Transportation Analysis

990-1008 Brady DRI #3674

City of Atlanta, Georgia

July 2022

Prepared for:

Tishman Speyer

Prepared by:

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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *990-1008 Brady* development located in Atlanta, Georgia. The approximate 3.04-acre site is located along the west side of Brady Avenue and north of 10th Street. The site currently consists of 62,000 SF warehousing.

The proposed development will consist of the following land uses and densities contained in **Table 1**. The project is expected to be completed by 2027 (approximately 5 years).

Table 1: Proposed Land Use and Density	
Multifamily Residential	700 dwelling units
General Office Building	300,000 SF
Shopping Center	50,000 SF

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 and pass-by reductions to gross trips are included in the trip generation, as outlined in the Georgia Regional Transportation Authority (GRTA) Letter of Understanding (dated May 17, 2022).

Capacity analyses were performed for the study intersections under the Estimated 2022 conditions, the Projected 2027 No-Build conditions, and the Projected 2027 Build conditions.

- Estimated 2022 conditions represent current traffic volumes collected in April 2022 that were calibrated to account for COVID-19's impact on traffic.
- Projected 2027 No-Build conditions represent the Estimated 2022 traffic volumes grown for five (5) years using a 1.5% per year growth rate.
- Projected 2027 Build conditions represent the Projected 2027 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *990-1008 Brady* development.

2022 ESTIMATED CONDITIONS/2027 NO-BUILD CONDITIONS *(SYSTEM IMPROVEMENTS)*

A brief summary of system improvements and recommendations are noted below; additional details follow.

Howell Mill Road at 14th Street (Intersection 1)

- GRTA's LOS standards are not met under the 2022 Estimated nor 2027 No-Build conditions. Improvements are not recommended due to geometric constraints.

Howell Mill Road at Brady Avenue (Intersection 2)

- GRTA's LOS standards are not met under the 2022 Estimated nor 2027 No-Build conditions, even with the background improvement associated with the Howell Mill Complete Streets project. The following additional system improvement may not align with multi-modal goals and is not recommended without further consideration by the City of Atlanta and the Upper Westside CID.
  - Widen the southbound approach along Howell Mill Road to add one (1) lane, so that it consists of one (1) left-turn lane, one (1) through lane, and one (1) right-turn lane.

10th Street at Brady Avenue (Intersection 3)

- GRTA's LOS standards are not met under the 2022 Estimated nor 2027 No-Build conditions. The following system improvement is recommended for further study:
  - Install a traffic signal if and when warranted and approved by the City of Atlanta
    - *Note*: based on a preliminary review of peak hour volumes, the intersection is expected to meet signal warrants based on the 2022 Estimated conditions PM peak hour and based on both the AM and PM peak hours under 2027 No-Build conditions.

Howell Mill Road at 10th Street (Intersection 4)

- GRTA's LOS standards are met under the 2022 Estimated, 2027 No-Build conditions, and 2027 Build conditions when the background improvements associated with the Howell Mill Complete Streets and 10th Street Cycle Track projects are installed. Additional improvements are not needed.

West Marietta Street at Brady Avenue/8th Street (Intersection 5)

- GRTA's LOS standards are not met under the 2022 Estimated nor 2027 No-Build conditions. The following additional system improvements are recommended for further consideration:
  - Remove the southwestbound approach along 8th Street to provide one-way eastbound traffic flow along 8th Street.
  - Modify signal timing to accommodate the updated intersection geometry including consideration for a flashing yellow arrow left-turn for eastbound West Marietta Street, and right-turn overlap for southbound Brady Avenue.
  - Restripe the westbound approach along Marietta Street, so that it consists of one (1) through lane, and one (1) shared through/right-turn lane, with two westbound receiving lanes restriped along West Marietta Street.

Howell Mill Road at 8th Street (Intersection 6)

- GRTA's LOS standards are met under all scenarios. Improvements are not needed.

Howell Mill Road at Marietta Street (Intersection 7)

- GRTA's LOS standards are not met under the 2022 Estimated nor 2027 No-Build conditions, even with the background improvement associated with the Howell Mill Complete Streets project. The following additional system improvements are recommended for further consideration:
  - Restrict the southbound left-turn along Marietta Street.
  - Maintain existing southbound lane configuration along Howell Mill Road to include one (1) left-turn/through lane and one (1) through/right-turn lane (vs. single lane southbound approach per proposed Howell Mill Road Complete Streets project).

Howell Mill Road at 14th Street (Intersection 1)

The existing signalized intersection of Howell Mill Road at 14th Street (Intersection 1) is not projected to meet GRTA's standards for the overall LOS under the 2022 Estimated conditions during the PM peak hour. The intersection is projected to operate at an LOS F for the northbound, southbound, and westbound approaches during the PM peak hour.

Per the Howell Mill Complete Streets project, the background roadway geometry and/or signal timing modifications noted below are proposed (by others). Additional project details are discussed in **Section 2.5**.

- The eastbound channelized right-turn lane along 14th Street will be removed so that the approach consists of one shared left/through/right lane

With the proposed background changes, the intersection is not projected to meet GRTA's standards for the overall LOS under the 2027 No-Build conditions for the PM peak hour. The intersection is projected to operate at an LOS F for the southbound approach during the AM peak hour and an LOS F for the northbound, southbound, and westbound approaches during the PM peak hour.

Similarly, with the proposed background changes, the intersection is not projected to meet GRTA's standards for the overall LOS under the 2027 Build conditions for the AM and PM peak hours. The intersection is projected to operate at an LOS F for the northbound, southbound, and westbound approaches during the AM and PM peak hours.

In order to meet GRTA's LOS requirements under the 2022 Estimated conditions, the system improvements listed below are needed (to serve existing traffic) but not recommended due to geometric constraints at the intersection (shown in red on **Figure 7**):

- Widen the northbound approach along Howell Mill Road to add one (1) through lane, so that it consists of one (1) left-turn lane, one (1) through lane, and one (1) shared through/right-turn lane.
- Widen the southbound approach along Howell Mill Road to add one (1) through lane, so that it consists of one (1) left-turn lane, one (1) through lane, and one (1) shared through/right-turn lane.
- Widen the westbound approach along 14th Street to add one (1) left-turn lane, so that it consists of one (1) left-turn lane, one (1) shared though/left-turn lane, and one (1) right-turn lane.

In order to meet GRTA's LOS requirements under the 2027 No-Build conditions, in addition to the system improvements needed for the 2022 Estimated conditions listed above, the system improvements listed below are needed (to serve background traffic, without the development) but not recommended due to geometric constraints at the intersection (shown in green on **Figure 8**):

- Widen the southbound approach along Howell Mill Road to add one (1) left-turn lane, so that it consists of two (2) left-turn lanes, one (1) through lane, and one (1) shared through/right-turn lane.

With the proposed system improvements (existing/background) noted above, the intersection is projected to continue to operate at acceptable overall and approach LOS under 2027 Build conditions.

The analysis results shown in the table below are for the improved conditions at Howell Mill Road at 14th Street (Intersection 1), which assume the noted geometric changes.

Overall LOS Standard: E Approach LOS Standard: E			Howell Mill Road Northbound			Howell Mill Road Southbound			14th Street Eastbound			14th Street Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (SIGNAL)	AM	Overall LOS	C (34.0)											
		Approach LOS	C (27.4)			C (32.1)			D (44.2)			D (45.6)		
		Storage	100			100		100						
		50th Queue	15	199		98	313	0		22	0	67	668	0
		95th Queue	27	131		152	443	0		54	0	123	124	79
	PM	Overall LOS	E (71.9)											
		Approach LOS	E (79.9)			E (69.7)			E (58.01)			E (68.8)		
		Storage	100			100		100						
		50th Queue	116	392		198	1161	0		98	0	187	186	0
		95th Queue	213	472		306	1426	0		165	0	333	326	113
2027 NO-BUILD (SIGNAL)	AM	Overall LOS	C (28.2)											
		Approach LOS	C (21.9)			C (22.1)			D (44.5)			D (46.1)		
		Storage	100			100								
		50th Queue	12	154		50	134			25		74	74	0
		95th Queue	37	221		77	183			59		134	133	79
	PM	Overall LOS	E (58.8)											
		Approach LOS	E (72.2)			D (46.0)			E (61.4)			E (65.2)		
		Storage	100			100								
		50th Queue	120	425		98	527			125		197	194	142
		95th Queue	219	507		204	647			196		370	335	287
2027 BUILD (SIGNAL)	AM	Overall LOS	C (21.8)											
		Approach LOS	B (18.0)			A (8.6)			D (41.6)			D (45.6)		
		Storage	100			100		100						
		50th Queue	9	200		26	78			24		110	111	0
		95th Queue	32	290		53	140			52		167	168	70
	PM	Overall LOS	E (74.3)											
		Approach LOS	F (92.5)			E (58.4)			E (77.2)			E (77.5)		
		Storage	100			100		100						
		50th Queue	130	552		117	565			126		245	220	162
		95th Queue	186	694		218	668			232		426	389	309

Howell Mill Road at Brady Avenue (Intersection 2)

The existing intersection of Howell Mill Road at Brady Avenue (Intersection 2) is not projected to meet GRTA's approach LOS standards under the 2022 Estimated conditions during the AM or PM peak hour. The intersection is projected to operate at an LOS F for the northbound approach during the AM peak hour and at an LOS F for the eastbound and westbound approaches during the PM peak hour.

Per the Howell Mill Complete Streets project, the background roadway geometry and/or signal timing modifications noted below are proposed (by others). Additional project details are discussed in **Section 2.5**.

- A traffic signal will be installed to replace the existing side-street stop control along Brady Avenue.
- The southbound approach along Howell Mill Road will be restriped to consist of a left-turn lane and a shared through/right-turn lane.
- The northbound approach along Howell Mill Road will be restriped to consist of a left-turn lane and a shared through/right-turn lane.

With the proposed background changes, the intersection is not projected to meet GRTA's standards for the overall LOS under the 2027 No-Build conditions for the PM peak hour. The intersection is projected to operate at an LOS F for the southbound approach during the PM peak hour.

Similarly, with the proposed background changes, the intersection is not projected to meet GRTA's standards for the overall LOS under the 2027 Build conditions for the PM peak hour. The intersection is projected to operate at an LOS F for the southbound and eastbound approaches during the PM peak hour.

GRTA's LOS requirement for all scenarios are met if the proposed background Howell Mill Complete Street and 10th Street Cycle Track improvements, as described above, are installed and the following improvement is made (shown in red on **Figure 7**):

- Widen the southbound approach along Howell Mill Road to add one (1) lane, so that it consists of one (1) left-turn lane, one (1) through lane, and one (1) right-turn lane.

It should be noted that the southbound right-turn lane and approach widening may not align with multi-modal goals at this intersection and is not recommended without further consideration by the City of Atlanta and the Upper Westside CID.

The analysis results shown in the table below are for the improved conditions at Howell Mill Road at Brady Avenue (Intersection 2), which assume the noted geometric changes and improvement.

Overall LOS Standard: E Approach LOS Standard: E			Howell Mill Road Northbound			Howell Mill Road Southbound			Brady Avenue Eastbound			1071 Driveway Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (AWSC)	**AM**	Overall LOS	A (9.5)											
		Approach LOS	A (0.9)			A (0.4)			D (51.1)			D (44.6)		
		Storage												
		50th Queue	8	104		3	77	0	120	0			3	
		95th Queue	20	213		6	105	31	169	30			25	
	PM	Overall LOS	A (8.3)											
		Approach LOS	A (1.3)			A (0.3)			E (70.0)			D (54.2)		
		Storage												
		50th Queue	12	301		7	455	173	164	28			17	
		95th Queue	13	366		7	450	174	321	86			61	
2027 NO-BUILD (AWSC)	**AM**	Overall LOS	B (15.3)											
		Approach LOS	A (1.2)			B (16.7)			D (52.0)			D (43.2)		
		Storage	120			140		100	100					
		50th Queue	10	123		0	170	0	113	10			3	
		95th Queue	10	140		8	357	40	156	34			24	
	PM	Overall LOS	A (6.9)											
		Approach LOS	A (1.5)			A (2.6)			E (61.0)			D (51.7)		
		Storage	120			140		100	100					
		50th Queue	3	122		4	961	5.6	145	24			18	
		95th Queue	13	490		5	1358	50	223	55			56	
2027 BUILD (AWSC)	**AM**	Overall LOS	B (10.1)											
		Approach LOS	A (1.3)			A (5.3)			D (45.7)			D (40.1)		
		Storage	120			140			100					
		50th Queue	17	289		4	185	10	167	4			3	
		95th Queue	223	306		12	211	24	277	36			25	
	PM	Overall LOS	C (30.1)											
		Approach LOS	A (3.9)			D (40.4)			D (48.0)			D (39.7)		
		Storage	120			140			100					
		50th Queue	18	676		16	1192	504	233	7			15	
		95th Queue	22	730		19	1483	654	390	32			51	

10th Street at Brady Avenue (Intersection 3)

The existing intersection of 10th Street at Brady Avenue (Intersection 3) is not projected to meet GRTA's approach LOS standards under the 2022 Estimated conditions during the PM peak hour. The intersection is projected to operate at an LOS F for the southbound approach during the PM peak hour.

The intersection is not projected to meet GRTA's standards for the overall LOS under the 2027 No-Build conditions for the PM peak hour. The intersection is projected to operate at an LOS F for the southbound approach during the PM peak hour.

The intersection is not projected to meet GRTA's standards for the overall LOS under the 2027 Build conditions for the PM peak hour. The intersection is projected to operate at an LOS F for the northbound and southbound approaches during the PM peak hour.

In order to meet GRTA's LOS requirements, the system improvements listed below are needed (to serve existing and background/No-Build traffic) and recommended for further study (shown in **Figure 7**):

- Install a traffic signal if and when warranted and approved by the City of Atlanta.
  - *Note*: based on a preliminary review of peak hour volumes, the intersection is expected to meet signal warrants based on the 2022 Estimated conditions PM peak hour and based on both the AM and PM peak hours under 2027 No-Build conditions.

With the proposed system improvements (existing/background) noted above, the intersection is projected to continue to operate at acceptable overall and approach LOS under 2027 Build conditions.

The analysis results shown in the table below are for the improved conditions at 10th Street at Brady Avenue (Intersection 3), which assume the noted intersection control changes.

Overall LOS Standard: E Approach LOS Standard: E			Brady Avenue Northbound			Brady Avenue Southbound			10th Street Eastbound			10th Street Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (AWSC)	AM	Overall LOS	A (8.1)											
		Approach LOS	A (3.5)			A (3.2)			C (22.5)			C (25.9)		
		Storage												
		50th Queue		118			33			0			87	
		95th Queue		706			418			6			120	
	PM	Overall LOS	B (11.7)											
		Approach LOS	A (6.7)			A (8.3)			C (21.6)			C (26.3)		
		Storage												
		50th Queue		182			241			5			194	
		95th Queue		167			319			23			191	
2027 NO-BUILD (AWSC)	AM	Overall LOS	B (10.7)											
		Approach LOS	A (6.3)			A (5.3)			B (18.3)			C (22.9)		
		Storage												
		50th Queue		71			50			0			141	
		95th Queue		126			216			5			126	
	PM	Overall LOS	B (14.1)											
		Approach LOS	C (10.5)			B (11.6)			B (18.9)			C (24.5)		
		Storage												
		50th Queue		215			498			5			241	
		95th Queue		204			664			24			237	
2027 BUILD (AWSC)	AM	Overall LOS	B (11.7)											
		Approach LOS	A (5.2)			B (12.0)			C (21.0)			C (20.5)		
		Storage												
		50th Queue		99			95			11			120	
		95th Queue		140			122			30			122	
	PM	Overall LOS	B (13.1)											
		Approach LOS	A (9.9)			A (8.1)			C (20.7)			C (24.8)		
		Storage												
		50th Queue		197			432			46			151	
		95th Queue		172			638			977			149	

Howell Mill Road at 10th Street (Intersection 4)

The existing signalized intersection of Howell Mill Road at 10th Street (Intersection 4) is not projected to meet GRTA's overall LOS standards under the 2022 Estimated conditions during the PM peak hour. The intersection is projected to operate at an LOS F for the eastbound and westbound approaches during the PM peak hour.

