

Chappell Road DRI #3096 City of Atlanta, Georgia

Report Prepared:

June 2020

Prepared for:

Brock Built Homes, LLC

Prepared by:



Kimley-Horn and Associates, Inc. 817 West Peachtree Street, Suite 601 Atlanta, GA 30308 June 2020 013404003



Transportation Analysis

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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Chappell Road* development located in the City of Atlanta, Georgia. The approximate 32-acre site is located along the south side of North Avenue and east of Chappell Road. The proposed *Chappell Road* development will consist of residential and retail/restaurant land uses. The site currently includes several low-rise buildings that previously served multifamily housing and industrial uses, plus undeveloped land areas. These existing uses will be demolished with the redevelopment of the site.

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 submittal of the Rezoning Application with the City of Atlanta in May 2020 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 April 15, 2020 by the City of Atlanta.

The project site is located within the Bankhead LCI (2005, 5 Year Update 2013). The site is generally consistent with the overall theme of the LCI. Therefore, according to GRTA's Procedures and Principles for GRTA Development of Regional Impact Review, the proposed DRI complies with the Expedited Review Criteria in Section 3-102, Part F – Livable Centers Initiative (LCI).

The project site is currently zoned for RG-3, I-1, I-1C, I-2, and R-4A according to the *City of Atlanta Zoning Ordinance Map*. The project site has a future land uses of Very High Density Residential, High Density Residential, Medium Density Residential, and Low Density Residential according to the *City of Atlanta Future Land Use Map*. Additionally, the project site is located in the Beltline Overlay as shown in the *Beltline Overlay District Boundaries Map*.

The Rezoning Application was submitted on May 4th, 2020. The proposed new zoning is PD-MU (Mixed-Use Planned Development).

Table 1: Proposed Land Uses and Densities					
Land Use Proposed Density					
Multifamily Residential	460 units				
Townhomes	250 units				
Restaurant	4,500 SF				
Retail	4,500 SF				

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

Per the guidance of City of Atlanta Office of Zoning and Development staff, the developers responsible for "Chappell Road," or the developers' successors, shall provide a minimum of 15% of affordable housing units across the 32-acre site in accordance with the Beltline Inclusionary Zoning Regulations Chapter 36A of the Atlanta Zoning Ordinance, as amended.

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 2024, which will be considered the full build-out year in this analysis.

Capacity analyses were performed throughout the study network for the Estimated Year 2020 conditions, the Projected 2024 No-Build conditions, and the Projected 2024 Build conditions.

- Estimated Year 2020 conditions represent traffic volumes using historical count information and counts collected in May 2020, adjusted to represent typical traffic conditions before the current COVID-19 situation.
- Projected 2024 No-Build conditions represent the existing traffic volumes grown for four (4) years at 1.5 percent per year throughout the study network.
- Projected 2024 Build conditions represent the Projected 2024 No-Build conditions including the additional project trips that are anticipated to be generated by the *Chappell Road* development.

Based on the **Estimated Year 2020** conditions, one (1) existing study intersection currently operates below the acceptable <u>overall</u> LOS standard of D (per GRTA Letter of Understanding (LOU)). Intersection 6 (Donald Lee Hollowell Parkway (US 278/US 78/SR 8) at North Avenue/Marietta Boulevard) operates at LOS E during the PM peak hour, therefore the peak hour LOS standard becomes LOS E for the applicable peak hour for future No-Build and Build scenarios, per GRTA guidelines.

Based on the **Projected 2024 No-Build** conditions (<u>excluding</u> the *Chappell Road* DRI traffic), one (1) study intersection is projected to operate below its acceptable <u>overall</u> LOS standard during the PM peak hour.

Based on the **Projected 2024 No-Build** conditions, the following improvements are recommended:

- Intersection 6: Donald Lee Hollowell Parkway (US 278/US 78/SR 8) at North Avenue/Marietta
 Boulevard
 - Construct a new right-turn lane at the southbound approach on Marietta Boulevard to provide dual right-turn lanes onto Donald Lee Hollowell Parkway (US 278/US 78/SR 8).

Based on the **Projected 2024 Build** (including the *Chappell Road* DRI traffic) conditions, combined with the projected 2024 No-Build improvements above, two (2) study intersections are projected to operate below their acceptable <u>overall</u> LOS standards during the PM peak hours.

Based on the **Projected 2024 Build** conditions, the following improvements should be considered:

- Intersection 2: Chappell Road at North Avenue
 - Monitor future traffic to consider converting the existing all-way stop-control intersection to sidestreet stop control with Chappell Road as the main street, and North Avenue as the sidestreet.
- Intersection 3: Chappell Road at Mayson Turner Road
 - Construct an exclusive left-turn lane along the southbound Chappell Road approach.

In addition, the following site-access improvements are recommended to serve the traffic associated with the full build-out of the *Chappell Road* development:

Site Driveways on Mayson Turner Road and Chappell Road:

 Proposed Site Driveway A – Proposed Site Driveway E (Intersections 7 – 11): On site, construct one (1) westbound shared left/right egress lane and one (1) ingress lane at each proposed site driveway. Site Driveways on North Avenue:

- Proposed Site Driveway F and Proposed Site Driveway H (Intersections 12 and 14): On site, construct one (1) northbound shared left/right-turn egress lane and one (1) ingress lane at each proposed site driveway.
- Proposed Site Driveway G (Intersection 13): On site, construct one (1) northbound left turn egress lane, one (1) northbound right turn egress lane, and one (1) ingress lane.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *Chappell Road* development located in the City of Atlanta, Georgia. The approximate 32-acre site is located along the south side of North Avenue and east of Chappell Road. The proposed *Chappell Road* development will consist of residential and retail/restaurant land uses. The site currently includes several low-rise buildings that previously served multifamily housing and industrial uses, plus undeveloped land areas. These existing uses will be demolished with the redevelopment of the site.

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 submittal of the Rezoning Application with the City of Atlanta in May 2020 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 April 15, 2020 by the City of Atlanta.

The project site is located within the Bankhead LCI (2005, 5 Year Update 2013). The site is generally consistent with the overall theme of the LCI.

Therefore, according to GRTA's Procedures and Principles for GRTA Development of Regional Impact Review, the proposed DRI complies with the Expedited Review Criteria in **Section 3-102, Part F – Livable Centers Initiative (LCI)**, which states:

...the proposed DRI is located within an area approved for inclusion within the LCI program by the Atlanta Regional Commission and is consistent with the policies, design elements, and overall standards established by the study and any subsequently funded Supplemental Study(s). The local government(s) in which the LCI is located has completed and adopted the initial LCI Study within their Comprehensive Plan. Additionally, the local government(s) must have shown efforts towards implementation of the adopted study, by such methods as, approval of conforming development/redevelopment plan, adopted ordinances and/or codes, and implementation of the LCI's Five (5) Year Plan.

Figure 1 provides the site location of the *Chappell Road* development. **Figure 2** and **Figure 3** provide aerial views of the project site and surrounding area. The City of Atlanta Zoning Ordinance Map and the *Atlanta Region's Plan Unified Growth Policy Map* are included in **Appendix A**.

The proposed project is expected to be completed by 2024, 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 Proposed Density					
Multifamily Residential	460 units				
Townhomes	250 units				
Restaurant	4,500 SF				
Retail	4,500 SF				







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Chappell Road DRI #3096 Transportation Analysis Site Aerial (zoomed in) Per the guidance of City of Atlanta Office of Zoning and Development staff, the developers responsible for "Chappell Road", or the developers' successors, shall provide a minimum of 15% of affordable housing units across the 32-acre Chappell Road's site in accordance with the Beltline Inclusionary Zoning Regulations Chapter 36A of the Atlanta Zoning Ordinance, as amended.

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.

1.2 Site Access

As currently envisioned, the proposed *Chappell Road* development will be accessible via eight (8) access points:

- Mayson Turner Road at Proposed Site Driveway A (Intersection 7) A new, fullmovement driveway is proposed along Mayson Turner Road approximately 500 feet south of Chappell Road. The driveway will become the east leg of the new T-intersection and is proposed to operate under sidestreet stop-control.
- Mayson Turner Road at Proposed Site Driveway B (Intersection 8) A new, fullmovement driveway is proposed along Mayson Turner Road approximately 200 feet south of Chappell Road. The driveway will become the east leg of the new T-intersection and is proposed to operate under sidestreet stop-control.
- Chappell Road at Proposed Site Driveway C (Intersection 9) A new, full-movement driveway is proposed along Chappell Road approximately 500 feet south of North Avenue. The driveway will become the east leg of the new T-intersection and is proposed to operate under sidestreet stop-control.
- Chappell Road at Proposed Site Driveway D (Intersection 10) A new, full-movement driveway is proposed along Chappell Road approximately 250 feet south of North Avenue. The driveway will become the east leg of the new T-intersection and is proposed to operate under sidestreet stop-control.
- Chappell Road at Proposed Site Driveway E (Intersection 11) A new, full-movement driveway is proposed along Chappell Road approximately 100 feet south of North Avenue. The driveway will become the east leg of the new T-intersection and is proposed to operate under sidestreet stop-control.
- North Avenue at Proposed Site Driveway F (Intersection 12) A new, full-movement driveway is proposed along North Avenue approximately 1,400 feet east of Chappell Road. The driveway will become the east leg of the new T-intersection and is proposed to operate under sidestreet stop-control.
- North Avenue at Proposed Site Driveway G (Intersection 13) A new, full-movement driveway is proposed along North Avenue approximately 1,550 feet east of Chappell Road. The driveway will become the east leg of the new T-intersection and is proposed to operate under sidestreet stop-control.
- 8. North Avenue at Proposed Site Driveway H (Intersection 14) A new, full-movement driveway is proposed along North Avenue approximately 1,750 feet east of Chappell Road and just east of Proctor Creek. The driveway will provide access to a cluster of townhomes

that is not proposed to connect/cross over Proctor Creek. The driveway will become the east leg of the new T-intersection and is proposed to operate under sidestreet stop-control.

Capacity analyses were performed for the proposed 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 B** for a visual representation of vehicular access and circulation throughout the proposed development.

Parking will be provided by surface parking lots on-site throughout the development. The site plan currently shows 631 provided parking spaces. It should be noted that the master plan is still being developed and parking details are subject to change.

Minimum Parking Required:478 parking spacesParking Provided:631 parking spaces

1.4 Bicycle and Pedestrian Facilities

Pedestrian facilities (sidewalks) currently exist along the project site frontage along Chappell Road and Mayson Turner Road. Sidewalks are proposed along all public road frontages and roadways internal to the site.

Additionally, a trail segment is proposed to be constructed along the west side of Proctor Creek from the North Avenue frontage to the southern end of the site. The trail segment will be publicly accessible and provide direct connections to the development and connectivity with the future Westside Beltline trail.

1.5 Transit Facilities

The project site is located less than half a mile south of the Bankhead MARTA Transit station on Donald Lee Hollowell Parkway (US 278/US 78/SR 8), which is served by the Green line seven days a week. The project site is additionally near several MARTA bus route stops, as described below:

- Adjacent to MARTA Bus Route #853 along Chappell Road providing service to the West Lake MARTA rail station
- Less than a quarter of a mile from MARTA Bus Route #51 with service to the H.E. Holmes and North Avenue MARTA rail stations, Georgia Tech, and Coca-Cola Headquarters
- Less than a quarter of a mile from MARTA Bus Route #50 with service to the Bankhead and North Avenue MARTA rail stations, Georgia Tech, Fulton County DFCS, and the Dogwood Senior Center.
- 1 mile from MARTA Bus Route #1 with service to the West End and Ashby MARTA rail stations, Moores Mill Center, The Mall West End, and Atlanta Community Food Bank
- 1 mile from MARTA Bus Route #26 with service to the 5 Points and Bankhead MARTA rail stations, Georgia Tech, Coca-Cola Headquarters, and King Plow.

