

Transportation Analysis

# The Works DRI #3030

City of Atlanta, Georgia

Report Prepared:

December 2019

Prepared for:

Selig Enterprises, Inc.

Prepared by:



Kimley-Horn and Associates, Inc. 11720 Amber Park Drive, Suite 600 Alpharetta, GA 30009 December 2019 015803021



Transportation Analysis

# The Works DRI #3030

## City of Atlanta, Georgia

Report Prepared:

December 2019

Prepared for:

Selig Enterprises, Inc.

Prepared by:



Kimley-Horn and Associates, Inc. 11720 Amber Park Drive, Suite 600 Alpharetta, GA 30009 December 2019 015803021

## TABLE OF CONTENTS

Exe	cutive	Summary	1
1.0	Proje	ect Description	4
	1.1 1.2 1.3 1.4 1.5	Introduction Site Access Internal Circulation Analysis Bicycle and Pedestrian Facilities Transit Facilities	4 7 8 8 8
2.0	Meth	odology and Assumptions	8
	2.1 2.2 2.3 2.4 2.5 2.6	Study Network Determination.         Existing Roadway Facilities.         Traffic Data Collection.       1         Growth Rate.       1         Detailed Intersection Analysis       1         Level-of-Service Standards       1	8 9 1 1 2
3.0	Trip	Generation1	2
4.0	Trip	Distribution and Assignment	3
5.0	Traff	ic Analysis 1	8
	5.1 5.2 5.3	Existing 2019 Conditions	8 20 23
6.0	Ident	ification of Programmed Projects 2	26
7.0	Com	pliance with Comprehensive Plan Analysis2	26

## LIST OF TABLES

Table 1: Proposed Land Uses and Densities	1
Table 2: Proposed Land Uses and Densities	4
Table 3: Intersection Control Summary	9
Table 4: Roadway Classifications	9
Table 5: Traffic Count Summary	11
Table 6: Net New Trip Generation	13
Table 7: Existing 2019 Level-of-Service Summary	18
Table 8: Projected 2022 No-Build Level-of-Service Summary	20
Table 9: Projected 2022 No-Build Improved Level-of-Service Summary	21
Table 10: Projected 2022 Build Level-of-Service Summary	
Table 11: Projected 2022 Build Improved Level-of-Service Summary	24
Table 12: Programmed Improvements	

## LIST OF FIGURES

5
6
0
4
5
6
7
9
2
:5

## LIST OF APPENDICES

- Appendix A Site Photo Log
- Appendix B Land Use and Zoning Maps
- Appendix C Proposed Site Plan
- Appendix D Trip Generation Analysis
- Appendix E Intersection Volume Worksheets
- Appendix F Programmed Project Fact Sheets

### **Available Upon Request**

- Appendix G Raw Traffic Count Data
- Appendix H Synchro Capacity Analyses

## **EXECUTIVE SUMMARY**

This report presents the analysis of the anticipated traffic impacts of the proposed *The Works* development located in the City of Atlanta, Georgia. The approximate 27-acre site is located west of Ellsworth Industrial Boulevard (includes Makers Way (private road) and parking located along the eastern side of Makers Way but excludes development adjacent to Ellsworth Industrial Boulevard), north of Chattahoochee Avenue, and south of Logan Circle. The proposed development will be mixed-use and will include new residential, office, retail, and restaurant land uses, in addition to new green space.

The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review. The DRI trigger for this development was the filing of the rezoning application with the City of Atlanta in November 2019 combined with the proposed development exceeding 500,000 gross square feet for mixed-use developments within an area ARC has designated on the Atlanta Region's Plan *Unified Growth Policy Map* as "Maturing Neighborhoods". The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on November 7, 2019 by the City of Atlanta.

The project site is located just east of the Bolton/Moores Mill LCI (2002), north of the Upper Westside LCI (2004), and west of the BeltLine Subarea 7 LCI (2014). However, the site is not located within any of the surrounding LCIs and is not eligible for expedited review.

The present zoning classification of the project site is I-2 (Heavy Industrial) according to the City of Atlanta Zoning Ordinance Map. The entire project site is proposed to be rezoned to I-MIX (Industrial Mixed Use) in the near future.

The proposed development will consist of the following land uses and densities contained in Table 1:

Table 1: Proposed Land Uses and Densities							
Land Use Unit Proposed							
Residential	DU	340 units					
Office	SF	147,000 SF					
Retail	SF	88,200 SF					
Restaurant	SF	114,800 SF					

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

The proposed project is expected to be completed by 2022, which will be considered the full build-out year in this analysis.

Capacity analyses were performed throughout the study network for Existing 2019 conditions, Projected 2022 No-Build conditions, and Projected 2022 Build conditions.

• Existing 2019 conditions represent traffic volumes that were collected in November 2019.

- Projected 2022 No-Build conditions represent the existing traffic volumes grown for three (3) years at 2.0 percent per year throughout the study network.
- Projected 2022 Build conditions represent the Projected 2022 No-Build conditions including the additional project trips that are anticipated to be generated by *The Works* development.

Based on the **Existing 2019** conditions, two (2) existing signalized study intersections currently operate below their acceptable <u>overall</u> LOS standard of D (per GRTA Letter of Understanding (LOU)) during the PM peak hour. Therefore, Peak Hour LOS standards for the intersections of Chattahoochee Avenue at Marietta Boulevard (Intersection 1) and Chattahoochee Avenue at Ellsworth Industrial Boulevard (Intersection 5) become LOS E for the applicable peak hour for future No-Build and Build scenarios, per GRTA guidelines.

Based on the **Projected 2022 No-Build** conditions (includes background traffic growth but <u>NOT</u> the traffic associated with *The Works* development), three (3) study intersections are projected to operate below their acceptable <u>overall</u> LOS standard during the PM peak hour.

The following improvements would be required to maintain the desired level-of-service under Projected 2022 No-Build conditions:

Chattahoochee Avenue at Marietta Boulevard (Intersection 1)

 Along Chattahoochee Avenue east of Marietta Boulevard, restripe the westbound approach to consist of one (1) eastbound receiving lane, one (1) exclusive westbound left-turn lane, one (1) westbound shared through/right-turn lane, and one (1) exclusive westbound right-turn lane.

Chattahoochee Avenue at Ellsworth Industrial Boulevard (Intersection 5)

• Along Chattahoochee Avenue provide one (1) exclusive westbound left-turn lane and one (1) exclusive eastbound left-turn lane.

### Chattahoochee Avenue at Howell Mill Road (Intersection 6)

- Along Chattahoochee Avenue west of Howell Mill Road, restripe the eastbound approach to consist of one (1) westbound receiving lane, two (2) exclusive eastbound left-turn lanes, and one (1) exclusive eastbound right-turn lane.
  - Note: The intersection is proposed to maintain the restrictions for the eastbound through and southbound left-turn movements as it is under existing conditions.

Based on the **Projected 2022 Build** conditions (includes traffic associated with *The Works* development), two (2) study intersections are projected to operate below their acceptable <u>overall</u> LOS standard during the AM and PM peak hours, and one (1) study intersection is projected to operate below its acceptable overall LOS standard during the PM peak hour only.

The system improvements to serve the background road network traffic under Projected 2022 No-Build conditions are projected to accommodate the Projected 2022 Build conditions which include the project trips associated with *The Works* development.

In addition to the recommended improvements previously discussed under Projected 2022 No-Build conditions, the following site-access improvements are recommended to serve the traffic associated with the full build-out of *The Works* development:

Chattahoochee Avenue at Chattahoochee Row/Southland Circle (Intersection #4)-Site Driveway

- Align Chattahoochee Row with Southland Circle and signalize the intersection.
- Along Chattahoochee Avenue, provide eastbound and westbound left-turn lanes.
- On the site, provide one (1) southbound left-turn lane, one (1) southbound shared through/rightturn lane, and one (1) ingress lane.

Chattahoochee Avenue at Van Heusen Boulevard (Intersection #7)

• Maintain one (1) ingress lane and one (1) egress lane for the north leg on the site.

Chattahoochee Avenue at Exit-Only Driveway (Intersection #8)

• Maintain one (1) exit-only egress lane for the north leg on the site.

Chattahoochee Avenue at Makers Way (Intersection #9)

• Maintain one (1) ingress lane and one (1) egress lane for the north leg on the site.

Ellsworth Industrial Boulevard at Chattahoochee Row (Intersection #10)

• Maintain one (1) ingress lane and one (1) egress lane for the west leg on the site.

## **1.0 PROJECT DESCRIPTION**

### 1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *The Works* development located in the City of Atlanta, Georgia. The approximate 27-acre site located west of Ellsworth Industrial Boulevard (includes Makers Way (private road) and parking located along the eastern side of Makers Way but excludes development adjacent to Ellsworth Industrial Boulevard), north of Chattahoochee Avenue, and south of Logan Circle. The proposed development will be mixed-use and will include new residential, office, retail, and restaurant land uses, in addition to new green space.

The project will exceed the 500,000 square feet threshold for mixed-use developments within "Maturing Neighborhoods"; therefore, the proposed development is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review.

The project site is located just east of the Bolton/Moores Mill LCI (2002), north of the Upper Westside LCI (2004), and west of the BeltLine Subarea 7 LCI (2014). However, the site is not located within any of the surrounding LCIs and is not eligible for expedited review.

**Figure 1** provides the site location of the *The Works* development. **Figure 2** provides an aerial view of the project site and surrounding area. Photos taken within the vicinity of the study network are located in the site photo log in **Appendix A**. The City of Atlanta Zoning Ordinance Map and the *Atlanta Region's Plan Unified Growth Policy Map* are included in **Appendix B**.

