



Transportation Analysis

Turner Field Redevelopment DRI #2658

City of Atlanta, Georgia

Report Prepared:

November 2017

Prepared for:

Carter

Prepared by:

Kimley»»Horn

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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 Turner Field Redevelopment located in the City of Atlanta, Georgia. The approximate 29-acre site is located south of Downtown Atlanta and is bounded by Pollard Boulevard to the west, Ralph David Abernathy Boulevard/Georgia Avenue to the south, Fraser Street to the East and Fulton Street to the north. The project site currently consists of surface parking lots to serve the former Turner Field baseball stadium, as well as off-site shuttled parking for Georgia State University (GSU) commuters. The proposed mixed-use redevelopment will consist of residential units (multi-family housing and student housing), retail, hotel and office space. GSU will retain control of the northwest portion of the site and of Turner Field itself. GSU plans to construct a parking deck on the northwest portion of the site to continue to serve shuttled parking to the main campus. The former Turner Field baseball stadium will be retrofitted to serve GSU football and a stadium for GSU baseball will be constructed on the footprint of the former Fulton County Stadium.

The Turner Field LCI (2016) discusses the redevelopment of the site into a pedestrian friendly mixed-use development.

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 700,000 SF of mixed-use development in a Region Core area type and exceeding 500,000 SF of mixed-use development in a Maturing Neighborhoods area type. The DRI trigger for this development was the filing of an SAP for the first portion of the project with the City of Atlanta. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on February 23, 2017 by the City of Atlanta.

The proposed project is expected to be completed in two phases. Phase 1 is expected to be built by 2023 and Phase 2 of the total redevelopment is anticipated to be built by 2031. As currently planned, the site will consist of the following land uses and densities shown below.

Proposed Land Uses and Densities			
Land Use	Phase 1	Phase 2	Total Build
Office	750,000 SF	750,000 SF	1,500,000 SF
Residential	1,350 Apartments 650 High-Rise Apartments 50 Townhomes	375 Apartments 125 High-Rise Apartments 250 Senior-Living Units	1,725 Apartments 775 High-Rise Apartments 50 Townhomes 250 Senior-Living Units
Retail	317,500 SF Shopping Center 32,500 SF Supermarket	317,500 SF Shopping Center 32,500 SF Supermarket	635,000 SF Shopping Center 65,000 SF Supermarket
Hotel	300 Rooms	325 Rooms	625 Rooms

The DRI analysis includes an estimation of the overall vehicle 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 living in a residential development may walk to the office, restaurant, and retail instead of driving off-site or to the site. This reduces the number of vehicle trips that will be made on the roadway, thus reducing traffic congestion. These types of interactions are expected at the Turner Field mixed-use redevelopment – including workers and residents walking to the restaurant and retail land uses as well as residents working in the office development.

Alternative mode reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). The center of the project site is located one mile south of the Georgia State MARTA Rail Station, which is served by the Blue and Gold rail lines seven days a week. Garnett Station, served by the Red and Gold lines, and Five Points station, served by all four lines, are also located within 1.5 miles of the site. The site is also served by MARTA Bus Route 32 and MARTA Bus Route 55, both of which travel between the project site and Five Points station. In addition to MARTA service, GSU currently provides shuttle service between the project site and the rest of campus and will likely enhance this service once redevelopment occurs. For all scenarios of this analysis, a (25%) alternative mode reduction was taken.

Pass-by reductions were taken for the Turner Field mixed-use redevelopment. Pass-by occurs when traffic normally traveling along a roadway chooses to visit a retail or restaurant establishment that is along the vehicle's pre-ordained path. These trips were already on the road and would therefore only be new trips at the driveways. The retail proposed for the project is expected to generate pass-by trips.

Capacity analyses were performed throughout the study network for the Existing 2016 conditions, the Projected 2023 No-Build conditions, the Projected 2023 Phase 1 Build conditions, Projected 2031 No-Build conditions, and the Projected 2031 Phase 2 Build conditions.

- Existing 2016 conditions represent traffic volumes that were collected in November 2016 by performing AM and PM peak hour turning movement counts.
- Projected 2023 No-Build conditions represent the existing traffic volumes grown for seven (7) years at 0.5 percent per year throughout the study network.
- Projected 2023 Phase 1 Build conditions represent the Projected 2023 No-Build conditions with the addition of the project trips that are anticipated to be generated by Phase 1 of the Turner Field mixed-use redevelopment.
- Projected 2031 No-Build conditions represent the existing traffic volumes grown for fifteen (15) years at 0.5 percent per year throughout the study network, plus the addition of the project trips that are anticipated to be generated by Phase 1 of the Turner Field mixed-use development.
- Projected 2031 Phase 2 Build conditions represent the Projected 2031 No-Build conditions with the addition of the project trips that are anticipated to be generated by the Phase 2 of the Turner Field mixed-use redevelopment.

Findings of Study

The traffic study was completed with the baseline conditions as previously mentioned, as well as a preferred alternative condition with a road diet on Hank Aaron Drive.

Preferred Alternative (Road Diet) Recommendations

A road diet on Hank Aaron Drive was recommended as an alternative to be further studied in the Turner Field LCI, 2016. The City of Atlanta Planning Department has been supportive of a proposed road diet. As stated in the LCI report,

“Alternatively, the developer of the Turner Field site may choose to work with the City to slow travel speeds through the corridor by making additional alterations to the cross section in limited areas. In this proposed alternative scenario, Hank Aaron Drive would be further calmed by providing less delineated travel lanes... This alternative would require that some traffic volumes are satisfied using alternative parallel corridors, particularly during morning and afternoon peak travel periods and for special events due to travel speeds dramatically reduced through this area.”

The developer is seeking to support the alternative cross section of Hank Aaron Drive by reducing the number of lanes on Hank Aaron Drive along the site frontage, as well as a portion of Georgia Avenue. The current alignment consists of a five-lane section. Therefore, an alternatives analysis was performed to show the impacts of a road diet on Hank Aaron Drive and Georgia Avenue. In order to support the reduction in lanes, a portion of the existing vehicle trips were diverted from Capitol Avenue/Hank Aaron Drive to Pollard Boulevard and mitigation was provided for all intersections to maintain an acceptable Level-of-Service.

The primary locations to be dieted include:

- Hank Aaron Drive between Georgia Avenue and Fulton Street
 - Existing five-lane section to a proposed two-lane section with major-street left-turn movements prohibited at most intersections.
- Georgia Avenue east of Capitol Avenue/Hank Aaron Drive
 - Existing five-lane section to a proposed three-lane section.

The following sections address improvements that are needed to support the preferred alternative (road diet), in the place of any recommendations mentioned for these particular intersections in the Baseline Alternative (based on traditional DRI methodology) listed later.

Projected 2023 Phase 1 Build Conditions – Road Diet Recommendations

Based on the Projected 2023 Phase 1 Build conditions with road diet, the following improvements are recommended to support the Hank Aaron Drive road diet:

Off-Site Recommendations

- Fulton Street at Capitol Avenue/Hank Aaron Drive (Int. #5)
 - Restripe the southbound approach as one exclusive left-turn lane, one exclusive through lane, and one exclusive right-turn lane.
 - Restripe the northbound approach as one exclusive left-turn lane and one shared through/right-turn lane.
- Georgia Avenue at Capitol Avenue/Hank Aaron Drive (Int. #10)
 - Restripe the northbound approach as one exclusive left-turn lane and one shared through/right-turn lane.
 - Restripe the southbound approach as one exclusive left-turn lane and one shared through/right-turn lane.

The recommendations for all other off-site intersections should be consistent with those shown in the baseline conditions.

Projected 2031 Phase 2 Build Conditions – Road Diet Recommendations

Based on the Projected 2031 Phase 2 Build conditions with road diet, the following improvements are recommended:

Off-Site Recommendations

- Capitol Avenue at I-20 Eastbound Ramp/Pollard Boulevard (Int. #2)
 - Construct one additional exclusive southbound left-turn lane by restriping the southbound approach as two exclusive southbound left-turn lanes, one exclusive southbound through lane, and one shared through/right-turn lane, while providing two northbound receiving lanes. Construct one additional eastbound receiving lane.
 - Convert the southbound left-turn phasing from protected/permissive to protected-only.
 - Restripe the eastbound approach as one exclusive left-turn lane, one exclusive through lane, and one exclusive right-turn lane by removing one westbound receiving lane.
- Fulton Street at Capitol Avenue/Hank Aaron Drive (Int. #5)
 - Restripe the southbound approach as one exclusive left-turn lane, one exclusive through lane, and one exclusive right-turn lane.
 - Restripe the westbound approach as one exclusive left-turn lane, one exclusive through lane, and one exclusive right-turn lane.
 - Convert one westbound receiving lane to an eastbound exclusive left-turn lane, resulting in dual left-turn lanes.
 - Convert the left-turn phasing from protected/permissive to protected-only.
 - Restripe the eastbound approach as two exclusive left-turn lanes, one exclusive through lane, and one exclusive right-turn lane.
 - Install right-turn overlaps for the eastbound approach.

- Georgia Avenue at Capitol Avenue/Hank Aaron Drive (Int. #10)
 - Restripe the northbound approach as one exclusive left-turn lane, and one shared through/right-turn lane.
 - Restripe the southbound approach as one exclusive left-turn lane and one shared through/right-turn lane.

The recommendations for all other off-site intersections should be consistent with those shown in the baseline conditions.

Baseline Conditions Recommendations

The following recommendations are based on traditional DRI methodology and consider maintaining the existing laneage along Hank Aaron Drive.

Existing 2016 Conditions Recommendations

Based on the analysis of Existing 2016 conditions (present conditions; i.e. excludes background traffic growth and excludes the Turner Field project traffic), there are no recommended improvements based on the Existing 2016 conditions.

Projected 2023 No-Build Conditions Recommendations

Based on the analysis of Projected 2023 No-Build conditions (includes background traffic growth, but excludes the Turner Field project traffic), there are no recommended improvements based on the Projected 2023 No-Build conditions.

Projected 2023 Phase 1 Build Conditions Recommendations

Based on the analysis of Projected 2023 Phase 1 Build conditions (includes background traffic growth and includes Turner Field Phase 1 project traffic plus twelve site access driveways), the following off-site improvements are recommended:

Off-Site Recommendations

- Fulton Street at Fraser Street (Int. #6)
 - Install traffic signal at intersection.

On-Site Recommendations

- Fulton Street at Driveway 1 (Int. #12)
 - Construct a two-lane driveway along Driveway 1 (one ingress and one egress lane).
 - NOTE: this intersection is not recommended for signalization until GSU completes the proposed parking deck in the northwest corner of the site, likely to occur in Phase 2.
- Pollard Boulevard at Driveway 2 (Int. #13)
 - Construct a two-lane driveway along Driveway 2 (one ingress and one egress lane).
- Capitol Avenue/Hank Aaron Drive at Driveway 3/Driveway 4 (Int. #14)
 - Install traffic signal at intersection.
 - Construct a two-lane driveway along Driveway 3 (one ingress and one egress lane).
 - Construct a two-lane driveway along Driveway 4 (one ingress and one egress lane).
- Fraser Street at Driveway 5 (Int. #15)
 - Construct a two-lane driveway along Driveway 5 (one ingress and one egress lane).
- Capitol Avenue/Hank Aaron Drive at Driveway 6 (Int. #16)
 - Install traffic signal at intersection.
 - Construct a two-lane driveway along Driveway 6 (one ingress and one egress lane).
- Fraser Street at Driveway 7 (Int. #17)
 - Construct a two-lane driveway along Driveway 7 (one ingress and one egress lane).
- Pollard Boulevard at Driveway 8 (Int. #18)
 - Construct a two-lane driveway along Driveway 8 (one ingress and one egress lane).
- Capitol Avenue/Hank Aaron Drive at Driveway 9/Driveway 10 (Int. #19)
 - Install traffic signal at intersection.
 - Construct a two-lane driveway along Driveway 9 (one ingress and one egress lane).
 - Construct a two-lane driveway along Driveway 10 (one ingress and one egress lane).

- Fraser Street at Driveway 11 (Int. #20)
 - Construct a two-lane driveway along Driveway 11 (one ingress and one egress lane).
- Georgia Avenue at Driveway 12 (Int. #21)
 - Construct a two-lane driveway along Driveway 12 (one ingress and one egress lane).

Projected 2031 No-Build Conditions Recommendations

Based on the analysis of Projected 2031 No-Build conditions (includes background traffic growth and includes the Turner Field Phase 1 project traffic plus twelve site access driveways), the following off-site improvements are recommended IN ADDITION TO the improvements associated with the Projected 2023 Phase 1 Build conditions:

Off-Site Recommendations

- Capitol Avenue at I-20 Eastbound Ramp/Pollard Boulevard (Int. #2)
 - Construct one additional exclusive southbound left-turn lane by restriping the southbound approach as two exclusive southbound left-turn lanes, one exclusive southbound through lane, and one shared through/right-turn lane, while providing two northbound receiving lanes. Construct one additional eastbound receiving lane.
 - Convert the southbound left-turn phasing from protected/permissive to protected-only.

Note: a traffic signal at the intersection of Fulton Street at Driveway 1 is recommended when GSU constructs the proposed parking deck in the northwest corner of the site.

Projected 2031 Phase 2 Build Conditions Recommendations

Based on the analysis of Projected 2031 Phase 2 Build conditions (includes background traffic growth and includes the Turner Field project traffic plus twelve site access driveways), the following off-site improvements are recommended IN ADDITION TO the improvements associated with the Projected 2023 Phase 1 Build conditions and Projected 2031 No-Build conditions:

Off-Site Recommendations

- Fulton Street at Capitol Avenue/Hank Aaron Drive (Int. #5)
 - Construct one exclusive southbound right-turn lane and restripe the approach as one exclusive left-turn lane, two exclusive through lanes, and one exclusive right-turn lane.
 - Restripe the westbound approach as one exclusive left-turn lane, one exclusive through lane, and one exclusive right-turn lane.
 - Convert one westbound receiving lane to an eastbound exclusive left-turn lane, resulting in dual left-turn lanes.
 - Convert the eastbound left-turn phasing from protected/permissive to protected-only.
 - Restripe the eastbound approach as two exclusive left-turn lanes, one exclusive through lane, and one exclusive right-turn lane.
 - Install right-turn overlaps for the southbound, eastbound, and westbound approaches.

On-Site Recommendations

- Fulton Street at Driveway 1 (Int. #12)
 - Install a traffic signal at intersection concurrent with the construction of the GSU parking deck.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed Turner Field Redevelopment located in the City of Atlanta, Georgia. The approximate 29-acre site is located south of Downtown Atlanta and is bounded by Pollard Boulevard to the west, Ralph David Abernathy Boulevard/Georgia Avenue to the south, Fraser Street to the East and Fulton Street to the north. The site is in the Turner Fields neighborhood Livable Centers Initiative (LCI) Study Area. The Turner Field LCI discusses the redevelopment of the site into a transit oriented and pedestrian friendly mixed-use development.

The project site currently consists of surface parking lots that served the former Turner Field baseball stadium and a portion that currently serves off-site, shuttled parking for Georgia State University commuter students. The master plan of the proposed development consists of approximately 1,725 multi-family residential units, 775 high-rise residential units, 50 townhomes, 250 senior-living units, 1,500,000 SF office, 700,000 SF retail (635,000 SF shopping center and 65,000 SF supermarket), and 625 hotel rooms. The first phase consists of approximately 2,000 multi-family residential units, 50 townhomes, 750,000 SF office, 350,000 SF retail, and 325 hotel rooms.

GSU will retain control of the northwest portion of the site and of Turner Field itself. GSU plans to construct a parking deck on the northwest portion of the site to continue to serve shuttled parking to the main campus. The former Turner Field baseball stadium will be retrofitted to serve GSU football and a stadium for GSU baseball will be constructed on the footprint of the former Fulton County Stadium.

The project will exceed 700,000 square feet of mixed-use development in a Region Core and 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.

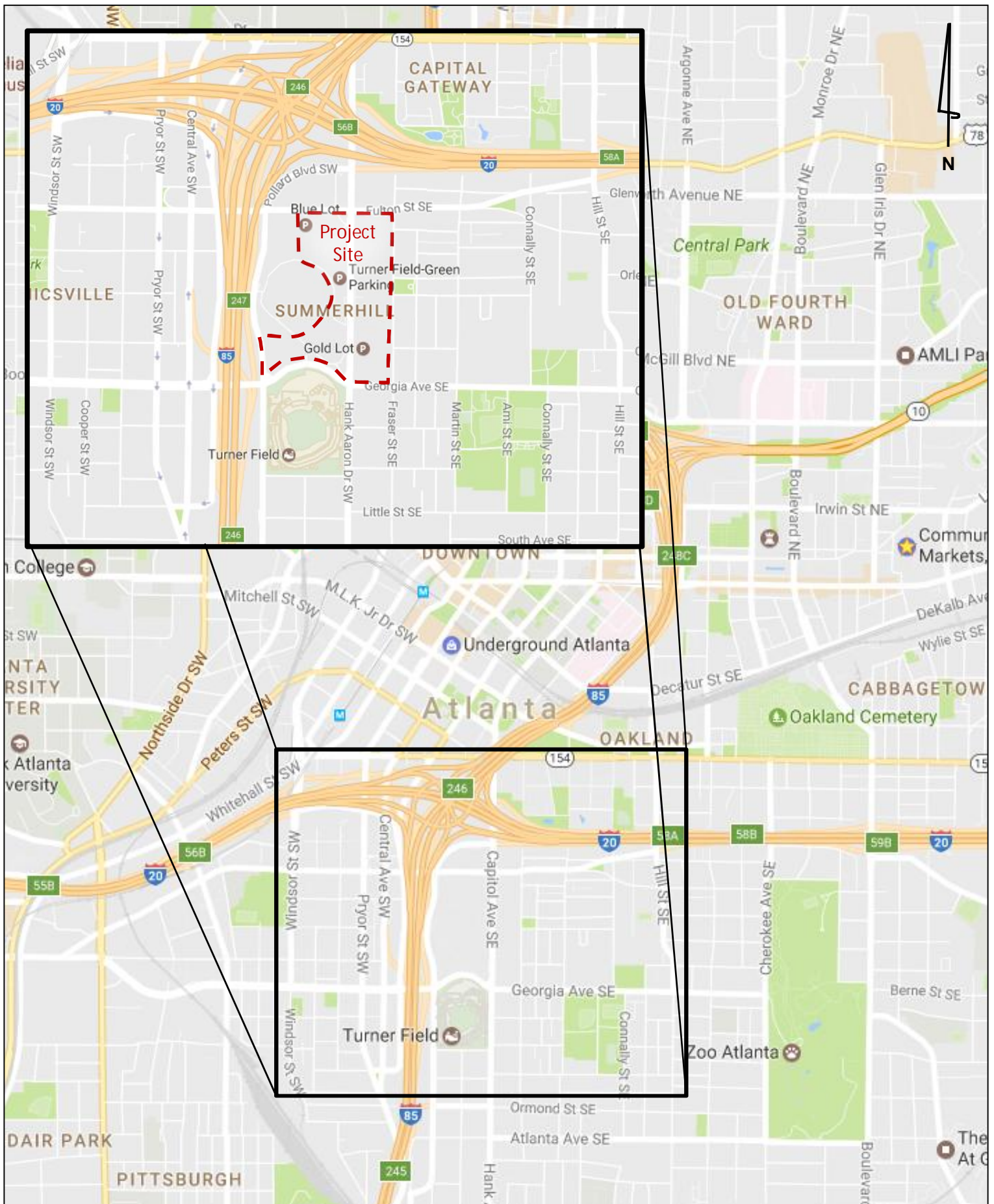
Figure 1 provides the location map of the Turner Field Redevelopment, and **Figure 2** provides a site aerial showing of the project site and surrounding area. The *City of Atlanta Official Zoning Map* and ARC's *Unified Growth Policy Map (UGPM)* are included in Appendix A.

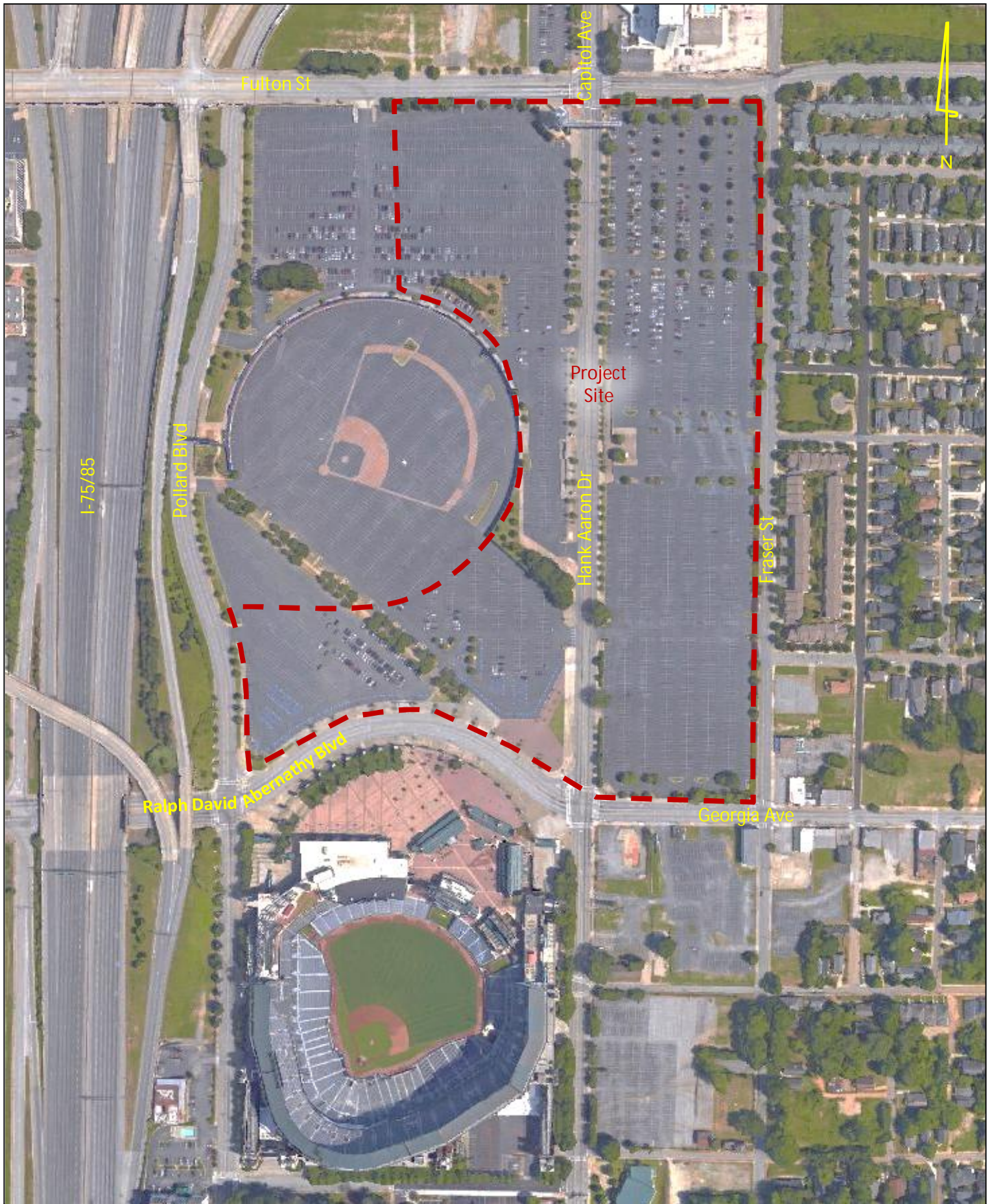
The proposed project is expected to be completed by 2031 with Phase 1 of the redevelopment completed by 2023. A summary of the proposed land-uses and densities by phase is provided below in **Table 1**.

Table 1: Proposed Land Uses and Densities			
Land Use	Phase 1	Phase 2	Total Build
Office	750,000 SF	750,000 SF	1,500,000 SF
Residential	1,350 Apartments 650 High-Rise Apartments 50 Townhomes	375 Apartments 125 High-Rise Apartments 250 Senior-Living Units	1,725 Apartments 775 High-Rise Apartments 50 Townhomes 250 Senior-Living Units
Retail	317,500 SF Shopping Center 32,500 SF Supermarket	317,500 SF Shopping Center 32,500 SF Supermarket	635,000 SF Shopping Center 65,000 SF Supermarket
Hotel	300 Rooms	325 Rooms	625 Rooms

The analysis was completed in two Phases:

- Phase 1 consists of an interim phase to be completed by 2023. This phase may represent a potential full-build-out based on market conditions.
- Phase 2 represents the full build-out of the entire master plan by 2031. This phase will be realized if market conditions shift from current lower projections.





1.2 Site Plan Review

The project site is the location of the surface parking for the Turner Field baseball stadium, which is also used as off-site, shuttled parking for GSU commuters. A portion of the site will be retained by GSU, particularly the northwest corner as well as the location of the former Fulton County Stadium, as shown in **Figure 2**. The proposed development will consist of office, residential, retail, and hotel land uses. The project site is currently zoned MRC-3-C (Mixed-Use Residential Commercial-Condition) according to the *City of Atlanta Quality of Life (QOL) Zoning Code*. Additionally, the site is located in a Region Core and Regional Attractors area as well as a Maturing Neighborhoods area according to the ARC's *Unified Growth Policy Map (UGPM)*. Please refer to Appendix A for more detailed information. The project site is within and adheres to the recommendations in the most recent Turner Field LCI, which qualifies the redevelopment for GRTA's expedited review.

A reference of the proposed site plan is provided in Appendix B. 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

Access to the site will be from internal roadways off Capitol Avenue. As currently envisioned, the proposed redevelopment will be served by twelve (12) driveways. Following is a description of each of the driveways:

1. Driveway 1 – a proposed full movement driveway on Fulton Street approximately 575 feet west of Capitol Avenue/Hank Aaron Drive.
2. Driveway 2 – a proposed full movement driveway on Pollard Boulevard approximately 400 feet south of Fulton Street.
3. Driveway 3 – a proposed full movement driveway on Hank Aaron Drive approximately 400 feet south of Fulton Street, across from Driveway 4.
4. Driveway 4 – a proposed full movement driveway on Hank Aaron Drive approximately 400 feet south of Fulton Street, across from Driveway 3.
5. Driveway 5 – a proposed full movement driveway on Fraser Street approximately 400 feet south of Fulton Street.
6. Driveway 6 – a proposed full movement driveway on Hank Aaron Drive approximately 850 feet south of Fulton Street.
7. Driveway 7 – a proposed full movement driveway on Fraser Street approximately 850 feet south of Fulton Street.
8. Driveway 8 – a proposed full movement driveway on Pollard Boulevard approximately 550 feet north of Georgia Avenue.
9. Driveway 9 – a proposed full movement driveway on Hank Aaron Drive approximately 400 feet north of Georgia Avenue, across from Driveway 10.
10. Driveway 10 – a proposed full movement driveway on Hank Aaron Drive approximately 400 feet north of Georgia Avenue, across from Driveway 9.
11. Driveway 11 – a proposed full movement driveway on Fraser Street approximately 400 feet north of Georgia Avenue.
12. Driveway 12 – a proposed full movement driveway on Georgia Avenue approximately 525 feet east of Pollard Boulevard.

The site driveways provide access to all parking for the site. Additional low volume service driveways may be considered as the development design advances. Significant structured parking will be provided as well as some on-street parking. Shared parking will be utilized where applicable.

1.4 Bicycle and Pedestrian Facilities

Pedestrian facilities (sidewalks) currently exist along Capitol Avenue/Hank Aaron Drive, Fraser Street, Pollard Boulevard, Fulton Street, and Georgia Avenue/Ralph David Abernathy Boulevard. Pedestrian facilities do not currently exist along the highway entrance and exit ramps. There are shared use bicycle lanes along Georgia Avenue/Ralph David Abernathy Boulevard east of Pulliam Street. There are bicycle lanes west of Pulliam Street on Ralph David Abernathy Boulevard.

Enhanced bicycle and pedestrian facilities will be provided throughout the project site to promote both alternative modes and access to the MARTA station. Bicycle lanes on Capitol Avenue/Hank Aaron Drive are envisioned.

1.5 Transit Facilities

MARTA Bus Route 32 runs between Downtown Atlanta and southwest of the city along Bouldercrest Road and runs along Hank Aaron Drive through the project site. Bus Route 55 runs between Downtown Atlanta and Forest Park and runs along Hank Aaron Drive through the project site. Bus route 49 has a bus stop south of Georgia Avenue on Pollard Boulevard, south of the project site. Route 49 runs from Downtown Atlanta to Thomasville Heights.

The project site is located one mile south of the Georgia State MARTA rail station, which is served by the Blue and Gold lines seven days a week. Garnett Station, served by the Red and Gold lines, and Five Points station, served by all four lines, are also located within 1.5-miles of the site. In addition to MARTA service, GSU currently provides shuttle service between the project site and the rest of campus and will likely enhance this service once implements to the GSU site are made.

As identified in the future Streetcar plans as well as the LCI study, the long-term vision of Capitol Avenue/Hank Aaron Drive includes streetcar service. Bus rapid transit (BRT) is also being considered along the corridor as shown in the alternative Hank Aaron Drive alignment on the DRI site plan. As shown on the plan, design is based on speculation and subject to change. Final design of the streetcar or BRT may deviate as determined by the entity responsible for design.

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 background traffic growth rate of 0.5 percent per year was used for all roadways. This background growth rate was used to account for other development activity in the area. Existing volumes were left on the roadway network because GSU is continuing to use the stadium and parking facilities. Trips associated with GSU's uses are accounted for by a combination of existing volumes and background growth.

2.2 Traffic Data Collection

Weekday morning and evening turning movement counts (TMC) were performed on Thursday, November 17, 2016 from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM for typical weekday conditions. 72-hour tube counts were also performed Tuesday, November 15, 2016 through Thursday, November 17, 2016. Counts were also conducted at the open driveways of parking lots currently serving GSU to determine the amount of traffic from GSU that is currently generated by the site.

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. Capitol Avenue at I-20 WB Exit Ramp	7:15 - 8:15	4:45 - 5:45
2. Capitol Avenue at I-20 EB Entrance Ramp	8:00 - 9:00	4:45 - 5:45
3. Fulton Street at Pulliam Street	8:00 - 9:00	5:00 - 6:00
4. Fulton Street at I-75/I-85 NB Entrance Ramp	7:15 - 8:15	5:00 - 6:00
5. Fulton Street at Capitol Avenue/Hank Aaron Drive	7:15 - 8:15	5:00 - 6:00
6. Fulton Street at Fraser Street	7:30 - 8:30	5:00 - 6:00
7. Ralph David Abernathy Boulevard at Central Avenue	7:15 - 8:15	5:00 - 6:00
8. Ralph David Abernathy Boulevard at Pulliam Street	7:45 - 8:45	5:00 - 6:00
9. Ralph David Abernathy Boulevard at Pollard Boulevard	7:45 - 8:45	5:00 - 6:00
10. Ralph David Abernathy Boulevard/Georgia Avenue at Hank Aaron Drive	7:15 - 8:15	5:00 - 6:00
11. Georgia Avenue at Fraser 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 obtained from the City of Atlanta for available intersections. Timing data was measured and verified in the field for all study intersections. Intersection splits were optimized using *Synchro Professional, Version 9.0* for all scenarios.

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 Trip Generation

Traffic for the proposed land uses and densities was calculated using methodology contained in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Ninth Edition*. Phase 1 and Phase 2 trips generated are displayed in **Table 3**.

Table 3: Trip Generation								
Land Use (Intensity)	ITE Code	Daily Traffic	AM Peak Hour			PM Peak Hour		
		Total	Total	Enter	Exit	Total	Enter	Exit
Phase 1								
Apartment (1,350 Units)	220	8,305	665	133	532	760	494	266
High-Rise Apartment (650 Units)	222	2,633	195	49	146	220	134	86
Residential Condominium/ Townhouse (50 Units)	230	291	22	4	18	26	17	9
Hotel (300 Rooms)	310	2,451	159	94	65	180	92	88
General Office Building (750,000 SF)	710	6,071	959	844	115	918	156	762
Shopping Center (317,500 SF)	820	14,390	305	189	116	1,299	624	675
Supermarket (32,500 SF)	850	3,323	111	69	42	308	157	151
Total Phase 1 Trips		37,464	2,416	1,382	1,034	3,711	1,674	2,037
Phase 2								
Apartment (375 Additional Units)	220	2,272	184	37	147	206	134	72
High-Rise Apartment (125 Additional Units)	222	414	37	9	28	40	25	15
Senior Adult Housing (250 Units)	230	766	50	17	33	62	33	29
Hotel (325 Additional Rooms)	310	2,655	172	101	71	195	99	96
General Office Building (750,000 Additional SF)	710	4,210	711	626	85	840	143	697
Shopping Center (317,500 Additional SF)	820	8,191	176	109	67	768	368	400
Supermarket (32,500 Additional SF)	850	3,323	110	68	42	258	132	126
Total Phase 2 Trips		21,831	1,440	967	473	2,369	934	1,435
Total Site Trips (Phase 1 and Phase 2)		59,295	3,856	2,349	1,507	6,080	2,608	3,472

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 to be acceptable for the 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.

3.4 *Study Network Determination*

As the Turner Field mixed-use redevelopment is located in the Turner Field LCI, it qualifies for GRTA Expedited Review, consistent with the GRTA Letter of Understanding. GRTA Expedited Review limits the study intersections to the intersections located adjacent to the project site and the project driveways. The study area was agreed upon during methodology discussions with GRTA, ARC, GDOT, and City of Atlanta staff, and includes the following eleven (11) off-site intersections and ten (10) driveway intersections described in **Table 4**.

The study network includes ten (10) signalized off-site intersections, one (1) stop controlled off-site intersection and 10 site driveway intersections as noted in **Table 4**. There are 12 access points to the project site that will be analyzed. As mentioned, all site driveways will be on internal roadways. The intersections of the internal roadways and existing roadways will be analyzed and referred to as driveways. The existing study intersections are shown in **Figure 3**.

Table 4: Intersection Control Summary	
Intersection	Control
1. Capitol Avenue at I-20 WB Exit Ramp	Signal
2. Capitol Avenue at I-20 EB Entrance Ramp	Signal
3. Fulton Street at Pulliam Street	Signal
4. Fulton Street at I-75/I-85 NB Entrance Ramp	Signal
5. Fulton Street at Capitol Avenue/Hank Aaron Drive	Signal
6. Fulton Street at Fraser Street	Stop-Control
7. Ralph David Abernathy Boulevard at Central Avenue	Signal
8. Ralph David Abernathy Boulevard at Pulliam Street	Signal
9. Ralph David Abernathy Boulevard at Pollard Boulevard	Signal
10. Ralph David Abernathy Boulevard/Georgia Avenue at Hank Aaron Drive	Signal
11. Georgia Avenue at Fraser Street	Signal
12. Fulton Street at Driveway 1	Stop-Control (Proposed)
13. Pollard Boulevard at Driveway 2	Stop-Control (Proposed)
14. Capitol Avenue at Driveway 3/Driveway 4	Signal (Proposed)
15. Fraser Street at Driveway 5	Stop-Control (Proposed)
16. Capitol Avenue at Driveway 6	Signal (Proposed)
17. Fraser Street at Driveway 7	Stop-Control (Proposed)
18. Pollard Boulevard at Driveway 8	Stop-Control (Proposed)
19. Capitol Avenue at Driveway 9/Driveway 10	Signal (Proposed)
20. Fraser Street at Driveway 11	Stop-Control (Proposed)
21. Georgia Avenue at Driveway 12	Stop-Control (Proposed)

The above listed intersections, with the exception of the intersections with driveways, were analyzed for the Existing 2016 conditions, 2023 No-Build conditions, 2023 Phase 1 Build conditions, 2031 No-Build conditions and 2031 Phase 2 Build conditions. The intersections with driveways were analyzed in the 2023 Phase 1 Build conditions, 2031 No-Build conditions, and the 2031 Phase 2 Build conditions.

The 2023 No-Build conditions represent the existing traffic volumes grown for seven (7) years at 0.5 percent per year throughout the study network. The 2023 Build condition adds the Phase 1 project trips associated with the proposed development to the 2023 No-Build conditions. The 2031 No-Build conditions represent the existing traffic volumes grown for fifteen (15) years at 0.5 percent per year throughout the study network plus the Phase 1 project trips associated with the proposed development. The 2031 Build conditions represent the existing traffic volumes grown for fifteen (15) years at 0.5 percent per year throughout the study network plus the total site project trips associated with Phase 2 of the proposed development.



3.5 Existing Roadway Facilities

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

ADTs were collected from GDOT's historical traffic count database and supplemented with data collected in November 2016.

Table 5: Roadway Classification and ADTs				
Roadway	No. of Lanes	ADT	Posted Speed Limit (MPH)	GDOT Classification
Capitol Avenue	5	18,700	30	Minor Arterial
Georgia Avenue	4	5,500	35	Minor Arterial
Pollard Boulevard	4	2,300	30	Local
Fulton Street	4/5	8,930	35	Major Collector
Fraser Street	3	*	25	Local
Hank Aaron Drive	5	11,400	30	Minor Arterial
Ralph David Abernathy Boulevard	4	8,760	35	Other Principal Arterial
Pulliam Street	2	*	30	Major Collector (One-Way)
Central Avenue	2	*	35	Minor Arterial (One-Way)

* ADT is not available.

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:

- ITE 220 - Apartment
- ITE 222 - High-Rise Apartment
- ITE 230 - Residential Condominium/Townhouse
- ITE 310 - Hotel
- ITE 710 - General Office Building
- ITE 820 - Shopping Center
- ITE 850 - Supermarket

Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook, Third Edition, 2012*. 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 for the total site build-out between the land uses is expected to be 13.66% daily, 10.8% for the AM peak hour, and 24.0% for the PM peak hour as a result of the anticipated interaction between the residential, office, retail, and hotel land uses within the proposed development. Pass-by reduction was taken for trips generated by the shopping center and the supermarket. Pass-by was taken for the PM peak hour.

The first phase of the development is anticipated to be completed in 2023. If market conditions continue to improve, additional density may be added to the site. This new development would be reflected in Phase 2, and would likely be built out by 2031. The total (net) new trips generated and analyzed are listed in **Table 6**. It should be noted that Phase 2 trips were calculated by subtracting Phase 1 trips from the total.