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, GDOT, and City of Atlanta staff, and includes the following six (6) intersections described in **Table 3**. The study intersections are shown in **Figure 4**.

	Table 3: Intersection Control Summary					
	Intersection	Control				
1.	Donald Lee Hollowell Parkway (US 278/US 78/SR 8) at Chappell Road	Signal				
2.	Chappell Road at North Avenue	All-Way Stop Control				
3.	Chappell Road at Mayson Turner Road	All-Way Stop Control				
4.	Joseph E. Boone Boulevard at Chappell Road	Signal				
5.	Joseph E. Boone Boulevard at Mayson Turner Road	Signal				
6.	Donald Lee Hollowell Parkway (US 278/US 78/SR 8) at North Avenue/Marietta Boulevard	Signal				

Each of the intersections listed in **Table 3** were analyzed for Estimated 2020 conditions, Projected 2024 No-Build conditions, and Projected 2024 Build conditions.

2.2 Existing Roadway Facilities

Roadway classification descriptions and recent 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	Average Daily Traffic (ADT)	GDOT Functional Classification				
Hollywood Road	2	-	Major Collector				
Donald Lee Hollowell Parkway (US 278/US 78/SR 8)	4	22,200 (2018 - west of Chappell Rd)	Principal Arterial				
West Lake Avenue	2	11,900 (2018 – south of Joseph E. Boone Blvd)	Minor Arterial				
Chappell Road	2	4,700 (2017 - south of Joseph E. Boone Blvd)	Local Road				
Mayson Turner Road	2	2,190 (2018 – east of Chappell Rd)	Local Road				
Marietta Boulevard	4	17,800 (2018 - north of Donald Lee Hollowell Pkwy)	Minor Arterial				
Joseph E. Lowery Boulevard	2	11,300 (2018 – south of Donald Lee Hollowell Pkwy)	Major Collector				
Joseph E. Boone Boulevard	2	4,710 (2016 – west of Chappell Rd)	Major Collector				
Ivan Allen Jr. Boulevard	4	17,500 (2018 – east of Northside Dr)	Major Collector				
North Avenue	2	1,740 (2017 - west of Chappell Rd)	Local Road				
Northside Drive	6	32,000 (2018 – north of Joseph E. Boone Blvd)	Principal Arterial				



2.3 Traffic Data Collection

Weekday peak hour turning movement counts were collected on Tuesday May 5, 2020 at each of the study intersections during the AM and PM peak periods. Additionally, 24-hour pneumatic tube counts were taken at the following locations that correspond with GDOT count stations:

- Mayson Turner Road between Chappell Road and Joseph E. Boone Boulevard
- Chappell Road south of Joseph E. Boone Boulevard
- North Avenue west of West Lake Avenue

Per guidance from the GRTA Letter of Understanding (LOU) and agreed upon by GRTA, ARC, GDOT, and the City of Atlanta, the Estimated Year 2020 traffic conditions were calibrated following two separate methodologies, depending on if recent traffic count data was available for the intersections.

Existing Counts Available (within the last 3 years)

Weekday peak hour turning movement count data was available for the intersections of Donald Lee Hollowell Parkway (US 278/US 78/SR 8) at Chappell Road (Intersection 1) and Donald Lee Hollowell Parkway (US 278/US 78/SR 8) at North Avenue/Marietta Boulevard (Intersection 6) from Thursday April 25, 2019. The traffic from this recent data was increased by the background growth rate agreed upon in the LOU of 1.5 percent for one year.

No Existing Counts Available (within last 3 years)

Per GDOT Policy, if traffic counts have not been collected within the past three years, new counts should be taken. Additionally, the nearest GDOT count station should be collected and turning movement intersection counts should be factored based on a comparison of the historic and new count station location data. This applies to the following intersections:

- 2. Chappell Road at North Avenue
- 3. Chappell Road at Mayson Turner Road
- 4. Joseph E. Boone Boulevard at Chappell Road
- 5. Joseph E. Boone Boulevard at Mayson Turner Road

Based on a comparison of the historic count station ADTs to the May 2020 ADTs, AM and PM adjustment factors were selected by roadway/approach at the study intersections. The adjustment factors used to estimate the existing traffic conditions are listed for the AM and PM peak hours by roadway in **Table 5**.

Table 5: Roadway Traffic Volume Adjustment Factors					
Boodwoy Nome	Adjustment Factor				
Roadway Name	AM	РМ			
Joseph E. Boone Boulevard	3.30	1.50			
Chappell Road	2.25	1.85			
North Avenue	2.30	1.30			
Mayson Turner Road	1.80	1.05			

Peak hours for all the study intersections are shown in Table 6.

	Table 6: Peak Hour Summary							
	Intersection	AM Peak Hour	PM Peak Hour					
1.	Donald Lee Hollowell Parkway (US 278/US 78/SR 8) at Chappell Road (April 2019)	7:30 AM – 8:30 AM	4:30 PM – 5:30 PM					
2.	Chappell Road at North Avenue (May 2020)	7:15 AM – 8:15 AM	4:30 PM – 5:30 PM					
3.	Chappell Road at Mayson Turner Road (May 2020)	7:15 AM – 8:15 AM	4:30 PM – 5:30 PM					
4.	Joseph E. Boone Boulevard at Chappell Road (May 2020)	7:30 AM – 8:30 AM	4:30 PM – 5:30 PM					
5.	Joseph E. Boone Boulevard at Mayson Turner Road (May 2020)	7:45 AM – 8:45 AM	4:45 PM – 5:45 PM					
6.	Donald Lee Hollowell Parkway (US 278/US 78/SR 8) at North Avenue/Marietta Boulevard (April 2019)	7:30 AM – 8:30 AM	4:30 PM – 5:30 PM					

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 *Chappell Road* development. Background traffic includes a base growth rate based on historical count data as well as population growth data and estimates as well as trips anticipated from nearby or adjacent other projects. Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 1.5 percent per year background traffic growth rate was used for all roadways.

The Projected 2024 No-Build conditions represent the Estimated Year 2020 traffic volumes grown for four (4) years at 1.5 percent per year throughout the study network with the addition of the project trips associated with Quarry Yards DRI #2993 (August 2019) since the project shares study intersections at Donald Lee Hollowell Parkway (US 278/SR 78/SR 8) at Chappell Road (Intersection 1) and Donald Lee Hollowell Parkway (US 278/SR 78/SR 8) at North Avenue/Marietta Boulevard (Intersection 6). The Projected 2024 Build conditions represent the project trips generated by the *Chappell Road* development (discussed in Section 3.0 and 4.0) added to the Projected 2024 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 available intersections via field observations.

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 sidestreet approaches and the major street left-turn movements. Low levels-of-service for sidestreet

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, then the LOS standard for future conditions was assumed to be E.

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, 10th 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 *Chappell Road* development – including residents walking to the retail land uses.

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). As the *Chappell Road* development is located convenient to transit and as agreed upon in the GRTA LOU, a 16% alternative mode reduction was taken. The project site is located less than half a mile south of the Bankhead MARTA Transit station, which is served by the Green line seven days a week. The project site is also located adjacent to one bus route and less than one mile from several other MARTA bus route stops, detailed in Section 1.5. Additionally, the proposed development will provide direct pedestrian connections to the future Westside Beltline trail.

Pass-by reductions are considered for traffic normally traveling along a roadway which 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 (Low-Rise) (ITE 220), Multi-Family Housing (Mid-Rise) (ITE 221), 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 7**.

Table 7: Net New Trip Generation									
Codo	Land Use	Density	D	Daily Traffic		AM Peak Hour		PM Peak Hour	
Code		Density	Total	Enter	Exit	Enter	Exit	Enter	Exit
220	Multi-Family Housing (Low-Rise)	250	1,850	925	925	26	88	84	49
221	Multi-Family Housing (Mid-Rise)	460	2,506	1,253	1,253	40	113	117	75
820	Shopping Center	4,500 SF	170	85	85	2	2	8	9
932	High-Turnover (Sit-Down) Restaurant	4,500 SF	504	252	252	25	20	27	17
	Gross Project Tri	ps	5,030	2,515	2,515	93	223	236	150
Mixed-Use Reduction		-134	-67	-67	-3	-3	-8	-8	
Alternative Mode Reduction		-782	-391	-391	-15	-35	-37	-23	
Pass-by Reduction		-208	-104	-104	0	0	-9	-9	
	Net New Trips			1,953	1,953	75	185	182	119

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

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, GDOT, and City of Atlanta staff.

Figure 5 - **Figure 8** display the anticipated distribution and assignment of residential and nonresidential 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 *Chappell Road* development project trips anticipated at study intersections and driveways are shown in **Figure 9** and **Figure 10**.

The Projected 2024 Build conditions add the project trips associated with the *Chappell Road* development to the Projected 2024 No-Build conditions. Detailed intersection volume worksheets are provided in **Appendix D**.













5.0 TRAFFIC ANALYSIS

5.1 Estimated Year 2020 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 peak hour traffic volumes are displayed in **Figure 11**, and the results of the capacity analyses for the Estimated Year 2020 conditions are shown in **Table 8**.

Table 8: Estimated Year 2020 Level-of-Service SummaryLOS (delay in seconds)								
Intersection Control Approach/ LOS AM Peak PM Pea Movement Std. Hour Hour								
 Donald Lee Hollowell Parkway (US 278/US 78/SR 8) at Chappell Road 	Signal	Overall	D	B (11.4)	A (4.6)			
2. Chappell Road at North Avenue	AWSC	Overall	D	A (9.1)	B (14.6)			
3. Chappell Road at Mayson Turner Road	AWSC	Overall	D	A (9.2)	C (15.3)			
4. Joseph E. Boone Boulevard at Chappell Road	Signal	Overall	D	C (21.3)	C (23.9)			
5. Joseph E. Boone Boulevard at Mayson Turner Road	Signal	Overall	D	A (7.8)	B (13.1)			
 Donald Lee Hollowell Parkway (US 278/US 78/SR 8) at North Avenue/Marietta Boulevard 	Signal	Overall	E	C (25.5)	E (72.1)			

As shown in **Table 8**, all study intersections currently operate at or above their acceptable <u>overall</u> levelof-service standard of D during the AM and PM peak hours for the Estimated Year 2020 conditions except Donald Lee Hollowell Parkway (US 278/US 78/SR 8) at North Avenue/Marietta Boulevard (Intersection 6) which is currently operating at an LOS E in the PM peak hour.



5.2 Projected 2024 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased for four (4) years at 1.5 percent per year throughout the study network with the addition of the project trips associated with Quarry Yards DRI #2993 (August 2019) since the project shares study intersections at Donald Lee Hollowell Parkway (US 278/US 78/SR 8) at Chappell Road (Intersection 1) and Donald Lee Hollowell Parkway (US 278/US 78/SR 8) at North Avenue/Marietta Boulevard (Intersection 6). These volumes were entered into *Synchro 10.0*, and capacity analyses were performed. The Projected 2024 No-Build conditions were analyzed using existing roadway geometry and intersection control, with the addition of the proposed laneage improvements to Intersection 1 from GDOT PI #0010322, detailed in Section 6.0.

The intersection laneage and traffic volumes for the Projected 2024 No-Build conditions are shown in **Figure 12**. The results of the capacity analyses for the Projected 2024 No-Build are shown in **Table 9**.