The proposed project is expected to be completed by 2022, which will be considered the full build-out year in this analysis. A summary of the proposed land-use and density is shown in **Table 2**.

Table 2: Proposed Land Uses and Densities							
Land Use Unit Proposed							
Residential	DU	340 units					
Office	SF	147,000 SF					
Retail	SF	88,200 SF					
Restaurant	SF	114,800 SF					

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





The Works DRI #3030 Transportation Analysis

Site Aerial

## Figure 2 Page 6

### 1.2 Site Access

As currently envisioned, the proposed *The Woks* development will be accessible via five (5) access points:

- Chattahoochee Avenue at Chattahoochee Row/Southland Circle (Intersection 4) The north leg of this existing sidestreet stop-controlled, full-movement intersection is proposed to be realigned with Southland Circle and utilized for the proposed development. The intersection is proposed to be signalized under the build scenario.
- Chattahoochee Avenue at Van Heusen Boulevard (Intersection 7) The north leg of this existing sidestreet stop-controlled, full-movement intersection is proposed to be utilized for the proposed development and remain as a full-movement driveway.
- Chattahoochee Avenue at Exit-Only Driveway (Intersection 8) The north leg of this existing, sidestreet stop-controlled, exit-only driveway is proposed to be utilized for the proposed development.
- Chattahoochee Avenue at Makers Way (Intersection 9) The north leg of this existing sidestreet stop-controlled, full-movement intersection is proposed to be utilized for the proposed development and remain as a full-movement driveway.
- 5. Ellsworth Industrial Boulevard at Chattahoochee Row (Intersection 10) The recently constructed west leg of this existing sidestreet stop-controlled, full-movement intersection is proposed to be utilized for the proposed development and remain as a full-movement driveway.

The site driveways listed above are all existing intersections. However, there is minimal traffic currently utilizing those driveways. Therefore, these intersections were only considered in the Projected 2022 Build scenario.

Capacity analyses were performed for all the site driveway intersections using *Synchro 10.0*. The results of the capacity analyses are reported in *Section 5.3* of this report.

### 1.3 Internal Circulation Analysis

Internal roadways throughout the site provide vehicular access to all buildings and parking on the site. See referenced site plan in **Appendix C** for a visual representation of vehicular access and circulation throughout the proposed development.

Parking will be provided by a combination of parking decks and surface parking lots on-site throughout the development (the final proposed parking details are currently being developed).

Max Parking Allowed:	2,094 parking spaces
Parking Provided:	1,500 parking spaces

### 1.4 Bicycle and Pedestrian Facilities

Pedestrian facilities (sidewalks) currently exist along a portion of the project site frontage along Chattahoochee Avenue.

Proposed pedestrian facilities (sidewalks) will extend along the site frontage from Makers Way to Van Heusen Boulevard along Chattahoochee Avenue and throughout the site. Additionally, a pedestrianonly boulevard, "The Spur," is proposed to accommodate all of the facilities between Chattahoochee Row and Makers Way. Pedestrian connection stubs will also be provided for future connection should development occur north of the site.

In addition to onsite pedestrian facilities, the Northside Beltline trail is planned to be located approximately one (1) mile southeast of the site in the future.

There are currently no existing or proposed bicycle facilities along Chattahoochee Avenue. Onsite bicycle storage racks will be provided.

### 1.5 Transit Facilities

MARTA Bus Route #14 runs along the frontage of the project site with opportunities for connections to other bus routes upstream and downstream of the site. A MARTA bus top shelter is located directly across from the project site along Chattahoochee Avenue just west of Southland Circle. MARTA bus stops are also located at the intersections of Chattahoochee Avenue at Ellsworth Industrial Boulevard and Chattahoochee Avenue at Van Heusen Boulevard (private road).

### 2.0 METHODOLOGY AND ASSUMPTIONS

### 2.1 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, and City of Atlanta staff, and includes the following six (6) intersections described in **Table 3**. The study intersections are shown in **Figure 3**.

	Table 3: Intersection Control Summary						
	Intersection	Control					
1.	Chattahoochee Avenue at Marietta Boulevard	Signal					
2.	Chattahoochee Avenue at Collier Road	Signal					
3.	Chattahoochee Avenue at Carroll Drive	TWSC					
4.	Chattahoochee Avenue at Chattahoochee Row/Southland Circle	Proposed Signal					
5.	Chattahoochee Avenue at Ellsworth Industrial Boulevard	Signal					
6.	Chattahoochee Avenue at Howell Mill Road	Signal					

\*TWSC=Two-Way Stop-Control

Each of the intersections listed in **Table 3** were analyzed for Existing 2019 conditions, Projected 2022 No-Build conditions, and Projected 2022 Build conditions.

### 2.2 Existing Roadway Facilities

Roadway classification descriptions and estimated Average Daily Traffic (ADT) for the entire study area are provided in **Table 4** (bolded roadway runs adjacent to the site).

Table 4: Roadway Classifications								
Roadway	No. of Lanes	Annual Average Daily Traffic (ADT)*	GDOT Functional Classification**					
Chattahoochee Avenue	4	13,500 (north of Logan Cir)	Major Collector					
Marietta Boulevard	4/5	25,400 (north of Bolton PI)	Minor Arterial					
Collier Road	2	9,920 (north of Hills PI)	Major Collector					
Carroll Drive	2	N/A	Local Road					
Southland Circle	2	N/A	Local Road					
Ellsworth Industrial Boulevard	2	9,740 (south of Old Chattahoochee Ave)	Major Collector					
Howell Mill Road	4/3	28,300 (south of I-75 SB On Ramp)	Minor Arterial					

\*Annual Average Daily Traffic (AADT) was obtained from GDOT's Traffic Analysis & Data Application (TADA!) online database. \*\*Functional classification was obtained from GDOT's State Functional Classification Map.



## 2.3 Traffic Data Collection

Weekday peak hour turning movement counts were collected on Wednesday, November 6, 2019, at all study intersections during the AM and PM peak periods.

	Table 5: Traffic Count Summary							
	Intersection	AM Peak Hour	PM Peak Hour					
1.	Chattahoochee Avenue at Marietta Boulevard	8:00 AM – 9:00 AM	5:00 PM – 6:00 PM					
2.	Chattahoochee Avenue at Collier Road	7:30 AM – 8:30 AM	4:30 PM – 5:30 PM					
3.	Chattahoochee Avenue at Carroll Drive	7:45 AM – 8:45 AM	4:45 PM – 5:45 PM					
4.	Chattahoochee Avenue at Chattahoochee Row/Southland Circle	7:45 AM – 8:45 AM	4:45 PM – 5:45 PM					
5.	Chattahoochee Avenue at Ellsworth Industrial Boulevard	7:45 AM – 8:45 AM	5:00 PM – 6:00 PM					
6.	Chattahoochee Avenue at Howell Mill Road	8:00 AM – 9:00 AM	5:00 PM – 6:00 PM					

Peak hours for all the study intersections are shown in **Table 5**.

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

## 2.4 Growth Rate

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of *The Works* development. Background traffic includes a base growth rate based on historical count data as well as population growth data and estimates. Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 2.0 percent per year background traffic growth rate was used for all roadways.

The Projected 2022 No-Build conditions represent the existing traffic volumes grown for three (3) years at 2.0 percent per year throughout the study network. The Projected 2022 Build conditions represent the project trips generated by *The Works* development (discussed in Section 3.0 and 4.0) added to the Projected 2022 No-Build conditions.

## 2.5 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. LOS analyses were conducted at all intersections within the study network using *Synchro Professional, Version 10.0.* The program uses methodologies contained in the *6th Edition Highway Capacity Manual* to determine the operating characteristics of an intersection. Existing traffic signal phasing and timing data were retrieved for all signalized intersections from the City of Atlanta.

LOS for signalized intersections and all-way stop controlled unsignalized intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low level-of-service, while the intersection as a whole may operate acceptably.

LOS 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.

## 2.6 Level-of-Service Standards

For the purposes of this traffic analysis, a LOS standard of D was assumed for all intersections and segments within the study network which is consistent with the GRTA LOU. If the overall LOS for an intersection under existing conditions resulted in LOS E or lower for a certain peak period, then the LOS standard for future conditions was assumed to be E for that peak period.

## **3.0** TRIP GENERATION

As stated previously, gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10<sup>th</sup> Edition, 2017.* 

Reductions to gross trips are also considered in the analysis, including mixed-use reductions, alternative transportation mode reductions, and pass-by reductions.

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

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). As *The Works* development is located convenient to transit, an 8% alternative mode reduction was taken. This reduction is consistent with GRTA's LOU.

**Pass-by reductions** are taken for a site when traffic normally traveling along a roadway may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the road and would therefore only be new trips on the driveways. The retail and restaurant establishments proposed for the project are expected to generate pass-by trips.

Trip generation for this proposed development is calculated based upon the following land uses: Multi-Family Housing (Mid-Rise) (ITE 221), General Office Building (ITE 710), Shopping Center (ITE 820), and High-Turnover (Sit-Down) Restaurant (ITE 932).