Per the Howell Mill Complete Streets project and the 10th Street Cycle Track project, the background roadway geometry and/or signal timing modifications noted below are proposed (by others). Additional project details are discussed in **Section 2.5**.

- The eastbound approach along 10th Street will be restriped to consist of one (1) left-turn lane and one (1) shared through/right-turn lane.
- The westbound approach along 10th Street will be restriped to consist of one (1) left-turn lane and one (1) shared through/right-turn lane.
- The northbound approach along Howell Mill Road will be restriped to consist of one (1) left-turn lane and one (1) shared through/right-turn lane.
- The southbound approach along Howell Mill Road will be restriped to consist of one (1) left-turn lane and one (1) shared through/right-turn lane.

With the proposed background changes, the intersection is projected to meet GRTA's standards under the 2027 No-Build conditions and 2027 Build conditions.

GRTA's LOS requirement for 2022 Estimated conditions are met if the proposed background Howell Mill Complete Streets and 10th Street Cycle Track improvements, as described above, are installed to improve existing conditions (shown in **Figure 7**). The analysis results in the table below assume the geometric changes from the Howell Mill Complete Streets and 10th Street Cycle Track projects that are proposed in the future.

Overall LOS Standard: E Approach LOS Standard: E			Howell Mill Road Northbound			Howell Mill Road Southbound			10th Street Eastbound			10th Street Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (Signal)	AM	Overall LOS	B (18.2)											
		Approach LOS	A (1.1)			B (11.3)			D (45.2)			D (49.4)		
		Storage												
		50th Queue	4	134		10	12		16	189		16	185	
		95th Queue	14	226		24	28		43	270		40	270	
	PM	Overall LOS	C (31.8)											
		Approach LOS	A (3.3)			D (38.5)			C (27.8)			D (50.3)		
		Storage												
		50th Queue	11	212		134	977		60	91		131	518	
		95th Queue	75	263		210	1239		149	206		210	772	

West Marietta Street at Brady Avenue/8th Street (Intersection 5)

The existing signalized intersection of West Marietta Street at Brady Avenue/8th Street (Intersection 5) is not projected to meet GRTA's standards for the overall LOS under the 2022 Estimated conditions during the PM peak hour. The intersection is projected to operate at an LOS F for the southwest bound approach (8th Street) during the AM peak hour and operate at an LOS F for the southbound (Brady Avenue) and eastbound (West Marietta Street) approaches during the PM peak hour.

Similarly, the intersection is not projected to meet GRTA's standards for the overall LOS under the 2027 No-Build conditions during the PM peak hour. The intersection is projected to operate at an LOS F for the southwestbound approach during the AM peak hour and operate at an LOS F for the southbound and eastbound approaches during the PM peak hour.

The intersection is not projected to meet GRTA's standards for the overall LOS under the 2027 Build conditions during the AM or PM peak hour. The intersection is projected to operate at an LOS F for the southwestbound approach during the AM peak hour and operate at an LOS F for the southbound and eastbound approaches during the PM peak hour.

In order to meet GRTA's LOS requirements under the 2022 Estimated conditions, the system improvements listed below are needed (to serve existing traffic) and recommended for further consideration (shown in red on **Figure 7**):

- Remove the southwestbound approach along 8th Street to provide one-way eastbound traffic flow along 8th Street.
  - *Note*: this recommendation matches the intersection improvement considered in the Project Granite DRI #3298 and was originally considered by the Upper Westside CID and Marietta Street Artery Association.
  - *Note*: rerouted traffic is anticipated to travel via southbound right along Brady Avenue and westbound through along Marietta Street.
- Modify signal timing to accommodate the updated intersection geometry including consideration for a flashing yellow arrow left-turn for eastbound West Marietta Street, and right-turn overlap for southbound Brady Avenue.

In order to meet GRTA's LOS requirements under the 2027 No-Build conditions, the system improvements listed below are needed (to serve background traffic, without the development) and recommended for further consideration (shown in green on **Figure 8**):

- Restripe the westbound approach along Marietta Street, so that it consists of one (1) through lane, and one (1) shared through/right-turn lane, with two westbound receiving lanes restriped along West Marietta Street.

With the proposed system improvements (existing/background) noted above, the intersection is projected to continue to operate at acceptable overall and approach LOS under 2027 Build conditions.

The analysis results shown in the table below are for the improved conditions at West Marietta Street at Brady Avenue/8th Street (Intersection 5), which assume the noted geometric changes.

Overall LOS Standard: E Approach LOS Standard: E			Brady Avenue			8th Street			West Marietta Street			Marietta Street		
			Southbound			Southwestbound (Removed)			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (Signal)	AM	Overall LOS	B (10.6)											
		Approach LOS	A (9.4)						A (9.1)			B (15.9)		
		Storage			120									100
		50th Queue	12		0				135	189			206	34
		95th Queue	3		5				189	264			331	78
	PM	Overall LOS	D (49.0)											
		Approach LOS	C (24.5)						E (65.1)			D (51.0)		
		Storage			120									100
		50th Queue	85		90				616	281			614	5
		95th Queue	129		667				857	378			828	1
2027 NO-BUILD (Signal)	AM	Overall LOS	B (19.1)											
		Approach LOS	D (44.9)						B (13.3)			B (14.1)		
		Storage			120									
		50th Queue	18		15				169	235			115	
		95th Queue	38		175				350	375			69	
	PM	Overall LOS	D (51.4)											
		Approach LOS	D (43.6)						E (65.0)			D (39.2)		
		Storage			120									
		50th Queue	18		15				637	316			252	
		95th Queue	38		175				884	424			380	
2027 BUILD (Signal)	AM	Overall LOS	B (18.2)											
		Approach LOS	D (35.6)						B (16.4)			A (8.7)		
		Storage			120									
		50th Queue	24		44				206	236			142	
		95th Queue	54		167				497	384			141	
	PM	Overall LOS	E (56.8)											
		Approach LOS	E (60.1)						E (73.5)			C (26.7)		
		Storage			120									
		50th Queue	92		938				683	316			302	
		95th Queue	132		1179				930	424			323	

Howell Mill Road at 8th Street (Intersection 6)

The existing signalized intersection of Howell Mill Road at 8th Street (Intersection 6) is projected to operate at acceptable overall and approach LOS under the 2022 Estimated, 2027 No-Build, and 2027 Build conditions.

Per the Howell Mill Complete Streets project, the background roadway geometry modifications noted below are proposed (by others). Additional project details are discussed in **Section 2.5**.

- The southbound approach along Howell Mill Road will be restriped to consist of one (1) left-turn lane and one (1) shared through/right-turn lane.
- The northbound approach along Howell Mill Road will be restriped to consist of one (1) left-turn lane and one (1) shared through/right-turn lane.

With the proposed background changes, the intersection is projected to continue to operate at acceptable overall and approach LOS for all scenarios.

Although improvements are not needed at Intersection 6, the analysis results shown in the table below assume traffic rerouting associated with the noted system improvement geometric changes that were considered at the adjacent Intersection 5 and Intersection 7 (needed to serve existing and background traffic, without the development). With the rerouted traffic studied, Intersection 6 continues to operate at acceptable overall and approach LOS for all scenarios.

Overall LOS Standard: E Approach LOS Standard: E			Howell Mill Road Northbound			Howell Mill Road Southbound			8th Street Eastbound			8th Street Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (Signal)	AM	Overall LOS	B (11.0)											
		Approach LOS	A (3.1)			A (0.1)			E (56.5)			D (50.5)		
		Storage												
		50th Queue		76			13			78			4	
		95th Queue		97			27			135			31	
	PM	Overall LOS	B (15.5)											
		Approach LOS	B (17.0)			A (2.4)			D (54.5)			C (33.9)		
		Storage												
		50th Queue		234			133			186			27	
		95th Queue		327			141			283			72	
2027 NO-BUILD (Signal)	AM	Overall LOS	B (12.3)											
		Approach LOS	B (11.2)			A (0.4)			D (36.7)			C (33.2)		
		Storage												
		50th Queue		103		2	40			70			3	
		95th Queue		132		8	68			126			28	
	PM	Overall LOS	B (15.3)											
		Approach LOS	B (14.0)			A (0.8)			E (62.7)			D (38.8)		
		Storage												
		50th Queue		212		15	382			222			38	
		95th Queue		340		20	378			333			90	
2027 BUILD (Signal)	AM	Overall LOS	B (10.4)											
		Approach LOS	A (3.4)			A (0.2)			D (54.1)			D (49.8)		
		Storage												
		50th Queue		33		2	30			84			4	
		95th Queue		43		5	45			95			31	
	PM	Overall LOS	B (12.6)											
		Approach LOS	B (13.6)			A (0.9)			D (45.3)			D (39.6)		
		Storage												
		50th Queue		204		16	176			247			39	
		95th Queue		332		18	172			220			91	

Howell Mill Road at Marietta Street (Intersection 7)

The intersection of Marietta Street at Howell Mill Road/Brickworks Driveway (Intersection 7) is not projected to meet GRTA's standards for the overall LOS under the 2022 Estimated conditions during the PM peak hour. The intersection is projected to operate at an LOS F for the southbound approach during the PM peak hour.

Per the Howell Mill Complete Streets project, the background roadway geometry and/or signal timing modifications noted below are proposed (by others). Additional project details are discussed in **Section 2.5**.

- The traffic signal at the intersection will be modified so that the westbound driveway is also served by the signal, including permissive turning movements into the driveway from all other approaches.
- The southwestbound approach along Howell Mill Road will be reconfigured to consist of one (1) shared through/left/right-turn lane.

With the proposed background changes, the intersection is not projected to meet GRTA's standards for the overall LOS under the 2027 No-Build conditions for the AM and PM peak hours. The intersection is projected to operate at an LOS F for the northbound approach during the AM peak hour and an LOS F for the northbound, southbound, and southwestbound approaches during the PM peak hour.

Similarly, with the proposed background changes, the intersection is not projected to meet GRTA's standards for the overall LOS under the 2027 Build conditions for the AM and PM peak hours. The intersection is projected to operate at an LOS F for the northbound approach during the AM peak hour and an LOS F for the southbound, and southwestbound approaches during the AM and PM peak hours.

In order to meet GRTA's LOS requirements, the system improvements listed below are needed (to serve existing and background/No-Build traffic, without the development) and recommended for further consideration (shown in red on **Figure 7**):

- Restrict the southbound left-turn along Marietta Street
  - *Note:* rerouted traffic is anticipated to travel via eastbound through from West Marietta to 8th Street and eastbound left-turn onto Howell Mill Road.
- Maintain existing southbound lane configuration along Howell Mill Road to include one (1) left-turn/through lane and one (1) through/right-turn lane.
  - *Note:* this lane configuration differs from the proposed Howell Mill Road Complete Street project, which reduces the southbound approach to a single lane.

With the proposed system improvements (existing/background) noted above, the intersection is projected to continue to operate at acceptable overall and approach LOS under 2027 Build conditions.

The analysis results shown in the table below are for the improved conditions at Howell Mill Road at Marietta Street (Intersection 7), which assume the noted geometric changes.

Overall LOS Standard: E Approach LOS Standard: E			Marietta Street			Marietta Street			Howell Mill Road			Brickworks Driveway			Driveway		
			Northbound			Southbound			Southwestbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (SIGNAL)	AM	Overall LOS	C (21.1)														
		Approach LOS	B (19.8)			B (18.6)			C (31.0)			E (59.1)					
		Storage															
		50th Queue		192	0		170		65	56			1				
		95th Queue		275	57		204		129	118			13				
	PM	Overall LOS	D (39.0)														
		Approach LOS	D (36.1)			D (36.9)			D (42.6)			E (67.5)					
		Storage															
		50th Queue		514	0		612		287	268			15				
		95th Queue		788	51		907		44	425			48				
2028 NO-BUILD (SIGNAL)	AM	Overall LOS	B (15.5)														
		Approach LOS	B (11.8)			A (7.9)			D (46.9)			E (58.7)			E (58.7)		
		Storage															
		50th Queue		151	125		59		59				0			0	
		95th Queue		316	271		567		88				0			0	
	PM	Overall LOS	D (41.8)														
		Approach LOS	D (36.4)			D (39.5)			D (48.6)			E (66.3)			E (66.4)		
		Storage															
		50th Queue		542	279		686		285				0			2	
		95th Queue		796	391		920		616				0			12	
2028 BUILD (SIGNAL)	AM	Overall LOS	C (30.6)														
		Approach LOS	C (28.6)			C (30.5)			D (37.8)			D (51.5)			D (51.8)		
		Storage															
		50th Queue		330	270		544		71				0			1	
		95th Queue		480	395		784		106				0			10	
	PM	Overall LOS	D (50.8)														
		Approach LOS	E (58.0)			D (43.6)			D (48.1)			E (66.2)			E (66.4)		
		Storage															
		50th Queue		623	292		704		349				0			2	
		95th Queue		905	409		962		648				0			12	

2027 BUILD CONDITIONS *(SITE ACCESS IMPROVEMENTS)*

In addition to the system improvements associated with 2022 Estimated and 2027 No-Build conditions, the following should be considered to serve the 2027 Build Conditions:

- Brady Avenue at Driveway A (Intersection 8)
  - Construct Driveway A to consist of one (1) ingress lane and one (1) egress lane.
- 10th Street at Driveway B (Intersection 9)
  - Construct Driveway B to consist of one (1) ingress lane and one (1) egress lane.

Brady Avenue at Driveway A (Intersection 6)

Overall LOS Standard: E Approach LOS Standard: E			Brady Avenue Northbound			Brady Avenue Southbound			Driveway A Eastbound			- -		
			L	T	R	L	T	R	L	T	R	L	T	R
2027 BUILD (TWSC)	AM	Overall LOS	1.6											
		Approach LOS	1.5			0			C (15.1)					
		Storage												
		50th Queue												
		95th Queue	5						13					
	PM	Overall LOS	5.1											
		Approach LOS	0.7			0			E (35.9)					
		Storage												
		50th Queue												
		95th Queue	3						93					

10th Street at Driveway B (Intersection 7)

Overall LOS Standard: E Approach LOS Standard: E			- -			Driveway B Southbound			10th Street Eastbound			10th Street Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2027 BUILD (TWSC)	AM	Overall LOS	2.3											
		Approach LOS				A (9.2)			0			0		
		Storage												
		50th Queue												
		95th Queue				5								
	PM	Overall LOS	5.1											
		Approach LOS				A (9.9)			0			0		
		Storage												
		50th Queue												
		95th Queue				15								

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed Brady development located in Atlanta, Georgia. The approximate 3.04-acre site is located along the west side of Brady Avenue, north of 10th Street. The project site is currently zoned I-2 (Light Industrial), Marietta Street overlay. Permit #Z-22-046 was filed on June 7, 2022. The Rezoning Application to rezone the site as MRC-3 (Mixed-Use) was filed with the City of Atlanta Zoning Review Board in June 2022. **Figure 1** provides a location map of the project site. **Figure 2** provides an aerial view of the project site and surrounding area.