	Table 9: Projected 2024 LOS	No-Build Le (delay in seco	vel-of-Service	Summa	ary	
	Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1.	Donald Lee Hollowell Parkway (US 278/US 78/SR 8) at Chappell Road	Signal	Overall	D	C (26.8)	D (46.7)
2.	Chappell Road at North Avenue	AWSC	Overall	D	B (10.3)	D (25.5)
3.	Chappell Road at Mayson Turner Road	AWSC	Overall	D	B (10.5)	D (27.8)
4.	Joseph E. Boone Boulevard at Chappell Road	Signal	Overall	D	C (24.4)	C (26.1)
5.	Joseph E. Boone Boulevard at Mayson Turner Road	Signal	Overall	D	A (8.0)	B (13.3)
6.	Donald Lee Hollowell Parkway (US 278/US 78/SR 8) at North Avenue/Marietta Boulevard	Signal	Overall	E	C (28.6)	F (86.9)

As shown in **Table 9**, all study intersections are projected to operate at or above their acceptable <u>overall</u> level-of-service standard during the AM and PM peak hours for the 2024 No-Build conditions except Donald Lee Hollowell Parkway (US 278/US 78/SR 8) at North Avenue/Marietta Boulevard (Intersection 6) for the PM peak hour.

Based on the Projected 2024 No-Build conditions scenario, the following improvement alternative should be considered:

- Intersection 6: Donald Lee Hollowell Parkway (US 278/US 78/SR 8) at North Avenue/Marietta Boulevard
 - Construct a new right-turn lane at the southbound approach on Marietta Boulevard to provide dual right-turn lanes onto Donald Lee Hollowell Parkway (US 278/US 78/SR 8).

The results of the capacity analysis for the Projected 2024 No-Build Improved conditions are shown in **Table 10**.

Table 10: Projected 2024 No-BLOS (Table 10: Projected 2024 No-Build Improved Level-of-Service Summary LOS (delay in seconds)												
Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour								
 Donald Lee Hollowell Parkway (US 278/US 78/SR 8) at North Avenue/Marietta Boulevard 	Signal	Overall	E	C (28.0)	D (44.7)								

As shown in **Table 10**, Intersection 6 operates at an acceptable level-of-service with the proposed improvements listed above. Detailed *Synchro 10.0* reports are available upon request.



5.3 Projected 2024 Build Conditions

The traffic associated with the proposed *Chappell Road* development was added to the Projected 2024 No-Build volumes. These volumes were then entered into *Synchro 10.0*, and capacity analyses were performed. The Projected 2024 Build conditions were analyzed using the Projected 2024 No-Build roadway geometry and intersection control as proposed by GDOT PI #0010322. Additionally, the Projected 2024 Build conditions analysis included the geometry and intersection control for the proposed site driveways as shown in the DRI site plan.

The intersection laneage and traffic volumes used for the Projected 2024 Build conditions are shown in **Figure 13** and **Figure 14**. The results of the capacity analyses for the Projected 2024 Build conditions are shown in **Table 11**.

Table 11: Projected 20LOS	24 Build Leve (delay in seco	el-of-Service \$ onds)	Summar	У	
Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Donald Lee Hollowell Parkway (US 278/US 78/SR 8) at Chappell Road	Signal	Overall	D	D (38.3)	D (52.1)
2. Chappell Road at North Avenue	AWSC	Overall	D	B (11.1)	E (39.6)
3. Chappell Road at Mayson Turner Road	AWSC	Overall	D	B (11.5)	E (40.1)
4. Joseph E. Boone Boulevard at Chappell Road	Signal	Overall	D	C (26.1)	C (27.9)
 Joseph E. Boone Boulevard at Mayson Turner Road 	Signal	Overall	D	A (9.7)	B (13.6)
 Donald Lee Hollowell Parkway (US 278/US 78/SR 8) at North Avenue/Marietta Boulevard 	Signal	Overall	E	C (31.1)	F (102)
7. Mayson Turner Road at Proposed Site	TWSC	WB	N/A	B (10.7)	B (11.5)
Driveway A	1000	SBL	N/A	A (7.7)	A (7.9)
8. Mayson Turner Road at Proposed Site	TWSC	WB	N/A	B (10.4)	B (11.1)
Driveway B		SBL	N/A	A (7.7)	A (7.8)
9. Chappell Road at Proposed Site	TWSC	WB	N/A	B (13.8)	C (18.9)
Driveway C		SBL	N/A	A (8.0)	A (8.2)
10. Chappell Road at Proposed Site	TWSC	WB	N/A	B (12.4)	C (16.1)
Driveway D		SBL	N/A	A (8.0)	A (8.2)
11. Chappell Road at Proposed Site	TWSC	WB	N/A	B (11.7)	B (14.3)
Driveway E		SBL	N/A	A (8.0)	A (8.1)
12. North Avenue at Proposed Site	TWSC	NB	N/A	A (9.0)	A (9.7)
Driveway F	11100	WBL	N/A	A (7.3)	A (7.4)
13. North Avenue at Proposed Site	TWSC	NB	N/A	A (8.7)	A (9.3)
Driveway G		WBL	N/A	A (7.3)	A (7.4)
14. North Avenue at Proposed Site	TWSC	NB	N/A	A (8.9)	A (9.4)
Driveway H		SBL	N/A	A (7.3)	A (7.4)

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

As shown in **Table 11**, all but three (3) study intersections are projected to operate at or above their acceptable <u>overall</u> LOS standard during the AM and PM peak hours for the Projected 2024 Build conditions.

The AWSC intersections of Chappell Road at North Avenue (Intersection 2) and Chappell Road at Mayson Turner Road (Intersection 3) are projected to operate at LOS E in the PM peak hour for the

projected 2024 Build conditions. It is notable that Projected 2024 Build traffic volumes along Chappell Road are significantly higher than sidestreet traffic on North Avenue (at Intersection 2), and sidestreet traffic on West Avenue and Mayson Turner Road (at Intersection 3).

Based on this imbalance of traffic at Intersection 2, conversion of the all-way stop controlled intersection to sidestreet stop control (with North Avenue as the sidestreet) may serve the intersection in a more balanced manner, providing minimal delay to main-street traffic (Chappell Road) that would operate under free-flow conditions. Traffic patterns should be monitored in the future to identify if a sidestreet stop control condition would be appropriate at Intersection 2 as unusual patterns due to COVID-19 normalize and as development traffic from both Quarry Yards DRI #2993 and Chappell Road DRI #3096 are added to the roadway network.

At Intersection 3, Projected 2024 Build traffic volumes identify heavy southbound left-turn volumes during the PM peak hour, which can be served by the addition of an exclusive left-turn lane along the southbound approach of the intersection. With the addition of the southbound left-turn lane, the AWSC at Intersection 3 operates acceptably in the PM peak hour as shown in **Table 12** below.

The signalized intersection of Donald Lee Hollowell Parkway (US 278/US 78/SR 8) at North Avenue (Intersection 6) is anticipated to operate at LOS F during the PM peak hour for the Projected 2024 Build conditions.

With the improvements recommended in the Projected 2024 No-Build Improved conditions, Intersection 6 is projected to operate at an acceptable LOS in both the AM and PM peak hours for the Projected 2024 Build-Improved conditions. From Projected No-Build 2024 Improved conditions, the following roadway change should be considered:

- Intersection 6: Donald Lee Hollowell Parkway (US 278/US 78/SR 8) at North Avenue/Marietta
 Boulevard
 - Construct a new right-turn lane at the southbound approach on Marietta Boulevard to provide dual right-turn lanes onto Donald Lee Hollowell Parkway (US 278/US 78/SR 8).

Based on the Projected 2024 Build conditions scenario and considering the Projected 2024 No-Build-Improved conditions recommendations, the following additional improvements should be considered:

- Intersection 2: Chappell Road at North Avenue
 - Monitor future traffic to consider converting the existing all-way stop control intersection to sidestreet stop control with Chappell Road as the main street and North Avenue as the sidestreet.
- Intersection 3: Chappell Road at Mayson Turner Road
 - Construct an exclusive left-turn lane along the southbound Chappell Road approach.

The results of the capacity analysis for the Projected 2024 Build Improved conditions are shown in **Table 12**.

Table 12: Projected 2024 BuiLOS (Id Improve delay in sec	d Level-of-Se conds)	rvice Su	mmary	
Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
3. Chappell Road at Mayson Turner Road	AWSC	Overall	D	B (10.8)	C (16.8)
 Donald Lee Hollowell Parkway (US 278/US 78/SR 8) at North Avenue/Marietta Boulevard 	Signal	Overall	E	C (30.6)	D (54.9)

As shown in **Table 12**, Intersection 3 and Intersection 6 both operate at acceptable levels-of-service with the proposed 2024 Build-Improved improvements outlined above. Detailed *Synchro 10.0* reports are available upon request.





6.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC's Transportation Improvement Program, the Regional Transportation Plan (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 13** below.

			Table 13: Programmed Improvements
#	Year	Project ID	Project Description
1	2020	AT-277A (GDOT PI #0014993)	CYCLE ATLANTA PHASE 1.0 - IMPLEMENTATION AT VARIOUS LOCATIONS
2	2022	AT-288 (GDOT PI #0012821)	US 41/SR 3 (NORTHSIDE DRIVE) AND US 19 (14TH STREET) SIGNAL UPGRADES AT 11 LOCATIONS
3	2022	AT-287 (GDOT PI #0012823)	US 19/41/SR 3 (NORTHSIDE DRIVE) SIGNAL UPGRADES AT 13 LOCATIONS
4	2023	AT-240 (GDOT PI #0010322)	US 78/278/SR 8 (D.L. HOLLOWELL PARKWAY) PEDESTRIAN FACILITY - PHASE A FROM WEST LAKE AVENUE/FLORENCE PLACE TO PROCTOR CREEK (WEST OF GARY AVENUE) - PROPOSED IMPROVEMENTS TO RE-STRIPE NORTHBOUND CHAPPELL ROAD TO ALIGN THROUGH MOVEMENTS ACROSS HOLLOWELL PKWY, CREATING A DEDICATED LEFT TURN LANE AND A SHARED THROUGH-RIGHT TURN LANE - ADD DEDICATED LEFT-TURN LANES TO DONALD LEE HOLLOWELL PARKWAY (US 278/US 78/ SR 8) - ADD DEDICATED RIGHT-TURN LANE TO WESTBOUND DONALD LEE HOLLOWELL (US 278/ US 78/ SR 8)
5	2050	AR-490F	(LONG RANGE) ATLANTA STREETCAR - NORTHWEST BELTLINE CORRIDOR FROM NEAR INTERSECTION OF WESTVIEW DRIVE AT LANGHORN STREET TO MARTA BANKHEAD RAIL STATION
6	2050	AR-491C	(LONG RANGE) US 19/41/SR 3 (NORTHSIDE DRIVE) SIGNAL UPGRADES AT 13 LOCATIONS
7	2050	AR-491B	(LONG RANGE) NORTH AVENUE CORRIDOR HIGH CAPACITY PREMIUM TRANSIT SERVICE FROM MARTA NORTH AVENUE RAIL STATION TO MARTA BANKHEAD RAIL STATION
8	TBD	GDOT PI #0007557	SR 3 NORTHSIDE DR FROM WHITEHALL S/I-20 TO I-75 MULTIMODAL PLANNING

Note: Since GDOT PI #0010322 (Project 4 above) is planned to be completed before the *Chappell Road* development build-out year of 2024, the proposed re-striping of the northbound approach of Chappell Road and the addition of the dedicated left and right turn lanes along Donald Lee Hollowell Parkway (US 278/US 78/ SR 8) were assumed in the projected No-Build and Build 2024 analyses.

