

Transportation Analysis

# GT Technology Enterprise Park DRI #3131

City of Atlanta, Georgia

Report Prepared: July 2020

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# **EXECUTIVE SUMMARY**

This report presents the analysis of the anticipated traffic impacts of the proposed *Technology Enterprise Park* development located in the City of Atlanta, Georgia. The approximate 18.75-acre site is located north of Cameron Alexander Blvd, east of Northside Drive (US 19/US 41/SR 3), west of Norfolk Southern Railroad, and south of North Avenue (US 78/US 29/SR 8). A portion of the site is constrained by existing Georgia Power high transmission lines and its associated 100-foot wide easement. The proposed development will include industrial, general office, and commercial (50% retail / 50% restaurant) land uses.

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 due to the project size exceeding 700,000 square feet of mixed-use space combined with the filing of the Rezoning Application. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on July 6, 2020 by the City of Atlanta.

The project site is located within the most recent Upper Westside LCI (2005) and 5 Year Update (2009) which states, "The land use pattern will continue to accommodate institutional and office uses but should also emphasize a strong orientation toward the public realm by large users and the addition of supporting retail...". 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 present zoning classification of the project site is I-1 (Light Industrial) and I-2 (Heavy Industrial), according to the City of Atlanta Zoning Ordinance Map, and consists of approximately 213,720 SF of existing office. The project will require rezoning from I-1/I-2 to I-Mix (Industrial Mixed-Use) and will need a special Administrative Permit (SAP) from the City of Atlanta Office of Zoning and Development (OZD).

Table 1: Proposed Land Uses and Densities							
Land Use Unit Proposed							
Industrial	SF	610,000 SF					
Residential	units	416 units					
Office	SF	1,000,000 SF					
Commercial*	SF	100,000 SF					
	TOTAL	1,710,000 SF / 416 units					

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

\*Assumes 50% retail & 50% restaurant

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 2029, which will be considered the full build-out year in this analysis.

Capacity analyses were performed throughout the study network for the Existing 2019 conditions, the Projected 2029 No-Build conditions, and the Projected 2029 Build conditions.

- Existing 2019 conditions represent traffic volumes that were collected in November 2019.
- Projected 2029 No-Build conditions represent the existing traffic volumes grown for ten (10) years at 1.5 percent per year throughout the study network in addition to the project trips associated with Echo Street DRI #2814 (May 2018) and Herndon Homes DRI #2677 (May 2017).
  - Note: PI 0015318 calls for the realignment of Northside Drive (US 19/US 41/SR 3) at North Avenue (US 78/US 29/SR 8) that combines the three existing signalized intersections into one simplified intersection. The improvements associated with PI 0015318 were assumed to be complete under the Projected 2029 No-Build conditions. Concept graphic provided in **Appendix G**.
- Projected 2029 Build conditions represent the Projected 2029 No-Build conditions including the additional project trips that are anticipated to be generated by the *Technology Enterprise Park* development.

Based on the **Existing 2019** conditions, one (1) out of the six (6) existing signalized study intersections currently operates below its acceptable <u>overall</u> LOS standard of D (per GRTA Letter of Understanding (LOU)) during the PM peak hour. Therefore, this intersection's (Northside Drive (US 19/US 41/SR 3) at Hollowell Parkway (US 78/US 278/SR 8)) 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 2029 No-Build** conditions, two (2) study intersections are projected to operate below its acceptable <u>overall</u> LOS standard during the AM and PM peak hours.

The following improvements would be required to maintain the desired level-of-service under the Projected 2029 No-Build conditions:

Northside Drive (US 19/US 41/SR 3) at North Avenue (US 78/US 29/SR 8) (Intersection #1) In addition to the improvements associated with PI 0015318 (provided in **Appendix G**):

- Construct one (1) exclusive eastbound right-turn lane along North Avenue (US 78/US 29/SR 8).
- Construct one (1) additional westbound left-turn lane along North Avenue (US 78/US 29/SR 8) to provide two (2) left-turn lanes, one (1) through lane, and two (2) right-turn lanes.
- Construct one (1) southbound right-turn lane along Northside Drive.

Northside Drive (US 19/US 41/SR 3) at Joseph E. Boone Blvd / Ivan Allen Jr. Blvd (Intersection #4)

- Restore the eastbound approach to the original configuration of one (1) left-turn lane, one (1) through lane, and one (1) shared through/right-turn lane along Joseph E. Boone Blvd.
  - The City of Atlanta altered the eastbound approach laneage in 2018 to one (1) exclusive left-turn lane and one (1) shared through/right-turn lane.

Northside Drive (US 19/US 41/SR 3) at Hollowell Parkway (US 78/US 278/SR 8) (Intersection #7)

Consistent with the GRTA Notice of Decision associated with Echo Street DRI #2814

- Construct one (1) additional southbound right-turn lane to provide two (2) channelized southbound right-turn lanes along Northside Drive (US 19/US 41/SR 3).
- Construct one (1) additional eastbound left-turn lane to provide two (2) exclusive left-turn lanes, one (1) shared through/left-turn lane, and one (1) channelized right-turn lane along Hollowell Parkway (US 78/US 278/SR 8).

Based on the **Projected 2029 Build** conditions, two (2) study intersections are projected to operate below their acceptable <u>overall</u> LOS standard during the AM and PM peak hours.

In addition to the system improvements under the Projected 2029 No-Build conditions to serve the background road network traffic, the following improvements would be required to maintain the desired level-of-service under Projected 2029 Build conditions:

Northside Drive (US 19/US 41/SR 3) at North Avenue (US 78/US 29/SR 8) (Intersection #1)

Construct one (1) additional northbound through lane along Northside Drive (US 19/US 41/SR 3).

### North Avenue (US 78/US 29/SR 8) at Northyards Boulevard (Intersection #2)

- Install a traffic signal if/when warranted.
- Construct one (1) northbound left-turn lane and one (1) shared through/right-turn lane along Northyards Boulevard.
- Construct one (1) westbound left-turn lane along North Avenue (US 78/US 29/SR 8).

Northside Drive (US 19/US 41/SR 3) at Cameron Madison Alexander Blvd (Intersection #3)

- Construct one (1) westbound left-turn lane along Cameron Madison Alexander Blvd to provide one (1) left-turn lane and one (1) shared through/right-turn lane.
- Convert the inside most southbound travel lane to an exclusive left-turn lane along Northside Drive (US 19/US 41/SR 3) to provide one (1) left-turn lane, one (1) through lane, and one (1) shared through/right-turn lane.
  - Note: Per PI 0015318, Northside Drive will be converted to two (2) southbound lanes at North Avenue and will open to three (3) southbound lanes. Per this recommendation, Northside Drive would remain two (2) southbound lanes and open to three (3) southbound lanes south of Cameron Madison Alexander Blvd.

In addition to the recommended improvements previously discussed, the following site-access improvements are recommended to serve the traffic associated with the full build-out of the *Technology Enterprise Park* development:

Northside Drive (US 19/US 41/SR 3) at Proposed Site Driveway A (Intersection #8)

• On site, construct one (1) westbound right-turn egress lane and one (1) ingress lane to operate as right-in / right-out access only.

Cameron Madison Alexander Blvd at Proposed Site Driveway B (Intersection #9)

• On site, construct one (1) southbound shared left-/through/right-turn egress lane and one (1) ingress lane to operate as a full movement, side-street stop-controlled intersection.

# **1.0 PROJECT DESCRIPTION**

### 1.1 Introduction

This report presents the analysis of the anticipated traffic impacts associated with the proposed *Technology Enterprise Park* development located in the City of Atlanta, Georgia. The approximate 18.75-acre site currently consists of approximately 213,720 SF of office and is located north of Cameron Alexander Blvd, east of Northside Drive (US 19/US 41/SR 3), west of Norfolk Southern Railroad, and south of North Avenue (US 78/US 29/SR 8). A portion of the site is constrained by existing Georgia Power high transmission lines and its associated 100-foot wide easement. The proposed development will include industrial, general office, and commercial (50% retail / 50% restaurant) land uses.

The project will exceed the 700,000 square feet threshold for mixed-use spaces and requires filing the Rezoning Application; therefore, the proposed development is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review.

The project site is located within the Upper Westside LCI (2005, 5 Year Update 2009). The site is generally consistent with the overall theme of the LCI which states, "The land use pattern will continue to accommodate institutional and office uses but should also emphasize a strong orientation toward the public realm by large users and the addition of supporting retail...".

**Figure 1** provides the site location of the Technology Enterprise Park development. **Figure 2** provides an aerial view 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 2029, which will be considered the full build-out year in this analysis. A summary of the proposed land-use and density is shown in **Table 2**.

Table 2: Proposed Land Uses and Densities								
Land Use Unit Proposed								
Industrial	SF	610,000 SF						
Residential	units	416 units						
Office	SF	1,000,000 SF						
Commercial*	SF	100,000 SF						
	TOTAL	1,710,000 SF / 416 units						

\*Assumes 50% retail & 50% restaurant

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 *Technology Enterprise Park development* will be accessible via three (3) access points:

- North Avenue at Northyards Boulevard The south leg of this existing side-street stopcontrolled, full-movement intersection is proposed to be utilized for the development.
- Northside Drive at Proposed Site Driveway A The west leg of this proposed right-in / right-out intersection will be utilized for the development.
- Cameron Madison Alexander Blvd at Proposed Site Driveway B The north leg of this proposed side-street stop-controlled, full-movement intersection will utilized for the development.

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.

A combination of parking decks and surface parking lots are proposed on-site to serve the project traffic. Shared parking will be utilized where permitted. The proposed parking numbers will serve the proposed development. The exact number and location of the parking spaces is subject to change during the development of the master plan. The required parking for nonresidential use, per the City of Atlanta is as follows:

Minimum Parking Spaces Required:	0
Maximum Parking Spaces Allowed:	3,732
Proposed Parking Spaces Provided:	1,000 – 1,500

## 1.4 Bicycle and Pedestrian Facilities

Pedestrian facilities (sidewalks) currently exist along the project site frontage along Northside Drive (US 19/US 41/SR 3) and North Avenue (US 78/US 29/SR 8). The proposed development will provide pedestrian connectivity and circulation throughout the site.

Bicycle facilities exist along Tech Parkway. The facilities consist of two-way protected bike lanes from Northside Drive (US 19/US 41/SR 3) to North Avenue (US 78/US 29/SR 8).

## 1.5 Transit Facilities

The project site is in the vicinity of MARTA Bus Routes 26, 50, 51, and 94. All bus routes provide service seven days a week. Additionally, the site will be accessible by Georgia Tech transit and is in close proximity to the Georgia Tech campus, where many of its occupants will reside.

## 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 nine (9) intersections described in **Table 3**. The study intersections are shown in **Figure 3**.

	Table 3: Intersection Control Summary						
	Intersection	Control					
1.	Northside Drive at North Avenue	Signal					
2.	North Avenue at Northyards Blvd	Stop Control					
3.	Northside Drive at Cameron Madison Alexander Blvd	Signal					
4.	Northside Drive at Ivan Allen Blvd / Joseph E. Boone Blvd	Signal					
5.	North Avenue at State Street	Signal					
6.	North Avenue at Luckie Street / Tech Parkway	Signal					
7.	Northside Drive at Hollowell Parkway	Signal					
8.	Northside Drive at Proposed Driveway A	Stop Control					
9.	Cameron Madison Alexander Blvd at Proposed Driveway B	Stop Control					

Each of the intersections listed in **Table 3** were analyzed for Existing 2019 conditions, Projected 2029 No-Build conditions, and Projected 2029 Build conditions.