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

	Table 6: Net New Trip Generation								
Codo	Land Use		Daily Traffic			AM Peak Hour		PM Peak Hour	
Code		Density	Total	Enter	Exit	Enter	Exit	Enter	Exit
221	Multi-Family Housing (Mid-Rise)	340 units	1,852	926	926	30	84	87	56
710	General Office Building	147,000 SF	1,542	771	771	142	23	26	138
820	Shopping Center	88,200 SF	3,330	1,665	1,665	51	32	161	175
932	High-Turnover (Sit-Down) Restaurant	114,800 SF	12,878	6,439	6,439	628	513	696	426
	Gross Project Trips		19,602	9,801	9,801	851	652	970	795
	Mixed-Use Reduction		-1,920	-960	-960	-77	-77	-250	-250
Alternative Mode Reduction (8%)			-1,414	-707	-707	-61	-46	-57	-43
Pass-by Reduction			-2,024	-1,012	-1,012	0	0	-203	-203
	Net New Trips		14,244	7,122	7,122	713	529	460	299

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

## 4.0 TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution and assignment of new project trips was based on the project land uses, a review of land use densities and road facilities in the area, engineering judgement, and methodology discussions with GRTA, ARC, and City of Atlanta staff.

**Figure 4, Figure 5, and Figure 6** display the anticipated distribution and assignment of residential, office, and commercial trips throughout the study roadway network, respectively. 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.

**Figure 7** shows the combined peak hour turning movement project trips anticipated to be generated by the proposed *The Works* development.

The Projected 2022 Build conditions add the project trips associated with *The Works* development to the Projected 2022 No-Build conditions.

Detailed intersection volume worksheets are provided in Appendix E.









## 5.0 TRAFFIC ANALYSIS

### 5.1 Existing 2019 Conditions

The existing peak hour traffic volumes were entered into *Synchro 10.0,* and capacity analyses were performed for the AM and PM peak hours. Detailed *Synchro* analysis reports for all scenarios are available upon request.

The existing laneage and peak hour traffic volumes are displayed in **Figure 8**. The results of the capacity analyses for the Existing 2019 conditions are shown in **Table 7**.

	Table 7: Existing 2019 Level-of-Service Summary           LOS (delay in seconds)								
	Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour			
1.	Chattahoochee Avenue at Marietta Boulevard	Signal	Overall	D	C (26.1)	F (95.5)			
2.	Chattahoochee Avenue at Collier Road*	Signal	Overall	D	B (14.9)	C (24.7)			
0		TWSC	NB	NA	C (24.8)	F (82.7)			
J.	Chattanoochee Avenue at Carton Drive		WBL	NA	A (9.6)	B (10.7)			
	Chattahoochee Avenue at Chattahoochee Row/Southland Circle	TWSC	NB	NA	C (16.9)	B (12.3)			
4.			SB	NA	A (0.0)	A (0.0)			
			EBL	NA	A (0.0)	A (0.0)			
			WBL	NA	B (10.0)	A (9.4)			
5.	Chattahoochee Avenue at Ellsworth Industrial Boulevard*	Signal	Overall	D	C (24.3)	E (64.6)			
6.	Chattahoochee Avenue at Howell Mill Road	Signal	Overall	D	D (38.5)	E (55.2)			

\*Analyzed using HCM 2000 due to existing lane configuration.

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

As shown in **Table 7**, three (3) intersections currently operate below the acceptable overall LOS standard of D during the PM peak hour under Existing 2019 conditions. The intersections of Chattahoochee Avenue at Marietta Boulevard (Intersection 1), Chattahoochee Avenue at Ellsworth Industrial Boulevard (Intersection 5), and Chattahoochee Avenue at Howell Mill Road (Intersection 6) currently operate at LOS F, LOS E, and LOS E, respectively, during the PM peak hour. Therefore, the LOS standard for these intersections during the PM peak hour will be LOS E for all future scenarios.

It is not uncommon for vehicles at a side-street stop approach to experience significant delay when turning onto a major roadway. All other study intersections operate at or above the overall LOS standard.



## 5.2 Projected 2022 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased for three (3) years at 2.0 percent per year throughout the study network. These volumes were entered into *Synchro 10.0*, and capacity analyses were performed. The Projected 2022 No-Build conditions were analyzed using existing roadway geometry and intersection at all intersections.

The results of the capacity analyses for the Projected 2022 No-Build are shown in Table 8.

	Table 8: Projected 2022 No-Build Level-of-Service Summary           LOS (delay in seconds)								
	Intersection Control Approach/ LOS AM Peak PM Peak Movement Std. Hour Hour								
1.	Chattahoochee Avenue at Marietta Boulevard	Signal	Overall	D/E	D (36.3)	F (116.8)			
2.	Chattahoochee Avenue at Collier Road*	Signal	Overall	D	B (15.9)	C (28.0)			
c	Chattahaaahaa Ayanya at Carroll Drive	TWSC	NB	NA	D (31.2)	F (189.4)			
З.	Chattanoochee Avenue at Carroli Drive		WBL	NA	A (9.8)	B (11.2)			
	Chattahoochee Avenue at Chattahoochee Row/Southland Circle	TWSC	NB	NA	C (18.0)	B (12.7)			
4.			SB	NA	A (0.0)	A (0.0)			
			EBL	NA	A (0.0)	A (0.0)			
			WBL	NA	B (10.3)	A (9.6)			
5.	Chattahoochee Avenue at Ellsworth Industrial Boulevard*	Signal	Overall	D/E	C (28.6)	F (87.1)			
6.	Chattahoochee Avenue at Howell Mill Road	Signal	Overall	D/E	D (40.5)	D (52.7)			

\*Analyzed using HCM 2000 due to existing lane configuration.

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

As shown in **Table 8**, two (2) intersections are projected to operate below their acceptable overall LOS standard during the PM peak hour under Projected 2022 No-Build conditions. The intersections of Chattahoochee Avenue at Marietta Boulevard (Intersection 1) and Chattahoochee Avenue at Ellsworth Industrial Boulevard (Intersection 5) are projected to operate at LOS F and E, respectively, during the PM peak hour.

It is not uncommon for vehicles at a side-street stop approach to experience significant delay when turning onto a major roadway. All other study intersections operate at or above the overall LOS standard.

Based on the Existing 2019 and Projected 2022 No-Build conditions, the following improvements result in the following intersections operating at an acceptable or improved LOS:

Chattahoochee Avenue at Marietta Boulevard (Intersection 1)

• Along Chattahoochee Avenue east of Marietta Boulevard, restripe the westbound approach to consist of one (1) eastbound receiving lane, one (1) exclusive westbound left-turn lane, one (1) westbound shared through/right-turn lane, and one (1) exclusive westbound right-turn lane.

Chattahoochee Avenue at Ellsworth Industrial Boulevard (Intersection 5)

• Along Chattahoochee Avenue provide one (1) exclusive westbound left-turn lane and one (1) exclusive eastbound left-turn lane.

Chattahoochee Avenue at Howell Mill Road (Intersection 6)

- Along Chattahoochee Avenue west of Howell Mill Road, restripe the eastbound approach to consist of one (1) westbound receiving lane, two (2) exclusive eastbound left-turn lanes, and one (1) exclusive eastbound right-turn lane.
  - Note: The intersection is proposed to maintain the restrictions for the eastbound through and southbound left-turn movements as it is under existing conditions.

The traffic volumes and improved intersection laneage for the Projected 2022 No-Build conditions are shown in **Figure 9**. The results of the capacity analyses for the Projected 2022 No-Build Improved conditions are shown in **Table 9**.

	Table 9: Projected 2022 No-Build Improved Level-of-Service Summary           LOS (delay in seconds)												
	Intersection	Control	rol Approach/ I Movement		AM Peak Hour	PM Peak Hour							
1.	Chattahoochee Avenue at Marietta Boulevard	Signal	Overall	D/E	C (22.5)	C (24.2)							
5.	Chattahoochee Avenue at Ellsworth Industrial Boulevard*	Signal	Overall	D/E	C (20.3)	C (23.1)							
6.	Chattahoochee Avenue at Howell Mill Road	Signal	Overall	D	D (36.9)	D (43.2)							

\*Analyzed using HCM 2000.

As shown in **Table 9**, all improved study intersections are projected to operate at an acceptable overall LOS under the Projected 2022 No-Build Improved conditions.



## 5.3 Projected 2022 Build Conditions

The traffic associated with the proposed *The Works development* was added to the Projected 2022 No-Build volumes. These volumes were then entered into *Synchro 10.0*, and capacity analyses were performed. The Projected 2022 Build conditions were analyzed using the existing geometry and intersection control.

The results of the capacity analyses for the Projected 2022 Build conditions are shown in Table 10.

	Table 10: Projected 202:LOS (	2 Build Lev delay in sec	vel-of-Service	Summa	ry	
	Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1.	Chattahoochee Avenue at Marietta Boulevard	Signal	Overall	D/E	D (48.0)	F (128.3)
2.	Chattahoochee Avenue at Collier Road*	Signal	Overall	D	B (18.6)	C (28.8)
2	Chattabaaabaa Ayanya at Carroll Driva	TWEC	NB	NA	F (79.8)	F (554.1)
З.	Chattanoochee Avenue at Carroli Drive	10030	WBL	NA	B (10.8)	B (12.4)
		TWSC	NB	NA	F (93.1)	D (34.5)
4.	Chattahoochee Avenue at Chattahoochee Row/Southland Circle		SB	NA	F**	F**
			EBL	NA	A (9.5)	B (12.0)
			WBL	NA	B (10.6)	A (9.6)
5.	Chattahoochee Avenue at Ellsworth Industrial Boulevard*	Signal	Overall	D/E	F (155.3)	F (198.5)
6.	Chattahoochee Avenue at Howell Mill Road	Signal	Overall	D	F (119.3)	F (124.9)
7.	Chattahoochee Avenue at Van Heusen	TWSC	SB	NA	C (22.1)	D (27.5)
	Boulevard	10030	EBL	NA	A (8.7)	B (10.6)
8.	Chattahoochee Avenue at Exit-Only Driveway	TWSC	SB	NA	C (21.6)	D (26.6)
0	Chattabaaabaa Ayanya at Makara Way	TWEC	SB	NA	F (52.2)	F (66.4)
9.	Challanoochee Avenue at Makers Way	10030	EBL	NA	B (10.1)	B (12.1)
10	Ellsworth Industrial Boulevard at	TWEC	EB	NA	A (8.7)	A (9.3)
	Chattahoochee Row	10050	NBL	NA	A (7.4)	A (7.6)

\*Analyzed using HCM 2000 due to existing lane configuration.