Fact sheets for projects can be found in Appendix E.

7.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

The project site is currently zoned RG-3, I-1, I-1C, I-2, and R-4A according to the City of Atlanta Zoning Ordinance Map. The project site is proposed to be rezoned to PD-MU (Mixed-Use Planned Development). The Rezoning Application was submitted on May 4th, 2020.

Per the ARC's Unified Growth Policy Map, the project site is located in a "Maturing Neighborhoods" area type. The project site is within and adheres to the recommendations of the most recent Bankhead LCI (2005, 5 Year Update 2013) program. The land use maps are provided in **Appendix A**.

Land Use and Zoning Maps







Proposed Site Plan



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Trip Generation Analysis

	Trip Generation Analysis (10th	Edition Handbook Daily	v IC & 3rd	Edition A	M/PM I	C)				
		Chappe	ll Road DRI #3096							
		City	of Atlanta, GA				1	1		
Land Use			Intensity	Daily	AN	I Peak H	our	PN	I Peak H	our
				Trips	Total	In	Out	Total	In	Out
Proposed	Site Traffic									
220	Multi-Family Housing (Low-Rise)	250	d.u.	1,850	114	26	88	133	84	49
221	Multi-Family Housing (Mid-Rise)	460	d.u.	2,506	153	40	113	192	117	75
820	Shopping Center	4,500	s.f. gross leasable area	170	4	2	2	17	8	9
932	High-Turnover (Sit-Down) Restaurant	4,500	s.f.	504	45	25	20	44	27	17
~										
Gross	Trips			5,030	316	93	223	386	236	150
Reside	ntial Trips			4,356	267	66	201	325	201	124
	Mixed-Use Reductions			-0/	-3		-3	-3	-3	-2
	Alternative Mode Reductions 10%			-080	-42	-11	-32	-31	-32	-20
	Adjusted Residential Trips			3,003	222		100	269	100	102
Retail	Trips			170	4	2	2	17	8	9
	Mixed-Use Reductions			-17	0	0	0	-4	-2	-2
	Alternative Mode Reductions 16%			-24	-1	0	0	-2	-1	-1
	Pass By Reductions (Based on ITE Rates)			-44	0	0	0	-4	-2	-2
	Adjusted Retail Trips			85	3	2	2	7	3	4
							• •			
Restau	rant Trips			504	45	25	20	44	27	17
	Mixed-Use Reductions			-50	-3	-3		-/	-3	-4
	Alternative Mode Reductions 10%			-/2	-/	-4	-3	-0	-4	-2
	Adjusted Restaurant Trins			-104		18	17	-15	-/	-/
Minad	Lize Deductions TOTAL			124	55	2	2	16	0	+ 0
Mixea-	Use Reductions - IUIAL			-134	-0	-5	-3	-10	-0	-0
Alterna	alive mode Keductions - IOIAL			-/82	-50	-13	-55	-39	-5/	-23
Pass-b	sy Reductions - TOTAL		-208		0	0	-1/	-9	-9	
New 1	rips		3,906	260	75	185	294	182	110	
Drive	vay Volumes			4,114	260	75	185	311	191	119
c:\users\daniel	le.kronowski\kh\fats - 013404003 chappell road dri_phase ii\analysis\[05-26-2020	_chappell rd_phase	e ii_analysis.xls]trip generation							

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT Intersection 1 Intersection 1: Donald Lee Hollowell Pkwy @ Chappell Road AM PEAK HOUR

	C	happell Ro	ad	C	happell Ro	ad	Donald I	Lee Hollow	ell Pkwv	Donald I	Lee Hollow	ell Pkwv
	N	Northboun	d	5	outhboun	d		Eastbound	i	·	Westboun	ď
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
							Ì					
Observed 2019 Traffic Volumes	27	0	122	0	0	0	1	1,396	46	50	361	1
Pedestrians		5			5			2			3	
Conflicting Pedestrians	2		3	3		2	5		5	5		5
Heavy Vehicles	1	0	0	0	0	0	0	54	4	1	47	0
Heavy Vehicle %	4%	0%	2%	0%	0%	0%	2%	4%	9%	2%	13%	2%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Estimated Year 2020 Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
Adjusted 2020 Volumes	27	0	124	0	0	0	1	1417	47	51	366	1
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
DRI #2993 Quarry Yards Project Trips	0	65	7	100	29	40	124	347	0	20	225	189
2024 Background Traffic	29	65	139	100	29	40	125	1,851	50	74	613	190
Project Trips												
Trip Distribution IN									10%	15%		
Trip Distribution OUT	10%		15%									
Residential Trips	17	0	25	0	0	0	0	0	6	8	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0
· · · · · · · · · · · · · · · · · · ·												
Trip Distribution IN									10%	20%		
Trip Distribution OUT	10%		20%									
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN									10%	20%		
Trip Distribution OUT	10%		20%									
Restaurant Trips	2	0	3	0	0	0	0	0	2	4	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	19	0	28	0	0	0	0	0	8	12	0	0
2024 Buildout Total	48	65	167	100	29	40	125	1,851	58	86	613	190

PM PEAK HOUR

	С	Chappell Road			Chappell Road			Lee Hollow	ell Pkwy/	Donald Lee Hollowell Pkwy		
	1	Northboun	d	5	outhboun	d		Eastbound	1		Westboun	<u>d</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	39	0	79	0	0	0	0	472	71	299	1,513	0
Pedestrians		2			7			2			0	
Conflicting Pedestrians	2		0	0		2	7		2	2		7
Heavy Vehicles	0	0	5	0	0	0	0	34	3	5	62	0
Heavy Vehicle %	2%	0%	6%	0%	0%	0%	0%	7%	4%	2%	4%	0%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Estimated Year 2020 Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
Adjusted 2020 Volumes	40	0	80	0	0	0	0	479	72	303	1536	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
DRI #2993 Quarry Yards Project Trips		36	17	297	74	147	63	271		11	366	101
2024 Background Traffic	42	36	102	297	74	147	63	779	76	333	1,996	101
Project Trips												
Trip Distribution IN									10%	15%		
Trip Distribution OUT	10%		15%									
Residential Trips	10	0	15	0	0	0	0	0	17	25	0	0
Trip Distribution IN									10%	20%		
Trip Distribution OUT	10%		20%									
Retail Trips	0	0	1	0	0	0	0	0	0	1	0	0
Trip Distribution IN									10%	20%		
Trip Distribution OUT	10%		20%									
Restaurant Trips	0	0	1	0	0	0	0	0	1	3	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	10	0	17	0	0	0	0	0	18	29	0	0
2024 Buildout Total	52	36	119	297	74	147	63	779	94	362	1,996	101
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INTERSECTION VOLUME DEVELOPMENT Intersection 2 Intersection 2: Chappell Road @ North Avenue AM PEAK HOUR

	C	Chappell Road			Chappell Road			orth Aven	ue	North Avenue		
	<u> </u>	Northbour	nd	5	Southbour	nd		Eastbound	1		Westboun	<u>d</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	2	73	25	0	59	6	3	3	5	31	6	5
Pedestrians		1			0			3			0	
Conflicting Pedestrians	3		0	0		3	0		1	1		0
Heavy Vehicles	0	4	1	0	1	1	0	0	0	13	3	2
Heavy Vehicle %	2%	5%	4%	0%	2%	17%	2%	2%	2%	42%	50%	40%
Peak Hour Factor		0.92			0.92			0.92			0.92	
COVID Link Adjustment Factor		2.25			2.25			2.30			2.30	
Adjusted 2020 Volumes	5	164	56	0	133	14	7	7	12	71	14	12
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
DRI #2993 Quarry Yards Project Trips		72			49							
2024 Background Traffic	5	246	59	0	190	15	7	7	13	75	15	13
Project Trips												
Trip Distribution IN				10%	15%			5%				
Trip Distribution OUT		15%									5%	10%
Residential Trips	0	25	0	6	8	0	0	3	0	0	8	17
Trip Distribution IN				10%	20%			2%	3%			
Trip Distribution OUT	3%	20%									2%	10%
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN				10%	20%			2%	3%			
Trip Distribution OUT	3%	20%									2%	10%
Restaurant Trips	1	3	0	2	4	0	0	0	1	0	0	2
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	1	28	0	8	12	0	0	3	1	0	8	19
2024 Buildout Total	6	274	59	8	202	15	7	10	14	75	23	32

PM PEAK HOUR

	C	happell Ro Northbour	oad nd	C	Chappell Road Southbound			orth Aven Eastboun	ue d	North Avenue Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	23	116	15	8	193	8	9	13	13	44	11	5
Pedestrians		0			1			1			1	
Conflicting Pedestrians	1		1	1		1	1		0	0		1
Heavy Vehicles	0	0	0	1	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	13%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.82			0.82			0.82			0.82	
COVID Link Adjustment Factor		1.85			1.85			1.30			1.30	
Adjusted 2020 Volumes	43	215	28	15	357	15	12	17	17	57	14	7
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
DRI #2993 Quarry Yards Project Trips		53			85							
2024 Background Traffic	46	281	30	16	464	16	13	18	18	60	15	7
Project Trips												
Trip Distribution IN				10%	15%			5%				
Trip Distribution OUT		15%									5%	10%
Residential Trips	0	15	0	17	25	0	0	8	0	0	5	10
Trip Distribution IN				10%	20%			2%	3%			
Trip Distribution OUT	3%	20%									2%	10%
Retail Trips	0	1	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN				10%	20%			2%	3%			
Trip Distribution OUT	3%	20%									2%	10%
Restaurant Trips	0	1	0	1	3	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	17	0	18	29	0	0	8	0	0	5	10
2024 Buildout Total	46	298	30	34	493	16	13	26	18	60	20	17
c:\users\danielle.kronowski\kh\fats - 013404003 chappell road a	lri_phase ii\ana	lysis\[06-08-20	20_chappell rd	phase ii_analy	sis.xls] int #2		6/8/2020 22:32					

INTERSECTION VOLUME DEVELOPMENT Intersection 3 Intersection 3: Chappell Road @ Mayson Turner Road / West Ave AM PEAK HOUR

	C	happell Ro	ad	C	happell Ro	ad		West Ave		Mayson Turner Road			
	1	Northbour	d	5	Southboun	ıd		Eastbound	1	1	Westboun	d	
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Observed 2020 Traffic Volumes	0	74	4	37	62	1	1	0	0	6	0	27	
Pedestrians		0			1			2			2		
Conflicting Pedestrians	2		2	2		2	1		0	0		1	
Heavy Vehicles	0	3	0	5	8	1	1	0	0	0	0	1	
Heavy Vehicle %	0%	4%	2%	14%	13%	100%	100%	0%	0%	2%	0%	4%	
Peak Hour Factor		0.88			0.88			0.88			0.88		
COVID Link Adjustment Factor		2.25			2.25			1.80			1.80		
Adjusted 2020 Volumes	0	167	9	83	140	2	2	0	0	11	0	49	
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	
DRI #2993 Quarry Yards Project Trips		72			49								
2024 Background Traffic	0	249	10	88	198	2	2	0	0	12	0	52	
-													
Project Trips													
Trip Distribution IN		25%	5%										
Trip Distribution OUT					25%					5%			
Residential Trips	0	14	3	0	42	0	0	0	0	8	0	0	
Trip Distribution IN		30%										13%	
Trip Distribution OUT				13%	30%								
Retail Trips	0	1	0	0	1	0	0	0	0	0	0	0	
Trip Distribution IN		30%										13%	
Trip Distribution OUT				13%	30%								
Restaurant Trips	0	5	0	2	5	0	0	0	0	0	0	2	
-													
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Total Project Trips	0	20	3	2	48	0	0	0	0	8	0	2	
2024 Buildout Total	0	269	13	90	246	2	2	0	0	20	0	54	