## 2.2 Existing Roadway Facilities

Roadway classification descriptions and estimated Annual Average Daily Traffic (AADT) per GDOT's Traffic Analysis & Data Application (TADA) 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				
Northside Drive (US 19/US 41/SR 3)	6	32,600	Principal Arterial				
Joseph E. Lowery Boulevard	3	11,300	Major Collector				
Hollowell Parkway (US 78/US 278/SR 8)	4	21,400	Principal Arterial				
North Avenue (US 78/US 29/SR 8)	4	17,800	Principal Arterial				
Marietta Street	3	15,900	Minor Arterial				
Ivan Allen Boulevard	4	17,500	Major Collector				
Joseph E. Boone Boulevard	2	5,850	Major Collector				
Luckie Street	4	6,650	Major Collector				
Cameron Madison Alexander Blvd	2	N/A	Local				
Tech Parkway	2	7,240	Major Collector				



# 2.3 Traffic Data Collection

Weekday peak hour turning movement counts were collected in November 2019 at the study intersections during the AM and PM peak periods. Peak hours for all the study intersections are shown in **Table 5**.

	Table 5: Traffic Count Summary								
	Intersection AM Peak Hour PM Peak Hour								
1.	Northside Drive at North Avenue	7:45 AM – 8:45 AM	4:45 PM – 5:45 PM						
2.	North Avenue at Northyards Blvd	8:00 AM – 9:00 AM	4:45 PM – 5:45 PM						
3.	Northside Drive at Cameron Madison Alexander Blvd	7:45 AM – 8:45 AM	4:45 PM – 5:45 PM						
4.	Northside Drive at Ivan Allen Blvd / Joseph E. Boone Blvd	8:00 AM – 9:00 AM	4:45 PM – 5:45 PM						
5.	North Avenue at State Street	8:00 AM – 9:00 AM	4:30 PM – 5:30 PM						
6.	North Avenue at Luckie Street / Tech Parkway	7:45 AM – 8:45 AM	4:30 PM – 5:30 PM						
7.	Northside Drive at Hollowell Parkway	8:00 AM – 9:00 AM	5:00 PM – 6:00 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 *Technology Enterprise Park* 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 (including Echo Street DRI #2814 and Herndon Homes DRI #2677). 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.

## 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 *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 side street approaches and the major street left-turn movements. Low levels-of-service for side street approaches are not uncommon, as vehicles may experience significant delays in turning onto a major roadway.

## 2.6 Level-of-Service Standards

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

## **3.0** TRIP GENERATION

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

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

*Mixed-use reductions* occur when a site has a combination of different land uses that interact with one another. For example, people working in the offices on-site at the development may walk to the restaurants and retail instead of driving off-site. This reduces the number of vehicle trips that will be made on the roadway, thus reducing traffic congestion. These types of interactions are expected at the *Technology Enterprise Park* development. It should be noted that a portion of Industrial Park will operate similarly to General Office Building and approximately 75% of the trips generated by the industrial park are assumed to be employee trips. Therefore, for the purposes of this analysis, 75% of the trips generated from the Land Use 130: Industrial Park were treated like Land Use 710: General Office Building when calculating internal capture reductions.

**Alternative modes reductions** are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). As the *Technology Enterprise Park* development is located convenient to transit, a 18% alternative mode reduction was taken. The project site is in the vicinity of MARTA Bus Routes 26, 50, 51, and 94. All bus routes provide service seven days a week. Additionally, the site will be accessible by Georgia Tech transit and is in close proximity to the Georgia Tech campus, where many of its occupants will reside. This reduction is consistent with GRTA's Letter of Understanding.

**Pass-by reductions** are applied when traffic normally traveling along a roadway may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the road and would therefore only be new trips along the propsed driveways. Pass-by reductions were taken for the proposed retail (34% pass-by) land use and the proposed restaurant (43% pass-by) land use. Trip generation for this proposed development is calculated based upon the following land uses: Industrial Park (ITE Code 130), General Office Building (ITE Code 710), Shopping Center (ITE Code 820), and High-Turnover (Sit-Down) Restaurant (ITE Code 932).

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

	Table 6: Net New Trip Generation								
Cada	Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
Code		Density	Total	Enter	Exit	Enter	Exit	Enter	Exit
130	Industrial Park	610,000 SF	2,404	1,202	1,202	198	46	51	193
221	Multifamily Housing (Mid-Rise)	416 units	2,266	1,133	1,133	36	102	106	68
710	General Office Building	1,000,000 SF	9,902	4,951	4,951	831	135	162	853
820	Shopping Center	50,000 SF	3,752	1,876	1,876	110	67	156	169
932	High-Turnover (Sit- Down) Restaurant	50,000 SF	5,610	2,805	2,805	273	224	303	186
	Gross Project Trip	S	23,934	11,967	11,967	1,448	574	778	1,469
	Mixed-Use Reductio	n	-2,312	-1,156	-1,156	-230	-230	-250	-250
Alternative Mode Reduction			-3,786	-1,893	-1,893	-212	-61	-93	-211
Pass-by Reduction			-2,661	-1,331	-1,331	0	0	-74	-74
	Net New Trips		15,174	7,587	7,587	1,006	283	361	934

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 4** displays the anticipated distribution and assignment of project trips throughout the study roadway network. These trip assignment percentages were applied to the net new trips expected to be generated by the development, and the volumes were assigned to the roadway network. **Figure 5** shows the combined peak hour project trips by turning movement throughout the study network, anticipated to be generated by the proposed *Technology Enterprise Park* development.

The Projected 2029 Build conditions add the project trips associated with the *Technology Enterprise Park* development to the Projected 2029 No-Build conditions. Detailed intersection volume worksheets are provided in **Appendix D**.





# 5.0 TRAFFIC ANALYSIS

## 5.1 Existing 2019 Conditions

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

The existing peak hour traffic volumes are displayed in **Figure 6**, and the results of the capacity analyses for the Existing 2019 conditions are shown in **Table 7**.

	Table 7: Existing 2019 Level-of-Service Summary         LOS (delay in seconds)								
	Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour			
1.	Northside Drive at North Avenue	Signal	Overall	D	C (34.1)	D (37.7)			
	North Avenue at Northyards Blvd		NB*	N/A	F (173.4)	D (30.1)			
2.		TWSC	SB*	N/A	F (127.6)	E (49.1)			
			EBL*	N/A	A (8.1)	B (11.1)			
			WBL*	N/A	C (16.3)	A (8.3)			
3.	Northside Drive at Cameron Madison Alexander Blvd	Signal	Overall	D	A (4.5)	A (2.6)			
4.	Northside Drive at Ivan Allen Blvd / Joseph E. Boone Blvd	Signal	Overall	D/E	D (41.0)	E (60.0)			
5.	North Avenue at State Street	Signal	Overall	D	A (3.9)	A (9.8)			
6.	North Avenue at Luckie Street / Tech Parkway	Signal	Overall	D	C (26.3)	C (22.4)			
7.	Northside Drive at Hollowell Parkway	Signal	Overall	D	C (30.3)	D (49.3)			

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

As shown in **Table 7**, all study intersections but one currently operate at or above their acceptable <u>overall</u> level-of-service standard of D during the AM and PM peak hours for the Existing 2019 conditions.

The intersection of Northside Drive (US 19/US 41/SR 3) at Ivan Allen Blvd / Joseph E. Boone Blvd (Intersection #4) currently operates at LOS E during the PM peak hour. Therefore, the LOS standard for this intersection during the PM peak hour will be LOS E for all future scenarios.



# 5.2 Projected 2029 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased for ten (10) years at 1.5 percent per year throughout the study network. Additionally, the project trips associated with Echo Street DRI #2814 and Herndon Homes DR #2677 were included throughout the study network. These volumes were entered into *Synchro 10.0*, and capacity analyses were performed. The Projected 2029 No-Build conditions were analyzed using improved roadway geometry and intersection control identified by programmed projects at affected intersections and existing roadway geometry and intersection control at all other intersections.

The intersection laneage and traffic volumes for the Projected 2029 No-Build conditions are shown in **Figure 7**. The results of the capacity analyses for the Projected 2029 No-Build are shown in **Table 8**.

	Table 8: Projected 2029 No-Build Level-of-Service Summary         LOS (delay in seconds)								
	Intersection	Control	Approach/ Movement	LOS Std.*	AM Peak Hour	PM Peak Hour			
1.	Northside Drive at North Avenue	Signal	Overall	D	E (70.6)	E (69.8)			
2.	North Avenue at Northyards Blvd		NB*	N/A	F (**)	F (**)			
		TWSC	SB*	N/A	F (**)	F (**)			
			EBL*	N/A	A (8.7)	B (14.7)			
			WBL*	N/A	D (27.3)	A (9.1)			
3.	Northside Drive at Cameron Madison Alexander Blvd	Signal	Overall	D	A (8.8)	B (18.7)			
4.	Northside Drive at Ivan Allen Blvd / Joseph E. Boone Blvd	Signal	Overall	D/E	E (67.8)	E (62.4)			
5.	North Avenue at State Street	Signal	Overall	D	A (4.9)	B (12.5)			
6.	North Avenue at Luckie Street / Tech Parkway	Signal	Overall	D	D (50.7)	C (26.0)			
7.	Northside Drive at Hollowell Parkway	Signal	Overall	D	D (48.1)	E (74.8)			

\*Note: It is not uncommon to have long delays for side-street stop-controlled approaches when there is heavy major street volume. \*\*Note: Projected to exceed 300s of delay.

As shown in **Table 8**, all but two study intersections are projected to operate at or above their acceptable <u>overall</u> level-of-service standard during both the AM and PM peak hour under the Projected 2029 No-Build conditions.

The intersection of Northside Drive (US 19/US 41/SR 3) at North Avenue (US 78/US 29/SR 8) (Intersection #1) is projected to operate at LOS E during both the AM and PM peak hours. Additionally, the intersection of Northside Drive (US 19/US 41/SR 3) at Ivan Allen Boulevard / Joseph E. Boone Boulevard (Intersection #4) is projected to operate at LOS E during both the AM and PM peak hours. Finally, the intersection of Northside Drive (US 19/US 41/SR 3) at Hollowell Parkway (US 78/US 278/SR 8) (Intersection #7) is projected to operate at LOS E during the PM peak hour.

Based on the Projected 2029 No-Build conditions, the following improvements result in the following intersection operating at an acceptable or improved LOS:

Northside Drive (US 19/US 41/SR 3) at North Avenue (US 78/US 29/SR 8) (Intersection #1)

- In addition to the improvements associated with PI 0015318 (provided in **Appendix F**):
  - Construct one (1) exclusive eastbound right-turn lane along North Avenue (US 78/US 29/SR 8).
     Construct one (1) exclusive eastbound right-turn lane along North Avenue (US 78/US 29/SR 8).
  - Construct one (1) additional westbound left-turn lane along North Avenue (US 78/US 29/SR 8) to provide two (2) left-turn lanes, one (1) through lane, and two (2) right-turn lanes.
  - Construct one (1) southbound right-turn lane along Northside Drive.

Northside Drive (US 19/US 41/SR 3) at Joseph E. Boone Blvd / Ivan Allen Jr. Blvd (Intersection #4)

- Restore the eastbound approach to the original configuration of one (1) left-turn lane, one (1) through lane, and one (1) shared through/right-turn lane along Joseph E. Boone Blvd.
  - The City of Atlanta altered the eastbound approach laneage in 2018 to one (1) exclusive left-turn lane and one (1) shared through/right-turn lane.