\*\*Excessive delay.

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

As shown in **Table 10**, two (2) intersections are projected to operate below their acceptable overall LOS standard during both the AM and PM peak hours under Projected 2022 Build conditions. One (1) intersection is projected to operate below their acceptable overall LOS standard during the PM peak hour only under Projected 2022 Build conditions. The intersections of Chattahoochee Avenue at Ellsworth Industrial Boulevard (Intersection 5) and Chattahoochee Avenue at Howell Mill Road (Intersection 6) are both projected to operate at LOS F during the AM and PM peak hours. The

intersection of Chattahoochee Avenue at Marietta Boulevard (Intersection 1) is projected to operate at LOS F during the PM peak hour.

It is not uncommon for vehicles at a side-street stop approach to experience significant delay when turning onto a major roadway. All other study intersections operate at or above the overall LOS standard.

The improvements to accommodate Existing 2019 and Projected 2022 No-Build conditions were also considered for Projected 2022 Build conditions.

In addition to the Projected 2022 No-Build improvements, the following improvements were considered to better serve the Projected 2022 Build conditions:

Chattahoochee Avenue at Chattahoochee Row/Southland Circle (Intersection 4)

- Align Chattahoochee Row with Southland Circle and signalize the intersection.
- Along Chattahoochee Avenue, provide eastbound and westbound left-turn lanes (per site plan).
- On the site, provide one (1) southbound left-turn lane, one (1) southbound shared through/right-turn lane, and one (1) ingress lane.

The traffic volumes and improved intersection laneage used for the Projected 2022 Build conditions are shown in **Figure 10**. The results of the capacity analyses for the Projected 2022 Build Improved conditions are shown in **Table 11**.

	Table 11: Projected 2022 Build Improved Level-of-Service Summary           LOS (delay in seconds)											
	Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour						
1.	Chattahoochee Avenue at Marietta Boulevard	Signal	Overall	D/E	C (26.4)	C (25.3)						
4.	Chattahoochee Avenue at Chattahoochee Row/Southland Circle	Signal	Overall	D	C (25.6)	B (12.6)						
5.	Chattahoochee Avenue at Ellsworth Industrial Boulevard*	Signal	Overall	D/E	D (49.6)	D (36.8)						
6.	Chattahoochee Avenue at Howell Mill Road	Signal	Overall	D	D (42.8)	E (61.5)**						

\*Analyzed using HCM 2000.

\*\*To obtain LOS D would require improvements deemed not feasible.

As shown in **Table 11**, all improved study intersections are projected to operate at an acceptable overall LOS under the Projected 2022 Build Improved conditions.



## 6.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC's Transportation Improvement Program (TIP), the Regional Transportation Plan (RTP) (Atlanta Region's Plan), GDOT's construction work programs, City of Atlanta's programmed projects, and the GA STIP, the following projects are programmed or planned to be completed by the respective years within the vicinity of the proposed development. The identified projects are listed in **Table 12** below.

	Table 12: Programmed Improvements												
#	Year	Project ID	Project Description										
1	TBD	AT-277A	Install bicycle facilities along Howell Mill Road										
2	TBD	AT-287	Signal upgrades along Northside Drive (13 locations)										
3	Start 2020	TBD	Signal timing upgrades along Howell Mill Road from Collier Road to Marietta Street (Upper Westside CID)										

Fact sheets for projects can be found in Appendix F.

## 7.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

The project site is currently zoned I-2 (Heavy Industrial) according to the City of Atlanta Zoning Ordinance Map. The entire project site is proposed to be rezoned to I-MIX (Industrial Mixed Use) in the near future. Per the ARC's Unified Growth Policy Map, the project site is located in a "Maturing Neighborhoods" area type. The land use maps are provided in **Appendix B**.

APPENDIX A

## Site Photo Log

11720 Amber park Drive Suite 600 Alpharetta, GA 30009 Selig Enterprises, Inc. Photograph Sheet

Site Name: The Works - DRI #3030

KHA Job No.:	0158030	)21		
KHA Rep.:	KBA			
Date:	October	28, 2019		
Page:	1	of	5	

Photo No. 1



Comments:

Looking east from Makers Way (Intersection #9)



11720 Amber park Drive Suite 600 Alpharetta, GA 30009 Selig Enterprises, Inc.

Photograph Sheet

KHA Rep.:	KBA		
Date:	October	28, 20	19
Page:	2	of	

5

KHA Job No.: 015803021

Site Name: The Works - DRI #3030





11720 Amber park Drive Suite 600 Alpharetta, GA 30009 Selig Enterprises, Inc.

Photograph Sheet

KHA Job No.:	0158030	21						
KHA Rep.:	KBA							
Date:	October	October 28, 2019						
Page:	3	of	5					

Site Name: The Works - DRI #3030



Comments:

Looking west from Chattahoochee Row (Intersection #4)

11720 Amber park Drive Suite 600 Alpharetta, GA 30009 Selig Enterprises, Inc.

Photograph Sheet

Site Name: The Works - DRI #3030

 KHA Job No.:
 015803021

 KHA Rep.:
 KBA

 Date:
 October 28, 2019

 Page:
 4
 0f
 5

Photo No. 7



Comments:

Looking north from Chattahoochee Row (Intersection #10)

Photo No. 8



Comments:

Looking south from Chattahoochee Row (Intersection #10)

11720 Amber park Drive Suite 600 Alpharetta, GA 30009 Selig Enterprises, Inc.

Photograph Sheet

Site Name: The Works - DRI #3030

KHA Job No.:	0158030	21		
KHA Rep.:	KBA			
Date:	October 2	28, 201	9	
Page:	5	of	5	

Photo No. 9



Comments:

Looking east just east of Van Heusen Boulevard (Intersection #7)



## Land Use and Zoning Maps



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.





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





# StudyAreas: Land Use Northwest

TCU





## **Proposed Site Plan**





DRI SITE PLAN

## **Trip Generation Analysis**

Trip Generation Analysis (10th Ed. with <i>2nd Edition Handbook</i> Daily IC & <i>3rd Edition</i> AM/PM IC) The Works DRI #3030 City of Atlanta, GA											
Land Use		Intensity	Daily	AN	I Peak H	our	PM	Peak H	our		
			Trips	Total	In	Out	Total	In	Out		
Proposed Site Traffic											
221 Multi-Family Housing (Mid-Rise)	340	du	1 852	114	30	84	143	87	56		
710 General Office Building	147.000	s.f.	1,542	165	142	23	164	26	138		
820 Shopping Center	88.200	s.f. gross leasable area	3,330	83	51	32	336	161	175		
932 High-Turnover (Sit-Down) Restaurant	114.800	s.f.	12.878	1.141	628	513	1.122	696	426		
	,		, - · -	,			,		-		
Gross Trips			19,602	1,503	851	652	1,765	970	795		
Residential Trips			1,852	114	30	84	143	87	56		
Mixed-Use Reductions			-674	-23	-3	-20	-87	-57	-30		
Alternative Mode Reductions			-94	-/	-2	-5	-4 52	-2	-2		
Adjusted Residential Trips			1,084	84	25	59	52	28	24		
Office Trips			1 542	165	142	23	164	26	138		
Mixed-Use Reductions			-302	-48	-28	-20	-36	-14	-22		
Alternative Mode Reductions			-99	-9	-9	0	-10	-1	-9		
Adjusted Office Trips			1,141	108	105	3	118	11	107		
Retail Trips			3,330	83	51	32	336	161	175		
Mixed-Use Reductions			-194	-22	-11	-11	-205	-110	-95		
Alternative Mode Reductions			-251	-5	-3	-2	-10	-4	-6 50		
Pass By Reductions (Limited by GRIA 15% Rule)			-410	0 56	0	0	-93	-38	-59		
Aujusteu Retail Trips			2,409	30	57	19	28	9	15		
Restaurant Trips			12.878	1.141	628	513	1.122	696	426		
Mixed-Use Reductions			-750	-61	-35	-26	-172	-69	-103		
Alternative Mode Reductions			-970	-86	-47	-39	-76	-50	-26		
Pass By Reductions (Limited by GRTA 15% Rule)			-1,608	0	0	0	-312	-165	-144		
Adjusted Restaurant Trips			9,550	994	546	448	562	412	153		
Mixed-Use Reductions - TOTAL			-1,920	-154	-77	-77	-500	-250	-250		
Alternative Mode Reductions - TOTAL			-1,414	-107	-61	-46	-100	-57	-43		
Pass-By Reductions - TOTAL			-2,024	0	0	0	-405	-203	-203		
New Trips			14,244	1,242	713	529	Trip	460	299		
Driveway Volumes			16,268	1,242	713	529	######	663	502		

k:\alp\_tpto\015803021\_the works phase i dri - city of atlanta - october 2019\\_phase ii\analysis\[the works dri\_analysis.xlsm]trip generation