PM PEAK HOUR

	Chappell Road Chappell Road West Ave Northbound Southbound Eastbound				1	Mays	on Turner Westboun	Road <u>d</u>				
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	2	91	16	92	167	0	2	1	2	7	1	62
Pedestrians		0			0			5			2	
Conflicting Pedestrians	5		2	2		5	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	0%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.83			0.83			0.83			0.83	
COVID Link Adjustment Factor		1.85			1.85			1.05				
Adjusted 2020 Volumes	4	168	30	170	309	0	2	1	2	7	1	65
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
DRI #2993 Quarry Yards Project Trips		53			85							
2024 Background Traffic	4	231	32	180	413	0	2	1	2	7	1	69
Project Trips												
Trip Distribution IN		25%	5%									
Trip Distribution OUT					25%					5%		
Residential Trips	0	42	8	0	26	0	0	0	0	5	0	0
Trip Distribution IN		30%										13%
Trip Distribution OUT				13%	30%							
Retail Trips	0	1	0	1	1	0	0	0	0	0	0	0
Trip Distribution IN		30%										13%
Trip Distribution OUT				13%	30%							
Restaurant Trips	0	4	0	1	1	0	0	0	0	0	0	2
Daga Dy Tring	0	0	0	0	0	0	0	0	0	0	0	0
rass-by mps		0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	47	8	2	28	0	0	0	0	5	0	2
2024 Buildout Total	4	278	40	182	441	0	2	1	2	12	1	71

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INTERSECTION VOLUME DEVELOPMENT Intersection 4 Intersection 4: Chappell Road @ Joseph E. Boone Boulevard AM PEAK HOUR

	C	happell Ro	oad	C	happell Ro	ad	Joseph H	E. Boone B	oulevard	Joseph B	E. Boone B	oulevard
	1	Northbour	nd	5	Southboun	d		Eastbound	1		Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	4	49	22	3	50	7	26	47	3	19	47	1
Pedestrians		3			3			0			2	
Conflicting Pedestrians	0		2	2		0	3		3	3		3
Heavy Vehicles	0	2	0	0	5	3	1	7	0	1	9	1
Heavy Vehicle %	2%	4%	2%	2%	10%	43%	4%	15%	2%	5%	19%	100%
Peak Hour Factor		0.85			0.85			0.85			0.85	
COVID Link Adjustment Factor		2.25			2.25			3.30			3.30	
Adjusted 2020 Volumes	9	110	50	7	113	16	86	155	10	63	155	3
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
DRI #2993 Quarry Yards Project Trips		72			49							
2024 Background Traffic	10	189	53	7	169	17	91	165	11	67	165	3
Project Trips												
Trip Distribution IN		15%					15%					
Trip Distribution OUT					15%	15%						
Residential Trips	0	8	0	0	25	25	8	0	0	0	0	0
Trip Distribution IN		10%					15%					5%
Trip Distribution OUT				5%	10%	15%						
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		10%					15%					5%
Trip Distribution OUT				5%	10%	15%						
Restaurant Trips	0	2	0	1	2	3	3	0	0	0	0	1
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	10	0	1	27	28	11	0	0	0	0	1
2024 Buildout Total	10	199	53	8	196	45	102	165	11	67	165	4

PM PEAK HOUR

	C	happell Ro	ad	Cl	nappell Ro	ad d	Joseph E	E. Boone E	Boulevard	Joseph H	E. Boone B Westbour	oulevard
Description	Left	Through	Right	Left	Through	u Right	Left	Through	n Right	Left	Through	u Right
	Len	Intougn	lugit	Len	Through	Right	Len		l	Len	Through	Right
Observed 2020 Traffic Volumes	21	75	36	12	141	27	24	107	19	45	133	11
Pedestrians		5			12			12			1	
Conflicting Pedestrians	12		1	1		12	12		5	5		12
Heavy Vehicles	0	0	3	0	0	0	0	4	0	0	7	0
Heavy Vehicle %	2%	2%	8%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Peak Hour Factor		0.96			0.96			0.96			0.96	
COVID Link Adjustment Factor		1.85			1.85			1.50			1.50	
Adjusted 2020 Volumes	39	139	67	22	261	50	36	161	29	68	200	17
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
DRI #2993 Quarry Yards Project Trips		53			85							
2024 Background Traffic	41	201	71	23	362	53	38	171	31	72	212	18
Project Trips												
Trip Distribution IN		15%					15%					
Trip Distribution OUT					15%	15%						
Residential Trips	0	25	0	0	15	15	25	0	0	0	0	0
		100/					1.50/					50/
Trip Distribution IN		10%		50/	100/	1.50/	15%					5%
	0	0	0	5%	10%	15%	0	0	0	0	0	0
Retail Trips	0	0	0	0	0	I	0	0	0	0	0	0
Trip Distribution IN		10%					15%					5%
Trip Distribution OUT				5%	10%	15%						
Restaurant Trips	0	1	0	0	0	1	2	0	0	0	0	1
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Designt Tring	0	26	0	0	15	17	27	0	0	0	0	1
Total Project Trips	0	20	0	0	15	1/	21		0	0	0	1
2024 Buildout Total	41	227	71	23	377	70	65	171	31	72	212	19

INTERSECTION VOLUME DEVELOPMENT

Intersection 5

Intersection 5: Joseph E. Boone Boulevard @ Mayson Turner Road / Burbank Drive AM PEAK HOUR

Mayson Turner Road Joseph E. Boone Boulevard Joseph E. Boone Boulevard Westbound Northbound Southbound Eastbound Description Left Through Right Left Through Right Left Through Right Left Through Right Observed 2020 Traffic Volumes 25 70 14 6 4 Pedestrians 4 0 Conflicting Pedestrians 0 11 11 0 2 4 4 2 Heavy Vehicles 0 0 0 4 0 0 8 0 1 12 0 Heavy Vehicle % Peak Hour Factor 0.93 COVID Link Adjustment Factor 1.80 1.80 3.30 3.30 Adjusted 2020 Volumes 9 13 29 45 11 5 7 231 13 234 46 3 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% 1.5% Annual Growth Rate 1.061 Growth Factor 1.061 1.061 1.061 1.061 1.061 1.061 1.061 1.061 1.061 1.061 1.061 Other Proposed Developments 2024 Background Traffic 10 14 31 48 12 5 7 245 3 14 248 49 Project Trips Trip Distribution IN 25% Trip Distribution OUT 25% 14 Residential Trips 0 0 0 42 0 0 0 0 0 0 0 Trip Distribution IN 5% 25% Trip Distribution OUT 25% 5% Retail Trips 0 0 0 0 0 0 0 0 0 0 1 1 Trip Distribution IN 5% 25% Trip Distribution OUT 25% 5% Restaurant Trips 0 0 0 4 0 0 5 0 1 0 0 1 Pass-By Trips 0 0 0 0 0 0 0 0 0 0 0 0 Total Project Trips 0 0 0 47 0 0 0 0 0 20 1 1 2024 Buildout Total 10 14 14 240

PM PEAK HOUR

	B	urbank Dr.	ive d	Mays	on Turner	Road	Joseph I	E. Boone E Fasthoun	Boulevard	Joseph H	E. Boone B Westbour	oulevard
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	u Right
Observed 2020 Traffic Volumes	4	17	18	73	23	11	7	143	13	24	157	59
Pedestrians		10			6			7			4	
Conflicting Pedestrians	7		4	4		7	6		10	10		6
Heavy Vehicles	0	0	0	0	0	0	0	9	0	1	5	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	6%	2%	4%	3%	2%
Peak Hour Factor		0.95			0.95			0.95			0.95	
COVID Link Adjustment Factor		1.05			1.05			1.50			1.50	
Adjusted 2020 Volumes	4	18	19	77	24	12	11	215	20	36	236	89
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Other Proposed Developments												
2024 Background Traffic	4	19	20	82	25	13	12	228	21	38	250	94
Project Trips												
Trip Distribution IN												25%
Trip Distribution OUT				25%								
Residential Trips	0	0	0	26	0	0	0	0	0	0	0	42
											50/	250/
Trip Distribution IN				250/				59/			5%	25%
Distribution OUT	0	0	0	25%	0	0	0	5%	0	0	0	1
Retail Trips	0	0	0	1	0	0	0	0	0	0	0	1
Trip Distribution IN											5%	25%
Trip Distribution OUT				25%				5%				
Restaurant Trips	0	0	0	1	0	0	0	0	0	0	1	3
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	28	0	0	0	0	0	0	1	46
2024 Buildout Total	4	19	20	110	25	13	12	228	21	38	251	140

INTERSECTION VOLUME DEVELOPMENT Intersection 6 Intersection 6: Donald Lee Hollowell Pkwy @ North Avenue / Marietta Boulevard AM PEAK HOUR

	N	Jorth Aven	110	Mar	ietta Boule	evard	Donald	ee Hollov	vell Pkwv	Donald	ee Hollow	vell Pkwy
		Northbour	nd	s	Southbour	d	Donard	Easthoun	d	Donand	Westhoun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
		1	8			8		1 1 1 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1	8			8
Observed 2019 Traffic Volumes	5	27	26	136	4	159	346	1,132	3	14	286	168
Pedestrians		4			4			1			1	
Conflicting Pedestrians	1		1	1		1	4		4	4		4
Heavy Vehicles	3	2	6	7	0	33	29	27	0	0	18	14
Heavy Vehicle %	60%	7%	23%	5%	2%	21%	8%	2%	2%	2%	6%	8%
Peak Hour Factor		0.90			0.90			0.90			0.90	
Estimated Year 2020 Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
Adjusted 2020 Volumes	5	27	26	138	4	161	351	1149	3	14	290	171
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
DRI #2993 Quarry Yards Project Trips						131	60	289			598	
2024 Background Traffic	5	29	28	146	4	302	433	1,509	3	15	906	181
Project Trips												
Trip Distribution IN					5%					10%	15%	
Trip Distribution OUT		5%	10%					15%				
Residential Trips	0	8	17	0	3	0	0	25	0	6	8	0
Trip Distribution IN					2%	3%				8%	17%	
Trip Distribution OUT		2%	8%				3%	17%				
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN					2%	3%				8%	17%	
Trip Distribution OUT		2%	8%		270	570	3%	17%		0.0	1770	
Restaurant Trips	0	0	1	0	0	1	1	3	0	1	3	0
resultan mps				0							5	
Trip Distribution IN												
Trip Distribution OUT												
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	8	18	0	3	1	1	28	0	7	11	0
2024 Buildout Total	5	37	46	146	7	303	434	1,537	3	22	917	181