Northside Drive (US 19/US 41/SR 3) at Hollowell Parkway (US 78/US 278/SR 8) (Intersection #7) Consistent with the GRTA Notice of Decision associated with Echo Street DRI #2814

- Construct one (1) additional southbound right-turn lane to provide two (2) channelized southbound right-turn lanes along Northside Drive (US 19/US 41/SR 3).
- Construct one (1) additional eastbound left-turn lane to provide two (2) exclusive left-turn lanes, one (1) shared through/left-turn lane, and one (1) channelized right-turn lane along Hollowell Parkway (US 78/US 278/SR 8).

The results of the capacity analyses for the Projected 2029 No-Build Improved conditions are shown in **Table 9**.

	Table 9: Projected 2029 No-Build Improved Level-of-Service Summary           LOS (delay in seconds)												
	Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour							
1.	Northside Drive at North Avenue	Signal	Overall	D	D (48.1)	D (52.0)							
4.	Northside Drive at Ivan Allen Blvd / Joseph E. Boone Blvd	Signal	Overall	D/E	D (49.8)	D (53.9)							
7.	Northside Drive at Hollowell Parkway	Signal	Overall	D	D (43.2)	D (51.1)							

As shown in **Table 9**, the improved study intersection is projected to operate at acceptable LOS under the Projected 2029 No-Build Improved conditions.

![](_page_23_Figure_0.jpeg)

## 5.3 Projected 2029 Build Conditions

The traffic associated with the proposed *Technology Enterprise Park* development was added to the Projected 2029 No-Build volumes. These volumes were then entered into *Synchro 10.0*, and capacity analyses were performed. The Projected 2029 Build conditions were analyzed using the Projected 2029 No-Build roadway geometry and intersection control. Additionally, the Projected 2029 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 2029 Build conditions are shown in **Figure 8**. The results of the capacity analyses for the Projected 2029 Build conditions are shown in **Table 10**.

Table 10: Proj	e <b>cted 2029 Build Lev</b> LOS (delay in sec	r <b>el-of-Service</b> conds)	Summa	ry	
Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Northside Drive at North Avenue	Signal	Overall	D	F (115.6)	F (83.4)
		NB*	N/A	F (**)	F (**)
2 North Avenue at Northverde Rivd	TWEC	SB*	N/A	F (**)	F (**)
2. Nofth Avenue at Northyarus Divu	1000	EBL*	N/A	A (8.7)	B (13.3)
		WBL*	N/A	F (**)	B (10.6)
<ol> <li>Northside Drive at Cameron Madise Alexander Blvd</li> </ol>	on Signal	Overall	D	C (24.1)	E (74.4)
<ol> <li>Northside Drive at Ivan Allen Blvd / E. Boone Blvd</li> </ol>	Joseph Signal	Overall	D/E	E (78.9)	E (79.5)
5. North Avenue at State Street	Signal	Overall	D	B (10.7)	C (21.1)
<ol> <li>North Avenue at Luckie Street / Teo Parkway</li> </ol>	ch Signal	Overall	D	D (53.2)	D (50.3)
7. Northside Drive at Hollowell Parkwa	ay Signal	Overall	D	E (59.5)	E (79.3)
8. Northside Drive at Proposed Drivev	vay A TWSC	WB	N/A	E (35.5)	D (31.7)
		NB	N/A	C (17.9)	C (17.2)
9. Cameron Madison Alexander Bivd Proposed Driveway B	at TWSC	SB	N/A	A (8.9)	B (10.0)
Troposed Driveway D		EBL	N/A	A (7.8)	A (7.5)

\*Note: It is not uncommon to have long delays for side-street stop-controlled approaches when there is heavy major street volume. \*\*Note: Delay exceeds 300s.

As shown in **Table 10**, three (3) signalized study intersection is projected to operate below its acceptable <u>overall</u> LOS standard during the AM peak hour and three (3) signalized study intersections are projected to operate below their acceptable overall LOS standard during the PM peak hour under the Projected 2029 Build conditions. It is not uncommon for vehicles at a side-street stop approach to experience significant delay when turning onto a major roadway.

Based on the Projected 2029 Build conditions, the following improvements are required to maintain the desired LOS (in addition to improvements associated with the Projected 2029 No-Build condition):

Northside Drive (US 19/US 41/SR 3) at North Avenue (US 78/US 29/SR 8) (Intersection #1)

• Construct one (1) additional northbound through lane along Northside Drive (US 19/US 41/SR 3).

North Avenue (US 78/US 29/SR 8) at Northyards Boulevard (Intersection #2)

- Install a traffic signal.
- Construct one (1) northbound left-turn lane and one (1) shared through/right-turn lane along Northyards Boulevard.
- Construct one (1) westbound left-turn lane along North Avenue (US 78/US 29/SR 8).

Northside Drive (US 19/US 41/SR 3) at Cameron Madison Alexander Blvd (Intersection #3)

- Construct one (1) westbound left-turn lane along Cameron Madison Alexander Blvd to provide one (1) left-turn lane and one (1) shared through/right-turn lane.
- Convert the inside most southbound travel lane to an exclusive left-turn lane along Northside Drive (US 19/US 41/SR 3) to provide one (1) left-turn lane, one (1) through lane, and one (1) shared through/right-turn lane.
  - Note: Per PI 0015318, Northside Drive will be converted to two (2) southbound lanes at North Avenue and will open to three (3) southbound lanes. Per this recommendation, Northside Drive would remain two (2) southbound lanes and open to three (3) southbound lanes south of Cameron Madison Alexander Blvd.

In addition to the recommended improvements previously discussed, the following site-access improvements are recommended to serve the traffic associated with the full build-out of the *Technology Enterprise Park* development:

Northside Drive (US 19/US 41/SR 3) at Proposed Site Driveway A (Intersection #8)

• On site, construct one (1) westbound right-turn egress lane and one (1) ingress lane to operate as right-in / right-out access only.

Cameron Madison Alexander Blvd at Proposed Site Driveway B (Intersection #9)

• On site, construct one (1) southbound shared left-/through/right-turn egress lane and one (1) ingress lane to operate as a full movement, side-street stop-controlled intersection.

The results of the capacity analyses for the Projected 2029 Build Improved conditions are shown in **Table 11**.

	Table 11: Projected 2029 Build Improved Level-of-Service Summary         LOS (delay in seconds)													
	Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour								
1.	Northside Drive at North Avenue	Signal	Overall	D	D (52.5)	D (49.4)								
2.	North Avenue at Northyards Boulevard	Signal*	Overall	D	D (49.0)	C (24.1)								
3.	Northside Drive at Cameron Madison Alexander Blvd	Signal	Overall	D	B (17.3)	D (41.7)								
4.	Northside Drive at Joseph E. Boone Blvd / Ivan Allen Jr. Blvd	Signal	Overall	D/E	D (51.1)	E (76.6)								
7.	Northside Drive at Hollowell Parkway	Signal	Overall	D	D (54.7)	D (54.5)								

\*Note: Proposed installation of a traffic signal at this location

As shown in **Table 11**, all improved study intersections are projected to operate at acceptable LOS under the Projected 2029 Build Improved conditions.

![](_page_26_Figure_0.jpeg)

# 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 12** below.

		Та	ble 12: Programmed Improvements
#	Year	Project ID	Project Description
1	2040	AR- 490C	Atlanta Street Car Expansion Strategy to build the midtown/crosstown corridor from the Beltline East Corridor to the Beltline West Corridor along Northside Drive
2	3131	AT-288	Upgrades to approximately 11 signals along Northside Drive, including the intersection of Northside Drive at North Ave and Northside Drive at Marietta St
3	3131	AR-314	Installation of 96 new Fiber optic SM cable along Northside Drive between Langston Drive and Deering Road
4	3131	AT-268	US 41/SR 3 scoping/engineering analysis from McDaniel Street/I-20 to I-75
5	3131	AT-277	Installation of bicycle facilities through the central core of the city and within the Beltline
6	2020	PI 0015318	Realignment of Northside Drive at North Avenue that combines the three existing signalized intersections into one simplified intersection (PIOH Handout attached).

Fact sheets for projects can be found in Appendix F.

## 7.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

The project site is located within the most recent Upper Westside LCI (2005) and 5 Year Update (2009) which states, "The land use pattern will continue to accommodate institutional and office uses but should also emphasize a strong orientation toward the public realm by large users and the addition of supporting retail...". 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 proposes the rezoning of the site from (according to the City of Atlanta Zoning Ordinance Map) I-1 (Light Industrial) and I-2 (Heavy Industrial) to I-Mix (Industrial Mixed-Use).

The land use maps are provided in **Appendix A**.

# Land Use and Zoning Maps

![](_page_29_Figure_0.jpeg)

THESE BOUNDARIES MAY NO THE BOUNDARIES RECOGNIZED BY THE CITY OF ATLANTA FOR THE PURPOSES OF ISSUING BUILDING PERMITS.

CITY OF ATLANTA : DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT : OFFICE OF PLANNING : GIS DIVISION : 404.330.6145

<sup>1</sup> INCH = 400 FEET

![](_page_30_Figure_0.jpeg)

# **Proposed Site Plan**

![](_page_32_Figure_0.jpeg)

![](_page_32_Figure_9.jpeg)

PROPOSED L	D DEN	
LAND USE	UNIT	PRO
INDUSTRIAL	SF	610
RESIDENTIAL	UNITS	41
OFFICE	SF	1,00
COMMERCIAL*	SF	100
TO.	ΓAL	1,710,000

# **Trip Generation Analysis**

Trip Generation Analysis	(10th Ed. with 2nd Edition Handbook Daily I	C & 3rd Ea	lition AN	I/PM IC	)			
	Technology Enterprise Park DRI							
Land Use	Intensity	Daily	AN	I Peak H	lour	PM	1 Peak H	our
		Trips	Total	In	Out	Total	In	Out
Proposed Site Traffic								
130 Industrial Park	610.000 gross s.f.	2.404	244	198	46	244	51	193
221 Multifamily Housing (Mid-Rise)	416 occ. d.u.	2.266	138	36	102	174	106	68
710 General Office Building	1,000,000 s.f.	9,902	966	831	135	1,015	162	853
820 Shopping Center	50,000 s.f. gross leasable area	3,752	177	110	67	325	156	169
932 High-Turnover (Sit-Down) Restaurant	50,000 s.f.	5,610	497	273	224	489	303	186
Course Theirs		22.024	2.022	1 4 4 9	574	2 2 47	770	1.460
Gross Trips Pagidantial Trips		23,934	129	1,448	5/4	2,247	1/8	1,409
Mixed-Use Reductions		-820	-26	-3	-23	-08	-65	-33
Alternative Mode Reductions		-027	-20	-5	-23	-14	-05	-6
Adjusted Residential Trips		1 178	92	27	-14	62	34	29
rajused Residential Tips		1,170	12	21	05	02	54	27
Office Trips		9,902	966	831	135	1.015	162	853
Mixed-Use Reductions		-305	-154	-76	-78	-29	-10	-19
Alternative Mode Reductions		-1,727	-146	-136	-10	-177	-28	-150
Adjusted Office Trips		7,870	666	619	47	809	124	684
Potoil Tring		2 752	177	110	67	225	156	160
<u>Ketan Imps</u> Mixed Use Reductions		5,752 450	74	110	20	200	104	109
Alternative Mode Reductions		-450	-18	-45	-29	-200	-104	-13
Pass By Reductions (Based on ITE Rates)		-920	-10	0	0	-34	-17	-17
Adjusted Retail Trips		1,788	85	53	31	68	26	43
Destaurant Tring		5 (10	407	272	224	490	202	196
Mixed Use Peduations		5,010	497	215	224	469	505	180
Mixed-Use Reductions		-072	-172	-92	-30	-108	-09	-99
Pass By Reductions (Based on ITE Rates)		-1 741	0	-55	-20	-114	-57	-57
Adjusted Restaurant Trips		2.308	266	148	118	149	135	14
-J I.		/						
Industrial Trips		2,404	244	198	46	244	51	193
Mixed-Use Reductions		-56	-34	-14	-20	-5	-2	-3
Alternative Mode Reductions		-317	-28	-25	-4	-32	-7	-26
Adjusted Other Non-Residential Trips		2,031	182	159	22	207	42	164
Martheon Ladare TOTAL		2 212	460	220	220	500	250	250
Mixea-Use Reductions - IUIAL		-2,312	-400	-230	-250	-500	-250	-250
Alternative Mode Reductions - TOTAL		-3,780	-2/1	-212	-01	-504	-93	-211
Pass-By Reductions - TOTAL		-2,661	0	0	0	-148	-74	-74
New Trips		15,174	1,291	1,006	283	1,295	361	934
Driveway Volumes		17.835	1.291	1.006	283	1.443	435	1.008

c:/users/olivia.zuvanich/kh/fats - 013436000\_gt tep traffic/phase ii/revised\_april/analysis/[gt\_tep\_dri-analysis-revised densities.xls]trip generation

# **Intersection Volume Worksheets**

# INTERSECTION VOLUME DEVELOPMENT Intersection 1 US 78/US 41/US 19/SR 8/SR 3/Northside Dr & US 78/North Ave AM PEAK HOUR

	JS 41/US	19/SR 8/5	SR 3/North	JS 41/US	19/SR 8/5	US	78/North	US	US 78/North Ave				
	2	orthbour	ud.	s	outhboun	d		Eastbound	d	Westbound			
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Observed 2019 Traffic Volumes	14	1,088	443	25	561	8	16	271	36	94	40	1	
Pedestrians		3			3			7			1		
Conflicting Pedestrians	7		1	1		7	3		3	3		3	
Heavy Vehicles	0	44	12	1	30	0	0	1	1	5	0	0	
Heavy Vehicle %	2%	4%	3%	4%	5%	2%	2%	2%	3%	5%	2%	2%	
Peak Hour Factor		0.94			0.94			0.94			0.94		
Adjustment													
Adjusted 2019 Volumes	14	1088	443	25	561	8	16	271	36	94	40	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	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	
DRI #2814 - Echo Street	0	136	0		94	0	0	0	0	0	0	0	
DRI #2677 - Herndon Homes	6	46	115		36				10	39			
2029 Background Traffic	22	1,445	629	29	781	9	19	315	52	148	46	1	
Project Trips													
Trip Distribution IN				25%	10%								
Trip Distribution OUT		15%										20%	
Residential Trips	0	10	0	7	3	0	0	0	0	0	0	13	
Trin Distribution IN				259/	10%								
Trip Distribution OUT		15%		2370	1070							20%	
Office Trips	0	7	0	155	62	0	0	0	0	0	0	2070	
Onice mps	0	,	0	155	02	0	0	0	0	0	0		
Trip Distribution IN	0%	0%	0%	25%	10%	0%	0%	0%	0%	0%	0%	0%	
Trip Distribution OUT	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	
Retail Trips	0	5	0	13	5	0	0	0	0	0	0	6	
Trip Distribution IN	0%	0%	0%	25%	10%	0%	0%	0%	0%	0%	0%	0%	
Trip Distribution OUT	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	
Restaurant Trips	0	18	0	37	15	0	0	0	0	0	0	24	
Trin Distribution IN	0%	0%	0%	25%	10%	0%	0%	0%	0%	0%	0%	0%	
Trip Distribution OUT	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	
Industrial Trips	0	3	0	40	16	0	0	0	0	0	0	4	
	_												
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Total Project Trips	0	43	0	252	101	0	0	0	0	0	0	56	
2029 Build Traffic - New Geometry	22	1,445	629	590	781	9	19	315	52	148	46	301	
2029 Buildout Total	22	1 488	629	842	882	Q	19	315	52	148	46	357	

	JS 41/US	JS 41/US 19/SR 8/SR 3/North			19/SR 8/5	SR 3/Nort	US	78/North	Ave	US 78/North Ave			
	D.	Northbound Southbound Eastbound					1	1	Westboun	d			
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Observed 2019 Traffic Volumes	12	976	129	9	1,717	27	12	46	34	419	84	0	
Pedestrians		8			27			4			15		
Conflicting Pedestrians	4		15	15		4	27		8	8		27	
Heavy Vehicles	0	27	3	0	37	0	0	0	0	5	0	0	
Heavy Vehicle %	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	0%	
Peak Hour Factor		0.95			0.95			0.95			0.95		
Adjustment													
Adjusted 2019 Volumes	12	976	129	9	1717	27	12	46	34	419	84	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	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	
DRI #2814 - Echo Street	0	113	0	0	114	0	0	0	0	0	0	0	
DRI #2677 - Herndon Homes	8	37	60		56				11	100			
2029 Background Traffic	22	1,283	210	10	2,163	31	14	53	50	586	97	0	
ž													
Project Trips													
Trip Distribution IN				25%	10%								
Trip Distribution OUT		15%										20%	
Residential Trips	0	4	0	9	3	0	0	0	0	0	0	6	
Trip Distribution IN				2.5%	10%								
Trip Distribution OUT		15%										20%	
Office Trips	0	104	0	31	12	0	0	0	0	0	0	137	
			, , , , , , , , , , , , , , , , , , ,							-			
Trip Distribution IN	0%	0%	0%	25%	10%	0%	0%	0%	0%	0%	0%	0%	
Trip Distribution OUT	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	
Retail Trips	0	6	0	7	3	0	0	0	0	0	0	9	
			ţ									ŕ	
Trip Distribution IN	0%	0%	0%	25%	10%	0%	0%	0%	0%	0%	0%	0%	
Trip Distribution OUT	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	
Restaurant Trins	0	2	0	35	15	0	0	0	0	0	0	3	
tustaarin mps		~	0	55	1.5	0	0	•	~	0	0	2	
Trin Distribution IN	0%	0%	0%	25%	10%	0%	0%	0%	0%	0%	0%	0%	
Trip Distribution OUT	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	
Industrial Tring	0	25	0	11	4	0/0	0,0	0	0	0	0	2070	
nidusulai Trips	0	23	0	11	4	0	0	0	0	0	0	33	
Poge Dy Trine	0	0	0	0	0	0	0	0	0	0	0	0	
ass-by mps	V	v	U	0	v	U	v	v	U	v	v	U	
Total Project Trins	0	141	0	02	27	0	0	0	0	0	0	199	
rotar rioject imps	U	141	0	95	57	U	U	U	0	U	U	100	
2020 Duild Traffic New Commenter	22	1 292	210	20.9	2.162	21	14	52	50	596	07	024	
2029 Build Trainc - New Geometry	22	1,285	210	298	2,105	51	14	35	50	280	9/	634	
2020 D.:: Id T-4-1	1 22	1.424	210	201	2,200	21	14	62	50	596	07	1.022	
2029 Dundout 10tal	22	1,424	210	391	2,200	51	14	35	50	280	97	1,022	

# INTERSECTION VOLUME DEVELOPMENT Intersection 1 US 78/US 41/US 19/SR 8/SR 3/Northside Dr & US 78/North Ave AM PEAK HOUR

	JS 41/US 19/SR 8/SR 3/Nort			JS 41/US	19/SR 8/S	SR 3/North	US	78/North	Ave	US 78/North Ave			
	Northbound			Southbound				Eastbound	<u>1</u>	Westbound			
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
	1.105	0	0	0	2	0	0	420	502	0	107	0	
Observed 2019 Traffic Volumes	1,105	0	0	0	2	0	0	430	592	0	187	0	
Pedestrians	-	0	-		0	-	-	0	-	-	0	_	
Conflicting Pedestrians	0		0	0		0	0		0	0		0	
Heavy Vehicles	44	0	0	0	0	0	0	12	31	0	10	0	
Heavy Vehicle %	4%	0%	0%	0%	2%	0%	0%	3%	5%	0%	5%	0%	
Peak Hour Factor		0.95			0.95			0.95			0.95		
Adjustment													
Adjusted 2019 Volumes	1105	0	0	0	2	0	0	430	592	0	187	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	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	
DRI #2814 - Echo Street	136							62	94		83		
DRI #2677 - Herndon Homes	46								36				
2029 Background Traffic	1,464	0	0	0	2	0	0	561	817	0	300	0	
Project Trips													
Trip Distribution IN													
Trip Distribution OUT													
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Trin Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Trin Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Pastaurant Trins	0	0	0,0	0,0	0	0	0	0,0	0	0,0	0	0	
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Industrial Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	
2029 Buildout Total	1,464	0	0	0	2	0	0	561	817	0	300	0	

### PM PEAK HOUR

	JS 41/US	19/SR 8/5	SR 3/North	/NortUS 41/US 19/SR 8/SR 3/Nort			US	78/North	Ave	US 78/North Ave			
	N	orthboun	d	S	Southbound Eastbound			1	1	Westboun	d		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Observed 2019 Traffic Volumes	988	0	0	0	14	0	3	186	1,739	0	654	1	
Pedestrians		0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0	
Heavy Vehicles	27	0	0	0	0	0	0	6	37	0	8	0	
Heavy Vehicle %	3%	0%	0%	0%	2%	0%	2%	3%	2%	0%	2%	2%	
Peak Hour Factor		0.96			0.96			0.96			0.96		
Adjustment													
Adjusted 2019 Volumes	988	0	0	0	14	0	3	186	1739	0	654	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	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	
DRI #2814 - Echo Street	113							72	114		74		
DRI #2677 - Herndon Homes	37								56				
2029 Background Traffic	1,297	0	0	0	16	0	3	288	2,188	0	833	1	
Project Trips													
Trip Distribution IN													
Trip Distribution OUT													
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0	
•													
Industrial Trips	0	0	0	0	0	0	0	0	0	0	0	0	
*													
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	
2029 Buildout Total	1,297	0	0	0	16	0	3	288	2,188	0	833	1	