## Intersection Volume Worksheets

#### Intersection #1 Marietta Boulevard at Chattahoochee Avenue AM PEAK HOUR

	Mar	ietta Boule	vard	Mar	ietta Boule	vard	Chatta	hoochee A	venue	Chattahoochee Avenue Westbound		
	N	Northboun	d	S	outhboun	d	]	Eastbound	1			
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	31	344	193	703	682	4	3	138	33	50	37	291
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	2	43	17	36	37	1	0	1	1	7	0	31
Heavy Vehicle %	6%	13%	9%	5%	5%	25%	2%	2%	3%	14%	2%	11%
Peak Hour Factor	0.96			0.96			0.96			0.96		
Adjustment												
Adjusted 2019 Volumes	31	344	193	703	682	4	3	138	33	50	37	291
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2022 Background Traffic	33	365	205	746	724	4	3	146	35	53	39	309
Decised Tring												
Trie Distribution IN				50/								
Trip Distribution IN				3%								50/
Paridantial Tring	0	0	0	1	0	0	0	0	0	0	0	3%
Residential Trips	0	0	0	1	0	0	0	0	0	0	0	3
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Office Trips	0	0	0	11	0	0	0	0	0	0	0	0
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Retail Trips	0	0	0	4	0	0	0	0	0	0	0	2
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Restaurant Trips	0	0	0	55	0	0	0	0	0	0	0	45
*												
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
m . 1 h	0		0		0	0	0		0	0		50
Total Project Trips	0	0	0	71	0	0	0	0	0	0	0	50
2022 Buildout Total	33	365	205	817	724	4	3	146	35	53	39	359

### PM PEAK HOUR

	Marietta Boulevard			Mar	ietta Boule	vard	Chattahoochee Avenue			Chattahoochee Avenue		
	N	orthboun	d	S	outhboun	<u>d</u>	Eastbound			Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	61	637	152	347	651	21	5	77	36	164	201	699
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	35	6	7	29	0	0	3	2	5	5	12
Heavy Vehicle %	2%	5%	4%	2%	4%	2%	2%	4%	6%	3%	2%	2%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2019 Volumes	61	637	152	347	651	21	5	77	36	164	201	699
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2022 Background Traffic	65	676	161	368	691	22	5	82	38	174	213	742
Project Trips												
Trip Distribution IN				5%								
Trip Distribution OUT												5%
Residential Trips	0	0	0	1	0	0	0	0	0	0	0	1
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Office Trips	0	0	0	1	0	0	0	0	0	0	0	11
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Retail Trips	0	0	0	1	0	0	0	0	0	0	0	2
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Restaurant Trips	0	0	0	41	0	0	0	0	0	0	0	15
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	44	0	0	0	0	0	0	0	29
2022 Buildout Total	65	676	161	412	691	22	5	82	38	174	213	771

k:\alp\_tpto\015803021\_the works phase i dri - city of atlanta - october 2019\_phase ii\analysis\2019-12-14\_the works dri\_analysis.xlsm]1

## Intersection #2 Chattahoochee Avenue at Collier Road AM PEAK HOUR

				Collier Road			Chattahoochee Avenue			Chattahoochee Avenue		
	N	Northbour	<u>id</u>	S	outhboun	d	1	Eastboun	<u>d</u>	Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	0	0	0	76	0	209	443	620	0	0	172	63
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	4	0	13	20	37	0	0	30	6
Heavy Vehicle %	0%	0%	0%	5%	0%	6%	5%	6%	0%	0%	17%	10%
Peak Hour Factor		0.00			0.93			0.93			0.92	
Adjustment												
Adjusted 2019 Volumes	0	0	0	76	0	209	443	620	0	0	172	63
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2022 Background Traffic	0	0	0	81	0	222	470	658	0	0	183	67
Project Trips												
Trip Distribution IN				5%				5%				
Trip Distribution OUT								272			5%	5%
Residential Trips	0	0	0	1	0	0	0	1	0	0	3	3
Trip Distribution IN				10%				10%				
Trip Distribution OUT											10%	10%
Office Trips	0	0	0	11	0	0	0	11	0	0	0	0
Trip Distribution IN				10%				10%				
Trip Distribution OUT											10%	10%
Retail Trips	0	0	0	4	0	0	0	4	0	0	2	2
Trip Distribution IN				10%				10%				
Trip Distribution OUT											10%	10%
Restaurant Trips	0	0	0	55	0	0	0	55	0	0	45	45
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	-71	0	0	0	-71	0	0	50	50
2022 Buildout Total	0	0	0	152	0	222	470	729	0	0	233	117

### PM PEAK HOUR

				(	Collier Roa	d	Chatta	hoochee A	Venue	Chatta	ahoochee A	venue
	N	orthboun	d	S	outhboun	d	]	Eastbound	<u>d</u>	1	Westboun	<u>d</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	0	0	0	145	0	562	265	286	0	0	564	91
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	11	0	10	3	20	0	0	22	3
Heavy Vehicle %	0%	0%	0%	8%	0%	2%	2%	7%	0%	0%	4%	3%
Peak Hour Factor		0.00			0.90			0.83			0.84	
Adjustment												
Adjusted 2019 Volumes	0	0	0	145	0	562	265	286	0	0	564	91
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2022 Background Traffic	0	0	0	154	0	596	281	304	0	0	599	97
Project Trips												
Trip Distribution IN				5%				5%				
Trip Distribution OUT											5%	5%
Residential Trips	0	0	0	1	0	0	0	1	0	0	1	1
Trip Distribution IN				10%				10%				
Trip Distribution OUT											10%	10%
Office Trips	0	0	0	1	0	0	0	1	0	0	11	11
Trip Distribution IN				10%				10%				
Trip Distribution OUT											10%	10%
Retail Trips	0	0	0	1	0	0	0	1	0	0	2	2
Trip Distribution IN				10%				10%				
Trip Distribution OUT											10%	10%
Restaurant Trips	0	0	0	41	0	0	0	41	0	0	15	15
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	44	0	0	0	44	0	0	29	29
2022 Buildout Total	0	0	0	198	0	596	281	348	0	0	628	126

k:\alp\_tpto\015803021\_the works phase i dri - city of atlanta - october 2019\_phase ii\analysis\[2019-12-14\_the works dri\_analysis.xlsm]2

## Intersection #3 Chattahoochee Avenue at Carroll Drive AM PEAK HOUR

	0	Carroll Driv	ve				Chatta	ahoochee A	Avenue	Chatta	ahoochee A	venue
	N	Northbour	<u>id</u>	S	outhboun	d	1	Eastboun	<u>d</u>	3	Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	42	0	235	0	0	0	0	630	30	89	272	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	6	0	5	0	0	0	0	47	5	4	36	0
Heavy Vehicle %	14%	0%	2%	0%	0%	0%	0%	7%	17%	4%	13%	0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2019 Volumes	42	0	235	0	0	0	0	630	30	89	272	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2022 Background Traffic	45	0	249	0	0	0	0	669	32	94	289	0
Project Trips												
Trip Distribution IN			10%					10%				
Trip Distribution OUT										10%	10%	
Residential Trips	0	0	3	0	0	0	0	3	0	6	6	0
Trip Distribution IN			5%					20%				
Trip Distribution OUT			570					2070		5%	20%	
Office Trips	0	0	5	0	0	0	0	21	0	0	2070	0
once mps	0	0	5	0	0	0	0	21	0	0	1	0
Trip Distribution IN			3%					20%				
Trip Distribution OUT										3%	20%	
Retail Trips	0	0	1	0	0	0	0	7	0	1	4	0
Trip Distribution IN			3%					20%				
Trip Distribution OUT										3%	20%	-
Restaurant Trips	0	0	16	0	0	0	0	109	0	13	90	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	25	0	0	0	0	140	0	20	101	0
	Ť	, , , , , , , , , , , , , , , , , , ,		Ű			Ű					
2022 Buildout Total	45	0	274	0	0	0	0	809	32	114	390	0

### PM PEAK HOUR

	Carroll Drive						Chatta	hoochee A	venue	Chatta	hoochee A	venue
	N	orthboun	d	S	outhboun	d	1	Eastbound	<u>1</u>	1	Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	30	0	128	0	0	0	0	408	154	312	569	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	2	0	3	0	0	0	0	17	9	5	22	0
Heavy Vehicle %	7%	0%	2%	0%	0%	0%	0%	4%	6%	2%	4%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2019 Volumes	30	0	128	0	0	0	0	408	154	312	569	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2022 Background Traffic	32	0	136	0	0	0	0	433	163	331	604	0
Project Trips												
Trip Distribution IN			10%					10%				
Trip Distribution OUT										10%	10%	
Residential Trips	0	0	3	0	0	0	0	3	0	2	2	0
Trip Distribution IN			5%					20%				
Trip Distribution OUT			- //							5%	20%	
Office Trips	0	0	1	0	0	0	0	2	0	5	21	0
Trin Distribution IN			304					20%				
Trip Distribution OUT			570					2070		304	20%	
Petail Trips	0	0	0	0	0	0	0	2	0	3%	20%	0
Retail Trips	0	0	0	0	0	0	0	2	0	0	5	0
Trip Distribution IN			3%					20%				
Trip Distribution OUT										3%	20%	
Restaurant Trips	0	0	12	0	0	0	0	82	0	5	31	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	16	0	0	0	0	89	0	12	57	0
2022 Buildout Total	32	0	152	0	0	0	0	522	163	343	661	0

k:\alp\_tpto\015803021\_the works phase i dri - city of atlanta - october 2019\_phase ii\analysis\[2019-12-14\_the works dri\_analysis.xlsm]3