PM PEAK HOUR

	North A			Mar	ietta Boule	evard	Donald	Lee Hollow	ell Pkwy	Donald	Lee Hollow	ell Pkwy
	1	Northbour	nd	5	Southboun	<u>id</u>		Eastbound	1		Westbound	<u>d</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	12	2	12	216	60	780	163	408	16	37	1,048	165
Pedestrians		3			9			1			1	
Conflicting Pedestrians	1		1	1		1	9		3	3		9
Heavy Vehicles	1	0	1	18	2	46	31	11	4	2	26	7
Heavy Vehicle %	8%	2%	8%	8%	3%	6%	19%	3%	25%	5%	2%	4%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Estimated Year 2020 Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
Adjusted 2020 Volumes	12	2	12	219	61	792	165	414	16	38	1064	167
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
DRI #2993 Quarry Yards Project Trips						70	149	680			336	
2024 Background Traffic	13	2	13	232	65	911	324	1,119	17	40	1,465	177
Project Trips												
Trip Distribution IN					5%					10%	15%	
Trip Distribution OUT		5%	10%					15%				
Residential Trips	0	5	10	0	8	0	0	15	0	17	25	0
Trip Distribution IN					2%	3%				8%	17%	
Trip Distribution OUT		2%	8%				3%	17%				
Retail Trips	0	0	0	0	0	0	0	1	0	0	1	0
Trip Distribution IN					2%	3%				8%	17%	
Trip Distribution OUT		2%	8%				3%	17%				
Restaurant Trips	0	0	0	0	0	0	0	1	0	1	2	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	5	10	0	8	0	0	17	0	18	28	0
2024 Buildout Total	13	7	23	232	73	911	324	1,136	17	58	1,493	177

INTERSECTION VOLUME DEVELOPMENT Intersection 7 Intersection 7: Mayson Turner Road @ Proposed Site Driveway A AM PEAK HOUR

	May	son Turner	Road	Mays	son Turner	Road				Propose	ed Site Dri	veway A
	I	Northbour	nd	5	Southbour	nd		Eastboun	d	1	Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	0	111	0	0	41	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0	0	0	0		0	0		0
Heavy Vehicles	0	12	0	0	5	0	0	0	0	0	0	0
Heavy Vehicle %	0%	11%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
COVID Link Adjustment Factor		1.80			1.80							
Adjusted 2020 Volumes	0	200	0	0	74	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Other Proposed Developments												
2024 Background Traffic	0	212	0	0	79	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN		8%	17%	3%								
Trip Distribution OUT					8%					17%		3%
Residential Trips	0	4	10	2	13	0	0	0	0	28	0	5
Trip Distribution IN		13%	12%									
Trip Distribution OUT					13%					12%		
Retail Trips	0	1	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN		13%	12%									
Trip Distribution OUT					13%					12%		
Restaurant Trips	0	3	2	0	3	0	0	0	0	2	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	8	12	2	17	0	0	0	0	30	0	5
2024 Buildout Total	0	220	12	2	96	0	0	0	0	30	0	5

PM PEAK HOUR

	Mays	son Turner Northbour	Road	Mays	on Turner	Road		Eastboun	d	Propose	d Site Dri Westboun	veway A d
Description	Left	Through	Right	Left	Through	Right	Left	Through	- Right	Left	Through	- Right
-	İ						İ					
Observed 2020 Traffic Volumes	0	234	0	0	109	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	9	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	4%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
COVID Link Adjustment Factor		1.05			1.05							
Adjusted 2020 Volumes	0	246	0	0	114	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Other Proposed Developments												
2024 Background Traffic	0	261	0	0	121	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN		8%	17%	3%								
Trip Distribution OUT					8%					17%		3%
Residential Trips	0	13	28	5	8	0	0	0	0	17	0	3
Trip Distribution IN		13%	12%									
Trip Distribution OUT					13%					12%		
Retail Trips	0	0	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN		13%	12%									
Trip Distribution OUT					13%					12%		
Restaurant Trips	0	2	2	0	1	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	15	30	5	10	0	0	0	0	17	0	3
2024 Buildout Total	0	0 276 30		5	131	0	0	0	0	17	0	3
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INTERSECTION VOLUME DEVELOPMENT Intersection 8 Intersection 8: Mayson Turner Road @ Proposed Site Driveway B AM PEAK HOUR

	May	son Turner	Road	Mays	son Turner	Road				Propose	ed Site Dri	veway B
	1	Northbour	nd	5	Southbour	nd		Eastboun	d	1	Westboun	<u>.d</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	0	111	0	0	41	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	12	0	0	5	0	0	0	0	0	0	0
Heavy Vehicle %	0%	11%	0%	0%	12%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
COVID Link Adjustment Factor		1.80			1.80							
Adjusted 2020 Volumes	0	200	0	0	74	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Other Proposed Developments												
2024 Background Traffic	0	212	0	0	79	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN			8%	2%	3%							
Trip Distribution OUT		3%								8%		2%
Residential Trips	0	5	4	1	2	0	0	0	0	13	0	3
Trip Distribution IN		13%										
Trip Distribution OUT					13%							
Retail Trips	0	1	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN		13%										
Trip Distribution OUT					13%							
Restaurant Trips	0	3	0	0	3	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	9	4	1	6	0	0	0	0	13	0	3
2024 Buildout Total	0	221	4	1	85	0	0	0	0	13	0	3

PM PEAK HOUR

	Mays	on Turner	Road	Mays	on Turner	Road		Fasthown		Propose	ed Site Dri	veway B
Description	Left	Through	Right	Left	Through	<u>u</u> Right	Left	Through	1 Right	Left	Through	u Right
	Len	Through	Right	Len	Through	Right	Len	Intough	Right	Len	Through	Right
Observed 2020 Traffic Volumes	0	234	0	0	109	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	9	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	4%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
COVID Link Adjustment Factor		1.05			1.05							
Adjusted 2020 Volumes	0	246	0	0	114	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Other Proposed Developments												
2024 Background Traffic	0	261	0	0	121	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN			8%	2%	3%							
Trip Distribution OUT		3%								8%		2%
Residential Trips	0	3	13	3	5	0	0	0	0	8	0	2
Trip Distribution IN		13%										
Trip Distribution OUT					13%							
Retail Trips	0	0	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN		13%										
Trip Distribution OUT					13%							
Restaurant Trips	0	2	0	0	1	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	5	13	3	7	0	0	0	0	8	0	2
2024 Buildout Total		266	13	3	128	0	0		0	8	0	2
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INTERSECTION VOLUME DEVELOPMENT Intersection 9 Intersection 9: Chappell Road @ Proposed Site Driveway C AM PEAK HOUR

	C	happell Ro	ad	C	happell Ro	ad				Propose	ed Site Driv	veway C
	I	Northboun	nd	5	Southboun	d		Eastbound	1		Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	0	102	0	0	95	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	5	0	0	14	0	0	0	0	0	0	0
Heavy Vehicle %	0%	5%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
COVID Link Adjustment Factor		2.25			2.25							
Adjusted 2020 Volumes	0	230	0	0	214	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
DRI #2993 Quarry Yards Project Trips		72			49							
2024 Background Traffic	0	316	0	0	276	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN		10%	15%	5%								
Trip Distribution OUT					10%					15%		5%
Residential Trips	0	6	8	3	17	0	0	0	0	25	0	8
Trip Distribution IN			43%	23%								
Trip Distribution OUT										43%		23%
Retail Trips	0	0	1	0	0	0	0	0	0	1	0	0
Trip Distribution IN			43%	23%								
Trip Distribution OUT										43%		23%
Restaurant Trips	0	0	8	4	0	0	0	0	0	7	0	4
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	6	17	7	17	0	0	0	0	33	0	12
2024 Buildout Total	0	322	17	7	293	0	0	0	0	33	0	12

PM PEAK HOUR

	N N	Chappell Road <u>Northbound</u> Left Through Right			happell Ro Southboun	ad d		Eastbound	1	Propose	ed Site Dri Westboun	veway C <u>d</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	0	155	0	0	250	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	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
COVID Link Adjustment Factor		1.85			1.85							
Adjusted 2020 Volumes	0	287	0	0	463	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
DRI #2993 Quarry Yards Project Trips		53			85							
2024 Background Traffic	0	358	0	0	576	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN		10%	15%	5%								
Trip Distribution OUT					10%					15%		5%
Residential Trips	0	17	25	8	10	0	0	0	0	15	0	5
Trip Distribution IN			43%	23%								
Trip Distribution OUT										43%		23%
Retail Trips	0	0	1	1	0	0	0	0	0	2	0	1
Trip Distribution IN			43%	23%								
Trip Distribution OUT										43%		23%
Restaurant Trips	0	0	6	3	0	0	0	0	0	2	0	1
Pass-By Trips	0	-3	3	3	-3	0	0	0	0	3	0	3
Total Project Trips	0	14	35	15	7	0	0	0	0	22	0	10
2024 Buildout Total	0	372	35	15	583	0	0	0	0	22	0	10

INTERSECTION VOLUME DEVELOPMENT Intersection 10 Intersection 10: Chappell Road @ Proposed Site Driveway D AM PEAK HOUR

	С	happell Ro	ad	C	happell Ro	ad				Propose	ed Site Driv	veway D
	I	Northboun	d	5	Southboun	<u>id</u>		Eastbound	1		Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	0	102	0	0	95	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	5	0	0	14	0	0	0	0	0	0	0
Heavy Vehicle %	0%	5%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
COVID Link Adjustment Factor		2.25			2.25							
Adjusted 2020 Volumes	0	230	0	0	214	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
DRI #2993 Quarry Yards Project Trips		72			49							
2024 Background Traffic	0	316	0	0	276	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN		2%	8%	7%	5%							
Trip Distribution OUT		5%			2%					8%		7%
Residential Trips	0	9	4	4	6	0	0	0	0	13	0	12
Trip Distribution IN					23%							
Trip Distribution OUT		23%										
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN					23%							
Trip Distribution OUT		23%										
Restaurant Trips	0	4	0	0	4	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	13	4	4	10	0	0	0	0	13	0	12
2024 Buildout Total	0	329	4	4	286	0	0	0	0	13	0	12

PM PEAK HOUR

	С	happell Ro	oad	С	happell Ro	ad				Propose	ed Site Dri	veway D
	1	Northbour	nd	5	Southbour	d		Eastboun	d		Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	0	155	0	0	250	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	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
COVID Link Adjustment Factor		1.85			1.85							
Adjusted 2020 Volumes	0	287	0	0	463	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
DRI #2993 Quarry Yards Project Trips		53			85							
2024 Background Traffic	0	358	0	0	576	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN		2%	8%	7%	5%							
Trip Distribution OUT		5%			2%					8%		7%
Residential Trips	0	8	13	12	10	0	0	0	0	8	0	7
Trip Distribution IN					23%							
Trip Distribution OUT		23%										
Retail Trips	0	1	0	0	1	0	0	0	0	0	0	0
-												
Trip Distribution IN					23%							
Trip Distribution OUT		23%										
Restaurant Trips	0	1	0	0	3	0	0	0	0	0	0	0
-												
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
· · ·												
Total Project Trips	0	10	13	12	14	0	0	0	0	8	0	7
* *												
2024 Buildout Total	0	368	13	12	590	0	0	0	0	8	0	7
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INTERSECTION VOLUME DEVELOPMENT Intersection 11 Intersection 11: Chappell Road @ Proposed Site Driveway E AM PEAK HOUR

	С	Chappell Road			happell Ro	ad				Proposed Site Driveway E			
	1	Northbour	nd	5	Southbour	d		Eastbound	d		Westboun	d	
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Observed 2020 Traffic Volumes	0	102	0	0	95	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	5	0	0	14	0	0	0	0	0	0	0	
Heavy Vehicle %	0%	5%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%	
Peak Hour Factor		0.92			0.92			0.92			0.92		
COVID Link Adjustment Factor		2.25			2.25								
Adjusted 2020 Volumes	0	230	0	0	214	0	0	0	0	0	0	0	
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	
DRI #2993 Quarry Yards Project Trips		72			49								
2024 Background Traffic	0	316	0	0	276	0	0	0	0	0	0	0	
Project Trips													
Trip Distribution IN			2%	3%	12%								
Trip Distribution OUT		12%								2%		3%	
Residential Trips	0	20	1	2	7	0	0	0	0	3	0	5	
Trip Distribution IN					23%								
Trip Distribution OUT		23%											
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Trip Distribution IN					23%								
Trip Distribution OUT		23%											
Restaurant Trips	0	4	0	0	4	0	0	0	0	0	0	0	
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Total Project Trips	0	24	1	2	11	0	0	0	0	3	0	5	
2024 Buildout Total	0	340	1	2	287	0	0	0	0	3	0	5	