Table 6: Net New Trip Generation									
	Daily Traffic			AM Peak Hour			PM Peak Hour		
	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Phase 1									
Gross Project Trips	37,464	18,732	18,732	2,416	1,382	1,034	3,711	1,674	2,037
<i>Mixed-Use Reduction</i>	-4,904	-2,452	-2,452	-250	-125	-125	-884	-442	-442
<i>Alternative Mode Reduction</i>	-8,141	-4,071	-4,070	-542	-316	-228	-707	-308	-400
<i>Pass-By Reduction</i>	-3,907	-1,953	-1,954	0	0	0	-307	-154	-154
Phase 1 Net New Trips	20,512	10,256	10,256	1,624	941	681	1,813	770	1,041
Phase 2									
Gross Project Trips	21,831	10,916	10,915	1,440	967	473	2,369	934	1,435
<i>Mixed-Use Reduction</i>	-3,194	-1,597	-1,597	-166	-83	-83	-574	-287	-287
<i>Alternative Mode Reduction</i>	-4,658	-2,329	-2,329	-318	-219	-97	-449	-161	-286
<i>Pass-By Reduction</i>	-1,757	-879	-878	0	0	0	-172	-86	-86
Phase 2 Net New Trips	12,222	6,111	6,111	956	665	293	1,174	400	776
Total (Includes Phase 1 and Phase 2)									
Gross Project Trips	59,295	29,648	29,647	3,856	2,349	1,507	6,080	2,608	3,472
<i>Mixed-Use Reduction</i>	-8,098	-4,049	-4,049	-416	-208	-208	-1,458	-729	-729
<i>Alternative Mode Reduction</i>	-12,799	-6,400	-6,399	-860	-535	-325	-1,156	-469	-686
<i>Pass-By Reduction</i>	-5,664	-2,832	-2,832	0	0	0	-479	-240	-240
Total Net New Trips	32,734	16,367	16,367	2,580	1,606	974	2,987	1,170	1,817

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

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.

Figures 4A, 4B and 4C display the anticipated distribution and assignment of residential, office and retail trips throughout the study 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 peak hour project trips anticipated to be generated by the proposed Turner Field development are shown in **Figures 5A and 5B** for 2023 Phase 1 Build and 2031 Phase 2 Build conditions, respectively.

Detailed intersection volume worksheets are provided in Appendix D.

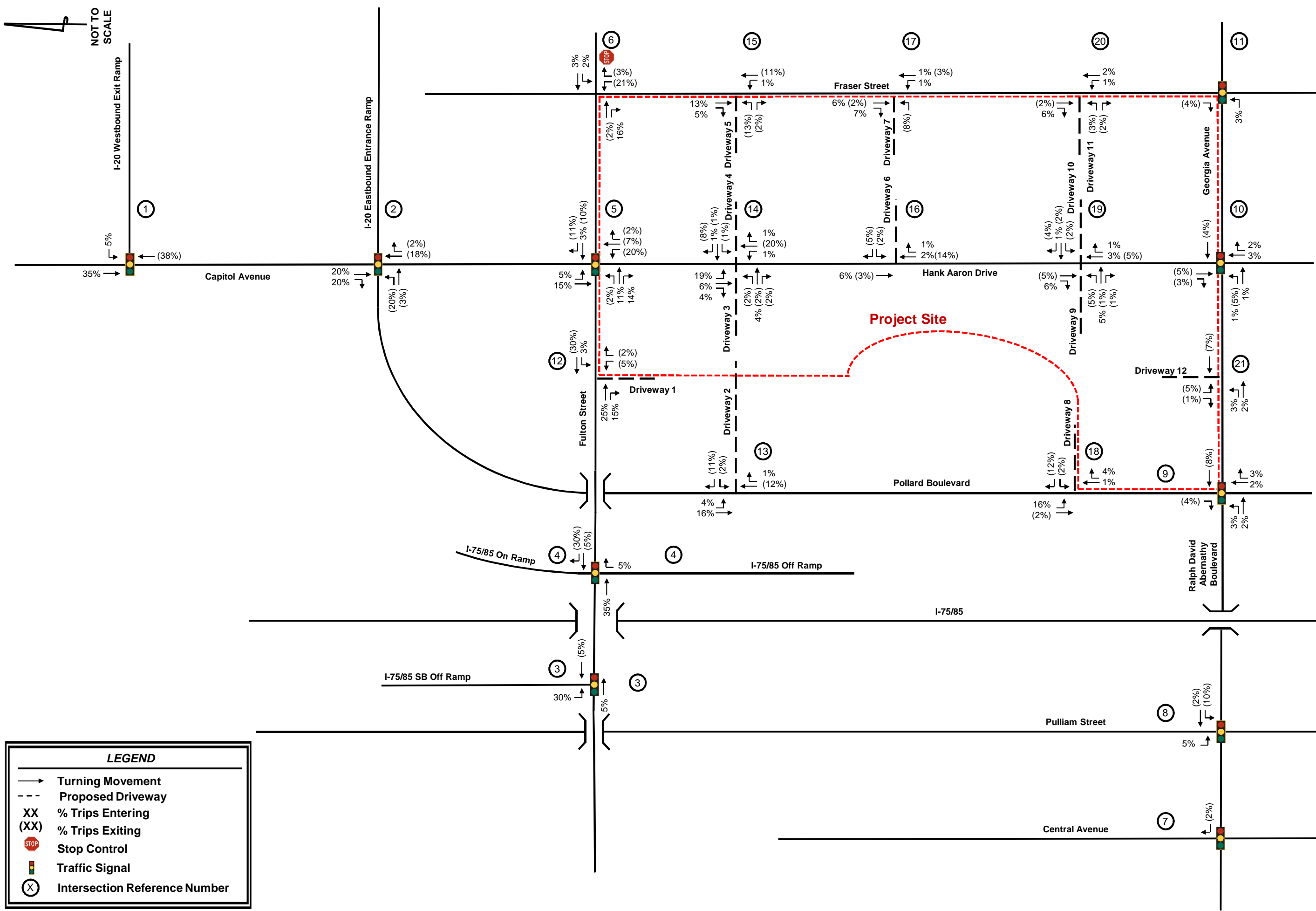


Figure 4A

Residential Distribution

Turner Field Redevelopment DRI

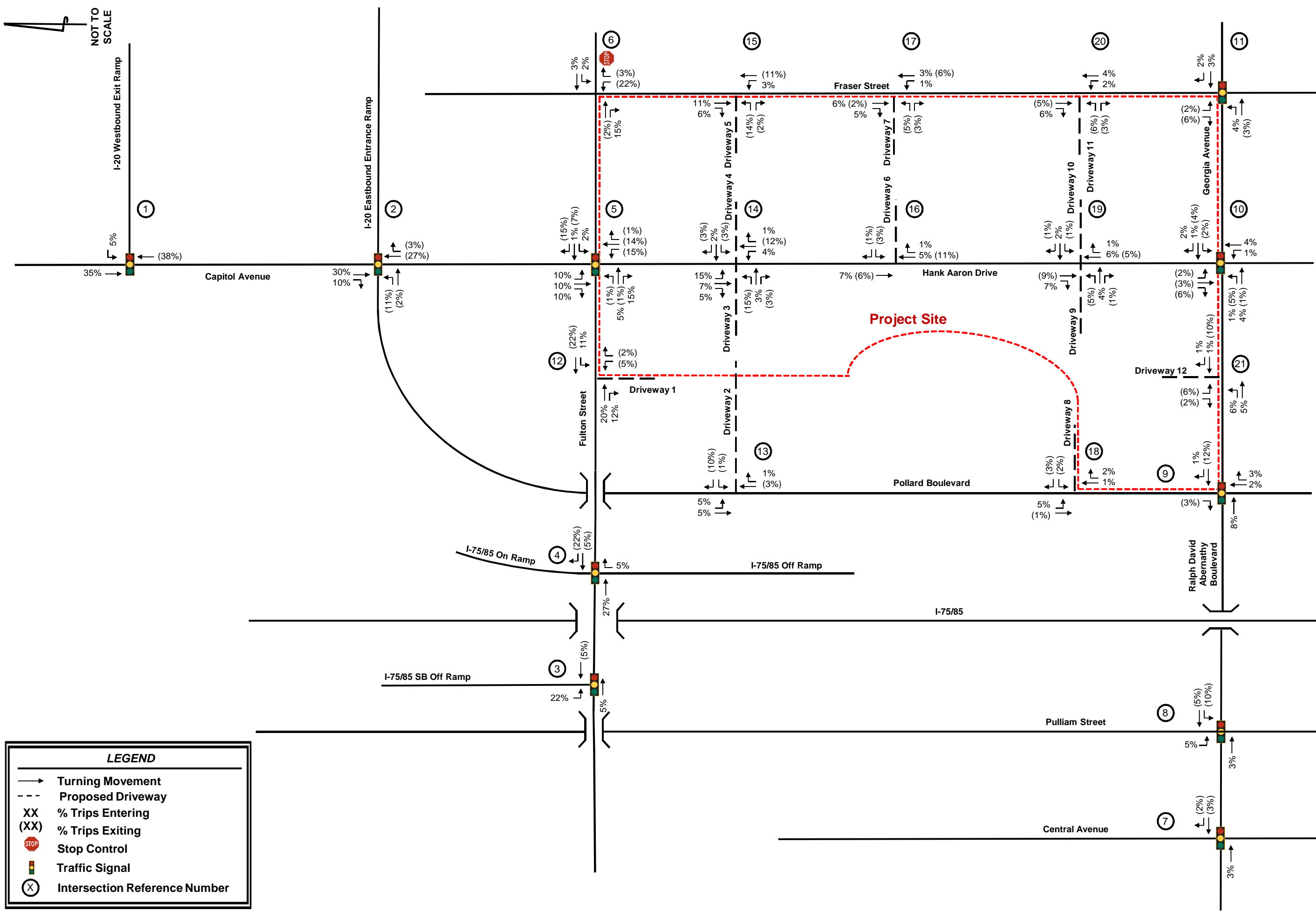


Figure 4B

Office Distribution

Turner Field Redevelopment DRI

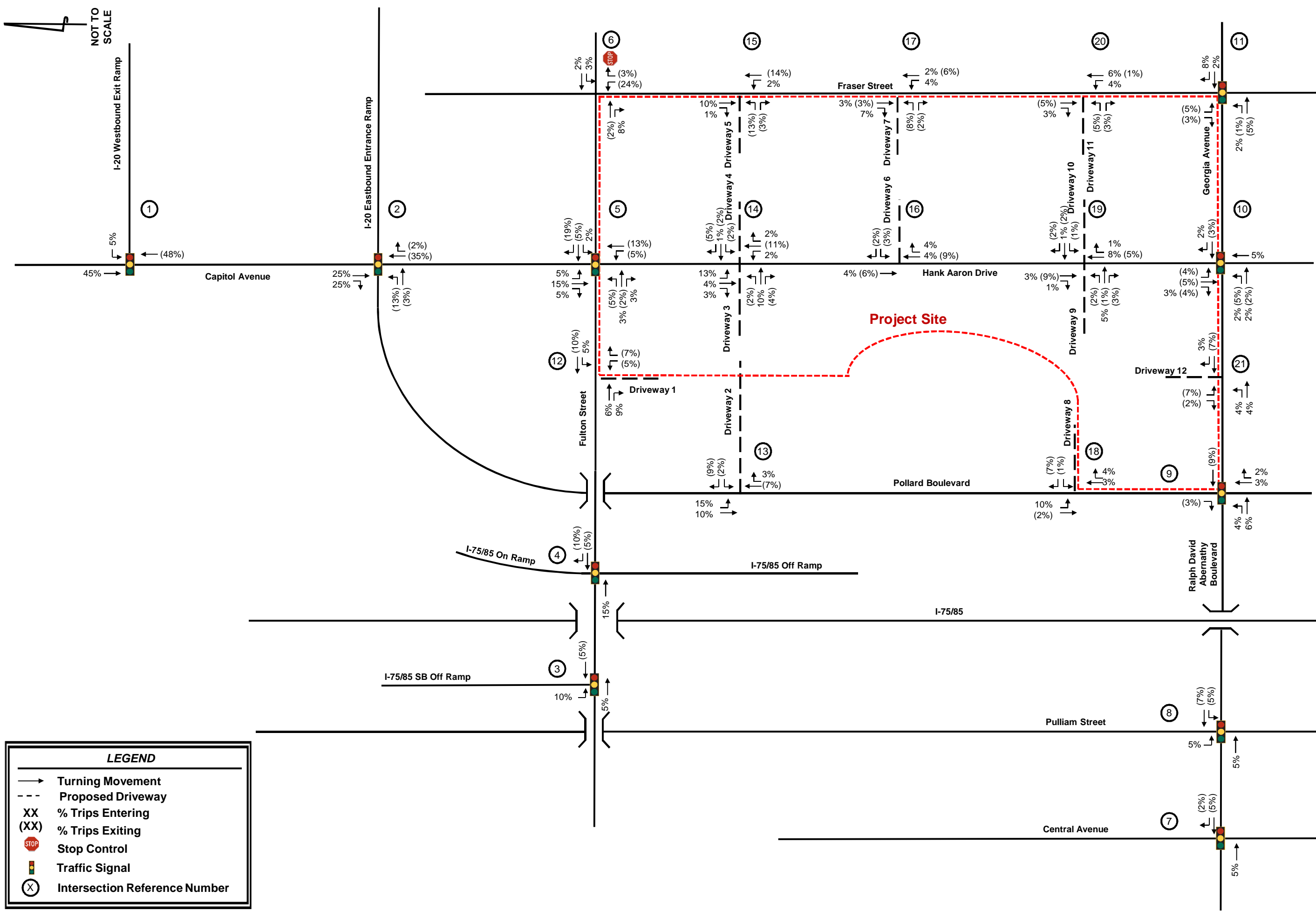
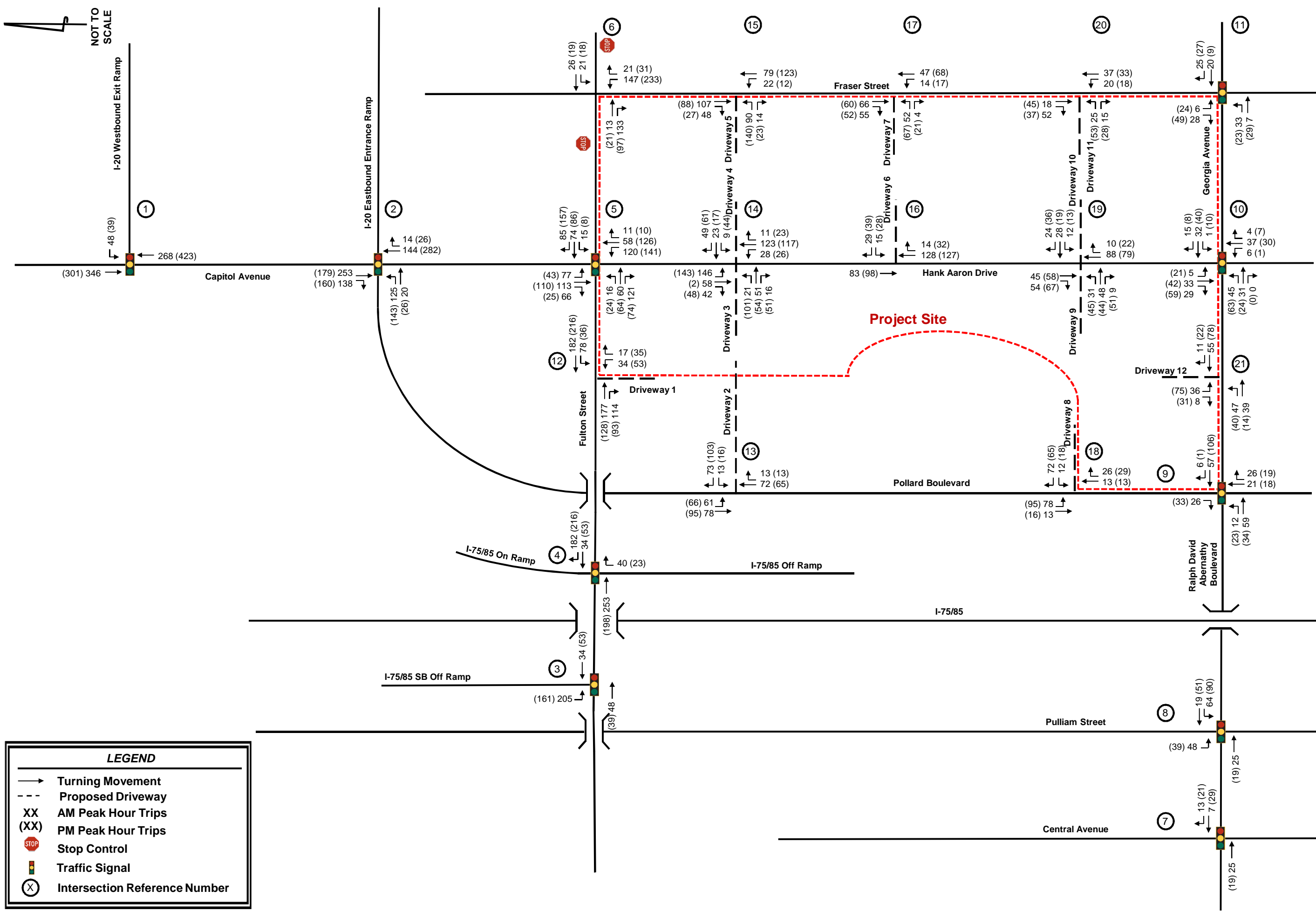


Figure 4C

Retail Distribution

Turner Field Redevelopment DRI



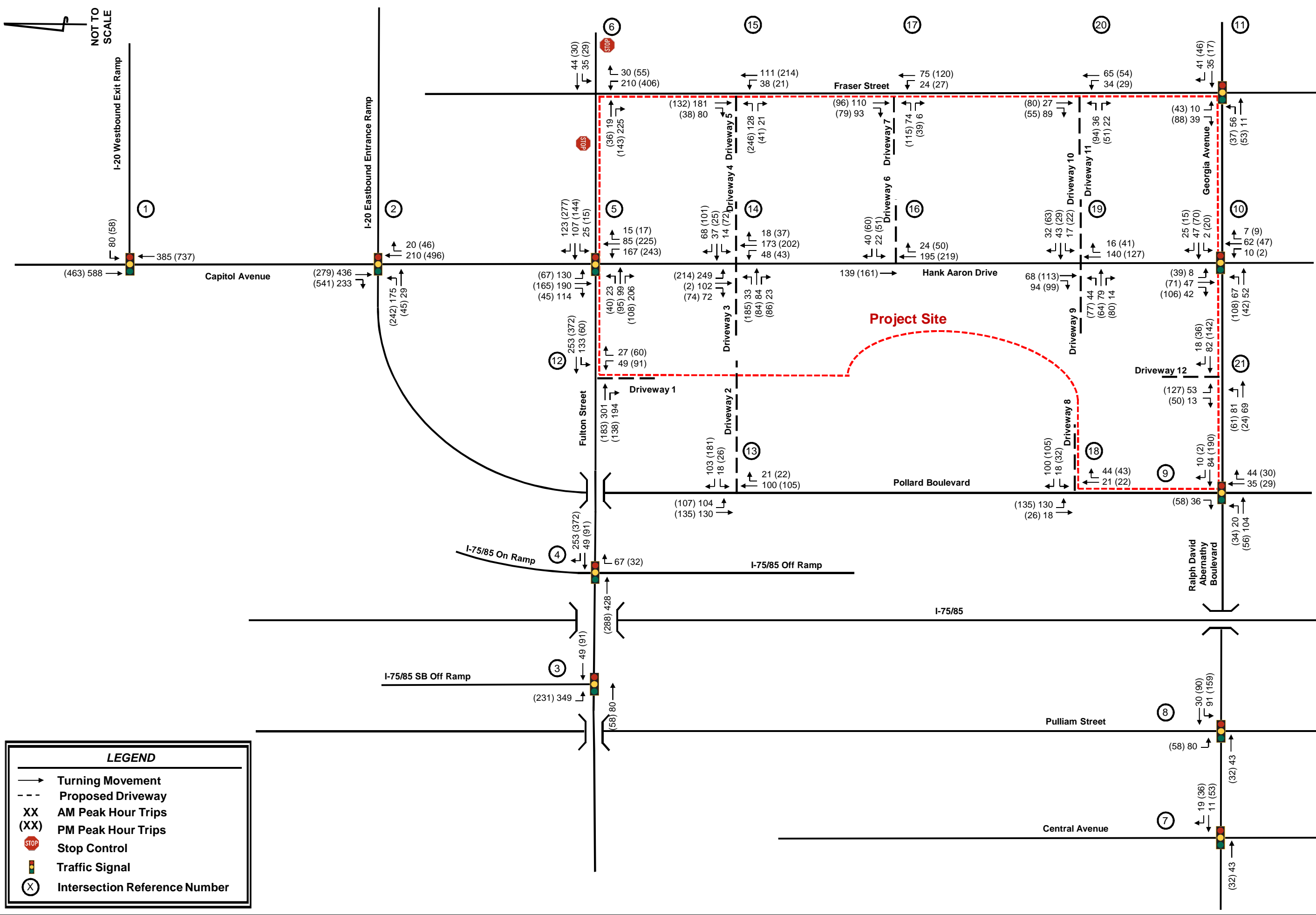


Figure 5B

Projected 2031 Phase 2 Build Project Trips

Turner Field Redevelopment DRI

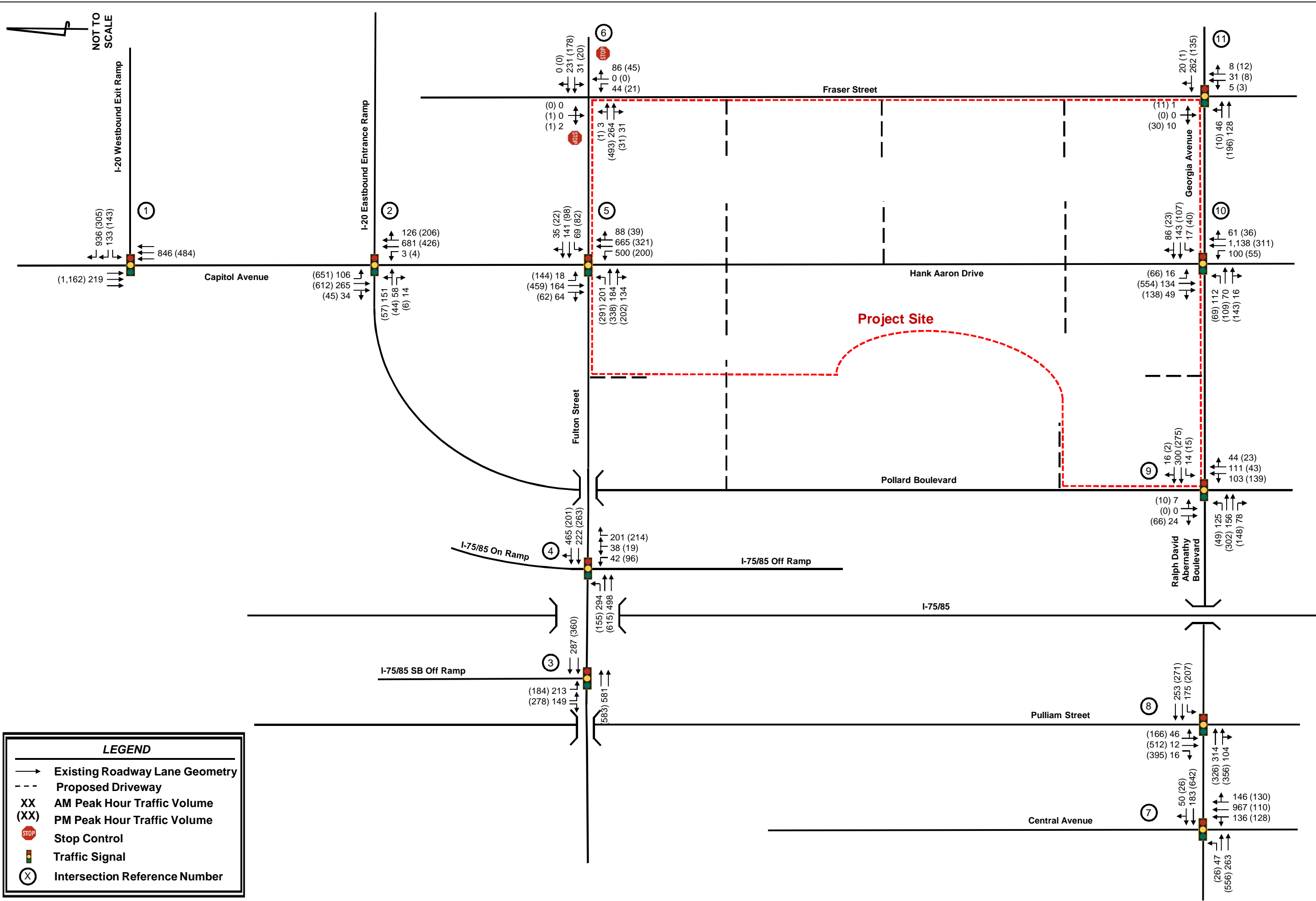
6.0 TRAFFIC ANALYSIS – BASELINE CONDITIONS

6.1 Existing 2016 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 6**, and the results of the capacity analyses for the Existing 2016 conditions are shown in **Table 7**. Detailed *Synchro* analysis reports are available upon request. Signal timings were obtained for the Existing 2016 conditions.

Table 7: Existing 2016 Intersection Levels-of-Service LOS (delay in seconds)					
Intersection		LOS Std.	Existing 2016 Conditions		
			Control	AM Peak Hour	PM Peak Hour
1	Capitol Avenue at I-20 WB Exit Ramp	D	Signal	C (27.2)	B (14.3)
2	Capitol Avenue at I-20 EB Entrance Ramp	D	Signal	B (15.8)	C (29.6)
3	Fulton Street at Pulliam Street	D	Signal	B (18.1)	B (19.3)
4	Fulton Street at I-75/I-85 NB Entrance Ramp	D	Signal	B (14.0)	B (15.4)
5	Fulton Street at Capitol Avenue/Hank Aaron Drive	D	Signal	C (22.6)	C (32.7)
6	Fulton Street at Fraser Street	D	NB Stop SB Stop WBL	B (11.4) A (9.8) A (8.0)	B (13.1) B (13.3) A (8.8)
7	Ralph David Abernathy Boulevard at Central Avenue	D	Signal	C (25.2)	B (10.3)
8	Ralph David Abernathy Boulevard at Pulliam Street	D	Signal	A (3.3)	B (16.7)
9	Ralph David Abernathy Boulevard at Pollard Boulevard	D	Signal	B (10.5)	A (7.1)
10	Ralph David Abernathy Boulevard/Georgia Avenue at Hank Aaron Drive	D	Signal	C (25.1)	B (18.2)
11	Ralph David Abernathy Boulevard at Fraser Street	D	Signal	A (7.1)	A (8.3)

As shown in **Table 7**, all study intersections currently operate at or above their acceptable level-of-service standard during the AM and PM peak hours in the Existing 2016 conditions. Therefore, there are no recommended improvements for the Existing 2016 conditions scenario.



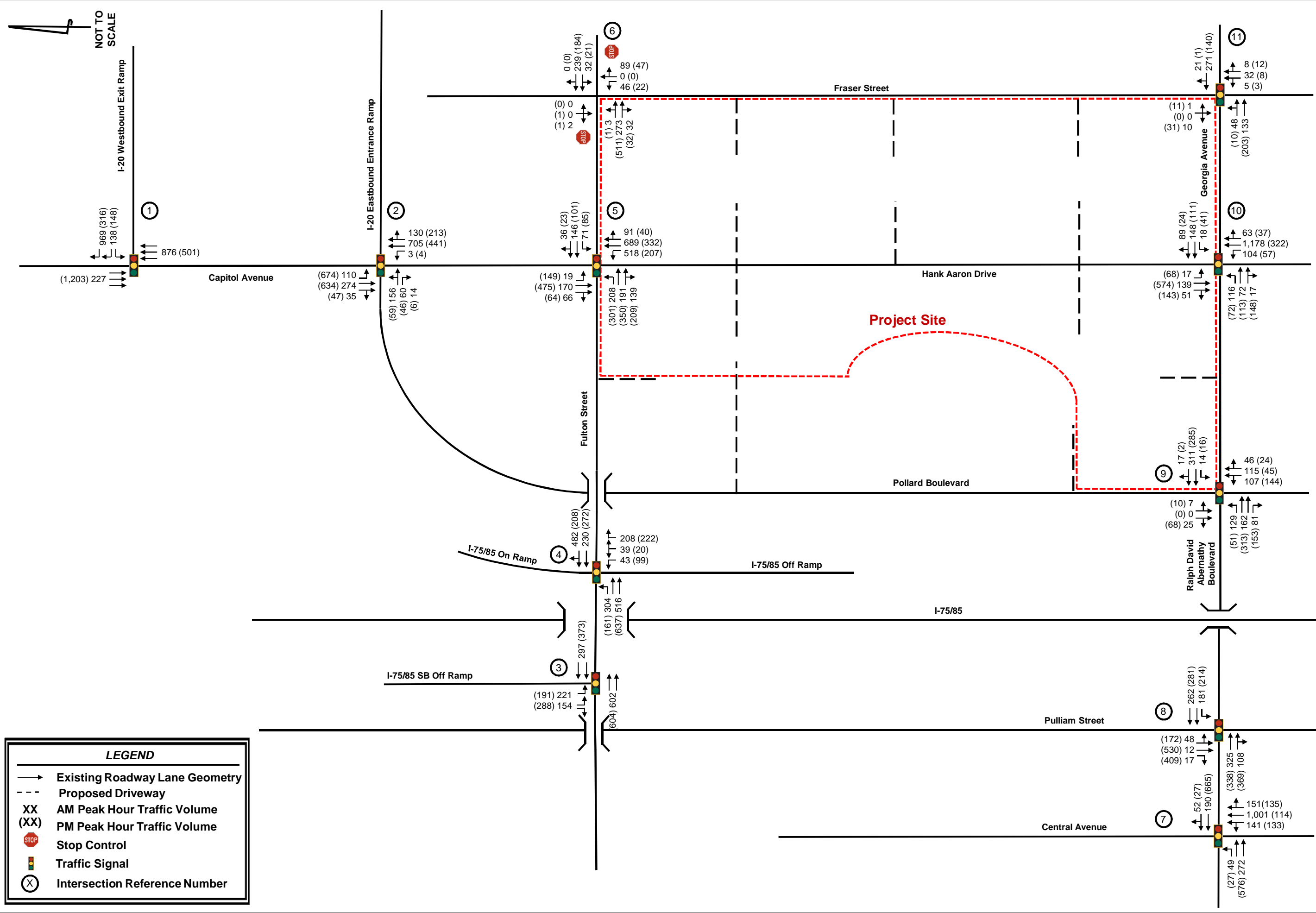
6.2 Projected 2023 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased for seven (7) years at 0.5 percent per year throughout the study network. These volumes were entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2023 No-Build conditions were analyzed using existing roadway geometry and existing intersection control types.

The intersection laneage and traffic volumes for the Projected 2023 No-Build conditions are shown in **Figure 7**. The results of the capacity analyses for the Projected 2023 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 2023 No-Build Intersection Levels-of-Service LOS (delay in seconds)					
Intersection		LOS Std.	Projected 2023 No-Build Conditions		
			Control	AM Peak Hour	PM Peak Hour
1	Capitol Avenue at I-20 WB Exit Ramp	D	Signal	C (30.1)	B (14.5)
2	Capitol Avenue at I-20 EB Entrance Ramp	D	Signal	B (16.2)	C (33.2)
3	Fulton Street at Pulliam Street	D	Signal	B (18.2)	B (19.4)
4	Fulton Street at I-75/I-85 NB Entrance Ramp	D	Signal	B (14.3)	B (15.4)
5	Fulton Street at Capitol Avenue/Hank Aaron Drive	D	Signal	C (23.0)	C (33.5)
6	Fulton Street at Fraser Street	D	NB Stop SB Stop WBL	B (11.6) A (9.8) A (8.0)	B (13.4) B (13.6) A (8.8)
7	Ralph David Abernathy Boulevard at Central Avenue	D	Signal	C (25.5)	B (10.3)
8	Ralph David Abernathy Boulevard at Pulliam Street	D	Signal	A (3.3)	B (17.1)
9	Ralph David Abernathy Boulevard at Pollard Boulevard	D	Signal	B (10.5)	A (7.2)
10	Ralph David Abernathy Boulevard/Georgia Avenue at Hank Aaron Drive	D	Signal	C (25.8)	B (18.2)
11	Ralph David Abernathy Boulevard at Fraser Street	D	Signal	A (7.0)	A (8.2)

As shown in **Table 8**, all study intersections are expected to operate at or above their acceptable level-of-service standard during the AM and PM peak hours in the No-Build 2023 conditions. Therefore, there are no recommended improvements for the No-Build 2023 conditions scenario.



6.3 Projected 2023 Phase 1 Build Conditions

The traffic associated with the proposed Turner Field Phase 1 redevelopment was added to the Projected 2023 No-Build volumes. These volumes were then entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2023 Phase 1 Build conditions were analyzed using one lane approaches at the site driveways. Signal timings were optimized for the Projected 2023 Phase 1 Build Improved conditions.

The intersection laneage and traffic volumes used for the Projected 2023 Phase 1 Build conditions are shown in **Figure 8**. The results of the capacity analyses for the Projected 2023 Phase 1 Build conditions with proposed laneage and control types are shown in **Table 9**. Detailed *Synchro* analysis reports are available upon request. As shown in **Table 9**, the intersections of Fulton Street at Fraser Street (Int. #6) and Fulton Street at Driveway 1 (Int. #12) do not meet the Level-of-Service Standard in the Projected 2023 Phase 1 Build conditions.

Based on the Projected 2023 Phase 1 Build conditions, the following improvements are recommended:

Off-Site Recommendations

- Fulton Street at Fraser Street (Int. #6)
 - Install traffic signal at intersection.

On-Site Recommendations

- Fulton Street at Driveway 1 (Int. #12)
 - Construct a two-lane driveway along Driveway 1 (one ingress and one egress lane).
 - NOTE: this intersection is not recommended for signalization until GSU completes the proposed parking deck in the northwest corner of the site, likely to occur in Phase 2.
- Pollard Boulevard at Driveway 2 (Int. #13)
 - Construct a two-lane driveway along Driveway 2 (one ingress and one egress lane).
- Capitol Avenue/Hank Aaron Drive at Driveway 3/Driveway 4 (Int. #14)
 - Install traffic signal at intersection.
 - Construct a two-lane driveway along Driveway 3 (one ingress and one egress lane).
 - Construct a two-lane driveway along Driveway 4 (one ingress and one egress lane).
- Fraser Street at Driveway 5 (Int. #15)
 - Construct a two-lane driveway along Driveway 5 (one ingress and one egress lane).
- Capitol Avenue/Hank Aaron Drive at Driveway 6 (Int. #16)
 - Install traffic signal at intersection.
 - Construct a two-lane driveway along Driveway 6 (one ingress and one egress lane).
- Fraser Street at Driveway 7 (Int. #17)
 - Construct a two-lane driveway along Driveway 7 (one ingress and one egress lane).
- Pollard Boulevard at Driveway 8 (Int. #18)
 - Construct a two-lane driveway along Driveway 8 (one ingress and one egress lane).
- Capitol Avenue/Hank Aaron Drive at Driveway 9/Driveway 10 (Int. #19)
 - Install traffic signal at intersection.
 - Construct a two-lane driveway along Driveway 9 (one ingress and one egress lane).
 - Construct a two-lane driveway along Driveway 10 (one ingress and one egress lane).
- Fraser Street at Driveway 11 (Int. #20)
 - Construct a two-lane driveway along Driveway 11 (one ingress and one egress lane).
- Georgia Avenue at Driveway 12 (Int. #21)
 - Construct a two-lane driveway along Driveway 12 (one ingress and one egress lane).