#### Intersection #4 Chattahoochee Avenue at Southland Circle / Chattahoochee Row AM PEAK HOUR

	So	uthland Ci Northboun	rcle Id	Chat S	tahoochee	Row nd	Chatta	hoochee A	venue	Chatta	ahoochee A Westboun	venue d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	2	0	21	0	0	0	0	849	2	26	369	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	2	0	4	0	0	0	0	53	1	0	38	0
Heavy Vehicle %	100%	0%	19%	0%	0%	0%	0%	6%	50%	2%	10%	0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2019 Volumes	2	0	21	0	0	0	0	849	2	26	369	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2022 Background Traffic	2	0	22	0	0	0	0	901	2	28	392	0
Designed Trains	-											
Project Trips							50/				500/	200/
Trip Distribution IN				700/		50/	5%	100/			50%	30%
P 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0	0	0	70%	0	5%	1	10%	0	0	12	0
Residentiai Trips	0	0	0	41	0	3	1	0	0	0	15	8
Trip Distribution IN							10%	10%			10%	20%
Trip Distribution OUT				30%		10%		5%			10%	
Office Trips	0	0	0	1	0	0	11	11	0	0	11	21
This Distribution N	_	20/					150/	50/			50/	250/
		2%		400/	20/	100/	15%	5%			3%	23%
Pateil Triag	0	1	0	40%	2%	10%	6	2%	0	0	10%	0
Retail Trips	0	1	0	0	0	2	0	3	0	0	4	9
Trip Distribution IN		2%					15%	5%			5%	25%
Trip Distribution OUT				40%	2%	10%		5%			10%	
Restaurant Trips	0	11	0	179	9	45	82	49	0	0	72	137
		0	0	0	0	0	0	0	0	0	0	0
Pass-By Inps	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	12	0	229	9	50	100	69	0	0	100	175
2022 Buildout Total	2	12	22	229	9	50	100	970	2	28	492	175

### PM PEAK HOUR

	So	Southland Circle			tahoochee	Row	Chatta	hoochee A	Venue	Chatta	hoochee A	venue
	N	orthboun	d	<u>s</u>	outhboun	d	1	Eastboun	d	<u>1</u>	Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	5	0	42	0	0	0	0	541	1	13	866	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	17	1	4	31	0
Heavy Vehicle %	2%	0%	2%	0%	0%	0%	0%	3%	100%	31%	4%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2019 Volumes	5	0	42	0	0	0	0	541	1	13	866	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2022 Background Traffic	5	0	45	0	0	0	0	574	1	14	919	0
Project Trips												
Trip Distribution IN							5%				50%	30%
Trip Distribution OUT				70%		5%		10%				
Residential Trips	0	0	0	17	0	1	1	2	0	0	14	8
Trip Distribution IN							10%	10%			10%	20%
Trip Distribution OUT				30%		10%	1070	5%			10%	2070
Office Trips	0	0	0	32	0	11	1	6	0	0	12	2
		201					150/	50/			50/	250/
Trip Distribution IN		2%		1000	201	1000	15%	5%			5%	25%
	0	0	0	40%	2%	10%		5%	0	0	10%	2
Retail Trips	0	0	0	6	0	2	1	1	0	0	2	2
Trip Distribution IN		2%					15%	5%			5%	25%
Trip Distribution OUT				40%	2%	10%		5%			10%	
Restaurant Trips	0	8	0	61	3	15	62	29	0	0	36	103
Pass-By Trips	0	0	0	37	0	61	37	-37	0	0	-61	61
Total Project Trips	0	8	0	153	3	90	102	1	0	0	3	176
· · ·												
2022 Buildout Total	5	8	45	153	3	90	102	575	1	14	922	176

k:\alp\_tpto\015803021\_the works phase i dri - city of atlanta - october 2019\_phase ii\analysis\2019-12-14\_the works dri\_analysis.xlsm]4

# INTERSECTION VOLUME DEVELOPMENT Intersection #5 Chattahoochee Avenue at Ellsworth Industrial Boulevard AM PEAK HOUR

	Ellsworth Industrial Boulevard <u>Northbound</u>			Ellsv	worth Indu Boulevard	strial	Chatta	hoochee A	venue	Chatta	hoochee A	venue
	N	orthboun	d	<u>s</u>	outhboun	d		Eastbound	<u>l</u>	1	Westbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	47	26	408	1	5	8	23	800	49	228	346	71
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	7	2	23	0	2	3	2	52	10	9	27	0
Heavy Vehicle %	15%	8%	6%	2%	40%	38%	9%	7%	20%	4%	8%	2%
Peak Hour Factor		0.94			0.50			0.94			0.93	
Adjustment												
Adjusted 2019 Volumes	47	26	408	1	5	8	23	800	49	228	346	71
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2022 Background Traffic	50	28	433	1	5	8	24	849	52	242	367	75
Project Trips												
Trip Distribution IN	10%										70%	
Trip Distribution OUT								70%	10%			
Residential Trips	3	0	0	0	0	0	0	41	6	0	18	0
•												
Trip Distribution IN	5%	5%					5%				50%	15%
Trip Distribution OUT				25%	5%	5%		40%	5%			
Office Trips	5	5	0	1	0	0	5	1	0	0	53	16
*												
Trip Distribution IN	5%	5%									60%	5%
Trip Distribution OUT				15%	5%			50%	5%			
Retail Trips	2	2	0	3	1	0	0	10	1	0	22	2
F												
Trip Distribution IN	5%	5%									60%	5%
Trip Distribution OUT				15%	5%			50%	5%			
Restaurant Trips	27	27	0	67	22	0	0	224	22	0	328	27
						,	÷			, , , , , , , , , , , , , , , , , , ,		
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
			v			~	Ŭ	~	0	Ŭ		5
Total Project Trips	37	34	0	71	23	0	5	276	29	0	421	45
	21		2		20	2	2	_/0	-/			
2022 Buildout Total	87	62	433	72	28	8	29	1.125	81	242	788	120

#### PM PEAK HOUR

	Ells	worth Indu Boulevard	strial	Ells	worth Indus Boulevard	strial	Chatta	ahoochee A	venue	Chatta	ahoochee A	venue
	<u>1</u>	Northboun	d	5	outhboun	d		Eastbound	<u>1</u>		Westbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	111	10	324	67	32	35	9	517	91	396	706	41
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	6	2	2	0	2	1	0	9	5	8	19	1
Heavy Vehicle %	5%	20%	2%	2%	6%	3%	2%	2%	5%	2%	3%	2%
Peak Hour Factor		0.96			0.82			0.81			0.93	
Adjustment												
Adjusted 2019 Volumes	111	10	324	67	32	35	9	517	91	396	706	41
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2022 Background Traffic	118	11	344	71	34	37	10	549	97	420	749	44
Project Trips												
Trip Distribution IN	10%										70%	
Trip Distribution OUT								70%	10%			
Residential Trips	3	0	0	0	0	0	0	17	2	0	20	0
Trip Distribution IN	5%	5%					5%				50%	15%
Trip Distribution OUT				25%	5%	5%		40%	5%			
Office Trips	1	1	0	27	5	5	1	43	5	0	6	2
Trip Distribution IN	5%	5%									60%	5%
Trip Distribution OUT				15%	5%			50%	5%			
Retail Trips	0	0	0	2	1	0	0	8	1	0	5	0
Trip Distribution IN	5%	5%									60%	5%
Trip Distribution OUT				15%	5%			50%	5%			
Restaurant Trips	21	21	0	23	8	0	0	77	8	0	247	21
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	25	22	0	52	14	5	1	145	16	0	278	23
2022 Buildout Total	143	33	344	123	48	42	11	694	113	420	1,027	67

k:/alp\_tpto/015803021\_the works phase i dri - city of atlanta - october 2019\\_phase ii\analysis/[2019-12-14\_the works dri\_analysis.xlsm]5

#### Intersection #6 Marietta Boulevard at Chattahoochee Avenue AM PEAK HOUR

	Mar	rietta Boule	evard	Mar	ietta Boule	evard	Chatta	hoochee A	venue	Chatta	ahoochee A	venue
	N	Northboun	d	S	outhboun	d	]	Eastbound	<u>d</u>	1	Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	125	268	6	2	424	547	307	8	563	2	19	6
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	15	20	0	0	20	31	42	0	25	0	1	0
Heavy Vehicle %	12%	7%	2%	2%	5%	6%	14%	2%	4%	2%	5%	2%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2019 Volumes	125	268	6	2	424	547	307	8	563	2	19	6
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2022 Background Traffic	133	284	6	2	450	580	326	8	597	2	20	6
Project Trips												
Trip Distribution IN	10%					55%					5%	
Trip Distribution OUT							60%		10%			
Residential Trips	3	0	0	0	0	14	35	0	6	0	1	0
Trip Distribution IN	10%					50%					5%	
Trip Distribution OUT							55%		10%			
Office Trips	11	0	0	0	0	53	2	0	0	0	5	0
Trip Distribution IN	10%					50%					5%	
Trip Distribution OUT							55%		10%			
Retail Trips	4	0	0	0	0	19	10	0	2	0	2	0
Trip Distribution IN	10%					50%					5%	
Trip Distribution OUT							55%		10%			
Restaurant Trips	55	0	0	0	0	273	246	0	45	0	27	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	73	0	0	0	0	359	293	0	53	0	35	0
2022 Buildout Total	206	284	6	2	450	030	610	8	650	2	55	6
aver boundout i otur	200	204	<b>v</b>	<u> </u>		131	012	<u>v</u>	050	-	55	<b>v</b>

