*Transportation Analysis*

# Project Granite
# DRI #3298

City of Atlanta, Georgia

May 2021

*Prepared for:*

West Midtown Acquisition Company, LLC

*Prepared by:*

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# EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Project Granite* development located in the City of Atlanta, Georgia. The approximate 36.1-acre site is located south of West Marietta Street, east of Herndon Street, and west of the 950 West Marietta Street development adjacent to Joseph E Lowery Boulevard in the City of Atlanta, Georgia. The site currently consists of approximately 475,000 SF of manufacturing space and 37,500 SF of office space. The existing development is proposed to be demolished and redeveloped with a mix of land uses.

The proposed development will consist of the following land uses and densities contained in **Table 1**. The project is expected to be completed by 2024 (approximately 3 years).

**Table 1: Proposed Land Use and Density**

| Land Use | Proposed |
|---|---|
| Data Center | 1,150,000 SF |
| Office | 640,000 SF |
| Retail | 35,000 SF |
| Restaurant | 35,000 SF |
| Townhomes | 50 units |
| Multi-Family Apartments* | 350 units |

**Includes approx. 10% affordable units at 60% AMI*

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

Capacity analyses were performed for the study intersections under the Estimated 2021 conditions, the Projected 2024 No-Build conditions, and the Projected 2024 Build conditions.

- Estimated 2021 conditions represent traffic volumes that were collected in 2018 and grown to 2021 using a 1.5% growth rate or collected in April 2021 and calibrated based on available 2019 GDOT count station data to account for traffic impacts due to COVID.
- Projected 2024 No-Build conditions represent the Estimated 2021 traffic volumes grown for three (3) additional years at 2.0% per year throughout the study network.
- Projected 2024 Build conditions represent the Projected 2024 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *Project Granite* development.

The intersection of West Marietta Street at Marietta Boulevard (Intersection 1) and the intersection of West Marietta Street at Brady Avenue/8$^{th}$ Street (Intersection 4) both operate below their overall LOS standard in either the Existing or No-Build scenario. The southbound approach of Donald Lee Hollowell Parkway (SR 8) at Joseph E Lowery Boulevard (Intersection 5) operates below the approach LOS standard during the PM peak build scenario. Improvements have been identified for the intersections to improve the overall LOS of the intersection. The improvements and LOS summary tables for these intersections are below.

Due to the low level-of-service (LOS) at the following intersections under Estimated 2021 conditions, Projected 2024 No-Build conditions, and/or Projected 2024 Build conditions as indicated, the following intersection improvements are recommended:

- West Marietta Street at Marietta Boulevard (Intersection 1)
    - Restripe the southbound approach for one left-turn lane, one shared through/right-turn lane (No-Build), and two receiving lanes (requires removal of lane channelizing island for Build)
        - With this improvement, also eliminate split phasing for the northbound and southbound approaches
    - Restripe the northbound approach for one left-turn lane, one through lane, one shared through/right-turn lane and one receiving lane (Build)
    - Restripe the eastbound approach for one left-turn lane, one through lane, one right-turn lane, and one receiving lane (No-Build)
    - Restripe the westbound approach for one left-turn lane, one through lane, one right-turn lane, and one receiving lane (No-Build)

- West Marietta Street at Brady Avenue/8th Street (Intersection 4)
    - Convert the east leg of the intersection (8th Street) to be one-way traffic flow away from the intersection (eastbound only) as contemplated by the Upper Westside CID and Marietta Street Artery Association (No-Build)
        - With this improvement, maintain two-way traffic flow further east of the intersection to allow driveway access for developments north of 8th Street
        - While westbound 8th Street traffic is relatively small, modifications may impact adjacent properties along 8th Street and traffic patterns in the vicinity of the intersection and would need to be coordinated with the City of Atlanta.

- Donald Lee Hollowell Parkway (SR 8) at Joseph E Lowery Boulevard (Intersection 5)
    - Provide one southbound right-turn lane (Build)
        - Due to right-of-way constraints this improvement is not likely to be feasible for construction and is not recommended to be conditioned.
- Site Driveways (Build)
    - Provide one lane entering the site and one lane exiting the site for all site driveways
    - Provide stop-control for all site driveway approaches

## *Intersection 1 LOS Summary*

| | | | Marietta Boulevard Northbound | | | Marietta Boulevard Southbound | | | West Marietta Street Eastbound | | | West Marietta Street Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| EXISTING | AM | Overall Std \| LOS | D | F (95.7) | | | | | | | | | | |
| | | Approach Std | D | | | D | | | D | | | D | | |
| | | Approach LOS | F (223.5) | | | F (108.2) | | | D (35.5) | | | D (47.1) | | |
| | PM | Overall Std \| LOS | D | F (97.0) | | | | | | | | | | |
| | | Approach Std | D | | | D | | | D | | | D | | |
| | | Approach LOS | F (136.7) | | | F (145.6) | | | D (37.7) | | | E (60.3) | | |
| NO-BUILD | AM | Overall Std \| LOS | E | F (108.9) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | D | | | D | | |
| | | Approach LOS | F (256.5) | | | F (127.0) | | | D (38.3) | | | D (47.5) | | |
| | PM | Overall Std \| LOS | E | F (110.2) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | D | | | E | | |
| | | Approach LOS | F (153.8) | | | F (170.0) | | | D (38.9) | | | E (66.1) | | |
| BUILD | AM | Overall Std \| LOS | E | F (124.6) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | D | | | D | | |
| | | Approach LOS | F (248.9) | | | F (176.5) | | | D (44.8) | | | D (50.0) | | |
| | PM | Overall Std \| LOS | E | F (129.9) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | D | | | E | | |
| | | Approach LOS | F (151.6) | | | F (166.5) | | | D (40.2) | | | E (130.2) | | |
| NO-BUILD IMPROVED | AM | Overall Std \| LOS | E | E (61.3) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | D | | | D | | |
| | | Approach LOS | E (77.0) | | | E (72.7) | | | D (53.1) | | | D (36.1) | | |
| | PM | Overall Std \| LOS | E | D (35.7) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | D | | | E | | |
| | | Approach LOS | D (39.9) | | | C (34.0) | | | C (30.2) | | | D (40.0) | | |
| BUILD IMPROVED A | AM | Overall Std \| LOS | E | E (75.9) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | D | | | D | | |
| | | Approach LOS | F (108.4) | | | E (75.3) | | | E (79.7) | | | D (39.9) | | |
| | PM | Overall Std \| LOS | E | D (39.1) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | D | | | E | | |
| | | Approach LOS | D (39.4) | | | C (34.5) | | | D (36.3) | | | D (46.0) | | |
| BUILD IMPROVED B | AM | Overall Std \| LOS | E | E (55.9) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | D | | | D | | |
| | | Approach LOS | E (57.5) | | | E (73.9) | | | D (53.2) | | | C (27.1) | | |
| | PM | Overall Std \| LOS | E | D (39.9) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | D | | | E | | |
| | | Approach LOS | D (41.1) | | | D (35.6) | | | D (35.2) | | | D (47.2) | | |

With the improvements listed above, the intersection of West Marietta Street at Marietta Boulevard (Intersection 1) is projected to operate at or above its overall LOS standard.

*Intersection 4 LOS Summary*

| | | | West Marietta Street Northbound | | | Brady Avenue Southbound | | | West Marietta Street Eastbound | | | 8th Street Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| EXISTING | AM | Overall Std \| LOS | E | C (20.4) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | E | | |
| | | Approach LOS | A (6.4) | | | D (53.0) | | | B (11.4) | | | D (54.0) | | |
| | PM | Overall Std \| LOS | E | E (77.9) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | E | | |
| | | Approach LOS | B (10.4) | | | F (191.0) | | | B (11.9) | | | E (64.0) | | |
| NO-BUILD | AM | Overall Std \| LOS | E | C (21.5) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | E | | |
| | | Approach LOS | A (6.8) | | | D (53.7) | | | B (12.7) | | | D (54.0) | | |
| | PM | Overall Std \| LOS | E | F (111.3) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | E | | |
| | | Approach LOS | B (10.6) | | | F (282.7) | | | B (12.4) | | | E (63.9) | | |
| BUILD | AM | Overall Std \| LOS | E | C (24.4) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | E | | |
| | | Approach LOS | A (7.1) | | | E (57.0) | | | B (14.3) | | | D (54.0) | | |
| | PM | Overall Std \| LOS | E | F (141.8) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | E | | |
| | | Approach LOS | B (10.6) | | | F (372.9) | | | B (14.0) | | | E (63.9) | | |
| NO-BUILD IMPROVED | AM | Overall Std \| LOS | E | B (12.8) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | | | |
| | | Approach LOS | A (4.2) | | | C (30.2) | | | A (8.3) | | | | | |
| | PM | Overall Std \| LOS | E | C (29.6) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | | | |
| | | Approach LOS | B (18.2) | | | D (43.4) | | | C (23.6) | | | | | |
| BUILD IMPROVED | AM | Overall Std \| LOS | E | B (14.2) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | | | |
| | | Approach LOS | A (4.3) | | | C (30.4) | | | A (9.4) | | | | | |
| | PM | Overall Std \| LOS | E | D (37.8) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | | | |
| | | Approach LOS | B (19.2) | | | D (54.5) | | | D (35.5) | | | | | |

With the improvements listed above, the intersection of West Marietta Street at Brady Avenue/8th Street (Intersection 4) is projected to operate at or above its overall LOS standard.

*Intersection 5 LOS Summary*

| | | | Joseph E Lowery | | | Joseph E Lowery Boulevard | | | Donald Lee Hollowell Parkway (SR 8) | | | Donald Lee Hollowell Parkway (SR 8) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| EXISTING | AM | Overall Std \| LOS | E | D (37.8) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | E | | |
| | | Approach LOS | E (65.5) | | | D (44.2) | | | C (28.8) | | | B (18.8) | | |
| | PM | Overall Std \| LOS | E | D (38.7) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | E | | |
| | | Approach LOS | D (50.9) | | | E (68.2) | | | B (18.4) | | | C (32.6) | | |
| NO-BUILD | AM | Overall Std \| LOS | E | D (41.8) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | E | | |
| | | Approach LOS | E (67.8) | | | D (43.5) | | | C (34.9) | | | C (21.4) | | |
| | PM | Overall Std \| LOS | E | D (42.9) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | E | | |
| | | Approach LOS | D (52.7) | | | E (69.3) | | | B (19.7) | | | D (41.1) | | |
| BUILD | AM | Overall Std \| LOS | E | D (53.2) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | E | | |
| | | Approach LOS | E (76.4) | | | D (45.4) | | | D (51.7) | | | C (26.6) | | |
| | PM | Overall Std \| LOS | E | E (71.5) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | E | | |
| | | Approach LOS | E (58.1) | | | F (117.0) | | | C (26.2) | | | E (78.3) | | |
| BUILD IMPROVED | AM | Overall Std \| LOS | E | D (53.9) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | E | | |
| | | Approach LOS | E (61.8) | | | D (44.4) | | | E (58.4) | | | C (30.2) | | |
| | PM | Overall Std \| LOS | E | D (46.4) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | E | | |
| | | Approach LOS | E (62.4) | | | D (54.8) | | | C (22.1) | | | D (50.6) | | |

With the improvements listed above, the intersection of Donald Lee Hollowell Parkway (SR 8) at Joseph E Lowery Boulevard (Intersection 5) is projected to operate at or above its overall LOS standard. However, due to right-of-way constraints this improvement is not likely to be feasible for construction.

# 1.0 PROJECT DESCRIPTION

## *1.1 Introduction*

This report presents the analysis of the anticipated traffic impacts of the proposed *Project Granite* development located in the City of Atlanta, Georgia. The approximate 36.1-acre site is located south of West Marietta Street, east of Herndon Street, and west of the 950 West Marietta Street development adjacent to Joseph E Lowery Boulevard. The project site is currently zoned I-2 (Heavy Industrial), R-4A (Single-Family Residential), and BeltLine Overlay. The site is proposed to be rezoned to MRC-3 (Mixed Residential and Commercial). **Figure 1** provides a location map of the project site. **Figure 2** provides an aerial view of the project site and surrounding area.

The site currently consists of approximately 475,000 SF of manufacturing space and 37,5000 SF of office space. The existing development is proposed to be demolished and redeveloped with a mix of land uses. The proposed development will consist of the following land uses and densities contained in **Table 2**. The project is expected to be completed by 2024 (approximately 3 years).

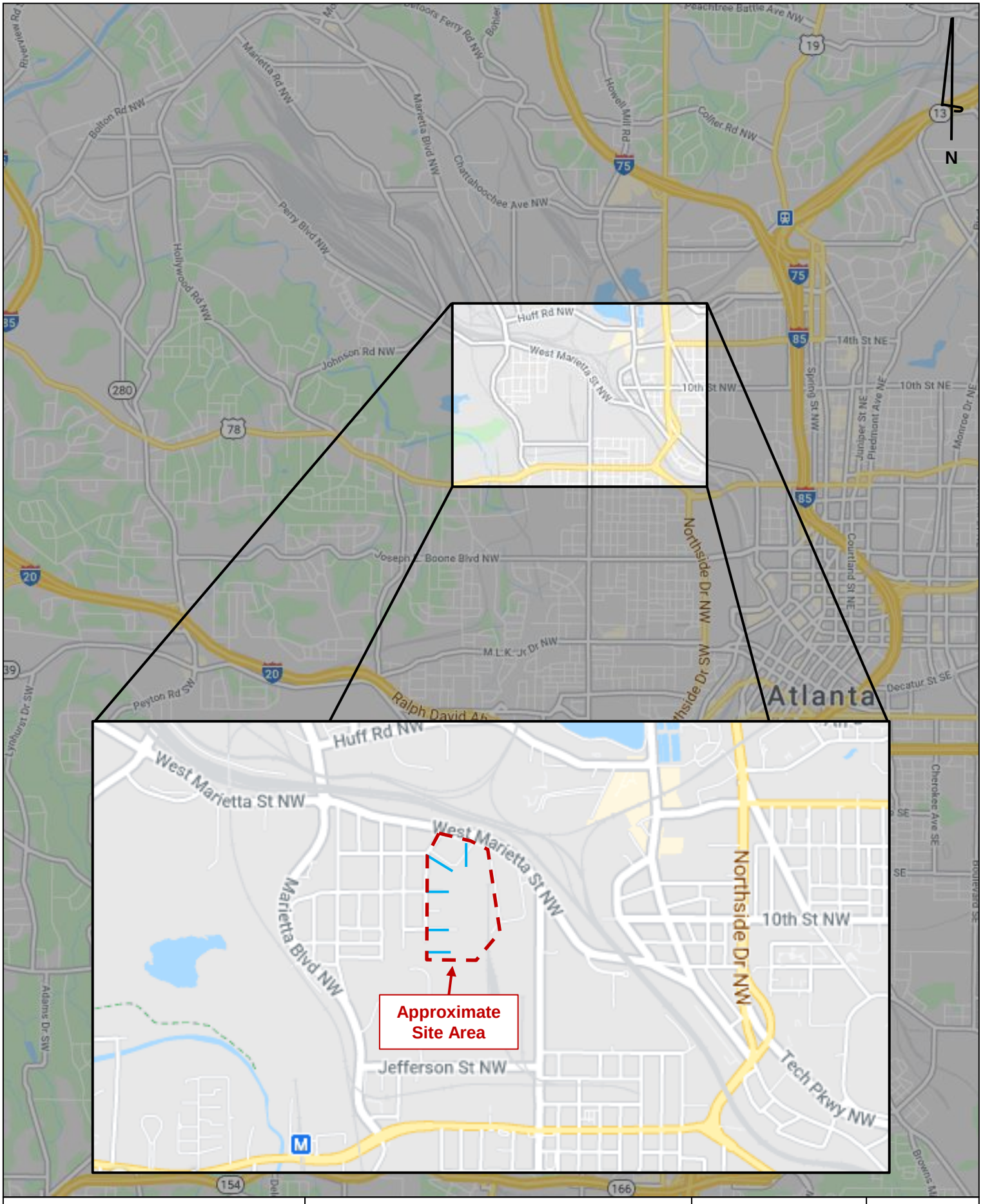
**Table 2: Proposed Land Use and Density**

| Land Use | Proposed |
|---|---|
| Data Center | 1,150,000 SF |
| Office | 640,000 SF |
| Retail | 35,000 SF |
| Restaurant | 35,000 SF |
| Townhomes | 50 units |
| Multi-Family Apartments* | 350 units |

**Includes approx. 10% affordable units at 60% AMI*

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

The project is considered a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 500,000 SF of mixed-use development in a *Maturing Neighborhoods* area per the Atlanta Region's Plan *Unified Growth Policy Map*. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on April 14, 2021 by the City of Atlanta. This transportation analysis includes all inputs and methodologies discussed at the DRI Methodology Meeting with GRTA, ARC, and other stakeholders. The inputs and methodologies are outlined in the GRTA Letter of Understanding (LOU).




| | | | |
|---|---|---|---|
| Kimley»Horn | **Project Granite**<br>**DRI #3298**<br>**Transportation Analysis** | **Site Location Map** | **Figure 1**<br>**Page 7** |


| | | | |
|---|---|---|---|
| Kimley»Horn | Project Granite<br>DRI #3298<br>Transportation Analysis | Site<br>Aerial | Figure<br>2 |
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## *1.2 Site Access*

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

1. **Driveway A** – an existing, full-movement driveway located along West Marietta Street approximately 260' east of Herndon Street and operates under side street stop control.
2. **Driveway B** – an existing, full-movement driveway located along Herndon Street that aligns with Church Street, an existing local street, and operates under side street stop control.
3. **Driveway C** – an existing, full-movement driveway located along Herndon Street that aligns with Niles Avenue, an existing local street, and operates under side street stop control.
4. **Driveway D** – an existing, full-movement driveway located along Herndon Street that aligns with Baylor Street, an existing unpaved local street, and operates under side street stop control.
5. **Driveway E** – an existing, full-movement driveway located along Herndon Street approximately 70 south of Driveway D and operates under side street stop control.

Existing traffic along Church Street, Niles Avenue, and Baylor Street is minimal, so volumes were estimated and included under Projected Build 2024 conditions with the proposed realigned Driveway B, Driveway C, and Driveway D.

## *1.3 Internal Circulation Analysis*

The site consists of three main areas: data center, townhomes, and mixed-use.

The data center area is located in the center to southwest portion of the site and is anticipated to be accessed primarily through Driveway E. However, internal roadways throughout the site allow for access to the data center along the north side as well. The data center area will include controlled access points due to the security measures required by the proposed data centers.

The townhome area is located along the Herndon Street site frontage and is anticipated to be accessed primarily through Driveway C and D. The townhomes are anticipated to be rear loaded using a residential alley behind the townhomes to help reduce the number of curb cuts along Herndon Street.

The mixed-use area is located along the West Marietta Street site frontage and is anticipated to be accessed primarily through Driveway A and B.

The proposed BeltLine corridor located along the eastern frontage of the site is an important feature that will have direct access to the mixed-use area of the site as well as planned access via the new east-west roadway associated with Driveway E.

## *1.4 Parking*

Parking will be provided on-site in individual enclosed parking for the townhomes, parking decks for the mixed-use (retail, restaurant, and apartments), and surface parking lots for the data centers. In addition, some on-street parking will be provided along internal site roadways where space allows.

The current number of total site parking spaces to be provided are listed below in **Table 3**. The site development is currently in progress and the number of parking provided is subject to change.

| Table 3: Proposed Parking | | | |
|---|---|---|---|
| **Land Use** | **Minimum** | **Maximum** | **Proposed** |
| Office | N/A | 1,600 spaces | 1,500 spaces |
| Data Center (Other Non-Residential) | 1,917 spaces | N/A | 300* spaces |
| Retail/Restaurant | 117 spaces | N/A | 140 spaces |
| Residential | 400 spaces | N/A | 615 spaces |
| | | **Total** | **2,555 spaces** |

**Variance requested to provide less than minimum parking for the Data Center land use, which is not expected to require significant parking*

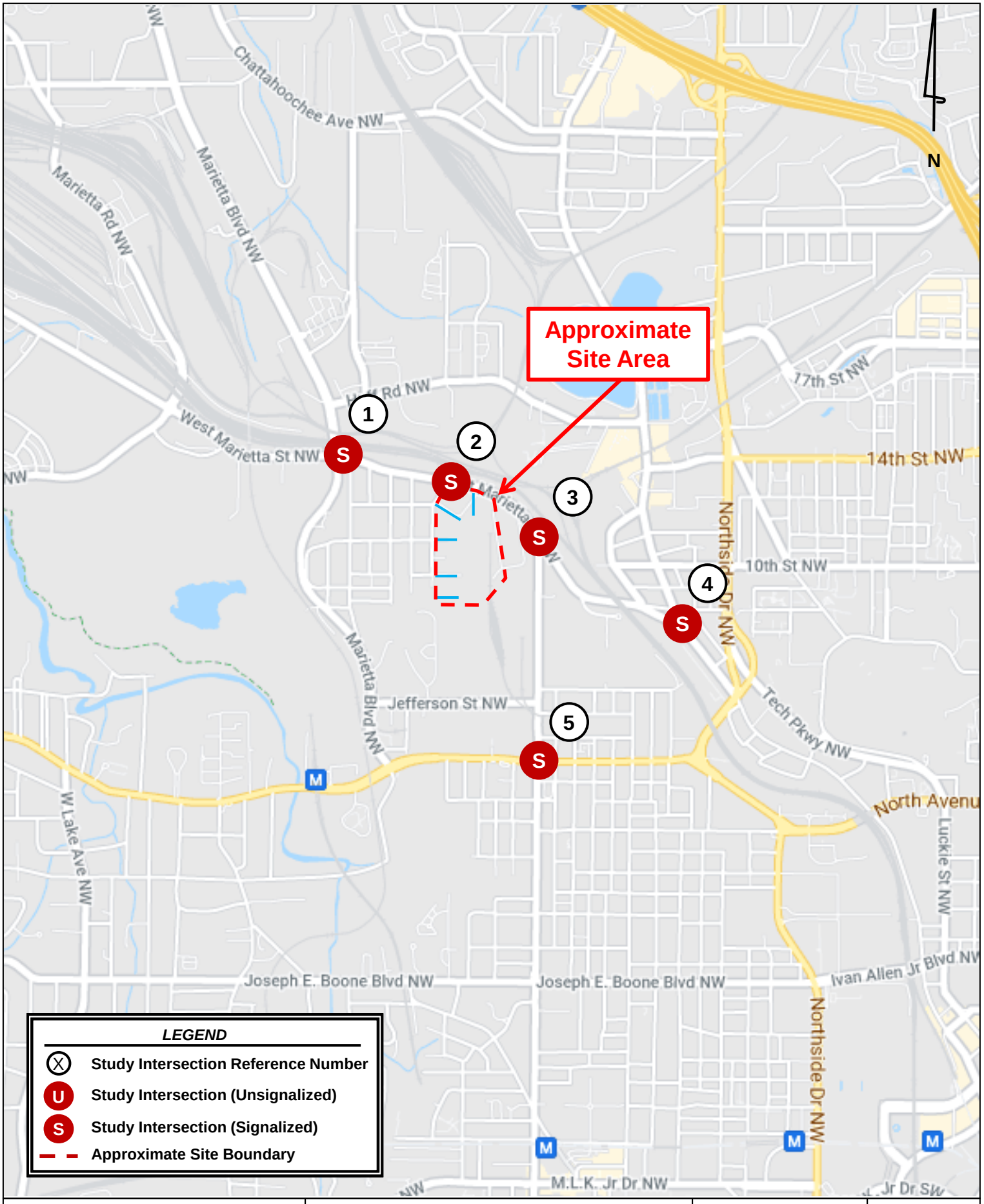
In addition to standard vehicle parking, the proposed development will include a minimum of 50 bicycle parking spaces, dedicated parking for alternative charging vehicles, and dedicated loading/unloading spaces. Alternative parking will be designed in accordance with City of Atlanta standards and will be coordinated with the City during the permitting process. Other alternative parking options will be considered as design advances.

## *1.5 Alternative Transportation Facilities*

Pedestrian sidewalk facilities are currently provided along the West Marietta Street site frontage. Pedestrian sidewalk facilities are proposed to be provided with the development along the Herndon Street site frontage and all ungated internal roadways. Additionally, the proposed BeltLine corridor is located along the eastern frontage of the site with planned access via the mixed-use area on the sire as well as via the southern east-west roadway, proposed Access E just south of Baylor Street.

The use of alternative transportation modes will be incentivized through dedicated parking for bicycles, vanpool, carpool, and car share. Also, showers and changing facilities will be provided with the office use for employees who walk or bike to work.

Additionally, the project site is located adjacent to a MARTA bus stop that is currently served by routes 1 and 26 seven days a week. The routes provide local service to the Bankhead, Five Points, North Ave, and Ashby MARTA rail stations. The bus stop experienced an average of 10 boardings/10 alightings daily during pre-pandemic conditions in Fall 2019. The bus stop is proposed to be maintained with the development and is projected to increase ridership by approximately 875 boardings/875 alightings daily (assumed 75% of daily alternative mode reduction).




| | | | |
|---|---|---|---|
| Kimley»Horn | Project Granite<br>DRI #3298<br>Transportation Analysis | Study Intersections | Figure 3<br>Page 11 |

# 2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

## *2.1 Study Network Determination*

The study area was determined at the methodology meeting with input from GRTA, ARC, and other local agency stakeholders. The study includes the following five (5) intersections described in **Table 4** and is shown visually in **Figure 3**.

| Table 4: Intersection Control Summary | | |
|---|---|---|
| **Intersection** | **Jurisdiction** | **Control** |
| 1. W Marietta Street at Marietta Boulevard | City of Atlanta | Signal |
| 2. W Marietta Street at Herndon Street | City of Atlanta | Signal |
| 3. W Marietta Street at Joseph E Lowery Boulevard | City of Atlanta | Signal |
| 4. W Marietta Street at Brady Avenue/8th Street | City of Atlanta | Signal |
| 5. Donald Lee Hollowell Parkway (SR 8) at Joseph E Lowery Boulevard | GDOT | Signal |

## *2.2 Existing Roadway Facilities*

Roadway classification descriptions and estimated Annual Average Daily Traffic (AADT) for roadway segments within the study network are provided in **Table 5** (bolded roadways are adjacent to the site).

| Table 5: Roadway Classifications | | | |
|---|---|---|---|
| **Roadway** | **Lanes** | **AADT** | **GDOT Functional Classification** |
| **W Marietta Street** | **4** | **14,400** | **Minor Arterial** |
| **Herndon Street** | **2** | **N/A** | **Local Road** |
| Church Street | 2 | N/A | Local Road |
| Niles Avenue | 2 | N/A | Local Road |
| Baylor Street | 2* | N/A | Local Road *(*unpaved)* |
| Marietta Boulevard | 4 | 16,700 | Minor Arterial |
| Joseph E Lowery Boulevard | 3 | 9,360 | Major Collector |
| Donald Lee Hollowell Parkway (SR 8) | 4 | 23,500 | Principal Arterial |

## *2.3 Traffic Data Collection and Calibration*

Historical traffic counts collected in 2018 and late 2017 for previous DRIs in the area were used for four (4) of the five (5) study intersections. These traffic counts were grown at 1.5% growth rate to account for background growth from 2018, when the counts were collected, to the current year 2021 as noted in the LOU.

Historical traffic counts were not available for the remaining study intersection of West Marietta Street at Herndon Street (Intersection 2). New traffic counts were collected on Thursday, April 29, 2021 at this location. The newly collected counts were then calibrated using calibration factors to account for the potential impacts of COVID-19 to typical traffic volumes and patterns.

The peak hour adjustment factors were determined by comparing the AM and PM peak volumes at a newly collected average daily traffic (ADT) count to the AM and PM peak ADT volumes previously collected in 2018 at GDOT count station in the same location. The GDOT count station along West Marietta Street east of Herndon Street (Station #121-5061) was used in this comparison. The calibration factors used in this analysis were 2.36 for AM peak hour and 1.40 for PM peak hour. The methodologies used in this analysis for traffic count calibration were approved by GRTA and ARC.

Traffic count peak hours for all the study intersections are shown in **Table 6**.

**Table 6: Traffic Count Summary**

| Intersection | | Count Date | AM Peak Hour | PM Peak Hour |
|---|---|---|---|---|
| 1. | West Marietta Street at Marietta Boulevard | 11/2017 | 8:00 AM – 9:00 AM | 5:00 PM – 6:00 PM |
| 2. | West Marietta Street at Herndon Street | 4/2021 | 8:00 AM – 9:00 AM | 5:00 PM – 6:00 PM |
| 3. | West Marietta Street at Joseph E Lowery Boulevard | 11/2017 | 8:00 AM – 9:00 AM | 5:00 PM – 6:00 PM |
| 4. | West Marietta Street at Brady Avenue/8th Street | 2/2017* | 8:00 AM – 9:00 AM | 5:00 PM – 6:00 PM |
| 5. | Donald Lee Hollowell Parkway (SR 8) at Joseph E Lowery Boulevard | 3/2018 | 7:45 AM – 8:45 AM | 5:00 PM – 6:00 PM |

**8th Street leg is missing in 2017 counts and was supplemented with 2021 calibrated data*

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

## *2.4 Background Growth*

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed *Project Granite* development. Background traffic can include a base growth rate based on historical count data and population growth data as well as trips anticipated from nearby or adjacent other projects.

Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 2.0% per year background traffic growth rate from 2021 to 2024 (3 years) was used for all roadways, with the exception of Herndon Street. No background growth was applied to Herndon Street due to the area accessing Herndon Street being completely built out or to be built out with the proposed development.

The Projected 2024 No-Build conditions represent the Estimated 2021 traffic volumes grown for three (3) years at 2.0% per year throughout the study network.

The Projected 2024 Build conditions represent the project trips generated by the *Project Granite* development (discussed in Section 3.0 and 4.0) added to the Projected 2024 No-Build Conditions.

## *2.5 Programmed and Planned Projects*

Programmed and planned projects near the project site were researched to account for any improvements or modifications within the study network before or by the build-out year of the development. The programmed and planned projects were discussed in the methodology meeting with GRTA, ARC, and other local stakeholders.

No projects were identified to include in the capacity analyses. However, the following projects shown in **Table 7** and **Table 8** are programmed or planned to occur near the development beyond the build-out year of the proposed development or are not anticipated to affect the study network.

**Table 7: Programmed Projects**

| Project Name | From / To Points: | Sponsor | GDOT PI # | ARC ID # (TIP) | Design FY | ROW / UTL FY | CST FY |
|---|---|---|---|---|---|---|---|
| Marietta Blvd Resurfacing | Coronet Way/ SR 8 | City of Atlanta | 0017803 | AT-373 | Scoping 2021 | N/A | N/A |
| SR 8 Ped Facility | West Lake Ave/ Proctor Creek | City of Atlanta | 0010322 | AT-240 | 2011 | 2021 | 2023 |
| Northside Dr Signal Upgrades | Tech Way/I-75 Ramps | GDOT | 0012823 | AT-287 | 2018 | 2020 | 2022 |
| Northside Dr Signal Upgrades | Cameron Alexander Blvd/Wells St | GDOT | 0012821 | AT-288 | 2018 | 2020 | 2022 |
| JE Boone Blvd Road Diet/ Complete Streets | Mayson Turner Rd/Northside Dr | ARC/ GDOT | N/A | AT-301 | N/A | N/A | 2030 |

**Project information was obtained from GeoPI (GDOT) and the Atlanta Region's Plan (ARC)*

**Table 8: Planned Projects**

| Project Name | From / To Points: | Potential Sponsor | Project ID # | Project Timeline | Planning Document |
|---|---|---|---|---|---|
| BeltLine Streetcar Line | Westview Drive/ Bankhead MARTA rail station | MARTA | AR-490F | 2050 | ARC Fact Sheet |
| North Ave High Capacity Transit | North Avenue MARTA rail station/Bankhead MARTA rail station along North Avenue. | MARTA | AR-491B | 2050 | ARC Fact Sheet |
| Northside Dr High Capacity Transit | I-75 N/Atlanta Metro State College | MARTA | AR-491C | 2050 | ARC Fact Sheet |
| W Marietta St Bike Lanes | Marietta Blvd/ throughout area e/o site | City of Atlanta | AT-277A PI#0014993 | 2030 | ARC Fact Sheet |
| BeltLine Extensions | Various | | | | BeltLine Subarea 9 MP |

In addition to the projects listed in the tables above, the BeltLine trail is proposed to be extended along Marietta Boulevard and is currently under construction.

Available fact sheets for projects can be found in **Appendix D**.

## 2.6 Level-of-Service Overview

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 10*. Existing traffic signal phasing and timing data were retrieved for available intersections.

LOS for signalized intersections is reported for the intersection as a whole. One or more movements at an intersection may experience a low LOS, while the intersection as a whole may operate acceptably.

LOS for unsignalized intersections, with stop control on the minor street only, is reported for the side street approaches and the major street left-turn movements. Low LOS for side street approaches is not uncommon, as vehicles may experience significant delays in turning onto a major roadway.

## 2.7 Level-of-Service Standards

For the purposes of this traffic analysis, a LOS standard of D was assumed for study intersections located within the M*aturing Neighborhoods* area. If, however, an intersection or approach currently operates at LOS E or LOS F during an existing peak period, the LOS standard for the overall intersection or approach during that peak period becomes LOS E, consistent with the GRTA LOU. A LOS standard of D was assumed for the intersections listed below:

1. W Marietta Street at Marietta Boulevard
2. W Marietta Street at Herndon Street

A LOS standard of E was assumed for study intersections located within the *Region Core* area, consistent with the GRTA LOU. A LOS standard of E was assumed for the intersections listed below:

1. W Marietta Street at Joseph E Lowery Boulevard
2. W Marietta Street at Brady Avenue/8$^{th}$ Street
3. Joseph E Lowery Boulevard at Donald Lee Hollowell Parkway (SR 8)

## 3.0 TRIP GENERATION

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition*, *2017*, using equations where available. Reductions to gross trips are also considered in the analysis, including mixed-use reductions and alternative transportation mode reductions.

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

***Alternative modes reductions*** are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). Alternative mode reductions were taken at 17% per the LOU.

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

**Table 9** summarizes the gross trip generation, reductions, net trip generation, and driveway volumes for the proposed *Project Granite* development.

**Table 9: Trip Generation**

| Land Use | Density | Daily Traffic | | | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|---|---|---|
| | | Total | Enter | Exit | Enter | Exit | Enter | Exit |
| 160 – Data Center | 1,150,000 sf | 1,138 | 569 | 569 | 70 | 57 | 31 | 73 |
| 220 – Multi-Family Housing (Low-Rise) | 45 units | 300 | 150 | 150 | 5 | 17 | 18 | 11 |
| 221 – (Multi-Family Housing (Mid-Rise) | 350 units | 1,906 | 953 | 953 | 30 | 87 | 90 | 57 |
| 710 – General Office Building | 640,000 sf | 6,422 | 3,211 | 3,211 | 540 | 88 | 106 | 558 |
| 820 – Shopping Center | 35,000 sf | 1,322 | 661 | 661 | 20 | 13 | 64 | 69 |
| 932 – High-Turnover (Sit-Down) Restaurant | 35,000 sf | 3,926 | 1,963 | 1,963 | 191 | 157 | 212 | 130 |
| **Gross Project Trips** | | **15,014** | **7,057** | **7,057** | **856** | **419** | **521** | **898** |
| Existing Use Trips (To Be Removed)* | | *-2,072* | *-1,036* | *-1,036* | *-280* | *-77* | *-106* | *-257* |
| *Mixed-Use Reductions* | | *-1,276* | *-638* | *-638* | *-97* | *-97* | *-96* | *-96* |
| *Alternative Mode Reductions* | | *-1,983* | *-992* | *-992* | *-88* | *-35* | *-50* | *-98* |
| *Pass-By Reductions* | | *-1,323* | *-662* | *-662* | - | - | *-40* | *-40* |
| **Net New Trips** | | **8,360** | **4,180** | **4,180** | **391** | **210** | **229** | **407** |
| **Driveway Volumes** | | **11,755** | **5,878** | **5,878** | **671** | **287** | **375** | **704** |

**Existing use trips (to be removed) were based on 475,000 sf of Manufacturing (ITE 140) and 37,500 SF of General Office Building (ITE 710) that were in operation at the time of the counts and have been applied to the adjacent roadway network.*

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

## 4.0 TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of new project trips was based on the project land uses, a review of land use densities and road facilities in the area, engineering judgement, and methodology discussions with GRTA, ARC, and other local stakeholders.

The anticipated distribution and assignment of the trips throughout the study roadway network is shown for residential uses in **Figure 4** and at the site driveways in **Figure 5**. The distribution and assignment for non-residential uses is shown for the study network in **Figure 6** and at the site driveways in **Figure 7**. These trip assignment percentages were applied to the net project trips expected to be generated by the development, and the volumes were assigned to the roadway network. The peak hour project trips are shown by turning movement throughout the study network in **Figure 9** and at the site driveways in **Figure 10**.

Detailed intersection volume worksheets are provided in **Appendix C**.

## 5.0 TRAFFIC ANALYSIS

Capacity analyses were performed using *Synchro 10* for the AM and PM peak hours under Estimated 2021 conditions, Projected 2024 No-Build conditions, and Projected 2024 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM), 6th Edition* unless otherwise noted. Intersections 1, 3, and 4 were analyzed using *HCM 2000* methodologies under Estimated 2021 conditions, Projected 2024 No-Build conditions, and Projected 2024 Build conditions due to shared laneage and signal phasing constraints. Due to laneage and phasing improvements, Intersection 1 was able to be analyzed using *HCM 6th Edition* methodologies under the Projected 2024 No-Build improved and Projected 2024 Build improved scenarios.

These analyses included existing roadway laneage and signal timing data for each of the scenarios. The existing intersection laneage used for all base scenarios is shown in **Figure 11**. The traffic volumes used for each scenario are shown visually in **Figure 12** for Estimated 2021 conditions, **Figure 13** for Projected 2024 No-Build conditions, and **Figure 14** for Projected 2024 Build conditions.

The results of the capacity analyses are presented for each intersection and include projected LOS, delay, and queue lengths.

N

W Marietta St

8th St

Brady Ave

Marietta Blvd

Herndon St

Site Driveway A

Site Driveway B

Site Driveway C

Site Driveway D

Site Driveway E

Joseph E Lowery Blvd

W Marietta St

Donald Lee Hollowell Pkwy (SR 8)

1
15%
(15%)
(10%)
(5%)
10%
5%

2
(5%)
30%
10%
20%
(25%)
(30%)

6
30%
40%
(30%)
10%
(5%)
(40%)

3
40%
(40%)
(30%)
30%

4
30%
(30%)
(10%)
10%

5
(5%)
(5%)
(20%)
20%
5%
5%

***LEGEND***

- Turning Movement
- XX % Entering Traffic
- (XX) % Exiting Traffic
- Existing Traffic Signal
- Existing Stop Control
- (X) Intersection Reference Number

**Residential Trip Distribution & Assignment**

**Project Granite DRI #3298**

Kimley»Horn

**Figure 4**

N

2

(5%)
30%

W Marietta St

6

30%
40%

10%
20%

(25%)

(30%)

(30%)
10%

(5%)

(40%)

7

(40%)

15%
35%

Church St

Site Driveway A

Site Driveway B

(15%)

8

(10%)

5%
10%

Niles Ave

Site Driveway C

(5%)

9

(5%)

5%

Baylor St

Site Driveway D

10

Site Driveway E

Herndon St

*LEGEND*

- Turning Movement
- XX % Entering Traffic
- (XX) % Exiting Traffic
- Existing Traffic Signal
- Existing Stop Control
- X Intersection Reference Number

Residential Trip Distribution & Assignment (Driveways)

Project Granite DRI #3298

Kimley»Horn

Figure 5

N

1

20%

(20%)
(20%)
(5%)

20%

5%

2

(5%)
25%

15%
30%

(40%)

(25%)

6

25%
30%

(25%)
15%

(5%)

(30%)

3

25%

(25%)
(30%)

30%

4

20%

(20%)
(5%)

5%

W Marietta St

8th St

Brady Ave

Marietta Blvd

Herndon St

Site Driveway A

Site Driveway B

Site Driveway C

Site Driveway D

Site Driveway E

Joseph E Lowery Blvd

W Marietta St

5

(15%)
(5%)
(10%)

10%

Donald Lee Hollowell Pkwy (SR 8)

15%

5%

***LEGEND***

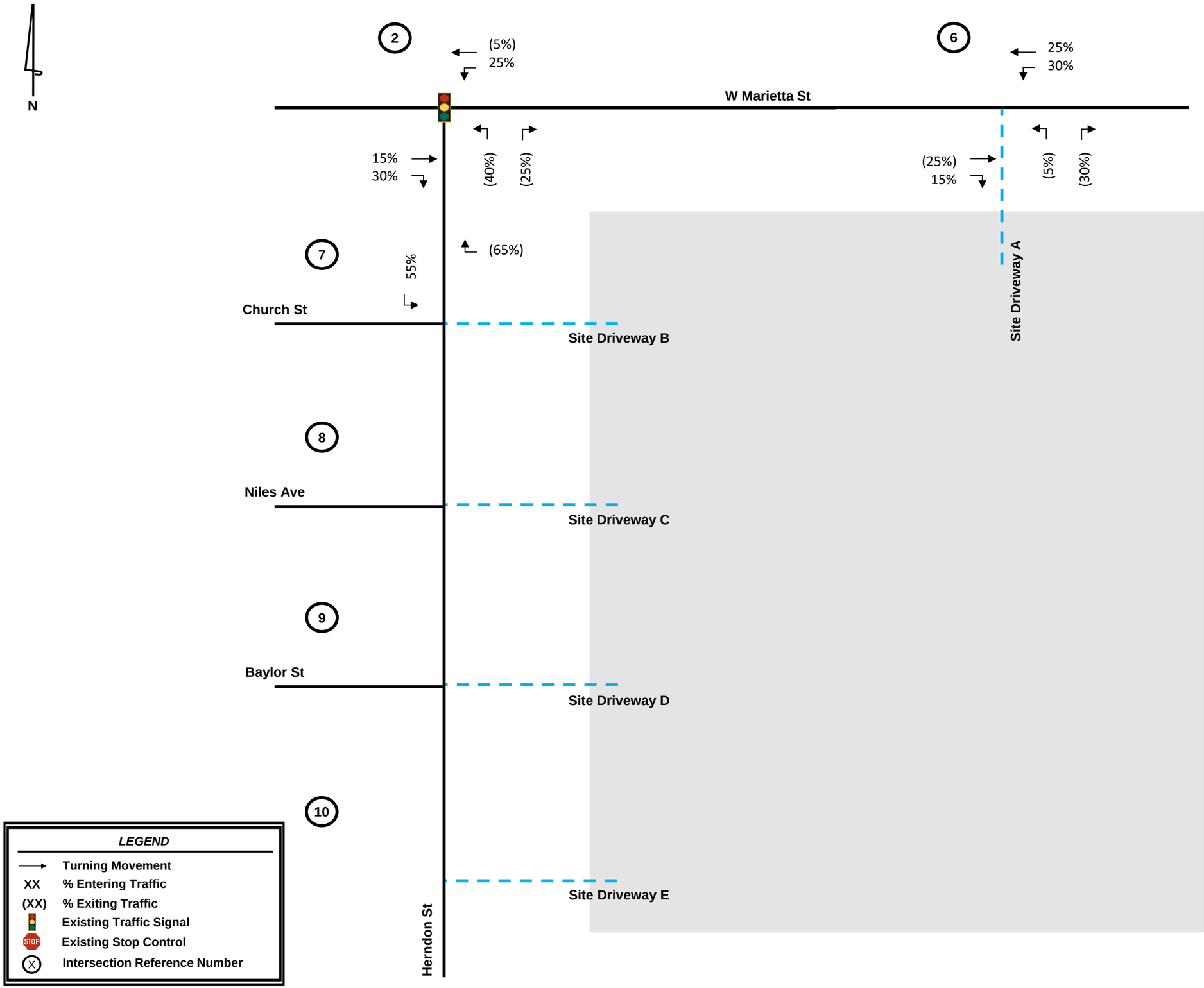
- Turning Movement
- XX % Entering Traffic
- (XX) % Exiting Traffic
- Existing Traffic Signal
- Existing Stop Control
- (X) Intersection Reference Number

**Non-Residential & Warehouse Trip Distribution & Assignment**

**Project Granite DRI #3298**

Kimley»Horn

**Figure 6**




Non-Residential Trip Distribution & Assignment (Driveways)

Project Granite DRI #3298

Kimley»Horn

Figure 7

N

2

(5%)
25%

6

25%
30%

W Marietta St

15%
30%

(40%)

(25%)

(25%)
15%

(5%)

(30%)

7

10%
45%

(55%)

Church St

Site Driveway A

Site Driveway B

(10%)

8

10%

Niles Ave

Site Driveway C

(10%)

9

10%

Baylor St

Site Driveway D

(10%)

10

10%

(10%)

Site Driveway E

Herndon St

***LEGEND***

- Turning Movement
- XX % Entering Traffic
- (XX) % Exiting Traffic
- Existing Traffic Signal
- Existing Stop Control
- X Intersection Reference Number

**Warehouse Trip Distribution & Assignment (Driveways)**

**Project Granite DRI #3298**

Kimley»Horn

**Figure 8**

N

W Marietta St

8th St

Brady Ave

Marietta Blvd

Herndon St

Site Driveway A

Site Driveway B

Site Driveway C

Site Driveway D

Site Driveway E

Joseph E Lowery Blvd

W Marietta St

Donald Lee Hollowell Pkwy (SR 8)

1

85 (38)

32 (85)
30 (84)
8 (22)

(36) 84

(10) 22

2

14 (13)
169 (108)

(46) 99
(93) 198

(279) 104

(170) 77

6

169 (88)
204 (107)

(150) 77
(66) 99

(33) 14

(224) 93

3

112 (58)

(112) 51
(131) 51

(61) 130

4

88 (45)

(89) 39
(24) 11

(12) 23

5

19 (62)
8 (22)
20 (46)

46 (25)

(26) 63

(10) 22

***LEGEND***

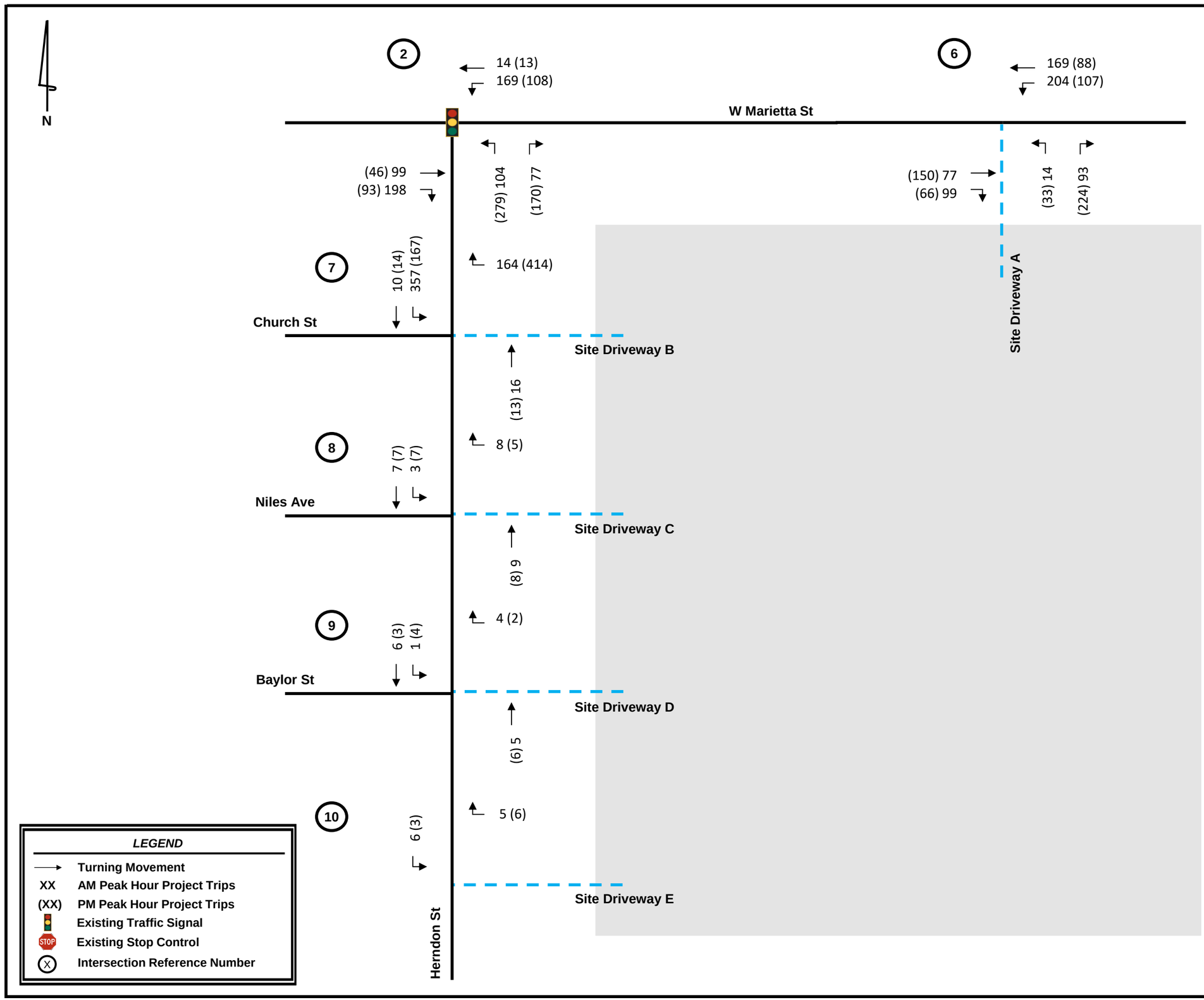
- Turning Movement
- XX AM Peak Hour Project Trips
- (XX) PM Peak Hour Project Trips
- Existing Traffic Signal
- Existing Stop Control
- (X) Intersection Reference Number

Project Trips

Project Granite DRI #3298

Kimley»Horn

Figure 9




Project Trips (Driveways)

Project Granite DRI #3298

Kimley»Horn

Figure 10

## *5.1 West Marietta Street at Marietta Boulevard (Intersection 1)*

| | | | Marietta Boulevard Northbound | | | Marietta Boulevard Southbound | | | West Marietta Street Eastbound | | | West Marietta Street Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| EXISTING | AM | Overall Std \| LOS | D | F (88.4) | | | | | | | | | | |
| | | Approach Std | D | | | D | | | D | | | D | | |
| | | Approach LOS | F (223.5) | | | F (85.9) | | | D (35.5) | | | D (47.1) | | |
| | | Storage | - | - | 130 | - | - | - | - | - | 200 | - | - | - |
| | | 50th Queue | - | 321 | 0 | 469 | 471 | - | - | 307 | - | - | 50 | - |
| | | 95th Queue | - | 440 | 0 | 698 | 723 | - | - | 372 | - | - | 108 | - |
| | PM | Overall Std \| LOS | D | F (112.7) | | | | | | | | | | |
| | | Approach Std | D | | | D | | | D | | | D | | |
| | | Approach LOS | F (136.7) | | | F (187.4) | | | D (37.7) | | | E (60.3) | | |
| | | Storage | - | - | 130 | - | - | - | - | - | 200 | - | - | - |
| | | 50th Queue | - | 198 | 0 | 254 | 1315 | - | - | 140 | - | - | 468 | - |
| | | 95th Queue | - | 307 | 0 | 351 | 1594 | - | - | 187 | - | - | 566 | - |
| NO-BUILD | AM | Overall Std \| LOS | E | F (100.4) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | D | | | D | | |
| | | Approach LOS | F (256.5) | | | F (101.2) | | | D (38.3) | | | D (47.5) | | |
| | | Storage | - | - | 130 | - | - | - | - | - | 200 | - | - | - |
| | | 50th Queue | - | 353 | 0 | 510 | 545 | - | - | 334 | - | - | 53 | - |
| | | 95th Queue | - | 474 | 0 | 765 | 788 | - | - | 403 | - | - | 113 | - |
| | PM | Overall Std \| LOS | E | F (127.0) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | D | | | E | | |
| | | Approach LOS | F (153.8) | | | F (214.7) | | | D (38.9) | | | E (66.1) | | |
| | | Storage | - | - | 130 | - | - | - | - | - | 200 | - | - | - |
| | | 50th Queue | - | 222 | 0 | 272 | 1446 | - | - | 155 | - | - | 522 | - |
| | | 95th Queue | - | 334 | 0 | 374 | 1727 | - | - | 204 | - | - | 628 | - |
| BUILD | AM | Overall Std \| LOS | E | F (102.3) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | D | | | D | | |
| | | Approach LOS | F (254.0) | | | F (108.8) | | | D (40.7) | | | D (49.3) | | |
| | | Storage | - | - | 130 | - | - | - | - | - | 200 | - | - | - |
| | | 50th Queue | - | 353 | 0 | 557 | 570 | - | - | 347 | - | - | 78 | - |
| | | 95th Queue | - | 474 | 0 | 798 | 814 | - | - | 419 | - | - | 146 | - |
| | PM | Overall Std \| LOS | E | F (128.2) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | D | | | E | | |
| | | Approach LOS | F (152.2) | | | F (212.6) | | | D (40.1) | | | E (73.6) | | |
| | | Storage | - | - | 130 | - | - | - | - | - | 200 | - | - | - |
| | | 50th Queue | - | 222 | 0 | 302 | 1450 | - | - | 171 | - | - | 565 | - |
| | | 95th Queue | - | 334 | 0 | 410 | 1731 | - | - | 222 | - | - | 715 | - |

The intersection of West Marietta Street at Marietta Boulevard (Intersection 1) currently operates and is projected to operate at LOS F for the overall intersection. The northbound and southbound approaches are the primary delay contributors at the intersection, likely due to the split phase configuration for those approaches.

By restriping the northbound and southbound approaches to include exclusive left-turn lanes, the split phasing can be eliminated. The recommended lane striping for the northbound approach under the No-Build Improved scenario is one left-turn lane, one through lane, and one right-turn lane. The recommended lane striping for the southbound approach is one left-turn lane, one shared through/right-turn lane, and one receiving lane. Additionally, the eastbound and westbound approaches can be restriped to accommodate one left-turn lane, one through lane, one right-turn lane, and one receiving

lane. With these improvements, the intersection is projected to operate acceptably. The analysis results for the improved conditions at intersection 1 are shown in the table below.

| | | | Marietta Boulevard Northbound | | | Marietta Boulevard Southbound | | | West Marietta Street Eastbound | | | West Marietta Street Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| NO-BUILD IMPROVED | AM | Overall Std \| LOS | E | E (61.3) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | D | | | D | | |
| | | Approach LOS | E (77.0) | | | E (72.7) | | | D (53.1) | | | D (36.1) | | |
| | | Storage | - | - | 130 | - | - | - | - | - | 200 | - | - | - |
| | | 50th Queue | 47 | 374 | 0 | 562 | 143 | - | 187 | 446 | 14 | 14 | 88 | 134 |
| | | 95th Queue | 95 | 588 | 0 | 799 | 211 | - | 278 | 652 | 52 | 41 | 150 | 222 |
| | PM | Overall Std \| LOS | E | D (35.7) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | D | | | E | | |
| | | Approach LOS | D (39.9) | | | C (34.0) | | | C (30.2) | | | D (40.0) | | |
| | | Storage | - | - | 130 | - | - | - | - | - | 200 | - | - | - |
| | | 50th Queue | 61 | 128 | 0 | 127 | 522 | - | 66 | 73 | 14 | 28 | 284 | 50 |
| | | 95th Queue | 158 | 197 | 0 | 190 | 802 | - | 149 | 122 | 66 | 61 | 443 | 146 |
| BUILD IMPROVED A | AM | Overall Std \| LOS | E | E (75.9) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | D | | | D | | |
| | | Approach LOS | F (108.4) | | | E (75.3) | | | E (79.7) | | | D (39.9) | | |
| | | Storage | - | - | 130 | - | - | - | - | - | 200 | - | - | - |
| | | 50th Queue | 49 | 428 | 0 | 640 | 137 | - | 192 | 603 | 14 | 22 | 122 | 170 |
| | | 95th Queue | 99 | 638 | 0 | 884 | 202 | - | 290 | 838 | 53 | 69 | 245 | 270 |
| | PM | Overall Std \| LOS | E | D (39.1) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | D | | | E | | |
| | | Approach LOS | D (39.4) | | | C (34.5) | | | D (36.3) | | | D (46.0) | | |
| | | Storage | - | - | 130 | - | - | - | - | - | 200 | - | - | - |
| | | 50th Queue | 61 | 128 | 0 | 146 | 522 | - | 66 | 93 | 14 | 41 | 365 | 111 |
| | | 95th Queue | 158 | 197 | 0 | 217 | 802 | - | 181 | 148 | 66 | 82 | 586 | 244 |
| BUILD IMPROVED B | AM | Overall Std \| LOS | E | E (55.9) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | D | | | D | | |
| | | Approach LOS | E (57.5) | | | E (73.9) | | | D (53.2) | | | C (27.1) | | |
| | | Storage | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 50th Queue | 50 | 204 | - | 629 | 158 | - | 175 | 515 | 13 | 20 | 102 | 142 |
| | | 95th Queue | 101 | 267 | - | 873 | 233 | - | 260 | 750 | 48 | 68 | 166 | 222 |
| | PM | Overall Std \| LOS | E | D (39.9) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | D | | | E | | |
| | | Approach LOS | D (41.1) | | | D (35.6) | | | D (35.2) | | | D (47.2) | | |
| | | Storage | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 50th Queue | 68 | 73 | - | 161 | 576 | - | 71 | 101 | 15 | 45 | 398 | 123 |
| | | 95th Queue | 170 | 107 | - | 235 | 863 | - | 186 | 158 | 68 | 88 | 621 | 259 |

The Build Improved A scenario assumes all improvements listed above for the No-Build Improved scenario are in place. With these improvements, the intersection of West Marietta Street at Marietta Boulevard (Intersection 1) is projected to operate acceptably overall. However, the northbound approach operates below the approach LOS standard during the AM peak hour under the Build Improved A scenario. In order for the northbound and eastbound approaches to operate acceptably, the northbound approach should be restriped as one exclusive left-turn lane, one through lane, and one shared through/right-turn lane. This improvement also requires the removal of the lane channelizing island in the north leg of the intersection to provide two northbound receiving lanes. The results of the additional improvements are shown in the table above as scenario Build Improved B.

The improved intersection laneage is shown in **Figure 16**.

## *5.2 West Marietta Street at Herndon Street (Intersection 2)*

| | | | Herndon Street | | | | | | West Marietta Street | | | West Marietta Street | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| EXISTING | AM | Overall Std \| LOS | D | A (5.7) | | | | | | | | | | |
| | | Approach Std | D | | | | | | D | | | D | | |
| | | Approach LOS | C (24.1) | | | | | | A (5.1) | | | A (5.1) | | |
| | | Storage | - | | - | | | | | - | - | - | - | |
| | | 50th Queue | 4 | | - | | | | | 78 | - | - | 75 | |
| | | 95th Queue | 32 | | - | | | | | 112 | - | - | 111 | |
| | PM | Overall Std \| LOS | D | A (4.3) | | | | | | | | | | |
| | | Approach Std | D | | | | | | D | | | D | | |
| | | Approach LOS | C (24.3) | | | | | | A (3.6) | | | A (3.8) | | |
| | | Storage | - | | - | | | | | - | - | - | - | |
| | | 50th Queue | 3 | | - | | | | | 0 | - | - | 0 | |
| | | 95th Queue | 26 | | - | | | | | 74 | - | - | 86 | |
| NO-BUILD | AM | Overall Std \| LOS | D | A (5.9) | | | | | | | | | | |
| | | Approach Std | D | | | | | | D | | | D | | |
| | | Approach LOS | C (24.1) | | | | | | A (5.3) | | | A (5.4) | | |
| | | Storage | - | | - | | | | | - | - | - | - | |
| | | 50th Queue | 4 | | - | | | | | 85 | - | - | 83 | |
| | | 95th Queue | 32 | | - | | | | | 122 | - | - | 122 | |
| | PM | Overall Std \| LOS | D | A (4.3) | | | | | | | | | | |
| | | Approach Std | D | | | | | | D | | | D | | |
| | | Approach LOS | C (24.3) | | | | | | A (3.7) | | | A (3.9) | | |
| | | Storage | - | | - | | | | | - | - | - | - | |
| | | 50th Queue | 3 | | - | | | | | 0 | - | - | 0 | |
| | | 95th Queue | 26 | | - | | | | | 80 | - | - | 92 | |
| BUILD | AM | Overall Std \| LOS | D | C (25.0) | | | | | | | | | | |
| | | Approach Std | D | | | | | | D | | | D | | |
| | | Approach LOS | C (28.6) | | | | | | B (10.5) | | | D (41.1) | | |
| | | Storage | - | | - | | | | | - | - | - | - | |
| | | 50th Queue | 63 | | - | | | | | 131 | - | - | 217 | |
| | | 95th Queue | 130 | | - | | | | | 263 | - | - | 422 | |
| | PM | Overall Std \| LOS | D | C (21.9) | | | | | | | | | | |
| | | Approach Std | D | | | | | | D | | | D | | |
| | | Approach LOS | D (48.3) | | | | | | B (11.9) | | | B (17.7) | | |
| | | Storage | - | | - | | | | | - | - | - | - | |
| | | 50th Queue | 204 | | - | | | | | 113 | - | - | 162 | |
| | | 95th Queue | 392 | | - | | | | | 157 | - | - | 245 | |

The intersection of West Marietta Street at Herndon Street (Intersection 2) currently operates and is projected to operate at an acceptable overall LOS under future scenarios. Additionally, the intersection approaches currently operate and are projected to operate at an acceptable LOS under future scenarios.

During meetings with the Upper Westside CID and Howell Station neighborhood, a request was made to remove the eastbound channelized right-turn lane at this intersection and also to consider relocating the Herndon Street signal to the new Site Driveway A east of Herndon Street. Traffic operations will not have significant impact from the removal of the channelized right-turn lane, which was likely installed to serve large trucks entering Herndon Street from West Marietta Street. The traffic signal relocation is further discussed in *Section 5.6 West Marietta Street at Site Driveway A (Intersection 6)*.

## *5.3 West Marietta Street at Joseph E Lowery Boulevard (Intersection 3)*

| | | | Joseph E Lowery Boulevard | | | | | | West Marietta Street | | | West Marietta Street | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| EXISTING | AM | Overall Std \| LOS | E | C (21.6) | | | | | | | | | | |
| | | Approach Std | E | | | | | | E | | | E | | |
| | | Approach LOS | C (27.8) | | | | | | C (23.6) | | | A (7.3) | | |
| | | Storage | - | | - | | | | | - | - | - | - | |
| | | 50th Queue | 70 | | - | | | | | 260 | - | - | 39 | |
| | | 95th Queue | 119 | | - | | | | | 352 | - | - | 60 | |
| | PM | Overall Std \| LOS | E | B (19.4) | | | | | | | | | | |
| | | Approach Std | E | | | | | | E | | | E | | |
| | | Approach LOS | C (26.3) | | | | | | B (14.6) | | | B (19.4) | | |
| | | Storage | - | | - | | | | | - | - | - | - | |
| | | 50th Queue | 37 | | - | | | | | 43 | - | - | 187 | |
| | | 95th Queue | 74 | | - | | | | | 74 | - | - | 279 | |
| NO-BUILD | AM | Overall Std \| LOS | E | C (23.3) | | | | | | | | | | |
| | | Approach Std | E | | | | | | E | | | E | | |
| | | Approach LOS | C (28.3) | | | | | | C (26.4) | | | A (7.5) | | |
| | | Storage | - | | - | | | | | - | - | - | - | |
| | | 50th Queue | 78 | | - | | | | | 286 | - | - | 42 | |
| | | 95th Queue | 128 | | - | | | | | 436 | - | - | 66 | |
| | PM | Overall Std \| LOS | E | C (24.1) | | | | | | | | | | |
| | | Approach Std | E | | | | | | E | | | E | | |
| | | Approach LOS | C (26.4) | | | | | | B (14.8) | | | C (26.9) | | |
| | | Storage | - | | - | | | | | - | - | - | - | |
| | | 50th Queue | 40 | | - | | | | | 48 | - | - | 207 | |
| | | 95th Queue | 77 | | - | | | | | 82 | - | - | 349 | |
| BUILD | AM | Overall Std \| LOS | E | C (30.5) | | | | | | | | | | |
| | | Approach Std | E | | | | | | E | | | E | | |
| | | Approach LOS | C (33.5) | | | | | | D (37.5) | | | A (8.9) | | |
| | | Storage | - | | - | | | | | - | - | - | - | |
| | | 50th Queue | 139 | | - | | | | | 350 | - | - | 63 | |
| | | 95th Queue | 201 | | - | | | | | 510 | - | - | 89 | |
| | PM | Overall Std \| LOS | E | D (42.4) | | | | | | | | | | |
| | | Approach Std | E | | | | | | E | | | E | | |
| | | Approach LOS | C (27.2) | | | | | | B (16.3) | | | E (60.9) | | |
| | | Storage | - | | - | | | | | - | - | - | - | |
| | | 50th Queue | 58 | | - | | | | | 91 | - | - | 270 | |
| | | 95th Queue | 102 | | - | | | | | 140 | - | - | 454 | |

The intersection of West Marietta Street at Joseph E Lowery Boulevard (Intersection 3) currently operates and is projected to operate at an acceptable overall LOS under future scenarios. Additionally, the intersection approaches currently operate and are projected to operate at an acceptable LOS under future scenarios.

## *5.4 West Marietta Street at Brady Avenue/8th Street (Intersection 4)*

| | | | West Marietta Street Northbound (WB) | | | Brady Avenue Southbound | | | West Marietta Street Eastbound (EB) | | | 8th Street Westbound (SW) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| EXISTING | AM | Overall Std \| LOS | E | C (20.4) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | E | | |
| | | Approach LOS | A (6.4) | | | D (53.0) | | | B (11.4) | | | D (54.0) | | |
| | | Storage | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 50th Queue | - | 25 | - | 34 | 0 | - | - | 195 | - | 0 | 0 | - |
| | | 95th Queue | - | 52 | - | 122 | 0 | - | - | 336 | - | 7 | 0 | - |
| | PM | Overall Std \| LOS | E | E (77.9) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | E | | |
| | | Approach LOS | B (10.4) | | | F (191.0) | | | B (11.9) | | | E (64.0) | | |
| | | Storage | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 50th Queue | - | 113 | - | 348 | 0 | - | - | 107 | - | 0 | 0 | - |
| | | 95th Queue | - | 146 | - | 589 | 0 | - | - | 145 | - | 33 | 0 | - |
| NO-BUILD | AM | Overall Std \| LOS | E | C (21.5) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | E | | |
| | | Approach LOS | A (6.8) | | | D (53.7) | | | B (12.7) | | | D (54.0) | | |
| | | Storage | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 50th Queue | - | 28 | - | 47 | 0 | - | - | 230 | - | 0 | 0 | - |
| | | 95th Queue | - | 57 | - | 138 | 0 | - | - | 390 | - | 10 | 0 | - |
| | PM | Overall Std \| LOS | E | F (111.3) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | E | | |
| | | Approach LOS | B (10.6) | | | F (282.7) | | | B (12.4) | | | E (63.9) | | |
| | | Storage | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 50th Queue | 0 | 122 | - | 459 | 0 | - | - | 116 | - | 0 | 0 | - |
| | | 95th Queue | 0 | 157 | - | 706 | 0 | - | - | 159 | - | 37 | 0 | - |
| BUILD | AM | Overall Std \| LOS | E | C (24.4) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | E | | |
| | | Approach LOS | A (7.1) | | | E (57.0) | | | B (14.3) | | | D (54.0) | | |
| | | Storage | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 50th Queue | - | 33 | - | 53 | - | - | - | 263 | - | 0 | - | - |
| | | 95th Queue | - | 63 | - | 164 | - | - | - | 435 | - | 10 | - | - |
| | PM | Overall Std \| LOS | E | F (141.8) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | E | | |
| | | Approach LOS | B (10.6) | | | F (372.9) | | | B (14.0) | | | E (63.9) | | |
| | | Storage | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 50th Queue | - | 125 | - | 564 | - | - | - | 156 | - | 0 | - | - |
| | | 95th Queue | - | 160 | - | 813 | - | - | - | 211 | - | 37 | - | - |

The intersection of West Marietta Street at Brady Avenue/8th Street (Intersection 4) is projected to operate at LOS F under both no-build and build future conditions. The southbound and westbound approaches are the primary delay contributors at the intersection. The intersection geometry is complex and has been modeled with the eastbound/westbound mainline as West Marietta Street and Marietta Street, which could be considered the northbound/southbound configuration.

The Upper Westside CID and Marietta Street Artery Association recently proposed the removal of westbound 8th Street as an opportunity to modify the intersection to better serve multimodal travelers. While the 8th Street westbound traffic is relatively small, the proposed change would need to be coordinated with the City of Atlanta and may impact adjacent property owners along 8th Street as well as traffic patterns in the vicinity of the site. By converting the east leg of the intersection (8th Street) to one-way traffic flow away from the intersection, the westbound turning movements and signal phasing

are eliminated. The green time previously used by for the westbound approach can be redistributed to the other approaches which reduces delay. With these improvements, the intersection is projected to operate acceptably. The analysis results for the improved conditions at intersection 1 are shown in the table below.

| | | | West Marietta Street Northbound (WB) | | | Brady Avenue Southbound | | | West Marietta Street Eastbound (EB) | | | 8th Street Westbound (Removed) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| NO-BUILD IMPROVED | AM | Overall Std \| LOS | E | B (12.8) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | | | |
| | | Approach LOS | A (4.2) | | | C (30.2) | | | A (8.3) | | | | | |
| | | Storage | - | - | - | - | - | - | - | - | - | | | |
| | | 50th Queue | - | 13 | - | 17 | - | - | - | 106 | - | | | |
| | | 95th Queue | - | 36 | - | 85 | - | - | - | 246 | - | | | |
| | PM | Overall Std \| LOS | E | C (29.6) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | | | |
| | | Approach LOS | B (18.2) | | | D (43.4) | | | C (23.6) | | | | | |
| | | Storage | - | - | - | - | - | - | - | - | - | | | |
| | | 50th Queue | - | 113 | - | 263 | - | - | - | 108 | - | | | |
| | | 95th Queue | - | 160 | - | 508 | - | - | - | 165 | - | | | |
| BUILD IMPROVED | AM | Overall Std \| LOS | E | B (14.2) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | | | |
| | | Approach LOS | A (4.3) | | | C (30.4) | | | A (9.4) | | | | | |
| | | Storage | - | - | - | - | - | - | - | - | - | | | |
| | | 50th Queue | - | 15 | - | 17 | - | - | - | 118 | - | | | |
| | | 95th Queue | - | 41 | - | 94 | - | - | - | 285 | - | | | |
| | PM | Overall Std \| LOS | E | D (37.8) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | | | |
| | | Approach LOS | B (19.2) | | | D (54.5) | | | D (35.5) | | | | | |
| | | Storage | - | - | - | - | - | - | - | - | - | | | |
| | | 50th Queue | - | 116 | - | 309 | - | - | - | 145 | - | | | |
| | | 95th Queue | - | 163 | - | 565 | - | - | - | 248 | - | | | |

With the improvements listed above, the intersection of West Marietta Street at Brady Avenue/8th Street (Intersection 4) is projected to operate at or above its overall LOS standard. The improved intersection laneage is shown in **Figure 16.**

## *5.5 Donald Lee Hollowell Parkway (SR 8) at Joseph E Lowery Boulevard (Intersection 5)*

| | | | Joseph E Lowery Boulevard | | | Joseph E Lowery Boulevard | | | Donald Lee Hollowell Parkway (SR 8) | | | Donald Lee Hollowell Parkway (SR 8) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| EXISTING | AM | Overall Std \| LOS | E | D (37.8) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | E | | |
| | | Approach LOS | E (65.5) | | | D (44.2) | | | C (28.8) | | | B (18.8) | | |
| | | Storage | 215 | - | - | - | - | - | - | - | 50 | - | - | - |
| | | 50th Queue | 104 | 392 | - | 60 | 129 | - | - | 542 | 54 | - | 90 | - |
| | | 95th Queue | 158 | 604 | - | 100 | 199 | - | - | 664 | 92 | - | 126 | - |
| | PM | Overall Std \| LOS | E | D (38.7) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | E | | |
| | | Approach LOS | D (50.9) | | | E (68.2) | | | B (18.4) | | | C (32.6) | | |
| | | Storage | 215 | - | - | - | - | - | - | - | 50 | - | - | - |
| | | 50th Queue | 109 | 229 | - | 121 | 342 | - | - | 168 | 72 | - | 549 | - |
| | | 95th Queue | 198 | 336 | - | 183 | 541 | - | - | 213 | 116 | - | 668 | - |
| NO-BUILD | AM | Overall Std \| LOS | E | D (41.8) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | E | | |
| | | Approach LOS | E (67.8) | | | D (43.5) | | | C (34.9) | | | C (21.4) | | |
| | | Storage | 215 | - | - | - | - | - | - | - | 50 | - | - | - |
| | | 50th Queue | 110 | 424 | - | 63 | 137 | - | - | 622 | 58 | - | 98 | - |
| | | 95th Queue | 169 | 675 | - | 106 | 210 | - | - | 797 | 97 | - | 137 | - |
| | PM | Overall Std \| LOS | E | D (42.9) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | E | | |
| | | Approach LOS | D (52.7) | | | E (69.3) | | | B (19.7) | | | D (41.1) | | |
| | | Storage | 215 | - | - | - | - | - | - | - | 50 | - | - | - |
| | | 50th Queue | 118 | 247 | - | 129 | 376 | - | - | 183 | 78 | - | 634 | - |
| | | 95th Queue | 231 | 358 | - | 194 | 595 | - | - | 231 | 123 | - | 818 | - |
| BUILD | AM | Overall Std \| LOS | E | D (53.2) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | E | | |
| | | Approach LOS | E (76.4) | | | D (45.4) | | | D (51.7) | | | C (26.6) | | |
| | | Storage | 215 | - | - | - | - | - | - | - | 50 | - | - | - |
| | | 50th Queue | 110 | 457 | - | 75 | 158 | - | - | 776 | 58 | - | 102 | - |
| | | 95th Queue | 169 | 720 | - | 140 | 238 | - | - | 916 | 97 | - | 145 | - |
| | PM | Overall Std \| LOS | E | E (71.5) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | E | | |
| | | Approach LOS | E (58.1) | | | F (117.0) | | | C (26.2) | | | E (78.3) | | |
| | | Storage | 215 | - | - | - | - | - | - | - | 50 | - | - | - |
| | | 50th Queue | 121 | 261 | - | 168 | 546 | - | - | 204 | 75 | - | 643 | - |
| | | 95th Queue | 253 | 371 | - | 246 | 775 | - | - | 263 | 119 | - | 831 | - |

The intersection of Donald Lee Hollowell Parkway (SR 8) at Joseph E Lowery Boulevard (Intersection 5) currently operates and is projected to operate at or above the overall LOS standard under future scenarios. The southbound and westbound approaches at the intersection are projected to operate at LOS F during the build scenario PM peak hour.

The proposed development is not anticipated to add trips to either of the movements with queues exceeding available storage length highlighted in the table above.

Construction of a southbound right-turn lane would allow the intersection to operate acceptably. However, due to right-of-way constraints this improvement is not likely to be feasible for construction.

Several alternative improvements were explored to identify if a more feasible alternative could mitigate the low LOS, however they each had significant right-of-way impacts with less benefit to operations. Because the overall intersection operates acceptably during the PM peak hour, the southbound approach operates acceptably during the AM peak hour without the right-turn lane, and due to the significant right-of-way impacts anticipated with its construction, we recommend this improvement not be conditioned.

The analysis results for the improved conditions at Intersection 5 are shown in the table below.

| | | | Joseph E Lowery Boulevard | | | Joseph E Lowery Boulevard | | | Donald Lee Hollowell Parkway (SR 8) | | | Donald Lee Hollowell Parkway (SR 8) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| BUILD IMPROVED | AM | Overall Std \| LOS | E | D (53.9) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | E | | |
| | | Approach LOS | E (61.8) | | | D (44.4) | | | E (58.4) | | | C (30.2) | | |
| | | Storage | 215 | - | - | - | - | - | - | - | 50 | - | - | - |
| | | 50th Queue | 110 | 447 | - | 75 | 134 | 0 | - | 774 | 58 | - | 102 | - |
| | | 95th Queue | 169 | 656 | - | 186 | 205 | 9 | - | 914 | 97 | - | 144 | - |
| | PM | Overall Std \| LOS | E | D (46.4) | | | | | | | | | | |
| | | Approach Std | E | | | E | | | E | | | E | | |
| | | Approach LOS | E (62.4) | | | D (54.8) | | | C (22.1) | | | D (50.6) | | |
| | | Storage | 215 | - | - | - | - | - | - | - | 50 | - | - | - |
| | | 50th Queue | 119 | 274 | - | 169 | 244 | 97 | - | 202 | 75 | - | 635 | - |
| | | 95th Queue | 172 | 375 | - | 282 | 348 | 183 | - | 278 | 127 | - | 865 | - |

With the improvements listed above, the intersection of Donald Lee Hollowell Parkway (SR 8) at Joseph E Lowery Boulevard (Intersection 5) is projected to operate at or above its overall and approach LOS standards. However, as noted above, right-of-way constraints may make the improvement infeasible for construction.

The improved intersection laneage is shown in **Figure 16.**

## *5.6 West Marietta Street at Site Driveway A (Intersection 6)*

| | | | Driveway A | | | | | | West Marietta Street | | | West Marietta Street | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| BUILD | AM | Overall Std \| LOS | D | (94.3) | | | | | | | | | | |
| | | Approach Std | D | | | | | | D | | | D | | |
| | | Approach LOS | F (>120) | | | | | | A (0.0) | | | A (6.6) | | |
| | | Storage | - | | - | | | | | - | - | - | - | |
| | | 50th Queue | - | | - | | | | | - | - | - | - | |
| | | 95th Queue | 350 | | - | | | | | - | - | 43 | - | |
| | PM | Overall Std \| LOS | D | (13.1) | | | | | | | | | | |
| | | Approach Std | D | | | | | | D | | | D | | |
| | | Approach LOS | F (99.2) | | | | | | A (0.0) | | | A (2.5) | | |
| | | Storage | - | | - | | | | | - | - | - | - | |
| | | 50th Queue | - | | - | | | | | - | - | - | - | |
| | | 95th Queue | 258 | | - | | | | | - | - | 25 | - | |

The intersection of West Marietta Street at Site Driveway A (Intersection 6) is projected to operate acceptably, but at a poor LOS for the northbound approach under the build conditions. The intersection is proposed to operate under stop-control with stop control for the one-lane northbound approach only. Long delays are common at unsignalized intersections and interconnectivity is provided through the site to give drivers an option to utilize the signal at Herndon Avenue. Therefore, long delays are considered acceptable at this location. A configuration with two lanes exiting the site was contemplated to help reduce delay at the intersection by separating left-turns from right-turning vehicles. Delay improves, but continues to operate at LOS F. However, it is unlikely that the City of Atlanta will allow a two-lane approach for a side street without the incorporation of a traffic signal. The recommended lane configuration for Driveway A is one lane entering the site and one lane exiting the site.

As noted in Section 5.1 West Marietta Street at Herndon Street (Intersection 1), discussions with the Upper Westside CID and Howell Station neighborhood included a request to consider the relocation of the existing traffic signal at Herndon Street to the new Site Driveway A. This request was made after the Methodology Meeting, and therefore was not included in the scope of the traffic study as outlined in the LOU. The relocation of the signal is anticipated to be discussed at a future date with the applicant, the City of Atlanta and relevant stakeholders.

## *5.7 Herndon Street at Site Driveway B (Intersection 7)*

| | | | Herndon Street Northbound | | | Herndon Street Southbound | | | Church Street Eastbound | | | Driveway B Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| BUILD | AM | Overall Std \| LOS | D | (5.7) | | | | | | | | | | |
| | | Approach Std | | | | D | | | | | | D | | |
| | | Approach LOS | | | | A (5.6) | | | | | | A (9.4) | | |
| | | Storage | | | | - | | | | | | | | - |
| | | 50th Queue | | | | - | | | | | | | | - |
| | | 95th Queue | | | | 25 | | | | | | | | 25 |
| | PM | Overall Std \| LOS | D | (6.5) | | | | | | | | | | |
| | | Approach Std | | | | D | | | | | | D | | |
| | | Approach LOS | | | | A (5.1) | | | | | | B (11.4) | | |
| | | Storage | | | | - | | | | | | | | - |
| | | 50th Queue | | | | - | | | | | | | | - |
| | | 95th Queue | | | | 25 | | | | | | | | 50 |

The intersection of Herndon Street at Site Driveway B (Intersection 7) is projected to operate at an acceptable LOS overall and for each approach under the Projected 2024 Build conditions. The intersection is proposed to operate under two-way stop-control with stop control for the eastbound and westbound approaches. The recommended lane configuration for Driveway B is one lane entering the site and one lane exiting the site.

## *5.8 Herndon Street at Site Driveway C (Intersection 8)*

| | | | Herndon Street Northbound | | | Herndon Street Southbound | | | Niles Avenue Eastbound | | | Driveway C Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| BUILD | AM | Overall Std \| LOS | D | | | | | (0.4) | | | | | | |
| | | Approach Std | | | | | D | | | | | | D | |
| | | Approach LOS | | | | | A (0.2) | | | | | | A (8.7) | |
| | | Storage | | | | - | | | | | | | | - |
| | | 50th Queue | | | | - | | | | | | | | - |
| | | 95th Queue | | | | 0 | | | | | | | | 0 |
| | PM | Overall Std \| LOS | D | | | | | (0.5) | | | | | | |
| | | Approach Std | | | | | D | | | | | | D | |
| | | Approach LOS | | | | | A (0.7) | | | | | | A (8.8) | |
| | | Storage | | | | - | | | | | | | | - |
| | | 50th Queue | | | | - | | | | | | | | - |
| | | 95th Queue | | | | 0 | | | | | | | | 0 |

The intersection of Herndon Street at Site Driveway C (Intersection 8) is projected to operate at an acceptable LOS overall and for each approach under the build conditions. The intersection is proposed to operate under two-way stop-control with stop control for the eastbound and westbound approaches. The recommended lane configuration for Driveway C is one lane entering the site and one lane exiting the site.

## *5.9 Herndon Street at Site Driveway D (Intersection 9)*

| | | | Herndon Street Northbound | | | Herndon Street Southbound | | | Baylor Avenue Eastbound | | | Driveway D Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | L | T | R | L | T | R | L | T | R | L | T | R |
| BUILD | AM | Overall Std \| LOS | D | | | | | (0.2) | | | | | | |
| | | Approach Std | | | | | D | | | | | | D | |
| | | Approach LOS | | | | | A (0.1) | | | | | | A (8.7) | |
| | | Storage | | | | - | | | | | | | | - |
| | | 50th Queue | | | | - | | | | | | | | - |
| | | 95th Queue | | | | 0 | | | | | | | | 0 |
| | PM | Overall Std \| LOS | D | | | | | (0.3) | | | | | | |
| | | Approach Std | | | | | D | | | | | | D | |
| | | Approach LOS | | | | | A (0.5) | | | | | | A (8.8) | |
| | | Storage | | | | - | | | | | | | | - |
| | | 50th Queue | | | | - | | | | | | | | - |
| | | 95th Queue | | | | 0 | | | | | | | | 0 |

The intersection of Herndon Street at Site Driveway D (Intersection 9) is projected to operate at an acceptable LOS overall and for each approach under the build conditions. The intersection is proposed to operate under two-way stop-control with stop control for the eastbound and westbound approaches. The recommended lane configuration for Driveway D is one lane entering the site and one lane exiting the site.

## *5.10 Herndon Street at Site Driveway E (Intersection 10)*

| | | | Herndon Street | | | Herndon Street | | | | | | Driveway E | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | Left | Through | Right | Left | Through | Right | Left | Through | Right | Left | Through | Right |
| BUILD | AM | Overall Std \| LOS | D | (3.3) | | | | | | | | | | |
| | | Approach Std | | | | D | | | | | | D | | |
| | | Approach LOS | | | | A (3.9) | | | | | | A (8.7) | | |
| | | Storage | | | | - | | | | | | | | - |
| | | 50th Queue | | | | - | | | | | | | | - |
| | | 95th Queue | | | | 25 | | | | | | | | 25 |
| | PM | Overall Std \| LOS | D | (4.6) | | | | | | | | | | |
| | | Approach Std | | | | D | | | | | | D | | |
| | | Approach LOS | | | | A (3.2) | | | | | | A (8.7) | | |
| | | Storage | | | | - | | | | | | | | - |
| | | 50th Queue | | | | - | | | | | | | | - |
| | | 95th Queue | | | | 25 | | | | | | | | 25 |

The intersection of Herndon Street at Site Driveway E (Intersection 10) is projected to operate at an acceptable LOS overall and for each approach under the build conditions. The intersection is proposed to operate under two-way stop-control with stop control for the westbound approach only. The recommended lane configuration for Driveway E is one lane entering the site and one lane exiting the site.

N

1

2

3

4

5

W Marietta St

8th St

Brady Ave

Marietta Blvd

Herndon St

Site Driveway A

Site Driveway B

Site Driveway C

Site Driveway D

Site Driveway E

Joseph E Lowery Blvd

W Marietta St

Donald Lee Hollowell Pkwy (SR 8)

***LEGEND***

- Existing Laneage
- Existing Traffic Signal
- Existing Stop Control
- Intersection Reference Number

**Existing Intersection Laneage**

**Project Granite DRI #3298**

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**Figure 11**

N

1
93 (160)
232 (587)
586 (285)
372 (483)
105 (391)
17 (48)
(128) 257
(144) 520
(210) 77
(67) 62
(223) 412
(17) 28

2
798 (686)
42 (24)
0 (1)
(640) 890
(11) 17
(10) 14
(27) 45

3
238 (814)
144 (479)
0 (1)
(272) 953
(216) 215
(174) 265
(174) 226

4
258 (581)
32 (30)
2 (4)
5 (7)
38 (49)
2 (4)
(163) 290
(78) 90
(233) 547
(496) 161
(54) 29
(4) 0

5
14 (141)
160 (239)
104 (187)
98 (58)
252 (1,113)
22 (75)
(12) 101
(558) 1,169
(143) 109
(170) 172
(228) 390
(43) 63

W Marietta St
8th St
Brady Ave
Marietta Blvd
Herndon St
Site Driveway A
Site Driveway B
Site Driveway C
Site Driveway D
Site Driveway E
Joseph E Lowery Blvd
Donald Lee Hollowell Pkwy (SR 8)

*LEGEND*

- Turning Movement
- XX AM Peak Hour Traffic Volume
- (XX) PM Peak Hour Traffic Volume
- Existing Traffic Signal
- STOP Existing Stop Control
- XXX Average Daily Traffic Volumes
- X Intersection Reference Number

Estimated 2021 Traffic Volumes

Project Granite DRI #3298

Kimley»Horn

Figure 12

N

1
99 (170)
246 (623)
622 (302)
395 (513)
111 (415)
18 (51)
(136) 273
(153) 552
(223) 82
(71) 66
(237) 437
(18) 30

2
847 (728)
45 (25)
0 (1)
(679) 944
(12) 18
(10) 14
(27) 45

3
253 (864)
153 (508)
0 (1)
(289) 1,011
(229) 228
(185) 281
(185) 240

4
274 (617)
34 (32)
2 (4)
5 (7)
40 (52)
2 (4)
(173) 308
(83) 96
(247) 580
(526) 171
(57) 31
(4) 0

5
15 (150)
170 (254)
110 (198)
104 (62)
267 (1,181)
23 (80)
(13) 107
(592) 1,241
(152) 116
(180) 183
(242) 414
(46) 67

W Marietta St
8th St
Brady Ave
Marietta Blvd
Herndon St
Site Driveway A
Site Driveway B
Site Driveway C
Site Driveway D
Site Driveway E
Joseph E Lowery Blvd
Donald Lee Hollowell Pkwy (SR 8)

**LEGEND**

- Turning Movement
- XX — AM Peak Hour Traffic Volume
- (XX) — PM Peak Hour Traffic Volume
- Existing Traffic Signal
- Existing Stop Control
- (X) — Intersection Reference Number

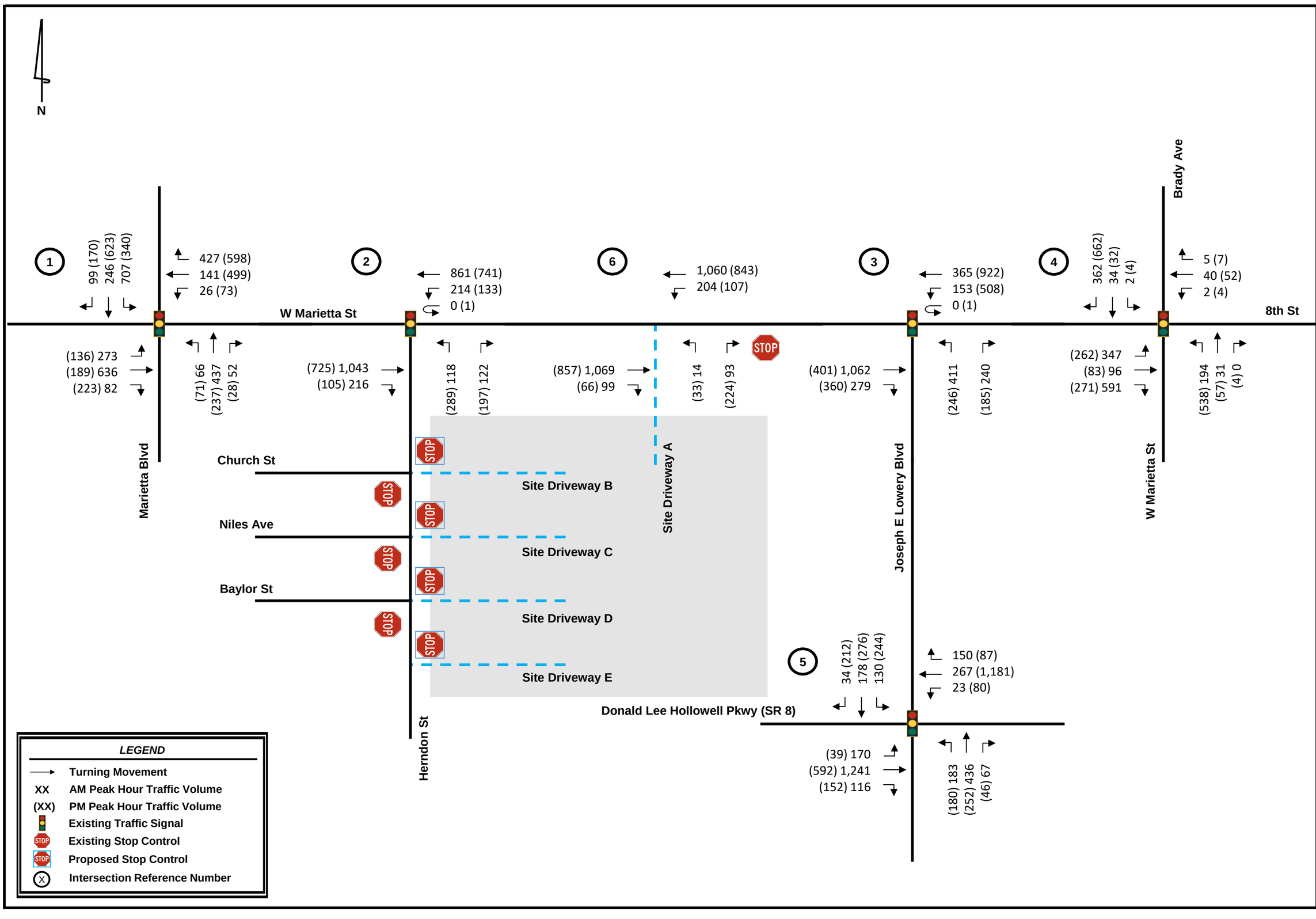
**Projected 2024 No-Build Traffic Volumes**

**Project Granite DRI #3298**

Kimley»Horn

**Figure 13**

# Projected 2024 Build Traffic Volumes



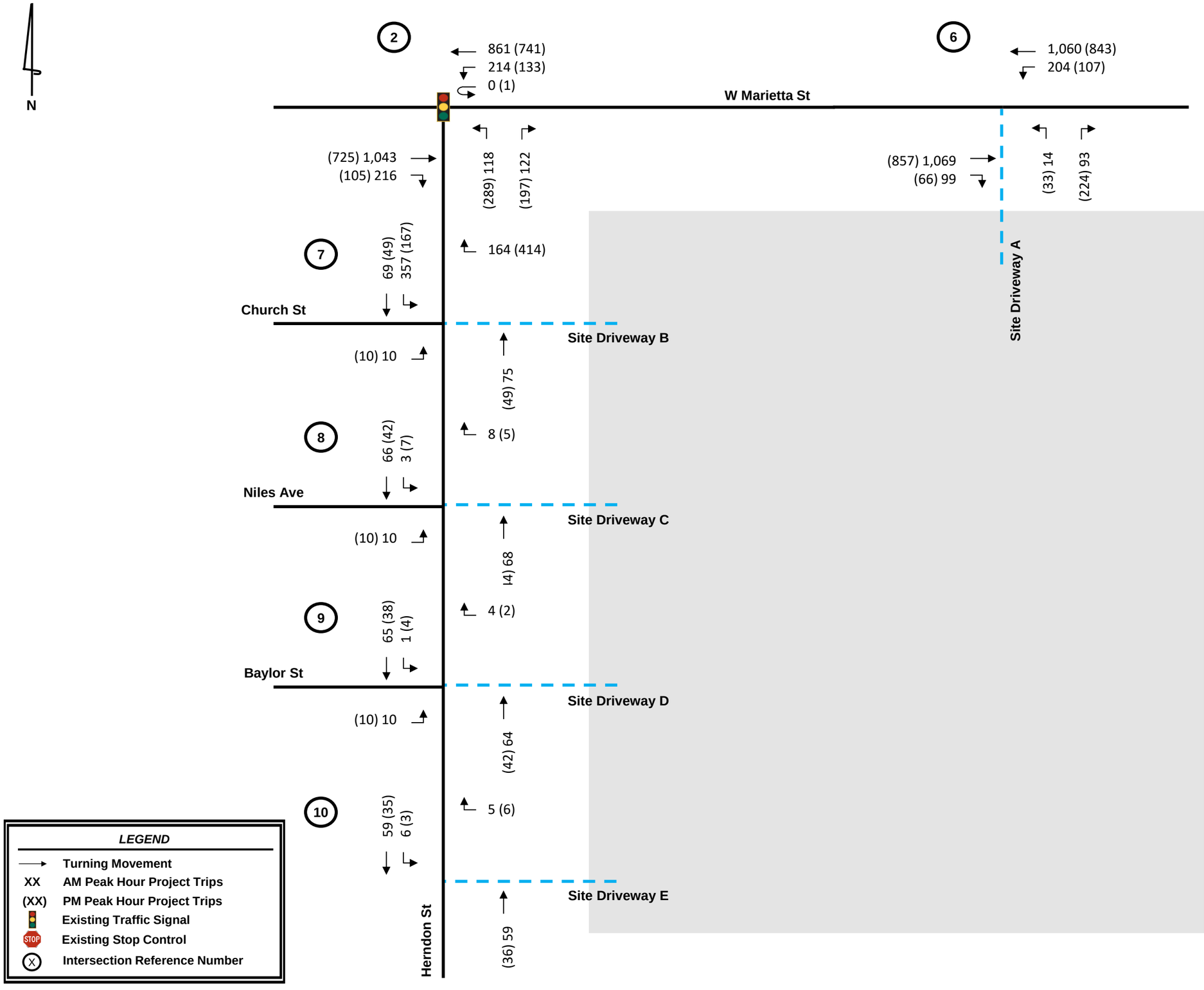

***LEGEND***

- Turning Movement
- XX — AM Peak Hour Traffic Volume
- (XX) — PM Peak Hour Traffic Volume
- Existing Traffic Signal
- Existing Stop Control
- Proposed Stop Control
- (X) — Intersection Reference Number

**Project Granite DRI #3298**

Kimley»Horn

**Figure 14**




Projected 2024 Build Traffic Volumes (Driveways)

Project Granite DRI #3298

Kimley»Horn

Figure 15

N

1

2

6

3

4

7

8

9

10

5

W Marietta St

8th St

Brady Ave

Church St

Niles Ave

Baylor St

Marietta Blvd

Herndon St

Joseph E Lowery Blvd

W Marietta St

Donald Lee Hollowell Pkwy (SR 8)

Site Driveway A

Site Driveway B

Site Driveway C

Site Driveway D

Site Driveway E

STOP

*LEGEND*

- Existing Laneage
- Recommended Laneage via Restriping
- Recommended New Laneage
- Recommended Removed Laneage
- XX AM Peak Hour Traffic Volume
- (XX) PM Peak Hour Traffic Volume
- Existing Traffic Signal
- Existing Stop Control
- Proposed Stop Control
- (X) Intersection Reference Number

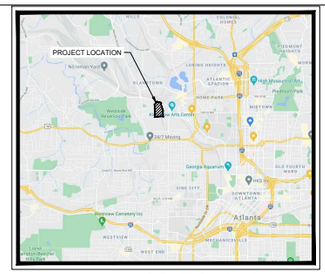
Improved Intersection Laneage

Project Granite DRI #3298

Kimley»Horn

Figure 16

# Proposed Site Plan


LOCATION MAP

## SITE PLAN SPECIFICATIONS:

1. DRI # 3298
   OVERALL PROJECT AREA: 1,574,053 SF (36.14 ACRES)
   CURRENT ZONING - R-4A WITH BELTLINE OVERLAY
   I-2 WITH BELTLINE OVERLAY
   PROPOSED ZONING - MRC-3 WITH BELTLINE OVERLAY
   OWNER: WEST MIDTOWN ACQUISITION CO., LLC.

2. PROGRAM:
   MULTI-FAMILY - 312,500 SF (350 UNITS)
   SINGLE-FAMILY - 150,000 SF (50 UNITS)
   OFFICE - 640,000 SF
   RETAIL - 70,000 SF
   DATA CENTER - 1,150,000 SF

3. EXISTING SITE PROGRAM:
   WAREHOUSE, OFFICE, AND INSTITUTIONAL.

4. FLOOR AREA RATIOS:
   RESIDENTIAL:
   ALLOWED: 3.2
   PROPOSED: 0.28
   11.1 UNITS PER ACRE
   NON-RESIDENTIAL:
   ALLOWED: 4.0
   PROPOSED: 1.18

5. BUILDING HEIGHT:
   MAXIMUM = 225 FEET

6. ESTIMATED PARKING PROVIDED
   RESIDENTIAL:
   MINIMUM: 400 SPACES (1/UNIT)
   MAXIMUM: 1/BEDROOM
   PROPOSED: 615 SPACES

   OFFICE:
   MINIMUM: N/A
   MAXIMUM: 1,600 SPACES (2.5/1000 SF)
   PROPOSED: 1,500 SPACES

   RETAIL:
   MINIMUM: 117 SPACES (1/600 SF)
   MAXIMUM: 146 SPACES (1.25 * MINIMUM)
   PROPOSED: 140 SPACES

   DATA CENTER:
   MINIMUM: 1,917 SPACES(1/600 SF)
   MAXIMUM: 2,396 SPACES (1.25 * MINIMUM)
   PROPOSED: 300 SPACES (THROUGH PARKING VARIANCE)

**TOTAL ESTIMATED PARKING PROVIDED: 2,555 SPACES**

7. CONTACTS
   APPLICANT: WEST MIDTOWN ACQUISITION CO., LLC.
   CONTACT: SARAH BLUE
   SARAH.BLUE@QTSDATACENTERS.COM
   1033 JEFFERSON STREET NW
   ATLANTA, GA 30318
   404-702-7244
   TRAFFIC CONSULTANT: KIMLEY-HORN
   CONTACT: ANA EISENMAN, P.E.
   ANA.EISENMAN@KIMLEY-HORN.COM
   817 WEST PEACHTREE ST. NW
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   ATLANTA, GA 30308
   404-419-8700
   CIVIL ENGINEER: KIMLEY-HORN
   CONTACT: JOSH REYNOLDS, P.E.
   JOSH.REYNOLDS@KIMLEY-HORN.COM
   11720 AMBER PARK DRIVE
   SUITE 600
   ALPHARETTA, GA 30009
   770-619-4280

## SITE PLAN LEGEND:

- PROPERTY LINE
- INTERNAL PROPERTY DELINEATION
- PROPOSED SECURITY FENCE
- CONCRETE SIDEWALK
- PROPOSED BUILDING FOOTPRINT

NORTH

GRAPHIC SCALE IN FEET
0 40 80 160

GEORGIA811
Georgia Utilities Protection Service

Kimley»Horn
© 2021 KIMLEY-HORN AND ASSOCIATES, INC.
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GEORGIA 30009
PHONE (770) 619-4280
WWW.KIMLEY-HORN.COM

CLIENT
WEST MIDTOWN ACQUISITION COMPANY LLC.
12851 FOSTER STREET
OVERLAND PARK, KS 68213

| No. | REVISION DESCRIPTIONS | DATE | BY |
|---|---|---|---|

PROJECT
DRI #3298
PROJECT GRANITE

04/01/2021

| | |
|---|---|
| GSWCC CERT. (LEVEL II) | 0000057727 |
| DRAWN BY | KHA |
| DESIGNED BY | KHA |
| REVIEWED BY | JCR |
| DATE | 03/26/2021 |
| PROJECT NO. | 015170056 |

TITLE
DRI SITE PLAN

SHEET NUMBER
C0-20

Drawing name: K:\ALP_PRJ\015170056_QTS Atlanta\CAD\Exhibits\2021-05-11 DRI site plan\QTS DRI Site Plan.dwg DRI Site Plan May 19, 2021, 6:19pm by: John Stella

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# Trip Generation Analysis

**Trip Generation Analysis (10th Ed. with *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)**
**Project Granite DRI #3298**
**City of Atlanta, GA**

| Land Use | Density | Daily Trips | AM Peak Hour Total | AM Peak Hour In | AM Peak Hour Out | PM Peak Hour Total | PM Peak Hour In | PM Peak Hour Out |
|---|---|---|---|---|---|---|---|---|
| **Proposed Site Trips** | | | | | | | | |
| 160 Data Center | 1,150,000 s.f. | 1,138 | 127 | 70 | 57 | 104 | 31 | 73 |
| 220 Multi-Family Housing (Low-Rise) | 45 d.u. | 300 | 22 | 5 | 17 | 29 | 18 | 11 |
| 221 Multi-Family Housing (Mid-Rise) | 350 d.u. | 1,906 | 117 | 30 | 87 | 147 | 90 | 57 |
| 710 General Office Building | 640,000 s.f. | 6,422 | 628 | 540 | 88 | 664 | 106 | 558 |
| 820 Shopping Center | 35,000 s.f. gross leasable area | 1,322 | 33 | 20 | 13 | 133 | 64 | 69 |
| 932 High-Turnover (Sit-Down) Restaurant | 35,000 s.f. | 3,926 | 348 | 191 | 157 | 342 | 212 | 130 |
| | **Total Site Trips** | **15,014** | **1,275** | **856** | **419** | **1,419** | **521** | **898** |
| **Redevelopment Trips** | | | | | | | | |
| 140 Manufacturing | 475,000 s.f. | -1,662 | -295 | -227 | -68 | -318 | -99 | -219 |
| 710 General Office Building | 37,500 s.f. | -410 | -62 | -53 | -9 | -45 | -7 | -38 |
| | **Total Redevelopment Trips** | **-2,072** | **-357** | **-280** | **-77** | **-363** | **-106** | **-257** |
| **Proposed Gross Trips** | | **12,942** | **918** | **576** | **342** | **1,056** | **415** | **641** |
| Residential Trips | | 1,902 | 100 | 25 | 75 | 131 | 81 | 50 |
| *Mixed-Use Reductions* | | *-480* | *-20* | *-2* | *-18* | *-46* | *-29* | *-17* |
| *Alternative Mode Reductions* | | *-242* | *-14* | *-4* | *-10* | *-14* | *-9* | *-6* |
| Adjusted Residential Trips | | 1,180 | 66 | 19 | 47 | 71 | 43 | 27 |
| Office Trips | | 5,536 | 452 | 389 | 63 | 494 | 79 | 415 |
| *Mixed-Use Reductions* | | *-186* | *-77* | *-40* | *-37* | *-16* | *-6* | *-10* |
| *Alternative Mode Reductions* | | *-910* | *-64* | *-59* | *-4* | *-81* | *-12* | *-69* |
| Adjusted Office Trips | | 4,440 | 311 | 290 | 22 | 397 | 61 | 336 |
| Retail Trips | | 1,140 | 24 | 15 | 9 | 99 | 48 | 51 |
| *Mixed-Use Reductions* | | *-154* | *-12* | *-7* | *-5* | *-62* | *-33* | *-29* |
| *Alternative Mode Reductions* | | *-167* | *-2* | *-1* | *-1* | *-6* | *-3* | *-4* |
| *Pass By Reductions (Based on ITE Rates)* | | *-277* | *0* | *0* | *0* | *-11* | *-6* | *-6* |
| Adjusted Retail Trips | | 542 | 10 | 7 | 3 | 20 | 6 | 12 |
| Restaurant Trips | | 3,384 | 251 | 138 | 113 | 255 | 158 | 97 |
| *Mixed-Use Reductions* | | *-456* | *-85* | *-48* | *-37* | *-68* | *-28* | *-40* |
| *Alternative Mode Reductions* | | *-498* | *-28* | *-15* | *-13* | *-32* | *-22* | *-10* |
| *Pass By Reductions (Based on ITE Rates)* | | *-1,046* | *0* | *0* | *0* | *-67* | *-34* | *-34* |
| Adjusted Restaurant Trips | | 1,384 | 138 | 75 | 63 | 88 | 74 | 13 |
| Industrial Trips | | 980 | 91 | 50 | 41 | 77 | 23 | 54 |
| Truck Trips (0% of Industrial Trips) | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Car Trips (100% of Industrial Trips) | | 980 | 91 | 50 | 41 | 77 | 23 | 54 |
| *Alternative Mode Reductions* | | *-167* | *-15* | *-9* | *-7* | *-13* | *-4* | *-9* |
| Adjusted Car Trips | | 813 | 76 | 41 | 34 | 64 | 19 | 45 |
| Adjusted Industrial Trips | | 813 | 76 | 41 | 34 | 64 | 19 | 45 |
| *Mixed-Use Reductions - TOTAL* | | *-1,276* | *-194* | *-97* | *-97* | *-192* | *-96* | *-96* |
| *Alternative Mode Reductions - TOTAL* | | *-1,984* | *-123* | *-88* | *-35* | *-146* | *-50* | *-98* |
| *Pass-By Reductions - TOTAL* | | *-1,323* | *0* | *0* | *0* | *-78* | *-40* | *-40* |
| **New Net Trips** | | **8,359** | **601** | **391** | **210** | **640** | **229** | **407** |
| **Driveway Volumes** | | **11,754** | **958** | **671** | **287** | **1,081** | **375** | **704** |

*Note: All daily trips were calculated based on rates or equations on a Weekday, peak hour trips were calculated based on rates or equations on a Weekday for the peak hour of the adjacent street traffic (AM - one hour between 7AM and 9AM, PM - one hour between 4PM and 6PM)*

Equation - *ITE Trip Generation Manual, 10th Edition*

Rate - *ITE Trip Generation Manual, 10th Edition*

# Intersection Volume Worksheets

**INTERSECTION VOLUME DEVELOPMENT**

INTERSECTION #1

Marietta Blvd at West Marietta St

## AM PEAK HOUR

| | Marietta Blvd Northbound | | | | Marietta Blvd Southbound | | | | West Marietta St Eastbound | | | | West Marietta St Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2018 Traffic Volumes | 0 | 59 | 392 | 27 | 0 | 558 | 221 | 89 | 0 | 245 | 495 | 73 | 0 | 16 | 100 | 354 |
| Pedestrians | | 1 | | | | 0 | | | | 4 | | | | 0 | | |
| Conflicting Pedestrians | | 4 | | 0 | | 0 | | 4 | | 0 | | 1 | | 1 | | 0 |
| Heavy Vehicles | 0 | 24 | 12 | 3 | 0 | 8 | 13 | 29 | 0 | 33 | 10 | 19 | 0 | 2 | 10 | 12 |
| Heavy Vehicle % | 2% | 41% | 3% | 11% | 2% | 2% | 6% | 33% | 2% | 13% | 2% | 26% | 2% | 13% | 10% | 3% |
| Peak Hour Factor | | 0.98 | | | | 0.98 | | | | 0.98 | | | | 0.98 | | |
| Adjustment | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| **Adjusted 2021 Volumes** | **0** | **62** | **412** | **28** | **0** | **586** | **232** | **93** | **0** | **257** | **520** | **77** | **0** | **17** | **105** | **372** |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Growth Factor | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 |
| **2024 No-Build Traffic** | **0** | **66** | **437** | **30** | **0** | **622** | **246** | **99** | **0** | **273** | **552** | **82** | **0** | **18** | **111** | **395** |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | 5% | | 20% | | | | | 20% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | 5% | 20% | 20% |
| Warehouse Car Trips | 0 | 0 | 0 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 2 | 7 | 7 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | 5% | | 15% | | | | | 10% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | 5% | 10% | 15% |
| Residential Trips | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5 | 7 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | 5% | | 20% | | | | | 20% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | 5% | 20% | 20% |
| Office Trips | 0 | 0 | 0 | 15 | 0 | 58 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 1 | 4 | 4 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | 5% | | 20% | | | | | 20% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | 5% | 20% | 20% |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | 5% | | 20% | | | | | 20% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | 5% | 20% | 20% |
| Restaurant Trips | 0 | 0 | 0 | 4 | 0 | 15 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 3 | 13 | 13 |
| | | | | | | | | | | | | | | | | |
| Pass-By Distribution IN | | | | | | | | | | | | | | | | |
| Pass-By Distribution OUT | | | | | | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Project Trips | 0 | 0 | 0 | 22 | 0 | 85 | 0 | 0 | 0 | 0 | 84 | 0 | 0 | 8 | 30 | 32 |
| | | | | | | | | | | | | | | | | |
| **2024 Build Traffic** | **0** | **66** | **437** | **52** | **0** | **707** | **246** | **99** | **0** | **273** | **636** | **82** | **0** | **26** | **141** | **427** |
| 2024 Heavy Vehicle % | 2% | 41% | 3% | 6% | 2% | 2% | 6% | 33% | 2% | 13% | 2% | 26% | 2% | 9% | 8% | 3% |

## PM PEAK HOUR

| | Marietta Blvd Northbound | | | | Marietta Blvd Southbound | | | | West Marietta St Eastbound | | | | West Marietta St Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2018 Traffic Volumes | 0 | 64 | 212 | 16 | 0 | 271 | 559 | 152 | 0 | 122 | 137 | 200 | 0 | 46 | 372 | 460 |
| Pedestrians | | 3 | | | | 0 | | | | 2 | | | | 0 | | |
| Conflicting Pedestrians | | 2 | | 0 | | 0 | | 2 | | 0 | | 3 | | 3 | | 0 |
| Heavy Vehicles | 0 | 23 | 2 | 3 | 0 | 4 | 5 | 32 | 0 | 19 | 5 | 26 | 0 | 1 | 5 | 8 |
| Heavy Vehicle % | 2% | 36% | 2% | 19% | 2% | 2% | 2% | 21% | 2% | 16% | 4% | 13% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | | 0.96 | | | | 0.96 | | | | 0.96 | | | | 0.96 | | |
| Adjustment | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| **Adjusted 2021 Volumes** | **0** | **67** | **223** | **17** | **0** | **285** | **587** | **160** | **0** | **128** | **144** | **210** | **0** | **48** | **391** | **483** |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Growth Factor | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 |
| **2024 No-Build Traffic** | **0** | **71** | **237** | **18** | **0** | **302** | **623** | **170** | **0** | **136** | **153** | **223** | **0** | **51** | **415** | **513** |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | 5% | | 20% | | | | | 20% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | 5% | 20% | 20% |
| Warehouse Car Trips | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 9 | 9 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | 5% | | 15% | | | | | 10% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | 5% | 10% | 15% |
| Residential Trips | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 3 | 4 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | 5% | | 20% | | | | | 20% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | 5% | 20% | 20% |
| Office Trips | 0 | 0 | 0 | 3 | 0 | 12 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 17 | 67 | 67 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | 5% | | 20% | | | | | 20% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | 5% | 20% | 20% |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 2 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | 5% | | 20% | | | | | 20% | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | 5% | 20% | 20% |
| Restaurant Trips | 0 | 0 | 0 | 4 | 0 | 15 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 1 | 3 | 3 |
| | | | | | | | | | | | | | | | | |
| Pass-By Distribution IN | | | | | | | | | | | | | | | | |
| Pass-By Distribution OUT | | | | | | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Project Trips | 0 | 0 | 0 | 10 | 0 | 38 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 22 | 84 | 85 |
| | | | | | | | | | | | | | | | | |
| **2024 Build Traffic** | **0** | **71** | **237** | **28** | **0** | **340** | **623** | **170** | **0** | **136** | **189** | **223** | **0** | **73** | **499** | **598** |
| 2024 Heavy Vehicle % | 2% | 36% | 2% | 12% | 2% | 2% | 2% | 21% | 2% | 16% | 3% | 13% | 2% | 2% | 2% | 2% |

**INTERSECTION VOLUME DEVELOPMENT**

INTERSECTION #2

Herndon St at West Marietta St

## AM PEAK HOUR

| | Herndon St Northbound | | | | Southbound | | | | West Marietta St Eastbound | | | | West Marietta St Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2021 Traffic Volumes | 0 | 6 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 377 | 7 | 0 | 18 | 338 | 0 |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | |
| Conflicting Pedestrians | 0 | | | 0 | 0 | | | 0 | 0 | | | 0 | 0 | | | 0 |
| Heavy Vehicles | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 1 | 0 | 1 | 48 | 0 |
| Heavy Vehicle % | 2% | 17% | 2% | 5% | 2% | 2% | 2% | 2% | 2% | 2% | 12% | 14% | 2% | 6% | 14% | 2% |
| Peak Hour Factor | | 0.97 | | | | 0.97 | | | | 0.97 | | | | 0.97 | | |
| Adjustment | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 |
| **Adjusted 2021 Volumes** | **0** | **14** | **0** | **45** | **0** | **0** | **0** | **0** | **0** | **0** | **890** | **17** | **0** | **42** | **798** | **0** |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 0.0% | 0.0% | 0.0% | 0.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 0.0% | 2.0% | 0.0% | 2.0% | 2.0% |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 |
| **2024 No-Build Traffic** | **0** | **14** | **0** | **45** | **0** | **0** | **0** | **0** | **0** | **0** | **944** | **18** | **0** | **45** | **847** | **0** |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | 15% | 30% | | 25% | | |
| Trip Distribution OUT | | 40% | | 25% | | | | | | | | | | | 5% | |
| Warehouse Car Trips | 0 | 20 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 18 | 0 | 15 | 3 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | 10% | 20% | | 30% | | |
| Trip Distribution OUT | | 25% | | 30% | | | | | | | | | | | 5% | |
| Residential Trips | 0 | 19 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 0 | 9 | 4 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | 15% | 30% | | 25% | | |
| Trip Distribution OUT | | 40% | | 25% | | | | | | | | | | | 5% | |
| Office Trips | 0 | 19 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 132 | 0 | 110 | 2 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | 15% | 30% | | 25% | | |
| Trip Distribution OUT | | 40% | | 25% | | | | | | | | | | | 5% | |
| Retail Trips | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 3 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | 15% | 30% | | 25% | | |
| Trip Distribution OUT | | 40% | | 25% | | | | | | | | | | | 5% | |
| Restaurant Trips | 0 | 43 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 38 | 0 | 32 | 5 | 0 |
| | | | | | | | | | | | | | | | | |
| Pass-By Distribution IN | | | | | | | | | | | | | | 50% | -50% | |
| Pass-By Distribution OUT | | 50% | | | | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Project Trips | 0 | 104 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 198 | 0 | 169 | 14 | 0 |
| | | | | | | | | | | | | | | | | |
| **2024 Build Traffic** | **0** | **118** | **0** | **122** | **0** | **0** | **0** | **0** | **0** | **0** | **1,043** | **216** | **0** | **214** | **861** | **0** |
| 2024 Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 11% | 2% | 2% | 2% | 14% | 2% |

## PM PEAK HOUR

| | Herndon St Northbound | | | | Southbound | | | | West Marietta St Eastbound | | | | West Marietta St Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2021 Traffic Volumes | 0 | 7 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 457 | 8 | 1 | 17 | 490 | 0 |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | |
| Conflicting Pedestrians | 0 | | | 0 | 0 | | | 0 | 0 | | | 0 | 0 | | | 0 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 19 | 0 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 4% | 2% | 2% | 2% | 4% | 2% |
| Peak Hour Factor | | 0.94 | | | | 0.94 | | | | 0.94 | | | | 0.94 | | |
| Adjustment | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 |
| **Adjusted 2021 Volumes** | **0** | **10** | **0** | **27** | **0** | **0** | **0** | **0** | **0** | **0** | **640** | **11** | **1** | **24** | **686** | **0** |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 0.0% | 0.0% | 0.0% | 0.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 0.0% | 2.0% | 0.0% | 2.0% | 2.0% |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 |
| **2024 No-Build Traffic** | **0** | **10** | **0** | **27** | **0** | **0** | **0** | **0** | **0** | **0** | **679** | **12** | **1** | **25** | **728** | **0** |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | 15% | 30% | | 25% | | |
| Trip Distribution OUT | | 40% | | 25% | | | | | | | | | | | 5% | |
| Warehouse Car Trips | 0 | 26 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 8 | 0 | 7 | 3 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | 10% | 20% | | 30% | | |
| Trip Distribution OUT | | 25% | | 30% | | | | | | | | | | | 5% | |
| Residential Trips | 0 | 11 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 14 | 0 | 21 | 2 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | 15% | 30% | | 25% | | |
| Trip Distribution OUT | | 40% | | 25% | | | | | | | | | | | 5% | |
| Office Trips | 0 | 192 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 26 | 0 | 22 | 24 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | 15% | 30% | | 25% | | |
| Trip Distribution OUT | | 40% | | 25% | | | | | | | | | | | 5% | |
| Retail Trips | 0 | 12 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 0 | 6 | 2 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | 15% | 30% | | 25% | | |
| Trip Distribution OUT | | 40% | | 25% | | | | | | | | | | | 5% | |
| Restaurant Trips | 0 | 18 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 38 | 0 | 32 | 2 | 0 |
| | | | | | | | | | | | | | | | | |
| Pass-By Distribution IN | | | | | | | | | | | | | | 50% | -50% | |
| Pass-By Distribution OUT | | 50% | | | | | | | | | | | | | | |
| Pass-By Trips | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | -20 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Project Trips | 0 | 279 | 0 | 170 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 93 | 0 | 108 | 13 | 0 |
| | | | | | | | | | | | | | | | | |
| **2024 Build Traffic** | **0** | **289** | **0** | **197** | **0** | **0** | **0** | **0** | **0** | **0** | **725** | **105** | **1** | **133** | **741** | **0** |
| 2024 Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 4% | 2% | 2% | 2% | 4% | 2% |

**INTERSECTION VOLUME DEVELOPMENT**

INTERSECTION #3

Joseph E Lowery Blvd at West Marietta St

## AM PEAK HOUR

| | Joseph E Lowery Blvd Northbound | | | | Joseph E Lowery Blvd Southbound | | | | West Marietta St Eastbound | | | | West Marietta St Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2018 Traffic Volumes | 0 | 252 | 0 | 215 | 0 | 0 | 0 | 0 | 0 | 0 | 908 | 205 | 0 | 137 | 227 | 0 |
| Pedestrians | 0 | | | | 0 | | | | 1 | | | | 0 | | | |
| Conflicting Pedestrians | 1 | | | 0 | 0 | | | 1 | 0 | | | 0 | 0 | | | 0 |
| Heavy Vehicles | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 3 | 0 | 1 | 10 | 0 |
| Heavy Vehicle % | 2% | 4% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 4% | 2% |
| Peak Hour Factor | 0.96 | | | | 0.96 | | | | 0.96 | | | | 0.96 | | | |
| Adjustment | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| **Adjusted 2021 Volumes** | **0** | **265** | **0** | **226** | **0** | **0** | **0** | **0** | **0** | **0** | **953** | **215** | **0** | **144** | **238** | **0** |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Growth Factor | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 |
| **2024 No-Build Traffic** | **0** | **281** | **0** | **240** | **0** | **0** | **0** | **0** | **0** | **0** | **1,011** | **228** | **0** | **153** | **253** | **0** |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | 30% | | | | | | | | | | | | | 25% | |
| Trip Distribution OUT | | | | | | | | | | | 25% | 30% | | | | |
| Warehouse Car Trips | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 10 | 0 | 0 | 10 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | 30% | | | | | | | | | | | | | 40% | |
| Trip Distribution OUT | | | | | | | | | | | 40% | 30% | | | | |
| Residential Trips | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 14 | 0 | 0 | 8 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | 30% | | | | | | | | | | | | | 25% | |
| Trip Distribution OUT | | | | | | | | | | | 25% | 30% | | | | |
| Office Trips | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 7 | 0 | 0 | 73 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | 30% | | | | | | | | | | | | | 25% | |
| Trip Distribution OUT | | | | | | | | | | | 25% | 30% | | | | |
| Retail Trips | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | 30% | | | | | | | | | | | | | 25% | |
| Trip Distribution OUT | | | | | | | | | | | 25% | 30% | | | | |
| Restaurant Trips | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 19 | 0 | 0 | 19 | 0 |
| | | | | | | | | | | | | | | | | |
| Pass-By Distribution IN | | | | | | | | | | | | | | | | |
| Pass-By Distribution OUT | | | | | | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Project Trips | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 51 | 0 | 0 | 112 | 0 |
| | | | | | | | | | | | | | | | | |
| **2024 Build Traffic** | **0** | **411** | **0** | **240** | **0** | **0** | **0** | **0** | **0** | **0** | **1,062** | **279** | **0** | **153** | **365** | **0** |
| 2024 Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 3% | 2% |

## PM PEAK HOUR

| | Joseph E Lowery Blvd Northbound | | | | Joseph E Lowery Blvd Southbound | | | | West Marietta St Eastbound | | | | West Marietta St Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2018 Traffic Volumes | 0 | 166 | 0 | 166 | 0 | 0 | 0 | 0 | 0 | 0 | 259 | 206 | 1 | 456 | 775 | 0 |
| Pedestrians | 1 | | | | 0 | | | | 3 | | | | 0 | | | |
| Conflicting Pedestrians | 3 | | | 0 | 0 | | | 3 | 0 | | | 1 | 1 | | | 0 |
| Heavy Vehicles | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 1 | 6 | 0 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | 0.98 | | | | 0.98 | | | | 0.98 | | | | 0.98 | | | |
| Adjustment | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| **Adjusted 2021 Volumes** | **0** | **174** | **0** | **174** | **0** | **0** | **0** | **0** | **0** | **0** | **272** | **216** | **1** | **479** | **814** | **0** |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Growth Factor | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 |
| **2024 No-Build Traffic** | **0** | **185** | **0** | **185** | **0** | **0** | **0** | **0** | **0** | **0** | **289** | **229** | **1** | **508** | **864** | **0** |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | 30% | | | | | | | | | | | | | 25% | |
| Trip Distribution OUT | | | | | | | | | | | 25% | 30% | | | | |
| Warehouse Car Trips | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 14 | 0 | 0 | 5 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | 30% | | | | | | | | | | | | | 40% | |
| Trip Distribution OUT | | | | | | | | | | | 40% | 30% | | | | |
| Residential Trips | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 8 | 0 | 0 | 17 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | 30% | | | | | | | | | | | | | 25% | |
| Trip Distribution OUT | | | | | | | | | | | 25% | 30% | | | | |
| Office Trips | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 101 | 0 | 0 | 15 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | 30% | | | | | | | | | | | | | 25% | |
| Trip Distribution OUT | | | | | | | | | | | 25% | 30% | | | | |
| Retail Trips | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 2 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | 30% | | | | | | | | | | | | | 25% | |
| Trip Distribution OUT | | | | | | | | | | | 25% | 30% | | | | |
| Restaurant Trips | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 19 | 0 |
| | | | | | | | | | | | | | | | | |
| Pass-By Distribution IN | | | | | | | | | | | | | | | | |
| Pass-By Distribution OUT | | | | | | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Project Trips | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 131 | 0 | 0 | 58 | 0 |
| | | | | | | | | | | | | | | | | |
| **2024 Build Traffic** | **0** | **246** | **0** | **185** | **0** | **0** | **0** | **0** | **0** | **0** | **401** | **360** | **1** | **508** | **922** | **0** |
| 2024 Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |

**INTERSECTION VOLUME DEVELOPMENT**

INTERSECTION #4

Marietta St NW at West Marietta St

## AM PEAK HOUR

| | Marietta St NW Northbound | | | | Brady Ave NW Southbound | | | | West Marietta St Eastbound | | | | 8th St NW Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2021 Traffic Volumes | 0 | 152 | 27 | 0 | 0 | 1 | 30 | 243 | 0 | 274 | 38 | 516 | 0 | 1 | 16 | 2 |
| Pedestrians | | 0 | | | | 1 | | | | 1 | | | | 3 | | |
| Conflicting Pedestrians | | 1 | | 3 | | 3 | | 1 | | 1 | | 0 | | 0 | | 1 |
| Heavy Vehicles | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 7 | 0 | 0 | 0 | 0 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | | 0.89 | | | | 0.89 | | | | 0.89 | | | | 0.89 | | |
| Adjustment | 1.06 | 1.06 | 1.06 | 2.36 | 1.06 | 2.36 | 1.06 | 1.06 | 1.06 | 1.06 | 2.36 | 1.06 | 2.36 | 2.36 | 2.36 | 2.36 |
| **Adjusted 2021 Volumes** | **0** | **161** | **29** | **0** | **0** | **2** | **32** | **258** | **0** | **290** | **90** | **547** | **0** | **2** | **38** | **5** |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Growth Factor | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 |
| **2024 No-Build Traffic** | **0** | **171** | **31** | **0** | **0** | **2** | **34** | **274** | **0** | **308** | **96** | **580** | **0** | **2** | **40** | **5** |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | 5% | | | | | | 20% | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | 20% | | 5% | | | | |
| Warehouse Car Trips | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 7 | 0 | 2 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | 10% | | | | | | 30% | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | 30% | | 10% | | | | |
| Residential Trips | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 14 | 0 | 5 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | 5% | | | | | | 20% | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | 20% | | 5% | | | | |
| Office Trips | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | 5% | | | | | | 20% | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | 20% | | 5% | | | | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | 5% | | | | | | 20% | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | 20% | | 5% | | | | |
| Restaurant Trips | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 13 | 0 | 3 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Pass-By Distribution IN | | | | | | | | | | | | | | | | |
| Pass-By Distribution OUT | | | | | | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Project Trips | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 88 | 0 | 39 | 0 | 11 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| **2024 Build Traffic** | **0** | **194** | **31** | **0** | **0** | **2** | **34** | **362** | **0** | **347** | **96** | **591** | **0** | **2** | **40** | **5** |
| 2024 Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |

## PM PEAK HOUR

| | Marietta St NW Northbound | | | | Brady Ave NW Southbound | | | | West Marietta St Eastbound | | | | 8th St NW Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2021 Traffic Volumes | 0 | 468 | 51 | 3 | 0 | 3 | 28 | 548 | 0 | 154 | 56 | 220 | 0 | 3 | 35 | 5 |
| Pedestrians | | 0 | | | | 1 | | | | 2 | | | | 1 | | |
| Conflicting Pedestrians | | 2 | | 1 | | 1 | | 2 | | 1 | | 0 | | 0 | | 1 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | | 0.94 | | | | 0.94 | | | | 0.94 | | | | 0.94 | | |
| Adjustment | 1.06 | 1.06 | 1.06 | 1.4 | 1.06 | 1.4 | 1.06 | 1.06 | 1.06 | 1.06 | 1.4 | 1.06 | 1.4 | 1.4 | 1.4 | 1.4 |
| **Adjusted 2021 Volumes** | **0** | **496** | **54** | **4** | **0** | **4** | **30** | **581** | **0** | **163** | **78** | **233** | **0** | **4** | **49** | **7** |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Growth Factor | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 |
| **2024 No-Build Traffic** | **0** | **526** | **57** | **4** | **0** | **4** | **32** | **617** | **0** | **173** | **83** | **247** | **0** | **4** | **52** | **7** |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | 5% | | | | | | 20% | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | 20% | | 5% | | | | |
| Warehouse Car Trips | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 9 | 0 | 2 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | 10% | | | | | | 30% | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | 30% | | 10% | | | | |
| Residential Trips | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 8 | 0 | 3 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | 5% | | | | | | 20% | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | 20% | | 5% | | | | |
| Office Trips | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 67 | 0 | 17 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | 5% | | | | | | 20% | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | 20% | | 5% | | | | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | 5% | | | | | | 20% | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | 20% | | 5% | | | | |
| Restaurant Trips | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Pass-By Distribution IN | | | | | | | | | | | | | | | | |
| Pass-By Distribution OUT | | | | | | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Project Trips | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 89 | 0 | 24 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| **2024 Build Traffic** | **0** | **538** | **57** | **4** | **0** | **4** | **32** | **662** | **0** | **262** | **83** | **271** | **0** | **4** | **52** | **7** |
| 2024 Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |

***Green text represents movements associated with the 2021 counts collected to account for the 8th street leg not being included in the original 2017 counts**

**INTERSECTION VOLUME DEVELOPMENT**

INTERSECTION #5

Joseph E Lowery Blvd at Donald Lee Hollowell Pkwy

## AM PEAK HOUR

| | Joseph E Lowery Blvd Northbound | | | | Joseph E Lowery Blvd Southbound | | | | Donald Lee Hollowell Pkwy Eastbound | | | | Donald Lee Hollowell Pkwy Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2018 Traffic Volumes | 0 | 164 | 371 | 60 | 0 | 99 | 152 | 13 | 0 | 96 | 1,113 | 104 | 0 | 21 | 240 | 93 |
| Pedestrians | 4 | | | | 1 | | | | 3 | | | | 3 | | | |
| Conflicting Pedestrians | 3 | | | 3 | 3 | | | 3 | 1 | | | 4 | 4 | | | 1 |
| Heavy Vehicles | 0 | 0 | 10 | 0 | 0 | 8 | 4 | 0 | 0 | 4 | 20 | 2 | 0 | 0 | 12 | 1 |
| Heavy Vehicle % | 2% | 2% | 3% | 2% | 2% | 8% | 3% | 2% | 2% | 4% | 2% | 2% | 2% | 2% | 5% | 2% |
| Peak Hour Factor | 0.97 | | | | 0.97 | | | | 0.97 | | | | 0.97 | | | |
| Adjustment | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| **Adjusted 2021 Volumes** | **0** | **172** | **390** | **63** | **0** | **104** | **160** | **14** | **0** | **101** | **1,169** | **109** | **0** | **22** | **252** | **98** |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Growth Factor | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 |
| **2024 No-Build Traffic** | **0** | **183** | **414** | **67** | **0** | **110** | **170** | **15** | **0** | **107** | **1,241** | **116** | **0** | **23** | **267** | **104** |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | 5% | | | | | | | 15% | | | | | | 10% |
| Trip Distribution OUT | | | | | | 10% | 5% | 15% | | | | | | | | |
| Warehouse Car Trips | 0 | 0 | 2 | 0 | 0 | 3 | 2 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 4 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | 5% | | | | | | | 5% | | | | | | 20% |
| Trip Distribution OUT | | | | | | 20% | 5% | 5% | | | | | | | | |
| Residential Trips | 0 | 0 | 1 | 0 | 0 | 9 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | 5% | | | | | | | 15% | | | | | | 10% |
| Trip Distribution OUT | | | | | | 10% | 5% | 15% | | | | | | | | |
| Office Trips | 0 | 0 | 15 | 0 | 0 | 2 | 1 | 3 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 29 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | 5% | | | | | | | 15% | | | | | | 10% |
| Trip Distribution OUT | | | | | | 10% | 5% | 15% | | | | | | | | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | 5% | | | | | | | 15% | | | | | | 10% |
| Trip Distribution OUT | | | | | | 10% | 5% | 15% | | | | | | | | |
| Restaurant Trips | 0 | 0 | 4 | 0 | 0 | 6 | 3 | 9 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 8 |
| | | | | | | | | | | | | | | | | |
| Pass-By Distribution IN | | | | | | | | | | | | | | | | |
| Pass-By Distribution OUT | | | | | | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Project Trips | 0 | 0 | 22 | 0 | 0 | 20 | 8 | 19 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 46 |
| | | | | | | | | | | | | | | | | |
| **2024 Build Traffic** | **0** | **183** | **436** | **67** | **0** | **130** | **178** | **34** | **0** | **170** | **1,241** | **116** | **0** | **23** | **267** | **150** |
| 2024 Heavy Vehicle % | 2% | 2% | 3% | 2% | 2% | 7% | 3% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 5% | 2% |

## PM PEAK HOUR

| | Joseph E Lowery Blvd Northbound | | | | Joseph E Lowery Blvd Southbound | | | | Donald Lee Hollowell Pkwy Eastbound | | | | Donald Lee Hollowell Pkwy Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2018 Traffic Volumes | 0 | 162 | 217 | 41 | 0 | 178 | 228 | 134 | 0 | 11 | 531 | 136 | 0 | 71 | 1,060 | 55 |
| Pedestrians | 7 | | | | 6 | | | | 5 | | | | 5 | | | |
| Conflicting Pedestrians | 5 | | | 5 | 5 | | | 5 | 6 | | | 7 | 7 | | | 6 |
| Heavy Vehicles | 0 | 1 | 2 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 9 | 2 | 0 | 1 | 17 | 0 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | 0.95 | | | | 0.95 | | | | 0.95 | | | | 0.95 | | | |
| Adjustment | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| **Adjusted 2021 Volumes** | **0** | **170** | **228** | **43** | **0** | **187** | **239** | **141** | **0** | **12** | **558** | **143** | **0** | **75** | **1,113** | **58** |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Growth Factor | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 |
| **2024 No-Build Traffic** | **0** | **180** | **242** | **46** | **0** | **198** | **254** | **150** | **0** | **13** | **592** | **152** | **0** | **80** | **1,181** | **62** |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | 5% | | | | | | | 15% | | | | | | 10% |
| Trip Distribution OUT | | | | | | 10% | 5% | 15% | | | | | | | | |
| Warehouse Car Trips | 0 | 0 | 1 | 0 | 0 | 5 | 2 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | 5% | | | | | | | 5% | | | | | | 20% |
| Trip Distribution OUT | | | | | | 20% | 5% | 5% | | | | | | | | |
| Residential Trips | 0 | 0 | 2 | 0 | 0 | 5 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | 5% | | | | | | | 15% | | | | | | 10% |
| Trip Distribution OUT | | | | | | 10% | 5% | 15% | | | | | | | | |
| Office Trips | 0 | 0 | 3 | 0 | 0 | 34 | 17 | 50 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 6 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | 5% | | | | | | | 15% | | | | | | 10% |
| Trip Distribution OUT | | | | | | 10% | 5% | 15% | | | | | | | | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | 5% | | | | | | | 15% | | | | | | 10% |
| Trip Distribution OUT | | | | | | 10% | 5% | 15% | | | | | | | | |
| Restaurant Trips | 0 | 0 | 4 | 0 | 0 | 1 | 1 | 2 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 7 |
| | | | | | | | | | | | | | | | | |
| Pass-By Distribution IN | | | | | | | | | | | | | | | | |
| Pass-By Distribution OUT | | | | | | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Project Trips | 0 | 0 | 10 | 0 | 0 | 46 | 22 | 62 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 25 |
| | | | | | | | | | | | | | | | | |
| **2024 Build Traffic** | **0** | **180** | **252** | **46** | **0** | **244** | **276** | **212** | **0** | **39** | **592** | **152** | **0** | **80** | **1,181** | **87** |
| 2024 Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |

**INTERSECTION VOLUME DEVELOPMENT**

INTERSECTION #6

Driveway A at West Marietta St NW

## AM PEAK HOUR

| | Driveway A Northbound | | | | Southbound | | | | West Marietta St NW Eastbound | | | | West Marietta St NW Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2021 Traffic Volumes | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 396 | 0 | 0 | 0 | 356 | 0 |
| Pedestrians | | | | | | | | | | | | | | | | |
| Conflicting Pedestrians | | | | | | | | | | | | | | | | |
| Heavy Vehicles | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 46 | 0 | 0 | 0 | 49 | 0 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 12% | 2% | 2% | 2% | 14% | 2% |
| Peak Hour Factor | 0.97 | | | | 0.97 | | | | 0.97 | | | | 0.97 | | | |
| Adjustment | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 |
| **Adjusted 2021 Volumes** | **0** | **0** | **0** | **0** | | | | | **0** | **0** | **935** | **0** | **0** | **0** | **840** | **0** |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Growth Factor | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 |
| **2024 No-Build Traffic** | **0** | **0** | **0** | **0** | | | | | **0** | **0** | **992** | **0** | **0** | **0** | **891** | **0** |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | 15% | | 30% | 25% | |
| Trip Distribution OUT | | 5% | | 30% | | | | | | | 25% | | | | | |
| Warehouse Car Trips | 0 | 3 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 9 | 0 | 18 | 15 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | 10% | | 40% | 30% | |
| Trip Distribution OUT | | 5% | | 40% | | | | | | | 30% | | | | | |
| Residential Trips | 0 | 4 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 3 | 0 | 12 | 9 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | 15% | | 30% | 25% | |
| Trip Distribution OUT | | 5% | | 30% | | | | | | | 25% | | | | | |
| Office Trips | 0 | 2 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 66 | 0 | 132 | 110 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | 15% | | 30% | 25% | |
| Trip Distribution OUT | | 5% | | 30% | | | | | | | 25% | | | | | |
| Retail Trips | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 3 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | 15% | | 30% | 25% | |
| Trip Distribution OUT | | 5% | | 30% | | | | | | | 25% | | | | | |
| Restaurant Trips | 0 | 5 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 19 | 0 | 38 | 32 | 0 |
| | | | | | | | | | | | | | | | | |
| Pass-By Distribution IN | | | | | | | | | | | -50% | 50% | | | | |
| Pass-By Distribution OUT | | | | 50% | | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Project Trips | 0 | 14 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 99 | 0 | 204 | 169 | 0 |
| | | | | | | | | | | | | | | | | |
| **2024 Build Traffic** | **0** | **14** | **0** | **93** | | | | | **0** | **0** | **1,069** | **99** | **0** | **204** | **1,060** | **0** |
| 2024 Heavy Vehicle % | 2% | 2% | 2% | 2% | | | | | 2% | 2% | 11% | 2% | 2% | 2% | 12% | 2% |

## PM PEAK HOUR

| | Driveway A Northbound | | | | Southbound | | | | West Marietta St NW Eastbound | | | | West Marietta St NW Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2021 Traffic Volumes | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 476 | 0 | 0 | 0 | 508 | 0 |
| Pedestrians | | | | | | | | | | | | | | | | |
| Conflicting Pedestrians | | | | | | | | | | | | | | | | |
| Heavy Vehicles | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 19 | 0 | 0 | 0 | 19 | 0 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 4% | 2% | 2% | 2% | 4% | 2% |
| Peak Hour Factor | 0.94 | | | | 0.94 | | | | 0.94 | | | | 0.94 | | | |
| Adjustment | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 |
| **Adjusted 2021 Volumes** | **0** | **0** | **0** | **0** | | | | | **0** | **0** | **666** | **0** | **0** | **0** | **711** | **0** |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Growth Factor | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 |
| **2024 No-Build Traffic** | **0** | **0** | **0** | **0** | | | | | **0** | **0** | **707** | **0** | **0** | **0** | **755** | **0** |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | 15% | | 30% | 25% | |
| Trip Distribution OUT | | 5% | | 30% | | | | | | | 25% | | | | | |
| Warehouse Car Trips | 0 | 3 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 4 | 0 | 8 | 7 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | 10% | | 40% | 30% | |
| Trip Distribution OUT | | 5% | | 40% | | | | | | | 30% | | | | | |
| Residential Trips | 0 | 2 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 7 | 0 | 28 | 21 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | 15% | | 30% | 25% | |
| Trip Distribution OUT | | 5% | | 30% | | | | | | | 25% | | | | | |
| Office Trips | 0 | 24 | 0 | 144 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 13 | 0 | 26 | 22 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | 15% | | 30% | 25% | |
| Trip Distribution OUT | | 5% | | 30% | | | | | | | 25% | | | | | |
| Retail Trips | 0 | 2 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 0 | 7 | 6 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | 15% | | 30% | 25% | |
| Trip Distribution OUT | | 5% | | 30% | | | | | | | 25% | | | | | |
| Restaurant Trips | 0 | 2 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 19 | 0 | 38 | 32 | 0 |
| | | | | | | | | | | | | | | | | |
| Pass-By Distribution IN | | | | | | | | | | | -50% | 50% | | | | |
| Pass-By Distribution OUT | | | | 50% | | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | -20 | 20 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Project Trips | 0 | 33 | 0 | 224 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 66 | 0 | 107 | 88 | 0 |
| | | | | | | | | | | | | | | | | |
| **2024 Build Traffic** | **0** | **33** | **0** | **224** | | | | | **0** | **0** | **857** | **66** | **0** | **107** | **843** | **0** |
| 2024 Heavy Vehicle % | 2% | 2% | 2% | 2% | | | | | 2% | 2% | 3% | 2% | 2% | 2% | 3% | 2% |

**INTERSECTION VOLUME DEVELOPMENT**

INTERSECTION #7

Herndon St at Church St

## AM PEAK HOUR

| | Herndon St Northbound | | | | Herndon St Southbound | | | | Church St Eastbound | | | | Driveway B Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2021 Traffic Volumes | 0 | 0 | 25 | 0 | 0 | 0 | 25 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | | | | | |
| Conflicting Pedestrians | | | | | | | | | | | | | | | | |
| Heavy Vehicles | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicle % | 2% | 2% | 8% | 2% | 2% | 2% | 8% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | | | 0.97 | | | | 0.97 | | | | 0.97 | | | | 0.97 | |
| Adjustment | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 1 | 1 | 1 | 1 | 2.36 | 2.36 | 2.36 | 2.36 |
| **Adjusted 2021 Volumes** | **0** | **0** | **59** | **0** | **0** | **0** | **59** | **0** | **0** | **10** | **0** | **0** | **0** | **0** | **0** | **0** |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.06 | 1.06 | 1.06 | 1.06 |
| **2024 No-Build Traffic** | **0** | **0** | **59** | **0** | **0** | **0** | **59** | **0** | **0** | **10** | **0** | **0** | **0** | **0** | **0** | **0** |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | 45% | 10% | | | | | | | | | |
| Trip Distribution OUT | | | 10% | | | | | | | | | | | | | 55% |
| Warehouse Car Trips | 0 | 0 | 5 | 0 | 0 | 27 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | 35% | 15% | | | | | | | | | |
| Trip Distribution OUT | | | 15% | | | | | | | | | | | | | 40% |
| Residential Trips | 0 | 0 | 11 | 0 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | 55% | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | 65% |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 243 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | 55% | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | 65% |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | 55% | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | 65% |
| Restaurant Trips | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| | | | | | | | | | | | | | | | | |
| Pass-By Distribution IN | | | | | | | | | | | | | | | | |
| Pass-By Distribution OUT | | | | | | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Project Trips | 0 | 0 | 16 | 0 | 0 | 357 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 164 |
| | | | | | | | | | | | | | | | | |
| **2024 Build Traffic** | **0** | **0** | **75** | **0** | **0** | **357** | **69** | **0** | **0** | **10** | **0** | **0** | **0** | **0** | **0** | **164** |
| 2024 Heavy Vehicle % | 2% | 2% | 6% | 2% | 2% | 2% | 7% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |

## PM PEAK HOUR

| | Herndon St Northbound | | | | Herndon St Southbound | | | | Church St Eastbound | | | | Driveway B Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2021 Traffic Volumes | 0 | 0 | 26 | 0 | 0 | 0 | 25 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | | | | | |
| Conflicting Pedestrians | | | | | | | | | | | | | | | | |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | | | 0.94 | | | | 0.94 | | | | 0.94 | | | | 0.94 | |
| Adjustment | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1 | 1 | 1 | 1 | 1.4 | 1.4 | 1.4 | 1.4 |
| **Adjusted 2021 Volumes** | **0** | **0** | **36** | **0** | **0** | **0** | **35** | **0** | **0** | **10** | **0** | **0** | **0** | **0** | **0** | **0** |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.06 | 1.06 | 1.06 | 1.06 |
| **2024 No-Build Traffic** | **0** | **0** | **36** | **0** | **0** | **0** | **35** | **0** | **0** | **10** | **0** | **0** | **0** | **0** | **0** | **0** |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | 45% | 10% | | | | | | | | | |
| Trip Distribution OUT | | | 10% | | | | | | | | | | | | | 55% |
| Warehouse Car Trips | 0 | 0 | 6 | 0 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | 35% | 15% | | | | | | | | | |
| Trip Distribution OUT | | | 15% | | | | | | | | | | | | | 40% |
| Residential Trips | 0 | 0 | 7 | 0 | 0 | 25 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | 55% | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | 65% |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 311 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | 55% | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | 65% |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | 55% | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | 65% |
| Restaurant Trips | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| | | | | | | | | | | | | | | | | |
| Pass-By Distribution IN | | | | | | | | | | | | | | | | |
| Pass-By Distribution OUT | | | | | | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Project Trips | 0 | 0 | 13 | 0 | 0 | 167 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 414 |
| | | | | | | | | | | | | | | | | |
| **2024 Build Traffic** | **0** | **0** | **49** | **0** | **0** | **167** | **49** | **0** | **0** | **10** | **0** | **0** | **0** | **0** | **0** | **414** |
| 2024 Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |

**INTERSECTION VOLUME DEVELOPMENT**

INTERSECTION #8

Herndon St at Niles Ave

## AM PEAK HOUR

| | Herndon St Northbound | | | | Herndon St Southbound | | | | Niles Ave Eastbound | | | | Driveway C Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2021 Traffic Volumes | 0 | 0 | 25 | 0 | 0 | 0 | 25 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | | | | | |
| Conflicting Pedestrians | | | | | | | | | | | | | | | | |
| Heavy Vehicles | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicle % | 2% | 2% | 8% | 2% | 2% | 2% | 8% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | 0.97 | | | | 0.97 | | | | 0.97 | | | | 0.97 | | | |
| Adjustment | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 1 | 1 | 1 | 1 | 2.36 | 2.36 | 2.36 | 2.36 |
| **Adjusted 2021 Volumes** | **0** | **0** | **59** | **0** | **0** | **0** | **59** | **0** | **0** | **10** | **0** | **0** | **0** | **0** | **0** | **0** |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.06 | 1.06 | 1.06 | 1.06 |
| **2024 No-Build Traffic** | **0** | **0** | **59** | **0** | **0** | **0** | **59** | **0** | **0** | **10** | **0** | **0** | **0** | **0** | **0** | **0** |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | 10% | | | | | | | | | |
| Trip Distribution OUT | | | 10% | | | | | | | | | | | | | |
| Warehouse Car Trips | 0 | 0 | 5 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | 10% | 5% | | | | | | | | | |
| Trip Distribution OUT | | | 5% | | | | | | | | | | | | | 10% |
| Residential Trips | 0 | 0 | 4 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | |
| Restaurant Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Pass-By Distribution IN | | | | | | | | | | | | | | | | |
| Pass-By Distribution OUT | | | | | | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Project Trips | 0 | 0 | 9 | 0 | 0 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | | | | | | | | | | | | | | | | |
| **2024 Build Traffic** | **0** | **0** | **68** | **0** | **0** | **3** | **66** | **0** | **0** | **10** | **0** | **0** | **0** | **0** | **0** | **8** |
| 2024 Heavy Vehicle % | 2% | 2% | 7% | 2% | 2% | 2% | 7% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |

## PM PEAK HOUR

| | Herndon St Northbound | | | | Herndon St Southbound | | | | Niles Ave Eastbound | | | | Driveway C Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2021 Traffic Volumes | 0 | 0 | 26 | 0 | 0 | 0 | 25 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | | | | | |
| Conflicting Pedestrians | | | | | | | | | | | | | | | | |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | 0.94 | | | | 0.94 | | | | 0.94 | | | | 0.94 | | | |
| Adjustment | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1 | 1 | 1 | 1 | 1.4 | 1.4 | 1.4 | 1.4 |
| **Adjusted 2021 Volumes** | **0** | **0** | **36** | **0** | **0** | **0** | **35** | **0** | **0** | **10** | **0** | **0** | **0** | **0** | **0** | **0** |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.06 | 1.06 | 1.06 | 1.06 |
| **2024 No-Build Traffic** | **0** | **0** | **36** | **0** | **0** | **0** | **35** | **0** | **0** | **10** | **0** | **0** | **0** | **0** | **0** | **0** |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | 10% | | | | | | | | | |
| Trip Distribution OUT | | | 10% | | | | | | | | | | | | | |
| Warehouse Car Trips | 0 | 0 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | 10% | 5% | | | | | | | | | |
| Trip Distribution OUT | | | 5% | | | | | | | | | | | | | 10% |
| Residential Trips | 0 | 0 | 2 | 0 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | |
| Restaurant Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Pass-By Distribution IN | | | | | | | | | | | | | | | | |
| Pass-By Distribution OUT | | | | | | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Project Trips | 0 | 0 | 8 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | | | | | | | | | | | | | | | | |
| **2024 Build Traffic** | **0** | **0** | **44** | **0** | **0** | **7** | **42** | **0** | **0** | **10** | **0** | **0** | **0** | **0** | **0** | **5** |
| 2024 Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |

**INTERSECTION VOLUME DEVELOPMENT**

INTERSECTION #9

Herndon St at Baylor St

## AM PEAK HOUR

| | Herndon St Northbound | | | | Herndon St Southbound | | | | Baylor St Eastbound | | | | Driveway D Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2021 Traffic Volumes | 0 | 0 | 25 | 0 | 0 | 0 | 25 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | | | | | |
| Conflicting Pedestrians | | | | | | | | | | | | | | | | |
| Heavy Vehicles | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicle % | 2% | 2% | 8% | 2% | 2% | 2% | 8% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | | | 0.97 | | | | 0.97 | | | | 0.97 | | | | 0.97 | |
| Adjustment | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 1 | 1 | 1 | 1 | 2.36 | 2.36 | 2.36 | 2.36 |
| **Adjusted 2021 Volumes** | **0** | **0** | **59** | **0** | **0** | **0** | **59** | **0** | **0** | **10** | **0** | **0** | **0** | **0** | **0** | **0** |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.06 | 1.06 | 1.06 | 1.06 |
| **2024 No-Build Traffic** | **0** | **0** | **59** | **0** | **0** | **0** | **59** | **0** | **0** | **10** | **0** | **0** | **0** | **0** | **0** | **0** |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | 10% | | | | | | | | | |
| Trip Distribution OUT | | | 10% | | | | | | | | | | | | | |
| Warehouse Car Trips | 0 | 0 | 5 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | 5% | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | 5% |
| Residential Trips | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | |
| Restaurant Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Pass-By Distribution IN | | | | | | | | | | | | | | | | |
| Pass-By Distribution OUT | | | | | | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Project Trips | 0 | 0 | 5 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | | | | | | | | | | | | | | | | |
| **2024 Build Traffic** | **0** | **0** | **64** | **0** | **0** | **1** | **65** | **0** | **0** | **10** | **0** | **0** | **0** | **0** | **0** | **4** |
| 2024 Heavy Vehicle % | 2% | 2% | 7% | 2% | 2% | 2% | 7% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |

## PM PEAK HOUR

| | Herndon St Northbound | | | | Herndon St Southbound | | | | Baylor St Eastbound | | | | Driveway D Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2021 Traffic Volumes | 0 | 0 | 26 | 0 | 0 | 0 | 25 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | | | | | |
| Conflicting Pedestrians | | | | | | | | | | | | | | | | |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | | | 0.94 | | | | 0.94 | | | | 0.94 | | | | 0.94 | |
| Adjustment | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1 | 1 | 1 | 1 | 1.4 | 1.4 | 1.4 | 1.4 |
| **Adjusted 2021 Volumes** | **0** | **0** | **36** | **0** | **0** | **0** | **35** | **0** | **0** | **10** | **0** | **0** | **0** | **0** | **0** | **0** |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.06 | 1.06 | 1.06 | 1.06 |
| **2024 No-Build Traffic** | **0** | **0** | **36** | **0** | **0** | **0** | **35** | **0** | **0** | **10** | **0** | **0** | **0** | **0** | **0** | **0** |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | 10% | | | | | | | | | |
| Trip Distribution OUT | | | 10% | | | | | | | | | | | | | |
| Warehouse Car Trips | 0 | 0 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | 5% | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | 5% |
| Residential Trips | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | |
| Restaurant Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Pass-By Distribution IN | | | | | | | | | | | | | | | | |
| Pass-By Distribution OUT | | | | | | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Project Trips | 0 | 0 | 6 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | | | | | | | | | | | | | | | | |
| **2024 Build Traffic** | **0** | **0** | **42** | **0** | **0** | **4** | **38** | **0** | **0** | **10** | **0** | **0** | **0** | **0** | **0** | **2** |
| 2024 Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |

**INTERSECTION VOLUME DEVELOPMENT**

INTERSECTION #10

Herndon St at

## AM PEAK HOUR

| | Herndon St Northbound | | | | Herndon St Southbound | | | | Eastbound | | | | Driveway E Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2021 Traffic Volumes | 0 | 0 | 25 | 0 | 0 | 0 | 25 | 0 | | | | | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | | | | | |
| Conflicting Pedestrians | | | | | | | | | | | | | | | | |
| Heavy Vehicles | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | | | | | 0 | 0 | 0 | 0 |
| Heavy Vehicle % | 2% | 2% | 8% | 2% | 2% | 2% | 8% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | 0.97 | | | | 0.97 | | | | 0.97 | | | | 0.97 | | | |
| Adjustment | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 | 2.36 |
| **Adjusted 2021 Volumes** | **0** | **0** | **59** | **0** | **0** | **0** | **59** | **0** | | | | | **0** | **0** | **0** | **0** |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 |
| **2024 No-Build Traffic** | **0** | **0** | **59** | **0** | **0** | **0** | **59** | **0** | | | | | **0** | **0** | **0** | **0** |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | 10% | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | 10% |
| Warehouse Car Trips | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | |
| Restaurant Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Pass-By Distribution IN | | | | | | | | | | | | | | | | |
| Pass-By Distribution OUT | | | | | | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Project Trips | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | | | | | | | | | | | | | | | | |
| **2024 Build Traffic** | **0** | **0** | **59** | **0** | **0** | **6** | **59** | **0** | | | | | **0** | **0** | **0** | **5** |
| 2024 Heavy Vehicle % | 2% | 2% | 8% | 2% | 2% | 2% | 8% | 2% | | | | | 2% | 2% | 2% | 2% |

## PM PEAK HOUR

| | Herndon St Northbound | | | | Herndon St Southbound | | | | Eastbound | | | | Driveway E Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2021 Traffic Volumes | 0 | 0 | 26 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | | | | | |
| Conflicting Pedestrians | | | | | | | | | | | | | | | | |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | 0.94 | | | | 0.94 | | | | 0.94 | | | | 0.94 | | | |
| Adjustment | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 |
| **Adjusted 2021 Volumes** | **0** | **0** | **36** | **0** | **0** | **0** | **35** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| Growth Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 | 1.06 |
| **2024 No-Build Traffic** | **0** | **0** | **36** | **0** | **0** | **0** | **35** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | 10% | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | 10% |
| Warehouse Car Trips | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | |
| Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | |
| Restaurant Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Pass-By Distribution IN | | | | | | | | | | | | | | | | |
| Pass-By Distribution OUT | | | | | | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Project Trips | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | | | | | | | | | | | | | | | | |
| **2024 Build Traffic** | **0** | **0** | **36** | **0** | **0** | **3** | **35** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **6** |
| 2024 Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |

# Programmed Project Fact Sheets

# AR-490F

# Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

| | |
|---|---|
| **Short Title** | ATLANTA STREETCAR - NORTHWEST BELTLINE CORRIDOR FROM NEAR INTERSECTION OF WESTVIEW DRIVE AT LANGHORN STREET TO MARTA BANKHEAD RAIL STATION |
| **GDOT Project No.** | N/A |
| **Federal ID No.** | N/A |
| **Status** | Long Range |
| **Service Type** | Transit / Rail Capital |
| **Sponsor** | MARTA |
| **Jurisdiction** | Regional - Central |
| **Analysis Level** | In the Region's Air Quality Conformity Analysis |


| | | | | | |
|---|---|---|---|---|---|
| **Existing Thru Lane** | N/A | **LCI** | | **Network Year** | 2050 |
| **Planned Thru Lane** | N/A | **Flex** | | **Corridor Length** | TBD miles |

**Detailed Description and Justification**

This project constructs a new streetcar line along the Beltline corridor between the intersection of Westview Drive and Langhorn Street to the MARTA Bankhead heavy rail station

| Phase Status & Funding Information | | Status | FISCAL YEAR | TOTAL PHASE COST | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | FEDERAL | STATE | BONDS | LOCAL/PRIVATE |
| ALL | New Starts | | LR 2041-2050 | **$96,900,000** | $33,915,000 | $0,000 | $0,000 | $62,985,000 |
| | | | | **$96,900,000** | **$33,915,000** | **$0,000** | **$0,000** | **$62,985,000** |

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

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

**Report Generated:** 3/19/2021

# AR-491B

# Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

| | |
|---|---|
| **Short Title** | NORTH AVENUE CORRIDOR HIGH CAPACITY PREMIUM TRANSIT SERVICE FROM MARTA NORTH AVENUE RAIL STATION TO MARTA BANKHEAD RAIL STATION |
| **GDOT Project No.** | N/A |
| **Federal ID No.** | N/A |
| **Status** | Long Range |
| **Service Type** | Transit / Bus Capital |
| **Sponsor** | MARTA |
| **Jurisdiction** | City of Atlanta |
| **Analysis Level** | In the Region's Air Quality Conformity Analysis |


| | | | | | |
|---|---|---|---|---|---|
| **Existing Thru Lane** | N/A | **LCI** | | **Network Year** | 2050 |
| **Planned Thru Lane** | N/A | **Flex** | | **Corridor Length** | TBD miles |

**Detailed Description and Justification**

This project will provide high capacity premium transit service along the North Avenue corridor between MARTA's North Avenue and Bankhead heavy rail stations.

| Phase Status & Funding Information | | Status | FISCAL YEAR | TOTAL PHASE COST | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | FEDERAL | STATE | BONDS | LOCAL/PRIVATE |
| ALL | Local Jurisdiction/Municipality Funds | | LR 2041-2050 | **$62,900,000** | $0,000 | $0,000 | $0,000 | $62,900,000 |
| | | | | **$62,900,000** | **$0,000** | **$0,000** | **$0,000** | **$62,900,000** |

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

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

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# AR-491C

# Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

| | |
|---|---|
| **Short Title** | NORTHSIDE DRIVE CORRIDOR HIGH CAPACITY PREMIUM TRANSIT SERVICE FROM ATLANTA METROPOLITAN STATE COLLEGE TO I-75 NORTH |
| **GDOT Project No.** | N/A |
| **Federal ID No.** | N/A |
| **Status** | Long Range |
| **Service Type** | Transit / Bus Capital |
| **Sponsor** | MARTA |
| **Jurisdiction** | City of Atlanta |
| **Analysis Level** | In the Region's Air Quality Conformity Analysis |


| | | | | | |
|---|---|---|---|---|---|
| **Existing Thru Lane** | N/A | **LCI** | | **Network Year** | 2050 |
| **Planned Thru Lane** | N/A | **Flex** | | **Corridor Length** | TBD miles |

**Detailed Description and Justification**

This project will provide high capacity premium transit service along the Northside Drive corridor between I-75 north and the Atlanta Metropolitan State College area.

| Phase Status & Funding Information | | Status | FISCAL YEAR | TOTAL PHASE COST | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | FEDERAL | STATE | BONDS | LOCAL/PRIVATE |
| ALL | New Starts | | LR 2041-2050 | **$167,000,000** | $58,450,000 | $0,000 | $0,000 | $108,550,000 |
| | | | | **$167,000,000** | **$58,450,000** | **$0,000** | **$0,000** | **$108,550,000** |

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

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

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# AT-240

# Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

| | |
|---|---|
| **Short Title** | US 78/278/SR 8 (D.L. HOLLOWELL PARKWAY) PEDESTRIAN FACILITY - PHASE A FROM WEST LAKE AVENUE/FLORENCE PLACE TO PROCTOR CREEK (WEST OF GARY AVENUE) |
| **GDOT Project No.** | 0010322 |
| **Federal ID No.** | N/A |
| **Status** | Programmed |
| **Service Type** | Last Mile Connectivity / Joint Bike-Ped Facilities |
| **Sponsor** | City of Atlanta |
| **Jurisdiction** | City of Atlanta |
| **Analysis Level** | Exempt from Air Quality Analysis (40 CFR 93) |


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| | | | | | |
|---|---|---|---|---|---|
| **Existing Thru Lane** | 4 | **LCI** | X | **Network Year** | TBD |
| **Planned Thru Lane** | 4 | **Flex** | | **Corridor Length** | 0.8 miles |

**Detailed Description and Justification**

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

| Phase Status & Funding Information | | Status | FISCAL YEAR | TOTAL PHASE COST | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | FEDERAL | STATE | BONDS | LOCAL/PRIVATE |
| PE | STP - Urban (>200K) (ARC) | AUTH | 2011 | **$698,000** | ~~$469,833~~ | ~~$0,000~~ | ~~$0,000~~ | ~~$228,167~~ |
| ROW | Local Jurisdiction/Municipality Funds | | 2021 | **$1,373,213** | $0,000 | $0,000 | $0,000 | $1,373,213 |
| UTL | Local Jurisdiction/Municipality Funds | | 2023 | **$998,589** | $0,000 | $0,000 | $0,000 | $998,589 |
| CST | Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation | | 2023 | **$3,695,069** | $2,956,055 | $739,014 | $0,000 | $0,000 |
| | | | | **$6,764,871** | **$3,425,888** | **$739,014** | **$0,000** | **$2,599,969** |

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

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

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# AT-277A

# Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

| | |
|---|---|
| **Short Title** | CYCLE ATLANTA PHASE 1.0 - IMPLEMENTATION AT VARIOUS LOCATIONS |
| **GDOT Project No.** | 0014993 |
| **Federal ID No.** | N/A |
| **Status** | Programmed |
| **Service Type** | Last Mile Connectivity / Pedestrian Facility |
| **Sponsor** | City of Atlanta |
| **Jurisdiction** | City of Atlanta |
| **Analysis Level** | In the Region's Air Quality Conformity Analysis |


| | | | | | |
|---|---|---|---|---|---|
| **Existing Thru Lane** | 5/4/3 | **LCI** | | **Network Year** | 2030 |
| **Planned Thru Lane** | 4/3/2 | **Flex** | X | **Corridor Length** | 4.6 miles |

**Detailed Description and Justification**

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

| Phase Status & Funding Information | | Status | FISCAL YEAR | TOTAL PHASE COST | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | FEDERAL | STATE | BONDS | LOCAL/PRIVATE |
| PE | TAP - Urban (>200K) (ARC) | AUTH | 2017 | **$237,500** | ~~$190,000~~ | ~~$0,000~~ | ~~$0,000~~ | ~~$47,500~~ |
| CST | Local Jurisdiction/Municipality Funds | | 2021 | **$2,950,000** | $0,000 | $0,000 | $0,000 | $2,950,000 |
| | | | | **$3,187,500** | **$190,000** | **$0,000** | **$0,000** | **$2,997,500** |

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

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# AT-287

# Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

| | |
|---|---|
| **Short Title** | US 19/41/SR 3 (NORTHSIDE DRIVE) SIGNAL UPGRADES AT 13 LOCATIONS |
| **GDOT Project No.** | 0012823 |
| **Federal ID No.** | N/A |
| **Status** | Programmed |
| **Service Type** | Roadway / Operations & Safety |
| **Sponsor** | GDOT |
| **Jurisdiction** | City of Atlanta |
| **Analysis Level** | Exempt from Air Quality Analysis (40 CFR 93) |


| | | | | | |
|---|---|---|---|---|---|
| **Existing Thru Lane** | 6 | **LCI** | | **Network Year** | TBD |
| **Planned Thru Lane** | 6 | **Flex** | | **Corridor Length** | N/A miles |

**Detailed Description and Justification**

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

| Phase Status & Funding Information | | Status | FISCAL YEAR | TOTAL PHASE COST | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | FEDERAL | STATE | BONDS | LOCAL/PRIVATE |
| PE | STP - Urban (>200K) (ARC) | AUTH | 2014 | **$325,000** | ~~$325,000~~ | ~~$0,000~~ | ~~$0,000~~ | ~~$0,000~~ |
| PE | Surface Transportation Block Grant (STBG) Program Flex (GDOT) | AUTH | 2018 | **$106,000** | ~~$106,000~~ | ~~$0,000~~ | ~~$0,000~~ | ~~$0,000~~ |
| ROW | Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) | AUTH | 2020 | **$466,140** | ~~$466,140~~ | ~~$0,000~~ | ~~$0,000~~ | ~~$0,000~~ |
| UTL | Congestion Mitigation & Air Quality Improvement (CMAQ) | | 2022 | **$497,831** | $497,831 | $0,000 | $0,000 | $0,000 |
| CST | Congestion Mitigation & Air Quality Improvement (CMAQ) | | 2022 | **$2,018,316** | $2,018,316 | $0,000 | $0,000 | $0,000 |
| | | | | **$3,413,287** | **$3,413,287** | **$0,000** | **$0,000** | **$0,000** |

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UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

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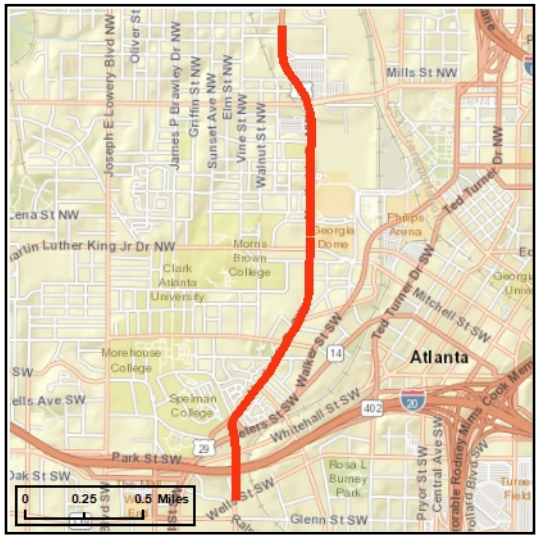
# AT-288

# Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

| | |
|---|---|
| **Short Title** | US 41/SR 3 (NORTHSIDE DRIVE) AND US 19 (14TH STREET) SIGNAL UPGRADES AT 11 LOCATIONS |
| **GDOT Project No.** | 0012821 |
| **Federal ID No.** | N/A |
| **Status** | Programmed |
| **Service Type** | Roadway / Operations & Safety |
| **Sponsor** | GDOT |
| **Jurisdiction** | City of Atlanta |
| **Analysis Level** | Exempt from Air Quality Analysis (40 CFR 93) |




| | | | | | |
|---|---|---|---|---|---|
| **Existing Thru Lane** | 4 | **LCI** | | **Network Year** | TBD |
| **Planned Thru Lane** | 4 | **Flex** | | **Corridor Length** | 4.6 miles |

**Detailed Description and Justification**

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

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

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

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

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# AT-301

# Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

| | |
|---|---|
| **Short Title** | JOSEPH E BOONE BOULEVARD ROAD DIET AND COMPLETE STREET IMPROVEMENTS FROM NORTHSIDE DRIVE TO MAYSON TURNER ROAD |
| **GDOT Project No.** | N/A |
| **Federal ID No.** | N/A |
| **Status** | Programmed |
| **Service Type** | Last Mile Connectivity / Complete Street Retrofit |
| **Sponsor** | ARC/GDOT |
| **Jurisdiction** | City of Atlanta |
| **Analysis Level** | In the Region's Air Quality Conformity Analysis |


| | | | | | |
|---|---|---|---|---|---|
| **Existing Thru Lane** | 4/2 | **LCI** | | **Network Year** | 2030 |
| **Planned Thru Lane** | 3/2 | **Flex** | | **Corridor Length** | 1.21 miles |

**Detailed Description and Justification**

This project will reduce roadway capacity on Joseph E Boone Boulevard, providing space for new bicycle lanes and sidewalk improvements.

| Phase Status & Funding Information | | Status | FISCAL YEAR | TOTAL PHASE COST | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | FEDERAL | STATE | BONDS | LOCAL/PRIVATE |
| PE | Local Jurisdiction/Municipality Funds | AUTH | 2020 | **$442,539** | ~~$0,000~~ | ~~$0,000~~ | ~~$0,000~~ | ~~$442,539~~ |
| CST | Local Jurisdiction/Municipality Funds | | 2021 | **$8,900,000** | $0,000 | $0,000 | $0,000 | $8,900,000 |
| | | | | **$9,342,539** | **$0,000** | **$0,000** | **$0,000** | **$9,342,539** |

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

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

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# AT-373

# Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

| | |
|---|---|
| **Short Title** | MARIETTA BOULEVARD ROAD RECONSTRUCTION FROM CORONET WAY TO DONALD LEE HOLLOWELL PKWY |
| **GDOT Project No.** | 0017803 |
| **Federal ID No.** | N/A |
| **Status** | Programmed |
| **Service Type** | Other / Scoping |
| **Sponsor** | City of Atlanta |
| **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** | 3.5 miles |

**Detailed Description and Justification**

This project will cover scoping for a proposed reconstruction and resurfacing of the Marietta Boulevard corridor between Coronet Way NW and DL Hollowell Parkway NW. The Pavement Condition Index (PCI) score varies from 37 to 58. The corridor is on the Regional Freight Route and is a major North-South connection for the City of Atlanta.

| Phase Status & Funding Information | | Status | FISCAL YEAR | TOTAL PHASE COST | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | FEDERAL | STATE | BONDS | LOCAL/PRIVATE |
| SCP | Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) | | 2021 | **$1,000,000** | $800,000 | $0,000 | $0,000 | $200,000 |
| | | | | **$1,000,000** | **$800,000** | **$0,000** | **$0,000** | **$200,000** |

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UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

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