Table 9: Projected 2023 Phase 1 Build Intersection Levels-of-Service
LOS (delay in seconds)

Intersection		LOS Std.	Projected 2023 Phase 1 Build Conditions			Projected 2023 Phase 1 Build Conditions Improved		
			Control	AM Peak Hour	PM Peak Hour	Control	AM Peak Hour	PM Peak Hour
1	Capitol Avenue at I-20 WB Exit Ramp	D	Signal	D (35.5)	B (15.7)	Signal	*	*
2	Capitol Avenue at I-20 EB Entrance Ramp	D	Signal	B (16.8)	D (50.5)	Signal	*	*
3	Fulton Street at Pulliam Street	D	Signal	B (19.2)	C (22.8)	Signal	*	*
4	Fulton Street at I-75/I-85 NB Entrance Ramp	D	Signal	B (17.3)	B (18.6)	Signal	*	*
5	Fulton Street at Capitol Avenue/Hank Aaron Drive	D	Signal	D (37.7)	D (53.7)	Signal	*	*
6	Fulton Street at Fraser Street	D	NB Stop SB Stop WBL	C (23.0) B (10.0) A (8.1)	F (141.8) B (14.7) A (9.0)	Signal	B (15.7)	B (13.1)
7	Ralph David Abernathy Boulevard at Central Avenue	D	Signal	C (26.9)	B (13.0)	Signal	*	*
8	Ralph David Abernathy Boulevard at Pulliam Street	D	Signal	A (7.3)	D (35.4)	Signal	*	*
9	Ralph David Abernathy Boulevard at Pollard Boulevard	D	Signal	B (18.8)	B (16.1)	Signal	*	*
10	Ralph David Abernathy Boulevard/Georgia Avenue at Hank Aaron Drive	D	Signal	C (31.4)	C (20.7)	Signal	*	*
11	Georgia Avenue at Fraser Street	D	Signal	A (8.1)	B (13.8)	Signal	*	*
12	Fulton Street at Driveway 1	D	NB Stop WBL	F (94.8) C (16.7)	F (66.4) C (17.7)	NB Stop WBL	*	*
13	Pollard Boulevard at Driveway 2	D	WB Stop SBL	B (10.6) A (8.2)	B (10.0) A (7.8)	WB Stop SBL	*	*
14	Capitol Avenue at Driveway 3/Driveway 4	D	Signal	A (3.7)	A (7.3)	Signal	*	*
15	Fraser Street at Driveway 5	D	EB Stop NBL	B (11.6) A (7.7)	B (11.7) A (7.6)	EB Stop NBL	*	*
16	Capitol Avenue at Driveway 6	D	Signal	A (3.4)	A (2.8)	WB Stop SBL	*	*
17	Fraser Street at Driveway 7	D	EB Stop NBL	B (10.5) A (7.6)	B (10.4) A (7.6)	EB Stop NBL	*	*
18	Pollard Boulevard at Driveway 8	D	WB Stop SBL	B (10.3) A (8.1)	A (9.9) A (7.7)	WB Stop SBL	*	*
19	Capitol Avenue at Driveway 9/Driveway 10	D	Signal	A (3.3)	A (3.8)	Signal	*	*
20	Fraser Street at Driveway 11	D	EB Stop NBL	A (9.6) A (7.5)	B (10.0) A (7.5)	EB Stop NBL	*	*
21	Georgia Avenue at Driveway 12	D	SB Stop EBL	B (14.7) A (8.3)	C (16.8) A (8.4)	SB Stop EBL	*	*

* No improvements recommended at this intersection

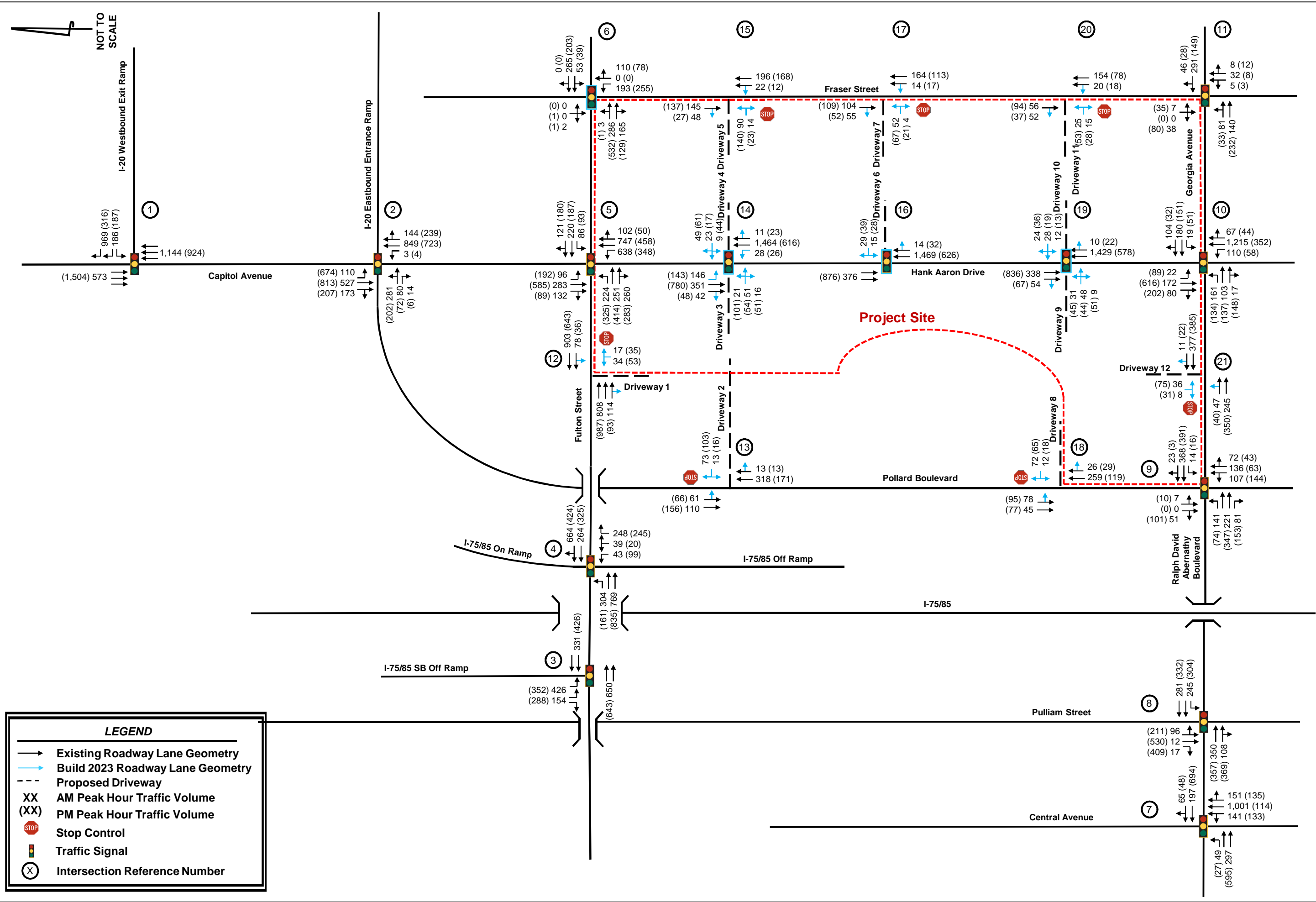


Figure 8

Projected 2031 Phase 1 Build Conditions

Turner Field Redevelopment DRI

6.4 Projected 2031 No-Build Conditions

The Projected 2031 No-Build conditions were analyzed using existing roadway geometry and existing intersection control types. These volumes were entered into *Synchro 9.0*, and capacity analyses were performed. Signal timings were optimized for the Projected 2031 No-Build Improved conditions.

The intersection laneage and traffic volumes for the Projected 2031 No-Build conditions are shown in **Figure 9**. The results of the capacity analyses for the Projected 2031 No-Build conditions with existing laneage and control types are shown in **Table 10**. Detailed *Synchro* analysis reports are available upon request.

Based on the Projected 2031 No-Build conditions, the following improvements are recommended IN ADDITION TO the recommendations in the Projected 2023 Phase 1 Build conditions:

Off-Site Recommendations

- Capitol Avenue at I-20 Eastbound Ramp/Pollard Boulevard (Int. #2)
 - Construct one additional exclusive southbound left-turn lane by restriping the southbound approach as two exclusive southbound left-turn lanes, one exclusive southbound through lane, and one shared through/right-turn lane, while providing two northbound receiving lanes. Construct one additional eastbound receiving lane.
 - Convert the southbound left-turn phasing from protected/permissive to protected-only.

Note: a traffic signal at the intersection of Fulton Street at Driveway 1 is recommended when GSU constructs the proposed parking deck in the northwest corner of the site.

Table 10: Projected 2031 No-Build Intersection Levels-of-Service
LOS (delay in seconds)

Intersection		LOS Std.	Projected 2031 No-Build Conditions			Projected 2031 No-Build Conditions Improved		
			Control	AM Peak Hour	PM Peak Hour	Control	AM Peak Hour	PM Peak Hour
1	Capitol Avenue at I-20 WB Exit Ramp	D	Signal	D (41.1)	B (16.4)	Signal	*	*
2	Capitol Avenue at I-20 EB Entrance Ramp	D	Signal	C (22.3)	E (75.4)	Signal	B (18.8)	C (33.5)
3	Fulton Street at Pulliam Street	D	Signal	B (19.5)	C (22.8)	Signal	*	*
4	Fulton Street at I-75/I-85 NB Entrance Ramp	D	Signal	B (18.9)	B (19.1)	Signal	*	*
5	Fulton Street at Capitol Avenue/Hank Aaron Drive	D	Signal	D (40.6)	D (54.7)	Signal	*	*
6	Fulton Street at Fraser Street	D	NB Stop SB Stop WBL	C (24.5) B (10.0) A (8.1)	F (166.1) C (15.1) A (9.1)	Signal	B (15.7)	B (13.3)
7	Ralph David Abernathy Boulevard at Central Avenue	D	Signal	C (29.0)	B (13.0)	Signal	*	*
8	Ralph David Abernathy Boulevard at Pulliam Street	D	Signal	A (7.3)	D (38.3)	Signal	*	*
9	Ralph David Abernathy Boulevard at Pollard Boulevard	D	Signal	B (18.8)	B (16.2)	Signal	*	*
10	Ralph David Abernathy Boulevard/Georgia Avenue at Hank Aaron Drive	D	Signal	C (32.6)	C (20.7)	Signal	*	*
11	Georgia Avenue at Fraser Street	D	Signal	A (8.1)	B (13.8)	Signal	*	*
12	Fulton Street at Driveway 1	D	NB Stop WBL	F (94.8) C (16.7)	F (78.0) C (18.3)	NB Stop WBL	*	*
13	Pollard Boulevard at Driveway 2	D	WB Stop SBL	B (10.7) A (8.2)	B (10.0) A (7.8)	WB Stop SBL	*	*
14	Capitol Avenue at Driveway 3/Driveway 4	D	Signal	A (3.7)	A (7.3)	Signal	*	*
15	Fraser Street at Driveway 5	D	EB Stop NBL	B (11.7) A (7.7)	B (11.8) A (7.6)	EB Stop NBL	*	*
16	Capitol Avenue at Driveway 6	D	Signal	A (2.0)	A (2.0)	Signal	*	*
17	Fraser Street at Driveway 7	D	EB Stop NBL	B (10.5) A (7.6)	B (10.5) A (7.6)	EB Stop NBL	*	*
18	Pollard Boulevard at Driveway 8	D	WB Stop SBL	B (10.4) A (5.1)	A (9.9) A (7.8)	WB Stop SBL	*	*
19	Capitol Avenue at Driveway 9/Driveway 10	D	Signal	A (3.3)	A (3.7)	Signal	*	*
20	Fraser Street at Driveway 11	D	EB Stop NBL	B (9.7) A (7.5)	B (10.0) A (7.5)	EB Stop NBL	*	*
21	Georgia Avenue at Driveway 12	D	SB Stop EBL	C (15.0) A (8.4)	C (17.3) A (8.4)	SB Stop EBL	*	*

* No improvements recommended at this intersection

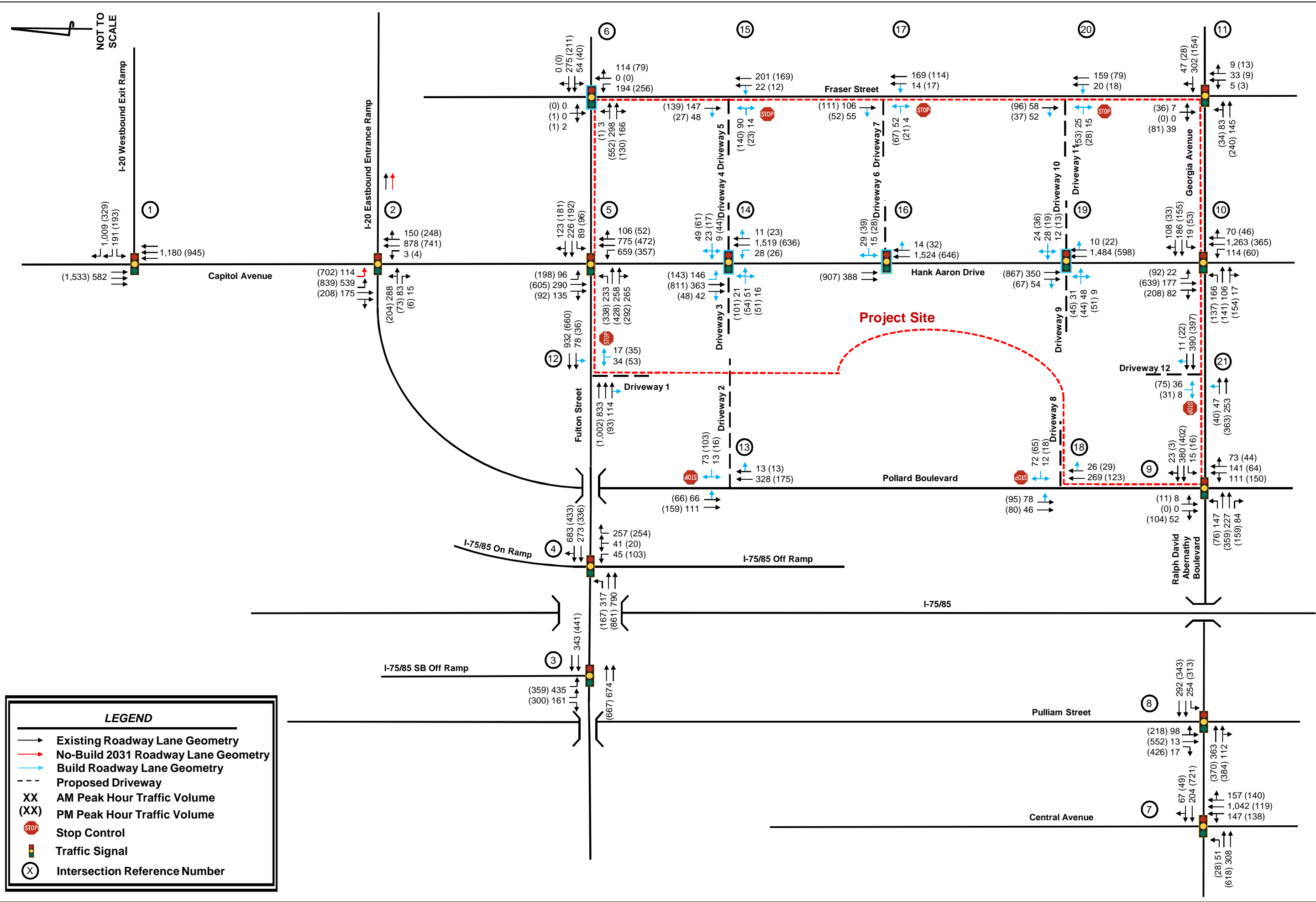


Figure 9

Projected 2031
No-Build Conditions

Turner Field
Redevelopment DRI

6.5 Projected 2031 Phase 2 Build Conditions

The traffic associated with Phase 2 of the proposed Turner Field development was added to the Projected 2031 No-Build volumes. These volumes were then entered into *Synchro 9.0*, and capacity analyses were performed. Signal timings were optimized for the Projected 2031 Phase 2 Build conditions.

The intersection laneage and traffic volumes used for the Projected 2031 Phase 2 Build conditions are shown in **Figure 10**. The results of the capacity analyses for the Projected 2031 Phase 2 Build conditions with proposed laneage and control types are shown in **Table 11**. Detailed *Synchro* analysis reports are available upon request.

As shown in **Table 11**, the intersections of Capitol Avenue at I-20 EB Entrance Ramp (Int. #2), Fulton Street at Hank Aaron Drive (Int. 5), and Fulton Street at Fraser Street (Int. 6) do not meet the LOS Standard.

Based on the Projected 2031 Phase 2 Build conditions, the following improvements are recommended IN ADDITION TO the recommendations in the Projected 2023 Phase 1 Build conditions and Projected 2031 No-Build conditions:

Off-Site Recommendations

- Fulton Street at Capitol Avenue/Hank Aaron Drive (Int. #5)
 - Construct one exclusive southbound right-turn lane and restripe the approach as one exclusive left-turn lane, two exclusive through lanes, and one exclusive right-turn lane.
 - Restripe the westbound approach as one exclusive left-turn lane, one exclusive through lane, and one exclusive right-turn lane.
 - Convert one westbound receiving lane to an eastbound exclusive left-turn lane, resulting in dual left-turn lanes.
 - Convert the eastbound left-turn phasing from protected/permissive to protected-only.
 - Restripe the eastbound approach as two exclusive left-turn lanes, one exclusive through lane, and one exclusive right-turn lane.
 - Install right-turn overlaps for the southbound, eastbound, and westbound approaches.

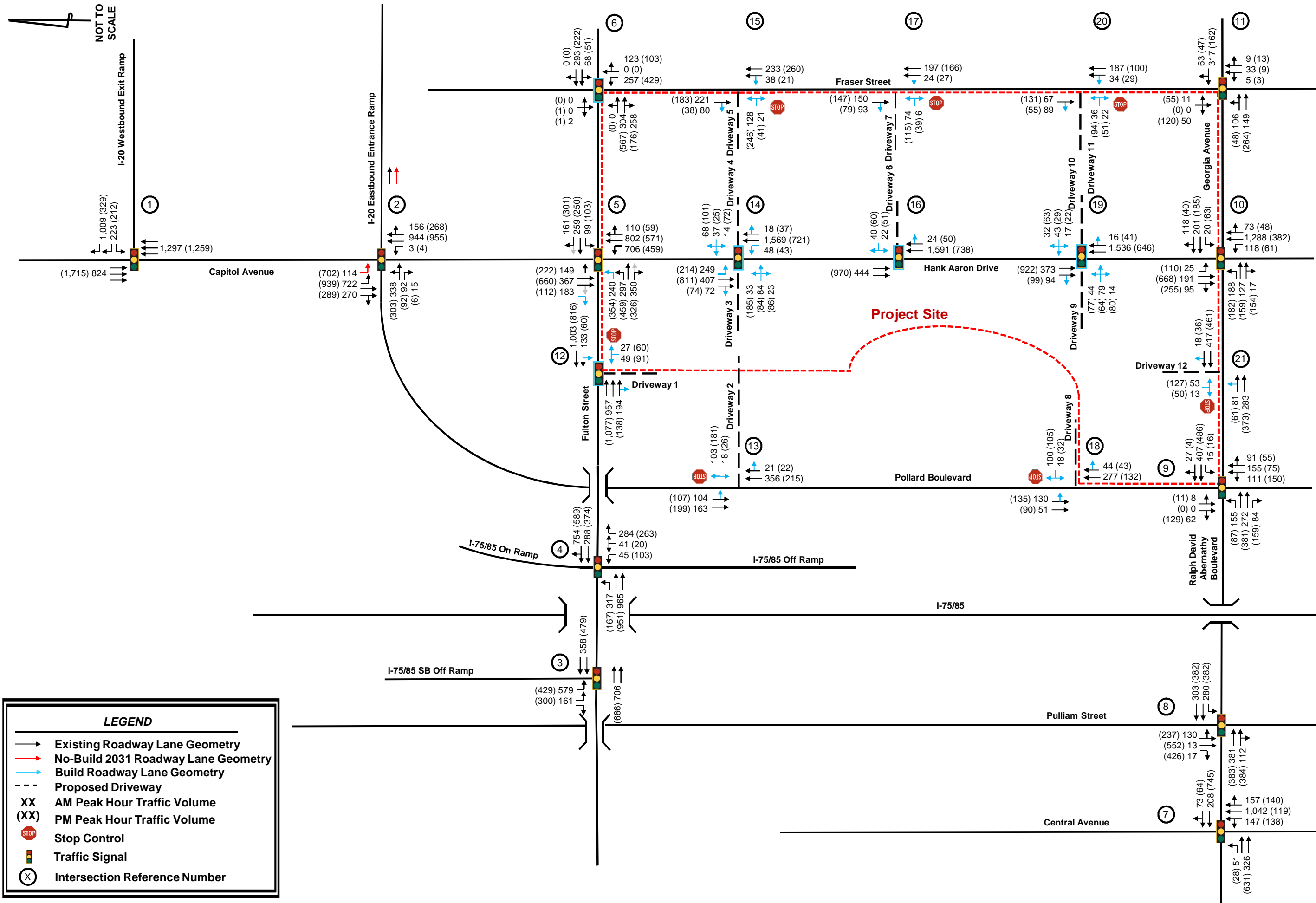
On-Site Recommendations

- Fulton Street at Driveway 1 (Int. #12)
 - Install a traffic signal at intersection concurrent with the construction of the GSU parking deck.

Table 11: Projected 2031 Phase 2 Build Intersection Levels-of-Service
LOS (delay in seconds)

Intersection		LOS Std.	Projected 2031 Phase 2 Build Conditions			Projected 2031 Phase 2 Build Conditions Improved		
			Control	AM Peak Hour	PM Peak Hour	Control	AM Peak Hour	PM Peak Hour
1	Capitol Avenue at I-20 WB Exit Ramp	D	Signal	D (44.4)	C (20.3)	Signal	*	*
2	Capitol Avenue at I-20 EB Entrance Ramp	D	Signal	C (30.1)	F (118.9)	Signal	B (16.8)	D (53.0)
3	Fulton Street at Pulliam Street	D	Signal	C (28.2)	C (23.7)	Signal	*	*
4	Fulton Street at I-75/I-85 NB Entrance Ramp	D	Signal	C (29.5)	B (19.6)	Signal	*	*
5	Fulton Street at Capitol Avenue/Hank Aaron Drive	D	Signal	E (68.7)	E (79.3)	Signal	D (38.9)	D (51.5)
6	Fulton Street at Fraser Street	D	NB Stop SB Stop WBL	F (54.0) B (10.1) A (8.2)	F (560.6) C (15.9) A (9.2)	Signal	B (15.7)	B (13.3)
7	Ralph David Abernathy Boulevard at Central Avenue	D	Signal	C (33.9)	B (15.8)	Signal	*	*
8	Ralph David Abernathy Boulevard at Pulliam Street	D	Signal	A (8.1)	D (40.0)	Signal	*	*
9	Ralph David Abernathy Boulevard at Pollard Boulevard	D	Signal	C (21.8)	B (16.9)	Signal	*	*
10	Ralph David Abernathy Boulevard/Georgia Avenue at Hank Aaron Drive	D	Signal	C (34.9)	C (21.5)	Signal	*	*
11	Georgia Avenue at Fraser Street	D	Signal	B (11.4)	B (15.7)	Signal	*	*
12	Fulton Street at Driveway 1	D	Signal	A (1.5)	A (8.1)	Signal	*	*
13	Pollard Boulevard at Driveway 2	D	WB Stop SBL	B (11.8) A (8.5)	B (11.5) A (8.0)	WB Stop SBL	*	*
14	Capitol Avenue at Driveway 3/Driveway 4	D	Signal	A (6.9)	B (14.3)	Signal	*	*
15	Fraser Street at Driveway 5	D	EB Stop NBL	B (14.9) A (8.0)	C (17.3) A (7.8)	EB Stop NBL	*	*
16	Capitol Avenue at Driveway 6	D	Signal	A (4.5)	A (3.9)	Signal	*	*
17	Fraser Street at Driveway 7	D	EB Stop NBL	B (11.8) A (7.8)	B (12.3) A (7.8)	EB Stop NBL	*	*
18	Pollard Boulevard at Driveway 8	D	WB Stop SBL	B (11.3) A (8.4)	B (11.1) A (7.9)	WB Stop SBL	*	*
19	Capitol Avenue at Driveway 9/Driveway 10	D	Signal	A (4.2)	A (6.9)	Signal	*	*
20	Fraser Street at Driveway 11	D	EB Stop NBL	B (10.3) A (7.6)	B (11.6) A (7.7)	EB Stop NBL	*	*
21	Georgia Avenue at Driveway 12	D	SB Stop EBL	C (18.7) A (8.6)	D (30.1) A (8.8)	SB Stop EBL	*	*

* No improvements recommended at this intersection



7.0 TRAFFIC ANALYSIS – PREFERRED ALTERNATIVE (PROPOSED HANK AARON DRIVE ROAD DIET)

The Turner Field LCI discusses the possibility of a road diet on Hank Aaron Drive:

“Alternatively, the developer of the Turner Field site may choose to work with the City to slow travel speeds through the corridor by making additional alterations to the cross section in limited areas. In this proposed alternative scenario, Hank Aaron Drive would be further calmed by providing less delineated travel lanes... This alternative would require that some traffic volumes are satisfied using alternative parallel corridors, particularly during morning and afternoon peak travel periods and for special events due to travel speeds dramatically reduced through this area.”

The applicant desires to pursue the road diet in order to create a more pedestrian friendly environment and improve the sense of place of the development. The desire to pursue a road diet and divert traffic to parallel corridors is supported by the City of Atlanta Planning Department. Hank Aaron Drive is currently a five lane section (two lanes in each direction with a center turn-lane). The primary locations to be dieted include:

- Hank Aaron Drive between Georgia Avenue and Fulton Street
 - Existing five-lane section to a proposed two-lane section with left-turn lanes at intersections.
- Georgia Avenue east of Hank Aaron Drive
 - Existing five-lane section to a proposed three-lane section.

As current traffic volumes indicate in **Figure 6**, Capitol Avenue is currently used by many commuters as a cut-through route, primarily in the northbound direction during the AM peak hour. It is believed that a portion of the northbound volume consists of motorists that are exiting I-75/85 at University Avenue and traveling northbound on Capitol Avenue/Hank Aaron Drive to access Downtown. Interstate congestion is likely encouraging motorists to exit early and use the existing capacity on the surface streets.

While the existing volumes on Capitol Avenue/Hank Aaron Drive suggest that a road diet may not be feasible without a diversion of existing traffic, there is existing capacity on other nearby surface streets. The main candidate for diverted trips is Pollard Boulevard, an underutilized four-lane roadway that runs parallel to Capitol Avenue/Hank Aaron Drive and intersects with Capitol Avenue at the I-20 Eastbound ramp.

To present a more conservative analysis, the possibility that existing trips would avoid the Turner Field redevelopment area entirely was not incorporated, but rather assumed the diversion of traffic within the study network. The analysis primarily focused on a shift of the existing volumes on Capitol Avenue/Hank Aaron Drive to Pollard Boulevard as the existing volumes on Georgia Avenue do not appear to be problematic.

Figures 11 and 12 show the required approximate volume of diverted trips from the Hank Aaron Drive corridor for the Projected 2023 Phase 1 Build conditions and Projected 2031 Phase 2 Build conditions to allow the described road diet and still meet the Level-of-Service standard at all study network intersections. For the Projected 2023 Phase 1 Build conditions, roughly one-third of the existing northbound traffic on Hank Aaron Drive in both the AM and PM peak hours and one-third of the existing southbound traffic on Hank Aaron Drive in the PM peak hour would need to divert to Pollard Boulevard. For the Projected 2031 Phase 2 Build conditions, roughly two-thirds of the existing northbound traffic on Hank Aaron Drive in both the AM and PM peak hours and almost one-half of the existing southbound traffic on Hank Aaron Drive in the PM peak hour would need to divert to Pollard Boulevard. In summary,

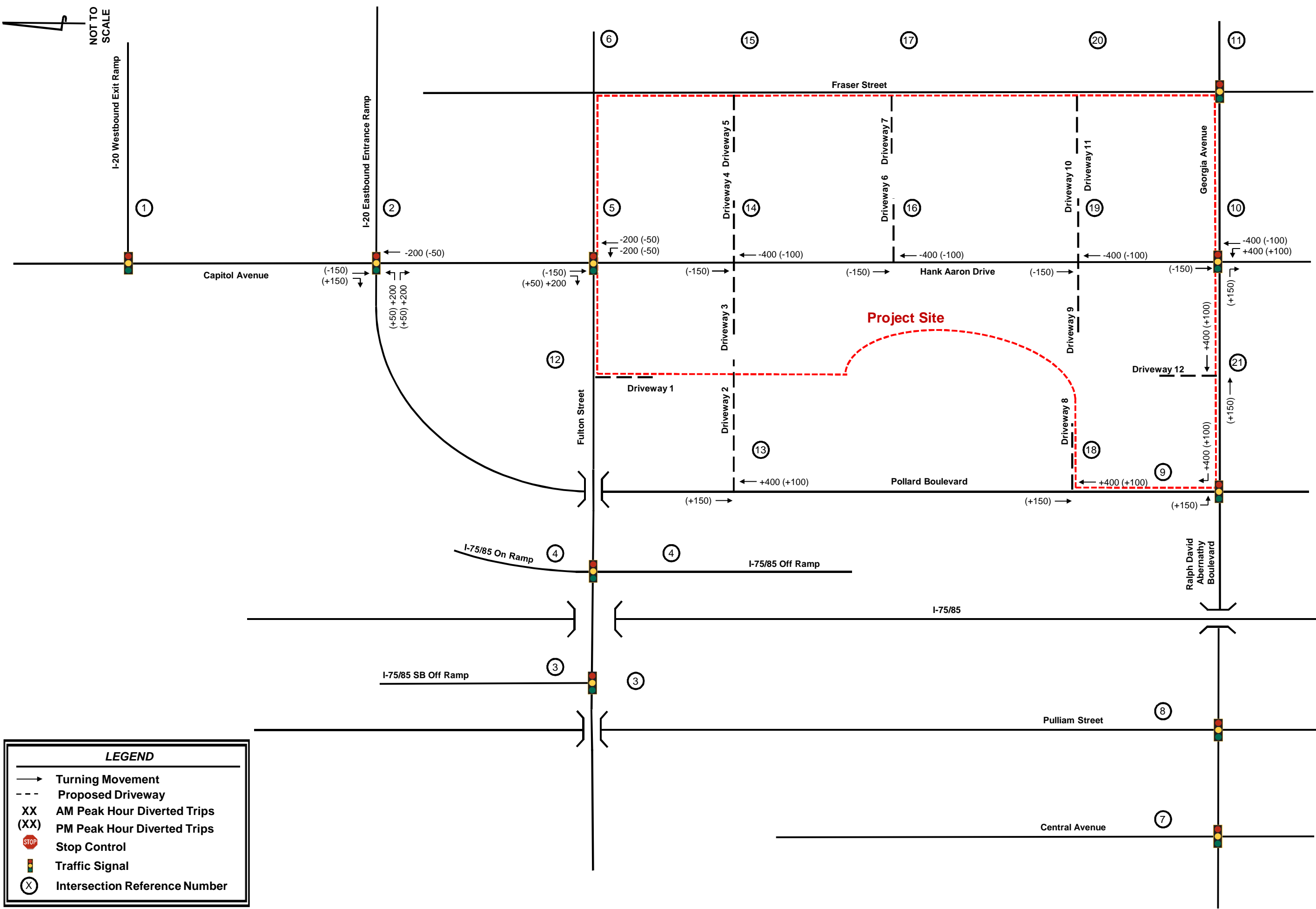
a total of 400 and 250 vehicles were diverted in the AM and PM peak hours, respectively, in the Projected 2023 Phase 1 Build conditions. A total of 750 and 400 vehicles were diverted in the AM and PM peak hours, respectively, in the Projected 2031 Phase 2 Build conditions.

While all diverted traffic was directed to Pollard Boulevard in the traffic analysis, there are additional parallel corridors with available capacity. **Table 12** shows the average daily traffic volumes on the parallel corridors of Pollard Boulevard, Pryor Street/Central Avenue, and Hill Street based on data from GDOT. **Figure 13** locates the parallel routes.

Table 12: Parallel Roadway Capacity				
Roadway	No. of Lanes	ADT	Total Capacity*	Available Capacity
Pollard Boulevard	4	2,300	23,775	21,475
Pryor Street/Central Avenue	6	8,250	35,850	27,600
Hill Street	2	3,660	11,680	8,020

*Capacity based on Table 5 in GRTA DRI Review – Technical Guidelines

The intersection laneage and traffic volumes used for the Projected 2023 Phase 1 Build conditions with road diets are shown in **Figure 14**. The intersection laneage and traffic volumes used for the Projected 2031 Phase 2 Build conditions with road diets are shown in **Figure 15**. The results of the capacity analyses for the alternatives analysis with proposed laneage and control types are shown in **Table 13**. Detailed *Synchro* analysis reports are available upon request.



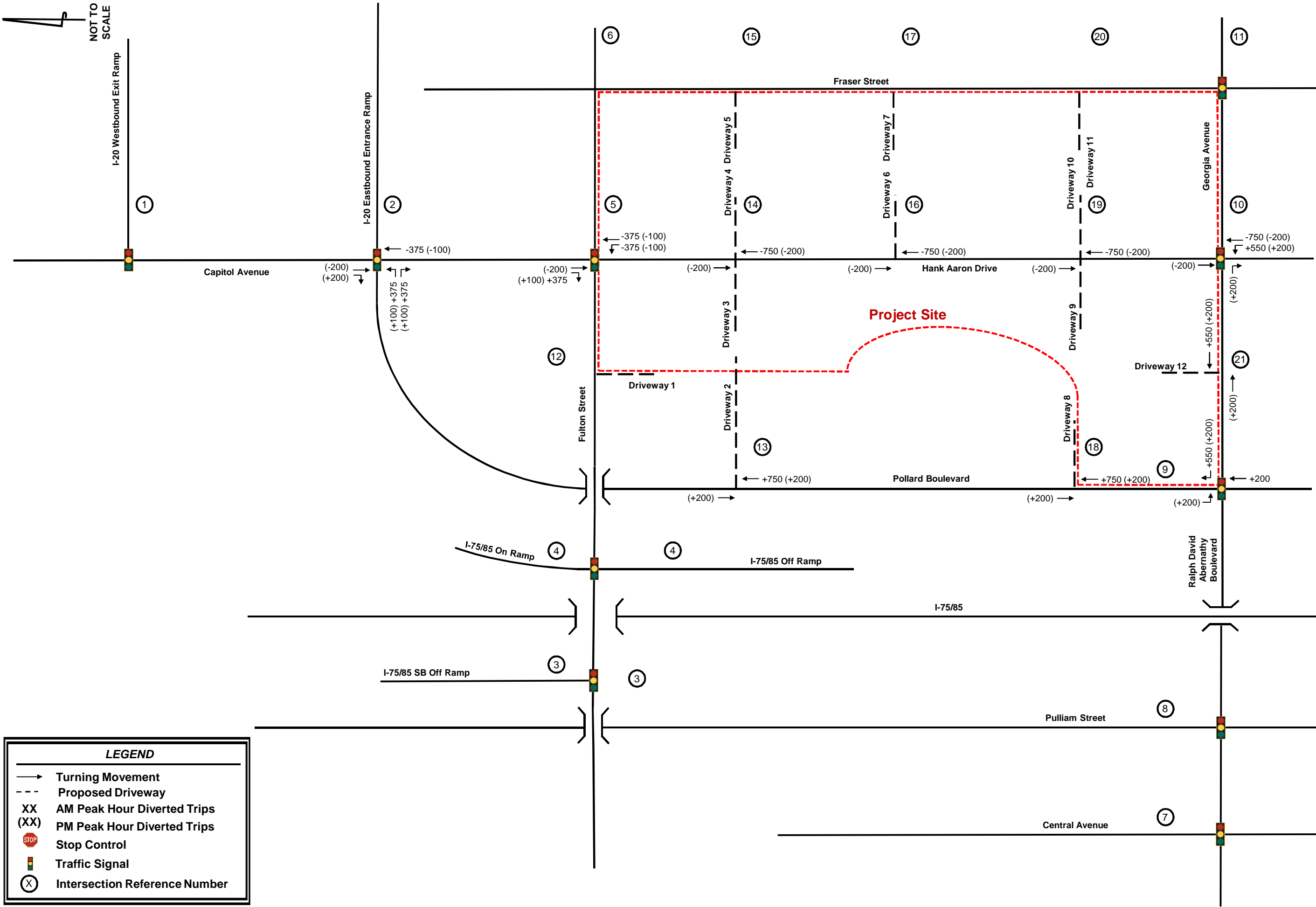
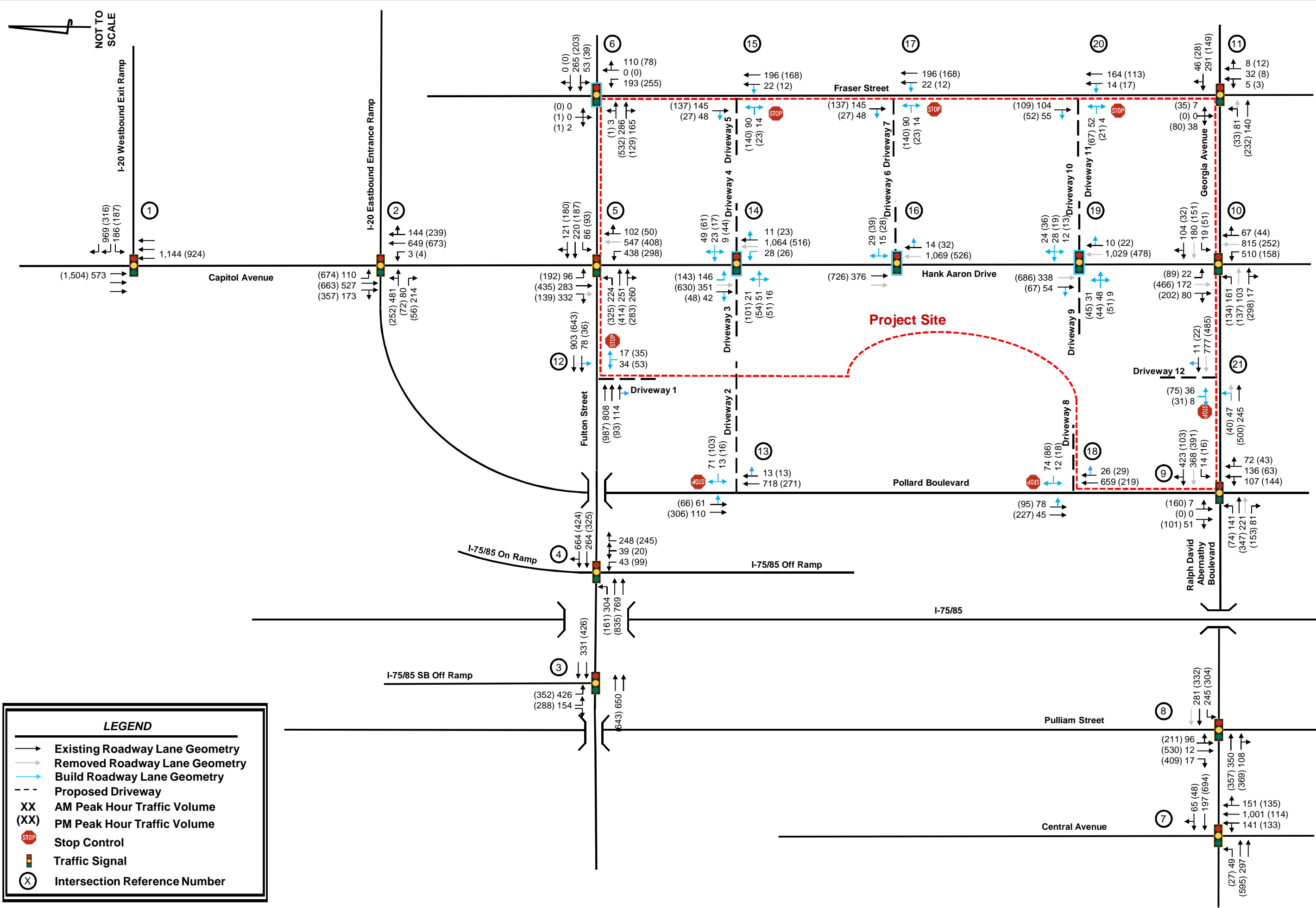


Figure 12

Projected 2031 Phase 2 Build Road Diet Diverted Trips

Turner Field Redevelopment DRI





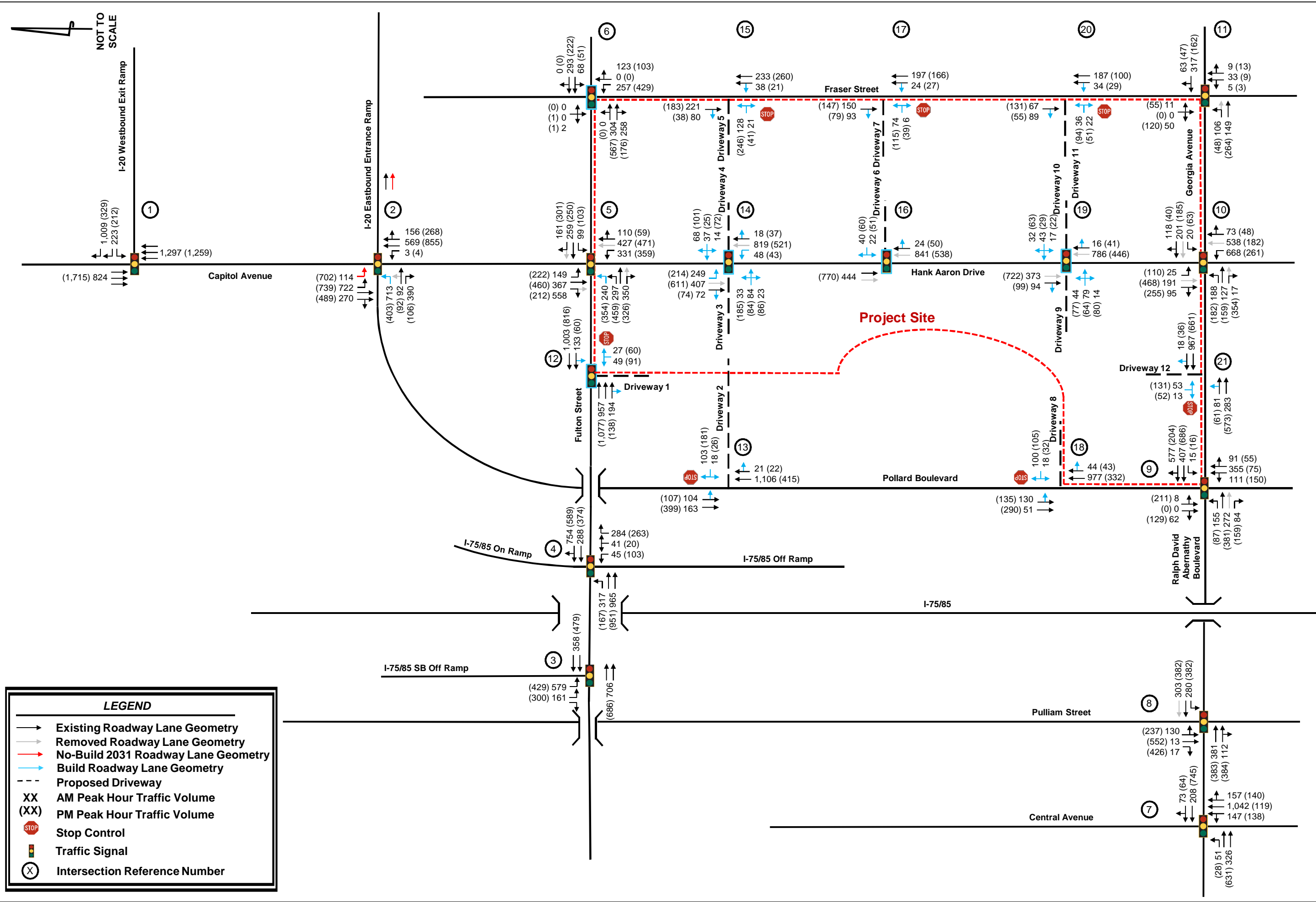


Figure 15

Projected 2031 Phase 2 Build Road Diet Conditions

Turner Field Redevelopment DRI

Table 13: Alternatives Analysis – Road Diet Intersection Levels-of-Service
LOS (delay in seconds)

Intersection		LOS Std.	Projected 2023 Phase 1 Build Conditions – Road Diet			Projected 2031 Phase 2 Build Conditions - Road Diet		
			Control	AM Peak Hour	PM Peak Hour	Control	AM Peak Hour	PM Peak Hour
2	Capitol Avenue at I-20 EB Entrance Ramp	D	Signal	C (20.5)	D (35.8)	Signal	C (32.7)	D (54.6)
5	Fulton Street at Capitol Avenue/Hank Aaron Drive	D	Signal	C (33.2)	D (46.1)	Signal	D (39.4)	D (53.9)
9	Ralph David Abernathy Boulevard at Pollard Boulevard	D	Signal	C (20.5)	B (15.9)	Signal	C (23.3)	B (10.7)
10	Ralph David Abernathy Boulevard/Georgia Avenue at Hank Aaron Drive	D	Signal	D (52.4)	D (44.1)	Signal	D (53.1)	D (50.6)
13	Pollard Boulevard at Driveway 2	D	WB Stop SBL	B (14.3) A (9.8)	B (10.8) A (8.1)	WB Stop SBL	D (30.7) B (13.0)	B (14.7) A (8.7)
14	Capitol Avenue at Driveway 3/Driveway 4	D	Signal	A (5.6)	A (9.4)	Signal	A (5.6)	B (11.8)
16	Capitol Avenue at Driveway 6	D	Signal	A (3.1)	A (2.9)	Signal	A (9.4)	A (3.7)
18	Pollard Boulevard at Driveway 8	D	WB Stop SBL	B (13.6) A (9.6)	B (10.9) A (8.0)	WB Stop SBL	D (25.2) B (12.4)	B (14.2) A (8.6)
19	Capitol Avenue at Driveway 9/Driveway 10	D	Signal	A (4.3)	A (5.3)	Signal	A (5.8)	A (8.4)
21	Georgia Avenue at Driveway 12	D	SB Stop EBL	D (28.0) A (9.9)	D (31.1) A (8.7)	SB Stop EBL	F (61.6) B (11.4)	F (97.3) A (9.6)

The following sections address improvements that are needed to support a road diet, in the place of any recommendations previously mentioned for these particular intersections.

Based on the Projected 2023 Phase 1 Build conditions with road diet, the following improvements are recommended to support the road diet:

Off-Site Recommendations

- Fulton Street at Capitol Avenue/Hank Aaron Drive (Int. #5)
 - Restripe the southbound approach as one exclusive left-turn lane, one exclusive through lane, and one exclusive right-turn lane.
 - Restripe the northbound approach as one exclusive left-turn lane and one shared through/right-turn lane.
- Georgia Avenue at Capitol Avenue/Hank Aaron Drive (Int. #10)
 - Restripe the northbound approach as one exclusive left-turn lane and one shared through/right-turn lane.
 - Restripe the southbound approach as one exclusive left-turn lane and one shared through/right-turn lane.

Based on the Projected 2031 Phase 2 Build conditions with road diet, the following improvements are recommended:

Off-Site Recommendations

- Capitol Avenue at I-20 Eastbound Ramp/Pollard Boulevard (Int. #2)
 - Construct one additional exclusive southbound left-turn lane by restriping the southbound approach as two exclusive southbound left-turn lanes, one exclusive southbound through lane, and one shared through/right-turn lane, while providing two northbound receiving lanes. Construct one additional eastbound receiving lane.
 - Convert the southbound left-turn phasing from protected/permissive to protected-only.
 - Restripe the eastbound approach as one exclusive left-turn lane, one exclusive through lane, and one exclusive right-turn lane by removing one westbound receiving lane.
- Fulton Street at Capitol Avenue/Hank Aaron Drive (Int. #5)
 - Restripe the southbound approach as one exclusive left-turn lane, one exclusive through lane, and one exclusive right-turn lane.
 - Restripe the westbound approach as one exclusive left-turn lane, one exclusive through lane, and one exclusive right-turn lane.
 - Convert one westbound receiving lane to an eastbound exclusive left-turn lane, resulting in dual left-turn lanes.
 - Convert the left-turn phasing from protected/permissive to protected-only.
 - Restripe the eastbound approach as two exclusive left-turn lanes, one exclusive through lane, and one exclusive right-turn lane.
 - Install right-turn overlaps for the eastbound approach.
- Georgia Avenue at Capitol Avenue/Hank Aaron Drive (Int. #10)
 - Restripe the northbound approach as one exclusive left-turn lane, and one shared through/right-turn lane.
 - Restripe the southbound approach as one exclusive left-turn lane and one shared through/right-turn lane.

8.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the Turner Field mixed-use redevelopment is proposed at twelve (12) driveway locations. Site driveway locations are discussed in Section 1.3. Three driveway intersections (five total driveways) are proposed to be signalized in 2023 Phase 1 Build conditions and four driveway intersections (six total driveways) are proposed to be signalized in 2031 Phase 2 Build conditions. The intersection of Fulton Street at Driveway 1 is not recommended to be signalized until GSU completes a proposed parking deck in the northwest corner of the site. Proposed driveway laneages are shown on the site plan in Appendix B. Additional low volume service driveways may be added as the development design advances.

Capacity analyses were performed for the proposed site driveway intersections using Synchro 9.0. The results of the capacity analyses for this intersection (LOS, delay, and recommended laneage) are reported in Sections 6.1 through 6.5. Based on the Projected 2023 Phase 1 Build conditions and Projected 2031 Phase 2 Build conditions, the proposed site driveway intersections are anticipated to operate at an acceptable level-of-service, assuming implementation of the recommended laneage, signalization, and roadway improvements listed in this report.

9.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC's Transportation Improvement Program, the Atlanta Region's Plan, GDOT's Construction Work Program, and local Atlanta projects, the following projects are programmed or planned to be completed by the respective years within the vicinity of the proposed development. The identified projects are listed in **Table 14**.

Table 14: Programmed Projects			
#	Completion Date	Project ID	Description
1	2040	AR-420	I-20 East Transit Initiative – Phase 1: Heavy Rail Transit Extension from Indian Creek MARTA Station to Wesley Chapel Road and BRT Transit Service from Five Points MARTA Station to Wesley Chapel Road
2	TBD	AT-243	SR 154 (Memorial Drive) Corridor Improvements from I-75/85 to SR 155 (Candler Road)
3	TBD	Renew ATL	Ralph David Abernathy/Georgia Avenue Traffic Signals Communication Corridor from Murphy Avenue to Cherokee Avenue
4	TBD	Atlanta Streetcar	Atlanta Streetcar Crosstown Outer Loop – Hank Aaron Drive
5	TBD	Atlanta Streetcar	Atlanta Streetcar Crosstown Crescent Line – Ralph David Abernathy Blvd

Fact sheets for projects 1-5 are provided in Appendix E.

10.0 INTERNAL CIRCULATION ANALYSIS

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

11.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

The latest plan, titled Turner Field Stadium Neighborhoods Livable Centers Initiative focuses specifically on the redevelopment of the former Turner Field stadium and associated surface parking to create a mixed-use development. The LCI discusses recommended land uses for the redevelopment of the Turner Field site which includes mixed-use, multi-family housing, office and academic, and student-oriented housing. Additionally, the LCI encourages the addition of parks and plazas throughout the site. The LCI promotes the addition of future transit via a streetcar on Hank Aaron Drive.

The proposed Turner Field redevelopment is mixed use, consisting of approximately 1,725 multi-family residential units, 775 high-rise residential units, 50 townhomes, 250 senior-living units, 1,500,000 SF office, 700,000 SF retail (635,000 SF shopping center and 65,000 SF supermarket), and 625 hotel rooms. The first phase consists of approximately 2,000 multi-family residential units, 50 townhomes, 750,000 SF office, 350,000 SF retail, and 325 hotel rooms. The proposed redevelopment complies with the LCI recommended land uses and densities. Internal roadways on-site include sidewalks and trees, enhancing pedestrian facilities.

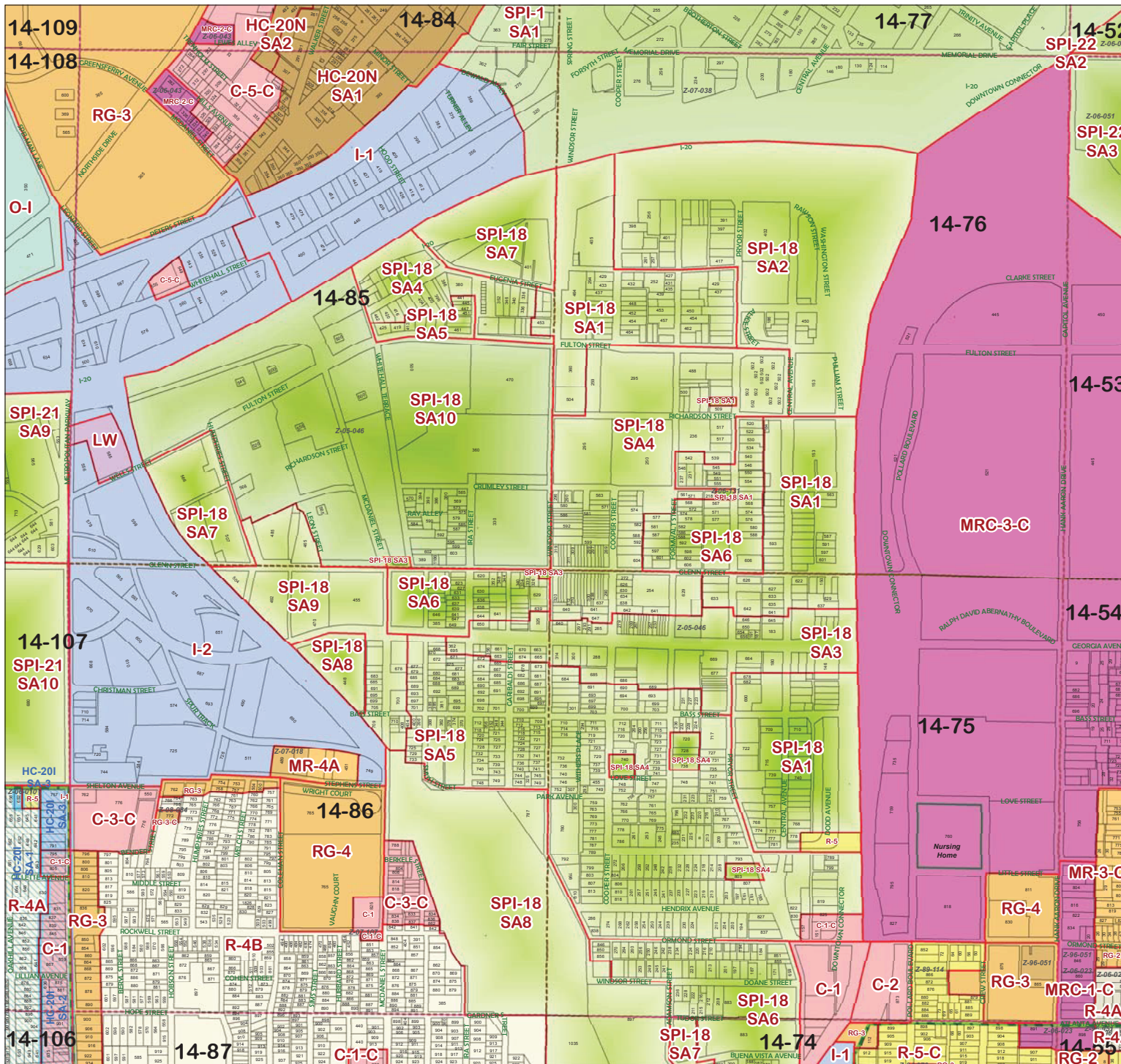
The project site is located one mile south of the Georgia State MARTA rail station, which is served by the Blue and Gold lines seven days a week. Garnett Station, served by the Red and Gold lines, and Five Points station, served by all four lines, are also located within 1.5-miles of the site. MARTA Bus Route 32 runs between Downtown Atlanta and southwest of the city along Bouldercrest Road and runs along Hank Aaron Drive through the project site. Bus Route 55 runs between Downtown Atlanta and Forest Park and runs along Hank Aaron Drive through the project site. Bus route 49 has a bus stop south of Georgia Avenue on Pollard Boulevard, south of the project site. Route 49 runs from Downtown Atlanta to Thomasville Heights. In addition to MARTA service, GSU currently provides shuttle service between the project site and the rest of campus and will likely enhance this service once implements to the GSU site are made.

As identified in the future Streetcar plans as well as the LCI study, the long-term vision of Capitol Avenue/Hank Aaron Drive includes streetcar service.

Additionally, the project site is located in a Region Core and Maturing Neighborhoods area type according to the ARC's *Unified Growth Policy Map (UGPM)*. The Turner Field redevelopment plan is consistent with the area type and future land use identified. The land use maps are provided in Appendix A.

Appendix A

Land Use and Zoning Maps



SHEET NO. 14-075

ZONING ORDINANCE

CITY OF ATLANTA, GEORGIA

OFFICIAL ZONING MAP

SHEET 22 OF 129 SHEETS

ORDINANCE Z-78-5

LAND LOTS _____

DISTRICT _____
COUNTY _____

CERTIFICATION

THIS SHEET 22 OF 129 SHEETS, IS HEREBY CERTIFIED AS INCLUDED IN THE OFFICIAL ZONING MAPS, ON FILE IN THE DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT, BUREAU OF PLANNING, AND FORMING A PART OF THE CITY OF ATLANTA ZONING ORDINANCE ADOPTED BY CITY COUNCIL ON DECEMBER 15, 1980 AND APPROVED BY THE MAYOR ON DECEMBER 19, 1980, AS AMENDED

DIRECTOR, BUREAU OF PLANNING
CITY OF ATLANTA, GEORGIA

DATE _____

MUNICIPAL CLERK, CMC
CITY OF ATLANTA, GA

DATE _____

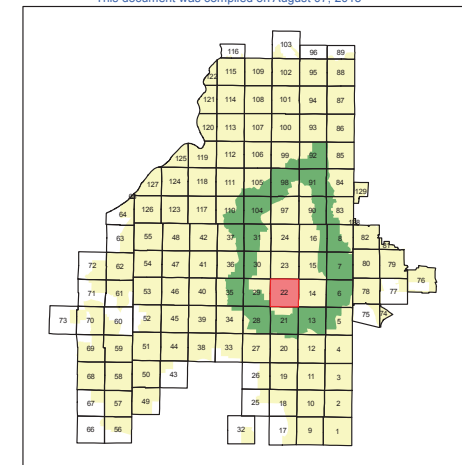
Legend

- Tax Parcels
- Zoning District Outline
- Human Service Facilities
- LBS/HBS
- OVERLAY DISTRICTS
- Beltline
- SPI-19
- All Others

Base Zoning

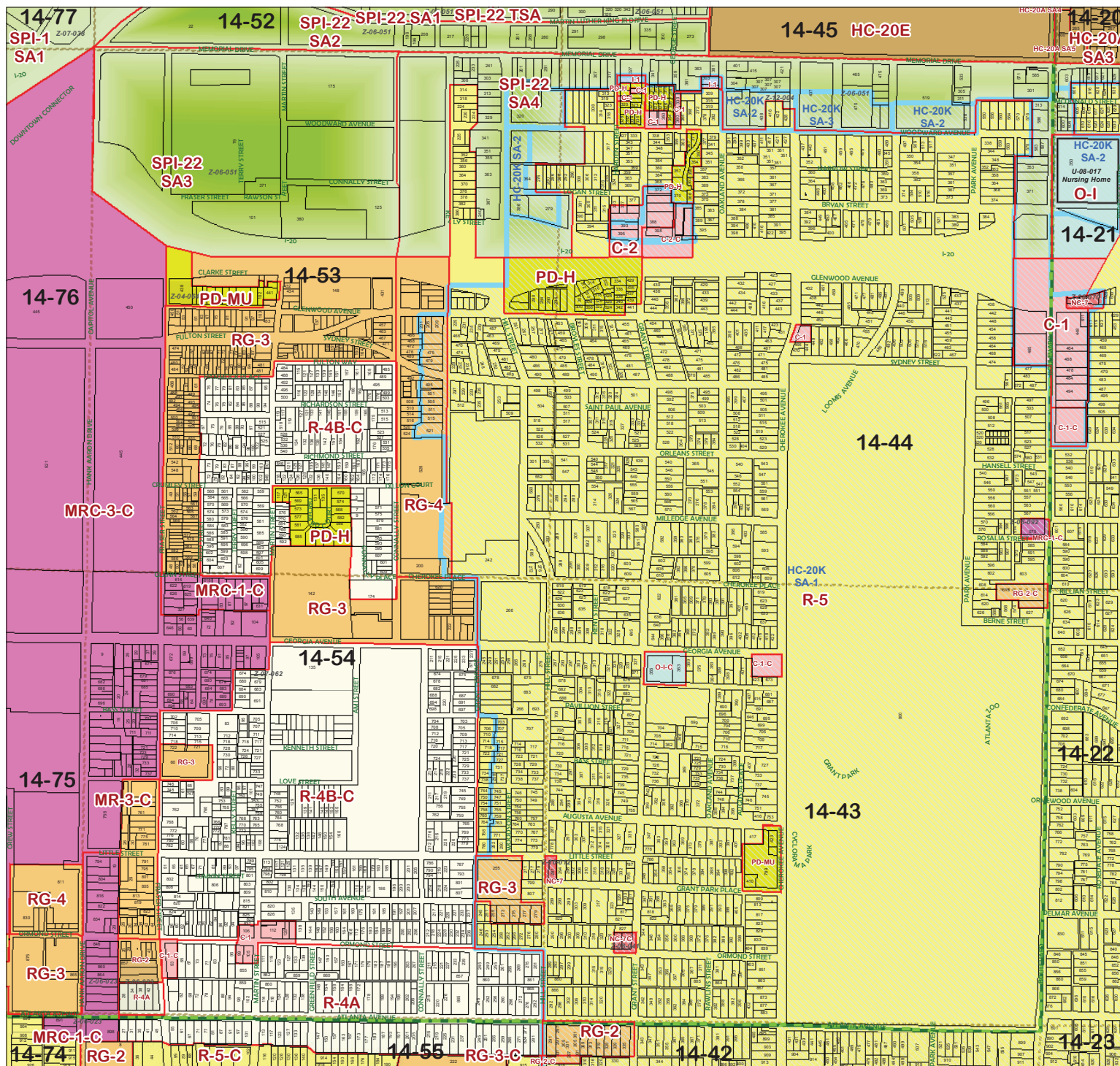
- SPI - Special Public Interest
- Industrial
- Historic & Cultural
- Live-Work
- QOL Multi-Family
- QOL Mixed Use
- Commercial
- Neighborhood Commercial
- Residential - Single Family
- Office Institutional
- Planned Development
- Residential - Duplex
- Residential - Multi-Family
- Residential - Limited Commercial

This document was compiled on August 07, 2015



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CITY OF ATLANTA : DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT : OFFICE OF PLANNING : GIS DIVISION : 404.330.6145
1 INCH = 400 FEET



PARCEL BOUNDARIES SHOWN ARE SUPPLIED BY THE FULTON OR DEKALB COUNTY TAXASSESSOR. THESE BOUNDARIES MAY NOT REPRESENT THE BOUNDARIES RECOGNIZED BY THE CITY OF ATLANTA FOR THE PURPOSES OF ISSUING BUILDING PERMITS.

CITY OF ATLANTA : DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT : OFFICE OF PLANNING : GIS DIVISION : 404.330.6145
1 INCH = 400 FEET

SHEET NO. 14-043 **ZONING ORDINANCE** **CITY OF ATLANTA, GEORGIA** **OFFICIAL ZONING MAP**

SHEET 14 OF 129 SHEETS

ORDINANCE Z-78-5

LAND LOTS _____
 _____ DISTRICT
 _____ COUNTY

CERTIFICATION

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 DIRECTOR, BUREAU OF PLANNING
 CITY OF ATLANTA, GEORGIA

 DATE

 MUNICIPAL CLERK, GAC
 CITY OF ATLANTA, GA

 DATE

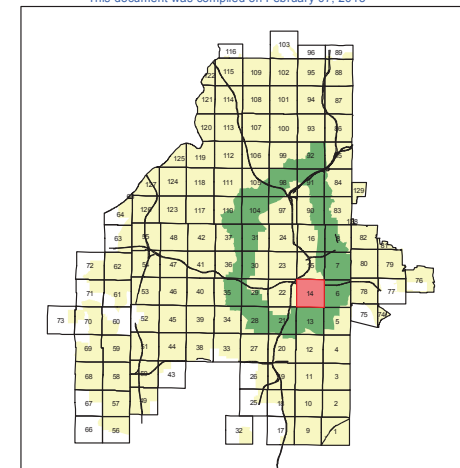
Legend

- Tax Parcels
- Zoning District Outline
- Human Service Facilities
- LBS/HBS
- Beltline
- SPI-19
- All Others

Base Zoning

- SPI - Special Public Interest
- Commercial
- Industrial
- Historic & Cultural
- Live-Work
- QOL Multi-Family
- QOL Mixed Use
- Neighborhood Commercial
- Office Institutional
- Planned Development
- Residential - Single Family
- Residential - Duplex
- Residential - Multi-Family
- Residential - Limited Commercial

This document was compiled on February 07, 2013



Atlanta Zoning Districts - Complete Listing

Adapted from the City of Atlanta Zoning Ordinance

District	Description
BL	Beltline overlay district
C-1	Community business
C-2	Commercial service
C-3	Commercial-residential
C-4	Central area commercial-residential
C-5	Central business district support
HBS	Historic building or site
HD-20G	West End historic district
HD-20I	Adair Park historic district
HD-20J	Whittier Mill historic district
HD-20K	Grant Park historic district
HD-20L	Inman Park historic district
HD-20M	Oakland City historic district
I-1	Light industrial
I-2	Heavy industrial
LBS	Landmark building or site
LD-20A	Cabbagetown landmark district
LD-20B	Druid Hills landmark district
LD-20C	Martin Luther King, Jr. landmark district
LD-20D	Washington Park landmark district
LD-20E	Oakland Cemetery landmark district
LD-20F	Baltimore Block landmark district
LD-20H	Hotel Row landmark district
LD-20N	Castleberry Hill landmark district
LW	Live-Work
MR-1	Multi-family residential, maximum floor area ratio of 0.162
MR-2	Multi-family residential, maximum floor area ratio of 0.348
MR-3	Multi-family residential, maximum floor area ratio of 0.696
MR-4A	Multi-family residential, maximum floor area ratio of 1.49
MR-4B	Multi-family residential (townhouses), maximum floor area ratio of 1.49
MR-5A	Multi-family residential, maximum floor area ratio of 3.2
MR-5B	Multi-family residential next to single-family districts, maximum FAR of 3.2
MR-6	Multi-family residential, maximum floor area ratio of 6.4
MRC-1	Mixed residential and commercial, maximum floor area ratio of 1.696
MRC-2	Mixed residential and commercial, maximum floor area ratio of 3.196
MRC-3	Mixed residential and commercial, maximum floor area ratio of 7.2
NC	Neighborhood commercial
NC-1	Little Five Points Neighborhood Commercial
NC-2	East Atlanta Neighborhood Commercial
NC-3	Kirkwood Neighborhood Commercial
NC-4	Cheshire Bridge North Neighborhood Commercial
NC-5	Cheshire Bridge South Neighborhood Commercial
O-I	Office-Institutional
PD-H	Planned housing development (single-family or multi-family)
PD-MU	Mixed-use planned development
PD-OC	Office-commercial planned development
R-1	Single-family residential, minimum lot size 2 acres
R-2	Single-family residential, minimum lot size 1 acre
R-2A	Single-family residential, minimum lot size 0.69 acres
R-2B	Single-family residential, minimum lot size 0.64 acres
R-3	Single-family residential, minimum lot size 0.41 acres
R-3A	Single-family residential, minimum lot size 0.31 acres
R-4	Single-family residential, minimum lot size 0.21 acres
R-4A	Single-family residential, minimum lot size 0.17 acres
R-4B	Single-family residential, minimum lot size 0.06 acres
R-5	Two-family residential, minimum lot size 0.17 acres

Atlanta Zoning Districts - Complete Listing

Adapted from the City of Atlanta Zoning Ordinance

District	Description
RG-1	General (multi-family) residential, maximum floor area ratio of 0.162
RG-2	General (multi-family) residential, maximum floor area ratio of 0.348
RG-3	General (multi-family) residential, maximum floor area ratio of 0.696
RG-4	General (multi-family) residential, maximum floor area ratio of 1.49
RG-5	General (multi-family) residential, maximum floor area ratio of 3.2
RG-6	General (multi-family) residential, maximum floor area ratio of 6.4
R-LC	Residential with limited commercial, maximum floor area ratio of 0.348
SPI-1	Special Public Interest District: Central Core
SPI-5	Special Public Interest District: Inman Park
SPI-6	Special Public Interest District: Poncey-Highland
SPI-7	Special Public Interest District: Candler Park
SPI-8	Special Public Interest District: Home Park
SPI-9	Special Public Interest District: Buckhead Commercial Core
SPI-11	Special Public Interest District: Vine City and Ashby Station
SPI-12	Special Public Interest District: Buckhead/Lenox Station
SPI-14	Special Public Interest District: Berkeley Park
SPI-15	Special Public Interest District: Lindbergh Transit Station Area
SPI-16	Special Public Interest District: Midtown
SPI-17	Special Public Interest District: Piedmont Avenue
SPI-18	Special Public Interest District: Mechanicsville
SPI-19	Special Public Interest District: Buckhead Peachtree Corridor
SPI-20	Special Public Interest District: Greenbriar
SPI-21	Special Public Interest District: Historic West End/Adair Park
SPI-22	Special Public Interest District: Memorial Drive/Oakland Cemetery

- When one of the above district names is followed by -C (OI-C or MRC-1-C, for example), it indicates a conditional zoning with requirements elaborated in a specific ordinance passed by City Council.
- When one of the above district names is followed by SA (SPI-11 SA2 or LD-20A SA1, for example), it indicates a sub-area that has requirements different from or in addition to those for the district as a whole.
- Floor area ratio is the number of square feet in a building divided by the square footage of the building lot. An FAR of 0.5, for example, represents a one-story building that covers half of its lot, a two-story building that covers one fourth of its lot, and so on. The maximum floor area ratio can be exceeded with bonuses in some districts.

Mixed Residential Commercial (MRC) Ordinance

Fact Sheet

The Mixed Residential Commercial (MRC) District is an important tool for creating districts that promote a mixture of residential and commercial uses. The purpose of this district is to provide an appropriate balance and scale of commercial uses which meet the needs of residents in the district as well as surrounding residential districts, and to encourage significant infill multi-family residential uses within areas that have traditionally contained a predominance of commercial uses.

Current commercial district regulations have resulted in mono-use, automobile-oriented strip retail, service, and office uses which are intended to serve larger areas of the City than a single neighborhood or a small group of neighborhoods, while also discouraging residential infill development. In many areas of the City, huge parking lots and blank walls have replaced pedestrian-scale streets. This type of development has contributed to the destruction of the traditional mixed-use character of many of our intown commercial districts. The new MRC district would protect and rebuild our commercial districts by establishing appropriately designed and scaled commercial uses mixed with significant residential uses in a pedestrian-friendly manner. The district regulations include design standards with minimum requirements for sidewalks, street trees, shop fronts located adjacent to sidewalks, and parking that is located to the rear or side of buildings.

The MRC district establishes the following minimum requirements to protect and revitalize existing commercial districts:

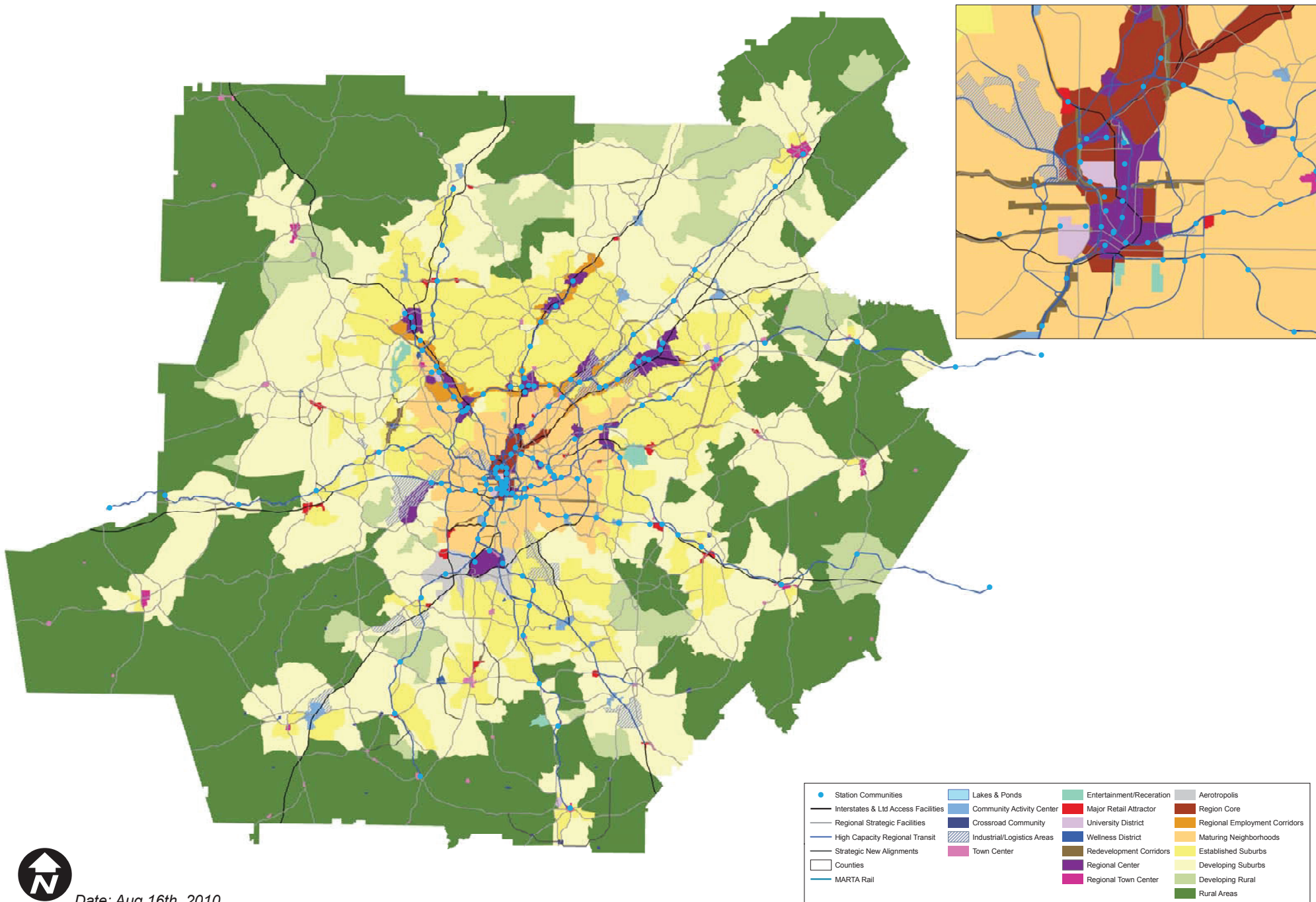
- Establishment of a compatible mix of commercial and residential uses.
- Maximum block face lengths.
- Requirements for sidewalks and street trees.
- Permit shared parking arrangements.

City staff will be available to work with neighborhoods, businesses and property owners, to determine if a property is appropriate for a MRC district. This district is intended to be an alternative to the existing commercial C-1, C-2, and C-3 districts. The rezoning of any properties to the MRC designation will follow the standard process for rezonings of going to the Zoning Committee of Council, the affected NPU, the Zoning Review Board, back to the Zoning Committee of Council and finally to the full City Council. This process takes a minimum of three months to complete.