 $c: | users | matt.flynn | kh| fats - 013436000\_gt tep \ traffic| phase \ tilrevised\_april| analysis| [gt\_tep\_dri-analysis-revised \ densities\_xls] int \ \#1011 = 0.0000\_gt \ tep \ traffic| phase \ tilrevised\_april| analysis| [gt\_tep\_dri-analysis-revised \ densities\_xls] int \ \#1011 = 0.0000\_gt \ tep \ traffic| phase \ tilrevised\_april| analysis| [gt\_tep\_dri-analysis-revised \ densities\_xls] int \ \#1011 = 0.0000\_gt \ tep \ traffic| phase \ tilrevised\_april| analysis| [gt\_tep\_dri-analysis-revised \ densities\_xls] int \ \#1011 = 0.0000\_gt \ tep \ traffic| phase \ tilrevised\_april| analysis| [gt\_tep\_dri-analysis-revised \ densities\_xls] int \ \#1011 = 0.0000\_gt \ tep \ traffic| phase \ tilrevised\_april| analysis| [gt\_tep\_dri-analysis-revised \ densities\_xls] int \ \#1011 = 0.0000\_gt \ tep \ traffic| phase \ tilrevised\_april| analysis| [gt\_tep\_dri-analysis-revised \ densities\_xls] int \ \#1011 = 0.0000\_gt \ tep \ traffic| phase \ tilrevised\_april| analysis| [gt\_tep\_dri-analysis-revised \ densities\_xls] int \ \#1011 = 0.0000\_gt \ tep \ traffic| phase \ tilrevised\_april| analysis| [gt\_tep\_dri-analysis-revised \ densities\_xls] int \ \#1011 = 0.0000\_gt \ tep \ traffic| phase \ tep \$ 

7/6/2020 9:56

# INTERSECTION VOLUME DEVELOPMENT Intersection 1 US 78/US 41/US 19/SR 8/SR 3/Northside Dr & US 78/North Ave AM PEAK HOUR

	JS 41/US	JS 41/US 19/SR 8/SR 3/NortJS 41/US 19/SR 8/SR 3/Nort						78/North	Ave	US 78/North Ave			
	N	Northbour	<u>id</u>	Southbound				Eastbound	1	Westbound			
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Observed 2019 Traffic Volumes				430				739			135	187	
Pedestrians				150				157			100	107	
Conflicting Pedestrians	0		0	0		0	0		0	0		0	
Heavy Vehicles	Ū		Ū	0		Ū	Ū		0	0		Ŭ	
Heavy Vehicle %	0%	0%	0%	3%	0%	0%	0%	9%	0%	0%	6%	2%	
Peak Hour Factor		0.95			0.95			0.95			0.95		
Adjustment													
Adjusted 2019 Volumes	0	0	0	430	0	0	0	739	0	0	135	187	
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	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	
DRI #2814 - Echo Street				62				0				83	
DRI #2677 - Herndon Homes								115			39		
2029 Background Traffic	0	0	0	561	0	0	0	973	0	0	196	300	
Project Trips													
Trip Distribution IN													
Trip Distribution OUT													
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Industrial Trips	0	0	0	0	0	0	0	0	0	0	0	0	
industrial Trips	0	0	Ū	0	Ŭ	0	Ū	Ŭ	0	0	Ū	Ŭ	
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	
2029 Buildout Total	0	0	0	561	0	0	0	973	0	0	196	300	

### PM PEAK HOUR

	JS 41/US 19/SR 8/SR 3/NortJS 41/US 19/SR 8/SR 3/		SR 3/North	'Nortl US 78/North Ave				US 78/North Ave				
	N	orthboun	d	S	outhboun	d		Eastbound			Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes				186				184			504	655
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	0%	0%	3%	0%	0%	0%	6%	0%	0%	6%	2%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2019 Volumes	0	0	0	186	0	0	0	184	0	0	504	655
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	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161
DRI #2814 - Echo Street				72				0				74
DRI #2677 - Herndon Homes								60			100	
2029 Background Traffic	0	0	0	288	0	0	0	274	0	0	685	834
Project Trips												
Trip Distribution IN												
Trip Distribution OUT												
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
•												
Industrial Trips	0	0	0	0	0	0	0	0	0	0	0	0
÷												
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
2029 Buildout Total	0	0	0	288	0	0	0	274	0	0	685	834

 $c: |users| matt.flynn| kh| fats - 013436000\_gt tep \ traffic| phase \ tilrevised\_april| analysis| [gt\_tep\_dri-analysis-revised \ densities\_xls] int \ \#102$ 

7/6/2020 9:56

# INTERSECTION VOLUME DEVELOPMENT Intersection 2 Strong St/Northyards Blvd & US 78/North Ave AM PEAK HOUR

	Strong S	St/Northya	rds Blvd	Strong S	St/Northya	rds Blvd	US	78/North	Ave	US	78/North	Ave
	N	orthboun	d	s	outhboun	ıd	1	Eastbound	1		Vestboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
•												
Observed 2019 Traffic Volumes	15	0	40	1	4	1	5	1,032	134	154	306	10
Pedestrians		7			6			1			0	
Conflicting Pedestrians	1		0	0		1	6		7	7		6
Heavy Vehicles	2	0	4	0	0	0	0	25	5	2	15	0
Heavy Vehicle %	13%	0%	10%	2%	2%	2%	2%	2%	4%	2%	5%	2%
Peak Hour Factor		0.86			0.86			0.86			0.86	
Adjustment												
Adjusted 2019 Volumes	15	0	40	1	4	1	5	1032	134	154	306	10
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	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161
DRI #2814 - Echo Street								0			83	
DRI #2677 - Herndon Homes								115			39	
2029 Background Traffic	17	0	46	1	5	1	6	1,313	156	179	477	12
Project Trips												
Trip Distribution IN									25%	40%		
Trip Distribution OUT	20%		40%									
Residential Trips	13	0	26	0	0	0	0	0	7	11	0	0
Trip Distribution IN									25%	40%		
Trip Distribution OUT	20%		40%									
Office Trips	9	0	19	0	0	0	0	0	155	248	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	25%	40%	0%	0%
Trip Distribution OUT	20%	0%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Retail Trips	6	0	12	0	0	0	0	0	13	21	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	25%	40%	0%	0%
Trip Distribution OUT	20%	0%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Restaurant Trips	24	0	47	0	0	0	0	0	37	59	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	25%	40%	0%	0%
Trip Distribution OUT	20%	0%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Industrial Trips	4	0	9	0	0	0	0	0	40	64	0	0
D D T :	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	U	0	0	0
Total Project Trips	56	0	113	0	0	0	0	0	252	403	0	0
2029 Buildout Total	73	0	159	1	5	1	6	1.313	408	582	477	12

	Strong	St/Northya	rds Blvd	Strong	St/Northya	rds Blvd	US	78/North	Ave	US	78/North	Ave
	N	orthboun	d	S	outhboun	d		Eastbound	1		Westbound	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	67	0	186	3	3	1	1	336	32	30	1,091	6
Pedestrians		7			1			0			1	
Conflicting Pedestrians	0		1	1		0	1		7	7		1
Heavy Vehicles	1	0	2	0	0	0	0	8	1	2	12	0
Heavy Vehicle %	2%	0%	2%	2%	2%	2%	2%	2%	3%	7%	2%	2%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2019 Volumes	67	0	186	3	3	1	1	336	32	30	1091	6
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	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161
DRI #2814 - Echo Street								72			74	
DRI #2677 - Herndon Homes								60			100	
2029 Background Traffic	78	0	216	3	3	1	1	522	37	35	1,440	7
Project Trips												
Trip Distribution IN									25%	40%		
Trip Distribution OUT	20%		40%									
Residential Trips	6	0	12	0	0	0	0	0	9	14	0	0
Trip Distribution IN									25%	40%		
Trip Distribution OUT	20%		40%									
Office Trips	137	0	274	0	0	0	0	0	31	50	0	0
•												
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	25%	40%	0%	0%
Trip Distribution OUT	20%	0%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Retail Trips	9	0	17	0	0	0	0	0	7	10	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	25%	40%	0%	0%
Trip Distribution OUT	20%	0%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Restaurant Trips	3	0	6	0	0	0	0	0	35	53	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	25%	40%	0%	0%
Trip Distribution OUT	20%	0%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Industrial Trips	33	0	66	0	0	0	0	0	11	17	0	0
•												
Pass-By Trips	22	0	40	0	0	0	0	-40	40	22	-22	0
~ 1						ć						
Total Project Trips	210	0	415	0	0	0	0	-40	133	166	-22	0
2029 Buildout Total	288	0	631	3	3	1	1	482	170	201	1.418	7
users matt.fismn/kh/fats = 013436000 gt ten trafficinha	se ii/revised_aprillar	alvsis [at ten	dri analysis a	wised densitie	s xlslint #2						7/6/202	0.0.56

# INTERSECTION VOLUME DEVELOPMENT Intersection 3 US 78/US 41/US 19/SR 8/SR 3/Northside Dr & Cameron Madison Alexander Blvd AM PEAK HOUR

	US 41/US	19/SR 8/5	SR 3/North	US 41/US	19/SR 8/S	SR 3/North	meron M	adison Ale:	xander Bl	ameron M	ladison Ale	xander Bl
	N	orthboun	d	S	outhboun	d	1	Eastbound	1	1	Westbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	16	1,546	1	5	684	8	33	0	45	1	0	1
Pedestrians		4			3			14			4	
Conflicting Pedestrians	14		4	4		14	3		4	4		3
Heavy Vehicles	1	55	0	0	33	1	2	0	0	0	0	0
Heavy Vehicle %	6%	4%	2%	2%	5%	13%	6%	0%	2%	2%	0%	2%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment												
Adjusted 2019 Volumes	16	1546	1	5	684	8	33	0	45	1	0	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	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161
DRI #2814 - Echo Street		136			94							
DRI #2677 - Herndon Homes	0	101	17	51	33	0	0	0	0	84	0	67
2029 Background Traffic	19	2,031	18	57	921	9	38	0	52	85	0	68
Project Trips												
Trip Distribution IN		10%	15%	10%								
Trip Distribution OUT										25%		5%
Residential Trips	0	3	4	3	0	0	0	0	0	16	0	3
Trip Distribution IN		10%	15%	10%								
Trip Distribution OUT										25%		5%
Office Trips	0	62	93	62	0	0	0	0	0	12	0	2
Trip Distribution IN	0%	10%	15%	10%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	0%	5%
Retail Trips	0	5	8	5	0	0	0	0	0	8	0	2
Trip Distribution IN	0%	10%	15%	10%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	0%	5%
Restaurant Trips	0	15	22	15	0	0	0	0	0	30	0	6
Trip Distribution IN	0%	10%	15%	10%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	0%	5%
Industrial Trips	0	16	24	16	0	0	0	0	0	6	0	1
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	101	151	101	0	0	0	0	0	72	0	14
2029 Buildout Total	19	2.132	169	158	921	9	38	0	52	157	0	82

Description Descri	Left 36	orthboun Through	<u>d</u> Right	Left	outhboun	<u>d</u>		Eastbound	1	<u>\</u>	Vestbound	<u>I</u>
Description Description Observed 2019 Traffic Volumes Vedestrians	Left 36	Through	Right	Left	Thomas				-	-		-
Dbserved 2019 Traffic Volumes Pedestrians	36		_	2011	rnrougn	Right	Left	Through	Right	Left	Through	Right
Deserved 2019 Traffic Volumes Pedestrians	36	1 1										
Pedestrians		1,106	2	2	2,130	23	14	0	32	9	2	8
3 A		2			0			12			0	
Conflicting Pedestrians	12		0	0		12	0		2	2		0
Heavy Vehicles	0	32	0	0	43	1	1	0	0	0	0	0
Heavy Vehicle %	2%	3%	2%	2%	2%	4%	7%	0%	2%	2%	2%	2%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2019 Volumes	36	1106	2	2	2130	23	14	0	32	9	2	8
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	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161
DRI #2814 - Echo Street		113			114							
DRI #2677 - Herndon Homes	0	63	33	113	56	0	0	0	0	64	0	42
2029 Background Traffic	42	1,460	35	115	2,642	27	16	0	37	74	2	51
Project Trips												
frip Distribution IN		10%	15%	10%								
frip Distribution OUT										25%		5%
Residential Trips	0	3	5	3	0	0	0	0	0	7	0	1
frip Distribution IN		10%	15%	10%								
frip Distribution OUT										25%		5%
Office Trips	0	12	19	12	0	0	0	0	0	170	0	34
frip Distribution IN	0%	10%	15%	10%	0%	0%	0%	0%	0%	0%	0%	0%
frip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	0%	5%
Retail Trips	0	3	4	3	0	0	0	0	0	11	0	2
Trip Distribution IN	0%	10%	15%	10%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	0%	5%
Restaurant Trips	0	14	20	15	0	0	0	0	0	4	0	1
Trip Distribution IN	0%	10%	15%	10%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	0%	5%
ndustrial Trips	0	4	6	4	0	0	0	0	0	41	0	8
Pass-By Trips	0	-17	17	20	-20	0	0	0	0	20	0	10
Fotal Project Trips	0	19	71	57	-20	0	0	0	0	253	0	56
2029 Buildout Total	42	1,479	106	172	2,622	27	16	0	37	327	2	107

# INTERSECTION VOLUME DEVELOPMENT Intersection 4 US 78/US 41/US 19/SR 8/SR 3/Northside Dr & Joseph E. Boone Blvd/Ivan Allen Jr. Blvd AM PEAK HOUR

	JS 41/US	19/SR 8/5	SR 3/North	US 41/US	19/SR 8/5	SR 3/North	h E. Boon	e Blvd/Iva	n Allen Jr	h E. Boon	ne Blvd/Iva	n Allen Jr.
	N	orthboun	d	S	outhboun	d		Eastbound	1	1	Westbound	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	16	1,357	723	167	642	7	41	231	14	182	71	67
Pedestrians		7			16			13			12	
Conflicting Pedestrians	13		12	12		13	16		7	7		16
Heavy Vehicles	2	57	17	2	36	1	1	9	1	7	8	4
Heavy Vehicle %	13%	4%	2%	2%	6%	14%	2%	4%	7%	4%	11%	6%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2019 Volumes	16	1357	723	167	642	7	41	231	14	182	71	67
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	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161
DRI #2814 - Echo Street	0	81	0	38	55	0	0	0	0	0	0	55
DRI #2677 - Herndon Homes		25		99	50	19	29					30
2029 Background Traffic	19	1,681	839	331	850	27	77	268	16	211	82	163
Project Trips												
Trip Distribution IN		15%					5%					5%
Trip Distribution OUT				5%	15%	5%						
Residential Trips	0	4	0	3	10	3	1	0	0	0	0	1
Trip Distribution IN		15%					5%					5%
Trip Distribution OUT				5%	15%	5%						
Office Trips	0	93	0	2	7	2	31	0	0	0	0	31
Trip Distribution IN	0%	15%	0%	0%	0%	0%	5%	0%	0%	0%	0%	5%
Trip Distribution OUT	0%	0%	0%	5%	15%	5%	0%	0%	0%	0%	0%	0%
Retail Trips	0	8	0	2	5	2	3	0	0	0	0	3
Trip Distribution IN	0%	15%	0%	0%	0%	0%	5%	0%	0%	0%	0%	5%
Trip Distribution OUT	0%	0%	0%	5%	15%	5%	0%	0%	0%	0%	0%	0%
Restaurant Trips	0	25	0	6	17	6	7	0	0	0	0	7
Trip Distribution IN	0%	15%	0%	0%	0%	0%	5%	0%	0%	0%	0%	5%
Trip Distribution OUT	0%	0%	0%	5%	15%	5%	0%	0%	0%	0%	0%	0%
Industrial Trips	0	24	0	1	3	1	8	0	0	0	0	8
						-		-	-			-
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	154	0	14	42	14	50	0	0	0	0	50
8080 B H I B - I		1.000	0.00	245	000		107	2.00				
2029 Buildout Lotal	1 19	1 835	x 49		x97	41	127	268	16	211	1 X2	213

	US 41/US	19/SR 8/S	R 3/North	US 41/US	19/SR 8/S	R 3/North	h E. Boon	e Blvd/Iva	n Allen Jr	h E. Boon	e Blvd/Ivai	n Allen Jr
	N	orthboun	d	s	outhboun	d	1	Eastbound	ι I	1	Vestbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
							<u> </u>					
Observed 2019 Traffic Volumes	39	900	348	74	2,030	21	38	93	53	508	213	168
Pedestrians		10			22	j		19			6	
Conflicting Pedestrians	19		6	6		19	22		10	10		22
Heavy Vehicles	2	27	2	3	39	0	0	4	0	6	6	3
Heavy Vehicle %	5%	3%	2%	4%	2%	2%	2%	4%	2%	2%	3%	2%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2019 Volumes	39	900	348	74	2030	21	38	93	53	508	213	168
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	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161
DRI #2814 - Echo Street	0	68	0	46	67	0	0	0	0	0	0	45
DRI #2677 - Herndon Homes		50		49	31	24	34					84
2029 Background Traffic	45	1,162	404	181	2,454	48	78	108	62	590	247	324
Č.												
Project Trips												
Trip Distribution IN		15%					5%					5%
Trip Distribution OUT												
Residential Trips	0	5	0	0	0	0	2	0	0	0	0	2
•												
Trip Distribution IN		15%					5%					5%
Trip Distribution OUT				5%	15%	5%						
Office Trips	0	19	0	34	102	34	6	0	0	0	0	6
·												
Trip Distribution IN	0%	15%	0%	0%	0%	0%	5%	0%	0%	0%	0%	5%
Trip Distribution OUT	0%	0%	0%	5%	15%	5%	0%	0%	0%	0%	0%	0%
Retail Trips	0	4	0	2	6	2	1	0	0	0	0	1
Trip Distribution IN	0%	15%	0%	0%	0%	0%	5%	0%	0%	0%	0%	5%
Trip Distribution OUT	0%	0%	0%	5%	15%	5%	0%	0%	0%	0%	0%	0%
Restaurant Trips	0	20	0	1	2	1	7	0	0	0	0	7
*												
Trip Distribution IN	0%	15%	0%	0%	0%	0%	5%	0%	0%	0%	0%	5%
Trip Distribution OUT	0%	0%	0%	5%	15%	5%	0%	0%	0%	0%	0%	0%
Industrial Trips	0	6	0	8	25	8	2	0	0	0	0	2
			-			· · · · · ·			· · · · · ·			
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
* 1												
Total Project Trips	0	54	0	45	135	45	18	0	0	0	0	18
<i>,</i> ,												
2029 Buildout Total	45	1,216	404	226	2,589	93	96	108	62	590	247	342
users\matt,flynn\kh\fats - 013436000_gt tep traffic\phase ii\r	evised_aprilan	alysis\[gt_tep_	dri-analysis-re	vised densitie	s_xls]int #4						7/6/202	0 9:56

# INTERSECTION VOLUME DEVELOPMENT Intersection 5 State St & US 78/North Ave AM PEAK HOUR

		State St			State St		US	78/North	Ave	US	78/North	Ave
	N	orthboun	d	S	outhboun	d	1	Eastbound	1	<u>\</u>	Vestboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	0	0	0	14	0	39	164	907	0	0	420	21
Pedestrians		0			10			0			2	
Conflicting Pedestrians	0		2	2		0	10		0	0		10
Heavy Vehicles	0	0	0	0	0	5	3	27	0	0	12	0
Heavy Vehicle %	0%	0%	0%	2%	0%	13%	2%	3%	0%	0%	3%	2%
Peak Hour Factor		0.91			0.91			0.91			0.91	
Adjustment												
Adjusted 2019 Volumes	0	0	0	14	0	39	164	907	0	0	420	21
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	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161
DRI #2814 - Echo Street								0			83	
DRI #2677 - Herndon Homes								115			39	
2029 Background Traffic	0	0	0	16	0	45	190	1,168	0	0	609	24
Project Trips												
Trip Distribution IN						5%					35%	
Trip Distribution OUT							5%	35%				
Residential Trips	0	0	0	0	0	1	3	23	0	0	9	0
Trip Distribution IN						5%					35%	
Trip Distribution OUT							5%	35%				
Office Trips	0	0	0	0	0	31	2	16	0	0	217	0
Trip Distribution IN	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	35%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	5%	35%	0%	0%	0%	0%
Retail Trips	0	0	0	0	0	3	2	11	0	0	19	0
Trip Distribution IN	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	35%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	5%	35%	0%	0%	0%	0%
Restaurant Trips	0	0	0	0	0	7	5	39	0	0	52	0
Trip Distribution IN	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	35%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	5%	35%	0%	0%	0%	0%
Industrial Trips	0	0	0	0	0	8	1	8	0	0	56	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	50	13	97	0	0	353	0
2020 Puildout Total	0	0	0	16	0	05	202	1.265	0	0	062	24

		State St			State St		US	78/North	Ave	US	78/North	Ave
	N	orthboun	d	s	outhboun	d		Eastbound	1	1	Vestbound	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	0	0	0	23	0	220	93	429	0	0	918	39
Pedestrians		0			16			1			1	
Conflicting Pedestrians	1		1	1		1	16		0	0		16
Heavy Vehicles	0	0	0	0	0	0	1	10	0	0	16	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	2%	0%	0%	2%	2%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2019 Volumes	0	0	0	23	0	220	93	429	0	0	918	39
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	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161
DRI #2814 - Echo Street								72			74	
DRI #2677 - Herndon Homes								60			100	
2029 Background Traffic	0	0	0	27	0	255	108	630	0	0	1,239	45
Project Trips												
Trip Distribution IN						5%					35%	
Trip Distribution OUT							5%	35%				
Residential Trips	0	0	0	0	0	2	1	10	0	0	12	0
Trip Distribution IN						5%					35%	
Trip Distribution OUT							5%	35%				
Office Trips	0	0	0	0	0	6	34	238	0	0	43	0
•												
Trip Distribution IN	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	35%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	5%	35%	0%	0%	0%	0%
Retail Trips	0	0	0	0	0	1	2	15	0	0	9	0
•												
Trip Distribution IN	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	35%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	5%	35%	0%	0%	0%	0%
Restaurant Trips	0	0	0	0	0	7	1	5	0	0	46	0
*												
Trip Distribution IN	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	35%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	5%	35%	0%	0%	0%	0%
Industrial Trips	0	0	0	0	0	2	8	57	0	0	15	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
* *												
Total Project Trips	0	0	0	0	0	18	46	325	0	0	125	0
- •												
2029 Buildout Total	0	0	0	27	0	273	154	955	0	0	1,364	45
lucare matt firmship fate - 013436000 at tan traffic inhara ii ja	wirad anriban	abvir lat tan	dri-anaberie-r	wirad damritia	vlelint#5							