PM PEAK HOUR

	C	Chappell Road <u>Northbound</u> Left Through Bight Left		Cl	happell Ro Southboun	ad d		Eastboun	d	Proposed Site Driveway E Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
	İ											
Observed 2020 Traffic Volumes	0	155	0	0	250	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	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
COVID Link Adjustment Factor		1.85			1.85							
Adjusted 2020 Volumes	0	287	0	0	463	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
DRI #2993 Quarry Yards Project Trips		53			85							
2024 Background Traffic	0	358	0	0	576	0	0	0	0	0	0	0
Project Trips												
Trin Distribution IN			20/	20/	129/							
Trip Distribution OUT		1.29/	270	570	12/0					20/		20/
Pagidantial Tring	0	1270	2	5	20	0	0	0	0	270	0	2 2
Residential Trips	0	12	5	5	20	0	0	0	0	2	0	5
Trip Distribution IN					23%							
Trip Distribution OUT		23%										
Retail Trips	0	1	0	0	1	0	0	0	0	0	0	0
Thin Distribution IN					220/							
Trip Distribution IN		220/			2370							
Postevent Tring	0	2370	0	0	2	0	0	0	0	0	0	0
Restaurant Trips	0	1	0	0	3	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	14	3	5	24	0	0	0	0	2	0	3
2024 Buildout Total	0	372	3	5	600	0	0	0	0	2	0	3
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INTERSECTION VOLUME DEVELOPMENT Intersection 12 Intersection 12: North Avenue @ Proposed Site Driveway F AM PEAK HOUR

	Propos	ed Site Dri	veway F				N	orth Aven	ue	N	orth Aven	ue
	1	Northbour	nd	5	Southbour	d		Eastboun	d		Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	0	0	0	0	0	0	0	11	0	0	21	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	1	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	2%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
COVID Link Adjustment Factor								2.30			2.30	
Adjusted 2020 Volumes	0	0	0	0	0	0	0	25	0	0	48	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	27	0	0	51	0
Project Trips												
Trip Distribution IN								8%	7%	3%		
Trip Distribution OUT	7%		3%								8%	
Residential Trips	12	0	5	0	0	0	0	4	4	2	13	0
Trip Distribution IN								12%				
Trip Distribution OUT											12%	
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN								12%				
Trip Distribution OUT											12%	
Restaurant Trips	0	0	0	0	0	0	0	2	0	0	2	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	12	0	5	0	0	0	0	6	4	2	15	0
2024 Buildout Total	12	0	5	0	0	0	0	33	4	2	66	0

PM PEAK HOUR

	Propos	ed Site Dri	veway F				N	orth Aven	ue	N	orth Aven	ue	
Description	I aft	Through	l <u>d</u> Diaht	1.00	Through	<u>Id</u> Diaht	Latt	Through	<u>d</u> Diaht	L aft	Through	<u>d</u> Diaht	
Description	Len	Inrougn	Right	Len	Inrougn	Right	Len	Inrougn	Right	Len	Inrough	Right	
Observed 2020 Troffic Volumes	0	0	0	0	0	0	0	4.4	0	0	112	0	
Padastrians	0	0	0	0	0	0	0	0	0	0	0	0	
Conflicting Padastrians	0	0	0	0	0	0	0	0	0	0	0	0	
Leaver Vahialaa	0	0	0	0	0	0	0	0	0	0	0	0	
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	20/	0%	0%	70/	0%	
Peak Hour Faster	070	0.02	070	070	0.02	070	070	0.02	070	070	0.02	070	
COVID Link Adjustment Factor		0.72			0.72			1.30			1.30		
Adjusted 2020 Volumes	0	0	0	0	0	0	0	57	0	0	1.50	0	
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	
Other Proposed Developments	1.001	1.001	1.001		1.001	1.001	1.001	1.001	1.001	1.001	1.001	1.001	
2024 Background Traffic	0	0	0	0	0	0	0	60	0	0	156	0	
2021 Davigiouna Tranio	Ů	0		Ŭ			Ů			Ů	100		
Project Trips													
Trip Distribution IN								8%	7%	3%			
Trip Distribution OUT	7%		3%								8%		
Residential Trips	7	0	3	0	0	0	0	13	12	5	8	0	
•													
Trip Distribution IN								12%					
Trip Distribution OUT											12%		
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Trip Distribution IN								12%					
Trip Distribution OUT											12%		
Restaurant Trips	0	0	0	0	0	0	0	2	0	0	0	0	
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Total Project Trips	7	0	3	0	0	0	0	15	12	5	8	0	
2024 Buildout Total	7	0	3	0	0	0	0	75	12	5	164	0	
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INTERSECTION VOLUME DEVELOPMENT Intersection 13 Intersection 13: North Avenue @ Proposed Site Driveway G AM PEAK HOUR

	Propose	ed Site Driv	veway G				N	orth Aven	ue	N	orth Aven	ue
	P.	Northbour	d	5	Southboun	d		Eastbound	1		Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	0	0	0	0	0	0	0	11	0	0	21	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	1	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	2%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
COVID Link Adjustment Factor								2.30			2.30	
Adjusted 2020 Volumes	0	0	0	0	0	0	0	25	0	0	48	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	27	0	0	51	0
Project Trips												
Trip Distribution IN								5%	3%	7%	3%	
Trip Distribution OUT	3%		7%					3%			5%	
Residential Trips	5	0	12	0	0	0	0	8	2	4	10	0
Trip Distribution IN									12%	10%		
Trip Distribution OUT	12%		10%									
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN									12%	10%		
Trip Distribution OUT	12%		10%									
Restaurant Trips	2	0	2	0	0	0	0	0	2	2	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	7	0	14	0	0	0	0	8	4	6	10	0
2024 Buildout Total	7	0	14	0	0	0	0	35	4	6	61	0

PM PEAK HOUR

	Propose	ed Site Dri	veway G				N	orth Aven	ue	N	orth Aven	ue
	<u> </u>	Northbour	nd	5	Southbour	ld		Eastboun	d		Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	0	0	0	0	0	0	0	44	0	0	113	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	0	0	0	8	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	7%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
COVID Link Adjustment Factor								1.30			1.30	
Adjusted 2020 Volumes	0	0	0	0	0	0	0	57	0	0	147	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	60	0	0	156	0
-												
Project Trips												
Trip Distribution IN								5%	3%	7%	3%	
Trip Distribution OUT	3%		7%					3%			5%	
Residential Trips	3	0	7	0	0	0	0	11	5	12	10	0
Trip Distribution IN									12%	10%		
Trip Distribution OUT	12%		10%									
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
^												
Trip Distribution IN									12%	10%		
Trip Distribution OUT	12%		10%									
Restaurant Trips	0	0	0	0	0	0	0	0	2	1	0	0
Pass-By Trips	2	0	1	0	0	0	0	-1	1	2	-2	0
Total Project Trips	5	0	8	0	0	0	0	10	8	15	8	0
· · ·												
2024 Buildout Total	5	0	8	0	0	0	0	70	8	15	164	0
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INTERSECTION VOLUME DEVELOPMENT Intersection 14 Intersection 14: North Avenue @ Proposed Site Driveway H AM PEAK HOUR

	Propose	ed Site Dri	veway H				N	orth Aven	ue	N	orth Aven	ue
	I	Northboun	d	5	Southboun	<u>id</u>		Eastboun	d		Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	0	0	0	0	0	0	0	11	0	0	21	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	1	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	2%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
COVID Link Adjustment Factor								2.30			2.30	
Adjusted 2020 Volumes	0	0	0	0	0	0	0	25	0	0	48	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	27	0	0	51	0
Project Trips												
Trip Distribution IN									5%	5%	10%	
Trip Distribution OUT	5%		5%					10%				
Residential Trips	8	0	8	0	0	0	0	17	3	3	6	0
Trip Distribution IN											10%	
Trip Distribution OUT								10%				
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN											10%	
Trip Distribution OUT								10%				
Restaurant Trips	0	0	0	0	0	0	0	2	0	0	2	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	8	0	8	0	0	0	0	19	3	3	8	0
2024 Buildout Total	8	0	8	0	0	0	0	46	3	3	59	0

PM PEAK HOUR

	Propose	ed Site Dri	veway H				N	orth Aven	ue	N	orth Aven	ue
	1	Northbour	nd	5	outhbour	ld		Eastboun	<u>d</u>	<u> </u>	Westboun	<u>d</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2020 Traffic Volumes	0	0	0	0	0	0	0	44	0	0	113	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	0	0	0	8	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	7%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
COVID Link Adjustment Factor								1.30			1.30	
Adjusted 2020 Volumes	0	0	0	0	0	0	0	57	0	0	147	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	60	0	0	156	0
Project Trips												
Trip Distribution IN									5%	5%	10%	
Trip Distribution OUT	5%		5%					10%				
Residential Trips	5	0	5	0	0	0	0	10	8	8	17	0
Trip Distribution IN											10%	
Trip Distribution OUT								10%				
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN											10%	
Trip Distribution OUT								10%				
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	1	0
Page By Tring	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0		0	0	0	
Total Project Trips	5	0	5	0	0	0	0	10	8	8	18	0
2024 Buildout Total	5	0	5	0	0	0	0	70	8	8	174	0
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Programmed Project Fact Sheets

AT-277A	Atlanta Region's Plan RTP (20	020) PROJECT FACT SHEET
Short Title	CYCLE ATLANTA PHASE 1.0 - IMPLEMENTATION AT VARIOUS LOCATIONS	Collifer Rd NW BIN - D
GDOT Project No.	0014993	W 278 278 Ponce de Leon Avet
Federal ID No.	N/A	Voseph (2) Dekali
Status	Programmed	Hos
Service Type	Last Mile Connectivity / Pedestrian Facility	402 ·
Sponsor	City of Atlanta	All State
Jurisdiction	City of Atlanta	craserut R St SW De Level D 0.5 1 Miles
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)	Avon Ave SW &
Existing Thru Lane		Network Year TBD
Planned Thru Lane		Corridor Length 4.6 miles

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.