For questions/comments please contact the Bureau of Planning at 404/330-6145, or visit our website for a copy of the ordinance at:

www.ci.atlanta.ga.us/citydir/dpdnc/current.htm

Atlanta Region Unified Growth Policy Map



Date: Aug 16th, 2010

Appendix B

Proposed Site Plan

DRI #2658

PROGRAM:

PHASE 1

PHASE 2

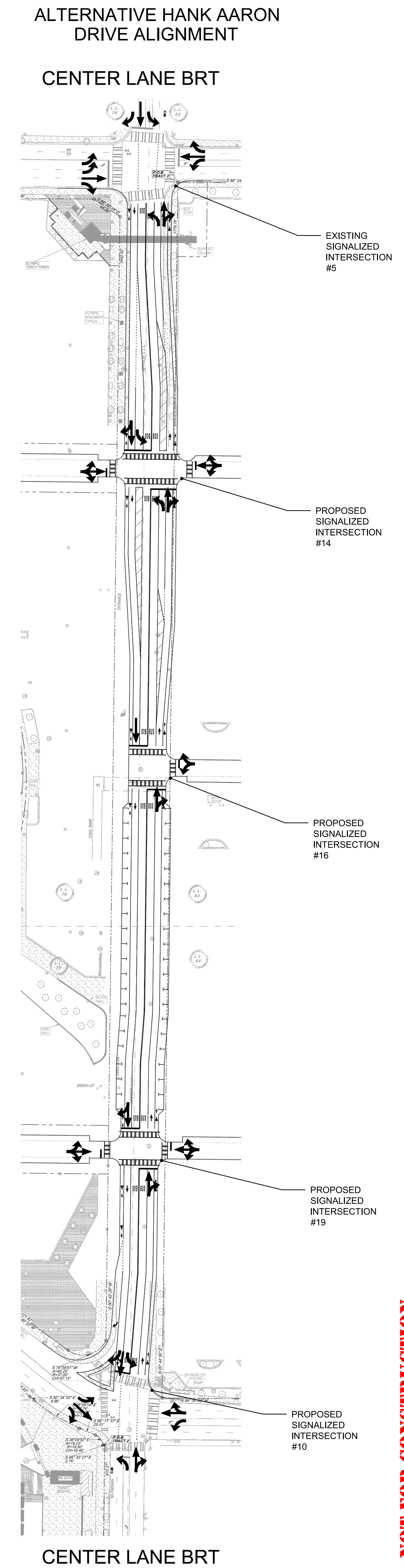
TOTAL

PARKING:

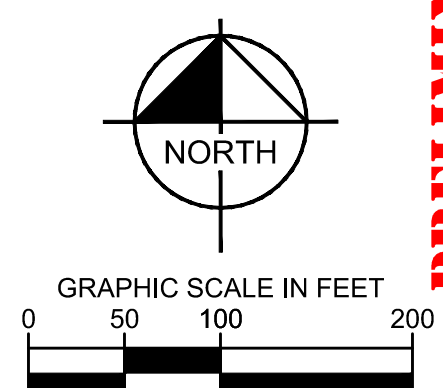
NOTE: BUILDING HEIGHTS WILL VARY

CONTACTS:

CIVIL ENGINEER:	KIMLEY-HORN & ASSOCIATES, INC. 817 WEST PEACHTREE STREET, NW THE BILTMORE, SUITE 601 ATLANTA, GA 30308
CONTACT:	KATE TRIPLETT, P.E. PHONE: (404) 419-8700

[illegible]

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PRELIMINARY: NOT FOR CONSTRUCTION

TURNER FIELD REDEVELOPMENT

DRI SITE PLAN

[illegible]

Appendix C

Trip Generation Analysis

Trip Generation Analysis (9th Ed.) Turner Field Redevelopment - Phase One DRI Atlanta, GA								
Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
220 Apartment	1,350 d.u.	8,305	665	133	532	760	494	266
222 High-Rise Apartment	650 d.u.	2,633	195	49	146	220	134	86
230 Residential Condominium/Townhouse	50 d.u.	291	22	4	18	26	17	9
310 Hotel	300 rooms	2,451	159	94	65	180	92	88
710 General Office Building	750,000 s.f.	6,071	959	844	115	918	156	762
820 Shopping Center	317,500 s.f. gross leasable area	14,390	305	189	116	1,299	624	675
850 Supermarket	32,500 s.f.	3,323	111	69	42	308	157	151
Gross Trips		37,464	2,416	1,382	1,034	3,711	1,674	2,037
Residential Trips		11,229	882	186	696	1,006	645	361
Mixed-Use Reductions		-1,504	-25	-4	-21	-333	-230	-103
Alternative Mode Reductions		-2,431	-214	-46	-169	-168	-104	-65
Adjusted Residential Trips		7,294	643	136	506	505	311	193
Hotel Trips		2,451	159	94	65	180	92	88
Mixed-Use Reductions		-328	-34	0	-34	-41	-27	-14
Alternative Mode Reductions		-531	-31	-24	-8	-35	-16	-19
Adjusted Hotel Trips		1,592	94	70	23	104	49	55
Office Trips		6,071	959	844	115	918	156	762
Mixed-Use Reductions		-681	-105	-73	-32	-108	-31	-77
Alternative Mode Reductions		-1,348	-214	-193	-21	-203	-31	-171
Adjusted Office Trips		4,042	640	578	62	607	94	514
Retail Trips		17,713	416	258	158	1,607	781	826
Mixed-Use Reductions		-2,391	-86	-48	-38	-402	-154	-248
Alternative Mode Reductions		-3,831	-83	-53	-30	-301	-157	-145
Pass By Reductions (Based on ITE Rates)		-3,907	0	0	0	-307	-154	-154
Adjusted Retail Trips		7,584	247	157	90	597	316	279
Restaurant Trips		0	0	0	0	0	0	0
Mixed-Use Reductions		0	0	0	0	0	0	0
Alternative Mode Reductions		0	0	0	0	0	0	0
Pass By Reductions (Based on ITE Rates)		0	0	0	0	0	0	0
Adjusted Restaurant Trips		0	0	0	0	0	0	0
Other Non-Residential Trips		0	0	0	0	0	0	0
Mixed-Use Reductions		0	0	0	0	0	0	0
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		-4,904	-250	-125	-125	-884	-442	-442
Alternative Mode Reductions - TOTAL		-8,141	-542	-316	-228	-707	-308	-400
Pass-By Reductions - TOTAL		-3,907	0	0	0	-307	-154	-154
New Trips		20,512	1,624	941	681	1,813	770	1,041
Driveway Volumes		24,419	1,624	941	681	2,120	924	1,195

Trip Generation Analysis (9th Ed.)
Turner Field Redevelopment - Entire Build-Out DRI
Atlanta, GA

Land Use			Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Proposed Site Traffic										
220	Apartment	1,725 d.u.	10,577	849	170	679	966	628	338	
222	High-Rise Apartment	775 d.u.	3,047	232	58	174	260	159	101	
230	Residential Condominium/Townhouse	50 d.u.	291	22	4	18	26	17	9	
252	Senior Adult Housing - Attached	250 d.u.	766	50	17	33	62	33	29	
310	Hotel	625 rooms	5,106	331	195	136	375	191	184	
710	General Office Building	1,500,000 s.f.	10,281	1,670	1,470	200	1,758	299	1,459	
820	Shopping Center	635,000 s.f. gross leasable area	22,581	481	298	183	2,067	992	1,075	
850	Supermarket	65,000 s.f.	6,646	221	137	84	566	289	277	
Gross Trips				59,295	3,856	2,349	1,507	6,080	2,608	3,472
Residential Trips				14,681	1,153	249	904	1,314	837	477
Mixed-Use Reductions				-2,245	-32	-5	-27	-542	-381	-161
Alternative Mode Reductions				-3,109	-280	-61	-219	-193	-114	-79
Adjusted Residential Trips				9,327	841	183	658	579	342	237
Hotel Trips				5,106	331	195	136	375	191	184
Mixed-Use Reductions				-781	-61	0	-61	-72	-46	-26
Alternative Mode Reductions				-1,081	-68	-49	-19	-76	-36	-40
Adjusted Hotel Trips				3,244	202	146	56	227	109	118
Office Trips				10,281	1,670	1,470	200	1,758	299	1,459
Mixed-Use Reductions				-1,126	-177	-121	-56	-177	-46	-131
Alternative Mode Reductions				-2,289	-373	-337	-36	-395	-63	-332
Adjusted Office Trips				6,866	1,120	1,012	108	1,186	190	996
Retail Trips				29,227	702	435	267	2,633	1,281	1,352
Mixed-Use Reductions				-3,946	-146	-82	-64	-667	-256	-411
Alternative Mode Reductions				-6,320	-139	-88	-51	-492	-256	-235
Pass By Reductions (Limited by GRTA 15% Rule)				-5,664	0	0	0	-479	-240	-240
Adjusted Retail Trips				13,297	417	265	152	995	529	466
Restaurant Trips				0	0	0	0	0	0	0
Mixed-Use Reductions				0	0	0	0	0	0	0
Alternative Mode Reductions				0	0	0	0	0	0	0
Pass By Reductions (Limited by GRTA 15% Rule)				0	0	0	0	0	0	0
Adjusted Restaurant Trips				0	0	0	0	0	0	0
Other Non-Residential Trips				0	0	0	0	0	0	0
Mixed-Use Reductions				0	0	0	0	0	0	0
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				-8,098	-416	-208	-208	-1,458	-729	-729
Alternative Mode Reductions - TOTAL				-12,799	-860	-535	-325	-1,156	-469	-686
Pass-By Reductions - TOTAL				-5,664	0	0	0	-479	-240	-240
New Trips				32,734	2,580	1,606	974	2,987	1,170	1,817
Driveway Volumes				38,398	2,580	1,606	974	3,466	1,410	2,057

Appendix D

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Capitol Avenue at I-20 WB Exit Ramp AM PEAK HOUR

Description	Capitol Avenue Northbound				Capitol Avenue Southbound				Eastbound				I-20 WB Exit Ramp Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		846		0		219		0					133		936	
Pedestrians		0				0								8		
Conflicting Pedestrians	0		8		8		0		0		0		0		0	
Heavy Vehicles		42		0		30		0							2	
Heavy Vehicle %	0%	5%	0%	0%	0%	14%	0%	0%	0%	0%	0%	0%	2%	0%	2%	0%
Peak Hour Factor		0.96				0.96				0.96				0.96		
Adjustment																
Adjusted 2016 Volumes	0	846	0	0	0	219	0	0	0	0	0	0	133	0	936	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	0	876	0	0	0	227	0	0	0	0	0	0	138	0	969	0
Project Trips																
Trip Distribution IN						35%							5%			
Trip Distribution OUT		38%														
Residential Trips	0	192	0	0	0	48	0	0	0	0	0	0	7	0	0	0
Trip Distribution IN						35%							5%			
Trip Distribution OUT		38%														
Hotel Trips	0	9	0	0	0	25	0	0	0	0	0	0	4	0	0	0
Trip Distribution IN						35%							5%			
Trip Distribution OUT		38%														
Office Trips	0	24	0	0	0	202	0	0	0	0	0	0	29	0	0	0
Trip Distribution IN						45%							5%			
Trip Distribution OUT		48%														
Retail Trips	0	43	0	0	0	71	0	0	0	0	0	0	8	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	268	0	0	0	346	0	0	0	0	0	0	48	0	0	0
2023 Buildout Total	0	1,144	0	0	0	573	0	0	0	0	0	0	186	0	969	0

PM PEAK HOUR

Description	Capitol Avenue Northbound				Capitol Avenue Southbound				Eastbound				I-20 WB Exit Ramp Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		484		0		1,162		0					143		305	
Pedestrians		0				0								24		
Conflicting Pedestrians	0		24		24		0		0		0		0		0	
Heavy Vehicles		31				29								6		4
Heavy Vehicle %	0%	6%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	4%	0%	2%	0%
Peak Hour Factor		0.87				0.87				0.87				0.87		
Adjustment																
Adjusted 2016 Volumes	0	484	0	0	0	1162	0	0	0	0	0	0	143	0	305	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	0	501	0	0	0	1,203	0	0	0	0	0	0	148	0	316	0
Project Trips																
Trip Distribution IN						35%							5%			
Trip Distribution OUT		38%														
Residential Trips	0	73	0	0	0	109	0	0	0	0	0	0	16	0	0	0
Trip Distribution IN						35%							5%			
Trip Distribution OUT		38%														
Hotel Trips	0	21	0	0	0	17	0	0	0	0	0	0	2	0	0	0
Trip Distribution IN						35%							5%			
Trip Distribution OUT		38%														
Office Trips	0	195	0	0	0	33	0	0	0	0	0	0	5	0	0	0
Trip Distribution IN						45%							5%			
Trip Distribution OUT		48%														
Retail Trips	0	134	0	0	0	142	0	0	0	0	0	0	16	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	423	0	0	0	301	0	0	0	0	0	0	39	0	0	0
2023 Buildout Total	0	924	0	0	0	1,504	0	0	0	0	0	0	187	0	316	0

INTERSECTION VOLUME DEVELOPMENT

Capitol Avenue at Pollard Boulevard/I-20 EB Entrance Ramp **AM PEAK HOUR**

Description	Capitol Avenue Northbound				Capitol Avenue Southbound				Pollard Boulevard Eastbound				I-20 EB Entrance Ramp Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	3	681	126	0	106	265	34	0	151	58	14	0				
Pedestrians		4				0				8				12		
Conflicting Pedestrians	8		12		12		8		0		1		1		0	
Heavy Vehicles	0	32	5	0	3	32	2	0	17	1	0	0				
Heavy Vehicle %	2%	5%	4%	0%	3%	12%	6%	0%	11%	2%	2%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92				0.92				0.92				0.92		
Adjustment																
Adjusted 2016 Volumes	3	681	126	0	106	265	34	0	151	58	14	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	3	705	130	0	110	274	35	0	156	60	14	0	0	0	0	0
Project Trips																
Trip Distribution IN						20%	20%									
Trip Distribution OUT		18%	2%						20%	3%						
Residential Trips	0	91	10	0	0	27	27	0	101	15	0	0	0	0	0	0
Trip Distribution IN						20%	20%									
Trip Distribution OUT		18%	2%						20%	3%						
Hotel Trips	0	4	0	0	0	14	14	0	5	1	0	0	0	0	0	0
Trip Distribution IN						30%	10%									
Trip Distribution OUT		27%	3%						11%	2%						
Office Trips	0	17	2	0	0	173	58	0	7	1	0	0	0	0	0	0
Trip Distribution IN						25%	25%									
Trip Distribution OUT		35%	2%						13%	3%						
Retail Trips	0	32	2	0	0	39	39	0	12	3	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	144	14	0	0	253	138	0	125	20	0	0	0	0	0	0
2023 Buildout Total	3	849	144	0	110	527	173	0	281	80	14	0	0	0	0	0

PM PEAK HOUR

Description	Capitol Avenue Northbound				Capitol Avenue Southbound				Pollard Boulevard Eastbound				I-20 EB Entrance Ramp Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	4	426	206	0	651	612	45	0	57	44	6	0				
Pedestrians			0				0				20			25		
Conflicting Pedestrians	20		25		25		20		0		0		0		0	
Heavy Vehicles	0	16	1	0	2	33	2	0	15	0	0	0				
Heavy Vehicle %	2%	4%	2%	0%	2%	5%	4%	0%	26%	2%	2%	0%	0%	0%	0%	0%
Peak Hour Factor		0.88				0.88				0.88				0.88		
Adjustment																
Adjusted 2016 Volumes	4	426	206	0	651	612	45	0	57	44	6	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	4	441	213	0	674	634	47	0	59	46	6	0	0	0	0	0
Project Trips																
Trip Distribution IN						20%	20%									
Trip Distribution OUT		18%	2%						20%	3%						
Residential Trips	0	35	4	0	0	62	62	0	39	6	0	0	0	0	0	0
Trip Distribution IN						20%	20%									
Trip Distribution OUT		18%	2%						20%	3%						
Hotel Trips	0	10	1	0	0	10	10	0	11	2	0	0	0	0	0	0
Trip Distribution IN						30%	10%									
Trip Distribution OUT		27%	3%						11%	2%						
Office Trips	0	139	15	0	0	28	9	0	57	10	0	0	0	0	0	0
Trip Distribution IN						25%	25%									
Trip Distribution OUT		35%	2%						13%	3%						
Retail Trips	0	98	6	0	0	79	79	0	36	8	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	282	26	0	0	179	160	0	143	26	0	0	0	0	0	0
2023 Buildout Total	4	723	239	0	674	813	207	0	202	72	6	0	0	0	0	0

INTERSECTION VOLUME DEVELOPMENT

I-85 SB Off Ramp at Fulton Street AM PEAK HOUR

Description	Northbound				I-85 SB Off Ramp Southbound				Fulton Street Eastbound				Fulton Street Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes					213		149			581		0		287		0
Pedestrians						3				0						
Conflicting Pedestrians	0		0		0		0		3	24	0		0	12	3	0
Heavy Vehicles					8		4									
Heavy Vehicle %	0%	0%	0%	0%	4%	0%	3%	0%	0%	4%	0%	0%	0%	4%	0%	0%
Peak Hour Factor	0.91				0.91				0.91				0.91			
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	213	0	149	0	0	581	0	0	0	287	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	0	0	0	0	221	0	154	0	0	602	0	0	0	297	0	0
Project Trips																
Trip Distribution IN					30%					5%				5%		
Trip Distribution OUT																
Residential Trips	0	0	0	0	41	0	0	0	0	7	0	0	0	25	0	0
Trip Distribution IN					30%					5%				5%		
Trip Distribution OUT																
Hotel Trips	0	0	0	0	21	0	0	0	0	4	0	0	0	1	0	0
Trip Distribution IN					22%					5%				5%		
Trip Distribution OUT																
Office Trips	0	0	0	0	127	0	0	0	0	29	0	0	0	3	0	0
Trip Distribution IN					10%					5%				5%		
Trip Distribution OUT																
Retail Trips	0	0	0	0	16	0	0	0	0	8	0	0	0	5	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	205	0	0	0	0	48	0	0	0	34	0	0
2023 Buildout Total	0	0	0	0	426	0	154	0	0	650	0	0	0	331	0	0

PM PEAK HOUR

Description	Northbound				I-85 SB Off Ramp Southbound				Fulton Street Eastbound				Fulton Street Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes					184		278			583		0		360		0
Pedestrians						1				0						
Conflicting Pedestrians	0		0		0		0		1	13	0		0	7	1	0
Heavy Vehicles					5		15									
Heavy Vehicle %	0%	0%	0%	0%	3%	0%	5%	0%	0%	2%	0%	0%	0%	2%	0%	0%
Peak Hour Factor	0.85				0.85				0.85				0.85			
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	184	0	278	0	0	583	0	0	0	360	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	0	0	0	0	191	0	288	0	0	604	0	0	0	373	0	0
Project Trips																
Trip Distribution IN					30%					5%				5%		
Trip Distribution OUT																
Residential Trips	0	0	0	0	93	0	0	0	0	16	0	0	0	10	0	0
Trip Distribution IN					30%					5%				5%		
Trip Distribution OUT																
Hotel Trips	0	0	0	0	15	0	0	0	0	2	0	0	0	3	0	0
Trip Distribution IN					22%					5%				5%		
Trip Distribution OUT																
Office Trips	0	0	0	0	21	0	0	0	0	5	0	0	0	26	0	0
Trip Distribution IN					10%					5%				5%		
Trip Distribution OUT																
Retail Trips	0	0	0	0	32	0	0	0	0	16	0	0	0	14	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	161	0	0	0	0	39	0	0	0	53	0	0
2023 Buildout Total	0	0	0	0	352	0	288	0	0	643	0	0	0	426	0	0

INTERSECTION VOLUME DEVELOPMENT

I-85 NB Off Ramp/I-85 NB On Ramp at Fulton Street AM PEAK HOUR

Description	I-85 NB Off Ramp <u>Northbound</u>				I-85 NB On Ramp <u>Southbound</u>				Fulton Street <u>Eastbound</u>				Fulton Street <u>Westbound</u>			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	42	38	201						294	498		0		222	465	0
Pedestrians		0				2				0				0		
Conflicting Pedestrians	0		0		0		0		2		0		0		2	
Heavy Vehicles	2	0	3						19	15		0		8	4	0
Heavy Vehicle %	5%	2%	2%	0%	0%	0%	0%	0%	6%	3%	0%	0%	0%	4%	2%	0%
Peak Hour Factor		0.96				0.96				0.96				0.96		
Adjustment																
Adjusted 2016 Volumes	42	38	201	0	0	0	0	0	294	498	0	0	0	222	465	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	43	39	208	0	0	0	0	0	304	516	0	0	0	230	482	0
Project Trips																
Trip Distribution IN			5%							35%				5%	30%	
Trip Distribution OUT																
Residential Trips	0	0	7	0	0	0	0	0	0	48	0	0	0	25	152	0
Trip Distribution IN			5%							35%				5%	30%	
Trip Distribution OUT																
Hotel Trips	0	0	4	0	0	0	0	0	0	25	0	0	0	1	7	0
Trip Distribution IN			5%							27%				5%	22%	
Trip Distribution OUT																
Office Trips	0	0	29	0	0	0	0	0	0	156	0	0	0	3	14	0
Trip Distribution IN										15%				5%	10%	
Trip Distribution OUT																
Retail Trips	0	0	0	0	0	0	0	0	0	24	0	0	0	5	9	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	40	0	0	0	0	0	0	253	0	0	0	34	182	0
2023 Buildout Total	43	39	248	0	0	0	0	0	304	769	0	0	0	264	664	0

PM PEAK HOUR

Description	I-85 NB Off Ramp <u>Northbound</u>				I-85 NB On Ramp <u>Southbound</u>				Fulton Street <u>Eastbound</u>				Fulton Street <u>Westbound</u>			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	96	19	214						155	615		0		263	201	0
Pedestrians		0				1				0				0		
Conflicting Pedestrians	0		0		0		0		1		0		0		1	
Heavy Vehicles	1	0	0						5	13		0		6	1	0
Heavy Vehicle %	2%	2%	2%	0%	0%	0%	0%	0%	3%	2%	0%	0%	0%	2%	2%	0%
Peak Hour Factor		0.89				0.89				0.89				0.89		
Adjustment																
Adjusted 2016 Volumes	96	19	214	0	0	0	0	0	155	615	0	0	0	263	201	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	99	20	222	0	0	0	0	0	161	637	0	0	0	272	208	0
Project Trips																
Trip Distribution IN			5%							35%				5%	30%	
Trip Distribution OUT																
Residential Trips	0	0	16	0	0	0	0	0	0	109	0	0	0	10	58	0
Trip Distribution IN			5%							35%				5%	30%	
Trip Distribution OUT																
Hotel Trips	0	0	2	0	0	0	0	0	0	17	0	0	0	3	17	0
Trip Distribution IN			5%							27%				5%	22%	
Trip Distribution OUT																
Office Trips	0	0	5	0	0	0	0	0	0	25	0	0	0	26	113	0
Trip Distribution IN										15%				5%	10%	
Trip Distribution OUT																
Retail Trips	0	0	0	0	0	0	0	0	0	47	0	0	0	14	28	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	23	0	0	0	0	0	0	198	0	0	0	53	216	0
2023 Buildout Total	99	20	245	0	0	0	0	0	161	835	0	0	0	325	424	0

INTERSECTION VOLUME DEVELOPMENT

Capitol Avenue at Fulton Street AM PEAK HOUR

Description	Capitol Avenue Northbound				Capitol Avenue Southbound				Fulton Street Eastbound				Fulton Street Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	500	665	88	0	18	164	64		201	184	134	0	69	141	35	0
Pedestrians	5				7				6				10			
Conflicting Pedestrians	6		10		10		6		7		5		5		7	
Heavy Vehicles	8	28	2	0	0	24	2	0	4	6	5	0	4	2	2	0
Heavy Vehicle %	2%	4%	2%	0%	2%	15%	3%	0%	2%	3%	4%	0%	6%	2%	6%	0%
Peak Hour Factor	0.94				0.94				0.94				0.94			
Adjustment																
Adjusted 2016 Volumes	500	665	88	0	18	164	64	0	201	184	134	0	69	141	35	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	518	689	91	0	19	170	66	0	208	191	139	0	71	146	36	0
Project Trips																
Trip Distribution IN					5%	15%				11%	14%			3%		
Trip Distribution OUT	20%	7%	2%						2%					10%	11%	
Residential Trips	101	35	10	0	7	20	0	0	10	15	19	0	0	55	56	0
Trip Distribution IN					5%	15%				11%	14%			3%		
Trip Distribution OUT	20%	7%	2%						2%					10%	11%	
Hotel Trips	5	2	0	0	4	11	0	0	0	8	10	0	0	4	3	0
Trip Distribution IN					10%	10%	10%			5%	15%		2%	1%		
Trip Distribution OUT	15%	14%	1%						1%	1%	7%			7%	15%	
Office Trips	9	9	1	0	58	58	58	0	1	30	87	0	12	10	9	0
Trip Distribution IN					5%	15%	5%			3%	3%		2%			
Trip Distribution OUT	5%	13%							5%	2%				5%	19%	
Retail Trips	5	12	0	0	8	24	8	0	5	7	5	0	3	5	17	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	120	58	11	0	77	113	66	0	16	60	121	0	15	74	85	0
2023 Buildout Total	638	747	102	0	96	283	132	0	224	251	260	0	86	220	121	0

PM PEAK HOUR

Description	Capitol Avenue Northbound				Capitol Avenue Southbound				Fulton Street Eastbound				Fulton Street Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	200	321	39	0	144	459	62	0	291	338	202	0	82	98	22	0
Pedestrians	5				10				11				11			
Conflicting Pedestrians	11		11		11		11		10		5		5		10	
Heavy Vehicles	3	15	2	0	1	27	2	0	3	2	9	0	2	2	0	0
Heavy Vehicle %	2%	5%	5%	0%	2%	6%	3%	0%	2%	2%	4%	0%	2%	2%	2%	0%
Peak Hour Factor	0.86				0.86				0.86				0.86			
Adjustment																
Adjusted 2016 Volumes	200	321	39	0	144	459	62	0	291	338	202	0	82	98	22	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	207	332	40	0	149	475	64	0	301	350	209	0	85	101	23	0
Project Trips																
Trip Distribution IN					5%	15%				11%	14%			3%		
Trip Distribution OUT	20%	7%	2%						2%					10%	11%	
Residential Trips	39	14	4	0	16	47	0	0	4	34	44	0	0	28	21	0
Trip Distribution IN					5%	15%				11%	14%			3%		
Trip Distribution OUT	20%	7%	2%						2%					10%	11%	
Hotel Trips	11	4	1	0	2	7	0	0	1	5	7	0	0	7	6	0
Trip Distribution IN					10%	10%	10%			5%	15%		2%	1%		
Trip Distribution OUT	15%	14%	1%						1%	1%				7%	15%	
Office Trips	77	72	5	0	9	9	9	0	5	10	14	0	2	37	77	0
Trip Distribution IN					5%	15%	5%			3%	3%		2%			
Trip Distribution OUT	5%	13%							5%	2%				5%	19%	
Retail Trips	14	36	0	0	16	47	16	0	14	15	9	0	6	14	53	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	141	126	10	0	43	110	25	0	24	64	74	0	8	86	157	0
2023 Buildout Total	348	458	50	0	192	585	89	0	325	414	283	0	93	187	180	0

INTERSECTION VOLUME DEVELOPMENT

Fraser Street at Fulton Street AM PEAK HOUR

Description	Fraser Street Northbound				Fraser Street Southbound				Fulton Street Eastbound				Fulton Street Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	44	0	86	0	0	0	2	0	3	264	31	0	31	231	0	0
Pedestrians	3				3				4				2			
Conflicting Pedestrians	1		2		2		1		3		3		3		3	
Heavy Vehicles	2	0	0	0	0	0	1	0	1	6	4	0	0	7	0	0
Heavy Vehicle %	5%	0%	2%	0%	0%	0%	50%	0%	33%	2%	13%	0%	2%	3%	0%	0%
Peak Hour Factor	0.88				0.88				0.88				0.88			
Adjustment																
Adjusted 2016 Volumes	44	0	86	0	0	0	2	0	3	264	31	0	31	231	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	46	0	89	0	0	0	2	0	3	273	32	0	32	239	0	0
Project Trips																
Trip Distribution IN											16%		2%	3%		
Trip Distribution OUT	21%		3%							2%						
Residential Trips	106	0	15	0	0	0	0	0	0	10	22	0	3	4	0	0
Trip Distribution IN											16%		2%	3%		
Trip Distribution OUT	21%		3%							2%						
Hotel Trips	5	0	1	0	0	0	0	0	0	0	11	0	1	2	0	0
Trip Distribution IN											15%		2%	3%		
Trip Distribution OUT	22%		3%							2%						
Office Trips	14	0	2	0	0	0	0	0	0	1	87	0	12	17	0	0
Trip Distribution IN											8%		3%	2%		
Trip Distribution OUT	24%		3%							2%						
Retail Trips	22	0	3	0	0	0	0	0	0	2	13	0	5	3	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	147	0	21	0	0	0	0	0	0	13	133	0	21	26	0	0
2023 Buildout Total	193	0	110	0	0	0	2	0	3	286	165	0	53	265	0	0

PM PEAK HOUR

Description	Fraser Street Northbound				Fraser Street Southbound				Fulton Street Eastbound				Fulton Street Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	21	0	45	0	0	1	1	0	1	493	31	0	20	178	0	0
Pedestrians	7				2				0				2			
Conflicting Pedestrians	0		2		2		0		2		7		7		2	
Heavy Vehicles	0	0	0	0	0	0	0	0	0	4	1	0	0	4	0	0
Heavy Vehicle %	2%	0%	2%	0%	0%	2%	2%	0%	2%	2%	3%	0%	2%	2%	0%	0%
Peak Hour Factor	0.85				0.85				0.85				0.85			
Adjustment																
Adjusted 2016 Volumes	21	0	45	0	0	1	1	0	1	493	31	0	20	178	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	22	0	47	0	0	1	1	0	1	511	32	0	21	184	0	0
Project Trips																
Trip Distribution IN											16%		2%	3%		
Trip Distribution OUT	21%		3%							2%						
Residential Trips	41	0	6	0	0	0	0	0	0	4	50	0	6	9	0	0
Trip Distribution IN											16%		2%	3%		
Trip Distribution OUT	21%		3%							2%						
Hotel Trips	12	0	2	0	0	0	0	0	0	1	8	0	1	1	0	0
Trip Distribution IN											15%		2%	3%		
Trip Distribution OUT	22%		3%							2%						
Office Trips	113	0	15	0	0	0	0	0	0	10	14	0	2	3	0	0
Trip Distribution IN											8%		3%	2%		
Trip Distribution OUT	24%		3%							2%						
Retail Trips	67	0	8	0	0	0	0	0	0	6	25	0	9	6	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	233	0	31	0	0	0	0	0	0	21	97	0	18	19	0	0
2023 Buildout Total	255	0	78	0	0	1	1	0	1	532	129	0	39	203	0	0

INTERSECTION VOLUME DEVELOPMENT

Central Avenue at Ralph David Abernathy Boulevard AM PEAK HOUR

Description	Central Avenue Northbound				Central Avenue Southbound				Ralph David Abernathy Boulevard Eastbound				Ralph David Abernathy Boulevard Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	136	967	146						47	263		0		183	50	
Pedestrians		11				0				1				4		
Conflicting Pedestrians	1		4		4		1		0	21	11		11	7	0	
Heavy Vehicles	2	5	3						4			0		6		0
Heavy Vehicle %	2%	2%	2%	0%	0%	0%	0%	0%	9%	8%	0%	0%	0%	4%	12%	0%
Peak Hour Factor		0.86				0.86				0.86				0.86		
Adjustment																
Adjusted 2016 Volumes	136	967	146	0	0	0	0	0	47	263	0	0	0	183	50	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	141	1,001	151	0	0	0	0	0	49	272	0	0	0	190	52	0
Project Trips																
Trip Distribution IN																
Trip Distribution OUT															2%	
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0
Trip Distribution IN																
Trip Distribution OUT															2%	
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN										3%						
Trip Distribution OUT														3%	2%	
Office Trips	0	0	0	0	0	0	0	0	0	17	0	0	0	2	1	0
Trip Distribution IN										5%						
Trip Distribution OUT														5%	2%	
Retail Trips	0	0	0	0	0	0	0	0	0	8	0	0	0	5	2	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	25	0	0	0	7	13	0
2023 Buildout Total	141	1,001	151	0	0	0	0	0	49	297	0	0	0	197	65	0

PM PEAK HOUR

Description	Central Avenue Northbound				Central Avenue Southbound				Ralph David Abernathy Boulevard Eastbound				Ralph David Abernathy Boulevard Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	128	110	130						26	556				642	26	0
Pedestrians		11				5				1				3		
Conflicting Pedestrians	1		3		3		1		5	21	11		11	12	5	
Heavy Vehicles	4	2	1						0			0		5		0
Heavy Vehicle %	3%	2%	2%	0%	0%	0%	0%	0%	2%	4%	0%	0%	0%	2%	19%	0%
Peak Hour Factor		0.91				0.91				0.91				0.91		
Adjustment																
Adjusted 2016 Volumes	128	110	130	0	0	0	0	0	26	556	0	0	0	642	26	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	133	114	135	0	0	0	0	0	27	576	0	0	0	665	27	0
Project Trips																
Trip Distribution IN																
Trip Distribution OUT															2%	
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
Trip Distribution IN																
Trip Distribution OUT															2%	
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Trip Distribution IN										3%						
Trip Distribution OUT														3%	2%	
Office Trips	0	0	0	0	0	0	0	0	0	3	0	0	0	15	10	0
Trip Distribution IN										5%						
Trip Distribution OUT														5%	2%	
Retail Trips	0	0	0	0	0	0	0	0	0	16	0	0	0	14	6	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	19	0	0	0	29	21	0
2023 Buildout Total	133	114	135	0	0	0	0	0	27	595	0	0	0	694	48	0

INTERSECTION VOLUME DEVELOPMENT

Pulliam Street at Ralph David Abernathy Boulevard AM PEAK HOUR

Description	Pulliam Street Northbound				Pulliam Street Southbound				Ralph David Abernathy Boulevard Eastbound				Ralph David Abernathy Boulevard Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes					46	12	16			314	104		175	253		0
Pedestrians		4					8			0				0		
Conflicting Pedestrians	0		0		0		0		8		4		4		8	
Heavy Vehicles					0	0	2			9	8	0	1	13		0
Heavy Vehicle %	0%	0%	0%	0%	2%	2%	13%	0%	0%	3%	8%	0%	2%	5%	0%	0%
Peak Hour Factor		0.97				0.97				0.97				0.97		
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	46	12	16	0	0	314	104	0	175	253	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	0	0	0	0	48	12	17	0	0	325	108	0	181	262	0	0
Project Trips																
Trip Distribution IN					5%											
Trip Distribution OUT													10%	2%		
Residential Trips	0	0	0	0	7	0	0	0	0	0	0	0	51	10	0	0
Trip Distribution IN					5%											
Trip Distribution OUT													10%	2%		
Hotel Trips	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0
Trip Distribution IN					5%					3%						
Trip Distribution OUT													10%	5%		
Office Trips	0	0	0	0	29	0	0	0	0	17	0	0	6	3	0	0
Trip Distribution IN					5%					5%						
Trip Distribution OUT													5%	7%		
Retail Trips	0	0	0	0	8	0	0	0	0	8	0	0	5	6	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	48	0	0	0	0	25	0	0	64	19	0	0
2023 Buildout Total	0	0	0	0	96	12	17	0	0	350	108	0	245	281	0	0

PM PEAK HOUR

Description	Pulliam Street Northbound				Pulliam Street Southbound				Ralph David Abernathy Boulevard Eastbound				Ralph David Abernathy Boulevard Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes					166	512	395			326	356	0	207	271		0
Pedestrians		4					10			0				0		
Conflicting Pedestrians	0		0		0		0		10		4		4		10	
Heavy Vehicles					1	4	7			14	8	0	6	10		0
Heavy Vehicle %	0%	0%	0%	0%	2%	2%	2%	0%	0%	4%	2%	0%	3%	4%	0%	0%
Peak Hour Factor		0.92				0.92				0.92				0.92		
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	166	512	395	0	0	326	356	0	207	271	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	0	0	0	0	172	530	409	0	0	338	369	0	214	281	0	0
Project Trips																
Trip Distribution IN					5%											
Trip Distribution OUT													10%	2%		
Residential Trips	0	0	0	0	16	0	0	0	0	0	0	0	19	4	0	0
Trip Distribution IN					5%											
Trip Distribution OUT													10%	2%		
Hotel Trips	0	0	0	0	2	0	0	0	0	0	0	0	6	1	0	0
Trip Distribution IN					5%					3%						
Trip Distribution OUT													10%	5%		
Office Trips	0	0	0	0	5	0	0	0	0	3	0	0	51	26	0	0
Trip Distribution IN					5%					5%						
Trip Distribution OUT													5%	7%		
Retail Trips	0	0	0	0	16	0	0	0	0	16	0	0	14	20	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	39	0	0	0	0	19	0	0	90	51	0	0
2023 Buildout Total	0	0	0	0	211	530	409	0	0	357	369	0	304	332	0	0

INTERSECTION VOLUME DEVELOPMENT

Pollard Boulevard at Ralph David Abernathy Boulevard/Georgia Avenue AM PEAK HOUR

Description	Pollard Boulevard Northbound				Pollard Boulevard Southbound				Ralph David Abernathy Boulevard Eastbound				Georgia Avenue Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	103	111	44	0	7	0	24	0	125	156	78	0	14	300	16	0
Pedestrians		6					1			0				0		
Conflicting Pedestrians	0		0		0		0		1		6		6		1	
Heavy Vehicles	4	1	0	0	0	0	2	0	3	2	4	0	0	8	0	0
Heavy Vehicle %	4%	2%	2%	0%	2%	0%	8%	0%	2%	2%	5%	0%	2%	3%	2%	0%
Peak Hour Factor		0.95				0.95				0.95				0.95		
Adjustment																
Adjusted 2016 Volumes	103	111	44	0	7	0	24	0	125	156	78	0	14	300	16	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	107	115	46	0	7	0	25	0	129	162	81	0	14	311	17	0
Project Trips																
Trip Distribution IN		2%	3%							3%	2%					
Trip Distribution OUT							4%							8%		
Residential Trips	0	3	4	0	0	0	20	0	4	3	0	0	0	40	0	0
Trip Distribution IN		2%	3%							3%	2%					
Trip Distribution OUT							4%							8%		
Hotel Trips	0	1	2	0	0	0	1	0	2	1	0	0	0	2	0	0
Trip Distribution IN		2%	3%							8%						1%
Trip Distribution OUT							3%							12%		
Office Trips	0	12	17	0	0	0	2	0	0	46	0	0	0	7	6	0
Trip Distribution IN		3%	2%							4%	6%					
Trip Distribution OUT							3%							9%		
Retail Trips	0	5	3	0	0	0	3	0	6	9	0	0	0	8	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	21	26	0	0	0	26	0	12	59	0	0	0	57	6	0
2023 Buildout Total	107	136	72	0	7	0	51	0	141	221	81	0	14	368	23	0

PM PEAK HOUR

Description	Pollard Boulevard Northbound				Pollard Boulevard Southbound				Ralph David Abernathy Boulevard Eastbound				Georgia Avenue Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	139	43	23	0	10	0	66	0	49	302	148	0	15	275	2	0
Pedestrians		5					1			1				1		
Conflicting Pedestrians	1		1		1		1		1		5		5		1	
Heavy Vehicles	10	1	2	0	1	0	3	0	1	6	8	0	0	3	0	0
Heavy Vehicle %	7%	2%	9%	0%	10%	0%	5%	0%	2%	2%	5%	0%	2%	2%	2%	0%
Peak Hour Factor		0.84				0.84				0.84				0.84		
Adjustment																
Adjusted 2016 Volumes	139	43	23	0	10	0	66	0	49	302	148	0	15	275	2	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	144	45	24	0	10	0	68	0	51	313	153	0	16	285	2	0
Project Trips																
Trip Distribution IN		2%	3%							3%	2%					
Trip Distribution OUT							4%							8%		
Residential Trips	0	6	9	0	0	0	8	0	9	6	0	0	0	15	0	0
Trip Distribution IN		2%	3%							3%	2%					
Trip Distribution OUT							4%							8%		
Hotel Trips	0	1	1	0	0	0	2	0	1	1	0	0	0	4	0	0
Trip Distribution IN		2%	3%							8%						1%
Trip Distribution OUT							3%							12%		
Office Trips	0	2	3	0	0	0	15	0	0	8	0	0	0	62	1	0
Trip Distribution IN		3%	2%							4%	6%					
Trip Distribution OUT							3%							9%		
Retail Trips	0	9	6	0	0	0	8	0	13	19	0	0	0	25	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	18	19	0	0	0	33	0	23	34	0	0	0	106	1	0
2023 Buildout Total	144	63	43	0	10	0	101	0	74	347	153	0	16	391	3	0

INTERSECTION VOLUME DEVELOPMENT

Hank Aaron Drive/Capitol Avenue at Georgia Avenue AM PEAK HOUR

Description	Hank Aaron Drive Northbound				Capitol Avenue Southbound				Georgia Avenue Eastbound				Georgia Avenue Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	100	1,138	61	0	16	134	49	0	112	70	16	0	17	143	86	0
Pedestrians		5				1				2				1		
Conflicting Pedestrians	2		1		1		2		1		5		5		1	
Heavy Vehicles	3	27	2	0	4	10	1	0	3	1	1	0	0	3	4	0
Heavy Vehicle %	3%	2%	3%	0%	25%	7%	2%	0%	3%	2%	6%	0%	2%	2%	5%	0%
Peak Hour Factor		0.94				0.94				0.94				0.94		
Adjustment																
Adjusted 2016 Volumes	100	1138	61	0	16	134	49	0	112	70	16	0	17	143	86	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	104	1,178	63	0	17	139	51	0	116	72	17	0	18	148	89	0
Project Trips																
Trip Distribution IN		3%	2%						1%	1%						
Trip Distribution OUT						5%	3%							4%		
Residential Trips	0	4	3	0	0	25	15	0	26	1	0	0	0	20	0	0
Trip Distribution IN		3%	2%						1%	1%						
Trip Distribution OUT						5%	3%							4%		
Hotel Trips	0	2	1	0	0	1	1	0	2	1	0	0	0	1	0	0
Trip Distribution IN	1%	4%							1%	4%				1%	2%	
Trip Distribution OUT						2%	3%	6%		5%	1%			2%	4%	
Office Trips	6	23	0	0	1	2	4	0	9	24	0	0	1	8	12	0
Trip Distribution IN		5%					3%		2%	2%					2%	
Trip Distribution OUT						4%	5%	4%		5%	2%			3%		
Retail Trips	0	8	0	0	4	5	9	0	8	5	0	0	0	3	3	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	6	37	4	0	5	33	29	0	45	31	0	0	1	32	15	0
2023 Buildout Total	110	1,215	67	0	22	172	80	0	161	103	17	0	19	180	104	0

PM PEAK HOUR

Description	Hank Aaron Drive Northbound				Capitol Avenue Southbound				Georgia Avenue Eastbound				Georgia Avenue Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	55	311	36	0	66	554	138	0	69	109	143	0	40	107	23	0
Pedestrians		7				2				5				3		
Conflicting Pedestrians	5		3		3		5		2		7		7		2	
Heavy Vehicles	2	11	1	0	3	15	1	0	1	4	3	0	1	0	3	0
Heavy Vehicle %	4%	4%	3%	0%	5%	3%	2%	0%	2%	4%	2%	0%	3%	2%	13%	0%
Peak Hour Factor		0.89				0.89				0.89				0.89		
Adjustment																
Adjusted 2016 Volumes	55	311	36	0	66	554	138	0	69	109	143	0	40	107	23	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	57	322	37	0	68	574	143	0	71	113	148	0	41	111	24	0
Project Trips																
Trip Distribution IN		3%	2%						1%	1%						
Trip Distribution OUT						5%	3%							4%		
Residential Trips	0	9	6	0	0	10	6	0	13	3	0	0	0	8	0	0
Trip Distribution IN		3%	2%						1%	1%						
Trip Distribution OUT						5%	3%							4%		
Hotel Trips	0	1	1	0	0	3	2	0	3	0	0	0	0	2	0	0
Trip Distribution IN	1%	4%							1%	4%				1%	2%	
Trip Distribution OUT						2%	3%	6%		5%	1%			2%	4%	
Office Trips	1	4	0	0	10	15	31	0	27	9	0	0	10	22	2	0
Trip Distribution IN		5%					3%		2%	2%					2%	
Trip Distribution OUT						4%	5%	4%		5%	2%			3%		
Retail Trips	0	16	0	0	11	14	20	0	20	12	0	0	0	8	6	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	1	30	7	0	21	42	59	0	63	24	0	0	10	40	8	0
2023 Buildout Total	58	352	44	0	89	616	202	0	134	137	148	0	51	151	32	0

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INTERSECTION VOLUME DEVELOPMENT

Fraser Street at Georgia Avenue AM PEAK HOUR

Description	Fraser Street Northbound				Fraser Street Southbound				Georgia Avenue Eastbound				Georgia Avenue Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	5	31	8		1		10	0	46	128		0		262	20	0
Pedestrians		0				0				0				0		
Conflicting Pedestrians	0		0		0		0		0		0		0		0	
Heavy Vehicles	0	1	0		0		0	0	0	5	0	0		8	0	0
Heavy Vehicle %	2%	3%	2%	0%	2%	0%	2%	0%	2%	4%	0%	0%	0%	3%	2%	0%
Peak Hour Factor	0.95				0.95				0.95				0.95			
Adjustment																
Adjusted 2016 Volumes	5	31	8	0	1	0	10	0	46	128	0	0	0	262	20	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	5	32	8	0	1	0	10	0	48	133	0	0	0	271	21	0
Project Trips																
Trip Distribution IN									3%							
Trip Distribution OUT							4%									
Residential Trips	0	0	0	0	0	0	20	0	4	0	0	0	0	0	0	0
Trip Distribution IN									3%							
Trip Distribution OUT							4%									
Hotel Trips	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0
Trip Distribution IN									4%					3%	2%	
Trip Distribution OUT					2%		6%			3%						
Office Trips	0	0	0	0	1	0	4	0	23	2	0	0	0	17	12	0
Trip Distribution IN									2%					2%	8%	
Trip Distribution OUT					5%		3%		1%	5%						
Retail Trips	0	0	0	0	5	0	3	0	4	5	0	0	0	3	13	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	6	0	28	0	33	7	0	0	0	20	25	0
2023 Buildout Total	5	32	8	0	7	0	38	0	81	140	0	0	0	291	46	0

PM PEAK HOUR

Description	Fraser Street Northbound				Fraser Street Southbound				Georgia Avenue Eastbound				Georgia Avenue Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	3	8	12		11		30	0	10	196		0		135	1	0
Pedestrians		0				0				0				0		
Conflicting Pedestrians	0		0		0		0		0		0		0		0	
Heavy Vehicles	0	0	0		0		0	0	0	8		0		4	0	0
Heavy Vehicle %	2%	2%	2%	0%	2%	0%	2%	0%	2%	4%	0%	0%	0%	3%	2%	0%
Peak Hour Factor	0.85				0.85				0.85				0.85			
Adjustment																
Adjusted 2016 Volumes	3	8	12	0	11	0	30	0	10	196	0	0	0	135	1	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	3	8	12	0	11	0	31	0	10	203	0	0	0	140	1	0
Project Trips																
Trip Distribution IN									3%							
Trip Distribution OUT							4%									
Residential Trips	0	0	0	0	0	0	8	0	9	0	0	0	0	0	0	0
Trip Distribution IN									3%							
Trip Distribution OUT							4%									
Hotel Trips	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0
Trip Distribution IN									4%					3%	2%	
Trip Distribution OUT					2%		6%			3%						
Office Trips	0	0	0	0	10	0	31	0	4	15	0	0	0	3	2	0
Trip Distribution IN									2%					2%	8%	
Trip Distribution OUT					5%		3%		1%	5%						
Retail Trips	0	0	0	0	14	0	8	0	9	14	0	0	0	6	25	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	24	0	49	0	23	29	0	0	0	9	27	0
2023 Buildout Total	3	8	12	0	35	0	80	0	33	232	0	0	0	149	28	0

INTERSECTION VOLUME DEVELOPMENT

Driveway 1 at Fulton Street AM PEAK HOUR

Description	Driveway 1 Northbound				Southbound				Fulton Street Eastbound				Fulton Street Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes										609				696		
Pedestrians																
Conflicting Pedestrians	0		0		0		0		0		0		0		0	
Heavy Vehicles																
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%	0%
Peak Hour Factor	0.92				0.92				0.92				0.92			
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	609	0	0	0	696	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	0	0	0	0	0	0	0	0	0	631	0	0	0	721	0	0
Project Trips																
Trip Distribution IN										25%	15%		3%			
Trip Distribution OUT	5%		2%											30%		
Residential Trips	25	0	10	0	0	0	0	0	0	34	20	0	4	152	0	0
Trip Distribution IN										25%	15%		3%			
Trip Distribution OUT	5%		2%											30%		
Hotel Trips	1	0	0	0	0	0	0	0	0	18	11	0	2	7	0	0
Trip Distribution IN										20%	12%		11%			
Trip Distribution OUT	5%		2%											22%		
Office Trips	3	0	1	0	0	0	0	0	0	116	69	0	64	14	0	0
Trip Distribution IN										6%	9%		5%			
Trip Distribution OUT	5%		7%											10%		
Retail Trips	5	0	6	0	0	0	0	0	0	9	14	0	8	9	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	34	0	17	0	0	0	0	0	0	177	114	0	78	182	0	0
2023 Buildout Total	34	0	17	0	0	0	0	0	0	808	114	0	78	903	0	0

PM PEAK HOUR

Description	Driveway 1 Northbound				Southbound				Fulton Street Eastbound				Fulton Street Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes										830				412		
Pedestrians																
Conflicting Pedestrians	0		0		0		0		0		0		0		0	
Heavy Vehicles																
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%	0%
Peak Hour Factor	0.00				0.00				0.00				0.00			
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	830	0	0	0	412	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	0	0	0	0	0	0	0	0	0	859	0	0	0	427	0	0
Project Trips																
Trip Distribution IN										25%	15%		3%			
Trip Distribution OUT	5%		2%											30%		
Residential Trips	10	0	4	0	0	0	0	0	0	78	47	0	9	58	0	0
Trip Distribution IN										25%	15%		3%			
Trip Distribution OUT	5%		2%											30%		
Hotel Trips	3	0	1	0	0	0	0	0	0	12	7	0	1	17	0	0
Trip Distribution IN										20%	12%		11%			
Trip Distribution OUT	5%		2%											22%		
Office Trips	26	0	10	0	0	0	0	0	0	19	11	0	10	113	0	0
Trip Distribution IN										6%	9%		5%			
Trip Distribution OUT	5%		7%											10%		
Retail Trips	14	0	20	0	0	0	0	0	0	19	28	0	16	28	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	53	0	35	0	0	0	0	0	0	128	93	0	36	216	0	0
2023 Buildout Total	53	0	35	0	0	0	0	0	0	987	93	0	36	643	0	0

INTERSECTION VOLUME DEVELOPMENT

Pollard Boulevard at Driveway 2 AM PEAK HOUR

Description	Pollard Boulevard Northbound				Pollard Boulevard Southbound				Eastbound				Driveway 2 Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		238				31										
Pedestrians																
Conflicting Pedestrians	0		0		0		0		0		0		0		0	
Heavy Vehicles																
Heavy Vehicle %	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92				0.92				0.92				0.92		
Adjustment																
Adjusted 2016 Volumes	0	238	0	0	0	31	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	0	246	0	0	0	32	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN			1%		4%	16%										
Trip Distribution OUT		12%											2%		11%	
Residential Trips	0	61	1	0	5	22	0	0	0	0	0	0	10	0	56	0
Trip Distribution IN			1%		4%	16%										
Trip Distribution OUT		12%											2%		11%	
Hotel Trips	0	3	1	0	3	11	0	0	0	0	0	0	0	0	3	0
Trip Distribution IN			1%		5%	5%										
Trip Distribution OUT		3%											1%		10%	
Office Trips	0	2	6	0	29	29	0	0	0	0	0	0	1	0	6	0
Trip Distribution IN			3%		15%	10%										
Trip Distribution OUT		7%											2%		9%	
Retail Trips	0	6	5	0	24	16	0	0	0	0	0	0	2	0	8	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	72	13	0	61	78	0	0	0	0	0	0	13	0	73	0
2023 Buildout Total	0	318	13	0	61	110	0	0	0	0	0	0	13	0	73	0

PM PEAK HOUR

Description	Pollard Boulevard Northbound				Pollard Boulevard Southbound				Eastbound				Driveway 2 Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		102				59										
Pedestrians																
Conflicting Pedestrians	0		0		0		0		0		0		0		0	
Heavy Vehicles																
Heavy Vehicle %	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92				0.92				0.92				0.92		
Adjustment																
Adjusted 2016 Volumes	0	102	0	0	0	59	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	0	106	0	0	0	61	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN			1%		4%	16%										
Trip Distribution OUT		12%											2%		11%	
Residential Trips	0	23	3	0	12	50	0	0	0	0	0	0	4	0	21	0
Trip Distribution IN			1%		4%	16%										
Trip Distribution OUT		12%											2%		11%	
Hotel Trips	0	7	0	0	2	8	0	0	0	0	0	0	1	0	6	0
Trip Distribution IN			1%		5%	5%										
Trip Distribution OUT		3%											1%		10%	
Office Trips	0	15	1	0	5	5	0	0	0	0	0	0	5	0	51	0
Trip Distribution IN			3%		15%	10%										
Trip Distribution OUT		7%											2%		9%	
Retail Trips	0	20	9	0	47	32	0	0	0	0	0	0	6	0	25	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	65	13	0	66	95	0	0	0	0	0	0	16	0	103	0
2023 Buildout Total	0	171	13	0	66	156	0	0	0	0	0	0	16	0	103	0

INTERSECTION VOLUME DEVELOPMENT

Capitol Avenue at Driveway 3/Driveway 4 AM PEAK HOUR

Description	Capitol Avenue <u>Northbound</u>				Capitol Avenue <u>Southbound</u>				Driveway 4 <u>Eastbound</u>				Driveway 3 <u>Westbound</u>			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		1,295				283										
Pedestrians																
Conflicting Pedestrians	0		0		0		0		0		0		0		0	
Heavy Vehicles																
Heavy Vehicle %	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92				0.92				0.92				0.92		
Adjustment																
Adjusted 2016 Volumes	0	1295	0	0	0	283	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	0	1,341	0	0	0	293	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN	1%		1%		19%	6%	4%			4%				1%		
Trip Distribution OUT		20%							2%	2%	2%		1%	1%	8%	
Residential Trips	1	101	1	0	26	8	5	0	10	15	10	0	5	6	40	0
Trip Distribution IN	1%		1%		19%	6%	4%			4%				1%		
Trip Distribution OUT		20%							2%	2%	2%		1%	1%	8%	
Hotel Trips	1	5	1	0	13	4	3	0	0	3	0	0	0	1	2	0
Trip Distribution IN	4%		1%		15%	7%	5%			3%				2%		
Trip Distribution OUT		12%							15%	3%	3%		3%		3%	
Office Trips	23	7	6	0	87	40	29	0	9	17	2	0	2	12	2	0
Trip Distribution IN	2%		2%		13%	4%	3%			10%				1%		
Trip Distribution OUT		11%							2%		4%		2%	2%	5%	
Retail Trips	3	10	3	0	20	6	5	0	2	16	4	0	2	4	5	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	28	123	11	0	146	58	42	0	21	51	16	0	9	23	49	0
2023 Buildout Total	28	1,464	11	0	146	351	42	0	21	51	16	0	9	23	49	0

PM PEAK HOUR

Description	Capitol Avenue <u>Northbound</u>				Capitol Avenue <u>Southbound</u>				Driveway 4 <u>Eastbound</u>				Driveway 3 <u>Westbound</u>			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		482				751										
Pedestrians																
Conflicting Pedestrians	0		0		0		0		0		0		0		0	
Heavy Vehicles																
Heavy Vehicle %	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92				0.92				0.92				0.92		
Adjustment																
Adjusted 2016 Volumes	0	482	0	0	0	751	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	0	499	0	0	0	778	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN	1%		1%		19%	6%	4%			4%				1%		
Trip Distribution OUT		20%							2%	2%	2%		1%	1%	8%	
Residential Trips	3	39	3	0	59	19	12	0	4	16	4	0	2	5	15	0
Trip Distribution IN	1%		1%		19%	6%	4%			4%				1%		
Trip Distribution OUT		20%							2%	2%	2%		1%	1%	8%	
Hotel Trips	0	11	0	0	9	3	2	0	1	3	1	0	1	1	4	0
Trip Distribution IN	4%		1%		15%	7%	5%			3%				2%		
Trip Distribution OUT		12%							15%	3%	3%		3%		3%	
Office Trips	4	62	1	0	14	7	5	0	77	3	15	0	15	2	15	0
Trip Distribution IN	2%		2%		13%	4%	3%			10%				1%		
Trip Distribution OUT		11%							2%		4%		2%	2%	5%	
Retail Trips	6	31	6	0	41	13	9	0	6	32	11	0	6	9	14	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	13	-26	13	0	20	-40	20	0	13	0	20	0	20	0	13	0
Total Project Trips	26	117	23	0	143	2	48	0	101	54	51	0	44	17	61	0
2023 Buildout Total	26	616	23	0	143	780	48	0	101	54	51	0	44	17	61	0

INTERSECTION VOLUME DEVELOPMENT

Fraser Street at Driveway 5 AM PEAK HOUR

Description	Fraser Street Northbound				Fraser Street Southbound				Driveway 5 Eastbound				Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		113				37										
Pedestrians																
Conflicting Pedestrians	0		0		0		0		0		0		0		0	
Heavy Vehicles																
Heavy Vehicle %	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92				0.92				0.92				0.92		
Adjustment																
Adjusted 2016 Volumes	0	113	0	0	0	37	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	0	117	0	0	0	38	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN	1%					13%	5%									
Trip Distribution OUT		11%							13%		2%					
Residential Trips	1	56	0	0	0	18	7	0	66	0	10	0	0	0	0	0
Trip Distribution IN	1%					13%	5%									
Trip Distribution OUT		11%							13%		2%					
Hotel Trips	1	3	0	0	0	9	4	0	3	0	0	0	0	0	0	0
Trip Distribution IN	3%					11%	6%									
Trip Distribution OUT		11%							14%		2%					
Office Trips	17	7	0	0	0	64	35	0	9	0	1	0	0	0	0	0
Trip Distribution IN	2%					10%	1%									
Trip Distribution OUT		14%							13%		3%					
Retail Trips	3	13	0	0	0	16	2	0	12	0	3	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	22	79	0	0	0	107	48	0	90	0	14	0	0	0	0	0
2023 Buildout Total	22	196	0	0	0	145	48	0	90	0	14	0	0	0	0	0

PM PEAK HOUR

Description	Fraser Street Northbound				Fraser Street Southbound				Driveway 5 Eastbound				Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		43				47										
Pedestrians																
Conflicting Pedestrians	0		0		0		0		0		0		0		0	
Heavy Vehicles																
Heavy Vehicle %	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92				0.92				0.92				0.92		
Adjustment																
Adjusted 2016 Volumes	0	43	0	0	0	47	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	0	45	0	0	0	49	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN	1%					13%	5%									
Trip Distribution OUT		11%							13%		2%					
Residential Trips	3	21	0	0	0	40	16	0	25	0	4	0	0	0	0	0
Trip Distribution IN	1%					13%	5%									
Trip Distribution OUT		11%							13%		2%					
Hotel Trips	0	6	0	0	0	6	2	0	7	0	1	0	0	0	0	0
Trip Distribution IN	3%					11%	6%									
Trip Distribution OUT		11%							14%		2%					
Office Trips	3	57	0	0	0	10	6	0	72	0	10	0	0	0	0	0
Trip Distribution IN	2%					10%	1%									
Trip Distribution OUT		14%							13%		3%					
Retail Trips	6	39	0	0	0	32	3	0	36	0	8	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	12	123	0	0	0	88	27	0	140	0	23	0	0	0	0	0
2023 Buildout Total	12	168	0	0	0	137	27	0	140	0	23	0	0	0	0	0

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INTERSECTION VOLUME DEVELOPMENT

Capitol Avenue at Driveway 6 AM PEAK HOUR

Description	Capitol Avenue Northbound				Capitol Avenue Southbound				Eastbound				Driveway 6 Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		1,295				283										
Pedestrians																
Conflicting Pedestrians	0		0		0		0		0		0		0		0	
Heavy Vehicles																
Heavy Vehicle %	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92				0.92				0.92				0.92			
Adjustment																
Adjusted 2016 Volumes	0	1295	0	0	0	283	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	0	1,341	0	0	0	293	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN		2%	1%			6%										
Trip Distribution OUT		14%				3%							2%		5%	
Residential Trips	0	74	1	0	0	23	0	0	0	0	0	0	10	0	25	0
Trip Distribution IN		2%	1%			6%										
Trip Distribution OUT		14%				3%							2%		5%	
Hotel Trips	0	4	1	0	0	5	0	0	0	0	0	0	0	0	1	0
Trip Distribution IN		5%	1%			7%										
Trip Distribution OUT		11%				6%							3%		1%	
Office Trips	0	36	6	0	0	44	0	0	0	0	0	0	2	0	1	0
Trip Distribution IN		4%	4%			4%										
Trip Distribution OUT		9%				6%							3%		2%	
Retail Trips	0	14	6	0	0	11	0	0	0	0	0	0	3	0	2	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	128	14	0	0	83	0	0	0	0	0	0	15	0	29	0
2023 Buildout Total	0	1,469	14	0	0	376	0	0	0	0	0	0	15	0	29	0

PM PEAK HOUR

Description	Capitol Avenue Northbound				Capitol Avenue Southbound				Eastbound				Driveway 6 Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		482				751										
Pedestrians																
Conflicting Pedestrians	0		0		0		0		0		0		0		0	
Heavy Vehicles																
Heavy Vehicle %	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92				0.92				0.92				0.92			
Adjustment																
Adjusted 2016 Volumes	0	482	0	0	0	751	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	0	499	0	0	0	778	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN		2%	1%			6%										
Trip Distribution OUT		14%				3%							2%		5%	
Residential Trips	0	33	3	0	0	25	0	0	0	0	0	0	4	0	10	0
Trip Distribution IN		2%	1%			6%										
Trip Distribution OUT		14%				3%							2%		5%	
Hotel Trips	0	9	0	0	0	5	0	0	0	0	0	0	1	0	3	0
Trip Distribution IN		5%	1%			7%										
Trip Distribution OUT		11%				6%							3%		1%	
Office Trips	0	62	1	0	0	38	0	0	0	0	0	0	15	0	5	0
Trip Distribution IN		4%	4%			4%										
Trip Distribution OUT		9%				6%							3%		2%	
Retail Trips	0	38	13	0	0	30	0	0	0	0	0	0	8	0	6	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	-15	15	0	0	0	0	0	0	0	0	0	0	0	15	0
Total Project Trips	0	127	32	0	0	98	0	0	0	0	0	0	28	0	39	0
2023 Buildout Total	0	626	32	0	0	876	0	0	0	0	0	0	28	0	39	0

INTERSECTION VOLUME DEVELOPMENT

Fraser Street at Driveway 7 AM PEAK HOUR

Description	Fraser Street Northbound				Fraser Street Southbound				Driveway 7 Eastbound				Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		113				37										
Pedestrians																
Conflicting Pedestrians	0		0		0		0		0		0		0		0	
Heavy Vehicles																
Heavy Vehicle %	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92				0.92				0.92				0.92		
Adjustment																
Adjusted 2016 Volumes	0	113	0	0	0	37	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	0	117	0	0	0	38	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN	1%	1%				6%	7%									
Trip Distribution OUT		3%							8%							
Residential Trips	1	16	0	0	0	18	10	0	40	0	0	0	0	0	0	0
Trip Distribution IN	1%	1%				6%	7%									
Trip Distribution OUT		3%							8%							
Hotel Trips	1	2	0	0	0	4	5	0	2	0	0	0	0	0	0	0
Trip Distribution IN	1%	3%				6%	5%									
Trip Distribution OUT		6%							5%		3%					
Office Trips	6	21	0	0	0	36	29	0	3	0	2	0	0	0	0	0
Trip Distribution IN	4%	2%				3%	7%									
Trip Distribution OUT		6%				3%			8%		2%					
Retail Trips	6	8	0	0	0	8	11	0	7	0	2	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	14	47	0	0	0	66	55	0	52	0	4	0	0	0	0	0
2023 Buildout Total	14	164	0	0	0	104	55	0	52	0	4	0	0	0	0	0

PM PEAK HOUR

Description	Fraser Street Northbound				Fraser Street Southbound				Driveway 7 Eastbound				Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		43				47										
Pedestrians																
Conflicting Pedestrians	0		0		0		0		0		0		0		0	
Heavy Vehicles																
Heavy Vehicle %	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92				0.92				0.92				0.92		
Adjustment																
Adjusted 2016 Volumes	0	43	0	0	0	47	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	0	45	0	0	0	49	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN	1%	1%				6%	7%									
Trip Distribution OUT		3%							8%							
Residential Trips	3	9	0	0	0	23	22	0	15	0	0	0	0	0	0	0
Trip Distribution IN	1%	1%				6%	7%									
Trip Distribution OUT		3%							8%							
Hotel Trips	0	2	0	0	0	4	3	0	4	0	0	0	0	0	0	0
Trip Distribution IN	1%	3%				6%	5%									
Trip Distribution OUT		6%							5%		3%					
Office Trips	1	34	0	0	0	16	5	0	26	0	15	0	0	0	0	0
Trip Distribution IN	4%	2%				3%	7%									
Trip Distribution OUT		6%				3%			8%		2%					
Retail Trips	13	23	0	0	0	17	22	0	22	0	6	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	17	68	0	0	0	60	52	0	67	0	21	0	0	0	0	0
2023 Buildout Total	17	113	0	0	0	109	52	0	67	0	21	0	0	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Pollard Boulevard at Driveway 8 AM PEAK HOUR

Description	Pollard Boulevard Northbound				Pollard Boulevard Southbound				Eastbound				Driveway 8 Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		238				31										
Pedestrians																
Conflicting Pedestrians	0		0		0		0		0		0		0		0	
Heavy Vehicles																
Heavy Vehicle %	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92				0.92				0.92				0.92		
Adjustment																
Adjusted 2016 Volumes	0	238	0	0	0	31	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	0	246	0	0	0	32	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN		1%	4%		16%								2%		12%	
Trip Distribution OUT						2%										
Residential Trips	0	1	5	0	22	10	0	0	0	0	0	0	10	0	61	0
Trip Distribution IN		1%	4%		16%								2%		12%	
Trip Distribution OUT						2%										
Hotel Trips	0	1	3	0	11	0	0	0	0	0	0	0	0	0	3	0
Trip Distribution IN		1%	2%		5%								2%		3%	
Trip Distribution OUT						1%										
Office Trips	0	6	12	0	29	1	0	0	0	0	0	0	1	0	2	0
Trip Distribution IN		3%	4%		10%								1%		7%	
Trip Distribution OUT						2%										
Retail Trips	0	5	6	0	16	2	0	0	0	0	0	0	1	0	6	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	13	26	0	78	13	0	0	0	0	0	0	12	0	72	0
2023 Buildout Total	0	259	26	0	78	45	0	0	0	0	0	0	12	0	72	0

PM PEAK HOUR

Description	Pollard Boulevard Northbound				Pollard Boulevard Southbound				Eastbound				Driveway 8 Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		102				59										
Pedestrians																
Conflicting Pedestrians	0		0		0		0		0		0		0		0	
Heavy Vehicles																
Heavy Vehicle %	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92				0.92				0.92				0.92		
Adjustment																
Adjusted 2016 Volumes	0	102	0	0	0	59	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	0	106	0	0	0	61	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN		1%	4%		16%								2%		12%	
Trip Distribution OUT						2%										
Residential Trips	0	3	12	0	50	4	0	0	0	0	0	0	4	0	23	0
Trip Distribution IN		1%	4%		16%								2%		12%	
Trip Distribution OUT						2%										
Hotel Trips	0	0	2	0	8	1	0	0	0	0	0	0	1	0	7	0
Trip Distribution IN		1%	2%		5%								2%		3%	
Trip Distribution OUT						1%										
Office Trips	0	1	2	0	5	5	0	0	0	0	0	0	10	0	15	0
Trip Distribution IN		3%	4%		10%								1%		7%	
Trip Distribution OUT						2%										
Retail Trips	0	9	13	0	32	6	0	0	0	0	0	0	3	0	20	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	13	29	0	95	16	0	0	0	0	0	0	18	0	65	0
2023 Buildout Total	0	119	29	0	95	77	0	0	0	0	0	0	18	0	65	0

INTERSECTION VOLUME DEVELOPMENT

Capitol Avenue at Driveway 9/Driveway 10 AM PEAK HOUR

Description	Capitol Avenue Northbound				Capitol Avenue Southbound				Driveway 10 Eastbound				Driveway 9 Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		1,295				283										
Pedestrians																
Conflicting Pedestrians	0		0		0		0		0		0		0		0	
Heavy Vehicles																
Heavy Vehicle %	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92				0.92				0.92				0.92		
Adjustment																
Adjusted 2016 Volumes	0	1295	0	0	0	283	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	0	1,341	0	0	0	293	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN		3%	1%				6%				5%				1%	
Trip Distribution OUT		5%				5%			5%	1%	1%		2%	2%	4%	
Residential Trips	0	29	1	0	0	25	8	0	25	12	5	0	10	11	20	0
Trip Distribution IN		3%	1%				6%				5%				1%	
Trip Distribution OUT		5%				5%			5%	1%	1%		2%	2%	4%	
Hotel Trips	0	3	1	0	0	1	4	0	1	4	0	0	0	1	1	0
Trip Distribution IN		6%	1%				7%				4%				2%	
Trip Distribution OUT		5%				9%			5%		1%		1%		1%	
Office Trips	0	38	6	0	0	6	40	0	3	23	1	0	1	12	1	0
Trip Distribution IN		8%	1%			3%	1%				5%				1%	
Trip Distribution OUT		5%				9%			2%	1%	3%		1%	2%	2%	
Retail Trips	0	18	2	0	0	13	2	0	2	9	3	0	1	4	2	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	88	10	0	0	45	54	0	31	48	9	0	12	28	24	0
2023 Buildout Total	0	1,429	10	0	0	338	54	0	31	48	9	0	12	28	24	0

PM PEAK HOUR

Description	Capitol Avenue Northbound				Capitol Avenue Southbound				Driveway 10 Eastbound				Driveway 9 Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		482				751										
Pedestrians																
Conflicting Pedestrians	0		0		0		0		0		0		0		0	
Heavy Vehicles																
Heavy Vehicle %	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92				0.92				0.92				0.92		
Adjustment																
Adjusted 2016 Volumes	0	482	0	0	0	751	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	0	499	0	0	0	778	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN		3%	1%				6%				5%				1%	
Trip Distribution OUT		5%				5%			5%	1%	1%		2%	2%	4%	
Residential Trips	0	19	3	0	0	10	19	0	10	18	2	0	4	7	8	0
Trip Distribution IN		3%	1%				6%				5%				1%	
Trip Distribution OUT		5%				5%			5%	1%	1%		2%	2%	4%	
Hotel Trips	0	4	0	0	0	3	3	0	3	3	1	0	1	1	2	0
Trip Distribution IN		6%	1%				7%				4%				2%	
Trip Distribution OUT		5%				9%			5%		1%		1%		1%	
Office Trips	0	32	1	0	0	46	7	0	26	4	5	0	5	2	5	0
Trip Distribution IN		8%	1%			3%	1%				5%				1%	
Trip Distribution OUT		5%				9%			2%	1%	3%		1%	2%	2%	
Retail Trips	0	39	3	0	0	34	3	0	6	19	8	0	3	9	6	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	-15	15	0	0	-35	35	0	0	0	35	0	0	0	15	0
Total Project Trips	0	79	22	0	0	58	67	0	45	44	51	0	13	19	36	0
2023 Buildout Total	0	578	22	0	0	836	67	0	45	44	51	0	13	19	36	0

INTERSECTION VOLUME DEVELOPMENT

Fraser Street at Driveway 11 AM PEAK HOUR

Description	Fraser Street Northbound				Fraser Street Southbound				Driveway 11 Eastbound				Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		113				37										
Pedestrians																
Conflicting Pedestrians	0		0		0		0		0		0		0		0	
Heavy Vehicles																
Heavy Vehicle %	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92				0.92				0.92				0.92		
Adjustment																
Adjusted 2016 Volumes	0	113	0	0	0	37	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	0	117	0	0	0	38	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN	1%	2%					6%									
Trip Distribution OUT						2%			3%		2%					
Residential Trips	1	3	0	0	0	10	8	0	15	0	10	0	0	0	0	0
Trip Distribution IN	1%	2%					6%									
Trip Distribution OUT						2%			3%		2%					
Hotel Trips	1	1	0	0	0	0	4	0	1	0	0	0	0	0	0	0
Trip Distribution IN	2%	4%					6%									
Trip Distribution OUT						5%			6%		3%					
Office Trips	12	23	0	0	0	3	35	0	4	0	2	0	0	0	0	0
Trip Distribution IN	4%	6%					3%									
Trip Distribution OUT		1%				5%			5%		3%					
Retail Trips	6	10	0	0	0	5	5	0	5	0	3	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	20	37	0	0	0	18	52	0	25	0	15	0	0	0	0	0
2023 Buildout Total	20	154	0	0	0	56	52	0	25	0	15	0	0	0	0	0

PM PEAK HOUR

Description	Fraser Street Northbound				Fraser Street Southbound				Driveway 11 Eastbound				Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		43				47										
Pedestrians																
Conflicting Pedestrians	0		0		0		0		0		0		0		0	
Heavy Vehicles																
Heavy Vehicle %	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92				0.92				0.92				0.92		
Adjustment																
Adjusted 2016 Volumes	0	43	0	0	0	47	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	0	45	0	0	0	49	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN	1%	2%					6%									
Trip Distribution OUT						2%			3%		2%					
Residential Trips	3	6	0	0	0	4	19	0	6	0	4	0	0	0	0	0
Trip Distribution IN	1%	2%					6%									
Trip Distribution OUT						2%			3%		2%					
Hotel Trips	0	1	0	0	0	1	3	0	2	0	1	0	0	0	0	0
Trip Distribution IN	2%	4%					6%									
Trip Distribution OUT						5%			6%		3%					
Office Trips	2	4	0	0	0	26	6	0	31	0	15	0	0	0	0	0
Trip Distribution IN	4%	6%					3%									
Trip Distribution OUT		1%				5%			5%		3%					
Retail Trips	13	22	0	0	0	14	9	0	14	0	8	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	18	33	0	0	0	45	37	0	53	0	28	0	0	0	0	0
2023 Buildout Total	18	78	0	0	0	94	37	0	53	0	28	0	0	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Driveway 12 at Georgia Avenue AM PEAK HOUR

Description	Northbound				Driveway 12 Southbound				Georgia Avenue Eastbound				Georgia Avenue Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes										199				311		
Pedestrians																
Conflicting Pedestrians	0		0		0		0		0		0		0		0	
Heavy Vehicles																
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%	0%
Peak Hour Factor	0.92				0.92				0.92				0.92			
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	199	0	0	0	311	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	0	0	0	0	0	0	0	0	0	206	0	0	0	322	0	0
Project Trips																
Trip Distribution IN									3%	2%				7%		
Trip Distribution OUT					5%		1%									
Residential Trips	0	0	0	0	25	0	5	0	4	3	0	0	0	35	0	0
Trip Distribution IN									3%	2%				7%		
Trip Distribution OUT					5%		1%									
Hotel Trips	0	0	0	0	1	0	0	0	2	1	0	0	0	2	0	0
Trip Distribution IN									6%	5%				1%	1%	
Trip Distribution OUT					6%		2%							10%		
Office Trips	0	0	0	0	4	0	1	0	35	29	0	0	0	12	6	0
Trip Distribution IN									4%	4%					3%	
Trip Distribution OUT					7%		2%							7%		
Retail Trips	0	0	0	0	6	0	2	0	6	6	0	0	0	6	5	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	36	0	8	0	47	39	0	0	0	55	11	0
2023 Buildout Total	0	0	0	0	36	0	8	0	47	245	0	0	0	377	11	0

PM PEAK HOUR

Description	Northbound				Driveway 12 Southbound				Georgia Avenue Eastbound				Georgia Avenue Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes										324				296		
Pedestrians																
Conflicting Pedestrians	0		0		0		0		0		0		0		0	
Heavy Vehicles																
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%	0%
Peak Hour Factor	0.92				0.92				0.92				0.92			
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	324	0	0	0	296	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036
New Road Adjustment																
Other Proposed Developments																
2023 Background Traffic	0	0	0	0	0	0	0	0	0	336	0	0	0	307	0	0
Project Trips																
Trip Distribution IN									3%	2%				7%		
Trip Distribution OUT					5%		1%									
Residential Trips	0	0	0	0	10	0	2	0	9	6	0	0	0	14	0	0
Trip Distribution IN									3%	2%				7%		
Trip Distribution OUT					5%		1%									
Hotel Trips	0	0	0	0	3	0	1	0	1	1	0	0	0	4	0	0
Trip Distribution IN									6%	5%				1%	1%	
Trip Distribution OUT					6%		2%							10%		
Office Trips	0	0	0	0	31	0	10	0	6	5	0	0	0	52	1	0
Trip Distribution IN									4%	4%					3%	
Trip Distribution OUT					7%		2%							7%		
Retail Trips	0	0	0	0	20	0	6	0	13	13	0	0	0	20	9	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	11	0	12	0	11	-11	0	0	0	-12	12	0
Total Project Trips	0	0	0	0	75	0	31	0	40	14	0	0	0	78	22	0
2023 Buildout Total	0	0	0	0	75	0	31	0	40	350	0	0	0	385	22	0

INTERSECTION VOLUME DEVELOPMENT

Capitol Avenue at I-20 WB Exit Ramp AM PEAK HOUR

Description	Capitol Avenue Northbound				Capitol Avenue Southbound				Eastbound				I-20 WB Exit Ramp Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		846		0		219		0					133		936	
Pedestrians		0				0							8			
Conflicting Pedestrians	0	42	8	0	8	30	0	0	0		0		0		2	
Heavy Vehicles																
Heavy Vehicle %	0%	5%	0%	0%	0%	14%	0%	0%	0%	0%	0%	0%	2%	0%	2%	0%
Peak Hour Factor		0.96				0.96				0.96				0.96		
Adjustment																
Adjusted 2016 Volumes	0	846	0	0	0	219	0	0	0	0	0	0	133	0	936	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	0	912	0	0	0	236	0	0	0	0	0	0	143	0	1,009	0
Project Trips																
Trip Distribution IN						35%							5%			
Trip Distribution OUT		38%														
Residential Trips	0	250	0	0	0	64	0	0	0	0	0	0	9	0	0	0
Trip Distribution IN						35%							5%			
Trip Distribution OUT		38%														
Hotel Trips	0	21	0	0	0	51	0	0	0	0	0	0	7	0	0	0
Trip Distribution IN						35%							5%			
Trip Distribution OUT		38%														
Office Trips	0	41	0	0	0	354	0	0	0	0	0	0	51	0	0	0
Trip Distribution IN						45%							5%			
Trip Distribution OUT		48%														
Retail Trips	0	73	0	0	0	119	0	0	0	0	0	0	13	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	385	0	0	0	588	0	0	0	0	0	0	80	0	0	0
2031 Buildout Total	0	1,297	0	0	0	824	0	0	0	0	0	0	223	0	1,009	0

PM PEAK HOUR

Description	Capitol Avenue Northbound				Capitol Avenue Southbound				Eastbound				I-20 WB Exit Ramp Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		484		0		1,162		0					143		305	
Pedestrians		0				0							24			
Conflicting Pedestrians	0		24		24		0		0		0		0		0	
Heavy Vehicles		31				29							6		4	
Heavy Vehicle %	0%	6%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	4%	0%	2%	0%
Peak Hour Factor		0.87				0.87				0.87				0.87		
Adjustment																
Adjusted 2016 Volumes	0	484	0	0	0	1162	0	0	0	0	0	0	143	0	305	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	0	522	0	0	0	1,252	0	0	0	0	0	0	154	0	329	0
Project Trips																
Trip Distribution IN						35%							5%			
Trip Distribution OUT		38%														
Residential Trips	0	90	0	0	0	120	0	0	0	0	0	0	17	0	0	0
Trip Distribution IN						35%							5%			
Trip Distribution OUT		38%														
Hotel Trips	0	45	0	0	0	38	0	0	0	0	0	0	5	0	0	0
Trip Distribution IN						35%							5%			
Trip Distribution OUT		38%														
Office Trips	0	378	0	0	0	67	0	0	0	0	0	0	10	0	0	0
Trip Distribution IN						45%							5%			
Trip Distribution OUT		48%														
Retail Trips	0	224	0	0	0	238	0	0	0	0	0	0	26	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	737	0	0	0	463	0	0	0	0	0	0	58	0	0	0
2031 Buildout Total	0	1,259	0	0	0	1,715	0	0	0	0	0	0	212	0	329	0

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INTERSECTION VOLUME DEVELOPMENT

Capitol Avenue at Pollard Boulevard/I-20 EB Entrance Ramp **AM PEAK HOUR**

Description	Capitol Avenue Northbound				Capitol Avenue Southbound				Pollard Boulevard Eastbound				I-20 EB Entrance Ramp Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	3	681	126	0	106	265	34	0	151	58	14	0				
Pedestrians		4				0				8				12		
Conflicting Pedestrians	8		12		12		8		0		1		1		0	
Heavy Vehicles	0	32	5	0	3	32	2	0	17	1	0	0				
Heavy Vehicle %	2%	5%	4%	0%	3%	12%	6%	0%	11%	2%	2%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92				0.92				0.92				0.92		
Adjustment																
Adjusted 2016 Volumes	3	681	126	0	106	265	34	0	151	58	14	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	3	734	136	0	114	286	37	0	163	63	15	0	0	0	0	0
Project Trips																
Trip Distribution IN						20%	20%									
Trip Distribution OUT		18%	2%						20%	3%						
Residential Trips	0	118	13	0	0	37	37	0	132	20	0	0	0	0	0	0
Trip Distribution IN						20%	20%									
Trip Distribution OUT		18%	2%						20%	3%						
Hotel Trips	0	10	1	0	0	29	29	0	11	2	0	0	0	0	0	0
Trip Distribution IN						30%	10%									
Trip Distribution OUT		27%	3%						11%	2%						
Office Trips	0	29	3	0	0	304	101	0	12	2	0	0	0	0	0	0
Trip Distribution IN						25%	25%									
Trip Distribution OUT		35%	2%						13%	3%						
Retail Trips	0	53	3	0	0	66	66	0	20	5	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	210	20	0	0	436	233	0	175	29	0	0	0	0	0	0
2031 Buildout Total	3	944	156	0	114	722	270	0	338	92	15	0	0	0	0	0

PM PEAK HOUR

Description	Capitol Avenue Northbound				Capitol Avenue Southbound				Pollard Boulevard Eastbound				I-20 EB Entrance Ramp Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	4	426	206	0	651	612	45	0	57	44	6	0				
Pedestrians			0				0			20				25		
Conflicting Pedestrians	20		25		25		20		0		0		0		0	
Heavy Vehicles	0	16	1	0	2	33	2	0	15	0	0	0				
Heavy Vehicle %	2%	4%	2%	0%	2%	5%	4%	0%	26%	2%	2%	0%	0%	0%	0%	0%
Peak Hour Factor		0.88				0.88				0.88				0.88		
Adjustment																
Adjusted 2016 Volumes	4	426	206	0	651	612	45	0	57	44	6	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	4	459	222	0	702	660	48	0	61	47	6	0	0	0	0	0
Project Trips																
Trip Distribution IN						20%	20%									
Trip Distribution OUT		18%	2%						20%	3%						
Residential Trips	0	43	5	0	0	68	68	0	47	7	0	0	0	0	0	0
Trip Distribution IN						20%	20%									
Trip Distribution OUT		18%	2%						20%	3%						
Hotel Trips	0	21	2	0	0	22	22	0	24	4	0	0	0	0	0	0
Trip Distribution IN						30%	10%									
Trip Distribution OUT		27%	3%						11%	2%						
Office Trips	0	269	30	0	0	57	19	0	110	20	0	0	0	0	0	0
Trip Distribution IN						25%	25%									
Trip Distribution OUT		35%	2%						13%	3%						
Retail Trips	0	163	9	0	0	132	132	0	61	14	0	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	496	46	0	0	279	241	0	242	45	0	0	0	0	0	0
2031 Buildout Total	4	955	268	0	702	939	289	0	303	92	6	0	0	0	0	0

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INTERSECTION VOLUME DEVELOPMENT

I-85 SB Off Ramp at Fulton Street AM PEAK HOUR

Description	Northbound				I-85 SB Off Ramp Southbound				Fulton Street Eastbound				Fulton Street Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes					213		149			581		0		287		0
Pedestrians						3				0						
Conflicting Pedestrians	0		0		0		0		3	24	0		0	12	3	0
Heavy Vehicles					8		4									
Heavy Vehicle %	0%	0%	0%	0%	4%	0%	3%	0%	0%	4%	0%	0%	0%	4%	0%	0%
Peak Hour Factor	0.91				0.91				0.91				0.91			
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	213	0	149	0	0	581	0	0	0	287	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	0	0	0	0	230	0	161	0	0	626	0	0	0	309	0	0
Project Trips																
Trip Distribution IN					30%					5%				5%		
Trip Distribution OUT																
Residential Trips	0	0	0	0	55	0	0	0	0	9	0	0	0	33	0	0
Trip Distribution IN					30%					5%				5%		
Trip Distribution OUT																
Hotel Trips	0	0	0	0	44	0	0	0	0	7	0	0	0	3	0	0
Trip Distribution IN					22%					5%				5%		
Trip Distribution OUT																
Office Trips	0	0	0	0	223	0	0	0	0	51	0	0	0	5	0	0
Trip Distribution IN					10%					5%				5%		
Trip Distribution OUT																
Retail Trips	0	0	0	0	27	0	0	0	0	13	0	0	0	8	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	349	0	0	0	0	80	0	0	0	49	0	0
2031 Buildout Total	0	0	0	0	579	0	161	0	0	706	0	0	0	358	0	0

PM PEAK HOUR

Description	Northbound				I-85 SB Off Ramp Southbound				Fulton Street Eastbound				Fulton Street Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes					184		278			583		0		360		0
Pedestrians						1				0						
Conflicting Pedestrians	0		0		0		0		1	13	0		0	7	1	0
Heavy Vehicles					5		15									
Heavy Vehicle %	0%	0%	0%	0%	3%	0%	5%	0%	0%	2%	0%	0%	0%	2%	0%	0%
Peak Hour Factor	0.85				0.85				0.85				0.85			
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	184	0	278	0	0	583	0	0	0	360	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	0	0	0	0	198	0	300	0	0	628	0	0	0	388	0	0
Project Trips																
Trip Distribution IN					30%					5%				5%		
Trip Distribution OUT																
Residential Trips	0	0	0	0	103	0	0	0	0	17	0	0	0	12	0	0
Trip Distribution IN					30%					5%				5%		
Trip Distribution OUT																
Hotel Trips	0	0	0	0	33	0	0	0	0	5	0	0	0	6	0	0
Trip Distribution IN					22%					5%				5%		
Trip Distribution OUT																
Office Trips	0	0	0	0	42	0	0	0	0	10	0	0	0	50	0	0
Trip Distribution IN					10%					5%				5%		
Trip Distribution OUT																
Retail Trips	0	0	0	0	53	0	0	0	0	26	0	0	0	23	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	231	0	0	0	0	58	0	0	0	91	0	0
2031 Buildout Total	0	0	0	0	429	0	300	0	0	686	0	0	0	479	0	0

INTERSECTION VOLUME DEVELOPMENT

I-85 NB Off Ramp/I-85 NB On Ramp at Fulton Street AM PEAK HOUR

Description	I-85 NB Off Ramp <u>Northbound</u>				I-85 NB On Ramp <u>Southbound</u>				Fulton Street <u>Eastbound</u>				Fulton Street <u>Westbound</u>			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	42	38	201						294	498		0		222	465	0
Pedestrians		0				2				0				0		
Conflicting Pedestrians	0		0		0		0		2		0		0		2	
Heavy Vehicles	2	0	3						19	15		0		8	4	0
Heavy Vehicle %	5%	2%	2%	0%	0%	0%	0%	0%	6%	3%	0%	0%	0%	4%	2%	0%
Peak Hour Factor		0.96				0.96				0.96				0.96		
Adjustment																
Adjusted 2016 Volumes	42	38	201	0	0	0	0	0	294	498	0	0	0	222	465	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	45	41	217	0	0	0	0	0	317	537	0	0	0	239	501	0
Project Trips																
Trip Distribution IN			5%							35%				5%	30%	
Trip Distribution OUT																
Residential Trips	0	0	9	0	0	0	0	0	0	64	0	0	0	33	197	0
Trip Distribution IN			5%							35%				5%	30%	
Trip Distribution OUT																
Hotel Trips	0	0	7	0	0	0	0	0	0	51	0	0	0	3	17	0
Trip Distribution IN			5%							27%				5%	22%	
Trip Distribution OUT																
Office Trips	0	0	51	0	0	0	0	0	0	273	0	0	0	5	24	0
Trip Distribution IN										15%				5%	10%	
Trip Distribution OUT																
Retail Trips	0	0	0	0	0	0	0	0	0	40	0	0	0	8	15	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	67	0	0	0	0	0	0	428	0	0	0	49	253	0
2031 Buildout Total	45	41	284	0	0	0	0	0	317	965	0	0	0	288	754	0

PM PEAK HOUR

Description	I-85 NB Off Ramp <u>Northbound</u>				I-85 NB On Ramp <u>Southbound</u>				Fulton Street <u>Eastbound</u>				Fulton Street <u>Westbound</u>			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	96	19	214						155	615		0		263	201	0
Pedestrians		0				1				0				0		
Conflicting Pedestrians	0		0		0		0		1		0		0		1	
Heavy Vehicles	1	0	0						5	13		0		6	1	0
Heavy Vehicle %	2%	2%	2%	0%	0%	0%	0%	0%	3%	2%	0%	0%	0%	2%	2%	0%
Peak Hour Factor		0.89				0.89				0.89				0.89		
Adjustment																
Adjusted 2016 Volumes	96	19	214	0	0	0	0	0	155	615	0	0	0	263	201	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	103	20	231	0	0	0	0	0	167	663	0	0	0	283	217	0
Project Trips																
Trip Distribution IN			5%							35%				5%	30%	
Trip Distribution OUT																
Residential Trips	0	0	17	0	0	0	0	0	0	120	0	0	0	12	71	0
Trip Distribution IN			5%							35%				5%	30%	
Trip Distribution OUT																
Hotel Trips	0	0	5	0	0	0	0	0	0	38	0	0	0	6	35	0
Trip Distribution IN			5%							27%				5%	22%	
Trip Distribution OUT																
Office Trips	0	0	10	0	0	0	0	0	0	51	0	0	0	50	219	0
Trip Distribution IN										15%				5%	10%	
Trip Distribution OUT																
Retail Trips	0	0	0	0	0	0	0	0	0	79	0	0	0	23	47	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	32	0	0	0	0	0	0	288	0	0	0	91	372	0
2031 Buildout Total	103	20	263	0	0	0	0	0	167	951	0	0	0	374	589	0

INTERSECTION VOLUME DEVELOPMENT

Capitol Avenue at Fulton Street AM PEAK HOUR

Description	Capitol Avenue Northbound				Capitol Avenue Southbound				Fulton Street Eastbound				Fulton Street Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	500	665	88	0	18	164	64		201	184	134	0	69	141	35	0
Pedestrians	5				7				6				10			
Conflicting Pedestrians	6		10		10		6		7		5		5		7	
Heavy Vehicles	8	28	2	0	0	24	2	0	4	6	5	0	4	2	2	0
Heavy Vehicle %	2%	4%	2%	0%	2%	15%	3%	0%	2%	3%	4%	0%	6%	2%	6%	0%
Peak Hour Factor	0.94				0.94				0.94				0.94			
Adjustment																
Adjusted 2016 Volumes	500	665	88	0	18	164	64	0	201	184	134	0	69	141	35	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	539	717	95	0	19	177	69	0	217	198	144	0	74	152	38	0
Project Trips																
Trip Distribution IN					5%	15%				11%	14%			3%		
Trip Distribution OUT	20%	7%	2%						2%					10%	11%	
Residential Trips	132	46	13	0	9	27	0	0	13	20	26	0	0	71	72	0
Trip Distribution IN					5%	15%				11%	14%			3%		
Trip Distribution OUT	20%	7%	2%						2%					10%	11%	
Hotel Trips	11	4	1	0	7	22	0	0	1	16	20	0	0	10	6	0
Trip Distribution IN					10%	10%	10%			5%	15%		2%	1%		
Trip Distribution OUT	15%	14%	1%						1%	1%				7%	15%	
Office Trips	16	15	1	0	101	101	101	0	1	52	152	0	20	18	16	0
Trip Distribution IN					5%	15%	5%			3%	3%		2%			
Trip Distribution OUT	5%	13%							5%	2%				5%	19%	
Retail Trips	8	20	0	0	13	40	13	0	8	11	8	0	5	8	29	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	167	85	15	0	130	190	114	0	23	99	206	0	25	107	123	0
2031 Buildout Total	706	802	110	0	149	367	183	0	240	297	350	0	99	259	161	0

PM PEAK HOUR

Description	Capitol Avenue Northbound				Capitol Avenue Southbound				Fulton Street Eastbound				Fulton Street Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	200	321	39	0	144	459	62	0	291	338	202	0	82	98	22	0
Pedestrians	5				10				11				11			
Conflicting Pedestrians	11		11		11		11		10		5		5		10	
Heavy Vehicles	3	15	2	0	1	27	2	0	3	2	9	0	2	2	0	0
Heavy Vehicle %	2%	5%	5%	0%	2%	6%	3%	0%	2%	2%	4%	0%	2%	2%	2%	0%
Peak Hour Factor	0.86				0.86				0.86				0.86			
Adjustment																
Adjusted 2016 Volumes	200	321	39	0	144	459	62	0	291	338	202	0	82	98	22	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	216	346	42	0	155	495	67	0	314	364	218	0	88	106	24	0
Project Trips																
Trip Distribution IN					5%	15%				11%	14%			3%		
Trip Distribution OUT	20%	7%	2%						2%					10%	11%	
Residential Trips	47	17	5	0	17	51	0	0	5	38	48	0	0	34	26	0
Trip Distribution IN					5%	15%				11%	14%			3%		
Trip Distribution OUT	20%	7%	2%						2%					10%	11%	
Hotel Trips	24	8	2	0	5	16	0	0	2	12	15	0	0	15	13	0
Trip Distribution IN					10%	10%	10%			5%	15%		2%	1%		
Trip Distribution OUT	15%	14%	1%						1%	1%				7%	15%	
Office Trips	149	139	10	0	19	19	19	0	10	20	29	0	4	72	149	0
Trip Distribution IN					5%	15%	5%			3%	3%		2%			
Trip Distribution OUT	5%	13%							5%	2%				5%	19%	
Retail Trips	23	61	0	0	26	79	26	0	23	25	16	0	11	23	89	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	243	225	17	0	67	165	45	0	40	95	108	0	15	144	277	0
2031 Buildout Total	459	571	59	0	222	660	112	0	354	459	326	0	103	250	301	0

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INTERSECTION VOLUME DEVELOPMENT

Fraser Street at Fulton Street AM PEAK HOUR

Description	Fraser Street Northbound				Fraser Street Southbound				Fulton Street Eastbound				Fulton Street Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	44	0	86	0	0	0	2	0	3	264	31	0	31	231	0	0
Pedestrians	3				3				4				2			
Conflicting Pedestrians	1		2		2		1		3		3		3		3	
Heavy Vehicles	2	0	0	0	0	0	1	0	1	6	4	0	0	7	0	0
Heavy Vehicle %	5%	0%	2%	0%	0%	0%	50%	0%	33%	2%	13%	0%	2%	3%	0%	0%
Peak Hour Factor	0.88				0.88				0.88				0.88			
Adjustment																
Adjusted 2016 Volumes	44	0	86	0	0	0	2	0	3	264	31	0	31	231	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	47	0	93	0	0	0	2	0	3	285	33	0	33	249	0	0
Project Trips																
Trip Distribution IN											16%		2%	3%		
Trip Distribution OUT	21%		3%							2%						
Residential Trips	138	0	20	0	0	0	0	0	0	13	29	0	4	5	0	0
Trip Distribution IN											16%		2%	3%		
Trip Distribution OUT	21%		3%							2%						
Hotel Trips	12	0	2	0	0	0	0	0	0	1	23	0	3	4	0	0
Trip Distribution IN											15%		2%	3%		
Trip Distribution OUT	22%		3%							2%						
Office Trips	24	0	3	0	0	0	0	0	0	2	152	0	20	30	0	0
Trip Distribution IN											8%		3%	2%		
Trip Distribution OUT	24%		3%							2%						
Retail Trips	36	0	5	0	0	0	0	0	0	3	21	0	8	5	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	210	0	30	0	0	0	0	0	0	19	225	0	35	44	0	0
2031 Buildout Total	257	0	123	0	0	0	2	0	3	304	258	0	68	293	0	0

PM PEAK HOUR

Description	Fraser Street Northbound				Fraser Street Southbound				Fulton Street Eastbound				Fulton Street Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	21	0	45	0	0	1	1	0	1	493	31	0	20	178	0	0
Pedestrians	7				2				0				2			
Conflicting Pedestrians	0		2		2		0		2		7		7		2	
Heavy Vehicles	0	0	0	0	0	0	0	0	0	4	1	0	0	4	0	0
Heavy Vehicle %	2%	0%	2%	0%	0%	2%	2%	0%	2%	2%	3%	0%	2%	2%	0%	0%
Peak Hour Factor	0.85				0.85				0.85				0.85			
Adjustment																
Adjusted 2016 Volumes	21	0	45	0	0	1	1	0	1	493	31	0	20	178	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	23	0	48	0	0	1	1	0	1	531	33	0	22	192	0	0
Project Trips																
Trip Distribution IN											16%		2%	3%		
Trip Distribution OUT	21%		3%							2%						
Residential Trips	50	0	7	0	0	0	0	0	0	5	55	0	7	10	0	0
Trip Distribution IN											16%		2%	3%		
Trip Distribution OUT	21%		3%							2%						
Hotel Trips	25	0	4	0	0	0	0	0	0	2	17	0	2	3	0	0
Trip Distribution IN											15%		2%	3%		
Trip Distribution OUT	22%		3%							2%						
Office Trips	219	0	30	0	0	0	0	0	0	20	29	0	4	6	0	0
Trip Distribution IN											8%		3%	2%		
Trip Distribution OUT	24%		3%							2%						
Retail Trips	112	0	14	0	0	0	0	0	0	9	42	0	16	11	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	406	0	55	0	0	0	0	0	0	36	143	0	29	30	0	0
2031 Buildout Total	429	0	103	0	0	1	1	0	1	567	176	0	51	222	0	0

INTERSECTION VOLUME DEVELOPMENT

Central Avenue at Ralph David Abernathy Boulevard AM PEAK HOUR

Description	Central Avenue <u>Northbound</u>				Central Avenue <u>Southbound</u>				Ralph David Abernathy Boulevard <u>Eastbound</u>				Ralph David Abernathy Boulevard <u>Westbound</u>			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	136	967	146						47	263		0		183	50	
Pedestrians		11					0			1				4		
Conflicting Pedestrians	1		4		4		1		0		11		11		0	
Heavy Vehicles	2	5	3						4	21		0		7	6	0
Heavy Vehicle %	2%	2%	2%	0%	0%	0%	0%	0%	9%	8%	0%	0%	0%	4%	12%	0%
Peak Hour Factor		0.86				0.86				0.86				0.86		
Adjustment																
Adjusted 2016 Volumes	136	967	146	0	0	0	0	0	47	263	0	0	0	183	50	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	147	1,042	157	0	0	0	0	0	51	283	0	0	0	197	54	0
Project Trips																
Trip Distribution IN																
Trip Distribution OUT															2%	
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0
Trip Distribution IN																
Trip Distribution OUT															2%	
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Trip Distribution IN										3%						
Trip Distribution OUT														3%	2%	
Office Trips	0	0	0	0	0	0	0	0	0	30	0	0	0	3	2	0
Trip Distribution IN										5%						
Trip Distribution OUT														5%	2%	
Retail Trips	0	0	0	0	0	0	0	0	0	13	0	0	0	8	3	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	43	0	0	0	11	19	0
2031 Buildout Total	147	1,042	157	0	0	0	0	0	51	326	0	0	0	208	73	0

PM PEAK HOUR

Description	Central Avenue <u>Northbound</u>				Central Avenue <u>Southbound</u>				Ralph David Abernathy Boulevard <u>Eastbound</u>				Ralph David Abernathy Boulevard <u>Westbound</u>			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	128	110	130						26	556				642	26	0
Pedestrians		11					5			1				3		
Conflicting Pedestrians	1		3		3		1		5		11		11		5	
Heavy Vehicles	4	2	1						0	21		0		12	5	0
Heavy Vehicle %	3%	2%	2%	0%	0%	0%	0%	0%	2%	4%	0%	0%	0%	2%	19%	0%
Peak Hour Factor		0.91				0.91				0.91				0.91		
Adjustment																
Adjusted 2016 Volumes	128	110	130	0	0	0	0	0	26	556	0	0	0	642	26	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	138	119	140	0	0	0	0	0	28	599	0	0	0	692	28	0
Project Trips																
Trip Distribution IN																
Trip Distribution OUT															2%	
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
Trip Distribution IN																
Trip Distribution OUT															2%	
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Trip Distribution IN										3%						
Trip Distribution OUT														3%	2%	
Office Trips	0	0	0	0	0	0	0	0	0	6	0	0	0	30	20	0
Trip Distribution IN										5%						
Trip Distribution OUT														5%	2%	
Retail Trips	0	0	0	0	0	0	0	0	0	26	0	0	0	23	9	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	32	0	0	0	53	36	0
2031 Buildout Total	138	119	140	0	0	0	0	0	28	631	0	0	0	745	64	0

INTERSECTION VOLUME DEVELOPMENT

Pulliam Street at Ralph David Abernathy Boulevard AM PEAK HOUR

Description	Pulliam Street Northbound				Pulliam Street Southbound				Ralph David Abernathy Boulevard Eastbound				Ralph David Abernathy Boulevard Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes					46	12	16			314	104		175	253		0
Pedestrians		4					8			0				0		
Conflicting Pedestrians	0		0		0		0		8		4		4		8	
Heavy Vehicles					0	0	2			9	8	0	1	13		0
Heavy Vehicle %	0%	0%	0%	0%	2%	2%	13%	0%	0%	3%	8%	0%	2%	5%	0%	0%
Peak Hour Factor		0.97				0.97				0.97				0.97		
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	46	12	16	0	0	314	104	0	175	253	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	0	0	0	0	50	13	17	0	0	338	112	0	189	273	0	0
Project Trips																
Trip Distribution IN					5%											
Trip Distribution OUT													10%	2%		
Residential Trips	0	0	0	0	9	0	0	0	0	0	0	0	66	13	0	0
Trip Distribution IN					5%											
Trip Distribution OUT													10%	2%		
Hotel Trips	0	0	0	0	7	0	0	0	0	0	0	0	6	1	0	0
Trip Distribution IN					5%					3%						
Trip Distribution OUT													10%	5%		
Office Trips	0	0	0	0	51	0	0	0	0	30	0	0	11	5	0	0
Trip Distribution IN					5%					5%						
Trip Distribution OUT													5%	7%		
Retail Trips	0	0	0	0	13	0	0	0	0	13	0	0	8	11	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	80	0	0	0	0	43	0	0	91	30	0	0
2031 Buildout Total	0	0	0	0	130	13	17	0	0	381	112	0	280	303	0	0

PM PEAK HOUR

Description	Pulliam Street Northbound				Pulliam Street Southbound				Ralph David Abernathy Boulevard Eastbound				Ralph David Abernathy Boulevard Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes					166	512	395			326	356	0	207	271		0
Pedestrians		4					10			0				0		
Conflicting Pedestrians	0		0		0		0		10		4		4		10	
Heavy Vehicles					1	4	7			14	8	0	6	10		0
Heavy Vehicle %	0%	0%	0%	0%	2%	2%	2%	0%	0%	4%	2%	0%	3%	4%	0%	0%
Peak Hour Factor		0.92				0.92				0.92				0.92		
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	166	512	395	0	0	326	356	0	207	271	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	0	0	0	0	179	552	426	0	0	351	384	0	223	292	0	0
Project Trips																
Trip Distribution IN					5%											
Trip Distribution OUT													10%	2%		
Residential Trips	0	0	0	0	17	0	0	0	0	0	0	0	24	5	0	0
Trip Distribution IN					5%											
Trip Distribution OUT													10%	2%		
Hotel Trips	0	0	0	0	5	0	0	0	0	0	0	0	12	2	0	0
Trip Distribution IN					5%					3%						
Trip Distribution OUT													10%	5%		
Office Trips	0	0	0	0	10	0	0	0	0	6	0	0	100	50	0	0
Trip Distribution IN					5%					5%						
Trip Distribution OUT													5%	7%		
Retail Trips	0	0	0	0	26	0	0	0	0	26	0	0	23	33	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	58	0	0	0	0	32	0	0	159	90	0	0
2031 Buildout Total	0	0	0	0	237	552	426	0	0	383	384	0	382	382	0	0

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INTERSECTION VOLUME DEVELOPMENT

Pollard Boulevard at Ralph David Abernathy Boulevard/Georgia Avenue AM PEAK HOUR

Description	Pollard Boulevard Northbound				Pollard Boulevard Southbound				Ralph David Abernathy Boulevard Eastbound				Georgia Avenue Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	103	111	44	0	7	0	24	0	125	156	78	0	14	300	16	0
Pedestrians	6				1				0				0			
Conflicting Pedestrians	0		0		0		0		1		6		6		1	
Heavy Vehicles	4	1	0	0	0	0	2	0	3	2	4	0	0	8	0	0
Heavy Vehicle %	4%	2%	2%	0%	2%	0%	8%	0%	2%	2%	5%	0%	2%	3%	2%	0%
Peak Hour Factor	0.95				0.95				0.95				0.95			
Adjustment																
Adjusted 2016 Volumes	103	111	44	0	7	0	24	0	125	156	78	0	14	300	16	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	111	120	47	0	8	0	26	0	135	168	84	0	15	323	17	0
Project Trips																
Trip Distribution IN		2%	3%							3%	2%					
Trip Distribution OUT							4%							8%		
Residential Trips	0	4	5	0	0	0	26	0	5	4	0	0	0	53	0	0
Trip Distribution IN		2%	3%							3%	2%					
Trip Distribution OUT							4%							8%		
Hotel Trips	0	3	4	0	0	0	2	0	4	3	0	0	0	4	0	0
Trip Distribution IN		2%	3%							8%						1%
Trip Distribution OUT							3%							12%		
Office Trips	0	20	30	0	0	0	3	0	0	81	0	0	0	13	10	0
Trip Distribution IN		3%	2%							4%	6%					
Trip Distribution OUT							3%							9%		
Retail Trips	0	8	5	0	0	0	5	0	11	16	0	0	0	14	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	35	44	0	0	0	36	0	20	104	0	0	0	84	10	0
2031 Buildout Total	111	155	91	0	8	0	62	0	155	272	84	0	15	407	27	0

PM PEAK HOUR

Description	Pollard Boulevard Northbound				Pollard Boulevard Southbound				Ralph David Abernathy Boulevard Eastbound				Georgia Avenue Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	139	43	23	0	10	0	66	0	49	302	148	0	15	275	2	0
Pedestrians	5				1				1				1			
Conflicting Pedestrians	1		1		1		1		1		5		5		1	
Heavy Vehicles	10	1	2	0	1	0	3	0	1	6	8	0	0	3	0	0
Heavy Vehicle %	7%	2%	9%	0%	10%	0%	5%	0%	2%	2%	5%	0%	2%	2%	2%	0%
Peak Hour Factor	0.84				0.84				0.84				0.84			
Adjustment																
Adjusted 2016 Volumes	139	43	23	0	10	0	66	0	49	302	148	0	15	275	2	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	150	46	25	0	11	0	71	0	53	325	159	0	16	296	2	0
Project Trips																
Trip Distribution IN		2%	3%							3%	2%					
Trip Distribution OUT							4%							8%		
Residential Trips	0	7	10	0	0	0	9	0	10	7	0	0	0	19	0	0
Trip Distribution IN		2%	3%							3%	2%					
Trip Distribution OUT							4%							8%		
Hotel Trips	0	2	3	0	0	0	5	0	3	2	0	0	0	9	0	0
Trip Distribution IN		2%	3%							8%						1%
Trip Distribution OUT							3%							12%		
Office Trips	0	4	6	0	0	0	30	0	0	15	0	0	0	120	2	0
Trip Distribution IN		3%	2%							4%	6%					
Trip Distribution OUT							3%							9%		
Retail Trips	0	16	11	0	0	0	14	0	21	32	0	0	0	42	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	29	30	0	0	0	58	0	34	56	0	0	0	190	2	0
2031 Buildout Total	150	75	55	0	11	0	129	0	87	381	159	0	16	486	4	0

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INTERSECTION VOLUME DEVELOPMENT

Hank Aaron Drive/Capitol Avenue at Georgia Avenue AM PEAK HOUR

Description	Hank Aaron Drive Northbound				Capitol Avenue Southbound				Georgia Avenue Eastbound				Georgia Avenue Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	100	1,138	61	0	16	134	49	0	112	70	16	0	17	143	86	0
Pedestrians		5				1				2				1		
Conflicting Pedestrians	2		1		1		2		1		5		5		1	
Heavy Vehicles	3	27	2	0	4	10	1	0	3	1	1	0	0	3	4	0
Heavy Vehicle %	3%	2%	3%	0%	25%	7%	2%	0%	3%	2%	6%	0%	2%	2%	5%	0%
Peak Hour Factor		0.94				0.94				0.94				0.94		
Adjustment																
Adjusted 2016 Volumes	100	1138	61	0	16	134	49	0	112	70	16	0	17	143	86	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	108	1,226	66	0	17	144	53	0	121	75	17	0	18	154	93	0
Project Trips																
Trip Distribution IN		3%	2%						1%	1%						
Trip Distribution OUT						5%	3%							4%		
Residential Trips	0	5	4	0	0	33	20	0	35	2	0	0	0	26	0	0
Trip Distribution IN		3%	2%						1%	1%						
Trip Distribution OUT						5%	3%							4%		
Hotel Trips	0	4	3	0	0	3	2	0	4	1	0	0	0	2	0	0
Trip Distribution IN	1%	4%							1%	4%				1%	2%	
Trip Distribution OUT						2%	3%	6%		5%	1%			2%	4%	
Office Trips	10	40	0	0	2	3	6	0	15	41	0	0	2	14	20	0
Trip Distribution IN		5%					3%		2%	2%					2%	
Trip Distribution OUT						4%	5%	4%		5%	2%			3%		
Retail Trips	0	13	0	0	6	8	14	0	13	8	0	0	0	5	5	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	10	62	7	0	8	47	42	0	67	52	0	0	2	47	25	0
2031 Buildout Total	118	1,288	73	0	25	191	95	0	188	127	17	0	20	201	118	0

PM PEAK HOUR

Description	Hank Aaron Drive Northbound				Capitol Avenue Southbound				Georgia Avenue Eastbound				Georgia Avenue Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	55	311	36	0	66	554	138	0	69	109	143	0	40	107	23	0
Pedestrians		7				2				5				3		
Conflicting Pedestrians	5		3		3		5		2		7		7		2	
Heavy Vehicles	2	11	1	0	3	15	1	0	1	4	3	0	1	0	3	0
Heavy Vehicle %	4%	4%	3%	0%	5%	3%	2%	0%	2%	4%	2%	0%	3%	2%	13%	0%
Peak Hour Factor		0.89				0.89				0.89				0.89		
Adjustment																
Adjusted 2016 Volumes	55	311	36	0	66	554	138	0	69	109	143	0	40	107	23	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	59	335	39	0	71	597	149	0	74	117	154	0	43	115	25	0
Project Trips																
Trip Distribution IN		3%	2%						1%	1%						
Trip Distribution OUT						5%	3%							4%		
Residential Trips	0	10	7	0	0	12	7	0	15	3	0	0	0	9	0	0
Trip Distribution IN		3%	2%						1%	1%						
Trip Distribution OUT						5%	3%							4%		
Hotel Trips	0	3	2	0	0	6	4	0	7	1	0	0	0	5	0	0
Trip Distribution IN	1%	4%							1%	4%				1%	2%	
Trip Distribution OUT						2%	3%	6%		5%	1%			2%	4%	
Office Trips	2	8	0	0	20	30	60	0	52	18	0	0	20	42	4	0
Trip Distribution IN		5%					3%		2%	2%					2%	
Trip Distribution OUT						4%	5%	4%		5%	2%			3%		
Retail Trips	0	26	0	0	19	23	35	0	34	20	0	0	0	14	11	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	2	47	9	0	39	71	106	0	108	42	0	0	20	70	15	0
2031 Buildout Total	61	382	48	0	110	668	255	0	182	159	154	0	63	185	40	0

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INTERSECTION VOLUME DEVELOPMENT

Fraser Street at Georgia Avenue AM PEAK HOUR

Description	Fraser Street Northbound				Fraser Street Southbound				Georgia Avenue Eastbound				Georgia Avenue Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	5	31	8		1		10	0	46	128		0		262	20	0
Pedestrians		0				0				0				0		
Conflicting Pedestrians	0		0		0		0		0		0		0		0	
Heavy Vehicles	0	1	0		0		0	0	0	5	0	0		8	0	0
Heavy Vehicle %	2%	3%	2%	0%	2%	0%	2%	0%	2%	4%	0%	0%	0%	3%	2%	0%
Peak Hour Factor	0.95				0.95				0.95				0.95			
Adjustment																
Adjusted 2016 Volumes	5	31	8	0	1	0	10	0	46	128	0	0	0	262	20	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	5	33	9	0	1	0	11	0	50	138	0	0	0	282	22	0
Project Trips																
Trip Distribution IN									3%							
Trip Distribution OUT							4%									
Residential Trips	0	0	0	0	0	0	26	0	5	0	0	0	0	0	0	0
Trip Distribution IN									3%							
Trip Distribution OUT							4%									
Hotel Trips	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0
Trip Distribution IN									4%					3%	2%	
Trip Distribution OUT					2%		6%			3%						
Office Trips	0	0	0	0	2	0	6	0	40	3	0	0	0	30	20	0
Trip Distribution IN									2%					2%	8%	
Trip Distribution OUT					5%		3%		1%	5%						
Retail Trips	0	0	0	0	8	0	5	0	7	8	0	0	0	5	21	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	10	0	39	0	56	11	0	0	0	35	41	0
2031 Buildout Total	5	33	9	0	11	0	50	0	106	149	0	0	0	317	63	0

PM PEAK HOUR

Description	Fraser Street Northbound				Fraser Street Southbound				Georgia Avenue Eastbound				Georgia Avenue Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes	3	8	12		11		30	0	10	196		0		135	1	0
Pedestrians		0				0				0				0		
Conflicting Pedestrians	0		0		0		0		0		0		0		0	
Heavy Vehicles	0	0	0		0		0	0	0	8		0		4	0	0
Heavy Vehicle %	2%	2%	2%	0%	2%	0%	2%	0%	2%	4%	0%	0%	0%	3%	2%	0%
Peak Hour Factor	0.85				0.85				0.85				0.85			
Adjustment																
Adjusted 2016 Volumes	3	8	12	0	11	0	30	0	10	196	0	0	0	135	1	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	3	9	13	0	12	0	32	0	11	211	0	0	0	145	1	0
Project Trips																
Trip Distribution IN									3%							
Trip Distribution OUT							4%									
Residential Trips	0	0	0	0	0	0	9	0	10	0	0	0	0	0	0	0
Trip Distribution IN									3%							
Trip Distribution OUT							4%									
Hotel Trips	0	0	0	0	0	0	5	0	3	0	0	0	0	0	0	0
Trip Distribution IN									4%					3%	2%	
Trip Distribution OUT					2%		6%			3%						
Office Trips	0	0	0	0	20	0	60	0	8	30	0	0	0	6	4	0
Trip Distribution IN									2%					2%	8%	
Trip Distribution OUT					5%		3%		1%	5%						
Retail Trips	0	0	0	0	23	0	14	0	16	23	0	0	0	11	42	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	43	0	88	0	37	53	0	0	0	17	46	0
2031 Buildout Total	3	9	13	0	55	0	120	0	48	264	0	0	0	162	47	0

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INTERSECTION VOLUME DEVELOPMENT

Driveway 1 at Fulton Street AM PEAK HOUR

Description	Driveway 1 Northbound				Southbound				Fulton Street Eastbound				Fulton Street Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes										609				696		
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%	0%	0%	0%	0%
Peak Hour Factor	0.00				0.00				0.00				0.00			
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	609	0	0	0	696	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	0	0	0	0	0	0	0	0	0	656	0	0	0	750	0	0
Project Trips																
Trip Distribution IN										25%	15%		3%			
Trip Distribution OUT	5%		2%											30%		
Residential Trips	33	0	13	0	0	0	0	0	0	46	27	0	5	197	0	0
Trip Distribution IN										25%	15%		3%			
Trip Distribution OUT	5%		2%											30%		
Hotel Trips	3	0	1	0	0	0	0	0	0	37	22	0	4	17	0	0
Trip Distribution IN										20%	12%		11%			
Trip Distribution OUT	5%		2%											22%		
Office Trips	5	0	2	0	0	0	0	0	0	202	121	0	111	24	0	0
Trip Distribution IN										6%	9%		5%			
Trip Distribution OUT	5%		7%											10%		
Retail Trips	8	0	11	0	0	0	0	0	0	16	24	0	13	15	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	49	0	27	0	0	0	0	0	0	301	194	0	133	253	0	0
2031 Buildout Total	49	0	27	0	0	0	0	0	0	957	194	0	133	1,003	0	0

PM PEAK HOUR

Description	Driveway 1 Northbound				Southbound				Fulton Street Eastbound				Fulton Street Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes										830				412		
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%	0%	0%	0%	0%
Peak Hour Factor	0.00				0.00				0.00				0.00			
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	830	0	0	0	412	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	0	0	0	0	0	0	0	0	0	894	0	0	0	444	0	0
Project Trips																
Trip Distribution IN										25%	15%		3%			
Trip Distribution OUT	5%		2%											30%		
Residential Trips	12	0	5	0	0	0	0	0	0	86	51	0	10	71	0	0
Trip Distribution IN										25%	15%		3%			
Trip Distribution OUT	5%		2%											30%		
Hotel Trips	6	0	2	0	0	0	0	0	0	27	16	0	3	35	0	0
Trip Distribution IN										20%	12%		11%			
Trip Distribution OUT	5%		2%											22%		
Office Trips	50	0	20	0	0	0	0	0	0	38	23	0	21	219	0	0
Trip Distribution IN										6%	9%		5%			
Trip Distribution OUT	5%		7%											10%		
Retail Trips	23	0	33	0	0	0	0	0	0	32	48	0	26	47	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	91	0	60	0	0	0	0	0	0	183	138	0	60	372	0	0
2031 Buildout Total	91	0	60	0	0	0	0	0	0	1,077	138	0	60	816	0	0

INTERSECTION VOLUME DEVELOPMENT

Pollard Boulevard at Driveway 2 AM PEAK HOUR

Description	Pollard Boulevard Northbound				Pollard Boulevard Southbound				Eastbound				Driveway 2 Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		238				31										
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%	0%	0%	0%	0%
Peak Hour Factor		0.00				0.00				0.00				0.00		
Adjustment																
Adjusted 2016 Volumes	0	238	0	0	0	31	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	0	256	0	0	0	33	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN			1%		4%	16%										
Trip Distribution OUT		12%											2%		11%	
Residential Trips	0	79	2	0	7	29	0	0	0	0	0	0	13	0	72	0
Trip Distribution IN			1%		4%	16%										
Trip Distribution OUT		12%											2%		11%	
Hotel Trips	0	7	1	0	6	23	0	0	0	0	0	0	1	0	6	0
Trip Distribution IN			1%		5%	5%										
Trip Distribution OUT		3%											1%		10%	
Office Trips	0	3	10	0	51	51	0	0	0	0	0	0	1	0	11	0
Trip Distribution IN			3%		15%	10%										
Trip Distribution OUT		7%											2%		9%	
Retail Trips	0	11	8	0	40	27	0	0	0	0	0	0	3	0	14	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	100	21	0	104	130	0	0	0	0	0	0	18	0	103	0
2031 Buildout Total	0	356	21	0	104	163	0	0	0	0	0	0	18	0	103	0

PM PEAK HOUR

Description	Pollard Boulevard Northbound				Pollard Boulevard Southbound				Eastbound				Driveway 2 Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		102				59										
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%	0%	0%	0%	0%
Peak Hour Factor		0.00				0.00				0.00				0.00		
Adjustment																
Adjusted 2016 Volumes	0	102	0	0	0	59	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	0	110	0	0	0	64	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN			1%		4%	16%										
Trip Distribution OUT		12%											2%		11%	
Residential Trips	0	28	3	0	14	55	0	0	0	0	0	0	5	0	26	0
Trip Distribution IN			1%		4%	16%										
Trip Distribution OUT		12%											2%		11%	
Hotel Trips	0	14	1	0	4	17	0	0	0	0	0	0	2	0	13	0
Trip Distribution IN			1%		5%	5%										
Trip Distribution OUT		3%											1%		10%	
Office Trips	0	30	2	0	10	10	0	0	0	0	0	0	10	0	100	0
Trip Distribution IN			3%		15%	10%										
Trip Distribution OUT		7%											2%		9%	
Retail Trips	0	33	16	0	79	53	0	0	0	0	0	0	9	0	42	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	105	22	0	107	135	0	0	0	0	0	0	26	0	181	0
2031 Buildout Total	0	215	22	0	107	199	0	0	0	0	0	0	26	0	181	0

INTERSECTION VOLUME DEVELOPMENT

Capitol Avenue at Driveway 3/Driveway 4 AM PEAK HOUR

Description	Capitol Avenue Northbound				Capitol Avenue Southbound				Driveway 4 Eastbound				Driveway 3 Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		1,295				283										
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%	0%	0%	0%	0%
Peak Hour Factor		0.00				0.00				0.00				0.00		
Adjustment																
Adjusted 2016 Volumes	0	1295	0	0	0	283	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	0	1,396	0	0	0	305	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN	1%		1%		19%	6%	4%			4%				1%		
Trip Distribution OUT		20%							2%	2%	2%		1%	1%	8%	
Residential Trips	2	132	2	0	35	11	7	0	13	20	13	0	7	9	53	0
Trip Distribution IN	1%		1%		19%	6%	4%			4%				1%		
Trip Distribution OUT		20%							2%	2%	2%		1%	1%	8%	
Hotel Trips	1	11	1	0	28	9	6	0	1	7	1	0	1	2	4	0
Trip Distribution IN	4%		1%		15%	7%	5%			3%				2%		
Trip Distribution OUT		12%							15%	3%	3%		3%		3%	
Office Trips	40	13	10	0	152	71	51	0	16	30	3	0	3	20	3	0
Trip Distribution IN	2%		2%		13%	4%	3%			10%				1%		
Trip Distribution OUT		11%							2%	4%			2%	2%	5%	
Retail Trips	5	17	5	0	34	11	8	0	3	27	6	0	3	6	8	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	48	173	18	0	249	102	72	0	33	84	23	0	14	37	68	0
2031 Buildout Total	48	1,569	18	0	249	407	72	0	33	84	23	0	14	37	68	0

PM PEAK HOUR

Description	Capitol Avenue Northbound				Capitol Avenue Southbound				Driveway 4 Eastbound				Driveway 3 Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		482				751										
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%	0%	0%	0%	0%
Peak Hour Factor		0.00				0.00				0.00				0.00		
Adjustment																
Adjusted 2016 Volumes	0	482	0	0	0	751	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	0	519	0	0	0	809	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN	1%		1%		19%	6%	4%			4%				1%		
Trip Distribution OUT		20%							2%	2%	2%		1%	1%	8%	
Residential Trips	3	47	3	0	65	21	14	0	5	19	5	0	2	5	19	0
Trip Distribution IN	1%		1%		19%	6%	4%			4%				1%		
Trip Distribution OUT		20%							2%	2%	2%		1%	1%	8%	
Hotel Trips	1	24	1	0	21	7	4	0	2	6	2	0	1	2	9	0
Trip Distribution IN	4%		1%		15%	7%	5%			3%				2%		
Trip Distribution OUT		12%							15%	3%	3%		3%		3%	
Office Trips	8	120	2	0	29	13	10	0	149	6	30	0	30	4	30	0
Trip Distribution IN	2%		2%		13%	4%	3%			10%				1%		
Trip Distribution OUT		11%							2%	4%			2%	2%	5%	
Retail Trips	11	51	11	0	69	21	16	0	9	53	19	0	9	14	23	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	20	-40	20	0	30	-60	30	0	20	0	30	0	30	0	20	0
Total Project Trips	43	202	37	0	214	2	74	0	185	84	86	0	72	25	101	0
2031 Buildout Total	43	721	37	0	214	811	74	0	185	84	86	0	72	25	101	0

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INTERSECTION VOLUME DEVELOPMENT

Fraser Street at Driveway 5 AM PEAK HOUR

Description	Fraser Street Northbound				Fraser Street Southbound				Driveway 5 Eastbound				Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		113				37										
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%	0%	0%	0%	0%
Peak Hour Factor		0.00				0.00				0.00				0.00		
Adjustment																
Adjusted 2016 Volumes	0	113	0	0	0	37	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	0	122	0	0	0	40	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN	1%					13%	5%									
Trip Distribution OUT		11%							13%		2%					
Residential Trips	2	72	0	0	0	24	9	0	86	0	13	0	0	0	0	0
Trip Distribution IN	1%					13%	5%									
Trip Distribution OUT		11%							13%		2%					
Hotel Trips	1	6	0	0	0	19	7	0	7	0	1	0	0	0	0	0
Trip Distribution IN	3%					11%	6%									
Trip Distribution OUT		11%							14%		2%					
Office Trips	30	12	0	0	0	111	61	0	15	0	2	0	0	0	0	0
Trip Distribution IN	2%					10%	1%									
Trip Distribution OUT		14%							13%		3%					
Retail Trips	5	21	0	0	0	27	3	0	20	0	5	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	38	111	0	0	0	181	80	0	128	0	21	0	0	0	0	0
2031 Buildout Total	38	233	0	0	0	221	80	0	128	0	21	0	0	0	0	0

PM PEAK HOUR

Description	Fraser Street Northbound				Fraser Street Southbound				Driveway 5 Eastbound				Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		43				47										
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%	0%	0%	0%	0%
Peak Hour Factor		0.00				0.00				0.00				0.00		
Adjustment																
Adjusted 2016 Volumes	0	43	0	0	0	47	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	0	46	0	0	0	51	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN	1%					13%	5%									
Trip Distribution OUT		11%							13%		2%					
Residential Trips	3	26	0	0	0	44	17	0	31	0	5	0	0	0	0	0
Trip Distribution IN	1%					13%	5%									
Trip Distribution OUT		11%							13%		2%					
Hotel Trips	1	13	0	0	0	14	5	0	15	0	2	0	0	0	0	0
Trip Distribution IN	3%					11%	6%									
Trip Distribution OUT		11%							14%		2%					
Office Trips	6	110	0	0	0	21	11	0	139	0	20	0	0	0	0	0
Trip Distribution IN	2%					10%	1%									
Trip Distribution OUT		14%							13%		3%					
Retail Trips	11	65	0	0	0	53	5	0	61	0	14	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	21	214	0	0	0	132	38	0	246	0	41	0	0	0	0	0
2031 Buildout Total	21	260	0	0	0	183	38	0	246	0	41	0	0	0	0	0

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INTERSECTION VOLUME DEVELOPMENT

Capitol Avenue at Driveway 6 AM PEAK HOUR

Description	Capitol Avenue Northbound				Capitol Avenue Southbound				Eastbound				Driveway 6 Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		1,295				283										
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%	0%	0%	0%	0%
Peak Hour Factor		0.00				0.00				0.00				0.00		
Adjustment																
Adjusted 2016 Volumes	0	1295	0	0	0	283	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	0	1,396	0	0	0	305	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN		2%	1%			6%										
Trip Distribution OUT		14%				3%							2%		5%	
Residential Trips	0	96	2	0	0	31	0	0	0	0	0	0	13	0	33	0
Trip Distribution IN		2%	1%			6%										
Trip Distribution OUT		14%				3%							2%		5%	
Hotel Trips	0	11	1	0	0	11	0	0	0	0	0	0	1	0	3	0
Trip Distribution IN		5%	1%			7%										
Trip Distribution OUT		11%				6%							3%		1%	
Office Trips	0	63	10	0	0	77	0	0	0	0	0	0	3	0	1	0
Trip Distribution IN		4%	4%			4%										
Trip Distribution OUT		9%				6%							3%		2%	
Retail Trips	0	25	11	0	0	20	0	0	0	0	0	0	5	0	3	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	195	24	0	0	139	0	0	0	0	0	0	22	0	40	0
2031 Buildout Total	0	1,591	24	0	0	444	0	0	0	0	0	0	22	0	40	0

PM PEAK HOUR

Description	Capitol Avenue Northbound				Capitol Avenue Southbound				Eastbound				Driveway 6 Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		482				751										
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%	0%	0%	0%	0%
Peak Hour Factor		0.00				0.00				0.00				0.00		
Adjustment																
Adjusted 2016 Volumes	0	482	0	0	0	751	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	0	519	0	0	0	809	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN		2%	1%			6%										
Trip Distribution OUT		14%				3%							2%		5%	
Residential Trips	0	40	3	0	0	28	0	0	0	0	0	0	5	0	12	0
Trip Distribution IN		2%	1%			6%										
Trip Distribution OUT		14%				3%							2%		5%	
Hotel Trips	0	19	1	0	0	11	0	0	0	0	0	0	2	0	6	0
Trip Distribution IN		5%	1%			7%										
Trip Distribution OUT		11%				6%							3%		1%	
Office Trips	0	120	2	0	0	73	0	0	0	0	0	0	30	0	10	0
Trip Distribution IN		4%	4%			4%										
Trip Distribution OUT		9%				6%							3%		2%	
Retail Trips	0	63	21	0	0	49	0	0	0	0	0	0	14	0	9	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	-23	23	0	0	0	0	0	0	0	0	0	0	0	23	0
Total Project Trips	0	219	50	0	0	161	0	0	0	0	0	0	51	0	60	0
2031 Buildout Total	0	738	50	0	0	970	0	0	0	0	0	0	51	0	60	0

INTERSECTION VOLUME DEVELOPMENT

Fraser Street at Driveway 7 AM PEAK HOUR

Description	Fraser Street Northbound				Fraser Street Southbound				Driveway 7 Eastbound				Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		113				37										
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%	0%	0%	0%	0%
Peak Hour Factor		0.00				0.00				0.00				0.00		
Adjustment																
Adjusted 2016 Volumes	0	113	0	0	0	37	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	0	122	0	0	0	40	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN	1%	1%				6%	7%									
Trip Distribution OUT		3%							8%							
Residential Trips	2	22	0	0	0	24	13	0	53	0	0	0	0	0	0	0
Trip Distribution IN	1%	1%				6%	7%									
Trip Distribution OUT		3%							8%							
Hotel Trips	1	3	0	0	0	10	10	0	4	0	0	0	0	0	0	0
Trip Distribution IN	1%	3%				6%	5%									
Trip Distribution OUT		6%				2%			5%		3%					
Office Trips	10	36	0	0	0	63	51	0	5	0	3	0	0	0	0	0
Trip Distribution IN	4%	2%				3%	7%									
Trip Distribution OUT		6%				3%			8%		2%					
Retail Trips	11	14	0	0	0	13	19	0	12	0	3	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	24	75	0	0	0	110	93	0	74	0	6	0	0	0	0	0
2031 Buildout Total	24	197	0	0	0	150	93	0	74	0	6	0	0	0	0	0

PM PEAK HOUR

Description	Fraser Street Northbound				Fraser Street Southbound				Driveway 7 Eastbound				Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		43				47										
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%	0%	0%	0%	0%
Peak Hour Factor		0.00				0.00				0.00				0.00		
Adjustment																
Adjusted 2016 Volumes	0	43	0	0	0	47	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	0	46	0	0	0	51	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN	1%	1%				6%	7%									
Trip Distribution OUT		3%							8%							
Residential Trips	3	10	0	0	0	26	24	0	19	0	0	0	0	0	0	0
Trip Distribution IN	1%	1%				6%	7%									
Trip Distribution OUT		3%				2%			8%							
Hotel Trips	1	5	0	0	0	9	8	0	9	0	0	0	0	0	0	0
Trip Distribution IN	1%	3%				6%	5%									
Trip Distribution OUT		6%				2%			5%		3%					
Office Trips	2	66	0	0	0	31	10	0	50	0	30	0	0	0	0	0
Trip Distribution IN	4%	2%				3%	7%									
Trip Distribution OUT		6%				3%			8%		2%					
Retail Trips	21	39	0	0	0	30	37	0	37	0	9	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	27	120	0	0	0	96	79	0	115	0	39	0	0	0	0	0
2031 Buildout Total	27	166	0	0	0	147	79	0	115	0	39	0	0	0	0	0

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INTERSECTION VOLUME DEVELOPMENT

Pollard Boulevard at Driveway 8 AM PEAK HOUR

Description	Pollard Boulevard Northbound				Pollard Boulevard Southbound				Eastbound				Driveway 8 Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		238				31										
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%	0%	0%	0%	0%
Peak Hour Factor		0.00				0.00				0.00				0.00		
Adjustment																
Adjusted 2016 Volumes	0	238	0	0	0	31	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	0	256	0	0	0	33	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN		1%	4%		16%								2%		12%	
Trip Distribution OUT						2%										
Residential Trips	0	2	7	0	29	13	0	0	0	0	0	0	13	0	79	0
Trip Distribution IN		1%	4%		16%								2%		12%	
Trip Distribution OUT						2%										
Hotel Trips	0	1	6	0	23	1	0	0	0	0	0	0	1	0	7	0
Trip Distribution IN		1%	2%		5%								2%		3%	
Trip Distribution OUT						1%										
Office Trips	0	10	20	0	51	1	0	0	0	0	0	0	2	0	3	0
Trip Distribution IN		3%	4%		10%								1%		7%	
Trip Distribution OUT						2%										
Retail Trips	0	8	11	0	27	3	0	0	0	0	0	0	2	0	11	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	21	44	0	130	18	0	0	0	0	0	0	18	0	100	0
2031 Buildout Total	0	277	44	0	130	51	0	0	0	0	0	0	18	0	100	0

PM PEAK HOUR

Description	Pollard Boulevard Northbound				Pollard Boulevard Southbound				Eastbound				Driveway 8 Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		102				59										
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%	0%	0%	0%	0%
Peak Hour Factor		0.00				0.00				0.00				0.00		
Adjustment																
Adjusted 2016 Volumes	0	102	0	0	0	59	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	0	110	0	0	0	64	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN		1%	4%		16%								2%		12%	
Trip Distribution OUT						2%										
Residential Trips	0	3	14	0	55	5	0	0	0	0	0	0	5	0	28	0
Trip Distribution IN		1%	4%		16%								2%		12%	
Trip Distribution OUT						2%										
Hotel Trips	0	1	4	0	17	2	0	0	0	0	0	0	2	0	14	0
Trip Distribution IN		1%	2%		5%								2%		3%	
Trip Distribution OUT						1%										
Office Trips	0	2	4	0	10	10	0	0	0	0	0	0	20	0	30	0
Trip Distribution IN		3%	4%		10%								1%		7%	
Trip Distribution OUT						2%										
Retail Trips	0	16	21	0	53	9	0	0	0	0	0	0	5	0	33	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	22	43	0	135	26	0	0	0	0	0	0	32	0	105	0
2031 Buildout Total	0	132	43	0	135	90	0	0	0	0	0	0	32	0	105	0

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INTERSECTION VOLUME DEVELOPMENT

Capitol Avenue at Driveway 9/Driveway 10 AM PEAK HOUR

Description	Capitol Avenue Northbound				Capitol Avenue Southbound				Driveway 10 Eastbound				Driveway 9 Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		1,295				283										
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%	0%	0%	0%	0%
Peak Hour Factor		0.00				0.00				0.00				0.00		
Adjustment																
Adjusted 2016 Volumes	0	1295	0	0	0	283	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	0	1,396	0	0	0	305	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN		3%	1%				6%			5%				1%		
Trip Distribution OUT		5%				5%			5%	1%	1%		2%	2%	4%	
Residential Trips	0	38	2	0	0	33	11	0	33	16	7	0	13	15	26	0
Trip Distribution IN		3%	1%				6%			5%				1%		
Trip Distribution OUT		5%				5%			5%	1%	1%		2%	2%	4%	
Hotel Trips	0	7	1	0	0	3	9	0	3	8	1	0	1	2	2	0
Trip Distribution IN		6%	1%				7%			4%				2%		
Trip Distribution OUT		5%				9%			5%		1%		1%		1%	
Office Trips	0	66	10	0	0	10	71	0	5	40	1	0	1	20	1	0
Trip Distribution IN		8%	1%			3%	1%			5%				1%		
Trip Distribution OUT		5%				9%			2%	1%	3%		1%	2%	2%	
Retail Trips	0	29	3	0	0	22	3	0	3	15	5	0	2	6	3	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	140	16	0	0	68	94	0	44	79	14	0	17	43	32	0
2031 Buildout Total	0	1,536	16	0	0	373	94	0	44	79	14	0	17	43	32	0

PM PEAK HOUR

Description	Capitol Avenue Northbound				Capitol Avenue Southbound				Driveway 10 Eastbound				Driveway 9 Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		482				751										
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%	0%	0%	0%	0%
Peak Hour Factor		0.00				0.00				0.00				0.00		
Adjustment																
Adjusted 2016 Volumes	0	482	0	0	0	751	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	0	519	0	0	0	809	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN		3%	1%				6%			5%				1%		
Trip Distribution OUT		5%				5%			5%	1%	1%		2%	2%	4%	
Residential Trips	0	22	3	0	0	12	21	0	12	19	2	0	5	8	9	0
Trip Distribution IN		3%	1%				6%			5%				1%		
Trip Distribution OUT		5%				5%			5%	1%	1%		2%	2%	4%	
Hotel Trips	0	9	1	0	0	6	7	0	6	6	1	0	2	3	5	0
Trip Distribution IN		6%	1%				7%			4%				2%		
Trip Distribution OUT		5%				9%			5%		1%		1%		1%	
Office Trips	0	61	2	0	0	90	13	0	50	8	10	0	10	4	10	0
Trip Distribution IN		8%	1%			3%	1%			5%				1%		
Trip Distribution OUT		5%				9%			2%	1%	3%		1%	2%	2%	
Retail Trips	0	65	5	0	0	58	5	0	9	31	14	0	5	14	9	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	-30	30	0	0	-53	53	0	0	0	53	0	0	0	30	0
Total Project Trips	0	127	41	0	0	113	99	0	77	64	80	0	22	29	63	0
2031 Buildout Total	0	646	41	0	0	922	99	0	77	64	80	0	22	29	63	0

INTERSECTION VOLUME DEVELOPMENT

Fraser Street at Driveway 11 AM PEAK HOUR

Description	Fraser Street Northbound				Fraser Street Southbound				Driveway 11 Eastbound				Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		113				37										
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%	0%	0%	0%	0%
Peak Hour Factor		0.00				0.00				0.00				0.00		
Adjustment																
Adjusted 2016 Volumes	0	113	0	0	0	37	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	0	122	0	0	0	40	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN	1%	2%					6%									
Trip Distribution OUT						2%			3%			2%				
Residential Trips	2	4	0	0	0	13	11	0	20	0	13	0	0	0	0	0
Trip Distribution IN	1%	2%					6%									
Trip Distribution OUT						2%			3%			2%				
Hotel Trips	1	3	0	0	0	1	9	0	2	0	1	0	0	0	0	0
Trip Distribution IN	2%	4%					6%									
Trip Distribution OUT						5%			6%			3%				
Office Trips	20	40	0	0	0	5	61	0	6	0	3	0	0	0	0	0
Trip Distribution IN	4%	6%					3%									
Trip Distribution OUT						1%			5%			3%				
Retail Trips	11	18	0	0	0	8	8	0	8	0	5	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	34	65	0	0	0	27	89	0	36	0	22	0	0	0	0	0
2031 Buildout Total	34	187	0	0	0	67	89	0	36	0	22	0	0	0	0	0

PM PEAK HOUR

Description	Fraser Street Northbound				Fraser Street Southbound				Driveway 11 Eastbound				Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes		43				47										
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%	0%	0%	0%	0%
Peak Hour Factor		0.00				0.00				0.00				0.00		
Adjustment																
Adjusted 2016 Volumes	0	43	0	0	0	47	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	0	46	0	0	0	51	0	0	0	0	0	0	0	0	0	0
Project Trips																
Trip Distribution IN	1%	2%					6%									
Trip Distribution OUT						2%			3%			2%				
Residential Trips	3	7	0	0	0	5	21	0	7	0	5	0	0	0	0	0
Trip Distribution IN	1%	2%					6%									
Trip Distribution OUT						2%			3%			2%				
Hotel Trips	1	2	0	0	0	2	7	0	4	0	2	0	0	0	0	0
Trip Distribution IN	2%	4%					6%									
Trip Distribution OUT						5%			6%			3%				
Office Trips	4	8	0	0	0	50	11	0	60	0	30	0	0	0	0	0
Trip Distribution IN	4%	6%					3%									
Trip Distribution OUT						1%			5%			3%				
Retail Trips	21	37	0	0	0	23	16	0	23	0	14	0	0	0	0	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	29	54	0	0	0	80	55	0	94	0	51	0	0	0	0	0
2031 Buildout Total	29	100	0	0	0	131	55	0	94	0	51	0	0	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Driveway 12 at Georgia Avenue AM PEAK HOUR

Description	Northbound				Driveway 12 Southbound				Georgia Avenue Eastbound				Georgia Avenue Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes										199				311		
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%	0%	0%	0%	0%
Peak Hour Factor	0.00				0.00				0.00				0.00			
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	199	0	0	0	311	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	0	0	0	0	0	0	0	0	0	214	0	0	0	335	0	0
Project Trips																
Trip Distribution IN										3%	2%					
Trip Distribution OUT					5%		1%							7%		
Residential Trips	0	0	0	0	33	0	7	0	5	4	0	0	0	46	0	0
Trip Distribution IN										3%	2%					
Trip Distribution OUT					5%		1%							7%		
Hotel Trips	0	0	0	0	3	0	1	0	4	3	0	0	0	4	0	0
Trip Distribution IN										6%	5%				1%	1%
Trip Distribution OUT					6%		2%								10%	
Office Trips	0	0	0	0	6	0	2	0	61	51	0	0	0	21	10	0
Trip Distribution IN										4%	4%					3%
Trip Distribution OUT					7%		2%								7%	
Retail Trips	0	0	0	0	11	0	3	0	11	11	0	0	0	11	8	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	53	0	13	0	81	69	0	0	0	82	18	0
2031 Buildout Total	0	0	0	0	53	0	13	0	81	283	0	0	0	417	18	0

PM PEAK HOUR

Description	Northbound				Driveway 12 Southbound				Georgia Avenue Eastbound				Georgia Avenue Westbound			
	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn	Left	Through	Right	U-turn
Observed 2016 Traffic Volumes										324				296		
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%	0%	0%	0%	0%
Peak Hour Factor	0.00				0.00				0.00				0.00			
Adjustment																
Adjusted 2016 Volumes	0	0	0	0	0	0	0	0	0	324	0	0	0	296	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078	1.078
New Road Adjustment																
Other Proposed Developments																
2031 Background Traffic	0	0	0	0	0	0	0	0	0	349	0	0	0	319	0	0
Project Trips																
Trip Distribution IN										3%	2%					
Trip Distribution OUT					5%		1%							7%		
Residential Trips	0	0	0	0	12	0	2	0	10	7	0	0	0	17	0	0
Trip Distribution IN										3%	2%					
Trip Distribution OUT					5%		1%							7%		
Hotel Trips	0	0	0	0	6	0	1	0	3	2	0	0	0	8	0	0
Trip Distribution IN										6%	5%				1%	1%
Trip Distribution OUT					6%		2%								10%	
Office Trips	0	0	0	0	60	0	20	0	11	10	0	0	0	102	2	0
Trip Distribution IN										4%	4%					3%
Trip Distribution OUT					7%		2%							7%		
Retail Trips	0	0	0	0	33	0	9	0	21	21	0	0	0	33	16	0
Trip Distribution IN																
Trip Distribution OUT																
Restaurant Trips	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Pass-By Trips	0	0	0	0	16	0	18	0	16	-16	0	0	0	-18	18	0
Total Project Trips	0	0	0	0	127	0	50	0	61	24	0	0	0	142	36	0
2031 Buildout Total	0	0	0	0	127	0	50	0	61	373	0	0	0	461	36	0

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Appendix E

Programmed Project Fact Sheets

Short Title

I-20 EAST TRANSIT INITIATIVE - PHASE I HEAVY RAIL TRANSIT EXTENSION FROM INDIAN CREEK MARTA STATION TO WESLEY CHAPEL ROAD AND BUS RAPID TRANSIT SERVICE FROM FIVE POINTS MARTA STATION TO WESLEY CHAPEL ROAD

GDOT Project No.

N/A

Federal ID No.

N/A

Status

Long Range

Service Type

Transit / Rail Capital

Sponsor

MARTA

Jurisdiction

Regional - East

Analysis Level

In the Region's Air Quality Conformity Analysis

Existing Thru Lane

N/A

LCI

☐

Planned Thru Lane

N/A

Flex

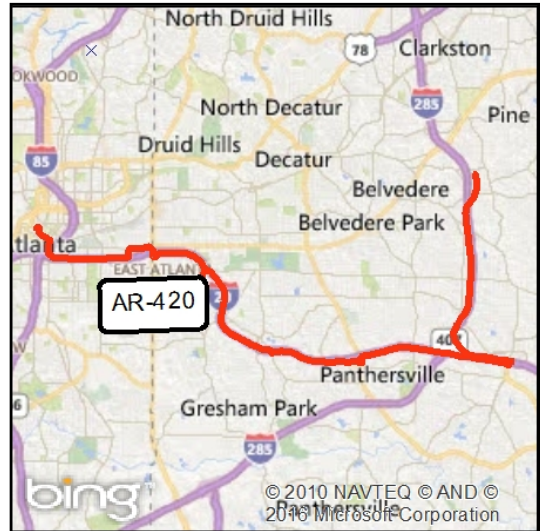
☐

Network Year

2040

Corridor Length

19.1 miles



Detailed Description and Justification

This project will extend existing MARTA heavy rail transit from the Indian Creek MARTA station south along the I-285 Corridor and then east along the I-20 East corridor to Wesley Chapel Rd. Two new stations will be added. One at Wesley Chapel and one at Covington Highway. This project is currently under Environmental Review.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	New Starts		LR 2031-2040	\$1,464,601,000	\$659,070,450	\$0,000	\$0,000	\$805,530,550
				\$1,464,601,000	\$659,070,450	\$0,000	\$0,000	\$805,530,550

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 154 (MEMORIAL DRIVE) CORRIDOR IMPROVEMENTS
FROM I-75/85 TO SR 155 (CANDLER ROAD)

GDOT Project No.

0007952

Federal ID No.

CSHPP-0007-00(952)

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

Var

LCI

☐

Planned Thru Lane

Var

Flex

☐

Network Year

TBD

Corridor Length

5.5 miles



Detailed Description and Justification

The project will include improvements such as new and expanded sidewalks, trees, lighting, and other streetscape amenities, improved bus shelters, upgraded signalization, and additional turn lanes at intersections.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Federal Earmark Funding	AUTH	2013	\$437,500	\$350,000	\$0,000	\$0,000	\$87,500
ROW	Federal Earmark Funding		2018	\$174,800	\$139,840	\$0,000	\$0,000	\$34,960
CST	Federal Earmark Funding		2019	\$1,187,500	\$950,000	\$0,000	\$0,000	\$237,500
				\$1,799,800	\$1,439,840	\$0,000	\$0,000	\$359,960

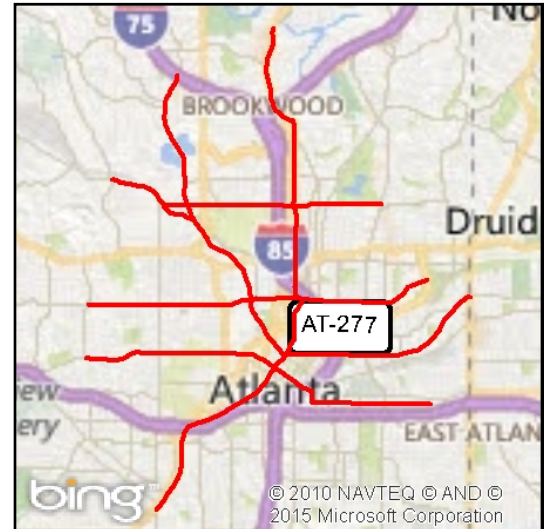
SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



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"/>
Planned Thru Lane	N/A	Flex	<input checked="" type="checkbox"/>



Network Year
Corridor Length 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.



Renew Atlanta
Transportation Projects for A/E Joint task order

Project	Description/Limits	Location
Peachtree Street (TCC)	Upgrades along Peachtree Street from Spring Street to Memorial Drive, to optimize signal operations and communications network to ATCC.	2; 3; 4; 5; 6
Piedmont Ave	Complete Street improvements inclusive of milling, repaving, and installation of bicycle lanes, sidewalks and pedestrian improvements from 10th Street to Ponce de Leon Avenue.	2
Piedmont Avenue (TCC)	Upgrades along Piedmont Avenue, from Juniper Street to Memorial Drive, to optimize signal operations and communications network to ATCC.	1; 2; 4; 5
R.D. Abernathy/Georgia Avenue (TCC)	Upgrades along R.D Abernathy/Georgia Avenue from Cherokee Avenue to Murohy Street, to optimize signal operations and communications network to ATCC.	1; 4; 12
Sylvan Road (TCC)	Upgrades along Sylvan Road, from Avon Avenue to Lakewood Avenue, to optimize signal operations and communications network to ATCC.	12
West Marietta Street (TCC)	Upgrades along West Marietta Street From Marietta Blvd and Ivan Allen Jr. Blvd, to optimize signal operations and communications network to ATCC.	3; 4
Wieuca Road	Resurfacing from Roxboro Road to Roswell Road	7

The Task Orders written under this authorization will provide for architectural and design services for several bridge, complete street, traffic signal, resurfacing, ADA sidewalk repair, facility and other miscellaneous improvement projects. The projects that may be the subject of a Task Order include, but may not be limited to those projects listed approve.



A general framework of criteria to guide future expansion of the streetcar system was developed utilizing the five guiding principles:

- **Project Readiness**
 - Direct connection to current streetcar routes in operation
 - Continued advancement through project development phases
- **Practicality/Ridership**
 - Demonstrates high ridership potential
 - Supports cost-effective project delivery and operation
- **Equity**
 - Serves transit-dependent and choice riders
 - Connects residents to major employment and activity centers
- **Financial Leverage**
 - Competitive in Federal funding process and attracts local investment
 - Identified/committed funding sources to build, operate and maintain
- **Development Impact**
 - Supports established communities and districts
 - Encourages investment in under-utilized and vacant properties

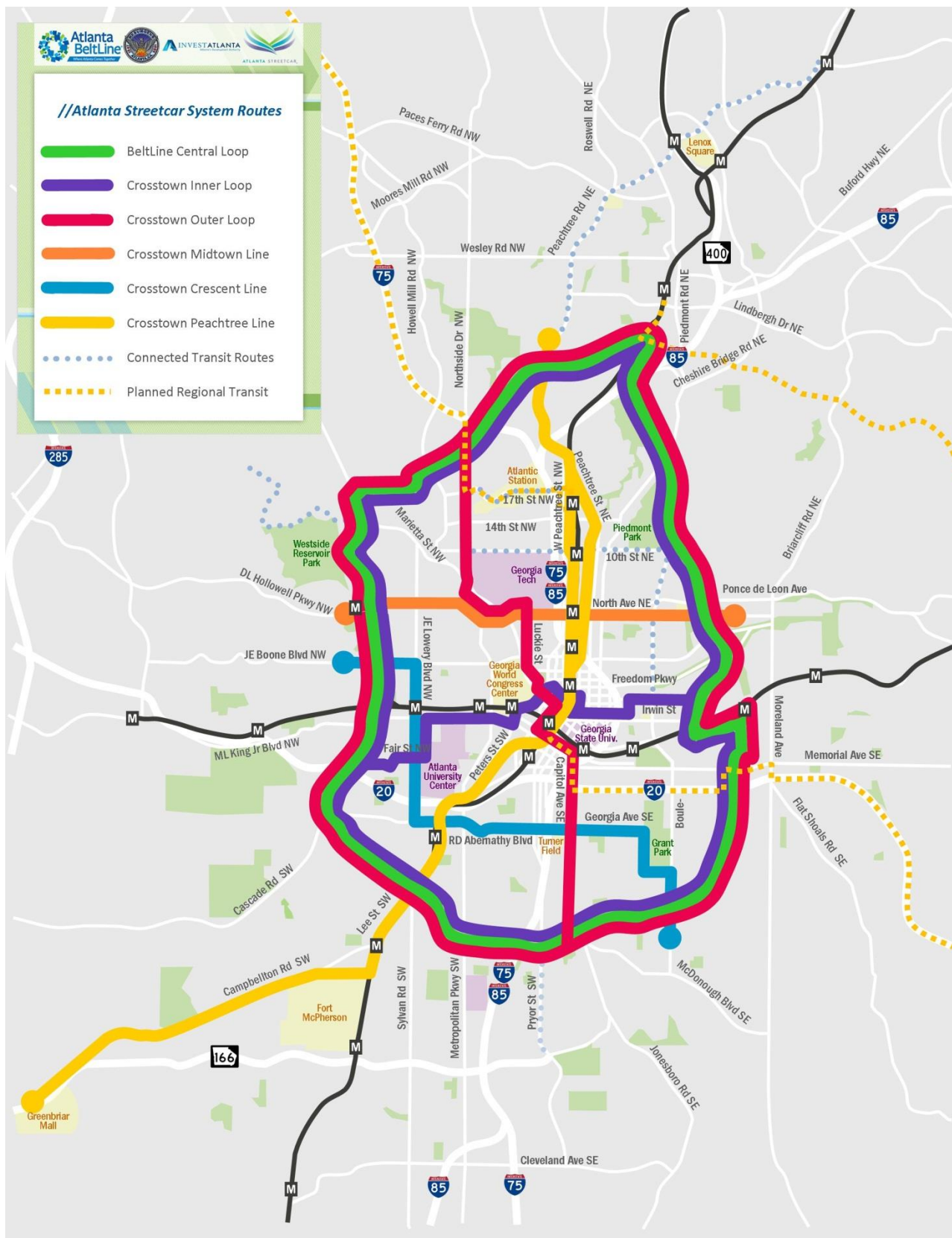
The full build-out of the Atlanta Streetcar System Plan includes multiple crosstown streetcar routes that integrate seamlessly with streetcar service along the Atlanta BeltLine corridor, connecting communities with key destinations, employment centers and MARTA service (Figure ES-2). These corridors would extend the current Atlanta Streetcar downtown loop along City streets and into the Atlanta BeltLine corridor, utilizing six streetcar routes:

- **BeltLine Central Loop** – Bi-directional loop operation along the Atlanta BeltLine corridor and serving the following key destinations:
 - Westside Reservoir Park
 - Piedmont Hospital
 - Piedmont Park

- Historic Fourth Ward Park
- Boulevard Crossing Park
- Murphy Crossing
- Enota Park
- Maddox Park
- **Crosstown Inner Loop** – Bi-directional on-street and loop operation along Fair St/MLK Jr Dr/Luckie St/Auburn Ave/Edgewood Ave/Irwin St/Atlanta BeltLine corridor and serving the following key destinations:
 - Atlanta University Center
 - Centennial Olympic Park
 - Downtown
 - Georgia State University
 - King Center
 - Atlanta BeltLine Parks & Trails
- **Crosstown Outer Loop** – Bi-directional on-street and loop operation along Northside Dr/Luckie St/Capitol Ave/Hank Aaron Dr/Atlanta BeltLine corridor and serving the following key destinations:
 - Georgia Tech
 - Centennial Olympic Park
 - Downtown
 - Georgia State University
 - Turner Field
 - Atlanta BeltLine Parks & Trails
- **Crosstown Midtown Line** – Bi-directional on-street operation along DL Hollowell Pkwy/North Ave corridor between the East and West Atlanta BeltLine corridors and serving the following key destinations:
 - Bankhead MARTA Station
 - Georgia Tech
 - North Avenue MARTA Station
 - Midtown
 - Historic Fourth Ward Park
 - Ponce City Market



Figure ES-2: Atlanta Streetcar System Routes





- **Crosstown Crescent Line** – Bi-directional on-street operation along Joseph E Lowery Blvd/Ralph D Abernathy Blvd/Georgia Ave corridor between the Southeast and West Atlanta BeltLine corridors and serving the following key destinations:
 - Ashby MARTA Station
 - Atlanta University Center
 - West End MARTA Station
 - Turner Field
 - Grant Park
 - Boulevard Crossing Park
- **Crosstown Peachtree Line** – Bi-directional on-street operation along the Peachtree St/West Peachtree St/Peters St/Lee St/Campbellton Rd corridor between Greenbriar Mall and Buckhead and serving the following key destinations:
 - Greenbriar Mall
 - Fort McPherson
 - Downtown
 - Midtown
 - Fox Theatre
 - Woodruff Arts Center
 - Piedmont Hospital

In coordination with the City and Invest Atlanta, ABI has initiated an environmental assessment along with advanced conceptual engineering of 18 miles of the Atlanta Streetcar system along the Atlanta BeltLine East, Atlanta BeltLine West and Luckie Street/North Avenue corridors. Environmental documentation will include refinements of ridership potential and evaluation of capital costs, land use, economic development, and environmental impacts. Public and stakeholder input during the project implementation process will continue to be a priority. Simultaneously, the City will develop the financial plans and delivery approaches that will help achieve the goals for development of the streetcar system.

It is anticipated that these tasks will be completed by 2016, allowing the City and ABI to compete for large scale federal grants and advance local funding initiatives as needed. Projects will then advance to final engineering, construction documentation and



Rendering of Atlanta BeltLine Westside Trail with Atlanta Streetcar at Martin Luther King Jr. Drive

specifications. It is anticipated that federal funding and financing will be sought as an option to fund portions of the streetcar system.

The SSP represents the current priorities for transit implementation for the City of Atlanta, Invest Atlanta, and Atlanta BeltLine, Inc. Implementing the Atlanta Streetcar system is a long-term endeavor. In response to the *Connect Atlanta Plan's* target to “embrace new notions of mobility,” this strategy has tremendous potential to shape the City’s growth and reinvestment, both over the short term and long term planning horizons. Priorities, however, can change over time based on dynamic factors such as City planning, evolving development and transportation priorities, and funding opportunities. Therefore, the SSP should be treated as a “living” document that guides the near-term implementation priorities with an eye to what lies ahead. As progress is made, the SSP will need to be updated (i.e. every 4 to 5 years) to reflect the dynamics of the City, such as:

- Implementation of streetcar projects and other programmed improvements;
- Changes in population, employment and land uses;
- New developments, key activity centers and planning initiatives; and
- Potential transit funding opportunities