# INTERSECTION VOLUME DEVELOPMENT Intersection 6 Tech Pkwy/Lucke St & US 78/North Ave AM PEAK HOUR

	Tech	Pkwy/Luc	ke St	Tech	Pkwy/Luc	ke St	US	78/North	Ave	US	78/North	Ave
	<u>N</u>	orthbour	ıd	5	outhbour	ıd		Eastbound	d	1	Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	85	77	170	108	148	17	8	747	122	320	403	160
Padastrians	05	14	170	100	10	17	0	16	122	527	80	100
Candiatina Dadaatniana	16	14	80	80	10	16	10	10	14	14	80	10
Conneung Fedestrians	10	0	6	5	1	10	10	10	14	14	10	10
Heavy Vehicles	2	29/	49/	5	1	20/	29/	19	29/	29/	20/	4
Reavy Venicle 76	270	2.70	470	370	270	270	270	0.00	270	270	0.00	370
Adjustment		0.99			0.99			0.99			0.99	1
Adjusted 2019 Volumes	85	77	170	108	148	17	8	747	122	320	403	160
Annual Growth Bate	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	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161
DRI #2814 - Echo Street								0	1.101		83	1.101
DRI #2677 - Herndon Homes								115			39	
2029 Background Traffic	99	89	197	125	172	20	9	982	142	382	590	186
Project Trins												
Trip Distribution IN	5%					5%					25%	
Trip Distribution OUT							5%	25%	5%			
Residential Trips	1	0	0	0	0	1	3	16	3	0	7	0
Trip Distribution IN	5%					5%					25%	
Trip Distribution OUT							5%	25%	5%			
Office Trips	31	0	0	0	0	31	2	12	2	0	155	0
Trip Distribution IN	5%	0%	0%	0%	0%	5%	0%	0%	0%	0%	25%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	5%	25%	5%	0%	0%	0%
Retail Trips	3	0	0	0	0	3	2	8	2	0	13	0
Trip Distribution IN	5%	0%	0%	0%	0%	5%	0%	0%	0%	0%	25%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	5%	25%	5%	0%	0%	0%
Restaurant Trips	7	0	0	0	0	7	6	26	6	0	38	0
Trip Distribution IN	5%	0%	0%	0%	0%	5%	0%	0%	0%	0%	25%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	5%	25%	5%	0%	0%	0%
Industrial Trips	8	0	0	0	0	8	1	6	1	0	40	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Tatal Daviant Taina	50	0	0	0	0	50	14	69	14	0	252	0
Total Project Trips	50	0	0	0	0	50	14	08	14	0	253	0
2029 Buildout Total	149	89	197	125	172	70	23	1,050	156	382	843	186

	Tech	Pkwy/Luc	ke St	Tech	n Pkwy/Luc	ke St	US	78/North	Ave	US	78/North	Ave
	N	orthboun	d	s	Southboun	d	1	Eastbound	1	· ·	Westbound	<u>d</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	121	151	101	109	142	4	9	353	113	101	806	181
Pedestrians		26			23			22			88	
Conflicting Pedestrians	22		88	88		22	23		26	26		23
Heavy Vehicles	3	1	2	0	0	0	0	9	2	5	12	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	3%	2%	5%	2%	2%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2019 Volumes	121	151	101	109	142	4	9	353	113	101	806	181
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	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161
DRI #2814 - Echo Street								72			74	
DRI #2677 - Herndon Homes								60			100	
2029 Background Traffic	140	175	117	126	165	5	10	542	131	117	1,109	210
Project Trips												
Trip Distribution IN	5%					5%					25%	
Trip Distribution OUT							5%	25%	5%			
Residential Trips	2	0	0	0	0	2	1	7	1	0	9	0
									-			
Trip Distribution IN						5%					25%	
Trip Distribution OUT						-	5%	25%	5%		-	-
Office Trips	0	0	0	0	0	6	34	168	34	0	31	0
Trip Distribution IN	5%	0%	0%	0%	0%	5%	0%	0%	0%	0%	25%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	5%	25%	5%	0%	0%	0%
Retail Trips	1	0	0	0	0	1	2	11	2	0	7	0
Trip Distribution IN	5%	0%	0%	0%	0%	5%	0%	0%	0%	0%	25%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	5%	25%	5%	0%	0%	0%
Restaurant Trips	8	0	0	0	0	8	1	4	1	0	36	0
Trip Distribution IN	5%	0%	0%	0%	0%	5%	0%	0%	0%	0%	25%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	5%	25%	5%	0%	0%	0%
industrial Trips	2	0	0	0	0	2	8	41	8	0	11	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
	_								_			_
Fotal Project Trips	13	0	0	0	0	19	46	231	46	0	94	0
			-									
2029 Buildout Total	153	175	117	126	165	24	56	773	177	117	1,203	210
2029 Buildout Total : !users'matt.flynn\kh\fats - 013436000_gt tep traffic\phase ii're	153 vised_april\an	175 alysis\[gt_tep_	117 dri-analysis-re	126 rvised densitie	165 s.xlsJint #6	24	56	773	177	117	1,203	9:5

# INTERSECTION VOLUME DEVELOPMENT Intersection 7 US 78/US 41/US 19/SR 8/SR 3/Northside Dr & US 78/SR 8/Donald Lee Hollowell Pkwy/Bankhead Ave AM PEAK HOUR

	US 41/US	5 19/SR 8/5	SR 3/North	US 41/US	19/SR 8/5	SR 3/North	Donald Lo	ee Hollowe	ell Pkwy/B	Donald Lo	e Hollowe	ll Pkwy/B
	1	Northbour	ıd	s	outhboun	ıd		Eastbound	<u>d</u>	1	Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	224	1,077	2	9	559	229	690	0	559	0	1	1
Pedestrians		7			2			3			3	
Conflicting Pedestrians	3		3	3		3	2		7	7		2
Heavy Vehicles	19	46	1	0	25	9	26	0	28	0	1	0
Heavy Vehicle %	8%	4%	50%	2%	4%	4%	4%	0%	5%	0%	100%	2%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2019 Volumes	224	1077	2	9	559	229	690	0	559	0	1	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	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161
DRI #2814 - Echo Street	219	0	0	0	0	163	112	0	155	0	0	0
DRI #2677 - Herndon Homes	14	14			4				4			
2029 Background Traffic	493	1,264	2	10	653	429	913	0	808	0	1	1
Project Trips												
Trip Distribution IN					20%				15%			
Trip Distribution OUT	15%	20%										
Residential Trips	10	13	0	0	5	0	0	0	4	0	0	0
•												
Trip Distribution IN					20%				15%			
Trip Distribution OUT	15%	20%										
Office Trips	7	9	0	0	124	0	0	0	93	0	0	0
•												
Trip Distribution IN	0%	0%	0%	0%	20%	0%	0%	0%	15%	0%	0%	0%
Trip Distribution OUT	15%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Retail Trips	5	6	0	0	11	0	0	0	8	0	0	0
•												
Trip Distribution IN	0%	0%	0%	0%	20%	0%	0%	0%	15%	0%	0%	0%
Trip Distribution OUT	15%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Restaurant Trips	18	24	0	0	33	0	0	0	22	0	0	0
•												
Trip Distribution IN	0%	0%	0%	0%	20%	0%	0%	0%	15%	0%	0%	0%
Trip Distribution OUT	15%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Industrial Trips	3	4	0	0	32	0	0	0	24	0	0	0
*												
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	43	56	0	0	205	0	0	0	151	0	0	0
2029 Buildout Total	536	1.320	2	10	858	429	913	0	959	0	1	1

	US 41/US	19/SR 8/S	SR 3/North	US 41/US	19/SR 8/S	R 3/North	Donald L	ee Hollowe	ll Pkwy/B	Donald L	ee Hollowe	ll Pkwy/
	N	orthboun	d	5	Southboun	d		Eastbound	i .	1	Westbound	i
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
•												
Observed 2019 Traffic Volumes	687	903	12	2	1,313	645	309	7	597	1	16	1
Pedestrians		5			2			2			6	
Conflicting Pedestrians	2		6	6		2	2		5	5		2
Heavy Vehicles	20	8	2	0	23	9	1	0	24	0	3	0
Heavy Vehicle %	3%	2%	17%	2%	2%	2%	2%	2%	4%	2%	19%	2%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2019 Volumes	687	903	12	2	1313	645	309	7	597	1	16	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	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161
DRI #2814 - Echo Street	185	0	0	0	0	134	135	0	183	0	0	0
DRI #2677 - Herndon Homes	6	6			11				11			
2029 Background Traffic	988	1.054	14	2	1.535	883	494	8	887	1	19	1
		-, /		-	-,					-		
Project Trips												
Trip Distribution IN					20%				15%			
Trip Distribution OUT	15%	20%										
Residential Trips	4	6	0	0	7	0	0	0	5	0	0	0
Trip Distribution IN					20%				15%			
Trip Distribution OUT	15%	20%			2070				1576			
Office Trins	103	138	0	0	25	0	0	0	10	0	0	0
Since mps	105	150	Ū	Ū	20	Ū	Ū	0	.,	Ū	Ū	Ū
Trip Distribution IN	0%	0%	0%	0%	20%	0%	0%	0%	15%	0%	0%	0%
Trip Distribution OUT	15%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Retail Trips	6	9	0	0	5	0	0	0	4	0	0	0
itemit trips	0		0	0	5	Ū	Ū	Ū		0	0	0
Trip Distribution IN	0%	0%	0%	0%	20%	0%	0%	0%	15%	0%	0%	0%
Trip Distribution OUT	15%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Restaurant Trips	2	3	0	0	29	0	0	0	20	0	0	0
usuuluit mps	-	2	Ū	Ū	27	Ū	Ū	0	20	Ū	Ū	0
Trip Distribution IN	0%	0%	0%	0%	20%	0%	0%	0%	15%	0%	0%	0%
Trip Distribution OUT	15%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Industrial Trips	25	33	0	0	8	0	0	0	6	0	0	0
		55	v	~	, v	•	Ň			Ŭ		~
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
100 07 1100	0	5	3	0	5	5		5	5		5	0
Total Project Trips	140	189	0	0	74	0	0	0	54	0	0	0
rotar i roject i rips	140	107	5	0	/4	5	0	5	.4	0	5	0
2020 Buildout Total	1.128	1.242	14	2	1.600	883	404	•	041	1	10	1
2027 Bulluout Total	1,128	1,243	14		1,009	003	494	•	741	1	19	1

# INTERSECTION VOLUME DEVELOPMENT Intersection 8 Northside Drive (SR 3) at Proposed Driveway A AM PEAK HOUR

	Nort	hside Dr (	SR 3)	Nort	hside Dr (	SR 3)	Prope	sed Drive	wav A	Prope	sed Drive	wav A
	N	orthbour	d	s	outhbour	d	· · ·	Eastbound	ŧ Ó	· · ·	Vestboun	ď
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes												
Pedestrians			1		1	1		1			1	1
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	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	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161
DRI #2814 - Echo Street												
DRI #2677 - Herndon Homes												
2029 Background Traffic	0	2,137	0	0	981	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN			10%		10%							
Trip Distribution OUT		5%										10%
Residential Trips	0	3	3	0	3	0	0	0	0	0	0	7
•												
Trip Distribution IN			10%		10%							
Trip Distribution OUT		5%										10%
Office Trips	0	2	62	0	62	0	0	0	0	0	0	5
Trip Distribution IN	0%	0%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%
Retail Trips	0	2	5	0	5	0	0	0	0	0	0	3
Trip Distribution IN	0%	0%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%
Restaurant Trips	0	6	15	0	15	0	0	0	0	0	0	10
Trip Distribution IN	0%	0%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%
Industrial Trips	0	1	16	0	16	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	14	101	0	101	0	0	0	0	0	0	27
2029 Buildout Total	0	2.151	101	0	1.082	0	0	0	0	0	0	27