Phas	Phase Status & Funding Status			TOTAL PHASE	BREAKDOWN	OF TOTAL PHAS	E COST BY FUND	DING SOURCE
Information			YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	TAP - Urban (>200K) (ARC)	AUTH	2017	\$237,500	\$190,000	\$0,000	\$0,000	\$47,500
CST	Local Jurisdiction/Municipality Funds		2020	\$2,950,000	\$0,000	\$0,000	\$0,000	\$2,950,000
				\$3,187,500	\$190,000	\$0,000	\$0,000	\$2,997,500





AT-288	Atlanta Region's Plan RTP (20	020) PROJECT FACT SHEET
Short Title	US 41/SR 3 (NORTHSIDE DRIVE) AND US 19 (14TH STREET) SIGNAL UPGRADES AT 11 LOCATIONS	and the second s
GDOT Project No.	0012821	Artin Luther King Jr. Dr. NW Morris Dome Demo
Federal ID No.	N/A	Albinta College
Status	Programmed	More house Atlanta
Service Type	Roadway / Operations & Safety	elis Ave SW Speining of a statistical stat
Sponsor	GDOT	Park StSW [20] and Start With Control Start Start
Jurisdiction	City of Atlanta	Dak St SW 0.5 Miles and St W Park 5 D B J D Fick
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)	Glenn St SW
Existing Thru Lane	4 LCI Flex	Network Year TBD
		Corridor Length 4.6 miles
Detailed Description	and Justification	

US 41/SR 3 at: North Ave, Donald Lee Hollowell Pkwy NW, Marietta St, 10th St, 14th St, 17th St, Deering Rd, Bellemeade Ave, I?75 SB, and I?75 NB and Hemphill at US 19/14th St

Phas	se Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN	OF TOTAL PHAS	E COST BY FUN	DING SOURCE
Info	rmation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2014	\$360,035	\$360,035	\$0,000	\$0,000	\$0,000
PE	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	AUTH	2018	\$113,000	\$113,000	\$0,000	\$0,000	\$0,000
ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2020	\$980,220	\$980,220	\$0,000	\$0,000	\$0,000
UTL	Congestion Mitigation & Air Quality Improvement (CMAQ)		2022	\$124,848	\$124,848	\$0,000	\$0,000	\$0,000
CST	Congestion Mitigation & Air Quality Improvement (CMAQ)		2022	\$2,059,771	\$2,059,771	\$0,000	\$0,000	\$0,000
				\$3,637,874	\$3,637,874	\$0,000	\$0,000	\$0,000





AT-287	Atlanta Region's Plan RTP (20	020) PROJECT FACT SHEET
Short Title	US 19/41/SR 3 (NORTHSIDE DRIVE) SIGNAL UPGRADES AT 13 LOCATIONS	heo Ave Nu Hu Ha Ha Ha Ha Ha Ha Ha Ha Ha Ha Ha Ha Ha
GDOT Project No.	0012823	A Rd TB M
Federal ID No.	N/A	W Mariotta St. 14th StNW 0
Status	Programmed	The second second second second second second second second second second second second second second second se
Service Type	Roadway / Operations & Safety	Georgia
Sponsor	GDOT	Technology
Jurisdiction	City of Atlanta	0 0.25 0.5 Miles
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)	Norva
Existing Thru Lane		Network Year TBD
Planned Thru Lane	6 Flex	Corridor Length N/A miles
Detailed Description	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 PHAS	E COST BY FUNI	DING SOURCE
Info	rmation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2014	\$325,000	\$325,000	\$0,000	\$0,000	\$0,000
PE	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	AUTH	2018	\$106,000	\$106,000	\$0,000	\$0,000	\$0,000
ROW	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2020	\$466,140	\$466,140	\$0,000	\$0,000	\$0,000
UTL	Congestion Mitigation & Air Quality Improvement (CMAQ)		2022	\$497,831	\$497,831	\$0,000	\$0,000	\$0,000
CST	Congestion Mitigation & Air Quality Improvement (CMAQ)		2022	\$2,018,316	\$2,018,316	\$0,000	\$0,000	\$0,000
				\$3,413,287	\$3,413,287	\$0,000	\$0,000	\$0,000





AT-240	Atlanta Region's Plan RTP (2	020) PROJECT FACT SHEET
Short Title	US 78/278/SR 8 (D.L. HOLLOWELL PARKWAY) PEDESTRIAN FACILITY - PHASE A FROM WEST LAKE AVENUE/FLORENCE PLACE TO PROCTOR CREEK (WEST OF GARY AVENUE)	Cooddand Ave
GDOT Project No.	0010322	₽ ₽ > Blyss Ave NW. ₹
Federal ID No.	N/A	St NV
Status	Programmed	
Service Type	Last Mile Connectivity / Joint Bike-Ped Facilities	MAN NA DE TRANSPORT
Sponsor	City of Atlanta	T Ave
Jurisdiction	City of Atlanta	1 9 10 250 500 Feet
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)	Copyright 2005 Aero Surveys of Georgia, Inc. Reproduced by permission of the copyright owner. Contact http://www.aeroatias.com
Existing Thru Lane	4 LCI X	Network Year TBD
Planned Thru Lane	4 Flex	Corridor Length 0.8 miles
Description Description of		

Detailed Description and Justification

The proposed improvements would construct a 9-foot multi-use path (6-foot sidewalks and 4-foot one way bike pair) along Donald Lee Hollowell and add streetscape trees, pedestrian and street lighting inside a 6-foot tree planting zone along Donald Lee Hollowell from West Lake Ave./Florence Place to Proctor Creek (west of Gary Avenue). The proposed improvements to this project would also realign West Lake Avenue with Florence Place. The proposed improvements would also re-stripe Chappell Road in order to align through movements across Donald Lee Hollowell Parkway, eliminating the existing conflicting lane alignments. The proposed improvements would also add a dedicated left turn lane on Chappell Road, add dedicated left turn lanes with adequate storage along Donald Lee Hollowell, add a dedicated right turn lane to westbound Donald Lee Hollowell, and improve the right turn radius on southbound Dobbs Street.

Phas	se Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN	OF TOTAL PHAS	E COST BY FUND	DING SOURCE
Info	rmation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2011	\$698,000	\$469,833	\$0,000	\$0,000	\$228,167
ROW	Local Jurisdiction/Municipality Funds		2021	\$1,373,213	\$0,000	\$0,000	\$0,000	\$1,373,213
UTL	Local Jurisdiction/Municipality Funds		2021	\$998,589	\$0,000	\$0,000	\$0,000	\$998,589
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2023	\$3,695,069	\$2,956,055	\$739,014	\$0,000	\$0,000
				\$6,764,871	\$3,425,888	\$739,014	\$0,000	\$2,599,969



AR-490F	Atlanta Region's Plan RTP (2	020) PROJECT FACT SHEET
Short Title	ATLANTA STREETCAR - NORTHWEST BELTLINE CORRIDOR FROM NEAR INTERSECTION OF WESTVIEW DRIVE AT LANGHORN STREET TO MARTA BANKHEAD RAIL STATION	Z78 MN 8 AV 990 Consept C Boone Blind MW
GDOT Project No.	TBD	h lied
Federal ID No.	N/A	
Status	Long Range	Martin Suther King Jr Dr NW
Service Type	Transit / Rail Capital	
Sponsor	MARTA	20 402 Westview Dr SW
Jurisdiction	Regional - Central	0 0.5 1 Miles
Analysis Level	In the Region's Air Quality Conformity Analysis	Contraction Ave Sty
Existing Thru Lane	N/A LCI	Network Year 2050
Planned Thru Lane	N/A Flex	Corridor Length TBD miles
Detailed Description a	and Justification	
This project constructs a ne MARTA Bankhead heavy rai	ew streetcar line along the Beltline corridor between the inter il station	rsection of Westview Drive and Langhorn Street to the

Phas	e Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN	OF TOTAL PHAS	E COST BY FUND	DING SOURCE
Info	rmation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	New Starts		LR 2041- 2050	\$96,900,000	\$33,915,000	\$0,000	\$0,000	\$62,985,000
				\$96,900,000	\$33,915,000	\$0,000	\$0,000	\$62,985,000

 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
 ROW: Right-of-way Acquistion





AR-491C	Atlanta Region's Plan RTP (2	020) PROJECT FACT SHEET
Short Title	NORTHSIDE DRIVE CORRIDOR HIGH CAPACITY PREMIUM TRANSIT SERVICE FROM ATLANTA METROPOLITAN STATE COLLEGE TO TO I-75 NORTH	S-Inman and a second and a seco
GDOT Project No.	TBD	Lincoln emetery Voseph E Boone Blvd NW
Federal ID No.	N/A	
Status	Long Range	Westview Cemetery
Service Type	Transit / Bus Capital	48 e e e e e e e e e e e e e e e e e e e
Sponsor	MARTA	Cescale Ave SW and SW
Jurisdiction	City of Atlanta	
Analysis Level	In the Region's Air Quality Conformity Analysis	
Existing Thru Lane	N/A LCI	Network Year 2050
Planned Thru Lane	N/A Flex	Corridor Length TBD miles
Detailed Description a	and Justification	
This project will provide hig State College area.	gh capacity premium transit service along the Northside Driv	e corridor between I-75 north and the Atlanta Metropolitan

Phas	se Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN	OF TOTAL PHAS	E COST BY FUNI	DING SOURCE
Info	rmation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	New Starts		LR 2041- 2050	\$167,000,000	\$58,450,000	\$0,000	\$0,000	\$108,550,000
				\$167,000,000	\$58,450,000	\$0,000	\$0,000	\$108,550,000

 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
 ROW: Right-of-way Acquistion





AR-491B	Atlanta Region's Plan RTP (2	020) PROJECT FACT SHEET
Short Title	NORTH AVENUE CORRIDOR HIGH CAPACITY PREMIUM TRANSIT SERVICE FROM MARTA NORTH AVENUE RAIL STATION TO MARTA BANKHEAD RAIL STATION	To AVER W To AVER W TO THE TOT THE
GDOT Project No.	TBD	A space of the second s
Federal ID No.	N/A	
Status	Long Range	Joseph E Boone Blvd NW
Service Type	Transit / Bus Capital	
Sponsor	MARTA	Martin Cuther King Jr Dr NW
Jurisdiction	City of Atlanta	0 0.5 1 Miles 150
Analysis Level	In the Region's Air Quality Conformity Analysis	Corrisons to EastExpy
Existing Thru Lane	N/A LCI	Network Year 2050
Planned Thru Lane	N/A Flex	Corridor Length TBD miles
Detailed Description a	and Justification	
This project will provide hig heavy rail stations.	h capacity premium transit service along the North Avenue c	corridor between MARTA's North Avenue and Bankhead

Phase Status &	Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN	OF TOTAL PHAS	E COST BY FUNI	DING SOURCE
Information			YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL Local Jurisdiction Funds	on/Municipality		LR 2041- 2050	\$62,900,000	\$0,000	\$0,000	\$0,000	\$62,900,000
				\$62,900,000	\$0,000	\$0,000	\$0,000	\$62,900,000

 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
 ROW: Right-of-way Acquistion







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SR 3 NORTHSIDE DR FM WHITEHALL ST/I-20 TO I-75 Project ID: 0007557 Project Manager: Olusola T Adekonoio Office: County:

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Project Manager:	Olusola T. Adekonojo	Construction Percent Complete:	%
Office:	Program Delivery	Current Completion Date:	
County:	Fulton	Work Completion Date:	
Congressional District:	005	Construction Contract Amount:	
State Senate District .:	036, 038, 039	Construction Contractor:	
State House District:	055, 056, 057	Preconstruction Status Report	
Project Type:	Planning	Construction Status Report	
Project Status:	Construction Work Program		
Right of Way Authorization: Contact Us			

Project Description:

Northside Drive is a heavily traveled corridor within the City of Atlanta. Numerous Planning studies have suggested that potential projects include, but are not limited to, providing six travel lanes throughout the corridor, adequate turn lanes at intersections, a raised median, pedestrian and bicycle facilities, improved connection to I-20 and possibly a multi-modal aspect. The scoping phase will identify well defined projects for Northside Drive with adequate engineering, right-of-way, and construction cost estimates. Preliminary environmental studies will be conducted and extensive public outreach is planned.

Activity	Program Year	Cost Estimate	Date of Last Estimate
SCP (Scoping)	2013	\$1,799,800.00	
SCP (Scoping)	2014	\$3,000,000.00	
PE (Preliminary Engineering)	2017	\$5,000,000.00	5/20/2013

Notice to Proceed Date:

