



Transportation Analysis

760 Ralph McGill DRI #2801

Atlanta, Georgia

Report Prepared:

March 2018

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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 *760 Ralph McGill* development located in the City of Atlanta, Georgia. The approximate 11-acre property is bordered by Ralph McGill Boulevard to the south, the Atlanta BeltLine Eastside trail to the east, and Dallas Street to the west and north. The project site is currently occupied by Georgia Power as a storage facility. The existing Georgia Power facility and associated surface parking will be demolished. The proposed mixed-use development will consist of 1,100 residential units, 75 hotel rooms, 1,100,000 SF of general office, and 200,000 SF of retail.

This redevelopment is anticipated to create a destination along the Atlanta BeltLine's Eastside Trail. A significant increase in alternative mode choices is anticipated due to the pedestrian and bicycle accessibility of the BeltLine. Additionally, pedestrian site access will be provided via an extensive multi-level network of pedestrian connections within the site and between the BeltLine and Old 4th Ward park.

The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 500,000 gross square feet for mixed-use developments within a Maturing Neighborhood area type, as determined by the Atlanta Regional Commission's *Unified Growth Policy Map (UGPM)*. The DRI trigger for this development was the submittal of the Rezoning Application with the City of Atlanta. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on March 14, 2018 by the City of Atlanta. The DRI Pre-Review/Methodology meeting occurred on November 6, 2017, and a follow-up meeting occurred on March 7, 2018. The proposed zoning is MRC-3 (Mixed Residential and Commercial).

The proposed project is expected to be completed by 2023. The project program will consist of the following land uses and densities:

Residential:	1,100 units
Hotel:	75 rooms
Office:	1,100,000 SF
Retail:	200,000 SF

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

Mixed-use reductions occur when a site has a combination of different land uses that interact with one another. For example, people working in an office development or people living in the residential development may walk to the retail and restaurants instead of driving off-site. This reduces the number of vehicle trips that will be made on the roadway, thus reducing traffic congestion. These types of interactions are expected at the *760 Ralph McGill* development.

Alternative mode reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). As the *760 Ralph McGill* development is located in close proximity to the BeltLine Eastside Trail, as well as access to a proposed private shuttle provided for office tenants and residents with direct service to a MARTA station, a 25% alternative mode reduction was taken. These reductions are consistent with GRTA's Revised Letter of Understanding (LOU) dated March 12, 2018.

Pass-by reductions are taken for retail trips only. Traffic normally traveling along a roadway may choose to visit a retail establishment that is along the vehicle's original path. These trips were already

on the road and would therefore only be new trips at the driveways. It is anticipated that there will be vehicular pass-by trips for retail only.

Capacity analyses were performed throughout the study network for the Existing 2017 conditions, the Projected 2023 No-Build conditions, and the Projected 2023 Build conditions.

- Existing 2017 conditions represent traffic volumes that were collected in May 2017, September 2017, and November 2017 by performing AM and PM peak hour turning movement counts.
- Projected 2023 No-Build conditions represent the existing traffic volumes grown for six (6) years at 1.0 percent per year throughout the study network plus the addition of the project trips that are anticipated to be generated by the *Ponce City Market Phase 2 DRI #2709*.
- Projected 2023 Build conditions represent the Projected 2023 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *760 Ralph McGill* development. Also included are the four (4) site access driveways in addition to the existing study network intersections.

Based on the Existing 2017 conditions (present conditions: i.e. excludes background traffic growth and excludes the 760 Ralph McGill development project trips), the intersection of North Avenue at Glen Iris Drive and the intersection of Freedom Parkway at Boulevard currently operate below the acceptable level-of-service (LOS) standard of D during the AM and PM peak hours. Based on methodology outlined in the GRTA Letter of Understanding (LOU), the standard LOS for these intersections is LOS E during the corresponding peak hours. The remaining study intersections operate at or above their acceptable level-of-service standard of D.

Based on the Projected 2023 No-Build conditions (includes background traffic growth and the Ponce City Market DRI #2709 trips, but excludes the estimated project trips from the 760 Ralph McGill DRI), all study intersections are projected to operate at or above their acceptable level-of-service (LOS) standard.

Based on the Projected 2023 Build conditions (includes background traffic growth plus the Ponce City Market DRI #2709 trips and includes the estimated project trips from the 760 Ralph McGill DRI) following the implementation of the improvement associated with the Existing 2017 Improved conditions, the following improvements result in the following intersections operating at or above an acceptable LOS standard:

- North Avenue at Ponce City Market Driveway 2/North Angier Ave/Project Driveway 3 (Int. #3)
 - Construct one (1) northbound shared through/left-turn lane and one (1) northbound exclusive right-turn lane.
- Freedom Parkway at North Avenue (Int. #4)
 - Construct one (1) northbound exclusive right-turn lane.
- Freedom Parkway at Ralph McGill Boulevard (Int. #5)
 - Remove split phasing, run eastbound and westbound approaches as permissive-protected movements

The following intersection geometries and improvements are the recommended configuration for all site driveways and internal roads within the site (Note: The attached site plan also illustrates these improvements.):

- Ralph McGill Boulevard at Project Driveway 1 (Int. #6)
 - Construct a modern single-lane roundabout with an eastbound and southbound bypass lane.

1.0 PROJECT DESCRIPTION

1.1 Introduction

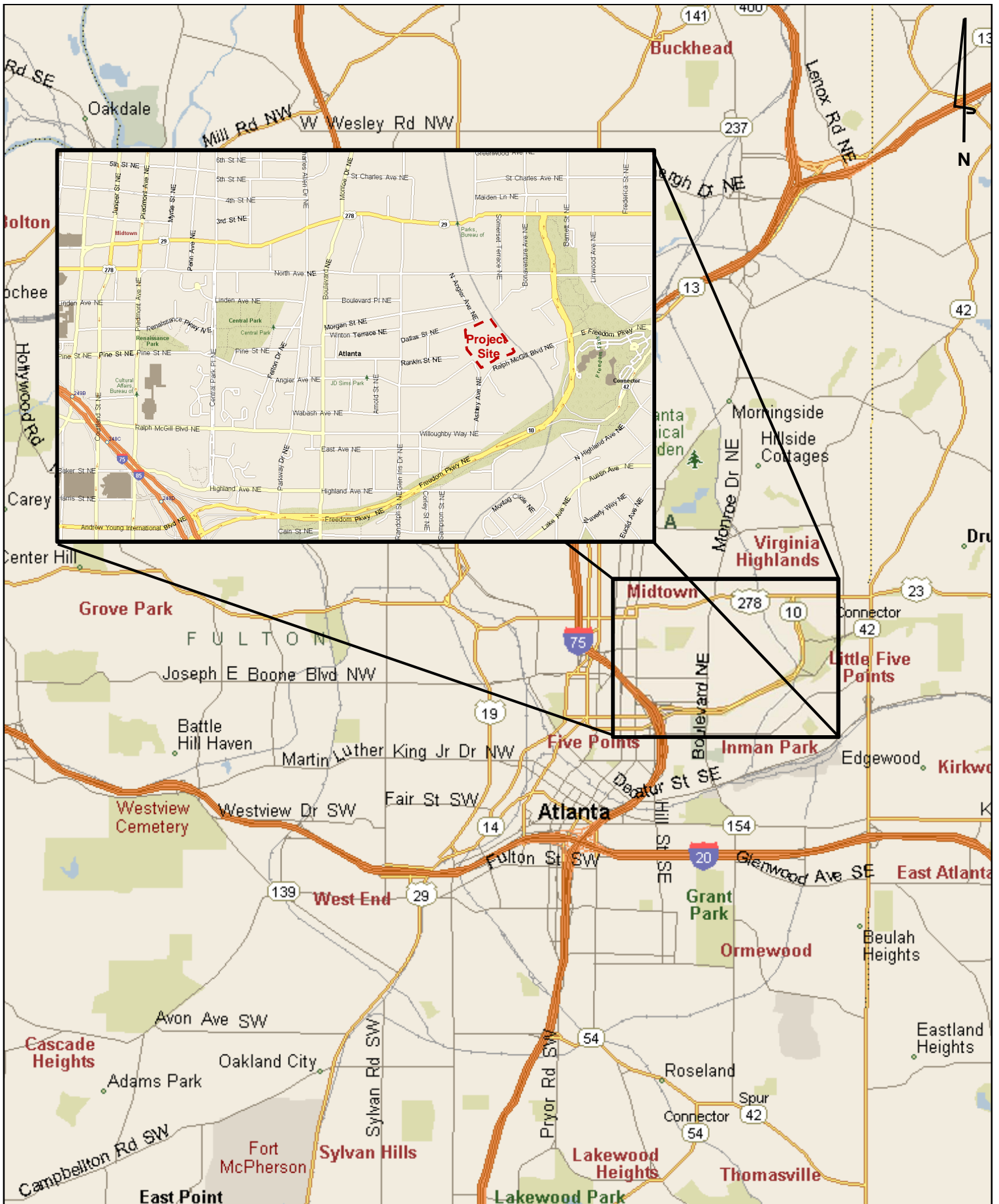
This report presents the analysis of the anticipated traffic impacts of the proposed *760 Ralph McGill* mixed-use development located in the City of Atlanta, Georgia. The approximate 11-acre site currently consists of an existing Georgia Power facility and associated surface parking, which will be demolished.

The project will exceed 500,000 gross square feet for mixed-use developments within a Maturing Neighborhood area type, as determined by the Atlanta Regional Commission’s *Unified Growth Policy Map (UGPM)*, 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 *760 Ralph McGill* development and **Figure 2** provides a site aerial showing the project site and surrounding area. The City of Atlanta Zoning Ordinance Map and ARC’s *Unified Growth Policy Map (UGPM)* are included in Appendix A. Field review photographs taken within the vicinity of the study network are located in the site photo log in Appendix F.

The proposed project is expected to be completed by 2023, and this analysis considers the full build-out of the proposed site in 2023. A summary of the proposed land-uses and densities is provided below in **Table 1**.

Table 1 Proposed Land Uses and Densities	
Residential	1,100 units
Hotel	75 rooms
Office	1,100,000 SF
Retail	200,000 SF





1.2 Site Plan Review

The project site currently consists of an existing Georgia Power facility and associated parking, which will be demolished. Per the City of Atlanta Zoning Ordinance Map, the project site is zoned I-2. Per ARC's Unified Growth Policy Map (UGPM), the project site is located in a Maturing Neighborhood area type.

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

The site will be served by four (4) existing driveways including one full movement driveway along Ralph McGill Boulevard, one connection to Ashley Avenue (which ultimately accesses Ralph McGill Boulevard), one connection to Rankin Street (which ultimately accesses Glen Iris Drive), and one connection to North Angier Avenue (which ultimately accesses North Avenue). The project will provide a connection between Ralph McGill Boulevard and North Avenue through the extension of North Angier Avenue through the site. The project will also extend Rankin Street to intersect with North Angier Avenue on the site. Additionally, pedestrian site access will be provided via an extensive multi-level network of pedestrian connections within the site and between the BeltLine and Old 4th Ward park.

Driveway 1 is an existing full movement driveway located approximately 2,100 feet east of the intersection of Ralph McGill Boulevard at Glen Iris Drive. Driveway 1 is expected to be the main entrance for the proposed development.

Driveway 2 is a connection to Rankin Street which has an existing full movement intersection with Glen Iris Drive.

Driveway 3 is a connection to North Angier Avenue which has an existing full movement intersection with North Avenue.

Driveway 4 is a connection to Ashley Avenue which has an existing full movement intersection with Ralph McGill Boulevard.

The site driveways mentioned above provide access to all parking for the site and serve the internal street network. The *760 Ralph McGill* development is located in a Maturing Neighborhood area type and shared parking will be utilized on the project site where permitted. The exact number of the parking spaces will be developed and coordinated with the City of Atlanta.

1.4 Bicycle and Pedestrian Facilities

The project site will provide direct access to/from the BeltLine Eastside Trail, which will improve pedestrian connectivity. Additionally, a bike share hub is located adjacent to the site along North Avenue. Sidewalks currently exist on Ralph McGill Boulevard, Glen Iris Drive, and North Avenue in the vicinity of the project site. The site is adjacent to the Old Fourth Ward Park.

1.5 Transit Facilities

The project site is bound to the east by the BeltLine Eastside Trail and is also located approximately 1.2 miles east of North Avenue MARTA rail station, which is served by the Red and Gold lines seven days a week. The project proposes a private shuttle connection that will provide service between the development and the North Avenue MARTA station. The project site is adjacent to MARTA Bus Route #16 with service to the downtown and North Druid Hills areas. Additionally, the project site is located 0.4 miles from MARTA Bus Route #2, MARTA Bus Route #99, MARTA Bus Route #102, MARTA Bus Route 109 with service to the midtown, downtown and East Atlanta areas.

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 other adjacent projects. Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 1.0 percent per year for six (6) years background traffic growth rate was used for all roadways. This background growth rate was used to account for other development activity in the area. In addition to the background growth rate, projected trips from Ponce City Market Phase 2 DRI #2709 were also included in the Projected 2023 No-Build conditions.

2.2 Traffic Data Collection

Weekday peak hour turning movement counts were collected on Tuesday, May 16, 2017, Tuesday, September 19, 2017, Wednesday, November 15, 2017, and Thursday, November 30, 2017 at the study intersections from 7:00 AM – 9:30 AM for the AM peak period and from 4:00 PM to 6:30 PM for the PM peak period. The morning and afternoon peak hours varied slightly between the intersections. Peak hours for all intersections are shown in **Table 2**.

Table 2 Peak Hour Summary		
Intersection	AM Peak Hour	PM Peak Hour
1. North Avenue at Glen Iris Drive	8:00 – 9:00	5:15 – 6:15
2. North Avenue at Ponce City Market Driveway 1/AMLI Driveway	8:00 – 9:00	5:00 – 6:00
3. North Avenue at Ponce City Market Driveway 2/North Angier Avenue/Project Driveway 3	8:00 – 9:00	5:00 – 6:00
4. Freedom Parkway at North Avenue	8:00 – 9:00	5:00 – 6:00
5. Freedom Parkway at Ralph McGill Boulevard	8:00 – 9:00	5:00 – 6:00
6. Ralph McGill Boulevard at Project Driveway 1	7:45 – 8:45	5:00 – 6:00
7. Ralph McGill Boulevard at Ashley Avenue	7:45 – 8:45	5:00 – 6:00
8. Ralph McGill Boulevard at Glen Iris Drive	8:00 – 9:00	5:00 – 6:00
9. Glen Iris Drive at Rankin Street/Project Driveway 2	8:00 – 9:00	5:00 – 6:00
10. Freedom Parkway at Boulevard	7:30 – 8:30	5:15 – 6:15
11. Ponce de Leon Avenue at Freedom Parkway	7:00 – 8:00	4:30 – 5:30

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

2.3 Detailed Intersection Analysis

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

Existing traffic signal phasing and timing data were retrieved. Existing traffic signal timing data was used in the Existing 2017 conditions. Signal timings were optimized using *Synchro Professional, Version 9.0* where applicable for Projected 2023 Build conditions, and all improved conditions.

Levels-of-service for signalized intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a lower level-of-service, while the intersection as a whole may operate acceptably. Levels-of-service for unsignalized intersections, with stop control on the minor street only, are reported for the side street approaches and the major street left-turn movements. Low levels-of-service for side street approaches are not uncommon, as vehicles may experience significant delays in turning onto a major roadway.

3.0 STUDY NETWORK

3.1 Gross Trip Generation

Traffic for the proposed land uses and densities were calculated using methodology contained in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition*. Gross trips generated are displayed below in **Table 3**.

Table 3 Gross Trip Generation										
Land Use (Intensity)	ITE Code	Daily Traffic			AM Peak Hour			PM Peak Hour		
		Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Multifamily Housing (Mid-Rise) (1,100 units)	221	5,994	2,997	2,997	359	93	266	443	270	173
Hotel (75 rooms)	310	420	210	210	32	19	13	30	15	15
General Office Building (1,100,000 SF)	710	10,862	5,431	5,431	1,060	912	148	1,111	178	933
Shopping Center (200,000 SF)	820	9,632	4,816	4,816	252	156	96	908	436	472
Total Gross Trips		26,908	13,454	13,454	1,703	1,180	523	2,492	899	1,593

3.2 Trip Distribution

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

3.3 Level-of-Service Standards

For the purposes of this traffic analysis, a level-of-service standard of D was assumed for all intersections and segments within the study network except as provided by GRTA methodology.

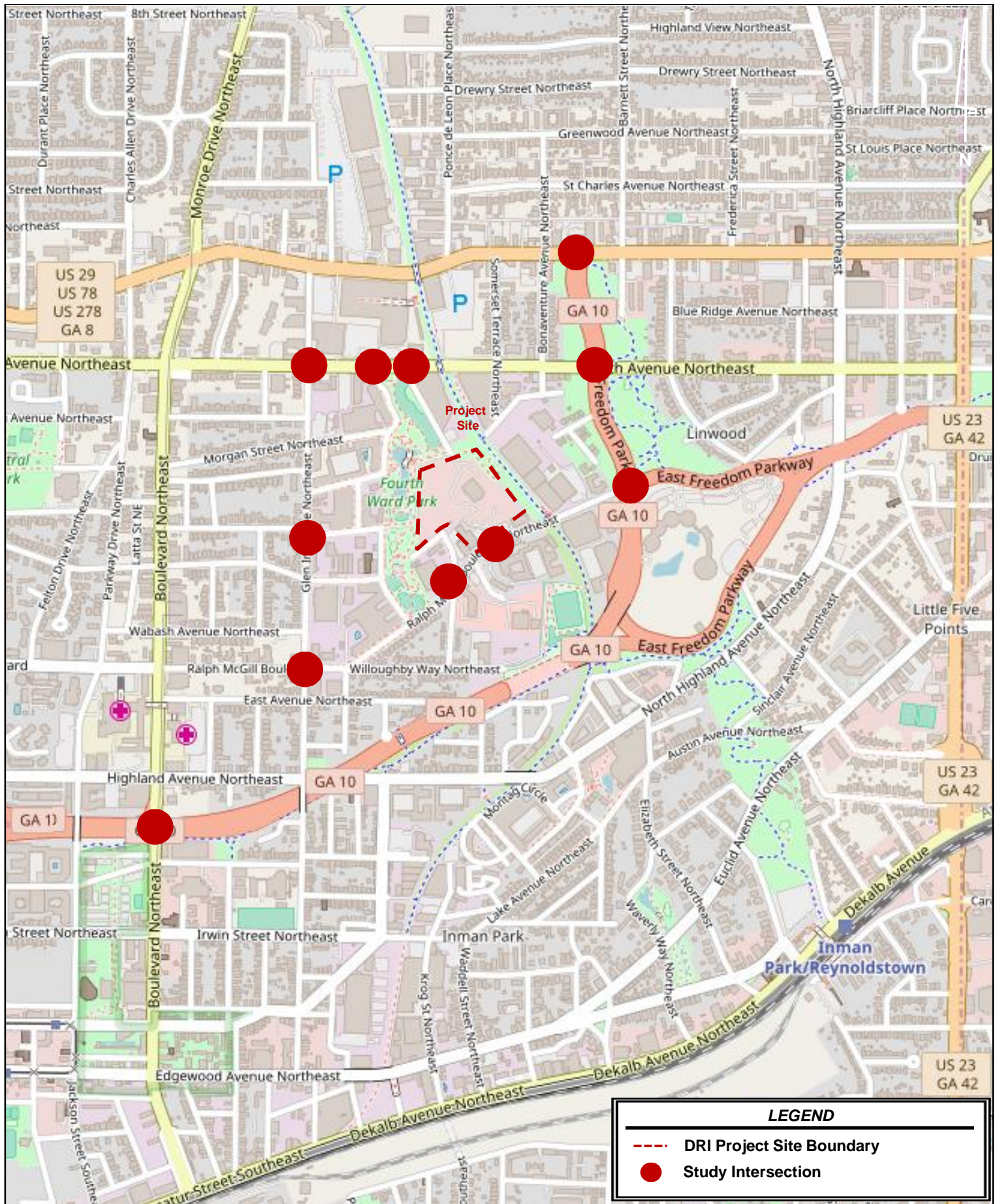
3.4 Study Network Determination

A general study area was determined based on a review of land uses and population densities in the area as well as a review of peak hour traffic counts and engineering judgement. The study area was agreed upon during methodology discussions with GRTA, ARC, GDOT, and City of Atlanta staff, and includes the following eleven (11) intersections described in **Table 4**.

The study network includes seven (7) signalized intersection and four (4) unsignalized intersection as noted in **Table 4**. The study intersections are shown in **Figure 3**.

Table 4 Intersection Control Summary	
Intersection	Control
1. North Avenue at Glen Iris Drive	Signalized
2. North Avenue at Ponce City Market Driveway 1/ AMLI Driveway	Signalized
3. North Avenue at Ponce City Market Driveway 2 / North Angier Avenue / Project Driveway 3	Unsignalized
4. Freedom Parkway at North Avenue	Signalized
5. Freedom Parkway at Ralph McGill Boulevard	Signalized
6. Ralph McGill Boulevard at Project Driveway 1	Unsignalized
7. Ralph McGill Boulevard at Ashley Avenue	Unsignalized
8. Ralph McGill Boulevard at Glen Iris Drive	Signalized
9. Glen Iris Drive at Rankin Street / Project Driveway 2	Unsignalized
10. Freedom Parkway at Boulevard	Signalized
11. Ponce de Leon Avenue at Freedom Parkway	Signalized

Each of the above listed intersections was analyzed for the Existing 2017 conditions, the Projected 2023 No-Build conditions, and the Projected 2023 Build conditions. The Projected 2023 No-Build conditions represent the existing traffic volumes grown for six (6) years at 1.0 percent per year throughout the study network and projected trips associated with the *Ponce City Market Phase 2 DRI #2709*. The Projected 2023 Build conditions represent the existing traffic volumes grown for six (6) years at 1.0 percent per year throughout the study network and the project trips associated with the *Ponce City Market Phase 2 DRI #2709* and the *760 Ralph McGill* development.



3.5 Existing Roadway Facilities

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

Table 5 Roadway Classification and ADTs				
Roadway	No. of Lanes	ADT	Posted Speed Limit (MPH)	GDOT Classification
North Avenue	4	14,800	35	Minor Arterial
Glen Iris Drive	2	10,150	25/30	Minor Arterial
Ralph McGill Boulevard	3	5,650	30	Minor Arterial
Freedom Parkway	4	26,300	35	Principal Arterial
Boulevard	4	18,200	35	Minor Arterial
Ponce de Leon Avenue	4	36,700	35	Principal Arterial

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, 10th Edition, 2017*. Trip generation for this proposed development is calculated based upon the following land uses: Multi-Family Housing (Mid-Rise) (ITE #221), Hotel (ITE #310), General Office Building (ITE #710), and Shopping Center (ITE #820).

Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook, Third Edition, 2014*. Because the Third Edition does not include guidance on daily internal capture, the Second Edition, 2004 was used. Total internal capture and vehicle trip reduction between the land uses is expected to be 10.4% daily, 10.7% for the AM peak hour and 18.9% for the PM peak hour as a result of the anticipated interaction between the residential, office, and retail land uses within the proposed development.

Due to the *760 Ralph McGill* development being located in close proximity to the BeltLine Eastside Trail, as well as access to a proposed private shuttle provided for office tenants and residents with direct service to a MARTA station, a 25% alternative mode reduction was taken. These reductions are consistent with GRTA's Revised Letter of Understanding (LOU) dated March 12, 2018.

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

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

Table 6 Net Trip Generation									
	Daily Traffic			AM Peak Hour			PM Peak Hour		
	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Gross Project Trips	26,908	13,454	13,454	1,703	1,180	523	2,492	899	1,593
<i>Mixed-Use Reduction</i>	-2,792	-1,396	-1,396	-182	-91	-91	-472	-236	-236
<i>Alternative Mode Reduction</i>	-6,032	-3,016	-3,016	-380	-273	-273	-505	-166	-339
<i>Pass-By Reduction</i>	-2,186	-1,093	-1,093	0	0	0	-182	-91	-91
Net New Trips	15,898	7,949	7,949	1,141	816	323	1,333	406	927

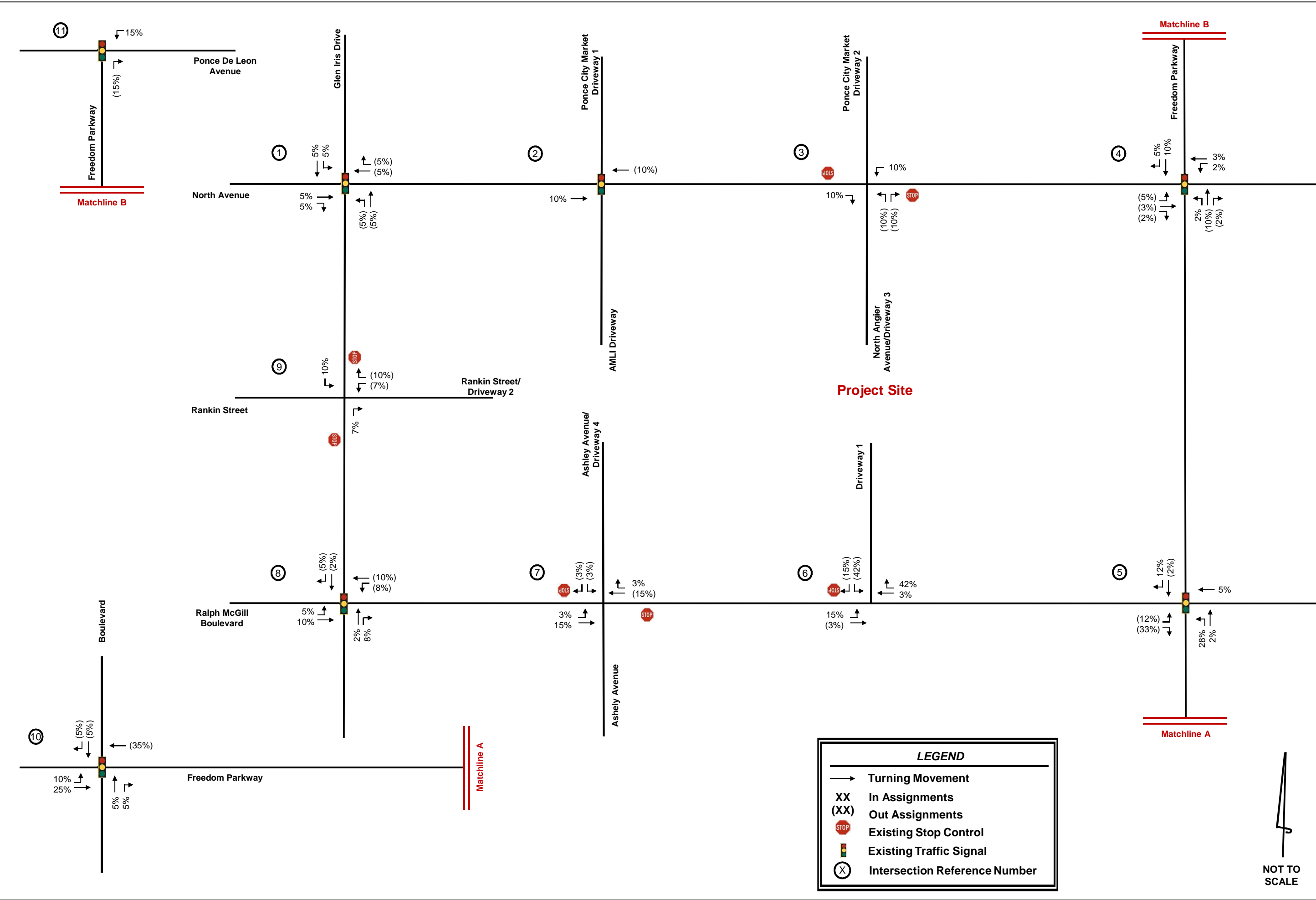
A more detailed trip generation analysis summary table is provided in Appendix C.

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.

Figure 4A displays the anticipated distribution and assignment of the residential project trips and **Figure 4B** displays the anticipated distribution and assignment of the non-residential project trips throughout the study roadway network. These trip assignment percentages were applied to the net new trips expected to be generated by the development, and the volumes were assigned to the roadway network. The combined peak hour project trips by turning movement throughout the study network, anticipated to be generated by the proposed *760 Ralph McGill* development, are shown in **Figure 5**.

Detailed intersection volume worksheets are provided in Appendix D.



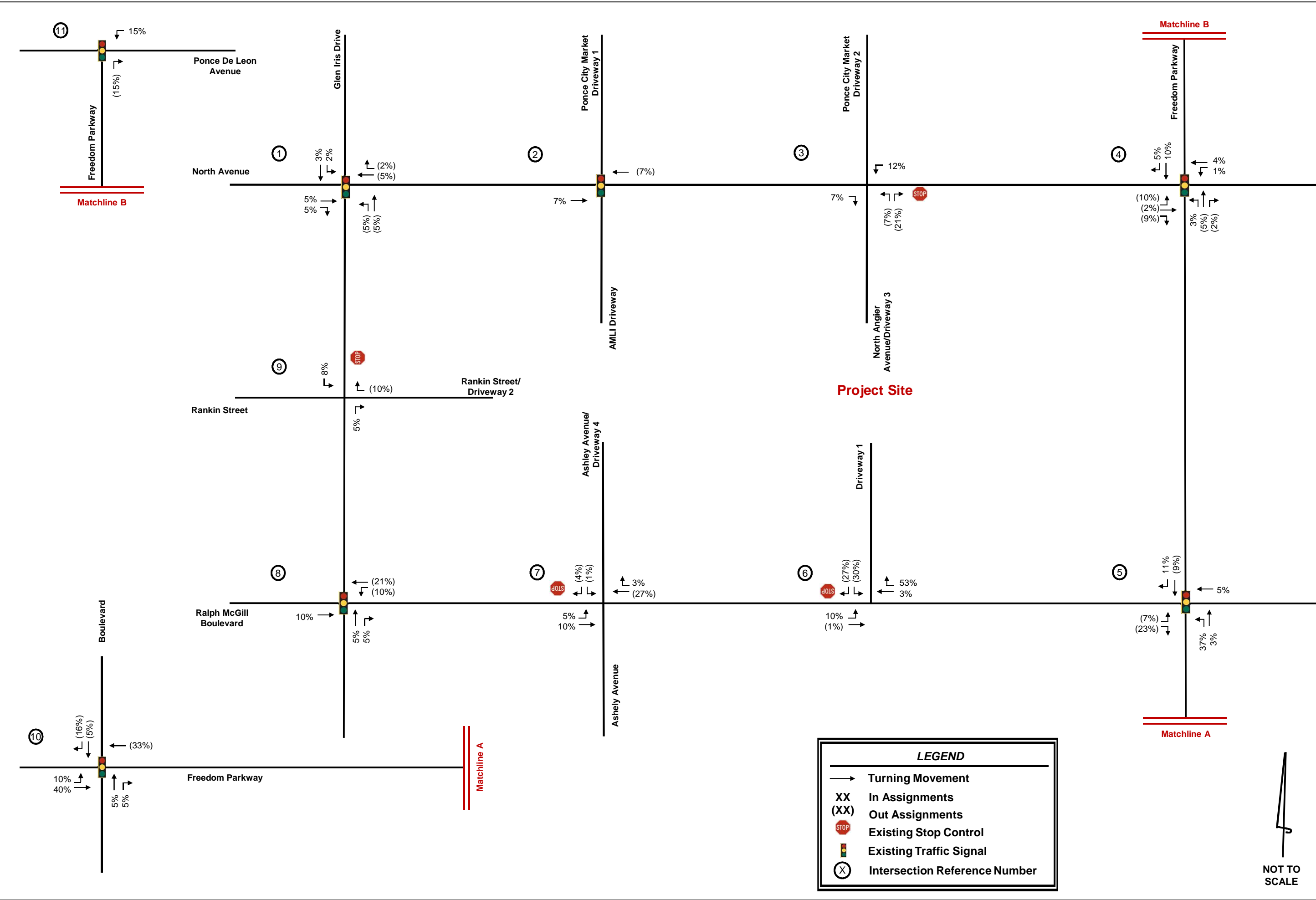
LEGEND	
	Turning Movement
	In Assignments
	Out Assignments
	Existing Stop Control
	Existing Traffic Signal
	Intersection Reference Number

NOT TO SCALE

Figure 4A

Residential Trip Distributions

760 Ralph McGill DRI #2801 Transportation Analysis



LEGEND

- Turning Movement
- XX In Assignments
- (XX) Out Assignments
- STOP Existing Stop Control
- Traffic Signal Icon Existing Traffic Signal
- (X) Intersection Reference Number

NOT TO SCALE

Figure 4B

Non-Residential Trip Distributions

760 Ralph McGill DRI #2801 Transportation Analysis

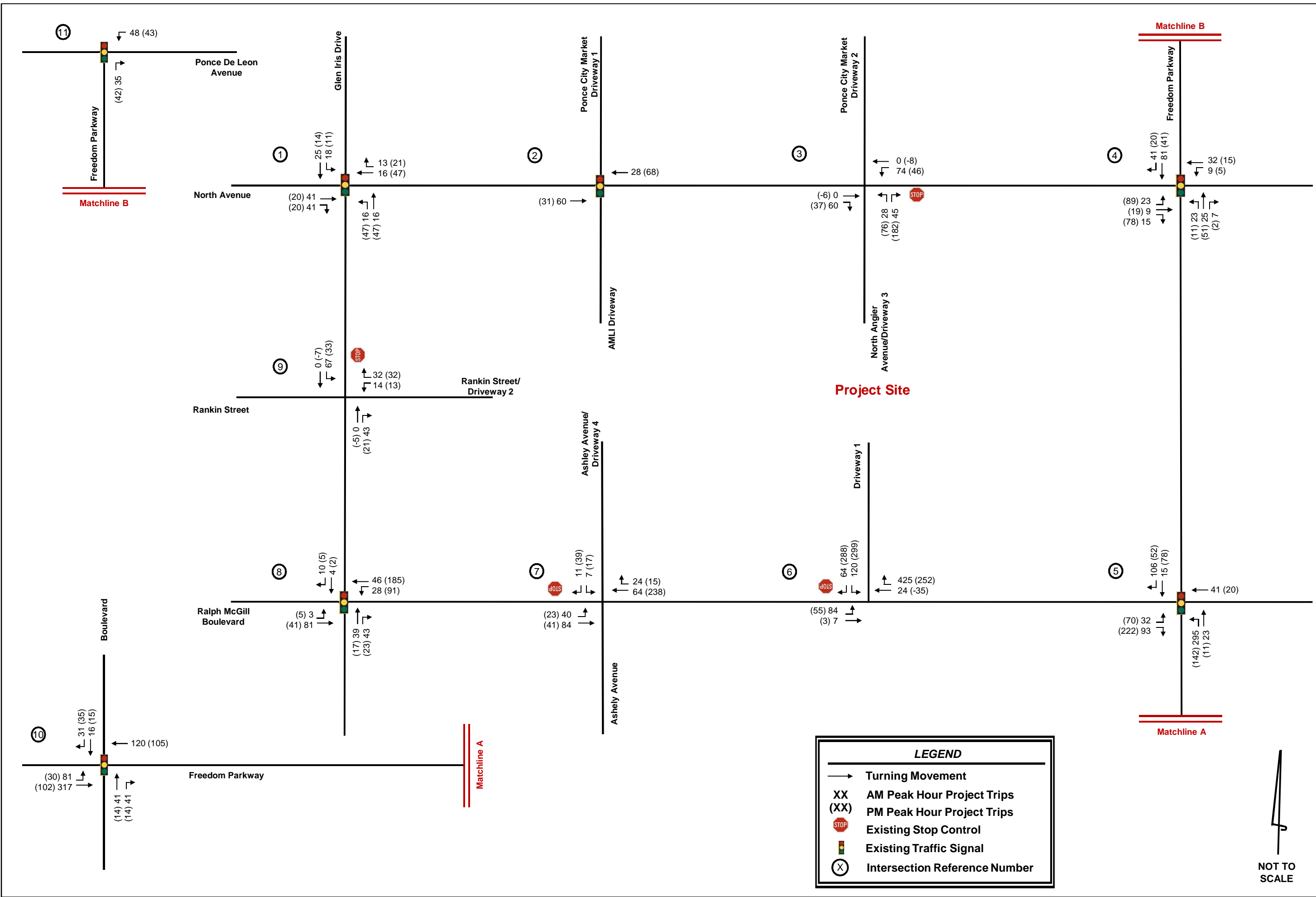


Figure 5

Project Trips

760 Ralph McGill DRI #2801 Transportation Analysis

6.0 TRAFFIC ANALYSIS

6.1 Existing 2017 Conditions

The observed existing peak hour traffic volumes were entered into *Synchro 9.0*, and capacity analyses were performed for the AM and PM peak hours. The existing peak hour traffic volumes are displayed in **Figure 6**, and the results of the capacity analyses for the Existing 2017 conditions are shown in **Table 7**. Detailed *Synchro* analysis reports are available upon request.

Table 7 Existing 2017 Intersection Levels-of-Service LOS (delay in seconds)				
Intersection	LOS Std.	Existing 2017 Conditions		
		Control/Movement	AM Peak Hour	PM Peak Hour
1. North Avenue at Glen Iris Drive	E/E	Signalized	E (58.4)	E (55.8)
2. North Avenue at Ponce City Market Driveway 1/AMLI Driveway	D	Signalized	B (13.5)	C (26.7)
3. North Avenue at Ponce City Market Driveway 2/North Angier Avenue/Project Driveway 3	D	NB SB EBL WBL	E (38.3) C (15.1) B (10.6) A (0.0)	D (34.1) C (24.1) A (8.5) A (9.8)
4. Freedom Parkway at North Avenue	D	Signalized	D (36.6)	D (35.4)
5. Freedom Parkway at Ralph McGill Boulevard	D	Signalized	D (39.7)	C (31.0)
6. Ralph McGill Boulevard at Project Driveway 1	D	SB EBL	B (11.8) A (8.1)	B (12.1) A (7.8)
7. Ralph McGill Boulevard at Ashley Avenue	D	NB SB EBL WBL	B (11.7) B (12.3) A (8.3) A (7.5)	B (12.3) B (12.1) A (7.8) A (8.2)
8. Ralph McGill Boulevard at Glen Iris Drive	D	Signalized	B (16.0)	B (18.1)
9. Glen Iris Drive at Rankin Street/Project Driveway 2	D	NBL SBL EB WB	A (7.9) A (8.4) C (17.3) C (18.7)	A (9.3) A (8.0) C (23.0) C (25.1)
10. Freedom Parkway at Boulevard	E/E	Signalized*	E (65.5)	E (58.6)
11. Ponce de Leon Avenue at Freedom Parkway	D	Signalized	C (22.2)	C (32.0)

*HCM 2010 does not properly report LOS due to signal phasing, therefore HCM 2000 was used to determine LOS

As shown in **Table 7**, the intersections of North Avenue at Glen Iris Drive and Freedom Parkway at Boulevard currently operate below the acceptable standard LOS D during the AM and PM peak hours for the Existing 2017 conditions. Therefore, according to the GRTA LOU, the LOS standard is lowered to LOS E for these intersections during those peak hours.

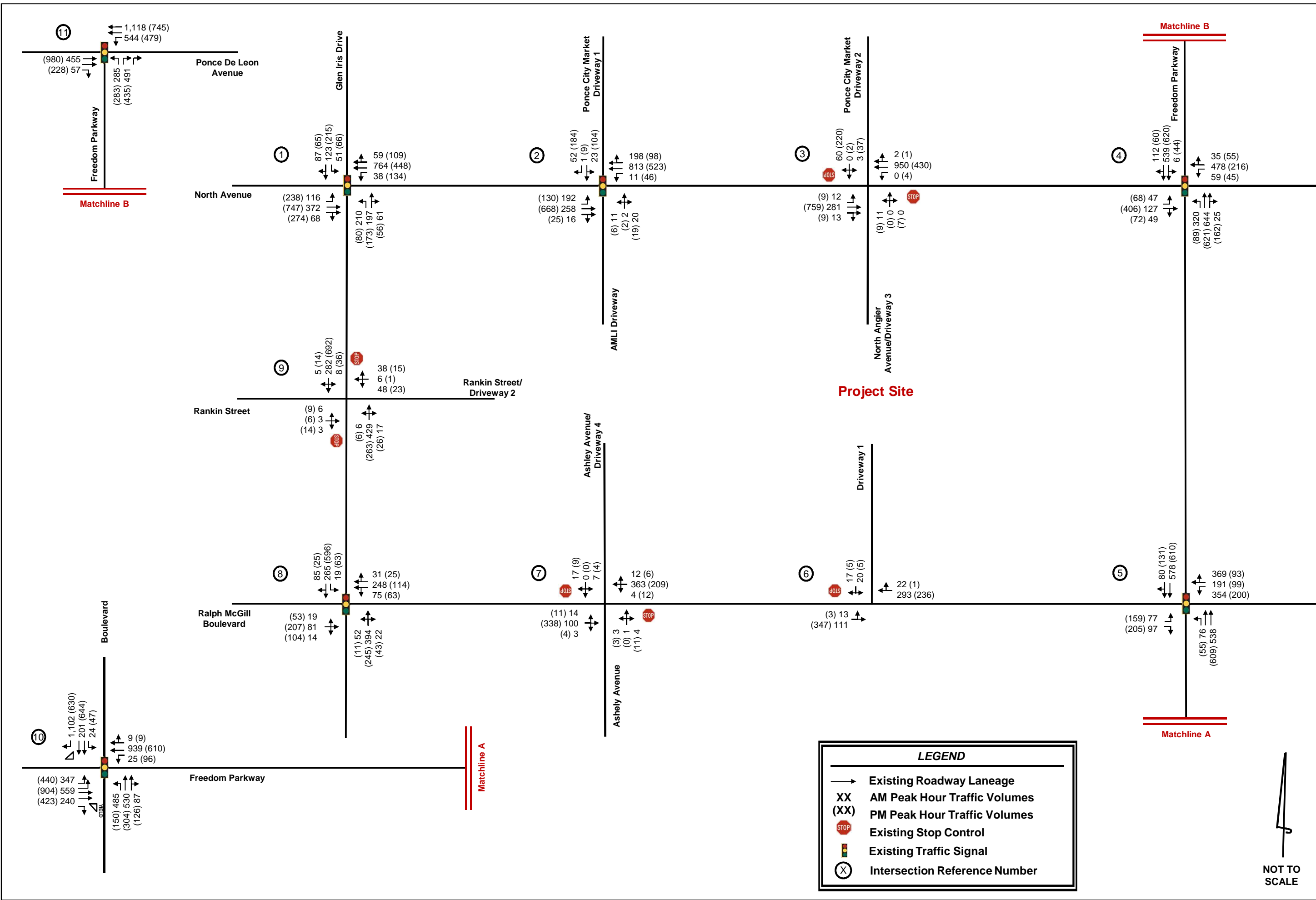


Figure 6

Existing 2017 Conditions

760 Ralph McGill DRI #2801 Transportation Analysis



6.2 Projected 2023 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes were grown for six (6) years at 1.0 percent per year throughout the study network. Additionally, projected trips from the *Ponce City Market Phase 2* DRI #2709 These volumes were entered into *Synchro 9.0*, and capacity analyses were performed.

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 <i>LOS (delay in seconds)</i>				
Intersection	LOS Std.	Projected 2023 No-Build Conditions		
		Control/Movement	AM Peak Hour	PM Peak Hour
1. North Avenue at Glen Iris Drive	E/E	Signalized	E (69.3)	E (66.1)
2. North Avenue at Ponce City Market Driveway 1/AMLI Driveway	D	Signalized	C (26.7)	D (36.5)
3. North Avenue at Ponce City Market Driveway 2/North Angier Avenue/Project Driveway 3	D	NB SB EBL WBL	F (74.0) D (30.9) B (11.6) A (0.0)	F (72.7) F (110.2) A (9.0) B (10.3)
4. Freedom Parkway at North Avenue	D	Signalized	D (44.8)	D (45.0)
5. Freedom Parkway at Ralph McGill Boulevard	D	Signalized	D (41.4)	C (31.9)
6. Ralph McGill Boulevard at Project Driveway 1	D	SB EBL	B (12.1) A (8.1)	B (12.4) A (7.9)
7. Ralph McGill Boulevard at Ashley Avenue	D	NB SB EBL WBL	B (12.0) B (12.6) A (8.4) A (7.5)	B (12.6) B (12.4) A (7.9) A (8.3)
8. Ralph McGill Boulevard at Glen Iris Drive	D	Signalized	B (16.0)	B (18.9)
9. Glen Iris Drive at Rankin Street/Project Driveway 2	D	NBL SBL EB WB	A (8.0) A (8.5) C (19.2) C (21.7)	A (9.6) A (8.1) D (27.1) D (30.6)
10. Freedom Parkway at Boulevard	E/E	Signalized*	E (75.4)	E (67.5)
11. Ponce de Leon Avenue at Freedom Parkway	D	Signalized	C (24.9)	D (38.0)

* HCM 2010 does not properly report LOS due to signal phasing, therefore HCM 2000 was used to determine LOS

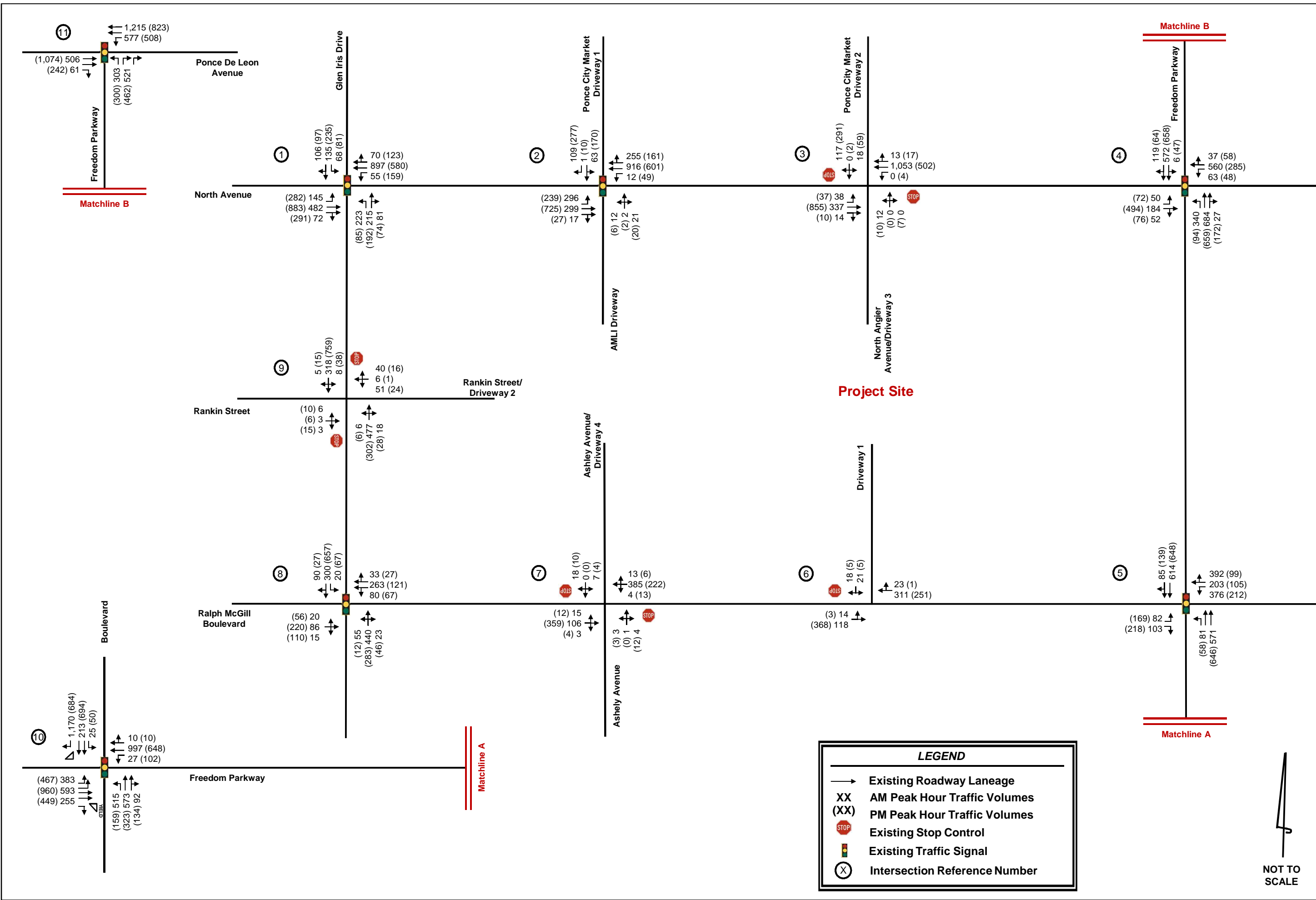


Figure 7

Projected 2023 No-Build Conditions

760 Ralph McGill DRI #2801 Transportation Analysis

6.3 Projected 2023 Build Conditions

The traffic associated with the proposed 760 Ralph McGill development 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 Build conditions were analyzed using the proposed laneage and intersection control types shown in the DRI site plan.

The intersection laneage and traffic volumes used for the Projected 2023 Build conditions are shown in **Figure 8**. The results of the capacity analyses for the Projected 2023 Build conditions with proposed laneage and control types at the study intersections are shown in **Table 9**. Detailed *Synchro* analysis reports are available upon request.

Table 9 Projected 2023 Build Intersection Levels-of-Service LOS (delay in seconds)				
Intersection	LOS Std.	Projected 2023 Build Conditions		
		Control/Movement	AM Peak Hour	PM Peak Hour
1. North Avenue at Glen Iris Drive	E/E	Signalized	E (71.6)	E (72.1)
2. North Avenue at Ponce City Market Driveway 1/AMLI Driveway	D	Signalized	C (30.7)	D (36.7)
3. North Avenue at Ponce City Market Driveway 2/North Angier Avenue/Project Driveway 3	D	NB SB EBL WBL	F (259.4)* E (46.1) B (11.6) A (8.5)	F (*)* F (424.3)* A (9.0) B (11.1)
4. Freedom Parkway at North Avenue	D	Signalized	E (55.0)	E (68.4)
5. Freedom Parkway at Ralph McGill Boulevard	D	Signalized	E (69.8)	E (62.8)
6. Ralph McGill Boulevard at Project Driveway 1	D	SB EBL	F (78.6) B (10.6)	F (567.4) A (8.8)
7. Ralph McGill Boulevard at Ashley Avenue	D	NB SB EBL WBL	C (15.5) C (16.2) A (9.0) A (7.7)	C (16.3) C (22.9) A (8.9) A (8.4)
8. Ralph McGill Boulevard at Glen Iris Drive	D	Signalized	B (18.1)	D (37.5)
9. Glen Iris Drive at Rankin Street/Project Driveway 2	D	NBL SBL EB WB	A (8.0) A (9.0) D (27.2) E (36.3)	A (9.5) A (8.3) D (33.3) E (38.2)
10. Freedom Parkway at Boulevard	E/E	Signalized**	E (79.4)	E (72.5)
11. Ponce de Leon Avenue at Freedom Parkway	D	Signalized	C (27.1)	D (42.0)

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

** HCM 2010 does not properly report LOS due to signal phasing, therefore HCM 2000 was used to determine LOS

As shown in **Table 9**, two (2) intersections are projected to operate below the acceptable LOS during the AM and/or PM peak hour.

Based on the Projected 2023 Build conditions, the following improvements result in the following intersections operating at an acceptable or improved LOS:

Freedom Parkway at North Avenue (Intersection #4)

- Construct one (1) northbound exclusive right-turn lane.

Freedom Parkway at Ralph McGill Boulevard (Intersection #5)

- Remove split phasing, run eastbound and westbound approaches as permissive-protected movements

Additional improvements are also recommended to mitigate delays at the following intersections:

North Avenue at Ponce City Market Driveway 2/North Angier Ave/Project Driveway 3 (Intersection #3)

- Construct one (1) northbound shared through/left-turn lane and one (1) northbound exclusive right-turn lane.

Ralph McGill Boulevard at North Angier Ave/Project Driveway 1 (Intersection #6)

- Construct a modern single-lane roundabout with an eastbound and southbound bypass lane.

The results of the capacity analyses for the Projected 2023 Build Improved conditions are shown in **Table 10**. Detailed *Synchro* analysis reports are available upon request.

Table 10 Projected 2023 Build Improved Intersection Levels-of-Service LOS (delay in seconds)				
Intersection	LOS Std.	Projected 2023 Build Improved Conditions		
		Control/Movement	AM Peak Hour	PM Peak Hour
3. North Avenue at Ponce City Market Driveway 2/North Angier Avenue/Project Driveway 3	D	NB SB EBL WBL	F (182.5)* E (47.4) B (11.6) A (8.5)	F (366.8)* F (424.3)* A (9.0) B (11.1)
4. Freedom Parkway at North Avenue	D	Signalized	D (53.1)	D (49.6)
5. Freedom Parkway at Ralph McGill Boulevard	D	Signalized	C (33.0)	C (33.8)
6. Ralph McGill Boulevard at Project Driveway 1	D	Roundabout	B (16.1)	A (5.1)

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

As shown in **Table 10**, all improved study intersections are projected to operate at acceptable LOS under the Projected 2023 Build Improved conditions, with the exception of Intersection 3, North Avenue at Ponce City Market Driveway 2 / North Angier Avenue / Project Driveway 3. It is not uncommon to have long delays for stop-controlled approaches when there is heavy major street volume.

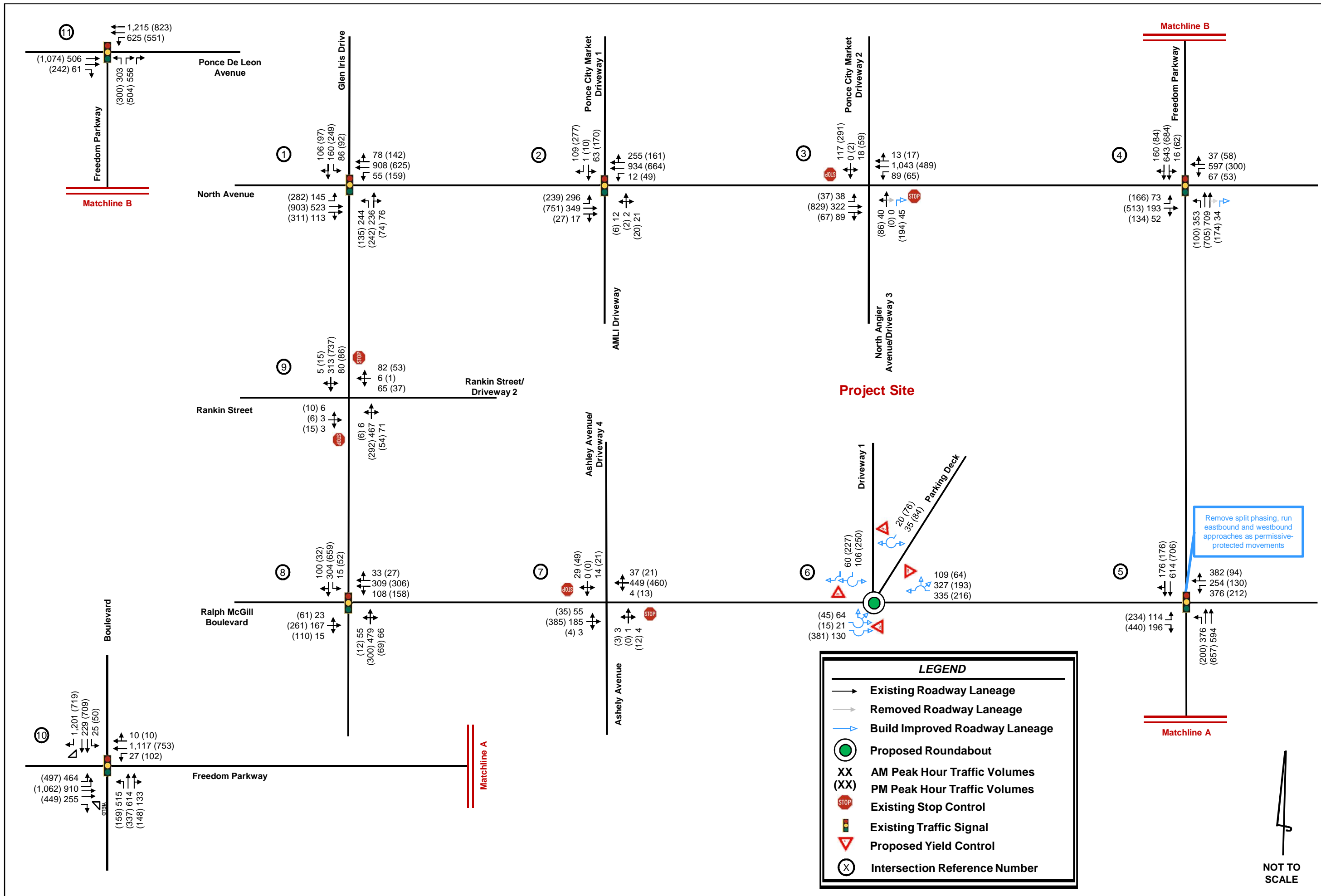


Figure 8

Projected 2023 Build Conditions

760 Ralph McGill DRI #2801 Transportation Analysis

7.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the 760 Ralph McGill development is proposed at four (4) driveways, one (1) along Ralph McGill Boulevard, one (1) along Ashley Avenue (which ultimately accesses Ralph McGill Boulevard), one (1) along Rankin Street (which ultimately accesses Glen Iris Drive), and one (1) along North Angier Avenue (which ultimately accesses North Avenue). Proposed site driveways and parking deck entrances are shown on the site plan.

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 *Section 6.3* of this report.

8.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC’s Transportation Improvement Program, Regional Transportation Improvement Program, GDOT’s Construction Work Program, and the GA STIP the following projects are programmed or planned to be completed by the respective years:

Table 11 Programmed Projects			
#	Completion Date	Project ID	Description
1	2017	Renew ATL	North Angier Avenue Resurfacing
2	2018	Renew ATL	Old Fourth Neighborhood Improvements
3	2018	Renew ATL	Poncey-Highland Neighborhood Improvements
4	2019	Renew ATL	North Avenue TTC Upgrades
5	2030	AR-490A1	Atlanta Streetcar – East Extension: from Jackson Street to Beltline/Irwin Street
6	2040	AR-490B	Atlanta Streetcar – Atlanta Beltline East Corridor: from Glenwood Avenue to Montgomery Ferry Road
7	2040	AR-490C	Atlanta Streetcar – Midtown/Crosstown Corridor: from Beltline West Corridor to Beltline East Corridor
8	TBD	AT-269	SR 8 (Ponce de Leon Avenue) Complete Street Retrofit and Beltline Connection: from Freedom Parkway to Boulevard/Monroe Drive
9	TBD	AR-317	SR 141 and SR 8 Connected Vehicle Pilot Program

Project fact sheets are included in Appendix E.

9.0 INTERNAL CIRCULATION ANALYSIS

The proposed site driveways will provide access to buildings on the site. Additionally, pedestrian site access will be provided via an extensive multi-level network of pedestrian connections within the site and between the BeltLine and Old 4th Ward park. 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.

Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook, Third Edition, 2014*. Because the Third Edition does not include guidance on daily internal capture, the Second Edition, 2004 was used. Total internal capture and vehicle trip reduction between the land uses is expected to be 10.4% daily, 10.7% for the AM peak hour and 18.9% for the PM peak hour as a result of the anticipated interaction between the residential, office, and retail land uses within the proposed development.

10.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

The project site is currently zoned I-2 according to the *City of Atlanta Zoning Ordinance Map*. The site is located in a Maturing Neighborhood area according to *PLAN 2040 Unified Growth Policy Map*. The future land use of the site is currently Mixed Use, according to the *Atlanta Strategic Action Plan's* 15-year comprehensive land use plan, adopted in 2008. The proposed zoning is MRC-3 (Mixed Residential and Commercial), which is consistent with the area type and future land use identified. The land use maps are provided in Appendix B. Additionally, pedestrian site access will be provided via an extensive multi-level network of pedestrian connections within the site and between the BeltLine and Old 4th Ward park.

Land Use and Zoning Maps

SHEET NO. 14-015

ZONING ORDINANCE

CITY OF ATLANTA, GEORGIA

OFFICIAL ZONING MAP

SHEET 31 OF 129 SHEETS

ORDINANCE Z-78-5

LAND LOTS _____

DISTRICT _____
COUNTY _____

CERTIFICATION

THIS SHEET 31 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

MUNICIPAL CLERK, CMC
CITY OF ATLANTA, GA

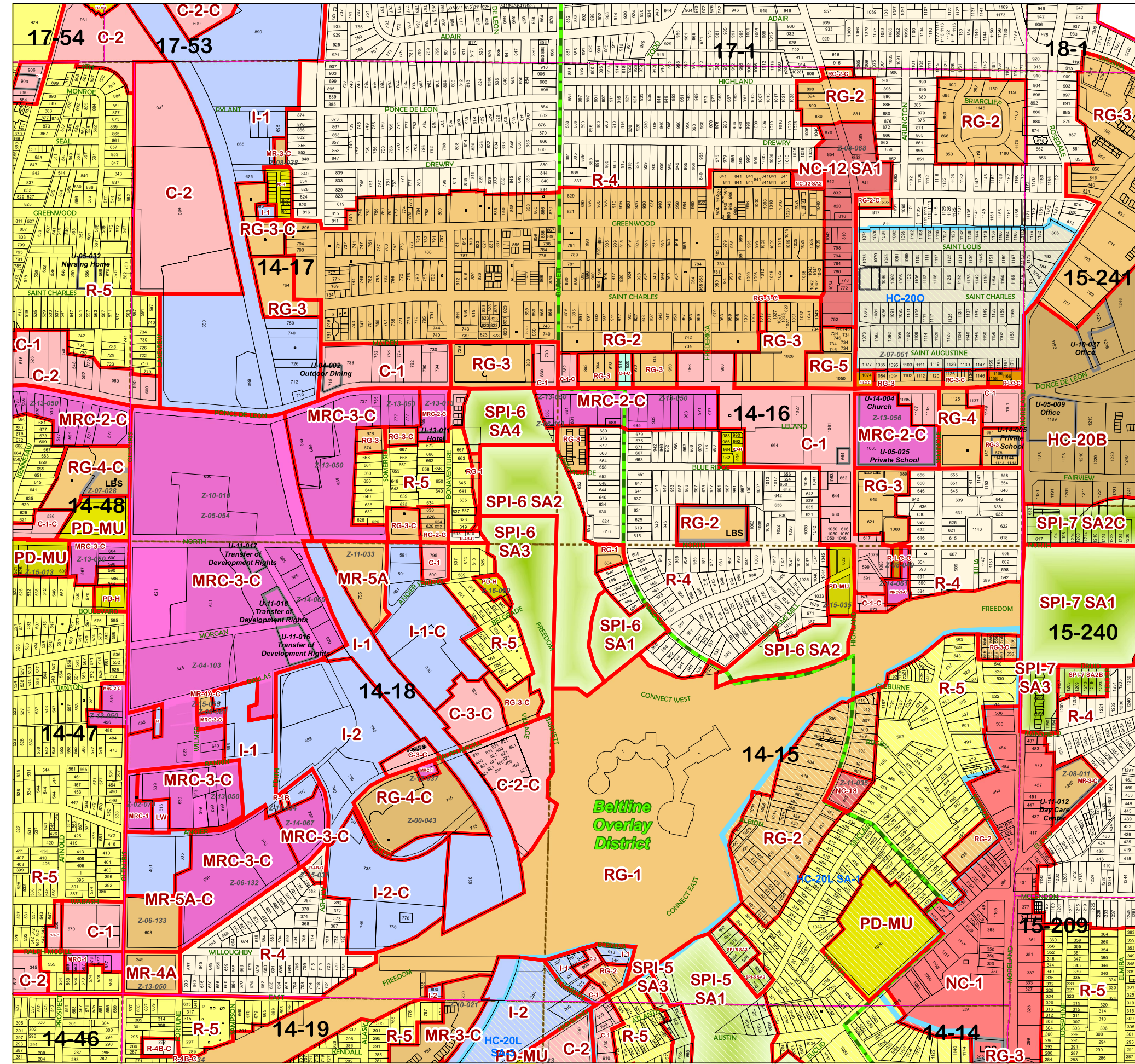
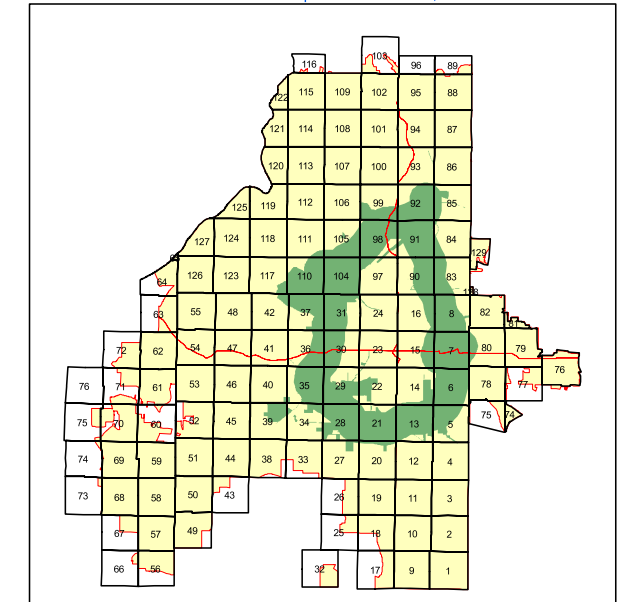
DATE _____

DATE _____

Legend

- Tax Parcels
- Zoning District Outline
- OVERLAY DISTRICTS**
- Beltline
- SPI Sign Overlay Districts
- All Others
- Human Service Facilities
- Special Use Permits
- LBS/HBS
- 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 March 06, 2017



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



NPU-M

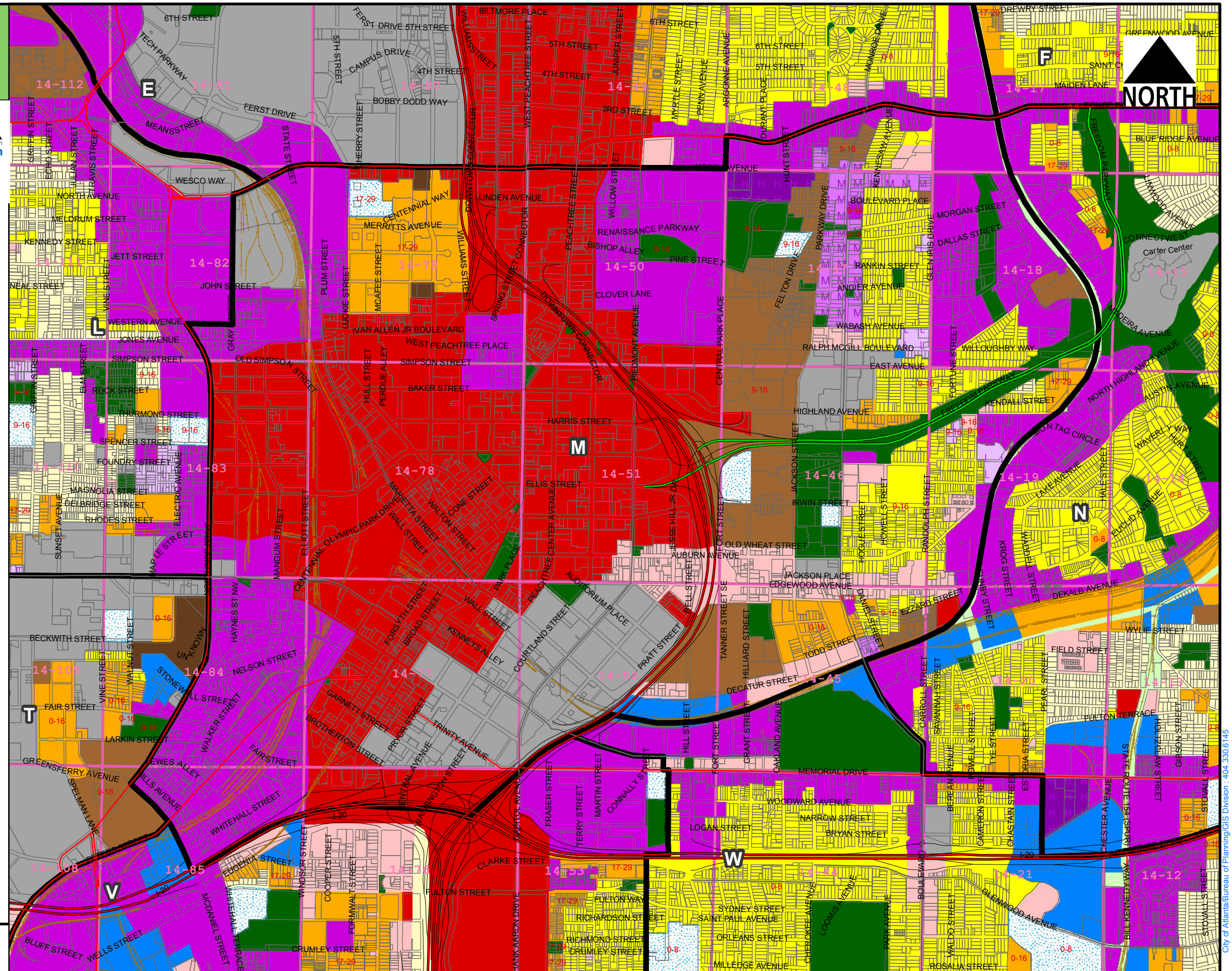


15 YEAR FUTURE LAND USE MAP 2008 ATLANTA COMPREHENSIVE DEVELOPMENT PLAN (CDP)

- NPU's
- parcels
- Land Lots
- Future Land Use Classifications**
- Transportation/Communication
- Community Facility
- Single Family Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Very High Density Residential
- Low Density Commercial
- High Density Commercial
- Office/Institution
- Office/Institution/Residential
- Open Space
- POS
- Industrial
- Mixed Use
- Low Density Mixed Use
- Medium Density Mixed Use
- High Density Mixed Use

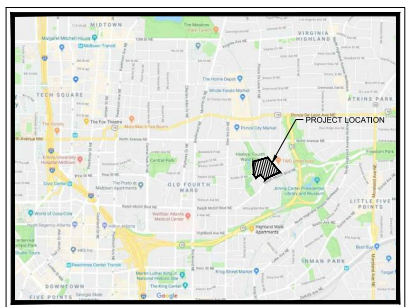
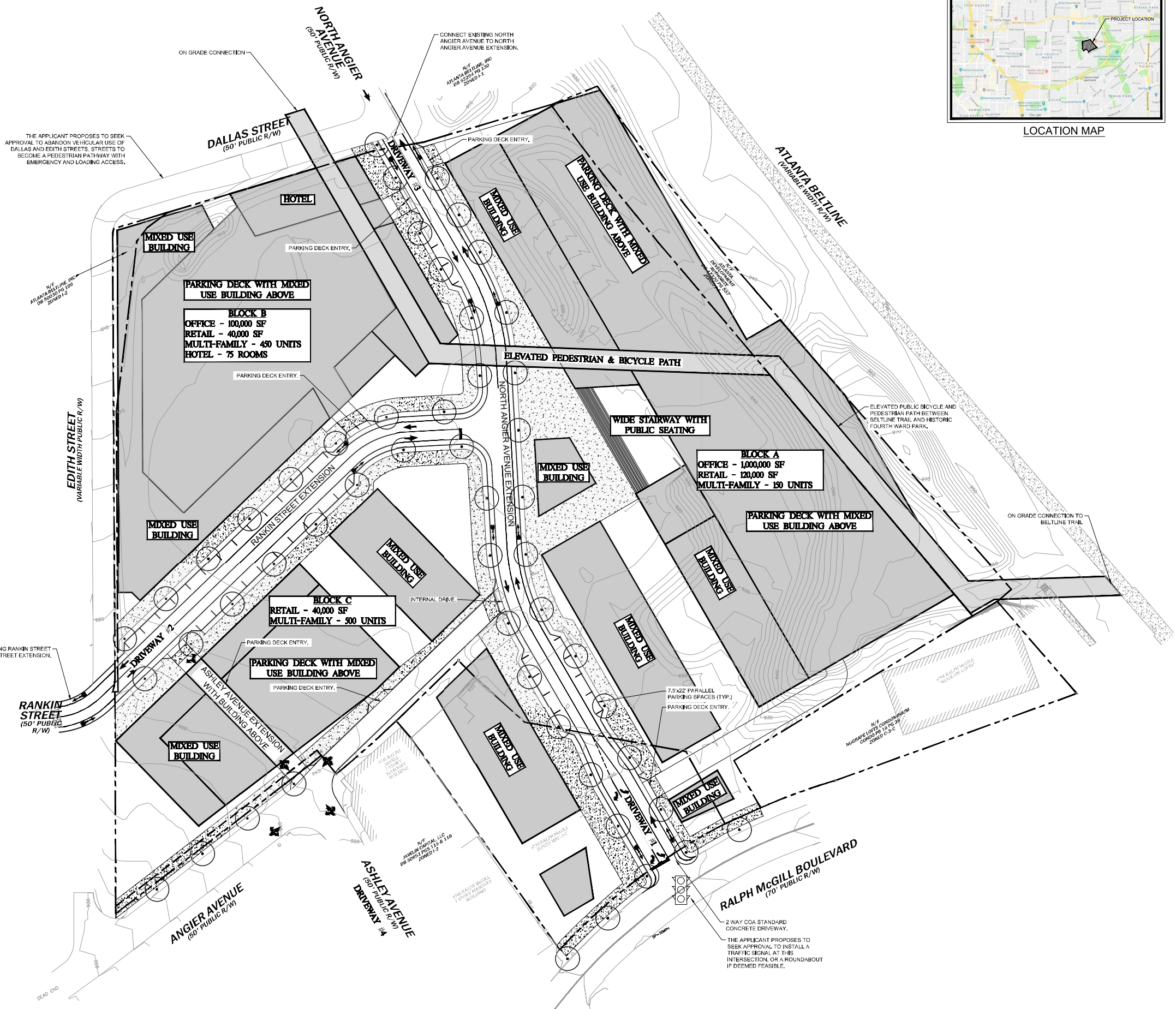
UP-TO-DATE AS OF:
8/25/2011

1 inch = 1,428.333333 feet



Proposed Site Plan

Drawing name: C:\Users\jchase\Documents\Projects\DR1_2801\DR1_2801.dwg
 This document, together with the concepts and designs presented herein, is intended only for the specific program and data for which it was prepared. Review of other program and data for which it was prepared. Review of other program and data for which it was prepared. Review of other program and data for which it was prepared.
 Date: 03/28/2018
 By: Brian Clouse



SITE PLAN SPECIFICATIONS:

- DR1 #2801**
 OVERALL PROJECT AREA: 480,991 SF (11.04 ACRES)
 CURRENT ZONING - I-1 WITH BELTLINE OVERLAY
 I-2 WITH BELTLINE OVERLAY
 PROPOSED ZONING - MRC-3-C WITH BELTLINE OVERLAY
 OWNER: RALPH MCGILL ANGIER, LLC.
- PROGRAM:**
 RESIDENTIAL - 1,047,000 SF (1,100 UNITS)
 OFFICE - 1,100,000 SF
 RETAIL - 200,000 SF
 HOTEL - 75 ROOMS
- FLOOR AREA RATIOS:**
 RESIDENTIAL:
 ALLOWED: 3.2
 PROPOSED: 2.11
 NON-RESIDENTIAL:
 ALLOWED: 4.0
 PROPOSED: 2.79
- BUILDING HEIGHT:**
 MAXIMUM = 225 FEET
- PARKING:**
 RESIDENTIAL:
 MINIMUM: 1,100 SPACES
 NON-RESIDENTIAL:
 MINIMUM: 4,285 SPACES
- CONTACTS:**
 APPLICANT: RALPH MCGILL ANGIER, LLC.
 CONTACT: MAITLAND THOMPSON
 MAITLAND@NEWCITY-PROPERTIES.COM
 699 PONCE DE LEON AVE.
 SUITE 403
 ATLANTA, GA 30308
 404-862-7378
 TRAFFIC CONSULTANT: KIMLEY-HORN
 CONTACT: ELIZABETH JOHNSON, P.E.
 ELIZABETH.JOHNSON@KIMLEY-HORN.COM
 817 WEST PEACHTREE ST. NW
 SUITE 600
 ATLANTA, GA 30308
 404-419-4700
 CIVIL ENGINEER: KIMLEY-HORN
 CONTACT: JOSH REYNOLDS, P.E.
 JOSH.REYNOLDS@KIMLEY-HORN.COM
 11720 AMBER PARK DRIVE
 SUITE 600
 ALPHARETTA, GA 30009
 770-619-4280

SITE PLAN LEGEND:

- PROPERTY LINE
- INTERNAL PROPERTY DELINEATION
- CONCRETE SIDEWALK
- PROPOSED BUILDING FOOTPRINT
- PROPOSED STRUCTURE ABOVE

DATE	03/28/2018																														
PROJECT NO.	033001000																														
SHEET NUMBER	C0-20																														
PROJECT:	DR1 #2801 760 RALPH MCGILL BLVD																														
TITLE:	DR1 SITE PLAN																														
CLIENT:	RALPH MCGILL ANGIER, LLC. 699 PONCE DE LEON AVE. NE, SUITE 403 ATLANTA, GA 30308 PHONE: 678-654-0314																														
SCALE:	1" = 40'																														
DRAWN BY:	JCR																														
DESIGNED BY:	JCR																														
CHECKED BY:	ALF																														
REVISIONS:	<table border="1"> <tr><th>No.</th><th>DATE</th><th>BY</th></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </table>	No.	DATE	BY																											
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Trip Generation Analysis

Trip Generation Analysis (10th Ed. with *2nd Edition Handbook Daily IC & 3rd Edition AM/PM IC*)

760 Ralph McGill DRI #2801

City of Atlanta, Georgia

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour			
			Total	In	Out	Total	In	Out	
Proposed Site Traffic									
221 Multifamily Housing (Mid-Rise)	1,100 d.u.	5,994	359	93	266	443	270	173	
310 Hotel	75 rooms	420	32	19	13	30	15	15	
710 General Office Building	1,100,000 s.f.	10,862	1,060	912	148	1,111	178	933	
820 Shopping Center	200,000 s.f. gross leasable area	9,632	252	156	96	908	436	472	
Gross Trips			26,908	1,703	1,180	523	2,492	899	1,593
Residential Trips			5,994	359	93	266	443	270	173
<i>Mixed-Use Reductions</i>			-990	-10	-2	-8	-187	-134	-53
<i>Alternative Mode Reductions</i>			-1,252	-87	-23	-65	-64	-34	-30
Adjusted Residential Trips			3,752	262	68	193	192	102	90
Hotel Trips			420	32	19	13	30	15	15
<i>Mixed-Use Reductions</i>			-69	-12	0	-12	-7	-5	-2
<i>Alternative Mode Reductions</i>			-88	-5	-5	0	-6	-3	-3
Adjusted Hotel Trips			263	15	14	1	17	7	10
Office Trips			10,862	1,060	912	148	1,111	178	933
<i>Mixed-Use Reductions</i>			-433	-84	-43	-41	-62	-16	-46
<i>Alternative Mode Reductions</i>			-2,608	-244	-217	-27	-262	-40	-222
Adjusted Office Trips			7,821	732	652	80	787	122	665
Retail Trips			9,632	252	156	96	908	436	472
<i>Mixed-Use Reductions</i>			-1,300	-76	-46	-30	-216	-81	-135
<i>Alternative Mode Reductions</i>			-2,084	-44	-28	-17	-173	-89	-84
<i>Pass By Reductions (Based on ITE Rates)</i>			-2,186	0	0	0	-182	-91	-91
Adjusted Retail Trips			4,062	132	82	49	337	175	162
<i>Mixed-Use Reductions - TOTAL</i>			-2,792	-182	-91	-91	-472	-236	-236
<i>Alternative Mode Reductions - TOTAL</i>			-6,032	-380	-273	-109	-505	-166	-339
<i>Pass-By Reductions - TOTAL</i>			-2,186	0	0	0	-182	-91	-91
New Trips			15,898	1,141	816	323	1,333	406	927
Driveway Volumes			18,084	1,141	816	323	1,515	497	1,018

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

**North Avenue at Glen Iris Drive
AM PEAK HOUR**

Description	Glen Iris Drive Northbound			Glen Iris Drive Southbound			North Avenue Eastbound			North Avenue Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	210	197	61	51	123	87	116	372	68	38	764	59
Pedestrians		8			9			6			14	
Conflicting Pedestrians	6		14	14		6	9		8	8		9
Heavy Vehicles	0	0	1	1	0	0	0	17	0	0	13	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	2%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjusted 2017 Volumes	210	197	61	51	123	87	116	372	68	38	764	59
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
Ponce City Market DRI #2709	0	6	16	14	4	14	22	87	0	15	86	7
2023 Background Traffic	223	215	81	68	135	106	145	482	72	55	897	70
Project Trips												
Trip Distribution IN				5%	5%			5%	5%			
Trip Distribution OUT	5%	5%								5%	5%	
Residential Trips	10	10	0	3	3	0	0	3	3	0	10	10
Trip Distribution IN				2%	3%			5%	5%			
Trip Distribution OUT	5%	5%								5%	2%	
Hotel Trips	0	0	0	0	0	0	0	1	1	0	0	0
Trip Distribution IN				2%	3%			5%	5%			
Trip Distribution OUT	5%	5%								5%	2%	
Office Trips	4	4	0	13	20	0	0	33	33	0	4	2
Trip Distribution IN				2%	3%			5%	5%			
Trip Distribution OUT	5%	5%								5%	2%	
Retail Trips	2	2	0	2	2	0	0	4	4	0	2	1
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	16	16	0	18	25	0	0	41	41	0	16	13
Rerouted North Angier Trips	5	5	-5								-5	-5
2023 Buildout Total	244	236	76	86	160	106	145	523	113	55	908	78

PM PEAK HOUR

Description	Glen Iris Drive Northbound			Glen Iris Drive Southbound			North Avenue Eastbound			North Avenue Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	80	173	56	66	215	65	238	747	274	134	448	109
Pedestrians		21			21			21			25	
Conflicting Pedestrians	21		25	25		21	21		21	21		21
Heavy Vehicles	0	0	0	0	0	0	0	0	1	0	1	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.90			0.90			0.90			0.90	
Adjusted 2017 Volumes	80	173	56	66	215	65	238	747	274	134	448	109
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
Ponce City Market DRI #2709	0	8	15	11	7	28	29	90	0	17	104	7
2023 Background Traffic	85	192	74	81	235	97	282	883	291	159	580	123
Project Trips												
Trip Distribution IN				5%	5%			5%	5%			
Trip Distribution OUT	5%	5%								5%	5%	
Residential Trips	5	5	0	5	5	0	0	5	5	0	5	5
Trip Distribution IN				2%	3%			5%	5%			
Trip Distribution OUT	5%	5%								5%	2%	
Hotel Trips	1	1	0	0	0	0	0	0	0	0	1	0
Trip Distribution IN				2%	3%			5%	5%			
Trip Distribution OUT	5%	5%								5%	2%	
Office Trips	33	33	0	2	4	0	0	6	6	0	33	13
Trip Distribution IN				2%	3%			5%	5%			
Trip Distribution OUT	5%	5%								5%	2%	
Retail Trips	8	8	0	4	5	0	0	9	9	0	8	3
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	47	47	0	11	14	0	0	20	20	0	47	21
Rerouted North Angier Trips	3	3	0								-3	-3
2023 Buildout Total	135	242	74	92	249	97	282	903	311	159	625	142

INTERSECTION VOLUME DEVELOPMENT

**North Avenue at Ponce City Market Driveway 1/AMLI Driveway
AM PEAK HOUR**

Description	AMLI Driveway Northbound			Ponce City Market Driveway 1 Southbound			North Avenue Eastbound			North Avenue Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	11	2	20	23	1	52	192	258	16	11	813	198
Pedestrians	9			11			23			39		
Conflicting Pedestrians	23		39	39		23	11		9	9		11
Heavy Vehicles	0	0	0	0	0	0	1	18	0	0	14	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%	2%	2%
Peak Hour Factor	0.90			0.90			0.90			0.90		
Adjusted 2017 Volumes	11	2	20	23	1	52	192	258	16	11	813	198
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
Ponce City Market DRI #2709				39		54	92	25			53	45
2023 Background Traffic	12	2	21	63	1	109	296	299	17	12	916	255
Project Trips												
Trip Distribution IN								10%				
Trip Distribution OUT											10%	
Residential Trips	0	0	0	0	0	0	0	7	0	0	19	0
Trip Distribution IN								7%				
Trip Distribution OUT											7%	
Hotel Trips	0	0	0	0	0	0	0	1	0	0	0	0
Trip Distribution IN								7%				
Trip Distribution OUT											7%	
Office Trips	0	0	0	0	0	0	0	46	0	0	6	0
Trip Distribution IN								7%				
Trip Distribution OUT											7%	
Retail Trips	0	0	0	0	0	0	0	6	0	0	3	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	60	0	0	28	0
Rerouted North Angier Trips								-10			-10	
2023 Buildout Total	12	2	21	63	1	109	296	349	17	12	934	255

PM PEAK HOUR

Description	AMLI Driveway Northbound			Ponce City Market Driveway 1 Southbound			North Avenue Eastbound			North Avenue Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	6	2	19	104	9	184	130	668	25	46	523	98
Pedestrians	30			14			35			89		
Conflicting Pedestrians	35		89	89		35	14		30	30		14
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.87			0.87			0.87			0.87		
Adjusted 2017 Volumes	6	2	19	104	9	184	130	668	25	46	523	98
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
Ponce City Market DRI #2709				60		82	101	16			46	57
2023 Background Traffic	6	2	20	170	10	277	239	725	27	49	601	161
Project Trips												
Trip Distribution IN								10%				
Trip Distribution OUT											10%	
Residential Trips	0	0	0	0	0	0	0	10	0	0	9	0
Trip Distribution IN								7%				
Trip Distribution OUT											7%	
Hotel Trips	0	0	0	0	0	0	0	0	0	0	1	0
Trip Distribution IN								7%				
Trip Distribution OUT											7%	
Office Trips	0	0	0	0	0	0	0	9	0	0	47	0
Trip Distribution IN								7%				
Trip Distribution OUT											7%	
Retail Trips	0	0	0	0	0	0	0	12	0	0	11	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	31	0	0	68	0
Rerouted North Angier Trips								-5			-5	
2023 Buildout Total	6	2	20	170	10	277	239	751	27	49	664	161

INTERSECTION VOLUME DEVELOPMENT

**North Avenue at Ponce City Market Driveway 2/North Angier Avenue/Project Driveway 3
AM PEAK HOUR**

Description	North Angier Road/Project Driveway 3 Northbound			Ponce City Market Driveway 1 Southbound			North Avenue Eastbound			North Avenue Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	11	0	0	3	0	60	12	281	13	0	950	2
Pedestrians	1			16			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	16	0	1	1	0	16
Heavy Vehicles	10	0	0	0	0	0	0	6	12	0	4	0
Heavy Vehicle %	91%	0%	0%	2%	0%	2%	2%	2%	92%	0%	2%	2%
Peak Hour Factor	0.91			0.91			0.91			0.91		
Adjusted 2017 Volumes	11	0	0	3	0	60	12	281	13	0	950	2
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
Ponce City Market DRI #2709				15		53	25	39			45	11
2023 Background Traffic	12	0	0	18	0	117	38	337	14	0	1,053	13
Project Trips												
Trip Distribution IN									10%	10%		
Trip Distribution OUT	10%		10%									
Residential Trips	19	0	19	0	0	0	0	0	7	7	0	0
Trip Distribution IN									7%	9%		
Trip Distribution OUT	7%		20%									
Hotel Trips	0	0	0	0	0	0	0	0	1	1	0	0
Trip Distribution IN									7%	9%		
Trip Distribution OUT	7%		20%									
Office Trips	6	0	16	0	0	0	0	0	46	59	0	0
Trip Distribution IN									7%	9%		
Trip Distribution OUT	7%		20%									
Retail Trips	3	0	10	0	0	0	0	0	6	7	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	28	0	45	0	0	0	0	0	60	74	0	0
Rerouted North Angier Trips			0						-15	15	-10	
2023 Buildout Total	40	0	45	18	0	117	38	322	89	89	1,043	13

PM PEAK HOUR

Description	North Angier Road/Project Driveway 3 Northbound			Ponce City Market Driveway 1 Southbound			North Avenue Eastbound			North Avenue Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	9	0	7	37	2	220	9	759	9	4	430	1
Pedestrians	6			38			5			0		
Conflicting Pedestrians	5	0	0	0	0	5	38	0	6	6	0	38
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	0%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.87			0.87			0.87			0.87		
Adjusted 2017 Volumes	9	0	7	37	2	220	9	759	9	4	430	1
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
Ponce City Market DRI #2709				20		57	27	49			46	16
2023 Background Traffic	10	0	7	59	2	291	37	855	10	4	502	17
Project Trips												
Trip Distribution IN									10%	10%		
Trip Distribution OUT	10%		10%									
Residential Trips	9	0	9	0	0	0	0	0	10	10	0	0
Trip Distribution IN									7%	9%		
Trip Distribution OUT	7%		20%									
Hotel Trips	1	0	2	0	0	0	0	0	0	1	0	0
Trip Distribution IN									7%	9%		
Trip Distribution OUT	7%		20%									
Office Trips	47	0	133	0	0	0	0	0	9	11	0	0
Trip Distribution IN									7%	9%		
Trip Distribution OUT	7%		20%									
Retail Trips	11	0	32	0	0	0	0	0	12	16	0	0
Pass-By Trips	8	0	6	0	0	0	0	-6	6	8	-8	0
Total Project Trips	76	0	182	0	0	0	0	-6	37	46	-8	0
Rerouted North Angier Trips			5						-20	20	15	-5
2023 Buildout Total	86	0	194	59	2	291	37	829	67	65	489	17

INTERSECTION VOLUME DEVELOPMENT

**Freedom Parkway at North Avenue
AM PEAK HOUR**

Description	Freedom Parkway Northbound			Freedom Parkway Southbound			North Avenue Eastbound			North Avenue Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	320	644	25	6	539	112	47	127	49	59	478	35
Pedestrians		5			0			0			1	
Conflicting Pedestrians	0		1	1		0	0		5	5		0
Heavy Vehicles	0	4	0	0	5	0	0	0	0	0	1	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjusted 2017 Volumes	320	644	25	6	539	112	47	127	49	59	478	35
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
New Road Adjustment												
Ponce City Market DRI #2709								49			53	
2023 Background Traffic	340	684	27	6	572	119	50	184	52	63	560	37
Project Trips												
Trip Distribution IN	2%				10%	5%				2%	3%	
Trip Distribution OUT		10%	2%				5%	3%	2%			
Residential Trips	1	19	4	0	7	3	10	6	4	1	2	0
Trip Distribution IN	3%				10%	5%				1%	4%	
Trip Distribution OUT		5%	2%				10%	2%	9%			
Hotel Trips	0	0	0	0	1	1	0	0	0	0	1	0
Trip Distribution IN	3%				10%	5%				1%	4%	
Trip Distribution OUT		5%	2%				10%	2%	9%			
Office Trips	20	4	2	0	65	33	8	2	7	7	26	0
Trip Distribution IN	3%				10%	5%				1%	4%	
Trip Distribution OUT		5%	2%				10%	2%	9%			
Retail Trips	2	2	1	0	8	4	5	1	4	1	3	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	23	25	7	0	81	41	23	9	15	9	32	0
Rerouted North Angier Trips	-10	0		10	-10		0		-15	-5	5	
2023 Buildout Total	353	709	34	16	643	160	73	193	52	67	597	37

PM PEAK HOUR

Description	Freedom Parkway Northbound			Freedom Parkway Southbound			North Avenue Eastbound			North Avenue Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	89	621	162	44	620	60	68	406	72	45	216	55
Pedestrians		6			2			0			12	
Conflicting Pedestrians	0		12	12		0	2		6	6		2
Heavy Vehicles	0	3	0	0	0	0	0	1	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjusted 2017 Volumes	89	621	162	44	620	60	68	406	72	45	216	55
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
Ponce City Market DRI #2709								63			56	
2023 Background Traffic	94	659	172	47	658	64	72	494	76	48	285	58
Project Trips												
Trip Distribution IN	2%				10%	5%				2%	3%	
Trip Distribution OUT		10%	2%				5%	3%	2%			
Residential Trips	2	9	2	0	10	5	5	3	2	2	3	0
Trip Distribution IN	3%				10%	5%				1%	4%	
Trip Distribution OUT		5%					10%	2%	9%			
Hotel Trips	0	1	0	0	1	0	1	0	1	0	0	0
Trip Distribution IN	3%				10%	5%				1%	4%	
Trip Distribution OUT		5%					10%	2%	9%			
Office Trips	4	33	0	0	12	6	67	13	60	1	5	0
Trip Distribution IN	3%				10%	5%				1%	4%	
Trip Distribution OUT		5%					10%	2%	9%			
Retail Trips	5	8	0	0	18	9	16	3	15	2	7	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	11	51	2	0	41	20	89	19	78	5	15	0
Rerouted North Angier Trips	-5	-5		15	-15		5		-20	0	0	
2023 Buildout Total	100	705	174	62	684	84	166	513	134	53	300	58

INTERSECTION VOLUME DEVELOPMENT

**Freedom Parkway at Ralph McGill Boulevard
AM PEAK HOUR**

Description	Freedom Parkway Northbound			Freedom Parkway Southbound			Ralph McGill Boulevard Eastbound			Ralph McGill Boulevard Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	76	538	0	0	578	80	77	0	97	354	191	369
Pedestrians		0			3			0			0	
Conflicting Pedestrians	0		0	0		0	3		0	0		3
Heavy Vehicles	1	4	0	0	5	1	0	0	0	2	1	0
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	2%	0%	2%	2%	2%	2%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjusted 2017 Volumes	76	538	0	0	578	80	77	0	97	354	191	369
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
Ponce City Market DRI #2709												
2023 Background Traffic	81	571	0	0	614	85	82	0	103	376	203	392
Project Trips												
Trip Distribution IN	28%	2%				12%					5%	
Trip Distribution OUT					2%		12%		33%			
Residential Trips	19	1	0	0	4	8	23	0	64	0	3	0
Trip Distribution IN	37%	3%				13%					5%	
Trip Distribution OUT					9%		7%		23%			
Hotel Trips	5	0	0	0	0	2	0	0	0	0	1	0
Trip Distribution IN	37%	3%				13%					5%	
Trip Distribution OUT					9%		7%		23%			
Office Trips	241	20	0	0	7	85	6	0	18	0	33	0
Trip Distribution IN	37%	3%				13%					5%	
Trip Distribution OUT					9%		7%		23%			
Retail Trips	30	2	0	0	4	11	3	0	11	0	4	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	295	23	0	0	15	106	32	0	93	0	41	0
Rerouted North Angier Trips					-15	-15	0				10	-10
2023 Buildout Total	376	594	0	0	614	176	114	0	196	376	254	382

PM PEAK HOUR

Description	Freedom Parkway Northbound			Freedom Parkway Southbound			Ralph McGill Boulevard Eastbound			Ralph McGill Boulevard Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	55	609	0	0	610	131	159	0	205	200	99	93
Pedestrians		0			2			0			2	
Conflicting Pedestrians	0		2	2		0	2		0	0		2
Heavy Vehicles	0	3	0	0	0	0	0	0	0	0	1	0
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	2%	0%	2%	2%	2%	2%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjusted 2017 Volumes	55	609	0	0	610	131	159	0	205	200	99	93
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
Ponce City Market DRI #2709												
2023 Background Traffic	58	646	0	0	648	139	169	0	218	212	105	99
Project Trips												
Trip Distribution IN	28%	2%				12%					5%	
Trip Distribution OUT					2%		12%		33%			
Residential Trips	29	2	0	0	2	12	11	0	30	0	5	0
Trip Distribution IN	37%	3%				13%					5%	
Trip Distribution OUT					9%		7%		23%			
Hotel Trips	3	0	0	0	1	1	1	0	2	0	0	0
Trip Distribution IN	37%	3%				13%					5%	
Trip Distribution OUT					9%		7%		23%			
Office Trips	45	4	0	0	60	16	47	0	153	0	6	0
Trip Distribution IN	37%	3%				13%					5%	
Trip Distribution OUT					9%		7%		23%			
Retail Trips	65	5	0	0	15	23	11	0	37	0	9	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	142	11	0	0	78	52	70	0	222	0	20	0
Rerouted North Angier Trips					-20	-15	-5				5	-5
2023 Buildout Total	200	657	0	0	706	176	234	0	440	212	130	94

INTERSECTION VOLUME DEVELOPMENT

**Ralph McGill Boulevard at Project Driveway 1
AM PEAK HOUR**

Description	Northbound			Project Driveway 1 Southbound			Ralph McGill Boulevard Eastbound			Ralph McGill Boulevard Westbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Observed 2017 Traffic Volumes				20	0	17	13	111	0	0	293	22	
Pedestrians				3			2			0			
Conflicting Pedestrians	2		0	0		2	3		0	0		3	
Heavy Vehicles				0	0	0	0	0	0	0	3	0	
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	2%	0%	0%	2%	2%	
Peak Hour Factor		0.85			0.85			0.85			0.85		
Adjusted 2017 Volumes	0	0	0	20	0	17	13	111	0	0	293	22	
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	
Ponce City Market DRI #2709													
2023 Background Traffic	0	0	0	21	0	18	14	118	0	0	311	23	
Project Trips													
Trip Distribution IN							15%			3%	42%		
Trip Distribution OUT				42%		15%		3%					
Residential Trips	0	0	0	81	0	29	10	6	0	0	2	29	
Trip Distribution IN							10%			3%	53%		
Trip Distribution OUT				30%		27%		1%					
Hotel Trips	0	0	0	0	0	0	1	0	0	0	0	7	
Trip Distribution IN							10%			3%	53%		
Trip Distribution OUT				30%		27%		1%					
Office Trips	0	0	0	24	0	22	65	1	0	0	20	346	
Trip Distribution IN							10%			3%	53%		
Trip Distribution OUT				30%		27%		1%					
Retail Trips	0	0	0	15	0	13	8	0	0	0	2	43	
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Removed GA Power Existing Traffic				-20		-17	-13					-22	
Total Project Trips	0	0	0	120	0	64	84	7	0	0	24	425	
Rerouted North Angier Trips				20		15	0	5				10	
2023 Buildout Total	0	0	0	141	0	80	85	130	0	0	335	436	

PM PEAK HOUR

Description	Northbound			Project Driveway 1 Southbound			Ralph McGill Boulevard Eastbound			Ralph McGill Boulevard Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes				5	0	5	3	347	0	0	236	1
Pedestrians				6			0			0		
Conflicting Pedestrians	0		0	0		0	6		0	0		6
Heavy Vehicles				0	0	0	0	0	0	0	1	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	2%	0%	0%	2%	2%
Peak Hour Factor				0.85			0.85			0.85		
Adjusted 2017 Volumes	0	0	0	5	0	5	3	347	0	0	236	1
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
Ponce City Market DRI #2709												
2023 Background Traffic	0	0	0	5	0	5	3	368	0	0	251	1
Project Trips												
Trip Distribution IN							15%			3%	42%	
Trip Distribution OUT				42%		15%		3%				
Residential Trips	0	0	0	38	0	14	15	3	0	0	3	43
Trip Distribution IN							10%			3%	53%	
Trip Distribution OUT				30%		27%		1%				
Hotel Trips	0	0	0	3	0	3	1	0	0	0	0	4
Trip Distribution IN							10%			3%	53%	
Trip Distribution OUT				30%		27%		1%				
Office Trips	0	0	0	200	0	180	12	7	0	0	4	65
Trip Distribution IN							10%			3%	53%	
Trip Distribution OUT				30%		27%		1%				
Retail Trips	0	0	0	49	0	44	18	2	0	0	5	93
Pass-By Trips	0	0	0	9	0	47	9	-9	0	0	-47	47
Removed GA Power Existing Traffic				-5		-5	-3					-1
Total Project Trips	0	0	0	299	0	288	55	3	0	0	-35	252
Rerouted North Angier Trips				35		15	5	10				5
2023 Buildout Total	0	0	0	334	0	303	60	381	0	0	216	257

INTERSECTION VOLUME DEVELOPMENT

**Ralph McGill Boulevard at Ashley Avenue/Project Driveway 4
AM PEAK HOUR**

Description	Ashley Avenue <u>Northbound</u>			Ashley Avenue <u>Southbound</u>			Ralph McGill Boulevard <u>Eastbound</u>			Ralph McGill Boulevard <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	3	1	4	7	0	17	14	100	3	4	363	12
Pedestrians		1			2			0			1	
Conflicting Pedestrians	0		1	1		0	2		1	1		2
Heavy Vehicles	0	0	0	0	0	2	1	0	0	0	2	0
Heavy Vehicle %	2%	2%	2%	2%	0%	12%	7%	2%	2%	2%	2%	2%
Peak Hour Factor		0.85			0.85			0.85			0.85	
Adjusted 2017 Volumes	3	1	4	7	0	17	14	100	3	4	363	12
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
Ponce City Market DRI #2709												
2023 Background Traffic	3	1	4	7	0	18	15	106	3	4	385	13
Project Trips												
Trip Distribution IN							3%	15%				3%
Trip Distribution OUT				3%		3%				15%		
Residential Trips	0	0	0	6	0	6	2	10	0	0	29	2
Trip Distribution IN							5%	10%				3%
Trip Distribution OUT				1%		4%					27%	
Hotel Trips	0	0	0	0	0	0	1	1	0	0	0	0
Trip Distribution IN							5%	10%				3%
Trip Distribution OUT				1%		4%					27%	
Office Trips	0	0	0	1	0	3	33	65	0	0	22	20
Trip Distribution IN							5%	10%				3%
Trip Distribution OUT				1%		4%					27%	
Retail Trips	0	0	0	0	0	2	4	8	0	0	13	2
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	7	0	11	40	84	0	0	64	24
Rerouted North Angier Trips								-5				
2023 Buildout Total	3	1	4	14	0	29	55	185	3	4	449	37

PM PEAK HOUR

Description	Ashley Avenue <u>Northbound</u>			Ashley Avenue <u>Southbound</u>			Ralph McGill Boulevard <u>Eastbound</u>			Ralph McGill Boulevard <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	3	0	11	4	0	9	11	338	4	12	209	6
Pedestrians		3			6			0			4	
Conflicting Pedestrians	0		4	4		0	6		3	3		6
Heavy Vehicles	0	0	0	0	0	0	0	2	0	0	0	0
Heavy Vehicle %	2%	0%	2%	2%	0%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.80			0.80			0.80			0.80	
Adjusted 2017 Volumes	3	0	11	4	0	9	11	338	4	12	209	6
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
Ponce City Market DRI #2709												
2023 Background Traffic	3	0	12	4	0	10	12	359	4	13	222	6
Project Trips												
Trip Distribution IN							3%	15%				3%
Trip Distribution OUT				3%		3%				15%		
Residential Trips	0	0	0	3	0	3	3	15	0	0	14	3
Trip Distribution IN							5%	10%				3%
Trip Distribution OUT				1%		4%					27%	
Hotel Trips	0	0	0	0	0	0	0	1	0	0	3	0
Trip Distribution IN							5%	10%				3%
Trip Distribution OUT				1%		4%					27%	
Office Trips	0	0	0	7	0	27	6	12	0	0	180	4
Trip Distribution IN							5%	10%				3%
Trip Distribution OUT				1%		4%					27%	
Retail Trips	0	0	0	2	0	6	9	18	0	0	44	5
Pass-By Trips	0	0	0	5	0	3	5	-5	0	0	-3	3
Total Project Trips	0	0	0	17	0	39	23	41	0	0	238	15
Rerouted North Angier Trips								-15				
2023 Buildout Total	3	0	12	21	0	49	35	385	4	13	460	21

INTERSECTION VOLUME DEVELOPMENT

**Ralph McGill Boulevard at Glen Iris Drive
AM PEAK HOUR**

Description	Glen Iris Drive Northbound			Glen Iris Drive Southbound			Ralph McGill Boulevard Eastbound			Ralph McGill Boulevard Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	52	394	22	19	265	85	19	81	14	75	248	31
Pedestrians		5			1			7			2	
Conflicting Pedestrians	7		2	2		7	1		5	5		1
Heavy Vehicles	0	0	0	0	0	0	0	0	0	2	1	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjusted 2017 Volumes	52	394	22	19	265	85	19	81	14	75	248	31
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
Ponce City Market DRI #2709		22			19							
2023 Background Traffic	55	440	23	20	300	90	20	86	15	80	263	33
Project Trips												
Trip Distribution IN		2%	8%				5%	10%				
Trip Distribution OUT					2%	5%				8%	10%	
Residential Trips	0	1	5	0	4	10	3	7	0	15	19	0
Trip Distribution IN		5%	5%					10%				
Trip Distribution OUT										10%	21%	
Hotel Trips	0	1	1	0	0	0	0	1	0	0	0	0
Trip Distribution IN		5%	5%					10%				
Trip Distribution OUT										10%	21%	
Office Trips	0	33	33	0	0	0	0	65	0	8	17	0
Trip Distribution IN		5%	5%					10%				
Trip Distribution OUT										10%	21%	
Retail Trips	0	4	4	0	0	0	0	8	0	5	10	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	39	43	0	4	10	3	81	0	28	46	0
Rerouted North Angier Trips					-5							
2023 Buildout Total	55	479	66	15	304	100	23	167	15	108	309	33

PM PEAK HOUR

Description	Glen Iris Drive Northbound			Glen Iris Drive Southbound			Ralph McGill Boulevard Eastbound			Ralph McGill Boulevard Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	11	245	43	63	596	25	53	207	104	63	114	25
Pedestrians		11			2			12			1	
Conflicting Pedestrians	12		1	1		12	2		11	11		2
Heavy Vehicles	0	0	0	0	0	0	0	2	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjusted 2017 Volumes	11	245	43	63	596	25	53	207	104	63	114	25
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
Ponce City Market DRI #2709		23			24							
2023 Background Traffic	12	283	46	67	657	27	56	220	110	67	121	27
Project Trips												
Trip Distribution IN		2%	8%				5%	10%				
Trip Distribution OUT					2%	5%				8%	10%	
Residential Trips	0	2	8	0	2	5	5	10	0	7	9	0
Trip Distribution IN		5%	5%					10%				
Trip Distribution OUT										10%	21%	
Hotel Trips	0	0	0	0	0	0	0	1	0	1	2	0
Trip Distribution IN		5%	5%					10%				
Trip Distribution OUT										10%	21%	
Office Trips	0	6	6	0	0	0	0	12	0	67	140	0
Trip Distribution IN		5%	5%					10%				
Trip Distribution OUT										10%	21%	
Retail Trips	0	9	9	0	0	0	0	18	0	16	34	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	17	23	0	2	5	5	41	0	91	185	0
Rerouted North Angier Trips					-15							
2023 Buildout Total	12	300	69	52	659	32	61	261	110	158	306	27

INTERSECTION VOLUME DEVELOPMENT

**Glen Iris Drive at Rankin Street/Project Driveway 2
AM PEAK HOUR**

Description	Glen Iris Drive Northbound			Glen Iris Drive Southbound			Rankin Street Eastbound			Rankin Street/Project Driveway 2 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	6	429	17	8	282	5	6	3	3	48	6	38
Pedestrians		7			2			8			6	
Conflicting Pedestrians	8		6	6		8	2		7	7		2
Heavy Vehicles	0	0	0	0	0	0	1	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	17%	2%	2%	2%	2%	2%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjusted 2017 Volumes	6	429	17	8	282	5	6	3	3	48	6	38
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
Ponce City Market DRI #2709		22			19							
2023 Background Traffic	6	477	18	8	318	5	6	3	3	51	6	40
Project Trips												
Trip Distribution IN			7%	10%								
Trip Distribution OUT										7%		10%
Residential Trips	0	0	5	7	0	0	0	0	0	14	0	19
Trip Distribution IN			5%	8%								
Trip Distribution OUT												10%
Hotel Trips	0	0	1	1	0	0	0	0	0	0	0	0
Trip Distribution IN			5%	8%								
Trip Distribution OUT												10%
Office Trips	0	0	33	52	0	0	0	0	0	0	0	8
Trip Distribution IN			5%	8%								
Trip Distribution OUT												10%
Retail Trips	0	0	4	7	0	0	0	0	0	0	0	5
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	43	67	0	0	0	0	0	14	0	32
Rerouted North Angier Trips		-10	10	5	-5							10
2023 Buildout Total	6	467	71	80	313	5	6	3	3	65	6	82

PM PEAK HOUR

Description	Glen Iris Drive Northbound			Glen Iris Drive Southbound			Rankin Street Eastbound			Rankin Street/Project Driveway 2 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	6	263	26	36	692	14	9	6	14	23	1	15
Pedestrians		2			3			9			5	
Conflicting Pedestrians	9		5	5		9	3		2	2		3
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjusted 2017 Volumes	6	263	26	36	692	14	9	6	14	23	1	15
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
Ponce City Market DRI #2709		23			24							
2023 Background Traffic	6	302	28	38	759	15	10	6	15	24	1	16
Project Trips												
Trip Distribution IN			7%	10%								
Trip Distribution OUT										7%		10%
Residential Trips	0	0	7	10	0	0	0	0	0	6	0	9
Trip Distribution IN			5%	8%								
Trip Distribution OUT												10%
Hotel Trips	0	0	0	1	0	0	0	0	0	0	0	1
Trip Distribution IN			5%	8%								
Trip Distribution OUT												10%
Office Trips	0	0	0	1	0	0	0	0	0	0	0	1
Trip Distribution IN			5%	8%								
Trip Distribution OUT												10%
Retail Trips	0	0	9	14	0	0	0	0	0	0	0	16
Pass-By Trips	0	-5	5	7	-7	0	0	0	0	7	0	5
Total Project Trips	0	-5	21	33	-7	0	0	0	0	13	0	32
Rerouted North Angier Trips		-5	5	15	-15							5
2023 Buildout Total	6	292	54	86	737	15	10	6	15	37	1	53

INTERSECTION VOLUME DEVELOPMENT

**Freedom Parkway at Boulevard
AM PEAK HOUR**

Description	Boulevard Northbound			Boulevard Southbound			Freedom Parkway Eastbound			Freedom Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	485	530	87	24	201	1,102	347	559	240	25	939	9
Pedestrians		4			1			4			10	
Conflicting Pedestrians	4		10	10		4	1		4	4		1
Heavy Vehicles	1	3	1	0	4	2	4	3	4	0	1	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjusted 2017 Volumes	485	530	87	24	201	1102	347	559	240	25	939	9
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
Ponce City Market DRI #2709		10					15					
2023 Background Traffic	515	573	92	25	213	1,170	383	593	255	27	997	10
Project Trips												
Trip Distribution IN		5%	5%				10%	25%				
Trip Distribution OUT					5%	5%					35%	
Residential Trips	0	3	3	0	10	10	7	17	0	0	68	0
Trip Distribution IN		5%	5%				10%	40%				
Trip Distribution OUT					5%	16%					40%	
Hotel Trips	0	1	1	0	0	0	1	6	0	0	0	0
Trip Distribution IN		5%	5%				10%	40%				
Trip Distribution OUT					5%	16%					40%	
Office Trips	0	33	33	0	4	13	65	261	0	0	32	0
Trip Distribution IN		5%	5%				10%	40%				
Trip Distribution OUT					5%	16%					40%	
Retail Trips	0	4	4	0	2	8	8	33	0	0	20	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	41	41	0	16	31	81	317	0	0	120	0
Rerouted North Angier Trips												
2023 Buildout Total	515	614	133	25	229	1,201	464	910	255	27	1,117	10

PM PEAK HOUR

Description	Boulevard Northbound			Boulevard Southbound			Freedom Parkway Eastbound			Freedom Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	150	304	126	47	644	630	440	904	423	96	610	9
Pedestrians		12			0			6			13	
Conflicting Pedestrians	6		13	13		6	0		12	12		0
Heavy Vehicles	1	1	0	0	2	1	1	1	0	0	1	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.99			0.99			0.99			0.99	
Adjustment												
Adjusted 2017 Volumes	150	304	126	47	644	630	440	904	423	96	610	9
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
New Road Adjustment												
Ponce City Market DRI #2709					10	15						
2023 Background Traffic	159	323	134	50	694	684	467	960	449	102	648	10
Project Trips												
Trip Distribution IN		5%	5%				10%	25%				
Trip Distribution OUT					5%	5%					35%	
Residential Trips	0	5	5	0	5	5	10	26	0	0	32	0
Trip Distribution IN		5%	5%				10%	40%				
Trip Distribution OUT					5%	16%					40%	
Hotel Trips	0	0	0	0	1	2	1	3	0	0	4	0
Trip Distribution IN		5%	5%				10%	40%				
Trip Distribution OUT					5%	16%					40%	
Office Trips	0	0	0	0	1	2	1	3	0	0	4	0
Trip Distribution IN		5%	5%				10%	40%				
Trip Distribution OUT					5%	16%					40%	
Retail Trips	0	9	9	0	8	26	18	70	0	0	65	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	14	14	0	15	35	30	102	0	0	105	0
Rerouted North Angier Trips												
2023 Buildout Total	159	337	148	50	709	719	497	1,062	449	102	753	10

INTERSECTION VOLUME DEVELOPMENT

**Ponce de Leon Avenue at Freedom Parkway
AM PEAK HOUR**

Description	Freedom Parkway Northbound			Freedom Parkway Southbound			Ponce de Leon Avenue Eastbound			Ponce de Leon Avenue Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	285	0	491	0	0	0	0	455	57	544	1,118	0
Pedestrians	2			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	2	2	0	0	0
Heavy Vehicles	6	0	16	0	0	0	0	15	3	7	17	0
Heavy Vehicle %	2%	0%	3%	0%	0%	0%	0%	3%	5%	2%	2%	0%
Peak Hour Factor	0.93			0.93			0.93			0.93		
Adjustment												
Adjusted 2017 Volumes	285	0	491	0	0	0	0	455	57	544	1118	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
New Road Adjustment												
Ponce City Market DRI #2709								23			28	
2023 Background Traffic	303	0	521	0	0	0	0	506	61	577	1,215	0
Project Trips												
Trip Distribution IN										15%		
Trip Distribution OUT			15%									
Residential Trips	0	0	29	0	0	0	0	0	0	10	0	0
Trip Distribution IN										5%		
Trip Distribution OUT			5%									
Hotel Trips	0	0	0	0	0	0	0	0	0	1	0	0
Trip Distribution IN										5%		
Trip Distribution OUT			5%									
Office Trips	0	0	4	0	0	0	0	0	0	33	0	0
Trip Distribution IN										5%		
Trip Distribution OUT			5%									
Retail Trips	0	0	2	0	0	0	0	0	0	4	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	35	0	0	0	0	0	0	48	0	0
Rerouted North Angier Trips												
2023 Buildout Total	303	0	556	0	0	0	0	506	61	625	1,215	0

PM PEAK HOUR

Description	Freedom Parkway Northbound			Freedom Parkway Southbound			Ponce de Leon Avenue Eastbound			Ponce de Leon Avenue Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	283	0	435	0	0	0	0	980	228	479	745	0
Pedestrians	25			0			2			0		
Conflicting Pedestrians	2	0	0	0	0	2	0	25	25	0	0	0
Heavy Vehicles	6	0	16	0	0	0	0	15	3	7	17	0
Heavy Vehicle %	2%	0%	4%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Adjustment												
Adjusted 2017 Volumes	283	0	435	0	0	0	0	980	228	479	745	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062	1.062
New Road Adjustment												
Ponce City Market DRI #2709								34			32	
2023 Background Traffic	300	0	462	0	0	0	0	1,074	242	508	823	0
Project Trips												
Trip Distribution IN										15%		
Trip Distribution OUT			15%									
Residential Trips	0	0	14	0	0	0	0	0	0	15	0	0
Trip Distribution IN										15%		
Trip Distribution OUT			15%									
Hotel Trips	0	0	2	0	0	0	0	0	0	1	0	0
Trip Distribution IN										15%		
Trip Distribution OUT			15%									
Office Trips	0	0	2	0	0	0	0	0	0	1	0	0
Trip Distribution IN										15%		
Trip Distribution OUT			15%									
Retail Trips	0	0	24	0	0	0	0	0	0	26	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	42	0	0	0	0	0	0	43	0	0
Rerouted North Angier Trips												
2023 Buildout Total	300	0	504	0	0	0	0	1,074	242	551	823	0

Programmed Project Fact Sheets



ROADWAYS

NORTH ANGIER AVENUE

Resurfacing from North Avenue to end of street

Project Name: **North Angier Avenue**

Project Start: **04-2016**

Project Budget: **\$234,195**

Construction Start: **05-2017**

 Detailed engineering cost estimate underway

Project Type:

Project completion: **06-2017**

% Complete





ROADWAYS

OLD FOURTH NEIGHBORHOOD IMPROVEMENTS

Neighborhood Improvements from Old Fourth Ward Master Plan

Project Name: Old Fourth Neighborhood Improvements

Project Start: 02-2017

Project Budget: \$500,000



Project Type:

Project completion: 04-2018

% Complete



Detailed engineering cost estimate underway



ROADWAYS

POUNCEY-HIGHLAND NEIGHBORHOOD IMPROVEMENTS

Neighborhood Improvements from Poncey-Highland Master Plan

Project Name: Poncey-Highland Neighborhood Improvements

Project Start: 11-2016

Project Budget: \$500,000



Project Type:

Project completion: 02-2018

% Complete

 Detailed engineering cost estimate underway



TRAFFIC SIGNALS

NORTH AVENUE (TCC)

Upgrades along North Avenue from Moreland Avenue to Northside Drive, to optimize signal operations and communications network to ATCC

Project Name: North Avenue (TCC)

Project Start: 05-2016

Project Budget: \$1,863,810



Project Type:

Project completion: 05-2019

% Complete



Detailed engineering cost estimate underway

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

GDOT Project No. N/A

Federal ID No. N/A

Status Long Range

Service Type Transit / Rail Capital

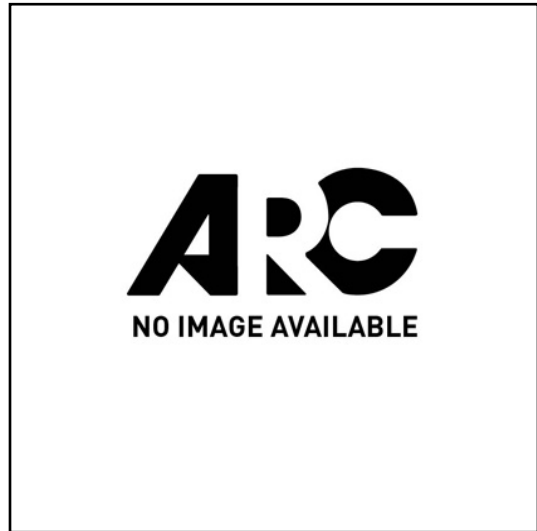
Sponsor City of Atlanta/Atlanta BeltLine, Inc.

Jurisdiction City of Atlanta

Analysis Level In the Region's Air Quality Conformity Analysis

Existing Thru Lane **LCI**

Planned Thru Lane **Flex**



Network Year

Corridor Length miles

Detailed Description and Justification

This project comprises the construction elements of AR-490A

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

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

Short Title ATLANTA STREETCAR - ATLANTA BELTLINE EAST CORRIDOR FROM MONTGOMERY FERRY ROAD TO GLENWOOD AVENUE

GDOT Project No. TBD

Federal ID No. N/A

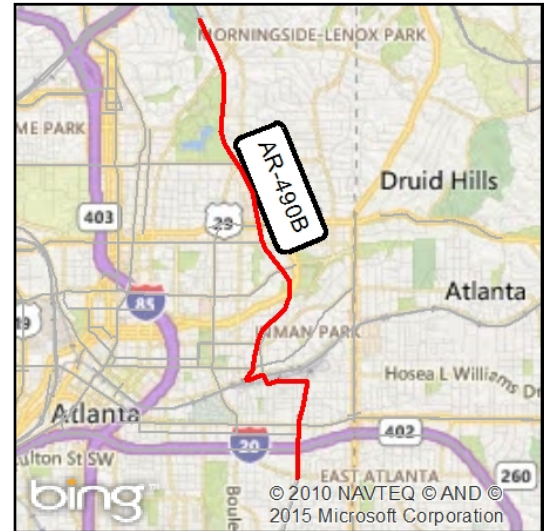
Status Long Range

Service Type Transit / Rail Capital

Sponsor City of Atlanta

Jurisdiction Regional - Central

Analysis Level In the Region's Air Quality Conformity Analysis



Existing Thru Lane **LCI**

Planned Thru Lane **Flex**

Network Year

Corridor Length miles

Detailed Description and Justification

Construction of Phase 1 of the Atlanta Streetcar Expansion Strategy has been broken down into 5 smaller sections. This section is the 5.1 miles extension from Montgomery Ferry Rd to Glenwood Avenue.

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	\$367,200,000	\$165,240,000	\$0,000	\$0,000	\$201,960,000
				\$367,200,000	\$165,240,000	\$0,000	\$0,000	\$201,960,000

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

Short Title ATLANTA STREETCAR - MIDTOWN / CROSSTOWN CORRIDOR FROM BELTLINE EAST CORRIDOR TO BELTLINE WEST CORRIDOR

GDOT Project No. TBD

Federal ID No. N/A

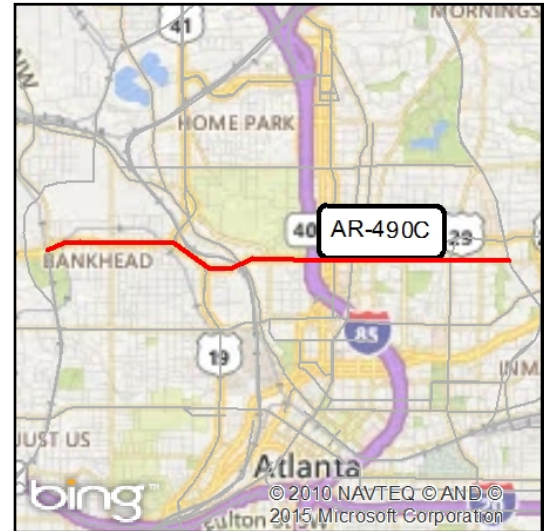
Status Long Range

Service Type Transit / Rail Capital

Sponsor City of Atlanta

Jurisdiction Regional - Central

Analysis Level In the Region's Air Quality Conformity Analysis



Existing Thru Lane **LCI**

Planned Thru Lane **Flex**

Network Year

Corridor Length miles

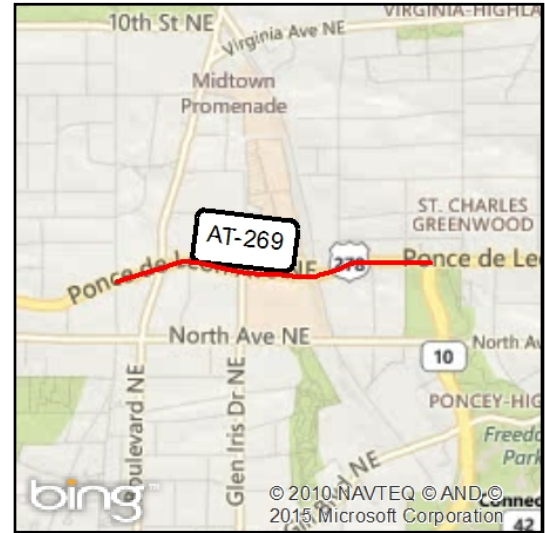
Detailed Description and Justification

Construction of Phase 1 of the Atlanta Streetcar Expansion Strategy has been broken down into 5 smaller sections. This section is the 4.8 miles serving as a Midtown/Crosstown Corridor.

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	\$345,600,000	\$155,520,000	\$0,000	\$0,000	\$190,080,000
				\$345,600,000	\$155,520,000	\$0,000	\$0,000	\$190,080,000

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

Short Title	PONCE DE LEON AVENUE / BELTLINE PEDESTRIAN CONNECTION FROM BOULEVARD/MONROE DRIVE TO FREEDOM PARKWAY
GDOT Project No.	0012586
Federal ID No.	N/A
Status	Programmed
Service Type	Last Mile Connectivity / Pedestrian Facility
Sponsor	Atlanta BeltLine Inc., City of Atlanta
Jurisdiction	City of Atlanta
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)



Existing Thru Lane	<input type="text" value="4"/>	LCI	<input checked="" type="checkbox"/>	Network Year	<input type="text" value="TBD"/>
Planned Thru Lane	<input type="text" value="4"/>	Flex	<input type="checkbox"/>	Corridor Length	<input type="text" value="N/A"/> miles

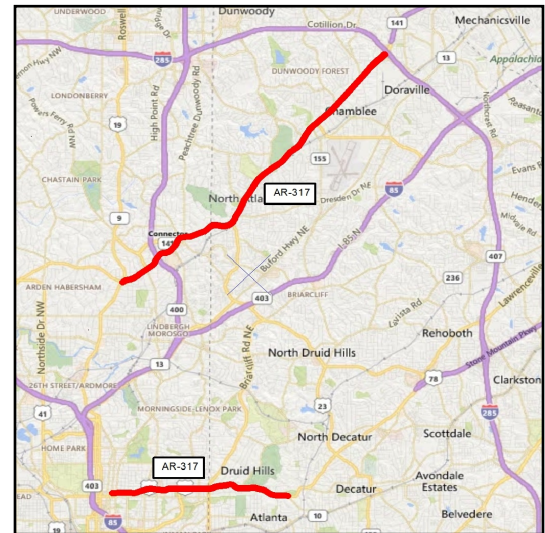
Detailed Description and Justification

This is a last mile connectivity project to be implemented along Ponce De Leon Avenue. The project will connect people walking or bicycling to the Atlanta BeltLine Eastside Trail. Improvements to all relevant intersections along SR 8 (Ponce de Leon Avenue) between Monroe Drive/Boulevard and Freedom Parkway, as well as vertical access to the Atlanta BeltLine on the north side of Ponce de Leon Avenue. The project will address pedestrian lighting and sidewalk improvements from Monroe Drive/Boulevard to Freedom Parkway. A ramp and retaining wall system will be constructed on the back side of the existing CVS located in the Midtown Place shopping Center. The ramp/retaining wall structure will replace an existing system of retaining walls on the west side of the Atlanta BeltLine corridor. The ramp will be ADA compliant. A staircase/retaining wall system will be constructed on the northeast corner of the Atlanta BeltLine Ponce de Leon overpass, connecting Ponce de Leon to the Atlanta BeltLine overpass. The stair will be constructed against the existing Paris on Ponce building, with a retaining wall system to the west.

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	2013	\$495,991	\$396,793	\$0,000	\$0,000	\$99,198
ROW Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2016	\$3,060,000	\$1,720,000	\$0,000	\$0,000	\$1,340,000
CST Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2018	\$4,354,009	\$3,483,207	\$0,000	\$0,000	\$870,802
			\$7,910,000	\$5,600,000	\$0,000	\$0,000	\$2,310,000

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

Short Title	SR 141 AND SR 8 CONNECTED VEHICLE PILOT PROGRAM
GDOT Project No.	0015625
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / Operations & Safety
Sponsor	GDOT
Jurisdiction	Regional - Central
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)



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

Detailed Description and Justification

This project will install roadside units for broadcasting Signal Phase and Timing (SPaT) information to be received by vehicles for connected vehicle applications. The information received by these units will provide the driver with feedback about the signal status. On SR 141, the project will run from SR 9 (Roswell Road) to I-285 Westbound Ramp. On SR 8 (Ponce de Leon Avenue) from Juniper Street to East Lake Road.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
CST	Congestion Mitigation & Air Quality Improvement (CMAQ)		2017	\$1,000,000	\$800,000	\$0,000	\$0,000	\$200,000
				\$1,000,000	\$800,000	\$0,000	\$0,000	\$200,000

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



TR Transit Projects

RTP RTP Projects

RD Road Diet/Removal of Reversible Lanes

OW One-way to two-way conversions.

RW Roadway Widening

IS Signalization project.

RD Road Diet/Removal of Reversible Lanes

EX Expressway Access. Modifies connection to an interstate.

IR Realignment of Streets as necessary for intersection projects. These are primarily coded for correcting offsets in the street grid.

RA Realignment of Streets. These projects may involve the addition of new street network; any added streets intersecting with the main streets being aligned should be coded as the same project.

IC Addition of capacity at intersections.

NS New Streets and Network from redevelopment. This usually refers to street extensions that would be public projects but can also be public contributions to network primarily added by private development.

TC Traffic Calming

BR Bicycle Route

CS Complete Street

PA Pedestrian Amenity

Goals

Provide Balanced Transportation Choices

Promote Public Health and Safety

Prepare for Growth

Maintain Fiscal Sustainability

Create Environmental Sustainability

Preserve Neighborhoods

Create Desirable Places for All Citizens

Regional/Federal Funding?

Beltline/TAD Funding?

New Local Funding?

PROJECT ID	Tier	PROJECT NAME	PROJECT TYPE	PROJECT DESCRIPTION	GENERAL LOCATION	PERCENT OF GOAL FULFILLED	Regional/Federal Funding?	Beltline/TAD Funding?	New Local Funding?						
PS-TW-003	Tier 4	Baker/Harris 2 Way Conversion	Operational	2 Way Conversion		0%	0%	50%	33%	0%	50%	-33%	✓		
RA-001-01	Tier 2	Piedmont Road Extension	Realignment	.35 mile Street realignment an extension of Piedmont Road north as a 5-lane roadway with on-street parking.	From Habersham Road north to Roswell Road, approximately .35 miles.	33%	33%	0%	0%	0%	0%	33%			
RA-001-02	Tier 2	Roswell Road Re-build	Realignment	Roswell Road reconstruction from 5-lanes to 3-lanes, from Habersham Road to New Piedmont 1,800 feet.	Buckhead	33%	33%	0%	0%	0%	0%	33%			
RA-001-03	Tier 7	Old Ivy / Blackland Road Reconnection and widening	Realignment	Reconnection of Old Ivey to Blackland and winding roadway from 2-lanes to 3-lanes between Roswell Road and the New Piedmont Road, approximately 500 feet.	Buckhead	0%	33%	0%	33%	0%	0%	33%			
RA-001-04	Tier 3	Powers Ferry Extension	Realignment	Extend Powers Ferry from Roswell Road to the New Piedmont Road a 3-lane street, approximately 500 feet.	Buckhead	33%	0%	-67%	0%	0%	100%	33%			
RA-002-01	Tier 5	Bolton Road Realignment and extension	Realignment	Realign and extend Bolton road southeast and north from 300 feet east of Barnet Drive to Moore Mill Road as a 2-lane street with on-street parking, approximately 2,400 feet.	Northwest Corridor	67%	0%	33%	0%	0%	25%	-33%	✓		
RB-001	Tier 10	Fairburn Road and Collier Drive	Roundabout	Redesign intersection to accommodate a single-lane roundabout.	Collier Drive	0%	33%	0%	0%	0%	25%	33%			
RB-002	Tier 5	Simpson Road/H.E. Holmes Drive	Roundabout	Roundabout at Simpson Road and H.E. Holmes Drive	West Atlanta	0%	0%	0%	33%	0%	25%	33%			
RB-003	Tier 6	Ralph David Abernathy and Westview Drive	Roundabout	Redesign intersection to accommodate a single-lane roundabout.	Westview Cemetery	0%	67%	-67%	33%	0%	25%	33%			
RB-004	Tier 10	Langhorne/Westview	Roundabout	Roundabout at Langhorne and Westview, should coincide with replacement of existing Westview bridge	Donald Lee Hollowell Parkway	0%	67%	-67%	33%	0%	25%	33%			
RB-005	Tier 10	Pryor Road and Claire Drive	Roundabout	Redesign intersection to accommodate a single-lane roundabout.	Lakewood Amphitheatre	0%	67%	-67%	33%	0%	25%	33%			
RB-006	Tier 10	Benhill Road and Campbellton Road	Roundabout	Roundabout at Campbellton Road and Ben Hill Road (in conjunction with NS-042)	Greenbriar Mall	33%	33%	33%	0%	0%	50%	-67%	✓		
RD-001	Tier 1	Northside Drive Removal of Reversible Lanes	Road Diet	Remove reversible traffic operations and repave/restripe roadway between I-75 and Arden Road Parkway, approximately 2.2 miles.	Northside Drive	33%	33%	33%	0%	0%	50%	-67%	✓		
RD-002	Tier 2	Northside Drive Road Diet	Road Diet	Reduce Northside Drive through restriping from 4 lanes (undivided) to 2-lanes with continuous Center Turn Lane from Arden Road to Moores Mill Road, approximately 2,600 feet.	Northside Drive	33%	-33%	67%	0%	0%	50%	-33%	✓		
RD-003	Tier 9	Northside Parkway Road Diet	Road Diet	Reduce Northside Drive through median widening from 4 lanes to 2 lanes, from Northside Drive to Moores Mill Road. Existing narrow median would be replaced with a wider median accommodating left turn storage lanes.	Northside Parkway	67%	-33%	50%	33%	0%	0%	-33%			
RD-004	Tier 1	Howell Mill Restriping (Part 1)	Road Diet	Restripe Howell Mill Road from Collier Drive to Beck Street to one travel lane in each direction with continuous center turn lane, approximately 630 feet.	Howell Mill Road	33%	0%	0%	33%	0%	50%	-33%	✓		
RD-005	Tier 6	Howell Mill Restriping	Road Diet	Restripe Howell Mill Road from 14th Street south to Marietta Street to one travel lane in each direction with continuous center turn lane, approximately 2,600 feet. (include landscape median between Marietta Street and	Howell Mill Road	0%	0%	0%	-33%	0%	75%	33%			
RD-006	Tier 6	Martin Luther King Road Diet	Road Diet	Restripe MLK Road from HE Holmes Dr to Northside Dr from four-lane undivided roadway to three-lane (two travel lanes with center two-way left turn lane) and 5-foot bicycle lanes.		0%	0%	0%	-33%	0%	75%	33%			
RD-007	Tier 7	Cascade Road Diet	Road Diet	Add two-way left turn lane. This requires restriping that would eliminate existing bicycle lane.		0%	-33%	0%	0%	0%	75%	33%			
RD-008	Tier 10	Boulevard Road Diet	Road Diet	4 lanes to 3 lanes from Interstate 20 to Confederate		33%	67%	-50%	-33%	0%	25%	33%			
RD-009	Tier 8	North Avenue Road Diet	Road Diet	Reduce North Avenue from a six lane facility to a 4-lane facility with a median to accommodate left turn storage lanes at intersections.		67%	0%	0%	0%	0%	25%	-33%			
RD-010	Tier 8	Langhorn Street Road Diet	Road Diet	Reduce Langhorn Street from a 6-lane roadway to a 3-lane roadway with a median to accommodate left turn storage lanes at intersections.		0%	0%	0%	0%	0%	25%	33%			

Site Photo Log

760 Ralph McGill Development

Photo No. 1



Comments: Driveway 1 looking west.

Photo No. 2



Comments: Driveway 1 looking east.

760 Ralph McGill Development

Photo No. 1



Comments: Rankin Street (Driveway 2) looking west. The Rankin Street cross section is approximately 31 feet.

Photo No. 2



Comments: Driveway 2 westbound approach.

760 Ralph McGill Development

Photo No. 1



Comments: Looking across to the offset Rankin Street west leg.

Photo No. 2



Comments: Driveway 2 looking south.

760 Ralph McGill Development

Photo No. 1



Comments: North Angier Avenue (Driveway 3) looking north. North Angier Avenue has a cross section of approximately 31 feet.

Photo No. 2



Comments: Driveway 3 looking north.

760 Ralph McGill Development

Photo No. 1



Comments: Driveway 3 looking west.

Photo No. 2



Comments: Driveway 3 looking east.

760 Ralph McGill Development

Photo No. 1



Comments: Driveway 4 looking west.

Photo No. 2



Comments: Driveway 4 looking east.