Description	Left	orthboun Through	d Right	Left	outhboun	<u>d</u>	1	Eastbound	L	1	Vestbound	1
Description Observed 2019 Traffic Volumes	Left	Through	Right	Left	Thursday				-			
Observed 2019 Traffic Volumes				Lon	rnrougn	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes												
observed 2019 Traine Volumes												
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	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	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161
DRI #2814 - Echo Street												
DRI #2677 - Herndon Homes												
2029 Background Traffic	0	1,527	0	0	2,799	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN			10%		10%							
Trip Distribution OUT		5%										10%
Residential Trips	0	1	3	0	3	0	0	0	0	0	0	3
Trip Distribution IN			10%		10%							
Trip Distribution OUT		5%										10%
Office Trips	0	34	12	0	12	0	0	0	0	0	0	69
Trip Distribution IN	0%	0%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%
Retail Trips	0	2	3	0	3	0	0	0	0	0	0	4
Trip Distribution IN	0%	0%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%
Restaurant Trips	0	1	14	0	14	0	0	0	0	0	0	1
Trip Distribution IN	0%	0%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%
Industrial Trips	0	8	4	0	4	0	0	0	0	0	0	16
Pass-By Trips	0	-17	17	0	0	0	0	0	0	0	0	17
Total Project Trips	0	29	53	0	36	0	0	0	0	0	0	110
2029 Buildout Total	0	1,556	53	0	2,835	0	0	0	0	0	0	110

# INTERSECTION VOLUME DEVELOPMENT Intersection 9 Cameron Madison Alexander Blvd at Proposed Driveway B AM PEAK HOUR

	Camero	on Alexano	ler Blvd	Camero	on Alexand	ler Blvd	Prope	sed Drive	way B	Propo	sed Drive	way B
<b>D</b>	<u>N</u>	orthbour	<u>d</u> D'1/	<u>s</u>	outhboun	<u>d</u> D'1/		Eastbound	1 D:14	1.0	Vestboun	<u>d</u> D'14
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Lett	Through	Right
Observed 2019 Traffic Volumes												
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	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	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161	1.161
DRI #2814 - Echo Street												
DRI #2677 - Herndon Homes	17							11	5		41	
2029 Background Traffic	17	0	0	0	0	0	0	11	5	0	41	0
Project Trips												
Trip Distribution IN							25%					
Trip Distribution OUT						30%						
Residential Trips	0	0	0	0	0	20	7	0	0	0	0	0
Trip Distribution IN							25%					
Trip Distribution OUT						30%						
Office Trips	0	0	0	0	0	14	155	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	25%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%
Retail Trips	0	0	0	0	0	9	13	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	25%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%
Restaurant Trips	0	0	0	0	0	37	37	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	25%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%
Industrial Trips	0	0	0	0	0	7	40	0	0	0	0	0
Dava Da Taina	0	0	0	0	0	0	0	0	0	0	0	0
rass-by Inps	0	0	U	0	0	U	0	0	U	U	U	0
Total Desirat Taina	0	0	0	0	0	07	252	0	0	0	0	0
rotar rroject Trips	0	U	0	0	0	8/	252	U	U	U	U	0
2029 Buildout Total	17	0	0	0	0	87	252	11	5	0	41	0

	Camero	on Alexand	er Blvd	Camero	on Alexand	ler Blvd	Propo	osed Drivev	vay B	Propo	osed Drivey	vay B
	N	orthboun	<u>d</u>	5	outhboun	d		Eastbound	1	1	Vestbound	1
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2010 Traffic Volumes												
Padastrians												
Conflicting Redestrians	0		0	0	I I	0	0		0	0		0
Heavy Vahialas	0		0	0		0	0		0	0		0
Heavy Vehicles	29/	20/	20/	20/	29/	28/	29/	29/	20/	29/	20/	28/
Paak Hour Easter	270	0.02	270	270	0.02	270	270	0.02	270	270	0.02	270
A divetment		0.92			0.72			0.92			0.92	
Adjusted 2019 Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Bata	1 594	1 59/	1 5%	1 594	1 59/	1 5%	1 594	1.5%	1 594	1.5%	1 594	1 5%
Create France	1.576	1.370	1.161	1.570	1.370	1.370	1.570	1.370	1.370	1.370	1.370	1.161
DPI #2814 Eabo Streat	1.101	1.101	1.101	1.101	1.101	1.101	1.101	1.101	1.101	1.101	1.101	1.101
DRI #2677 Hamdan Haman	10							22	6		10	
2020 Background Traffic	10	0	0	0	0	0	0	22	6	0	19	0
2029 Background Traine	10	0	0	0	0	0	0	35	0	0	19	0
Project Trips												
Trip Distribution IN							25%					
Trip Distribution OUT						30%						
Residential Trips	0	0	0	0	0	9	9	0	0	0	0	0
Trip Distribution IN							25%					
Trip Distribution OUT						30%						
Office Trips	0	0	0	0	0	205	31	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	25%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%
Retail Trips	0	0	0	0	0	13	7	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	25%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%
Restaurant Trips	0	0	0	0	0	4	35	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	25%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%
Industrial Trips	0	0	0	0	0	49	11	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	30	30	0	0	0	0	0
	0	3	5	0		20	50		2	,	3	2
Total Project Trips	0	0	0	0	0	310	123	0	0	0	0	0
-												
2029 Buildout Total	10	0	0	0	0	310	123	33	6	0	19	0

# **Programmed Project Fact Sheets**

AR-490C	Atlanta Region's Plan RTP (2	016) PROJECT FACT SHEET
Short Title	ATLANTA STREETCAR - MIDTOWN / CROSSTOWN CORRIDOR FROM BELTLINE EAST CORRIDOR TO BELTLINE WEST CORRIDOR	41 MORNINGS HOME PARK
GDOT Project No.	TBD	40 AR-490C 23
Federal ID No.	N/A	
Status	Long Range	
Service Type	Transit / Rail Capital	
Sponsor	City of Atlanta	lust us
Jurisdiction	Regional - Central	
Analysis Level	In the Region's Air Quality Conformity Analysis	ALITON SE ISMATCH SOUT COLPORATE
Existing Thru Lane	N/A LCI	Network Year 2040
Planned Thru Lane	N/A Flex	Corridor Length 4.8 miles
Detailed Description a	and Justification	
Construction of Phase 1 of t serving as a Midtown/Cross	the Atlanta Streetcar Expansion Strategy has been broken do town Corridor.	wn into 5 smaller sections. This section is the 4.8 miles

Phas	se Status & Funding	Status	FISCAL	CAL TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE					
Info	rmation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE		
ALL	New Starts		LR 2031- 2040	\$345,600,000	\$155,520,000	\$0,000	\$0,000	\$190,080,000		
				\$345,600,000	\$155,520,000	\$0,000	\$0,000	\$190,080,000		

 SCP: Scoping
 PE: Preliminary engineering / engineering / design / planning
 PE-OV: GDOT oversight services for engineering
 ROW: Right-of-way Acquistion

 UTL: Utility relocation
 CST: Construction / Implementation
 ALL: Total estimated cost, inclusive of all phases
 ROW: Right-of-way Acquistion

![](_page_48_Picture_3.jpeg)

![](_page_48_Picture_4.jpeg)

AT-288	Atlanta Region's Plan RTP (2	016) PROJECT FACT SHEET
Short Title	US 41 (NORTHSIDE DRIVE) AND US 19 (14TH STREET) SIGNAL UPGRADES AT 11 LOCATIONS	CENTENNIAL PLACE Georgia World Congress VINE CITY Center
GDOT Project No.	0012821	Clark O Phillips
Federal ID No.	N/A	University Arena Cerature
Status	Programmed	UNIVER 20 St Atlanta
Service Type	Roadway / Operations & Safety	Spelma 154
Sponsor	GDOT	14 culton St SW 85
Jurisdiction	City of Atlanta	
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)	
Existing Thru Lane	N/A LCI	Network Year TBD
Planned Thru Lane	N/A Flex	Corridor Length N/A miles
Detailed Description	and Justification	
US 41/SR 3 at: North Ave, NB and Hemphill at US 19/	Donald Lee Hollowell Pkwy NW, Marietta St, 10th St, 14th St, 14th St	, 17th St, Deering Rd, Bellemeade Ave, I?75 SB,and I?75

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

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

![](_page_49_Picture_3.jpeg)

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

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NR-314	Atlanta Region's Plan RTP (2	016) PROJECT FACT SHEET
Short Title	RTOP - SR 3 (NORTHSIDE DRIVE) COMMUNICATIONS PROJECT FROM LANGSTON DRIVE TO DEERING ROAD	The set of
GDOT Project No.	0015149	And the second s
Federal ID No.	N/A	
Status	Programmed	and have a free to be a free to
Service Type	Roadway / Operations & Safety	
Sponsor	GDOT	
Jurisdiction	Regional - Central	
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)	CINS Makers - 2 Deve Sylliants cape on Mount Courses
Existing Thru Lane	N/A LCI	Network Year TBD
Planned Thru Lane	N/A Flex	Corridor Length N/A miles
Detailed Description	and Justification	
This project will install new This work expands over 33 new 12F SM FDCs with add	96 Fiber optic SM cable along SR 3 (Northside Drive) betwee intersections. This will require approximately 45,300 feet of litional drop cable.	en the intersections of Langston Drive and Deering Road. 96F SM fiber optic cable, 33 new 96F aerial closures, 33

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

 SCP: Scoping
 PE: Preliminary engineering / engineering / design / planning
 PE-OV: GDOT oversight services for engineering
 ROW: Right-of-way Acquistion

 UTL: Utility relocation
 CST: Construction / Implementation
 ALL: Total estimated cost, inclusive of all phases
 ROW: Right-of-way Acquistion

![](_page_50_Picture_3.jpeg)

![](_page_50_Picture_4.jpeg)

AT-268	Atlanta Region's Plan RTP (20	016) PROJECT FACT SHEET
Short Title	US 41/SR 3 (NORTHSIDE DRIVE) SCOPING AND ENGINEERING ANALYSIS FROM MCDANIEL STREET/I-20 TO I-75	ROCKDALE
GDOT Project No.	0007557	Wy Nu 403 (29)
Federal ID No.	CSHPP-0007-00(557)	BANKHEAD
Status	Completed	
Service Type	Other / Planning	
Sponsor	GDOT	402 Atlanta
Jurisdiction	City of Atlanta	bing solution NAVTEQ GAND G
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)	2015 Microsoft Corporation
Existing Thru Lane		Network Year TBD
Planned Thru Lane	N/A FIEX	Corridor Length TBD miles
Detailed Description	and Justification	
The scoping phase of this r	project will collect data about the corridor including traffic anal	vsis, initial environmental screenings, survey, utilities

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

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

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

![](_page_51_Picture_4.jpeg)

![](_page_51_Picture_5.jpeg)

T-277	Atlanta Region's Plan RTP	016) PROJECT FACT SHEET			
Short Title	CYCLE ATLANTA: PHASE 1.0 - BICYCLE MOBILITY IMPROVEMENTS	BROOKNOOD			
GDOT Project No.	0012593				
Federal ID No.	N/A				
Status	Programmed	AI-2/7			
Service Type	Last Mile Connectivity / Bicycle Facility	ew Atlanta			
Sponsor	City of Atlanta	ery EAST ATLAN			
Jurisdiction	City of Atlanta				
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)				
Existing Thru Lane	N/A LCI	Network Year TBD			
Planned Thru Lane	N/A Flex X	Corridor Length 26.8 miles			
Detailed Description	and Justification	-			

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

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

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

![](_page_52_Picture_4.jpeg)

**1:**C

# PI 0015318 Concept Graphic

![](_page_54_Figure_0.jpeg)