				3%			
Restaurant Trips	4	29	0	0	27	0	0	0	4	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	15	96	0	0	66	0	0	0	13	0	0	0
2022 Buildout Total	165	1,973	17	16	529	30	19	29	52	2	16	51

PM PEAK HOUR

Description	Northside Dr. Northbound			Northside Dr. Southbound			Fair St Eastbound			Fair St Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	71	492	21	60	2,088	47	44	36	118	21	28	26
Pedestrians	4			5			2			9		
Conflicting Pedestrians	2		9	9		2	5		4	4		5
Heavy Vehicles	0	8	0	1	10	1	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	2%	0%	2%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church	0	6	0	0	6	0	0	0	0	0	0	0
2022 Background Traffic	76	536	23	65	2,255	51	47	39	127	23	30	28
Project Trips												
Trip Distribution IN	3%	12%										
Trip Distribution OUT					12%				3%			
Residential Trips	5	19	0	0	12	0	0	0	3	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	3%	22%										
Trip Distribution OUT					22%				3%			
Office Trips	1	4	0	0	32	0	0	0	4	0	0	0
Trip Distribution IN	3%	22%										
Trip Distribution OUT					22%				3%			
Retail Trips	4	27	0	0	21	0	0	0	3	0	0	0
Trip Distribution IN	3%	22%										
Trip Distribution OUT					22%				3%			
Restaurant Trips	2	16	0	0	3	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	12	66	0	0	68	0	0	0	10	0	0	0
2022 Buildout Total	88	602	23	65	2,323	51	47	39	137	23	30	28

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INTERSECTION VOLUME DEVELOPMENT

Northside Drive at McDaniel Street AM PEAK HOUR

Description	Northside Dr. Northbound			Northside Dr. Southbound			McDaniel St Eastbound			McDaniel St Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	12	1,496	7	126	318	12	18	29	12	4	16	317
Pedestrians	10			11			4			3		
Conflicting Pedestrians	4		3	3		4	11		10	10		11
Heavy Vehicles	0	11	0	5	4	0	0	0	0	0	0	8
Heavy Vehicle %	0%	1%	0%	4%	1%	0%	0%	0%	0%	0%	0%	3%
Peak Hour Factor	0.94			0.94			0.94			0.94		
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church	0	7	0	1	4	1	2	0	0	0	0	2
2022 Background Traffic	13	1,619	8	137	347	14	21	31	13	4	17	343
Project Trips												
Trip Distribution IN		10%								5%		
Trip Distribution OUT				5%	10%							
Residential Trips	0	9	0	12	23	0	0	0	0	4	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		20%								5%		
Trip Distribution OUT				5%	20%							
Office Trips	0	33	0	0	0	0	0	0	0	8	0	0
Trip Distribution IN		20%								5%		
Trip Distribution OUT				5%	20%							
Retail Trips	0	19	0	3	10	0	0	0	0	5	0	0
Trip Distribution IN		20%								5%		
Trip Distribution OUT				5%	20%							
Restaurant Trips	0	27	0	6	24	0	0	0	0	7	0	0
Trip Distribution IN												
Trip Distribution OUT												
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	88	0	21	57	0	0	0	0	24	0	0
2022 Buildout Total	13	1,707	8	158	404	14	21	31	13	28	17	343

PM PEAK HOUR

Description	Northside Dr. Northbound			Northside Dr. Southbound			McDaniel St Eastbound			McDaniel St Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	10	373	27	136	1,691	22	17	54	65	26	31	149
Pedestrians	12			9			6			3		
Conflicting Pedestrians	6		3	3		6	9		12	12		9
Heavy Vehicles	0	3	0	2	9	0	0	0	0	0	0	3
Heavy Vehicle %	0%	1%	0%	1%	1%	0%	0%	0%	0%	0%	0%	2%
Peak Hour Factor	0.98			0.98			0.98			0.98		
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church	0	3	0	1	4	1	1	0	0	0	0	1
2022 Background Traffic	11	405	29	148	1,826	25	19	58	70	28	33	162
Project Trips												
Trip Distribution IN		10%										5%
Trip Distribution OUT				5%	10%							
Residential Trips	0	16	0	5	10	0	0	0	0	0	0	8
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		20%										5%
Trip Distribution OUT				5%	20%							
Office Trips	0	4	0	7	29	0	0	0	0	0	0	1
Trip Distribution IN		20%										5%
Trip Distribution OUT				5%	20%							
Retail Trips	0	25	0	5	19	0	0	0	0	0	0	6
Trip Distribution IN		20%										5%
Trip Distribution OUT				5%	20%							
Restaurant Trips	0	15	0	1	3	0	0	0	0	0	0	4
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	60	0	18	61	0	0	0	0	0	0	19
2022 Buildout Total	11	465	29	166	1,887	25	19	58	70	28	33	181

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INTERSECTION VOLUME DEVELOPMENT

Fair Street at Walnut Street AM PEAK HOUR

Description	Walnut St Northbound			Walnut St Southbound			Fair St Eastbound			Fair St Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	31	0	19	14	58	0	0	74	103
Pedestrians	0			5			4			5		
Conflicting Pedestrians	4		5	5		4	5		0	0		5
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	1
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%
Peak Hour Factor	0.90			0.90			0.90			0.90		
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church	0	0	0	4	0	3	7	0	0	0	0	5
2022 Background Traffic	0	0	0	37	0	23	22	62	0	0	80	116
Project Trips												
Trip Distribution IN							10%					3%
Trip Distribution OUT				3%		10%						
Residential Trips	0	0	0	7	0	23	9	0	0	0	0	3
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN							10%					3%
Trip Distribution OUT				3%		10%						
Office Trips	0	0	0	0	0	0	16	0	0	0	0	5
Trip Distribution IN							10%					3%
Trip Distribution OUT				3%		10%						
Retail Trips	0	0	0	2	0	5	10	0	0	0	0	3
Trip Distribution IN							10%					3%
Trip Distribution OUT				3%		10%						
Restaurant Trips	0	0	0	4	0	12	13	0	0	0	0	4
Trip Distribution IN												
Trip Distribution OUT												
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	13	0	40	48	0	0	0	0	15
2022 Buildout Total	0	0	0	50	0	63	70	62	0	0	80	131

PM PEAK HOUR

Description	Walnut St Northbound			Walnut St Southbound			Fair St Eastbound			Fair St Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	73	0	37	20	104	0	0	89	29
Pedestrians	0			8			18			2		
Conflicting Pedestrians	18		2	2		18	8		0	0		8
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
Peak Hour Factor	0.00			0.96			0.96			0.96		
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church	0	0	0	4	0	3	3	0	0	0	0	2
2022 Background Traffic	0	0	0	83	0	43	25	112	0	0	96	33
Project Trips												
Trip Distribution IN							10%					3%
Trip Distribution OUT				3%		10%						
Residential Trips	0	0	0	3	0	10	16	0	0	0	0	5
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN							10%					3%
Trip Distribution OUT				3%		10%						
Office Trips	0	0	0	4	0	15	2	0	0	0	0	1
Trip Distribution IN							10%					3%
Trip Distribution OUT				3%		10%						
Retail Trips	0	0	0	3	0	10	12	0	0	0	0	4
Trip Distribution IN							10%					3%
Trip Distribution OUT				3%		10%						
Restaurant Trips	0	0	0	0	0	2	7	0	0	0	0	2
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	10	0	37	37	0	0	0	0	12
2022 Buildout Total	0	0	0	93	0	80	62	112	0	0	96	45

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INTERSECTION VOLUME DEVELOPMENT

Walnut Street at Driveway 1 AM PEAK HOUR

Description	Walnut St Northbound			Walnut St Southbound			Driveway 1 Eastbound			Driveway 1 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	117	0	0	34	0	0	0	0	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles									0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor												
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church												
2022 Background Traffic	0	126	0	0	37	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN		5%	8%									
Trip Distribution OUT					5%					8%		1%
Residential Trips	0	4	7	0	12	0	0	0	0	19	0	2
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		13%										
Trip Distribution OUT					13%							
Office Trips	0	21	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		13%										
Trip Distribution OUT					13%							
Retail Trips	0	12	0	0	7	0	0	0	0	0	0	0
Trip Distribution IN		13%										
Trip Distribution OUT					13%							
Restaurant Trips	0	17	0	0	16	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	54	7	0	35	0	0	0	0	19	0	2
2022 Buildout Total	0	180	7	0	72	0	0	0	0	19	0	2

PM PEAK HOUR

Description	Walnut St Northbound			Walnut St Southbound			Driveway 1 Eastbound			Driveway 1 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	49	0	0	103	0	0	0	0	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor												
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church												
2022 Background Traffic	0	53	0	0	111	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN		5%	8%									
Trip Distribution OUT					5%					8%		1%
Residential Trips	0	8	12	0	5	0	0	0	0	8	0	1
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		13%										
Trip Distribution OUT					13%							
Office Trips	0	3	0	0	19	0	0	0	0	0	0	0
Trip Distribution IN		13%										
Trip Distribution OUT					13%							
Retail Trips	0	16	0	0	12	0	0	0	0	0	0	0
Trip Distribution IN		13%										
Trip Distribution OUT					13%							
Restaurant Trips	0	10	0	0	2	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	37	12	0	38	0	0	0	0	8	0	1
2022 Buildout Total	0	90	12	0	149	0	0	0	0	8	0	1

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INTERSECTION VOLUME DEVELOPMENT

Beckwith Court at Driveway 2 AM PEAK HOUR

Description	Driveway 2 Northbound			Driveway 2 Southbound			Beckwith Court Eastbound			Beckwith Court Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	0	0	0	28	0	0	12	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles									0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor												
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church												
2022 Background Traffic	0	0	0	0	0	0	0	30	0	0	13	0
Project Trips												
Trip Distribution IN								5%	2%	5%		
Trip Distribution OUT	1%		1%								5%	
Residential Trips	2	0	2	0	0	0	0	4	2	4	12	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN								10%			10%	
Trip Distribution OUT												
Office Trips	0	0	0	0	0	0	0	16	0	0	0	0
Trip Distribution IN								10%				
Trip Distribution OUT											10%	
Retail Trips	0	0	0	0	0	0	0	10	0	0	5	0
Trip Distribution IN								10%				
Trip Distribution OUT											10%	
Restaurant Trips	0	0	0	0	0	0	0	13	0	0	12	0
Trip Distribution IN												
Trip Distribution OUT												
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	2	0	2	0	0	0	0	43	2	4	29	0
2022 Buildout Total	2	0	2	0	0	0	0	73	2	4	42	0

PM PEAK HOUR

Description	Driveway 2 Northbound			Driveway 2 Southbound			Beckwith Court Eastbound			Beckwith Court Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	0	0	0	44	0	0	23	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor												
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church												
2022 Background Traffic	0	0	0	0	0	0	0	47	0	0	25	0
Project Trips												
Trip Distribution IN								5%	2%	5%		
Trip Distribution OUT	1%		1%								5%	
Residential Trips	1	0	1	0	0	0	0	8	3	8	5	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN								10%			10%	
Trip Distribution OUT												
Office Trips	0	0	0	0	0	0	0	2	0	0	15	0
Trip Distribution IN								10%				
Trip Distribution OUT											10%	
Retail Trips	0	0	0	0	0	0	0	12	0	0	10	0
Trip Distribution IN								10%				
Trip Distribution OUT											10%	
Restaurant Trips	0	0	0	0	0	0	0	7	0	0	2	0
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	1	0	1	0	0	0	0	29	3	8	32	0
2022 Buildout Total	1	0	1	0	0	0	0	76	3	8	57	0

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INTERSECTION VOLUME DEVELOPMENT

Beckwith Court at Driveway 3 AM PEAK HOUR

Description	Beckwith Court Northbound			Beckwith Court Southbound			Driveway 3 Eastbound			Driveway 3 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	22	0	0	32	0	0	0	0	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles									0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor												
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church												
2022 Background Traffic	0	24	0	0	34	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN				8%	10%							
Trip Distribution OUT		1%								1%		32%
Residential Trips	0	2	0	7	9	0	0	0	0	2	0	74
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN			2%	2%								
Trip Distribution OUT										2%		14%
Office Trips	0	0	3	3	0	0	0	0	0	0	0	0
Trip Distribution IN			2%	2%								
Trip Distribution OUT										2%		14%
Retail Trips	0	0	2	2	0	0	0	0	0	1	0	7
Trip Distribution IN			2%	2%								
Trip Distribution OUT										2%		14%
Restaurant Trips	0	0	3	3	0	0	0	0	0	2	0	17
Trip Distribution IN												
Trip Distribution OUT												
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	2	8	15	9	0	0	0	0	5	0	98
2022 Buildout Total	0	26	8	15	43	0	0	0	0	5	0	98

PM PEAK HOUR

Description	Beckwith Court Northbound			Beckwith Court Southbound			Driveway 3 Eastbound			Driveway 3 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	66	0	0	32	0	0	0	0	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor												
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church												
2022 Background Traffic	0	71	0	0	34	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN				8%	10%							
Trip Distribution OUT		1%								1%		32%
Residential Trips	0	1	0	12	16	0	0	0	0	1	0	32
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN			2%	2%								
Trip Distribution OUT										2%		14%
Office Trips	0	0	0	0	0	0	0	0	0	3	0	21
Trip Distribution IN			2%	2%								
Trip Distribution OUT										2%		14%
Retail Trips	0	0	2	2	0	0	0	0	0	2	0	13
Trip Distribution IN			2%	2%								
Trip Distribution OUT										2%		14%
Restaurant Trips	0	0	1	1	0	0	0	0	0	0	0	2
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	1	3	15	16	0	0	0	0	6	0	68
2022 Buildout Total	0	72	3	15	50	0	0	0	0	6	0	68

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INTERSECTION VOLUME DEVELOPMENT

Mitchell Street at Driveway 4 AM PEAK HOUR

Description	Driveway 4 Northbound			Driveway 4 Southbound			Mitchell St Eastbound			Mitchell St Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	0	0	0	138	0	0	111	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles									0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor												
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church												
2022 Background Traffic	0	0	0	0	0	0	0	149	0	0	120	0
Project Trips												
Trip Distribution IN										22%	5%	
Trip Distribution OUT			27%					2%				
Residential Trips	0	0	63	0	0	0	0	5	0	19	4	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN									2%	10%	14%	
Trip Distribution OUT	2%		12%					14%				
Office Trips	0	0	0	0	0	0	0	0	3	16	23	0
Trip Distribution IN									2%	10%	14%	
Trip Distribution OUT	2%		12%					14%				
Retail Trips	1	0	6	0	0	0	0	7	2	10	13	0
Trip Distribution IN									2%	10%	14%	
Trip Distribution OUT	2%		12%					14%				
Restaurant Trips	2	0	15	0	0	0	0	17	3	13	19	0
Trip Distribution IN												
Trip Distribution OUT												
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	3	0	84	0	0	0	0	29	8	58	59	0
2022 Buildout Total	3	0	84	0	0	0	0	178	8	58	179	0

PM PEAK HOUR

Description	Driveway 4 Northbound			Driveway 4 Southbound			Mitchell St Eastbound			Mitchell St Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	0	0	0	166	0	0	253	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor												
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church												
2022 Background Traffic	0	0	0	0	0	0	0	179	0	0	273	0
Project Trips												
Trip Distribution IN										22%	5%	
Trip Distribution OUT			27%					2%				
Residential Trips	0	0	27	0	0	0	0	2	0	34	8	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN									2%	10%	14%	
Trip Distribution OUT	2%		12%					14%				
Office Trips	3	0	18	0	0	0	0	21	0	2	3	0
Trip Distribution IN									2%	10%	14%	
Trip Distribution OUT	2%		12%					14%				
Retail Trips	2	0	11	0	0	0	0	13	2	12	17	0
Trip Distribution IN									2%	10%	14%	
Trip Distribution OUT	2%		12%					14%				
Restaurant Trips	0	0	2	0	0	0	0	2	1	7	10	0
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	5	0	58	0	0	0	0	38	3	55	38	0
2022 Buildout Total	5	0	58	0	0	0	0	217	3	55	311	0

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INTERSECTION VOLUME DEVELOPMENT

Northside Drive at Driveway 6 AM PEAK HOUR

Description	Northside Dr Northbound			Northside Dr Southbound			Driveway 6 Eastbound			Driveway 6 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	1,624	0	0	425	0	0	0	0	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles									0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor												
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church												
2022 Background Traffic	0	1,750	0	0	458	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN					7%	6%						
Trip Distribution OUT		10%			11%			1%				
Residential Trips	0	23	0	0	32	5	0	0	2	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	5%	10%			7%	8%						
Trip Distribution OUT		7%			10%			5%				
Office Trips	8	16	0	0	11	13	0	0	0	0	0	0
Trip Distribution IN	5%	10%			7%	8%						
Trip Distribution OUT		7%			10%			5%				
Retail Trips	5	14	0	0	12	8	0	0	3	0	0	0
Trip Distribution IN	5%	10%			7%	8%						
Trip Distribution OUT		7%			10%			5%				
Restaurant Trips	7	21	0	0	21	11	0	0	6	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	20	74	0	0	76	37	0	0	11	0	0	0
2022 Buildout Total	20	1,824	0	0	534	37	0	0	11	0	0	0

PM PEAK HOUR

Description	Northside Dr Northbound			Northside Dr Southbound			Driveway 6 Eastbound			Driveway 6 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	735	0	0	2,337	0	0	0	0	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor												
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church												
2022 Background Traffic	0	792	0	0	2,518	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN					7%	6%						
Trip Distribution OUT		10%			11%			1%				
Residential Trips	0	10	0	0	22	9	0	0	1	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	5%	10%			7%	8%						
Trip Distribution OUT		7%			10%			5%				
Office Trips	1	12	0	0	16	2	0	0	7	0	0	0
Trip Distribution IN	5%	10%			7%	8%						
Trip Distribution OUT		7%			10%			5%				
Retail Trips	6	19	0	0	19	10	0	0	5	0	0	0
Trip Distribution IN	5%	10%			7%	8%						
Trip Distribution OUT		7%			10%			5%				
Restaurant Trips	4	8	0	0	7	6	0	0	1	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	-20	20	0	0	20	0	0	0
Total Project Trips	11	49	0	0	44	47	0	0	34	0	0	0
2022 Buildout Total	11	841	0	0	2,562	47	0	0	34	0	0	0

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INTERSECTION VOLUME DEVELOPMENT

Beckwith Court at Driveway 6/Driveway 7 AM PEAK HOUR

Description	Driveway 7 Northbound			Beckwith Court Southbound			Beckwith Court Eastbound			Driveway 6 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	32	0	0	26	0	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles									0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor												
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church												
2022 Background Traffic	0	0	0	0	34	0	0	28	0	0	0	0
Project Trips												
Trip Distribution IN					5%	5%		3%	2%			
Trip Distribution OUT	2%					1%	1%				2%	
Residential Trips	5	0	0	0	4	6	2	3	2	0	5	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN							2%	4%	4%			
Trip Distribution OUT	4%					2%					4%	
Office Trips	0	0	0	0	0	0	3	7	7	0	0	0
Trip Distribution IN							2%	4%	4%			
Trip Distribution OUT	4%					2%					4%	
Retail Trips	2	0	0	0	0	1	2	4	4	0	2	0
Trip Distribution IN							2%	4%	4%			
Trip Distribution OUT	4%					2%					4%	
Restaurant Trips	5	0	0	0	0	2	3	5	5	0	5	0
Trip Distribution IN												
Trip Distribution OUT												
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	12	0	0	0	4	9	10	19	18	0	12	0
2022 Buildout Total	12	0	0	0	38	9	10	47	18	0	12	0

PM PEAK HOUR

Description	Driveway 7 Northbound			Beckwith Court Southbound			Beckwith Court Eastbound			Driveway 6 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	31	0	0	44	0	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor												
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church												
2022 Background Traffic	0	0	0	0	33	0	0	47	0	0	0	0
Project Trips												
Trip Distribution IN					5%	5%		3%	2%			
Trip Distribution OUT	2%					1%	1%				2%	
Residential Trips	2	0	0	0	8	9	1	5	3	0	2	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN							2%	4%	4%			
Trip Distribution OUT	4%					2%					4%	
Office Trips	6	0	0	0	0	3	0	1	1	0	6	0
Trip Distribution IN							2%	4%	4%			
Trip Distribution OUT	4%					2%					4%	
Retail Trips	4	0	0	0	0	2	2	5	5	0	4	0
Trip Distribution IN							2%	4%	4%			
Trip Distribution OUT	4%					2%					4%	
Restaurant Trips	1	0	0	0	0	0	1	3	3	0	1	0
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	13	0	0	0	8	14	4	14	12	0	13	0
2022 Buildout Total	13	0	0	0	41	14	4	61	12	0	13	0

INTERSECTION VOLUME DEVELOPMENT

Proposed Beckwith Court Extension at M.L.K. Drive AM PEAK HOUR

Description	Proposed Beckwith Court Extension Northbound			Southbound			MLK Jr Dr Eastbound			MLK Jr Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	0	0	0	408	0	0	53	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor												
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church												
2022 Background Traffic	0	0	0	0	0	0	0	440	0	0	57	0
Project Trips												
Trip Distribution IN										10%		
Trip Distribution OUT			28%									
Residential Trips	0	0	65	0	0	0	0	0	0	9	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN											10%	
Trip Distribution OUT			12%									
Office Trips	0	0	0	0	0	0	0	0	0	0	16	0
Trip Distribution IN											10%	
Trip Distribution OUT			12%									
Retail Trips	0	0	6	0	0	0	0	0	0	0	10	0
Trip Distribution IN											10%	
Trip Distribution OUT			12%									
Restaurant Trips	0	0	15	0	0	0	0	0	0	0	13	0
Trip Distribution IN												
Trip Distribution OUT												
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	86	0	0	0	0	0	0	9	39	0
2022 Buildout Total	0	0	86	0	0	0	0	440	0	9	96	0

PM PEAK HOUR

Description	Proposed Beckwith Court Extension Northbound			Southbound			MLK Jr Dr Eastbound			MLK Jr Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	0	0	0	273	0	0	150	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor												
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church												
2022 Background Traffic	0	0	0	0	0	0	0	294	0	0	162	0
Project Trips												
Trip Distribution IN										10%		
Trip Distribution OUT			28%									
Residential Trips	0	0	28	0	0	0	0	0	0	16	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN											10%	
Trip Distribution OUT			12%									
Office Trips	0	0	18	0	0	0	0	0	0	0	2	0
Trip Distribution IN											10%	
Trip Distribution OUT			12%									
Retail Trips	0	0	11	0	0	0	0	0	0	0	12	0
Trip Distribution IN											10%	
Trip Distribution OUT			12%									
Restaurant Trips	0	0	2	0	0	0	0	0	0	0	7	0
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	59	0	0	0	0	0	0	16	21	0
2022 Buildout Total	0	0	59	0	0	0	0	294	0	16	183	0

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INTERSECTION VOLUME DEVELOPMENT

Proposed Maple Street Extension at Driveway 9 AM PEAK HOUR

Description	Proposed Maple Street Extension Northbound			Proposed Maple Street Extension Southbound			Eastbound			Driveway 9 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles										0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor												
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church												
2022 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN			9%	13%	2%							
Trip Distribution OUT		3%								6%		13%
Office Trips	0	0	15	21	3	0	0	0	0	0	0	0
Trip Distribution IN			9%	13%	2%							
Trip Distribution OUT		3%								6%		13%
Retail Trips	0	2	9	12	2	0	0	0	0	3	0	7
Trip Distribution IN			9%	13%	2%							
Trip Distribution OUT		3%								6%		13%
Restaurant Trips	0	4	12	17	3	0	0	0	0	7	0	16
Trip Distribution IN												
Trip Distribution OUT												
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	6	36	50	8	0	0	0	0	10	0	23
2022 Buildout Total	0	6	36	50	8	0	0	0	0	10	0	23

PM PEAK HOUR

Description	Proposed Maple Street Extension Northbound			Proposed Maple Street Extension Southbound			Eastbound			Driveway 9 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor												
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church												
2022 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN			9%	13%	2%							
Trip Distribution OUT		3%								6%		13%
Office Trips	0	4	2	3	0	0	0	0	0	9	0	19
Trip Distribution IN			9%	13%	2%							
Trip Distribution OUT		3%								6%		13%
Retail Trips	0	3	11	16	2	0	0	0	0	6	0	12
Trip Distribution IN			9%	13%	2%							
Trip Distribution OUT		3%								6%		13%
Restaurant Trips	0	0	7	10	1	0	0	0	0	1	0	2
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	7	20	29	3	0	0	0	0	16	0	33
2022 Buildout Total	0	7	20	29	3	0	0	0	0	16	0	33

INTERSECTION VOLUME DEVELOPMENT

Mitchell Street at Proposed Maple Street Extension/Driveway 10 **AM PEAK HOUR**

Description	Driveway 10 <u>Northbound</u>			Proposed Maple Street Extension <u>Southbound</u>			Mitchell Street <u>Eastbound</u>			Mitchell Street <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	0	0	0	123	0	0	95	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles									0		0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor												
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church												
2022 Background Traffic	0	0	0	0	0	0	0	133	0	0	102	0
Project Trips												
Trip Distribution IN								3%				
Trip Distribution OUT											3%	
Residential Trips	0	0	0	0	0	0	0	3	0	0	7	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN				1%	1%		2%	3%	3%	7%		7%
Trip Distribution OUT	3%	1%	10%	4%		2%						2%
Office Trips	0	0	0	2	2	0	3	5	5	11	0	11
Trip Distribution IN				1%	1%		2%	3%	3%	7%		7%
Trip Distribution OUT	3%	1%	10%	4%		2%						2%
Retail Trips	2	1	5	3	1	1	2	3	3	7	0	8
Trip Distribution IN				1%	1%		2%	3%	3%	7%		7%
Trip Distribution OUT	3%	1%	10%	4%		2%						2%
Restaurant Trips	4	1	12	6	1	2	3	4	4	9	0	11
Trip Distribution IN												
Trip Distribution OUT												
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	6	2	17	11	4	3	8	15	12	27	7	30
2022 Buildout Total	6	2	17	11	4	3	8	148	12	27	109	30

PM PEAK HOUR

Description	Driveway 10 <u>Northbound</u>			Proposed Maple Street Extension <u>Southbound</u>			Mitchell Street <u>Eastbound</u>			Mitchell Street <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	0	0	0	135	0	0	262	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor												
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077
Friendship Baptist Church												
2022 Background Traffic	0	0	0	0	0	0	0	145	0	0	282	0
Project Trips												
Trip Distribution IN								3%				
Trip Distribution OUT											3%	
Residential Trips	0	0	0	0	0	0	0	5	0	0	3	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN				1%	1%		2%	3%	3%	7%		7%
Trip Distribution OUT	3%	1%	10%	4%		2%						2%
Office Trips	4	1	15	6	0	3	0	1	1	1	0	4
Trip Distribution IN				1%	1%		2%	3%	3%	7%		7%
Trip Distribution OUT	3%	1%	10%	4%		2%						2%
Retail Trips	3	1	10	5	1	2	2	4	4	9	0	11
Trip Distribution IN				1%	1%		2%	3%	3%	7%		7%
Trip Distribution OUT	3%	1%	10%	4%		2%						2%
Restaurant Trips	0	0	2	2	1	0	1	2	2	5	0	5
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	7	2	27	13	2	5	3	12	7	15	3	20
2022 Buildout Total	7	2	27	13	2	5	3	157	7	15	285	20

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Appendix F

Programmed Projects

Short Title

MARTIN LUTHER KING JR. DRIVE COMPLETE STREET
RETROFIT FROM NORTHSIDE DRIVE TO OLLIE STREET

GDOT Project No.

0012588

Federal ID No.

N/A

Status

Programmed

Service Type

Last Mile Connectivity / Complete Street Retrofit

Sponsor

City of Atlanta

Jurisdiction

City of Atlanta

Analysis Level

In the Region's Air Quality Conformity Analysis

Existing Thru Lane

4/6

LCI

X

Planned Thru Lane

3/4

Flex

X

Network Year

2020

Corridor Length

1.3 miles



Detailed Description and Justification

MLK from Ollie to Walnut will be restriped from 4 lanes to 3 lanes, and from Walnut to Northside 6 lanes to 4 lanes and a raised median added. Sidewalks, ADA upgrades and pedestrian crossing islands will be added throughout. In addition on-street paring will be added to the Ollie to Sunset Street section, and bike lanes added to the Sunset to Tatnall section and continued down Tatnall to Mitchell Street. Bike signage and markings to be added to Walnut St. connecting to the Westside Trail which connects to Vine City MARTA station.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2014	\$156,441	\$125,153	\$0,000	\$0,000	\$31,288
ROW	STP - Urban (>200K) (ARC)	AUTH	2015	\$104,294	\$83,435	\$0,000	\$0,000	\$20,859
CST	STP - Urban (>200K) (ARC)	AUTH	2015	\$1,147,236	\$917,789	\$0,000	\$0,000	\$229,447
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2016	\$1,938,623	\$1,550,898	\$0,000	\$0,000	\$387,725
				\$3,346,594	\$2,677,275	\$0,000	\$0,000	\$669,319

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



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



Short Title

ATLANTA STREETCAR EAST EXTENSION FROM JACKSON STREET TO ATLANTA BELTLINE/IRWIN STREET

GDOT Project No.

N/A

Federal ID No.

N/A

Status

Long Range

Service Type

Transit / Rail Capital

Sponsor

City of Atlanta/Atlanta BeltLine, Inc.

Jurisdiction

City of Atlanta

Analysis Level

In the Region's Air Quality Conformity Analysis

Existing Thru Lane

N/A

LCI

☐

Planned Thru Lane

N/A

Flex

☐

Network Year

2030

Corridor Length

N/A miles



Detailed Description and Justification

This project comprises the construction elements of AR-490A

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ROW	New Starts		LR 2022-2030	\$3,132,000	\$1,409,400	\$0,000	\$0,000	\$1,722,600
UTL	New Starts		LR 2022-2030	\$9,396,000	\$4,228,200	\$0,000	\$0,000	\$5,167,800
CST	New Starts		LR 2022-2030	\$50,112,000	\$22,550,400	\$0,000	\$0,000	\$27,561,600
				\$62,640,000	\$28,188,000	\$0,000	\$0,000	\$34,452,000

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



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



Short Title

RTOP - SR 3 (NORTHSIDE DRIVE) COMMUNICATIONS PROJECT FROM LANGSTON DRIVE TO DEERING ROAD

GDOT Project No.

0015149

Federal ID No.

N/A

Status

Programmed

Service Type

Roadway / Operations & Safety

Sponsor

GDOT

Jurisdiction

Regional - Central

Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane

N/A

LCI

☐

Planned Thru Lane

N/A

Flex

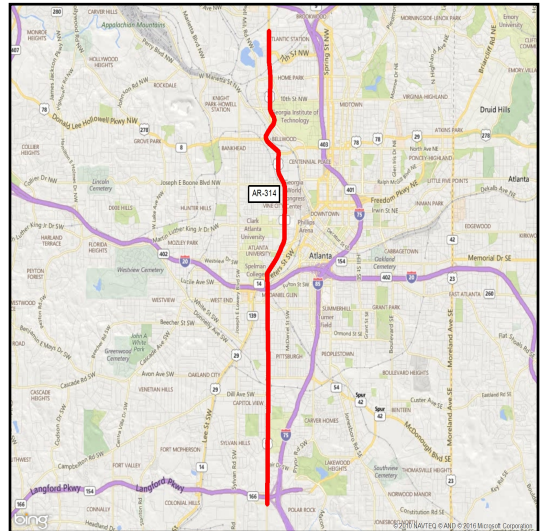
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Network Year

TBD

Corridor Length

N/A miles



Detailed Description and Justification

This project will install new 96 Fiber optic SM cable along SR 3 (Northside Drive) between the intersections of Langston Drive and Deering Road. This work expands over 33 intersections. This will require approximately 45,300 feet of 96F SM fiber optic cable, 33 new 96F aerial closures, 33 new 12F SM FDCs with additional drop cable.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
CST	Congestion Mitigation & Air Quality Improvement (CMAQ)		2017	\$730,000	\$730,000	\$0,000	\$0,000	\$0,000
				\$730,000	\$730,000	\$0,000	\$0,000	\$0,000

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



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



Short Title

US 41/SR 3 (NORTHSIDE DRIVE) SCOPING AND
ENGINEERING ANALYSIS FROM MCDANIEL STREET/I-20
TO I-75

GDOT Project No.

0007557

Federal ID No.

CSHPP-0007-00(557)

Status

Completed

Service Type

Other / Planning

Sponsor

GDOT

Jurisdiction

City of Atlanta

Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane

N/A

LCI

☐

Planned Thru Lane

N/A

Flex

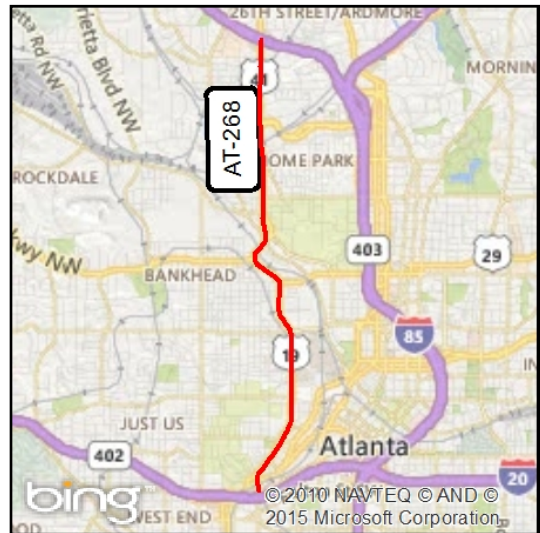
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Network Year

TBD

Corridor Length

TBD miles



Detailed Description and Justification

The scoping phase of this project will collect data about the corridor including traffic analysis, initial environmental screenings, survey, utilities information, and public input as well as collect all the previous planning studies regarding this area. The project team will consider many improvements for the corridor and analyze potential impact on traffic, cost, and the environment. The outcome will be a recommendation for the Department to consider moving forward with a select group of improvements in the short term, medium term, and long term.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Statewide Flexible (GDOT)	AUTH	2014	\$3,000,000	\$2,400,000	\$600,000	\$0,000	\$0,000
PE	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	AUTH	2017	\$5,000,000	\$4,000,000	\$1,000,000	\$0,000	\$0,000
				\$8,000,000	\$6,400,000	\$1,600,000	\$0,000	\$0,000

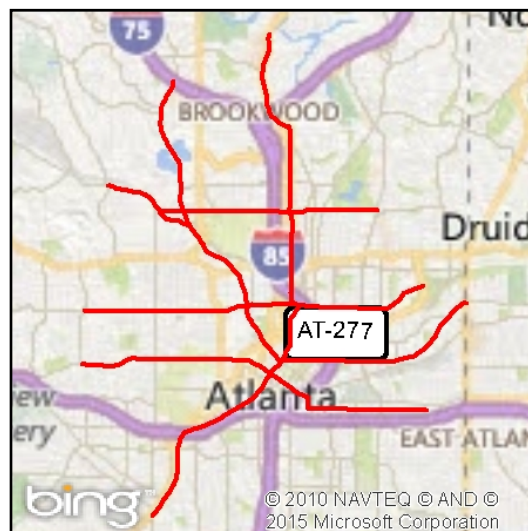
SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



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



Short Title	CYCLE ATLANTA: PHASE 1.0 - BICYCLE MOBILITY IMPROVEMENTS
GDOT Project No.	0012593
Federal ID No.	N/A
Status	Programmed
Service Type	Last Mile Connectivity / Bicycle Facility
Sponsor	City of Atlanta
Jurisdiction	City of Atlanta
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)



Existing Thru Lane	N/A	LCI	<input type="checkbox"/>	Network Year	TBD
Planned Thru Lane	N/A	Flex	<input checked="" type="checkbox"/>	Corridor Length	26.8 miles

Detailed Description and Justification

This project involves installing the bicycle facilities identified by the ARC-funded Cycle Atlanta: Phase 1.0 study. These facilities will support the existing and planned compact development in the central core of the city, as well as within the Atlanta BeltLine Planning Area, by supporting cycling as a mode of transportation between varied land uses. The five Core Bicycle Connection corridors from the Connect Atlanta Plan that will be analyzed under Phase 1.0 connect directly to 13 of the 38 MARTA heavy rail stations, providing enhanced connections between housing, services, employment opportunities and transit stations. The results of the study will identify methods to retrofit existing urban roadways with bicycle facilities in a context sensitive manner that protects the character and integrity of existing neighborhoods while meeting the needs of the community. Many of these study corridors overlap the ARC Bicycle Study Network, including West Marietta Street, Howell Mill Road, Peachtree Street, Lee Street and Martin Luther King, Jr Drive. Examples of the types of projects to be implemented can be found in the NACTO Urban Bikeway Design Guide. The study will be completed and adopted by June 30, 2013. Project components are identified as Core Bicycle Connections and Secondary Bicycle Connections in the Connect Atlanta Plan. Portions of this project are located in defined Equitable Target Areas. The project is being funded under the Last Mile Connectivity Program, a regional program defined in PLAN 2040 to improve pedestrian and bicyclist mobility, accessibility and safety along transit corridors, within employment and commercial centers, and in the vicinity of other major origins and destinations such as schools.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2014	\$450,000	\$360,000	\$0,000	\$0,000	\$90,000
ROW	STP - Urban (>200K) (ARC)	AUTH	2015	\$50,000	\$40,000	\$0,000	\$0,000	\$10,000
CST	STP - Urban (>200K) (ARC)	AUTH	2015	\$2,000,000	\$1,600,000	\$0,000	\$0,000	\$400,000
				\$2,500,000	\$2,000,000	\$0,000	\$0,000	\$500,000

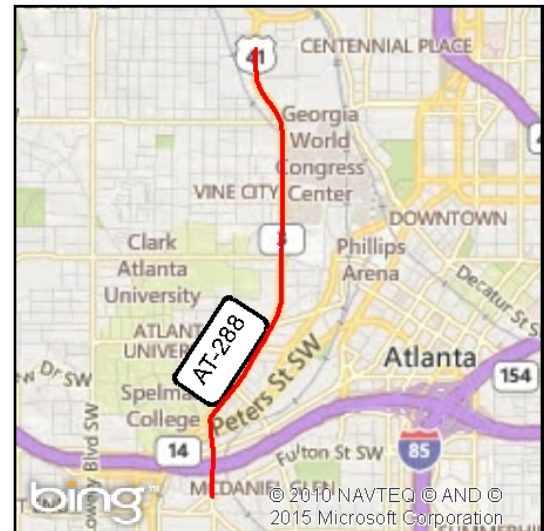
SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



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



Short Title	US 41 (NORTHSIDE DRIVE) AND US 19 (14TH STREET) SIGNAL UPGRADES AT 11 LOCATIONS
GDOT Project No.	0012821
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / Operations & Safety
Sponsor	GDOT
Jurisdiction	City of Atlanta
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)



Existing Thru Lane	N/A	LCI	<input type="checkbox"/>	Network Year	TBD
Planned Thru Lane	N/A	Flex	<input type="checkbox"/>	Corridor Length	N/A miles

Detailed Description and Justification

US 41/SR 3 at: North Ave, Donald Lee Hollowell Pkwy NW, Marietta St, 10th St, 14th St, 17th St, Deering Rd, Bellemeade Ave, I775 SB, and I775 NB and Hemphill at US 19/14th St

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2014	\$275,000	\$275,000	\$0,000	\$0,000	\$0,000
ROW	Congestion Mitigation & Air Quality Improvement (CMAQ)		2018	\$550,000	\$440,000	\$110,000	\$0,000	\$0,000
CST	Congestion Mitigation & Air Quality Improvement (CMAQ)		2019	\$1,430,000	\$1,144,000	\$286,000	\$0,000	\$0,000
				\$2,255,000	\$1,859,000	\$396,000	\$0,000	\$0,000

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



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



Short Title

SR 139 (MARTIN LUTHER KING JR DRIVE) CORRIDOR IMPROVEMENT INITIATIVE FROM ATLANTA CITY LIMITS (FULTON INDUSTRIAL BOULEVARD) TO OLLIE STREET

GDOT Project No.

0015549

Federal ID No.

N/A

Status

Programmed

Service Type

Roadway / Operations & Safety

Sponsor

City of Atlanta

Jurisdiction

City of Atlanta

Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane

N/A

LCI

☐

Planned Thru Lane

N/A

Flex

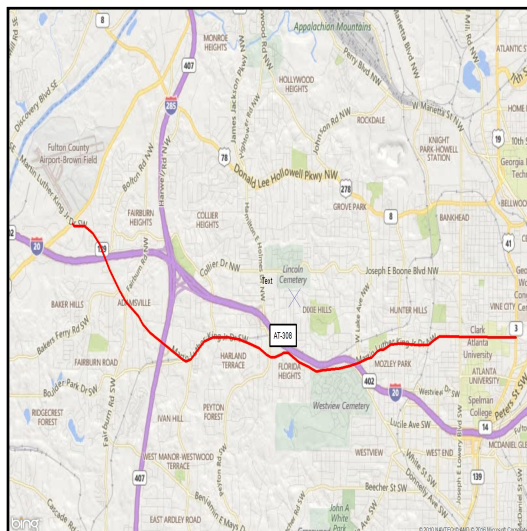
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Network Year

TBD

Corridor Length

6.2 miles



Detailed Description and Justification

This project constructs mobility improvements along approximately seven miles of Martin Luther King, Jr. Drive, including resurfacing roadways with improved lane configurations; upgrading and widening Americans with Disabilities Act-compliant sidewalks; installing multi-use trails, a protected bicycle lane, bicycle lanes, and raised medians; upgrading signals and historic signage/markers; and implementing green infrastructure improvements and stormwater management.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Local Jurisdiction/Municipality Funds		2017	\$1,904,570	\$0,000	\$0,000	\$0,000	\$1,904,570
ROW	Local Jurisdiction/Municipality Funds		2017	\$611,395	\$0,000	\$0,000	\$0,000	\$611,395
CST	TIGER Discretionary Grants		2018	\$20,424,535	\$10,000,000	\$0,000	\$0,000	\$10,424,535
				\$22,940,500	\$10,000,000	\$0,000	\$0,000	\$12,940,500

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



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