### PM PEAK HOUR

	Mar	Marietta Boulevard			ietta Boule	vard	Chatta	hoochee A	Venue	Chatta	hoochee A	venue
	N	orthboun	d	S	outhboun	<u>d</u>	]	Eastbound	<u>d</u>	1	Westboun	<u>d</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	234	465	11	0	614	570	281	9	411	24	136	8
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	7	8	2	0	13	24	5	1	9	0	1	0
Heavy Vehicle %	3%	2%	18%	0%	2%	4%	2%	11%	2%	2%	2%	2%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2019 Volumes	234	465	11	0	614	570	281	9	411	24	136	8
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2022 Background Traffic	248	493	12	0	652	605	298	10	436	25	144	8
Project Trips												
Trip Distribution IN	10%					55%					5%	
Trip Distribution OUT							60%		10%			
Residential Trips	3	0	0	0	0	15	14	0	2	0	1	0
Trip Distribution IN	10%					50%					5%	
Trip Distribution OUT							55%		10%			
Office Trips	1	0	0	0	0	6	59	0	11	0	1	0
Trip Distribution IN	10%					50%					5%	
Trip Distribution OUT							55%		10%			
Retail Trips	1	0	0	0	0	5	8	0	2	0	0	0
Trip Distribution IN	10%					50%					5%	
Trip Distribution OUT							55%		10%			
Restaurant Trips	41	0	0	0	0	206	84	0	15	0	21	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	46	0	0	0	0	232	165	0	30	0	23	0
2022 Buildout Total	294	493	12	0	652	837	463	10	466	25	167	8

k:\alp\_tpto\015803021\_the works phase i dri - city of atlanta - october 2019\_phase ii\analysis\2019-12-14\_the works dri\_analysis.xlsm]6

Intersection #7 Chattahoochee Avenue at Van Heusen Boulevard AM PEAK HOUR

				Van H	Ieusen Bou	ılevard	Chatta	ahoochee A	Avenue	Chatta	ahoochee A	Venue
	<u>1</u>	Northbour	<u>id</u>	S	outhboun	d		Eastboun	<u>d</u>	1	Westboun	<u>d</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
						-						
Observed 2019 Traffic Volumes	0	0	0	0	0	0	0	851	0	0	371	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	54	0	0	40	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	11%	0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	851	0	0	371	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2022 Background Traffic	0	0	0	0	0	0	0	903	0	0	394	0
Project Trips												
Trip Distribution IN							15%	5%				50%
Trip Distribution OUT				10%		15%					5%	
Residential Trips	0	0	0	6	0	9	4	1	0	0	3	13
Trip Distribution IN							50/	20%				10%
Trip Distribution OUT				50/		50/	J 70	2070			200/	1070
Office Trice	0	0	0	5%	0	5%	5	21	0	0	20%	11
Office Trips	0	0	0	0	0	0	3	21	0	0	1	11
Trip Distribution IN							3%	20%				5%
Trip Distribution OUT				5%		3%					20%	
Retail Trips	0	0	0	1	0	1	1	7	0	0	4	2
Trip Distribution IN							3%	20%				5%
Trip Distribution OUT				5%		3%					20%	
Restaurant Trips	0	0	0	22	0	13	16	109	0	0	90	27
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
			_						_			
Total Project Trips	0	0	0	29	0	23	26	138	0	0	98	53
2022 Buildout Total	0	0	0	29	0	23	26	1.041	0	0	492	53

### PM PEAK HOUR

	,			Van H	leusen Bou	levard	Chatta	hoochee A	Venue	Chatta	hoochee A	venue
	N	orthboun	d	S	outhboun	<u>d</u>	]	Eastbound	<u>d</u>	1	Westboun	<u>d</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	0	0	0	0	0	0	0	542	0	0	871	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	18	0	0	31	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	4%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	542	0	0	871	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2022 Background Traffic	0	0	0	0	0	0	0	575	0	0	924	0
Project Trips												
Trip Distribution IN							15%	5%				50%
Trip Distribution OUT				10%		15%					5%	
Residential Trips	0	0	0	2	0	4	4	1	0	0	1	14
Trip Distribution IN							5%	20%				10%
Trip Distribution OUT				5%		5%					20%	
Office Trips	0	0	0	5	0	5	1	2	0	0	21	1
Trip Distribution IN							3%	20%				5%
Trip Distribution OUT				5%		3%					20%	
Retail Trips	0	0	0	1	0	0	0	2	0	0	3	0
Trip Distribution IN							3%	20%				5%
Trip Distribution OUT				5%		3%					20%	
Restaurant Trips	0	0	0	8	0	5	12	82	0	0	31	21
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	16	0	14	17	87	0	0	56	36
2022 Buildout Total	0	0	0	16	0	14	17	662	0	0	980	36

k:\alp\_tpto\015803021\_the works phase i dri - city of atlanta - october 2019\_phase ii\analysis\[2019-12-14\_the works dri\_analysis.xlsm]7

#### Intersection #8 Chattahoochee Avenue at Exit-Only Driveway AM PEAK HOUR

	I			Exit-	Only Driv	eway	Chatta	ahoochee A	venue	Chatta	hoochee A	venue
	N	Northboun	d	S	outhboun	d		Eastbound	d	1	Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	0	0	0	0	0	0	0	870	0	0	395	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	57	0	0	38	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	10%	0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	870	0	0	395	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2022 Background Traffic	0	0	0	0	0	0	0	923	0	0	419	0
Project Trins												
Trip Distribution IN											80%	
Trip Distribution OUT								80%				
Residential Trips	0	0	0	0	0	0	0	47	0	0	20	0
				-								
Trip Distribution IN								10%			30%	
Trip Distribution OUT								35%			10%	
Office Trips	0	0	0	0	0	0	0	12	0	0	32	0
Trin Distribution IN								5%			30%	
Trip Distribution OUT				1%		1%		45%			9%	
Retail Trips	0	0	0	0	0	0	0	11	0	0	13	0
	, ,									÷		
Trip Distribution IN								5%			30%	
Trip Distribution OUT				1%		1%		45%			9%	
Restaurant Trips	0	0	0	4	0	4	0	229	0	0	204	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	4	0	4	0	299	0	0	269	0
erit Eri					-		-			-		
2022 Buildout Total	0	0	0	4	0	4	0	1,222	0	0	688	0

### PM PEAK HOUR

				Exit-Only Driveway		Chattahoochee Avenue			Chattahoochee Avenue			
	N	orthboun	d	S	outhboun	d	1	Eastbound	d	y	Vestboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	0	0	0	0	0	0	0	583	0	0	879	0
Pedestrians		0			0		0		0			
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	17	0	0	35	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	4%	0%
Peak Hour Factor		0.96			0.96			0.96		0.96		
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	583	0	0	879	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2022 Background Traffic	0	0	0	0	0	0	0	619	0	0	933	0
Project Trips												
Trip Distribution IN											80%	
Trip Distribution OUT								80%				
Residential Trips	0	0	0	0	0	0	0	19	0	0	22	0
Trip Distribution IN								10%			30%	
Trip Distribution OUT								35%			10%	
Office Trips	0	0	0	0	0	0	0	38	0	0	14	0
Trip Distribution IN								5%			30%	
Trip Distribution OUT				1%		1%		45%			9%	
Retail Trips	0	0	0	0	0	0	0	7	0	0	4	0
Trip Distribution IN								5%			30%	
Trip Distribution OUT				1%		1%		45%			9%	
Restaurant Trips	0	0	0	2	0	2	0	90	0	0	138	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	2	0	2	0	154	0	0	178	0
2022 Buildout Total	0	0	0	2	0	2	0	773	0	0	1,111	0

k:\alp\_tpto\015803021\_the works phase i dri - city of atlanta - october 2019\_phase ii\analysis\[2019-12-14\_the works dri\_analysis.xlsm]8

#### Intersection #9 Chattahoochee Avenue at Makers Way AM PEAK HOUR

				Ν	Aakers Wa	ıy	Chatta	hoochee A	Avenue	Chatta	ahoochee A	venue
	Ν	orthboun	<u>id</u>	S	outhboun	d	1	Eastbound	d	Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	0	0	0	0	0	0	0	870	0	0	395	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	57	0	0	38	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	10%	0%
Peak Hour Factor		0.94			0.94			0.94		0.94		
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	870	0	0	395	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2022 Background Traffic	0	0	0	0	0	0	0	923	0	0	419	0
Project Trips												
Trip Distribution IN											80%	
Trip Distribution OUT								80%				
Residential Trips	0	0	0	0	0	0	0	47	0	0	20	0
*												
Trip Distribution IN							5%	5%			30%	25%
Trip Distribution OUT				10%		5%		35%			5%	
Office Trips	0	0	0	0	0	0	5	6	0	0	32	26
Trip Distribution IN							5%				30%	35%
Trip Distribution OUT				9%		9%		46%				
Retail Trips	0	0	0	2	0	2	2	9	0	0	11	13
Trip Distribution IN							5%				30%	35%
Trip Distribution OUT				9%		9%		46%				
Restaurant Trips	0	0	0	40	0	40	27	206	0	0	164	191
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	42	0	42	34	268	0	0	227	230
	-	~	~		~				-	-		
2022 Buildout Total	0	0	0	42	0	42	34	1,191	0	0	646	230

### PM PEAK HOUR

				Ν	Aakers Wa	iy	Chattahoochee Avenue			Chattahoochee Avenue		
	N	Northbour	<u>id</u>	S	outhboun	d	]	Eastbound	<u>d</u>	3	Westboun	<u>d</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	0	0	0	0	0	0	0	583	0	0	879	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	17	0	0	35	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	4%	0%
Peak Hour Factor		0.96			0.96			0.96		0.96		
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	583	0	0	879	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2022 Background Traffic	0	0	0	0	0	0	0	619	0	0	933	0
Project Trips												
Trip Distribution IN											80%	
Trip Distribution OUT								80%			0070	
Residential Trips	0	0	0	0	0	0	0	19	0	0	22	0
m to be to the by							504	504			2004	25%
Trip Distribution IN				1000		50/	5%	5%			30%	25%
Trip Distribution OUT				10%		5%	-	35%			5%	
Office Trips	0	0	0	11	0	5	1	38	0	0	8	3
Trip Distribution IN							5%				30%	35%
Trip Distribution OUT				9%		9%		46%				
Retail Trips	0	0	0	1	0	1	0	7	0	0	3	3
Trip Distribution IN							5%				30%	35%
Trip Distribution OUT				9%		9%		46%				
Restaurant Trips	0	0	0	14	0	14	21	70	0	0	124	144
	0	0	0		0					0		01
Pass-By Inps	0	0	0	14	0	91	14	-14	0	0	-91	91
Total Project Trips	0	0	0	40	0	111	36	120	0	0	66	241
2022 Puildout Total	0	0	0	40	0	111	26	720	0	0	000	241
2022 Dulluout Totai	0	0	0	40	0	111	20	139	0	0	779	241

k:\alp\_tpto\015803021\_the works phase i dri - city of atlanta - october 2019\_phase ii\analysis\[2019-12-14\_the works dri\_analysis.xlsm]9

# INTERSECTION VOLUME DEVELOPMENT Intersection #10 Ellsworth Industrial Boulevard at Chattahoochee Row AM PEAK HOUR

	Ells	Ellsworth Industrial			Ellsworth Industrial							
		Boulevard			Boulevard		Chat	tahoochee	Row			_
	1	Northboun	<u>d</u>	5	Southboun	<u>d</u>		Eastbound	1		Westbound	<u>1</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	0	120	0	0	14	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	U	0	0	0	0	0	0
Conflicting Pedestrians	0	V	0	0	V	0	0	V	0	0		0
Heavy Vehicles	0	4	0	0	5	0	0	0	0	0	0	0
Heavy Vehicle %	0%	3%	0%	0%	36%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	070	0.94	070	070	0.94	070	070	0.94	070	070	0.94	070
Adjustment		0.71			0.71			0.71			0.71	
Adjusted 2019 Volumes	0	120	0	0	14	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
2022 Background Traffic	0	127	0	0	15	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	25%											
Trip Distribution OUT									35%			
Office Trips	26	0	0	0	0	0	0	0	1	0	0	0
Trip Distribution IN	10%											
Trip Distribution OUT									20%			
Retail Trips	4	0	0	0	0	0	0	0	4	0	0	0
Trip Distribution IN	10%											1
Trip Distribution OUT									20%			
Restaurant Trips	55	0	0	0	0	0	0	0	90	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
T-t-1 Dit T-i	95	0	0	0	0	0	0	0	05	0	0	0
Total Project Trips	85	0	0	0	0	0	0	0	73	0	0	U
2022 Buildout Total	85	127	0	0	15	0	0	0	95	0	0	0

#### PM PEAK HOUR

	Ellsworth Industrial Boulevard <b>Northbound</b>			Ellsv	Ellsworth Industrial Boulevard <b>Southbound</b>			Chattahoochee Row Eastbound			Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Observed 2019 Traffic Volumes	0	60	0	0	134	0	0	0	0	0	0	0	
Pedestrians		0			0			0		0			
Conflicting Pedestrians	0		0	0		0	0		0	0		0	
Heavy Vehicles	0	3	0	0	3	0	0	0	0	0	0	0	
Heavy Vehicle %	0%	5%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	
Peak Hour Factor		0.96			0.96			0.96			0.96		
Adjustment													
Adjusted 2019 Volumes	0	60	0	0	134	0	0	0	0	0	0	0	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	
2022 Background Traffic	0	64	0	0	142	0	0	0	0	0	0	0	
Project Trips													
Trip Distribution IN													
Trip Distribution OUT													
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Trip Distribution IN	25%												
Trip Distribution OUT									35%				
Office Trips	3	0	0	0	0	0	0	0	37	0	0	0	
Trip Distribution IN	10%												
Trip Distribution OUT									20%				
Retail Trips	1	0	0	0	0	0	0	0	3	0	0	0	
Trip Distribution IN	10%												
Trip Distribution OUT									20%				
Restaurant Trips	41	0	0	0	0	0	0	0	31	0	0	0	
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Total Project Trips	45	0	0	0	0	0	0	0	71	0	0	0	
	43	0	0	0	0	0	0	0	/1	0	0	0	
2022 Buildout Total	45	64	0	0	142	0	0	0	71	0	0	0	

k:\alp\_tpto\015803021\_the works phase i dri - city of atlanta - october 2019\_phase ii\analysis\[2019-12-14\_the works dri\_analysis.xlsm]10

## **Programmed Project Fact Sheets**

AT-277A	Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET										
Short Title	CYCLE ATLANTA PHASE 1.0 - IMPLEMENTATION AT VARIOUS LOCATIONS	A HAN Collier Rd NW BB 2 B B B B B B B B B B B B B B B B B									
GDOT Project No.	0014993	W 278 Ponce de Leon Avet									
Federal ID No.	N/A	Voseph 23									
Status	Programmed	Hos									
Service Type	Last Mile Connectivity / Pedestrian Facility	au									
Sponsor	City of Atlanta	All Sales									
Jurisdiction	City of Atlanta	cale Au Ale									
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)	Avon Ave SW									
Existing Thru Lane Planned Thru Lane	N/A         LCI           N/A         Flex         X	Network Year TBD									

### **Detailed Description and Justification**

This project will install the bicycle facilities identified in the ARC funded Cycle Atlanta: Phase 1.0 study. These facilities will support the existing and planned compact development in the central core of the city, as well as within the Atlanta BeltLine Planning Area by supporting cycling as a mode of transportation between varied land uses. Projects include (1) protected bike lanes on Mangum/Walker/Peters/Lee - part of Corridor A, (2) bike lanes and buffered bike lanes on R. McGill Blvd - part of Corridor C, and (3) the Bicycle Boulevard/Neighborway along Woodward Avenue - part of Corridor D. The projects add 4.6 miles of high quality bicycle facilities to Atlanta's network and make key connections within the 31-mile Phase 1.0 network. Portions of this project are located in Equitable Target Areas.

Phase Status & Funding Status		FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE					
Info	rmation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE	
PE	TAP - Urban (>200K) (ARC)	AUTH	2017	\$237,500	<del>\$190,000</del>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$47,500</del>	
CST	Local Jurisdiction/Municipality Funds		2019	\$2,950,000	\$0,000	\$0,000	\$0,000	\$2,950,000	
			\$3,187,500	\$190,000	\$0,000	\$0,000	\$2,997,500		

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

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

AT-287	Atlanta Region's Plan RTP (2	016) PROJECT FACT SHEET
Short Title	US 19/41 (NORTHSIDE DRIVE) SIGNAL UPGRADES AT 13 LOCATIONS	hee Ave NW HU HI AN ANA ANA ANA ANA ANA ANA ANA ANA ANA
GDOT Project No.	0012823	Ra To M
Federal ID No.	N/A	W Mariotta Sty 2 14th StNW 00
Status	Programmed	
Service Type	Roadway / Operations & Safety	Georgia
Sponsor	GDOT	Technology 3
Jurisdiction	City of Atlanta	0.25 0.5 Miles
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)	Norv 2
Existing Thru Lane		Network Year TBD
Planned Thru Lane	6 Flex	Corridor Length N/A miles
Detailed Description a	and Justification	

Signal upgrades on SR 3 (Northside Drive) and Hemphill Avenue at SR 9 in the City of Atlanta and Georgia Tech area. Total corridor length is approximately 2.5 miles, with 11 signal upgrades: North Avenue, Donald Lee Hollowell Parkway NW, Marietta Street, 10th Street, 14th Street, 17th Street, Deering Road, Bellemeade Avenue, I-75 SB, I-75 NB, and at Hemphill Avenue/14th Street.

Phas	se Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOL						
Information			YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE			
PE	STP - Urban (>200K) (ARC)	AUTH	2014	\$325,000	<del>\$325,000</del>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$0,000</del>			
PE	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	AUTH	2018	\$106,000	<del>\$106,000</del>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$0,000</del>			
ROW	Congestion Mitigation & Air Quality Improvement (CMAQ)		2020	\$466,140	\$466,140	\$0,000	\$0,000	\$0,000			
UTL	Congestion Mitigation & Air Quality Improvement (CMAQ)		2022	\$502,700	\$502,700	\$0,000	\$0,000	\$0,000			
CST	Congestion Mitigation & Air Quality Improvement (CMAQ)		2022	\$1,758,398	\$1,758,398	\$0,000	\$0,000	\$0,000			
				\$3,158,238	\$3,158,238	\$0,000	\$0,000	\$0,000			

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

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