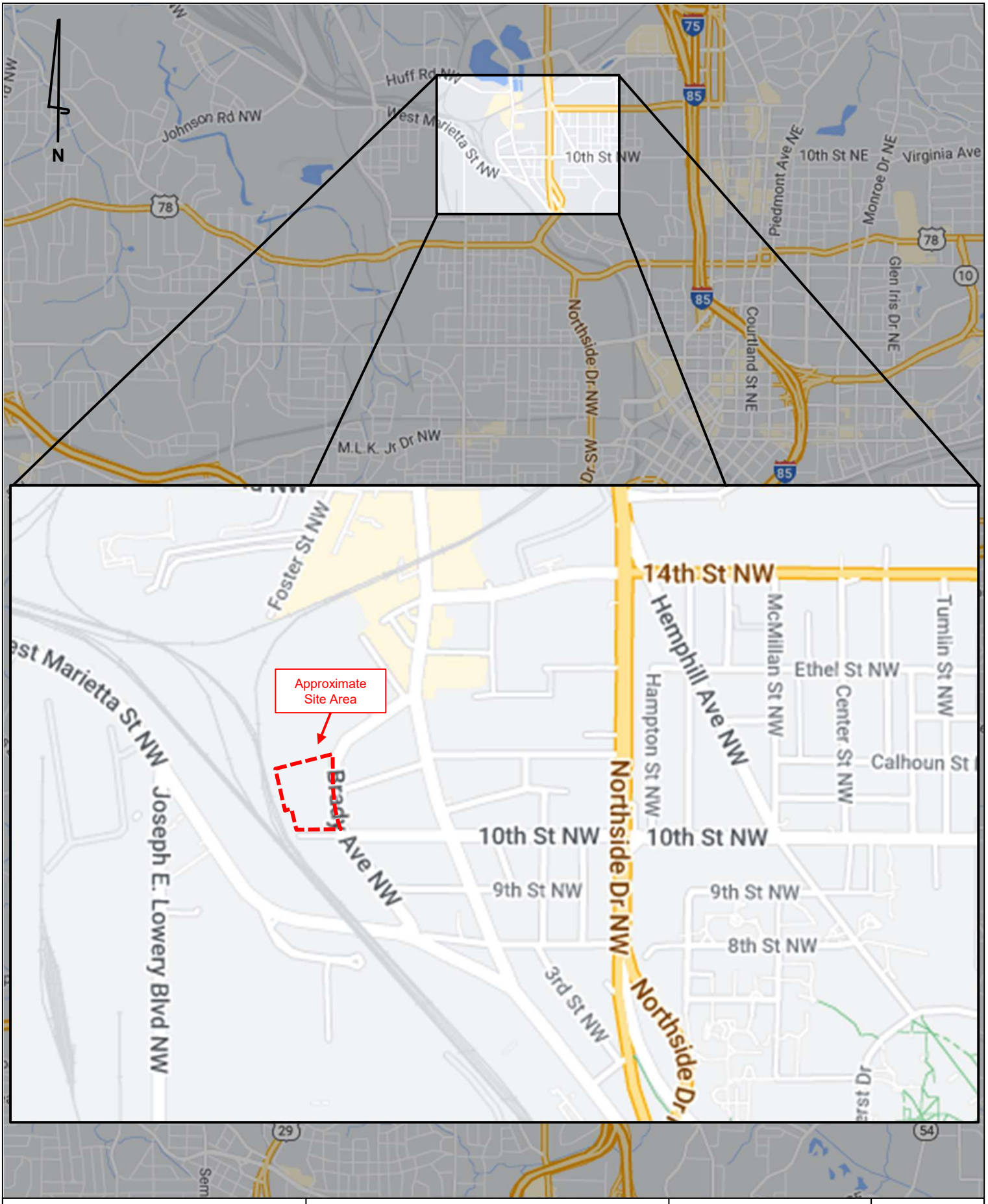
The site currently contains general light industrial buildings, consisting of 62,000 SF. The proposed development will consist of the following land uses and densities contained in **Table 2**. The project is expected to be completed by 2027 (approximately 5 years).

Table 2: Proposed Land Use and Density

Land Use	Proposed
Multifamily Residential	700 dwelling units
General Office Building	300,000 SF
Shopping Center	50,000 SF

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 700,000 SF of mixed-use development in the Region Core Are (per UGPM). The DRI was formally triggered with the filing of the Rezoning form I-2 to MRC-3. 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) dated May 17, 2022.



Kimley»Horn	*990-1008 Brady Transportation Analysis*	**Site Location Map**	**Figure 1**
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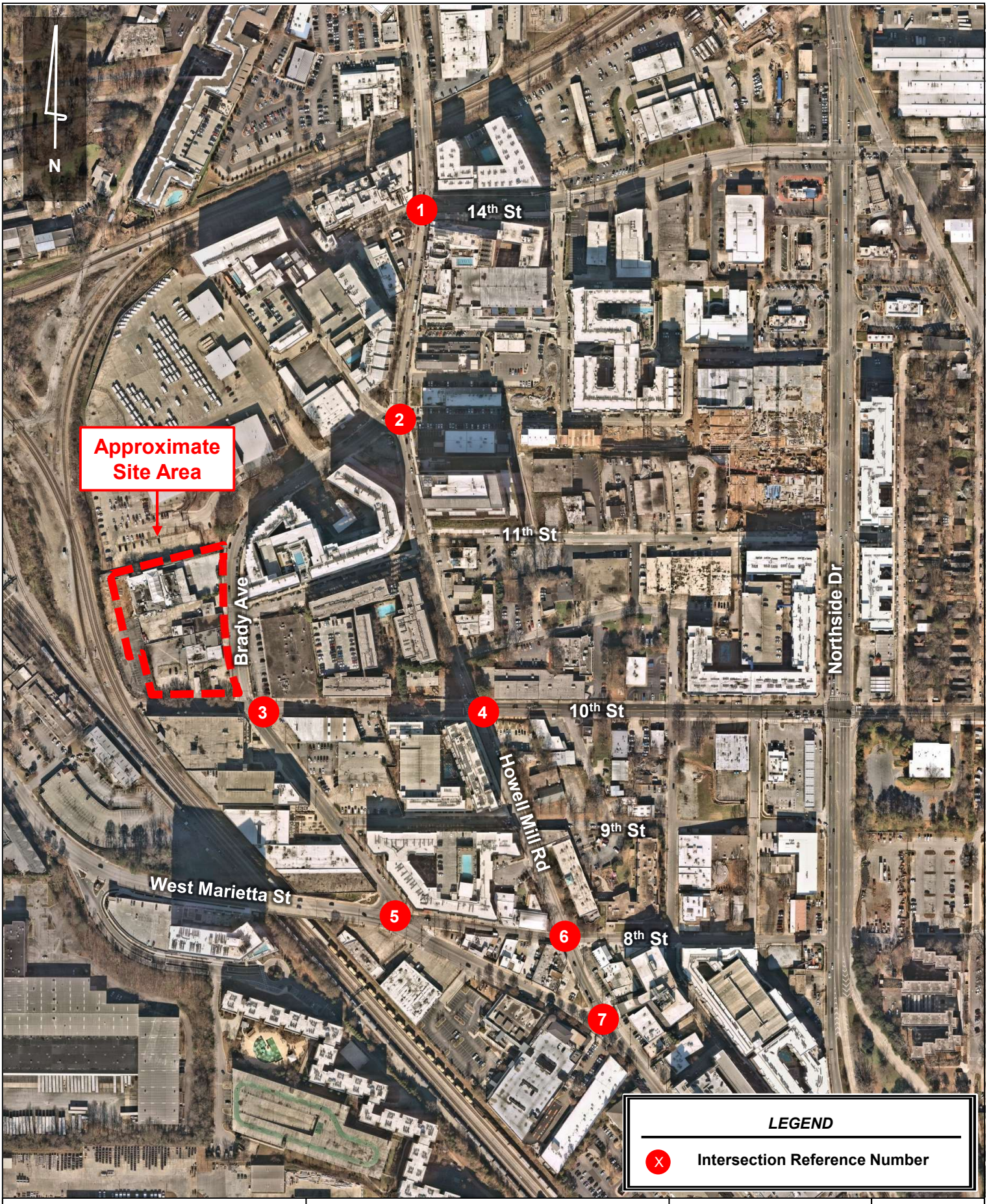

Kimley»Horn	*990-1008 Brady Transportation Analysis*	**Site Aerial**	**Figure 2**
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1.2 Site Access

As currently envisioned, the proposed development will be accessible via two (2) access points:

1. **Driveway A** – an existing to be reconstructed full-movement driveway located along Brady Avenue approximately 150 feet north of 11th Street that will continue to operate under side-street stop control**.**
2. **Driveway B** – an existing to be reconstructed full-movement driveway located along 10th Street, approximately 250 feet east of Brady Avenue that will continue to operate under side-street stop control.

Site access was coordinated with ATLDOT in June 2022. As of an email dated June 17, 2022, ATLDOT concurs with the driveways shown on the DRI site plan.

1.3 Internal Circulation Analysis

An internal private roadway through the site will provide access to all of the buildings and parking facilities.

1.4 Parking

The current number of total site parking spaces to be provided are listed below in **Table 3**.

Table 3: Proposed Parking

Land Use	Parking Type	Minimum (MRC-3)	Maximum (MRC-3)	Proposed
Residential	Car	336 0.48 space per 1 unit	N/A	Approx. 950 shared parking (in parking deck)
Office	Car	N/A	750 2.5 spaces per 1,000 SF	
Residential	Car	84 1 space per 600 SF	N/A	
Total		Min: 420	Max: 1,170	

Vehicle parking provided will be shared, where possible. Carpool and vanpool parking spaces and alternative fuel vehicle charging stations, or similar facilities, will be provided in the parking deck to meet city code. Bicycle parking will also be provided on-site in addition to commuter showering facilities to meet city code.

Additional parking details are provided on the proposed site plan in **Appendix A**.

1.5 Alternative Transportation Facilities

Bicycle facilities run along Brady Avenue on the site frontage. There are sidewalks that exist on both sides of Brady Avenue, 11th Street, 10th Street, Howell Mill Road, and West Marietta Street for pedestrians.

MARTA Route 12 currently serves Howell Mill/Cumberland, which stops adjacent to the project site. MARTA Route 94 which serves Northside Drive (approx. 1/2-mile to Marietta Boulevard) and Route 14 which serves 14th Street/Blandtown (approx. 1/3-mile to 14th Street) have stops located within walking distance to the project site.

1.6 Dense Urban Environments Enhanced Focus Area

Although the *990-1008 Brady* development does not automatically qualify for the "Dense Urban Environment Enhanced Focus Area" per Section 3.2.4.2 of the GRTA *Development of Regional Impact Review Procedures* the *Mixed-Use*, GRTA has requested this section to be included due to the nature of the rapidly changing area surrounding the site. The Enhanced Focus Area documents the curbside management of the proposed development. No modeling adjustments are required, in accordance with the GRTA Letter of Understanding.

- ***Heavy Vehicle Deliveries*:** The proposed development will receive heavy vehicle deliveries via adjacent to Site Driveway B along 10th Street (Intersection 8). As shown on the site plan, one loading area is provided along Driveway A on the north side of the residential building. A second loading area is located on the southwest corner of the office building associated with Driveway B. Service and emergency access is also provided along the western edge of the development with a designated pad and rolled curb to the west of Driveway B. All heavy vehicle loading and unloading will be encouraged to take place on site.
- ***Ride-Hail and Takeout Deliveries*:** Ride-Hail and take-out deliveries will be encouraged to take place at the provided drop-off/pick-up location along Brady Avenue, which is approximately 150 feet, located approximately 130 feet north of 10th Street. The Brady Cycle Track is proposed to be realigned to the right of the travel lane, as coordinated with the City of Atlanta in June 2022 to avoid vehicle/bicycle conflicts.
- ***Curbside Management Impact to Transit Vehicles:*** No transit stops currently exist or are proposed along the site's frontage. However, two transit stops currently exist in the vicinity of the proposed development. One stop is located along Brady Avenue northeast of the site, and one stop is located along 10th Street east of Brady Avenue. Additionally, since all heavy vehicle deliveries, ride-hail, and takeout deliveries are encouraged to take place along site frontage, there will be limited impact to ADA compliant transit access on the site.

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 seven (7) off-site intersections described in **Table 4** and shown in **Figure 3**.

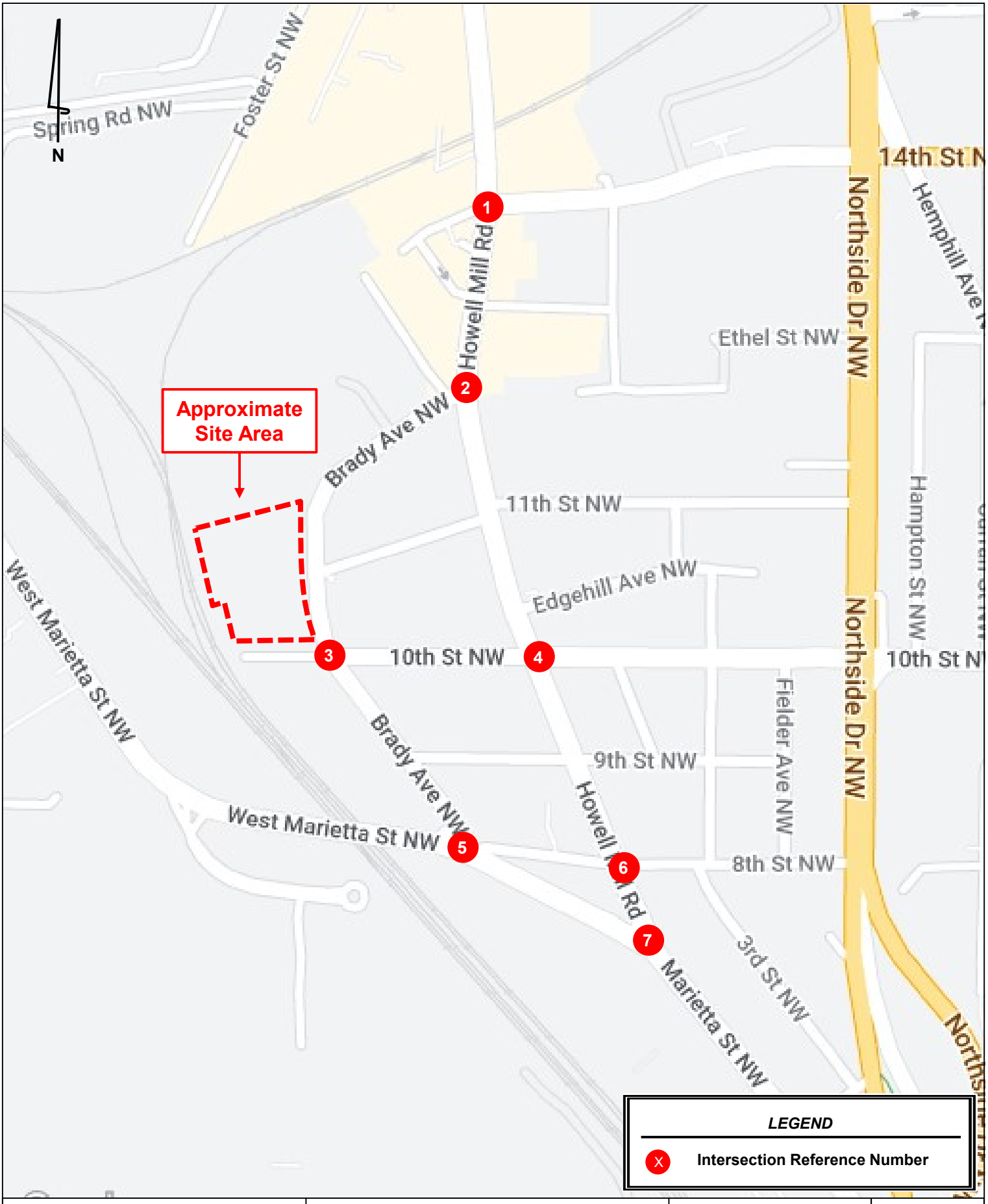
Table 4: Intersection Control Summary		
Intersection	**Jurisdiction**	**Control**
1. Howell Mill Road at 14th Street	City of Atlanta	Signalized
2. Howell Mill Road at Brady Avenue	City of Atlanta	Side-Street Control
3. 10th Street at Brady Avenue	City of Atlanta	All-Way Stop Control
4. Howell Mill Road at 10th Street	City of Atlanta	Signalized
5. West Marietta Street at Brady Avenue/8th Street	City of Atlanta	Signalized
6. Howell Mill Road at 8th Street	City of Atlanta	Signalized
7. Howell Mill Road at Marietta Street	City of Atlanta	Signalized

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**	**Posted Speed Limit**	**AADT (GDOT, 2019)**	**GDOT Functional Classification**
Brady Avenue	**2**	**30 MPH**	-	**Local**
Howell Mill Road	3	35 MPH	19,500	Minor Arterial
8th Street	2	30 MPH	-	Major Collector
10th Street	2/4*	35 MPH	15,800	Local
14th Street	4	25 MPH**	14,900	Major Collector
West Marietta Street	4	30 MPH	18,900	Minor Arterial
Marietta Street	3	30 MPH	13,200	Minor Arterial

*2 lanes west of Howell Mill Road and 4 lanes east of Howell Mill Road
** Speed limit not visibly posted. Assumed to be 25 MPH.



Kimley»Horn	*990-1008 Brady Transportation Analysis*	**Study Intersections**	**Figure 3**
			Page 22

2.3 Traffic Data Collection and Calibration

Traffic counts were collected at the seven (7) existing study intersections on Tuesday, April 19, 2022 during the AM and PM peak periods. The collected counts were then calibrated using adjustment factors to account for the potential impacts of COVID-19 to typical traffic volumes and patterns.

A comparison was conducted for vehicular volumes along Howell Mill Road north of Huff Road. Average Daily Traffic (ADT) volumes at this location from GDOT's Traffic Analysis & Data Application (TADA) in 2019 were grown at 1.5 percent per year for 2 years (2017 to 2022) to determine an Estimated 2022 GDOT ADT. The Estimated GDOT 2022 ADT was compared to the ADT volumes collected in April 2022 at the same location.

As a result of the volume comparison, it was determined that an adjustment factor of 1.33 should be used for the existing AM turning movement counts, and an adjustment factor of 1.74 should be used for the existing PM turning movement counts. The methodologies used in this analysis for traffic count calibration were approved by GRTA.

Traffic count peak hours for all the study intersections are shown in **Table 6**. The collected peak hour turning movement traffic counts are available upon request.

Table 6: Traffic Count Summary

Intersection	Count Date	AM Peak Hour	PM Peak Hour
1. Howell Mill Road at 14th Street	4/2022	8:00 – 9:00 AM	5:30 – 6:30 PM
2. Howell Mill Road at Brady Avenue	4/2022	8:00 – 9:00 AM	4:45 – 5:45 PM
3. 10th Street at Brady Avenue	4/2022	8:00 – 9:00 AM	4:45 – 5:45 PM
4. Howell Mill Road at 10th Street	4/2022	8:00 – 9:00 AM	4:30 – 5:30 PM
5. West Marietta Street at Brady Avenue/8th Street	4/2022	8:00 – 9:00 AM	4:45 – 5:45 PM
6. Howell Mill Road at 8th Street	4/2022	8:00 – 9:00 AM	4:45 – 5:45 PM
7. Howell Mill Road at Marietta Street	4/2022	8:00 – 9:00 AM	4:45 – 5:45 PM

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 *990-1008 Brady* development. Background traffic includes a base growth rate, which is based on historical count data and population growth data. It can also include trips anticipated from nearby or adjacent other projects.

Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 1.5 percent per year background traffic growth rate from 2022 to 2027 (5 years) was used for all roadways.

The Projected 2027 No-Build conditions represent the Estimated 2022 traffic volumes grown for five (5) years at 1.5% per year throughout the study network. In addition, project traffic from Echo Street DRI #2814 (50% of DRI traffic) and Project Granite DRI #3298 were included in background traffic calculations.

The Projected 2027 Build conditions represent the project trips generated by the *990-1008 Brady* development (discussed in Section 3.0 and 4.0) added to the Projected 2027 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.

The following projects shown in **Table 7** are programmed to occur near the development.

Table 7: Programmed Projects

Project Name	From / To Points:	Sponsor	GDOT PI #	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY
Brady Bike Lanes	Howell Mill Road to Marietta Street	Westside CID	N/A	N/A	2020	2021	2022
Cycle Atlanta Phase 1.0	Various Locations including West Marietta Street	City of Atlanta	0014993	AT-277A	2017	N/A	2022
Northside Drive Signal Updates	13 signals in the City of Atlanta and Georgia Tech Area	GDOT	0012823	AT-287	2014	2022	2022
SR 3/US 41 Northside Drive Improvements	CS 1704/Tech Pkwy to CS 696/Hemphill Ave	GDOT	0015288	N/A	2017	TBD	TBD
11th Street at Northside Drive new Traffic Signal	11th Street at Northside Drive	UWCID/ Privately Funded	N/A	N/A	2021	2022	2022
Marietta TCC Combo	Incl. Marietta St. at Brady Ave	City of Atlanta	N/A	ATLDOT: 1053	2020	N/A	2023
10th Street Cycle Track	Brady Ave / Fielder Ave**	UWCID / City of Atlanta / Georgia Tech**	N/A	RR 2 (UWCID)	2021	N/A	2023
Atlanta Traffic Signal Enhancement Program – Ph. 1	Various intersections incl., 10th St, State St, and North Ave	City of Atlanta	0017802	AT-320	2021	2024	2024
Howell Mill Complete Street	Collier Rd / Northside Drive	City of Atlanta	1007 (ATLDOT)	RR 1 (UWCID)	2021	2022	2025

**Project information was obtained from GeoPI (GDOT), the Atlanta Region's Plan (ARC), Westside CID.*
***Segments are being completed by different entities.*

The following programmed projects were considered in the analysis under the specified scenarios:

- Brady Bike Lanes: Existing condition - upgrade is installed as identified in the field, June 2022
- Marietta TCC Combo: Existing condition - project ongoing, updates to Marietta Street at Brady Avenue/8th Street that appear to be complete as of April 2022 (restriping/signal improvements)
- 10th Street Cycle Track: No-Build condition - anticipated to be approved/constructed by 2023
- Howell Mill Complete Street: No-Build condition – project anticipated to be constructed by 2025

The following projects shown in **Table 8** are planned to occur near the development.

Table 8: Planned Projects

Project Name	From / To Points:	Potential Sponsor	GDOT PI #	ARC ID # (TIP)	Project Timeline	Planning Document
North Avenue Corridor High-Capacity Premium Transit Service	Marta North Avenue Station / MARTA Bankhead Rail Station	MARTA	N/A	AR-491B	2050	N/A
Marietta Blvd Complete Street – SCOPING STUDY	Donald Lee Hollowell Pkwy to Coronet Way	City of Atlanta	01107803	ATLDOT:3058	TBD	N/A
14th Street – complete sidewalk gaps. Study bike lanes.	Howell Mill Rd / Northside Dr	UWCID	N/A	RR 3 (UWCID)	TBD	N/A
Northside Drive – pedestrian and bicycle safety improvements	Collier Rd / Donald Lee Hollowell Pkwy	GDOT	N/A	RR 5 (UWCID)	TBD	N/A
West Marietta Street – add protected bike facilities, fill sidewalk gaps	Marietta Blvd / Northside Dr	UWCID	N/A	RR 11 (UWCID)	TBD	N/A
Joseph E Lowery Boulevard bike/ped improvements	W Marietta St / Donald Lee Hollowell Pkwy	UWCID	N/A	RR 13 (UWCID)	TBD	N/A

Available fact sheets for projects listed in the table above 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 11*.

LOS for signalized intersections and all-way stop controlled intersections are 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 delays in turning onto a major roadway.

2.7 Level-of-Service Standards

All study intersections are located in the Region Core area as specified in the Atlanta Regional Commission's Unified Growth Policy Map. Therefore, for the purposes of this traffic analysis, a LOS standard of E was assumed for all study intersections per section 3.2.2.1 of the GRTA *Development of Regional Impact Review Procedures,* and as specified in the LOU.

3.0 TRIP GENERATION

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition*, using equations where available. Reductions to gross trips including mixed-use reductions and alternative transportation mode reductions are considered in the analysis based on methodology outlined in the GRTA Letter of Understanding (LOU).

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. Mixed-use reductions were taken in this analysis per the LOU.

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). Alternative modes reductions were taken in this analysis 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. No pass-by reductions were taken for this analysis.

Table 9 summarizes the gross trip generation, reductions, net trip generation, and driveway volumes for the proposed *990-1008 Brady DRI* development.

Table 9: Trip Generation

Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
Proposed Project Trips								
222 - Multifamily Housing (High-Rise)	700 dwelling units	3,010	1,505	1,505	59	114	115	90
710 – General Office Building	300,000 SF	3,080	1,540	1,540	379	52	70	343
820 – Shopping Center	50,000 SF	1,850	925	925	26	16	82	88
Gross Project Trips		**7,940**	**3,970**	**3,970**	**464**	**182**	**267**	**521**
Existing Site Trips (To Be Removed)								
150 - Warehousing	62,000 SF	136	68	68	24	7	10	24
Net Project Trips		**7,804**	**3,902**	**3,902**	**440**	**175**	**257**	**497**
Mixed-Use Reductions		*-564*	*-282*	*-282*	*-16*	*-16*	*-45*	*-45*
Alternative Mode Reductions		*-2,434*	*-1,217*	*-1,217*	*-140*	*-52*	*-69*	*-150*
New Trips		**4,806**	**2,403**	**2,403**	**262**	**98**	**132**	**279**

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 for non-residential land uses is shown in **Figure 4.** The anticipated distribution and assignment of the trips throughout the study roadway network for residential land uses is shown in **Figure 5**. 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 6**.

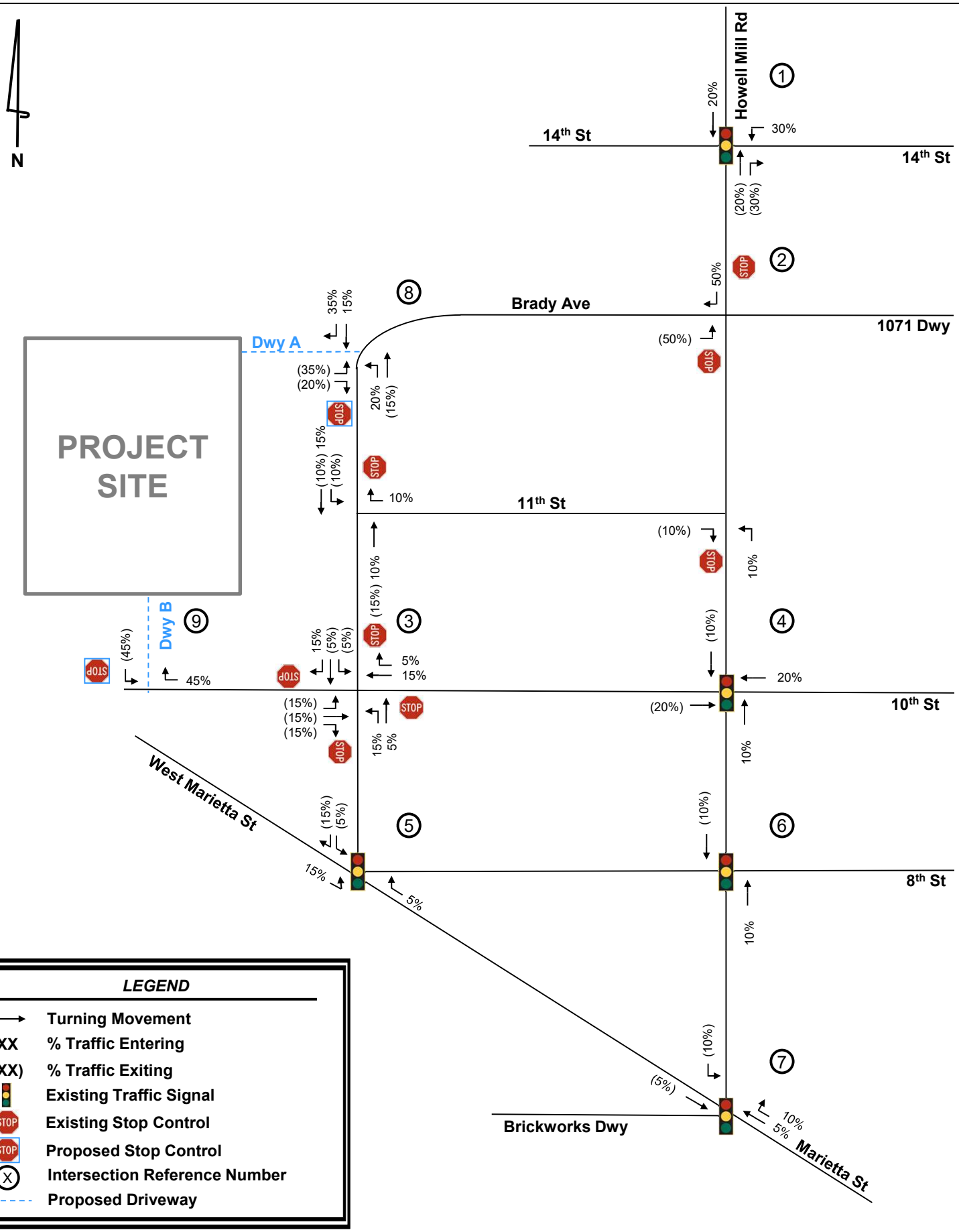
Detailed intersection volume worksheets are provided in **Appendix C**.

5.0 TRAFFIC ANALYSIS

Capacity analyses were performed using *Synchro 11* for the AM and PM peak hours under the Estimated 2022 conditions, 2027 No-Build conditions, and 2027 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM), 6th Edition* unless otherwise noted.

These analyses included existing roadway laneage for each of the scenarios. The traffic volumes and roadway laneage used for each scenario are shown in **Figure 7** for Estimated 2022 conditions, **Figure 8** for 2027 No-Build conditions, and **Figure 9** for 2027 Build conditions.

Sections 5.1 – 5.9 provide the results of the capacity analyses are presented for each study intersection and include projected LOS, delay, and queue lengths.



Kimley»Horn	*990-1008 Brady Transportation Analysis*	**Non-Residential Trip Distribution**	**Figure 4**
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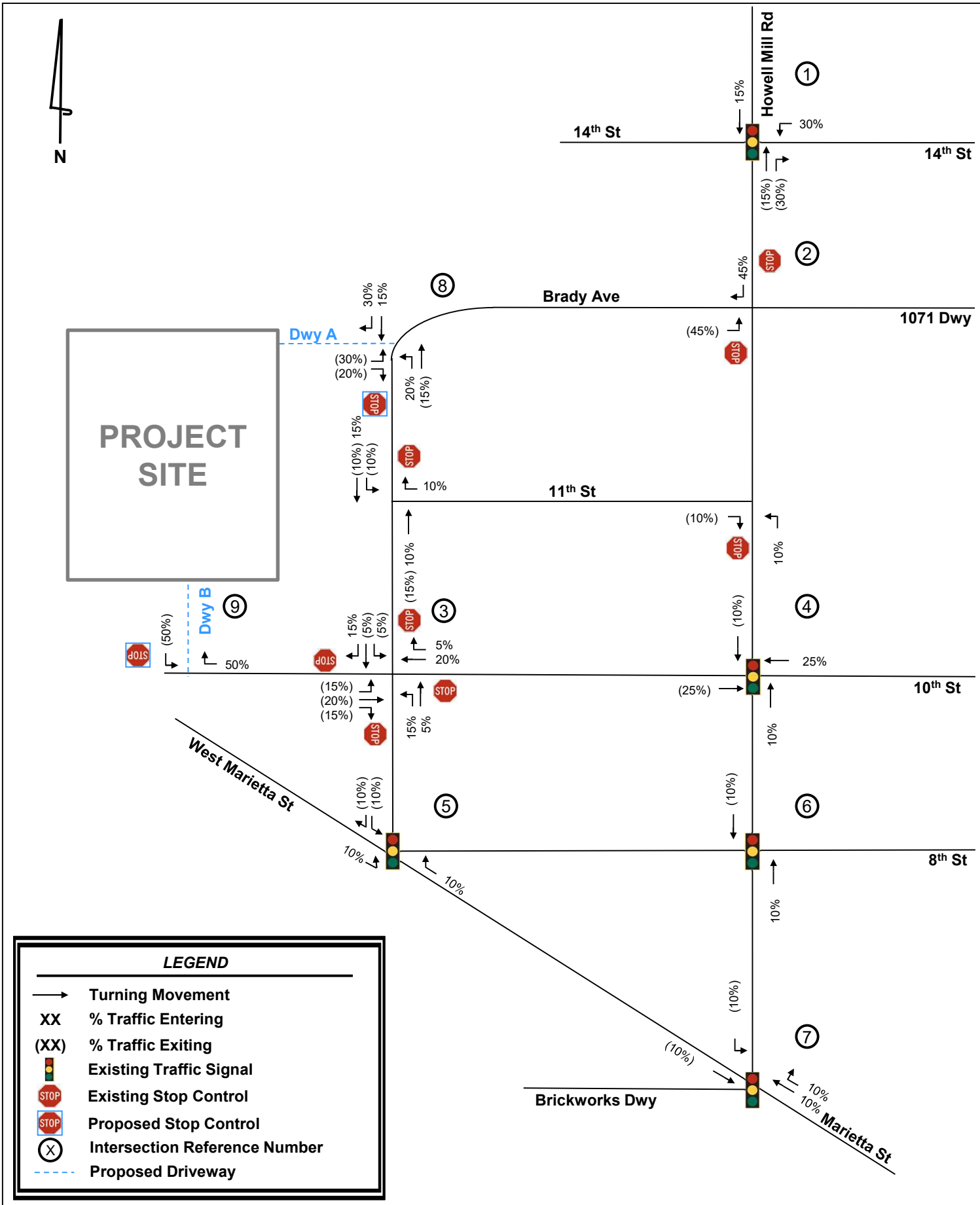

Kimley»Horn	*990-1008 Brady Transportation Analysis*	**Residential Trip Distribution**	**Figure 5**
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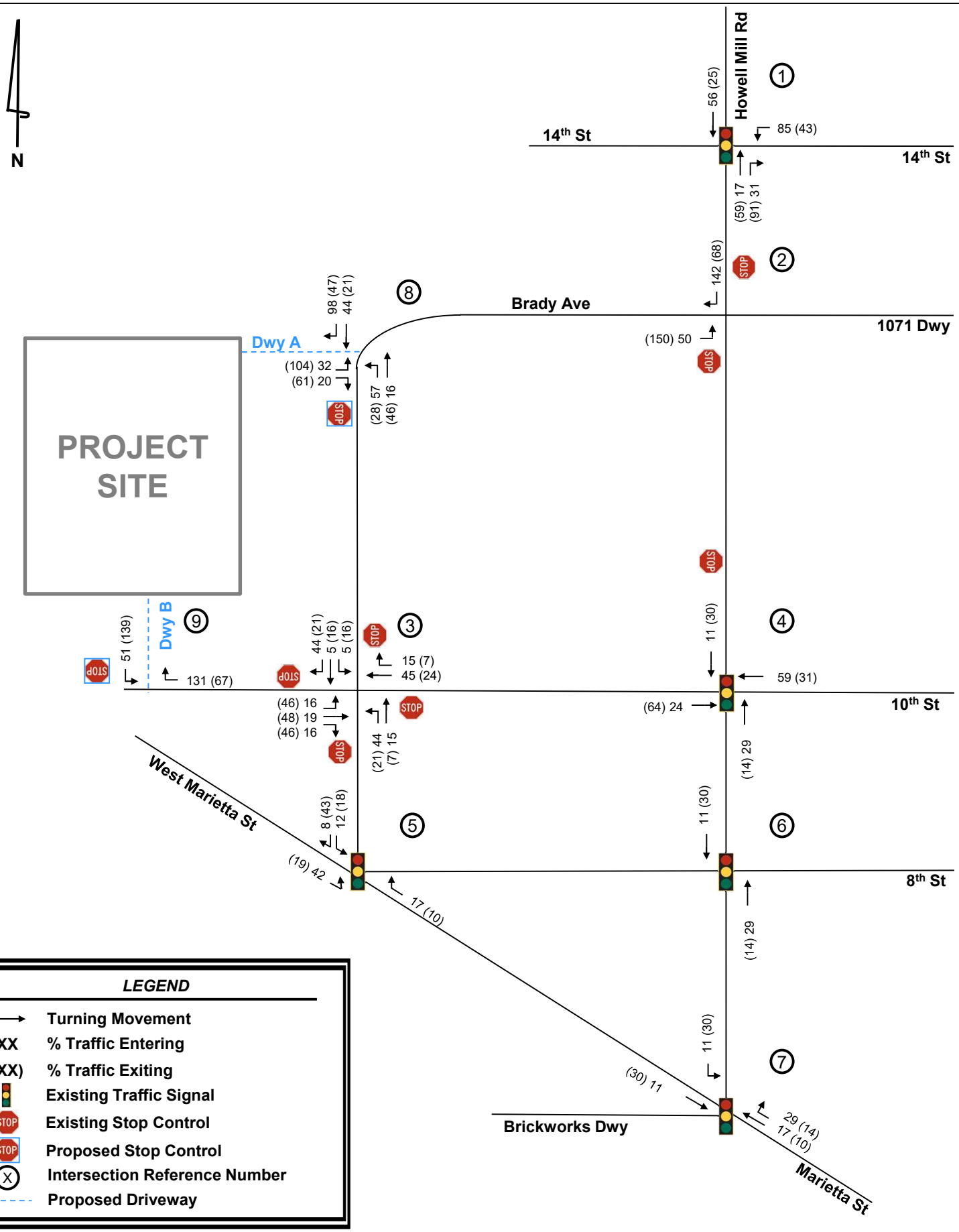

Kimley»Horn	*990-1008 Brady Transportation Analysis*	**Project Trips**	**Figure 6**
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5.1 Howell Mill Road at 14th Street (Intersection 1)

Overall LOS Standard: E Approach LOS Standard: E			Howell Mill Road Northbound			Howell Mill Road Southbound			14th Street Eastbound			14th Street Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (SIGNAL)	AM	Overall LOS	E (58.4)											
		Approach LOS	E (61.0)			E (63.4)			D (44.2)			D (47.5)		
		Storage	100								50			
		50th Queue	11	334		168	368			22	0		135	0
		95th Queue	27	678		337	570			54	0		212	77
	PM	Overall LOS	F (195.0)											
		Approach LOS	F (100.3)			F (279.3)			E (57.2)			F (181.0)		
		Storage	100								50			
		50th Queue	35	976		358	1488			98	0		500	101
		95th Queue	72	1156		552	1775			162	0		707	292
2027 NO-BUILD (SIGNAL)	AM	Overall LOS	E (76.3)											
		Approach LOS	E (72.8)			F (90.2)			D (44.5)			E (60.3)		
		Storage	100											
		50th Queue	14	530		205	333			25			151	0
		95th Queue	33	548		374	466			59			289	79
	PM	Overall LOS	F (265.3)											
		Approach LOS	F (174.2)			F (223.3)			E (61.4)			F (483.8)		
		Storage	100											
		50th Queue	125	1105		402	1476			125			662	169
		95th Queue	220	1341		604	1780			196			873	396
2027 BUILD (SIGNAL)	AM	Overall LOS	F (102.5)											
		Approach LOS	F (103.2)			F (88.4)			D (44.5)			F (127.3)		
		Storage	100											
		50th Queue	17	463		204	384			25			284	0
		95th Queue	35	822		373	536			59			458	79
	PM	Overall LOS	F (313.9)											
		Approach LOS	F (247.7)			F (230.9)			E (61.4)			F (583.8)		
		Storage	100											
		50th Queue	119	1414		402	1526			125			748	186
		95th Queue	175	1511		604	1829			196			967	419

The existing signalized intersection of Howell Mill Road at 14th Street (Intersection 1) is not projected to meet GRTA's standards for the overall LOS under the 2022 Estimated conditions during the PM peak hour. The intersection is projected to operate at an LOS F for the northbound, southbound, and westbound approaches during the PM peak hour.

Per the Howell Mill Complete Streets project, the background roadway geometry and/or signal timing modifications noted below are proposed (by others). Additional project details are discussed in **Section 2.5**.

- The eastbound channelized right-turn lane along 14th Street will be removed so that the approach consists of one shared left/through/right lane

With the proposed background changes, the intersection is not projected to meet GRTA's standards for the overall LOS under the 2027 No-Build conditions for the PM peak hour. The intersection is projected to operate at an LOS F for the southbound approach during the AM peak hour and an LOS F for the northbound, southbound, and westbound approaches during the PM peak hour.

Similarly, with the proposed background changes, the intersection is not projected to meet GRTA's standards for the overall LOS under the 2027 Build conditions for the AM and PM peak hours. The intersection is projected to operate at an LOS F for the northbound, southbound, and westbound approaches during the AM and PM peak hours.

In order to meet GRTA's LOS requirements under the 2022 Estimated conditions, the system improvements listed below are needed (to serve existing traffic) but not recommended due to geometric constraints at the intersection (shown in red on **Figure 7**):

- Widen the northbound approach along Howell Mill Road to add one (1) through lane, so that it consists of one (1) left-turn lane, one (1) through lane, and one (1) shared through/right-turn lane.
- Widen the southbound approach along Howell Mill Road to add one (1) through lane, so that it consists of one (1) left-turn lane, one (1) through lane, and one (1) shared through/right-turn lane.
- Widen the westbound approach along 14th Street to add one (1) left-turn lane, so that it consists of one (1) left-turn lane, one (1) shared though/left-turn lane, and one (1) right-turn lane.

In order to meet GRTA's LOS requirements under the 2027 No-Build conditions, in addition to the system improvements needed for the 2022 Estimated conditions listed above, the system improvements listed below are needed (to serve background traffic, without the development) but not recommended due to geometric constraints at the intersection (shown in green on **Figure 8**):

- Widen the southbound approach along Howell Mill Road to add one (1) left-turn lane, so that it consists of two (2) left-turn lanes, one (1) through lane, and one (1) shared through/right-turn lane.

With the proposed system improvements (existing/background) noted above, the intersection is projected to continue to operate at acceptable overall and approach LOS under 2027 Build conditions.

The analysis results shown in the table below are for the improved conditions at Howell Mill Road at 14th Street (Intersection 1), which assume the noted geometric changes.

Overall LOS Standard: E Approach LOS Standard: E			Howell Mill Road Northbound			Howell Mill Road Southbound			14th Street Eastbound			14th Street Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (SIGNAL)	**AM**	Overall LOS	C (34.0)											
		Approach LOS	C (27.4)			C (32.1)			D (44.2)			D (45.6)		
		Storage	100			100		100						
		50th Queue	15	199		98	313	0		22	0	67	668	0
		95th Queue	27	131		152	443	0		54	0	123	124	79
	PM	Overall LOS	E (71.9)											
		Approach LOS	E (79.9)			E (69.7)			E (58.01)			E (68.8)		
		Storage	100			100		100						
		50th Queue	116	392		198	1161	0		98	0	187	186	0
		95th Queue	213	472		306	1426	0		165	0	333	326	113
2027 NO-BUILD (SIGNAL)	**AM**	Overall LOS	C (28.2)											
		Approach LOS	C (21.9)			C (22.1)			D (44.5)			D (46.1)		
		Storage	100			100								
		50th Queue	12	154		50	134			25		74	74	0
		95th Queue	37	221		77	183			59		134	133	79
	PM	Overall LOS	E (58.8)											
		Approach LOS	E (72.2)			D (46.0)			E (61.4)			E (65.2)		
		Storage	100			100								
		50th Queue	120	425		98	527			125		197	194	142
		95th Queue	219	507		204	647			196		370	335	287
2027 BUILD (SIGNAL)	**AM**	Overall LOS	C (21.8)											
		Approach LOS	B (18.0)			A (8.6)			D (41.6)			D (45.6)		
		Storage	100			100		100						
		50th Queue	9	200		26	78			24		110	111	0
		95th Queue	32	290		53	140			52		167	168	70
	PM	Overall LOS	E (74.3)											
		Approach LOS	F (92.5)			E (58.4)			E (77.2)			E (77.5)		
		Storage	100			100		100						
		50th Queue	130	552		117	565			126		245	220	162
		95th Queue	186	694		218	668			232		426	389	309

5.2 Howell Mill Road at Brady Avenue (Intersection 2)

Overall LOS Standard: E Approach LOS Standard: E			Howell Mill Road Northbound			Howell Mill Road Southbound			Brady Avenue Eastbound			1071 Driveway Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (AWSC)	AM	Overall LOS	(21.9)											
		Approach LOS	A (9.1)			A (8.6)			F (130.2)			C (18.1)		
		Storage							100					
		50th Queue												
		95th Queue	5			0			238			13	5	
	PM	Overall LOS	(1333.6)											
		Approach LOS	C (15.1)			A (9.7)			F (3770.5)			F (1593.1)		
		Storage							100					
		50th Queue												
		95th Queue	10			3			600			143	203	
2027 NO-BUILD (AWSC)	AM	Overall LOS	A (8.3)											
		Approach LOS	A (1.1)			A (1.6)			D (52.2)			D (43.3)		
		Storage	120			140			100					
		50th Queue	2	28		3	124		137	3			3	
		95th Queue	10	105		5	149		205	42			25	
	PM	Overall LOS	F (102.3)											
		Approach LOS	A (3.3)			F (161.9)			E (76.4)			D (54.2)		
		Storage	120			140			100					
		50th Queue	6	246		2	2020		192	8			19	
		95th Queue	8	278		2	1173		351	63			65	
2027 BUILD (AWSC)	AM	Overall LOS	B (10.1)											
		Approach LOS	A (1.3)			A (3.3)			D (52.5)			D (39.9)		
		Storage	120			140			100					
		50th Queue	2	24		4	195		174	2			3	
		95th Queue	10	111		5	208		282	42			25	
	PM	Overall LOS	F (161.4)											
		Approach LOS	A (4.3)			F (257.7)			F (116.6)			D (46.5)		
		Storage	120			140			100					
		50th Queue	9	369		4	2262		395	7			17	
		95th Queue	11	419		3	1284		592	59			60	

The existing intersection of Howell Mill Road at Brady Avenue (Intersection 2) is not projected to meet GRTA's approach LOS standards under the 2022 Estimated conditions during the AM or PM peak hour. The intersection is projected to operate at an LOS F for the northbound approach during the AM peak hour and at an LOS F for the eastbound and westbound approaches during the PM peak hour.

Per the Howell Mill Complete Streets project, the background roadway geometry and/or signal timing modifications noted below are proposed (by others). Additional project details are discussed in **Section 2.5**.

- A traffic signal will be installed to replace the existing side-street stop control along Brady Avenue.
- The southbound approach along Howell Mill Road will be restriped to consist of a left-turn lane and a shared through/right-turn lane.
- The northbound approach along Howell Mill Road will be restriped to consist of a left-turn lane and a shared through/right-turn lane.

With the proposed background changes, the intersection is not projected to meet GRTA's standards for the overall LOS under the 2027 No-Build conditions for the PM peak hour. The intersection is projected to operate at an LOS F for the southbound approach during the PM peak hour.

Similarly, with the proposed background changes, the intersection is not projected to meet GRTA's standards for the overall LOS under the 2027 Build conditions for the PM peak hour. The intersection is projected to operate at an LOS F for the southbound and eastbound approaches during the PM peak hour.

GRTA's LOS requirement for all scenarios are met if the proposed background Howell Mill Complete Street and 10th Street Cycle Track improvements, as described above, are installed and the following improvement is made (shown in red on **Figure 7**):

- Widen the southbound approach along Howell Mill Road to add one (1) lane, so that it consists of one (1) left-turn lane, one (1) through lane, and one (1) right-turn lane.

It should be noted that the southbound right-turn lane and approach widening may not align with multi-modal goals at this intersection and is not recommended without further consideration by the City of Atlanta and the Upper Westside CID.

The analysis results shown in the table below are for the improved conditions at Howell Mill Road at Brady Avenue (Intersection 2), which assume the noted geometric changes and improvement.

Overall LOS Standard: E Approach LOS Standard: E			Howell Mill Road Northbound			Howell Mill Road Southbound			Brady Avenue Eastbound			1071 Driveway Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (AWSC)	**AM**	Overall LOS	A (9.5)											
		Approach LOS	A (0.9)			A (0.4)			D (51.1)			D (44.6)		
		Storage												
		50th Queue	8	104		3	77	0	120	0			3	
		95th Queue	20	213		6	105	31	169	30			25	
	PM	Overall LOS	A (8.3)											
		Approach LOS	A (1.3)			A (0.3)			E (70.0)			D (54.2)		
		Storage												
		50th Queue	12	301		7	455	173	164	28			17	
		95th Queue	13	366		7	450	174	321	86			61	
2027 NO-BUILD (AWSC)	**AM**	Overall LOS	B (15.3)											
		Approach LOS	A (1.2)			B (16.7)			D (52.0)			D (43.2)		
		Storage	120			140		100	100					
		50th Queue	10	123		0	170	0	113	10			3	
		95th Queue	10	140		8	357	40	156	34			24	
	PM	Overall LOS	A (6.9)											
		Approach LOS	A (1.5)			A (2.6)			E (61.0)			D (51.7)		
		Storage	120			140		100	100					
		50th Queue	3	122		4	961	5.6	145	24			18	
		95th Queue	13	490		5	1358	50	223	55			56	
2027 BUILD (AWSC)	**AM**	Overall LOS	B (10.1)											
		Approach LOS	A (1.3)			A (5.3)			D (45.7)			D (40.1)		
		Storage	120			140			100					
		50th Queue	17	289		4	185	10	167	4			3	
		95th Queue	223	306		12	211	24	277	36			25	
	PM	Overall LOS	C (30.1)											
		Approach LOS	A (3.9)			D (40.4)			D (48.0)			D (39.7)		
		Storage	120			140			100					
		50th Queue	18	676		16	1192	504	233	7			15	
		95th Queue	22	730		19	1483	654	390	32			51	

5.3 10th Street at Brady Avenue (Intersection 3)

Overall LOS Standard: E Approach LOS Standard: E			Brady Avenue Northbound			Brady Avenue Southbound			10th Street Eastbound			10th Street Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (AWSC)	AM	Overall LOS	B (10.5)											
		Approach LOS	B (10.4)			B (11.0)			A (8.2)			A (10.0)		
		Storage												
		50th Queue												
		95th Queue		45			43			0			23	
	PM	Overall LOS	E (44.9)											
		Approach LOS	C (23.3)			F (73.6)			B (11.5)			C (18.1)		
		Storage												
		50th Queue												
		95th Queue		153			433			8			78	
2027 NO-BUILD (AWSC)	AM	Overall LOS	B (13.0)											
		Approach LOS	B (13.2)			B (13.0)			A (8.8)			B (12.9)		
		Storage												
		50th Queue												
		95th Queue		75			58			0			50	
	PM	Overall LOS	F (93.5)											
		Approach LOS	F (63.8)			F (156.9)			B (13.3)			D (27.7)		
		Storage												
		50th Queue												
		95th Queue		350			683			8			135	
2027 BUILD (AWSC)	AM	Overall LOS	C (18.4)											
		Approach LOS	C (20.3)			C (17.8)			B (10.9)			B (17.8)		
		Storage												
		50th Queue												
		95th Queue		135			95			10			90	
	PM	Overall LOS	F (195.4)											
		Approach LOS	F (180.7)			F (323.4)			D (25.9)			F (58.0)		
		Storage												
		50th Queue												
		95th Queue		583			988			65			218	

The existing intersection of 10th Street at Brady Avenue (Intersection 3) is not projected to meet GRTA's approach LOS standards under the 2022 Estimated conditions during the PM peak hour. The intersection is projected to operate at an LOS F for the southbound approach during the PM peak hour.

The intersection is not projected to meet GRTA's standards for the overall LOS under the 2027 No-Build conditions for the PM peak hour. The intersection is projected to operate at an LOS F for the southbound approach during the PM peak hour.

The intersection is not projected to meet GRTA's standards for the overall LOS under the 2027 Build conditions for the PM peak hour. The intersection is projected to operate at an LOS F for the northbound and southbound approaches during the PM peak hour.

In order to meet GRTA's LOS requirements, the system improvements listed below are needed (to serve existing and background/No-Build traffic) and recommended for further study (shown in **Figure 7**):

- Install a traffic signal if and when warranted and approved by the City of Atlanta.
  - *Note*: based on a preliminary review of peak hour volumes, the intersection is expected to meet signal warrants based on the 2022 Estimated conditions PM peak hour and based on both the AM and PM peak hours under 2027 No-Build conditions.

With the proposed system improvements (existing/background) noted above, the intersection is projected to continue to operate at acceptable overall and approach LOS under 2027 Build conditions.

The analysis results shown in the table below are for the improved conditions at 10th Street at Brady Avenue (Intersection 3), which assume the noted intersection control changes.

Overall LOS Standard: E Approach LOS Standard: E			Brady Avenue Northbound			Brady Avenue Southbound			10th Street Eastbound			10th Street Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (AWSC)	AM	Overall LOS	A (8.1)											
		Approach LOS	A (3.5)			A (3.2)			C (22.5)			C (25.9)		
		Storage												
		50th Queue		118			33			0			87	
		95th Queue		706			418			6			120	
	PM	Overall LOS	B (11.7)											
		Approach LOS	A (6.7)			A (8.3)			C (21.6)			C (26.3)		
		Storage												
		50th Queue		182			241			5			194	
		95th Queue		167			319			23			191	
2027 NO-BUILD (AWSC)	AM	Overall LOS	B (10.7)											
		Approach LOS	A (6.3)			A (5.3)			B (18.3)			C (22.9)		
		Storage												
		50th Queue		71			50			0			141	
		95th Queue		126			216			5			126	
	PM	Overall LOS	B (14.1)											
		Approach LOS	C (10.5)			B (11.6)			B (18.9)			C (24.5)		
		Storage												
		50th Queue		215			498			5			241	
		95th Queue		204			664			24			237	
2027 BUILD (AWSC)	AM	Overall LOS	B (11.7)											
		Approach LOS	A (5.2)			B (12.0)			C (21.0)			C (20.5)		
		Storage												
		50th Queue		99			95			11			120	
		95th Queue		140			122			30			122	
	PM	Overall LOS	B (13.1)											
		Approach LOS	A (9.9)			A (8.1)			C (20.7)			C (24.8)		
		Storage												
		50th Queue		197			432			46			151	
		95th Queue		172			638			977			149	

5.4 Howell Mill Road at 10th Street (Intersection 4)

Overall LOS Standard: E Approach LOS Standard: E			Howell Mill Road Northbound			Howell Mill Road Southbound			10th Street Eastbound			10th Street Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (Signal)	AM	Overall LOS	C (22.8)											
		Approach LOS	B (16.9)			A (1.0)			D (55.0)			D (45.2)		
		Storage												
		50th Queue		219			40			193			123	
		95th Queue		329			66			271			186	50
	PM	Overall LOS	F (188.4)											
		Approach LOS	A (1.4)			A (2.0)			F (902.0)			F (453.3)		
		Storage												
		50th Queue		216			147			428			653	60
		95th Queue		235			111			610			871	173
2027 NO-BUILD (signal)	AM	Overall LOS	C (27.6)											
		Approach LOS	B (12.3)			A (7.7)			D (45.9)			E (60.8)		
		Storage	100			160			90			160		
		50th Queue	10	463		12	14		15	209		16	285	
		95th Queue	17	584		29	33		45	310		43	741	
	PM	Overall LOS	E (67.1)											
		Approach LOS	C (33.3)			E (76.8)			E (79.7)			E (73.9)		
		Storage	100			160			90			160		
		50th Queue	31	601		102	1145		77	191		143	664	
		95th Queue	78	733		70	549		180	275		235	913	
2027 BUILD (Signal)	AM	Overall LOS	C (36.5)											
		Approach LOS	B (12.6)			A (7.8)			D (48.8)			F (91.1)		
		Storage	100			160			90			160		
		50th Queue	9	492		13	16		15	232		16	372	
		95th Queue	7	615		32	41		46	338		44	582	
	PM	Overall LOS	E (65.9)											
		Approach LOS	C (32.8)			E (67.7)			E (73.2)			E (84.6)		
		Storage	100			160			90			160		
		50th Queue	31	616		90	1200		77	244		151	723	
		95th Queue	78	747		55	369		180	342		259	974	

The existing signalized intersection of Howell Mill Road at 10th Street (Intersection 4) is not projected to meet GRTA's overall LOS standards under the 2022 Estimated conditions during the PM peak hour. The intersection is projected to operate at an LOS F for the eastbound and westbound approaches during the PM peak hour.

Per the Howell Mill Complete Streets project and the 10th Street Cycle Track project, the background roadway geometry and/or signal timing modifications noted below are proposed (by others). Additional project details are discussed in **Section 2.5**.

- The eastbound approach along 10th Street will be restriped to consist of one (1) left-turn lane and one (1) shared through/right-turn lane.
- The westbound approach along 10th Street will be restriped to consist of one (1) left-turn lane and one (1) shared through/right-turn lane.
- The northbound approach along Howell Mill Road will be restriped to consist of one (1) left-turn lane and one (1) shared through/right-turn lane.
- The southbound approach along Howell Mill Road will be restriped to consist of one (1) left-turn lane and one (1) shared through/right-turn lane.

With the proposed background changes, the intersection is projected to meet GRTA's standards under the 2027 No-Build conditions and 2027 Build conditions.

GRTA's LOS requirement for 2022 Estimated conditions are met if the proposed background Howell Mill Complete Streets and 10th Street Cycle Track improvements, as described above, are installed to improve existing conditions (shown in **Figure 7**). The analysis results in the table below assume the geometric changes from the Howell Mill Complete Streets and 10th Street Cycle Track projects that are proposed in the future.

Overall LOS Standard: E Approach LOS Standard: E			Howell Mill Road Northbound			Howell Mill Road Southbound			10th Street Eastbound			10th Street Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (Signal)	AM	Overall LOS	B (18.2)											
		Approach LOS	A (1.1)			B (11.3)			D (45.2)			D (49.4)		
		Storage												
		50th Queue	4	134		10	12		16	189		16	185	
		95th Queue	14	226		24	28		43	270		40	270	
	PM	Overall LOS	C (31.8)											
		Approach LOS	A (3.3)			D (38.5)			C (27.8)			D (50.3)		
		Storage												
		50th Queue	11	212		134	977		60	91		131	518	
		95th Queue	75	263		210	1239		149	206		210	772	

5.5 West Marietta Street at Brady Avenue/8th Street (Intersection 5)

Overall LOS Standard: E Approach LOS Standard: E			Brady Avenue Southbound			8th Street Southwestbound			West Marietta Street Eastbound			Marietta Street Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (Signal)	AM	Overall LOS	E (61.3)											
		Approach LOS	D (45.5)			F (303.9)			E (71.1)			B (12.7)		
		Storage			120									100
		50th Queue	16		0	0			520	399			78	17
		95th Queue	41		77	1			739	557			136	41
	PM	Overall LOS	F (231.8)											
		Approach LOS	F (457.9)			D (46.9)			F (236.4)			A (8.6)		
		Storage			120									100
		50th Queue	86		718	91			549	365			50	0
		95th Queue	146		967	169			824	539			64	0
2027 NO-BUILD (Signal)	AM	Overall LOS	D (47.0)											
		Approach LOS	D (45.9)			F (178.7)			D (53.0)			B (15.5)		
		Storage			120									100
		50th Queue	17		0	0			589	334			207	35
		95th Queue	43		93	6			831	502			168	29
	PM	Overall LOS	F (448.7)											
		Approach LOS	F (672.7)			E (55.4)			F (599.3)			A (5.6)		
		Storage			120									100
		50th Queue	94		984	104			1005	464			51	0
		95th Queue	158		1239	185			1283	690			38	0
2027 BUILD (Signal)	AM	Overall LOS	F (122.1)											
		Approach LOS	D (45.9)			F (180.9)			F (174.5)			C (24.1)		
		Storage			120									100
		50th Queue	23		0	0			780	493			183	45
		95th Queue	54		94	7			718	775			144	35
	PM	Overall LOS	F (387.2)											
		Approach LOS	F (724.8)			E (63.4)			F (411.8)			A (3.8)		
		Storage			120									100
		50th Queue	111		1059	105			912	436			46	0
		95th Queue	180		1318	182			1216	679			38	0

*Volume for 95th percentile queue is metered by upstream signal.

The existing signalized intersection of West Marietta Street at Brady Avenue/8th Street (Intersection 5) is not projected to meet GRTA's standards for the overall LOS under the 2022 Estimated conditions during the PM peak hour. The intersection is projected to operate at an LOS F for the southwest bound approach (8th Street) during the AM peak hour and operate at an LOS F for the southbound (Brady Avenue) and eastbound (West Marietta Street) approaches during the PM peak hour.

Similarly, the intersection is not projected to meet GRTA's standards for the overall LOS under the 2027 No-Build conditions during the PM peak hour. The intersection is projected to operate at an LOS F for the southwestbound approach during the AM peak hour and operate at an LOS F for the southbound and eastbound approaches during the PM peak hour.

The intersection is not projected to meet GRTA's standards for the overall LOS under the 2027 Build conditions during the AM or PM peak hour. The intersection is projected to operate at an LOS F for the southwestbound approach during the AM peak hour and operate at an LOS F for the southbound and eastbound approaches during the PM peak hour.

In order to meet GRTA's LOS requirements under the 2022 Estimated conditions, the system improvements listed below are needed (to serve existing traffic) and recommended for further consideration (shown in red on **Figure 7**):

- Remove the southwestbound approach along 8th Street to provide one-way eastbound traffic flow along 8th Street.

- *Note*: this recommendation matches the intersection improvement considered in the Project Granite DRI #3298 and was originally considered by the Upper Westside CID and Marietta Street Artery Association.
- *Note*: rerouted traffic is anticipated to travel via southbound right along Brady Avenue and westbound through along Marietta Street.

o Modify signal timing to accommodate the updated intersection geometry including consideration for a flashing yellow arrow left-turn for eastbound West Marietta Street, and right-turn overlap for southbound Brady Avenue.

In order to meet GRTA's LOS requirements under the 2027 No-Build conditions, the system improvements listed below are needed (to serve background traffic, without the development) and recommended for further consideration (shown in green on **Figure 8**):

o Restripe the westbound approach along Marietta Street, so that it consists of one (1) through lane, and one (1) shared through/right-turn lane, with two westbound receiving lanes restriped along West Marietta Street.

With the proposed system improvements (existing/background) noted above, the intersection is projected to continue to operate at acceptable overall and approach LOS under 2027 Build conditions.

The analysis results shown in the table below are for the improved conditions at West Marietta Street at Brady Avenue/8th Street (Intersection 5), which assume the noted geometric changes.

Overall LOS Standard: E Approach LOS Standard: E			Brady Avenue			8th Street			West Marietta Street			Marietta Street		
			Southbound			Southwestbound (Removed)			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (Signal)	**AM**	Overall LOS	B (10.6)											
		Approach LOS	A (9.4)						A (9.1)			B (15.9)		
		Storage			120									100
		50th Queue	12		0				135	189			206	34
		95th Queue	3		5				189	264			331	78
	PM	Overall LOS	D (49.0)											
		Approach LOS	C (24.5)						E (65.1)			D (51.0)		
		Storage			120									100
		50th Queue	85		90				616	281			614	5
		95th Queue	129		667				857	378			828	1
2027 NO-BUILD (Signal)	**AM**	Overall LOS	B (19.1)											
		Approach LOS	D (44.9)						B (13.3)			B (14.1)		
		Storage			120									
		50th Queue	18		15				169	235			115	
		95th Queue	38		175				350	375			69	
	PM	Overall LOS	D (51.4)											
		Approach LOS	D (43.6)						E (65.0)			D (39.2)		
		Storage			120									
		50th Queue	18		15				637	316			252	
		95th Queue	38		175				884	424			380	
2027 BUILD (Signal)	**AM**	Overall LOS	B (18.2)											
		Approach LOS	D (35.6)						B (16.4)			A (8.7)		
		Storage			120									
		50th Queue	24		44				206	236			142	
		95th Queue	54		167				497	384			141	
	PM	Overall LOS	E (56.8)											
		Approach LOS	E (60.1)						E (73.5)			C (26.7)		
		Storage			120									
		50th Queue	92		938				683	316			302	
		95th Queue	132		1179				930	424			323	

5.6 Howell Mill Road at 8th Street (Intersection 6)

Overall LOS Standard: E Approach LOS Standard: E			Howell Mill Road Northbound			Howell Mill Road Southbound			8th Street Eastbound			8th Street Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (Signal)	AM	Overall LOS	A (7.0)											
		Approach LOS	A (2.3)			A (0.1)			D (54.9)			D (53.7)		
		Storage												
		50th Queue		66			45			36			12	
		95th Queue		118			674			28			41	
	PM	Overall LOS	B (13.5)											
		Approach LOS	A (6.7)			A (8.2)			D (51.9)			D (52.7)		
		Storage												
		50th Queue		122			182			93			82	
		95th Queue		211			174			54			142	
2027 NO-BUILD (Signal)	AM	Overall LOS	A (7.2)											
		Approach LOS	A (2.5)			A (0.2)			E (55.0)			D (53.7)		
		Storage				120								
		50th Queue		153		1	25			46			13	
		95th Queue		160		9	89			44			42	
	PM	Overall LOS	A (9.1)											
		Approach LOS	A (7.0)			A (0.4)			D (52.5)			D (53.2)		
		Storage				120								
		50th Queue		3		30	776			101			89	
		95th Queue		2		30	648			46			152	
2027 BUILD (Signal)	AM	Overall LOS	A (7.0)											
		Approach LOS	A (2.6)			A (0.2)			E (55.0)			D (53.7)		
		Storage				120								
		50th Queue		205		2	46			41			13	
		95th Queue		184		9	91			24			42	
	PM	Overall LOS	A (8.9)											
		Approach LOS	A (7.1)			A (0.4)			D (52.5)			D (53.2)		
		Storage				120								
		50th Queue		3		30	805			102			89	
		95th Queue		2		29	679			55			152	

The existing signalized intersection of Howell Mill Road at 8th Street (Intersection 6) is projected to operate at acceptable overall and approach LOS under the 2022 Estimated, 2027 No-Build, and 2027 Build conditions.

Per the Howell Mill Complete Streets project, the background roadway geometry modifications noted below are proposed (by others). Additional project details are discussed in **Section 2.5**.

- The southbound approach along Howell Mill Road will be restriped to consist of one (1) left-turn lane and one (1) shared through/right-turn lane.
- The northbound approach along Howell Mill Road will be restriped to consist of one (1) left-turn lane and one (1) shared through/right-turn lane.

With the proposed background changes, the intersection is projected to continue to operate at acceptable overall and approach LOS for all scenarios.

Although improvements are not needed at Intersection 6, the analysis results shown in the table below assume traffic rerouting associated with the noted system improvement geometric changes that were considered at the adjacent Intersection 5 and Intersection 7 (needed to serve existing and background traffic, without the development). With the rerouted traffic studied, Intersection 6 continues to operate at acceptable overall and approach LOS for all scenarios.

Overall LOS Standard: E Approach LOS Standard: E			Howell Mill Road Northbound			Howell Mill Road Southbound			8th Street Eastbound			8th Street Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (Signal)	AM	Overall LOS	B (11.0)											
		Approach LOS	A (3.1)			A (0.1)			E (56.5)			D (50.5)		
		Storage												
		50th Queue		76			13			78			4	
		95th Queue		97			27			135			31	
	PM	Overall LOS	B (15.5)											
		Approach LOS	B (17.0)			A (2.4)			D (54.5)			C (33.9)		
		Storage												
		50th Queue		234			133			186			27	
		95th Queue		327			141			283			72	
2027 NO-BUILD (Signal)	AM	Overall LOS	B (12.3)											
		Approach LOS	B (11.2)			A (0.4)			D (36.7)			C (33.2)		
		Storage												
		50th Queue		103		2	40			70			3	
		95th Queue		132		8	68			126			28	
	PM	Overall LOS	B (15.3)											
		Approach LOS	B (14.0)			A (0.8)			E (62.7)			D (38.8)		
		Storage												
		50th Queue		212		15	382			222			38	
		95th Queue		340		20	378			333			90	
2027 BUILD (Signal)	AM	Overall LOS	B (10.4)											
		Approach LOS	A (3.4)			A (0.2)			D (54.1)			D (49.8)		
		Storage												
		50th Queue		33		2	30			84			4	
		95th Queue		43		5	45			95			31	
	PM	Overall LOS	B (12.6)											
		Approach LOS	B (13.6)			A (0.9)			D (45.3)			D (39.6)		
		Storage												
		50th Queue		204		16	176			247			39	
		95th Queue		332		18	172			220			91	

5.7 Howell Mill Road at Marietta Street (Intersection 7)

Overall LOS Standard: E Approach LOS Standard: E			Marietta Street			Marietta Street			Howell Mill Road			Brickworks Driveway			Driveway		
			Northbound			Southbound			Southwestbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (SIGNAL)	AM	Overall LOS	C (20.8)														
		Approach LOS	B (17.5)			B (20.6)			C (32.3)			E (59.1)					
		Storage															
		50th Queue		231	0		489		82	78			1				
		95th Queue		331	32		680		161	157			13				
	PM	Overall LOS	F (86.8)														
		Approach LOS	C (31.9)			F (209.0)			D (50.1)			E (67.5)					
		Storage															
		50th Queue		446	0		893		274	272			15				
		95th Queue		735	51		1211		315	313			48				
2028 NO-BUILD (SIGNAL)	AM	Overall LOS	F (93.2)														
		Approach LOS	F (145.5)			D (43.8)			D (51.6)			D (52.3)			D (52.3)		
		Storage															
		50th Queue		948			643		115				0			0	
		95th Queue		1200			908		229				0			0	
	PM	Overall LOS	F (299.9)														
		Approach LOS	F (309.1)			F (350.9)			F (252.2)			E (62.2)			E (62.2)		
		Storage															
		50th Queue		1543			1154		1117				0			2	
		95th Queue		1806			1418		1381				0			11	
2028 BUILD (SIGNAL)	AM	Overall LOS	F (101.2)														
		Approach LOS	F (170.4)			C (31.0)			D (51.9)			D (51.5)			D (51.8)		
		Storage															
		50th Queue		1027			646		145				0			1	
		95th Queue		1282			915		224				0			10	
	PM	Overall LOS	F (273.0)														
		Approach LOS	F (276.5)			F (276.5)			F (272.0)			E (66.2)			E (66.4)		
		Storage															
		50th Queue		1511			1124		1177				0			2	
		95th Queue		1780			1393		1446				0			12	

The intersection of Marietta Street at Howell Mill Road/Brickworks Driveway (Intersection 7) is not projected to meet GRTA's standards for the overall LOS under the 2022 Estimated conditions during the PM peak hour. The intersection is projected to operate at an LOS F for the southbound approach during the PM peak hour.

Per the Howell Mill Complete Streets project, the background roadway geometry and/or signal timing modifications noted below are proposed (by others). Additional project details are discussed in **Section 2.5**.

- The traffic signal at the intersection will be modified so that the westbound driveway is also served by the signal, including permissive turning movements into the driveway from all other approaches.
- The southwestbound approach along Howell Mill Road will be reconfigured to consist of one (1) shared through/left/right-turn lane.

With the proposed background changes, the intersection is not projected to meet GRTA's standards for the overall LOS under the 2027 No-Build conditions for the AM and PM peak hours. The intersection is projected to operate at an LOS F for the northbound approach during the AM peak hour and an LOS F for the northbound, southbound, and southwestbound approaches during the PM peak hour.

Similarly, with the proposed background changes, the intersection is not projected to meet GRTA's standards for the overall LOS under the 2027 Build conditions for the AM and PM peak hours. The intersection is projected to operate at an LOS F for the northbound approach during the AM peak hour and an LOS F for the southbound, and southwestbound approaches during the AM and PM peak hours.

In order to meet GRTA's LOS requirements, the system improvements listed below are needed (to serve existing and background/No-Build traffic, without the development) and recommended for further consideration (shown in red on **Figure 7**):

- Restrict the southbound left-turn along Marietta Street
  - *Note:* rerouted traffic is anticipated to travel via eastbound through from West Marietta to 8th Street and eastbound left-turn onto Howell Mill Road.
- Maintain existing southbound lane configuration along Howell Mill Road to include one (1) left-turn/through lane and one (1) through/right-turn lane.
  - *Note:* this lane configuration differs from the proposed Howell Mill Road Complete Street project, which reduces the southbound approach to a single lane.

With the proposed system improvements (existing/background) noted above, the intersection is projected to continue to operate at acceptable overall and approach LOS under 2027 Build conditions.

The analysis results shown in the table below are for the improved conditions at Howell Mill Road at Marietta Street (Intersection 7), which assume the noted geometric changes.

Overall LOS Standard: E Approach LOS Standard: E			Marietta Street			Marietta Street			Howell Mill Road			Brickworks Driveway			Driveway		
			Northbound			Southbound			Southwestbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (SIGNAL)	AM	Overall LOS	C (21.1)														
		Approach LOS	B (19.8)			B (18.6)			C (31.0)			E (59.1)					
		Storage															
		50th Queue		192	0		170		65	56			1				
		95th Queue		275	57		204		129	118			13				
	PM	Overall LOS	D (39.0)														
		Approach LOS	D (36.1)			D (36.9)			D (42.6)			E (67.5)					
		Storage															
		50th Queue		514	0		612		287	268			15				
		95th Queue		788	51		907		44	425			48				
2028 NO-BUILD (SIGNAL)	AM	Overall LOS	B (15.5)														
		Approach LOS	B (11.8)			A (7.9)			D (46.9)			E (58.7)			E (58.7)		
		Storage															
		50th Queue		151	125		59		59				0			0	
		95th Queue		316	271		567		88				0			0	
	PM	Overall LOS	D (41.8)														
		Approach LOS	D (36.4)			D (39.5)			D (48.6)			E (66.3)			E (66.4)		
		Storage															
		50th Queue		542	279		686		285				0			2	
		95th Queue		796	391		920		616				0			12	
2028 BUILD (SIGNAL)	AM	Overall LOS	C (30.6)														
		Approach LOS	C (28.6)			C (30.5)			D (37.8)			D (51.5)			D (51.8)		
		Storage															
		50th Queue		330	270		544		71				0			1	
		95th Queue		480	395		784		106				0			10	
	PM	Overall LOS	D (50.8)														
		Approach LOS	E (58.0)			D (43.6)			D (48.1)			E (66.2)			E (66.4)		
		Storage															
		50th Queue		623	292		704		349				0			2	
		95th Queue		905	409		962		648				0			12	

5.8 Brady Avenue at Driveway A (Intersection 8)

Overall LOS Standard: E Approach LOS Standard: E			Brady Avenue Northbound			Brady Avenue Southbound			Driveway A Eastbound			- -		
			L	T	R	L	T	R	L	T	R	L	T	R
2027 BUILD (TWSC)	AM	Overall LOS	1.6											
		Approach LOS	1.5			0			C (15.1)					
		Storage												
		50th Queue												
		95th Queue	5						13					
	PM	Overall LOS	5.1											
		Approach LOS	0.7			0			E (35.9)					
		Storage												
		50th Queue												
		95th Queue	3						93					

The proposed side-street stop-controlled driveway at the intersection of Brady Avenue at Driveway A (Intersection 8) is projected to operate at an acceptable LOS under the 2027 Build conditions. Each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours.

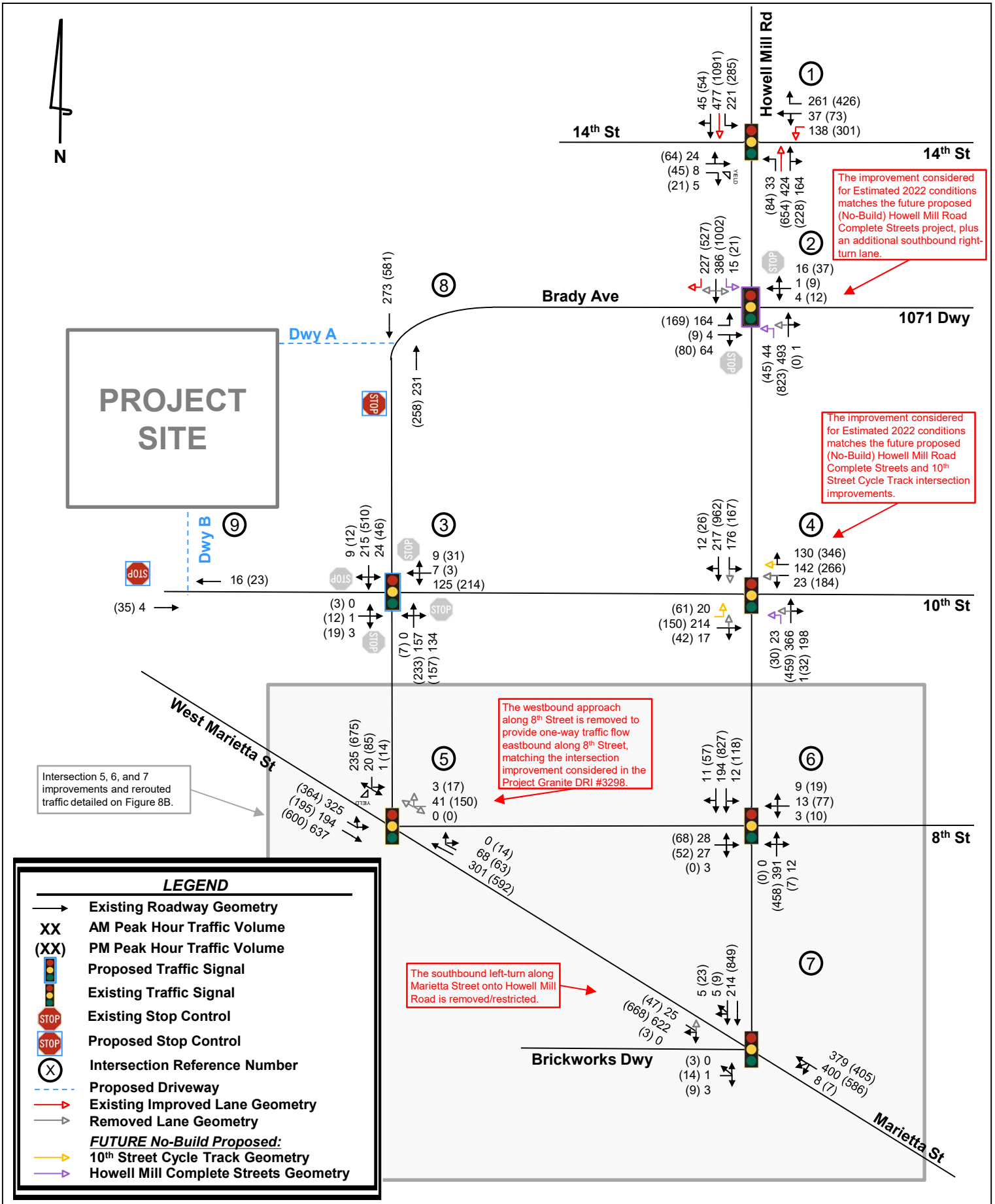
The recommended lane configuration for Driveway A is one lane entering the site and one lane exiting the site, as shown in the site plan. The recommended build improvements are shown in **Figure 9.**

5.9 10th Street at Driveway B (Intersection 9)

Overall LOS Standard: E Approach LOS Standard: E			-			Driveway B			10th Street			10th Street		
			-			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2027 BUILD (TWSC)	AM	Overall LOS	2.3											
		Approach LOS				A (9.2)			0			0		
		Storage												
		50th Queue												
		95th Queue				5								
	PM	Overall LOS	5.1											
		Approach LOS				A (9.9)			0			0		
		Storage												
		50th Queue												
		95th Queue				15								

The proposed side-street stop-controlled driveway at the intersection of 10th Street at Driveway B (Intersection 9) is projected to operate at an acceptable LOS under the 2027 Build scenario. Each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours.

The recommended lane configuration for Driveway B is one lane entering the site and one lane exiting the site, as shown in the site plan. The recommended build improvements are shown in **Figure 9.**



Kimley»Horn	*990-1008 Brady Transportation Analysis*	**Estimated 2022 Traffic Conditions**	**Figure 7A**
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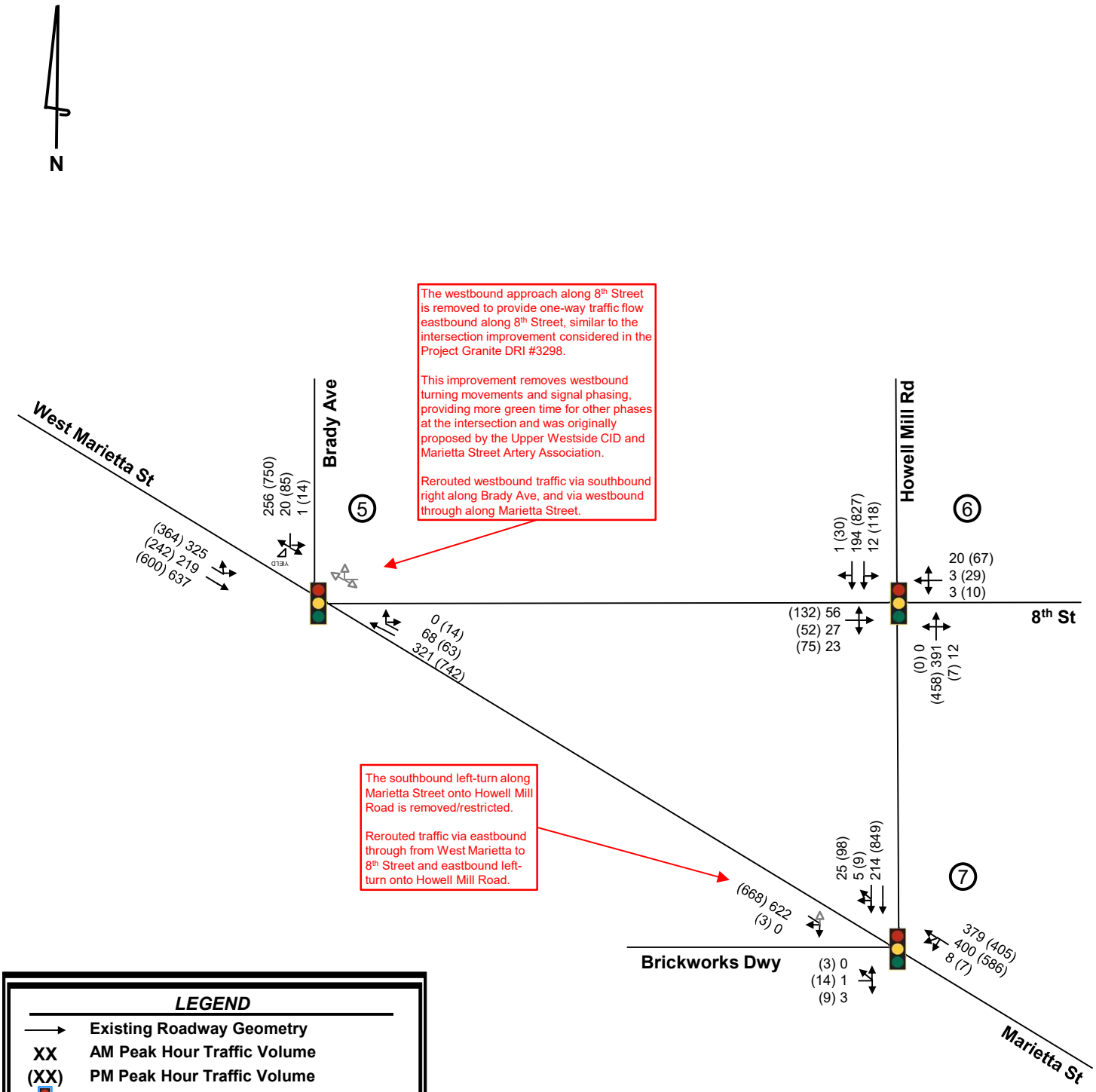

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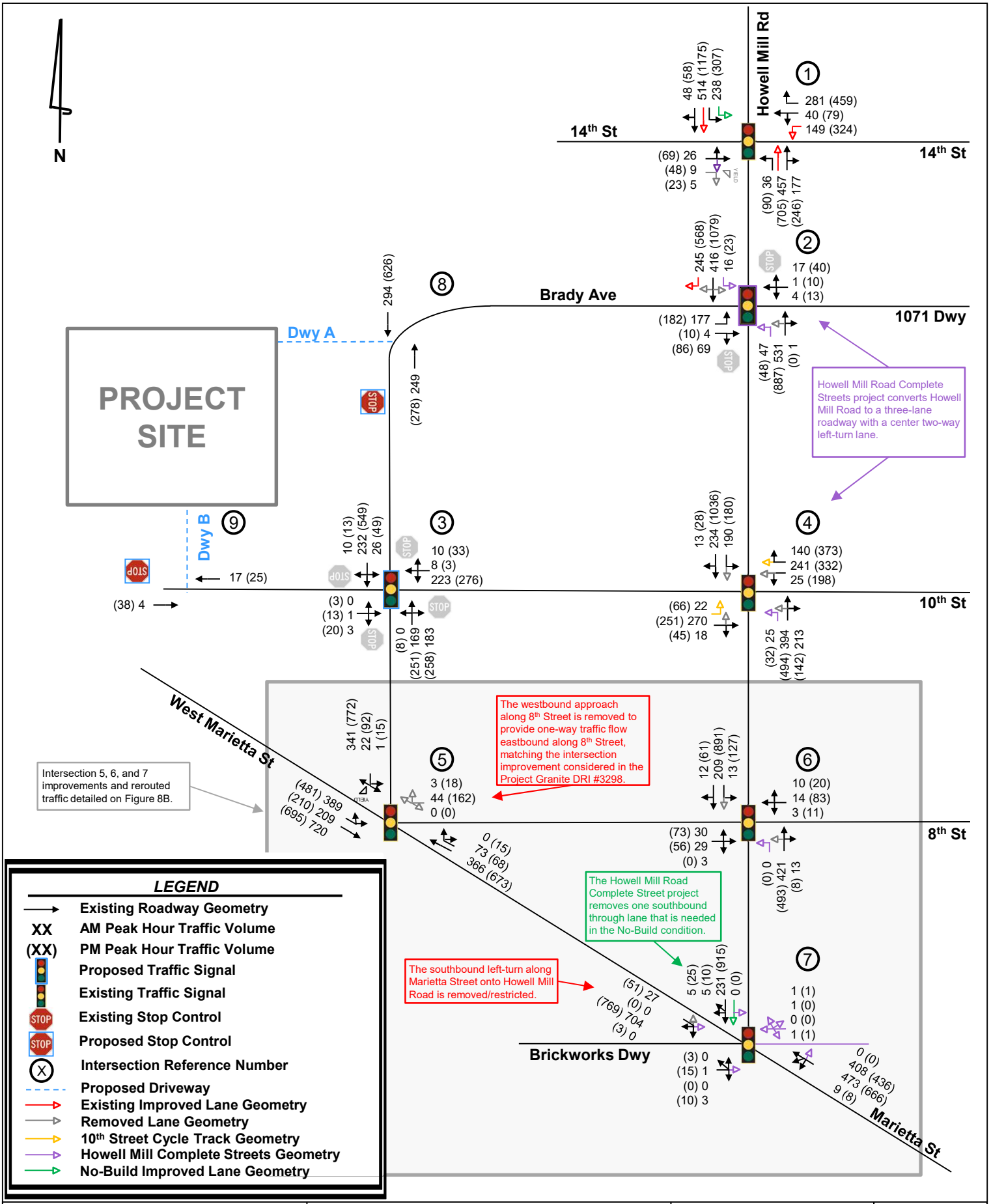
990-1008 Brady Transportation Analysis

Estimated 2022 Traffic Conditions

Figure 7B



Kimley»Horn	*990-1008 Brady Transportation Analysis*	**No-Build 2027 Traffic Conditions**	**Figure 8A**
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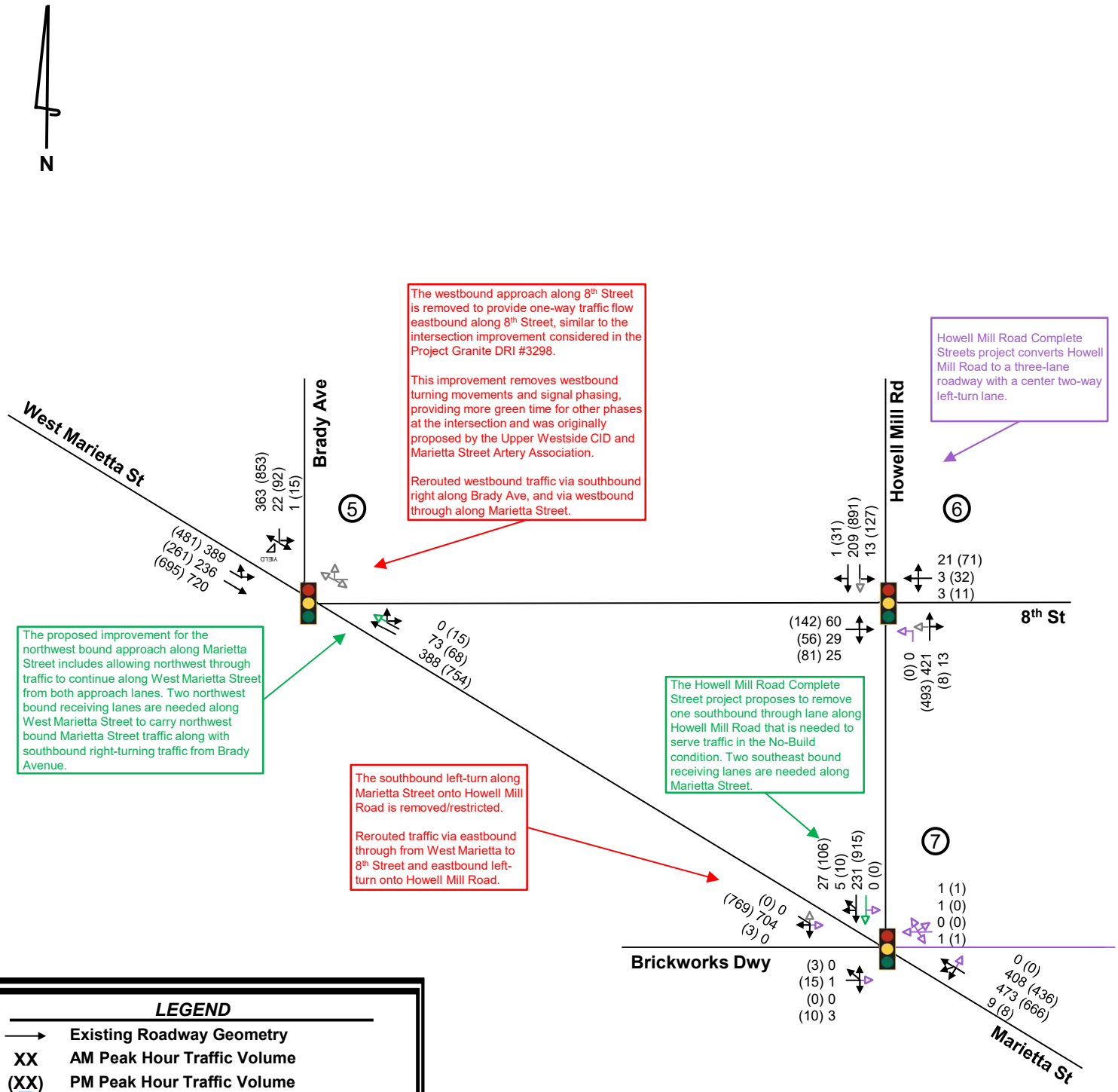

LEGEND

- Existing Roadway Geometry
- XX — AM Peak Hour Traffic Volume
- (XX) — PM Peak Hour Traffic Volume
- Proposed Traffic Signal
- Existing Traffic Signal
- Existing Stop Control
- Proposed Stop Control
- (X) — Intersection Reference Number
- Proposed Driveway
- Existing Improved Lane Geometry
- Removed Lane Geometry
- 10th Street Cycle Track Geometry
- Howell Mill Complete Streets Geometry
- No-Build Improved Lane Geometry

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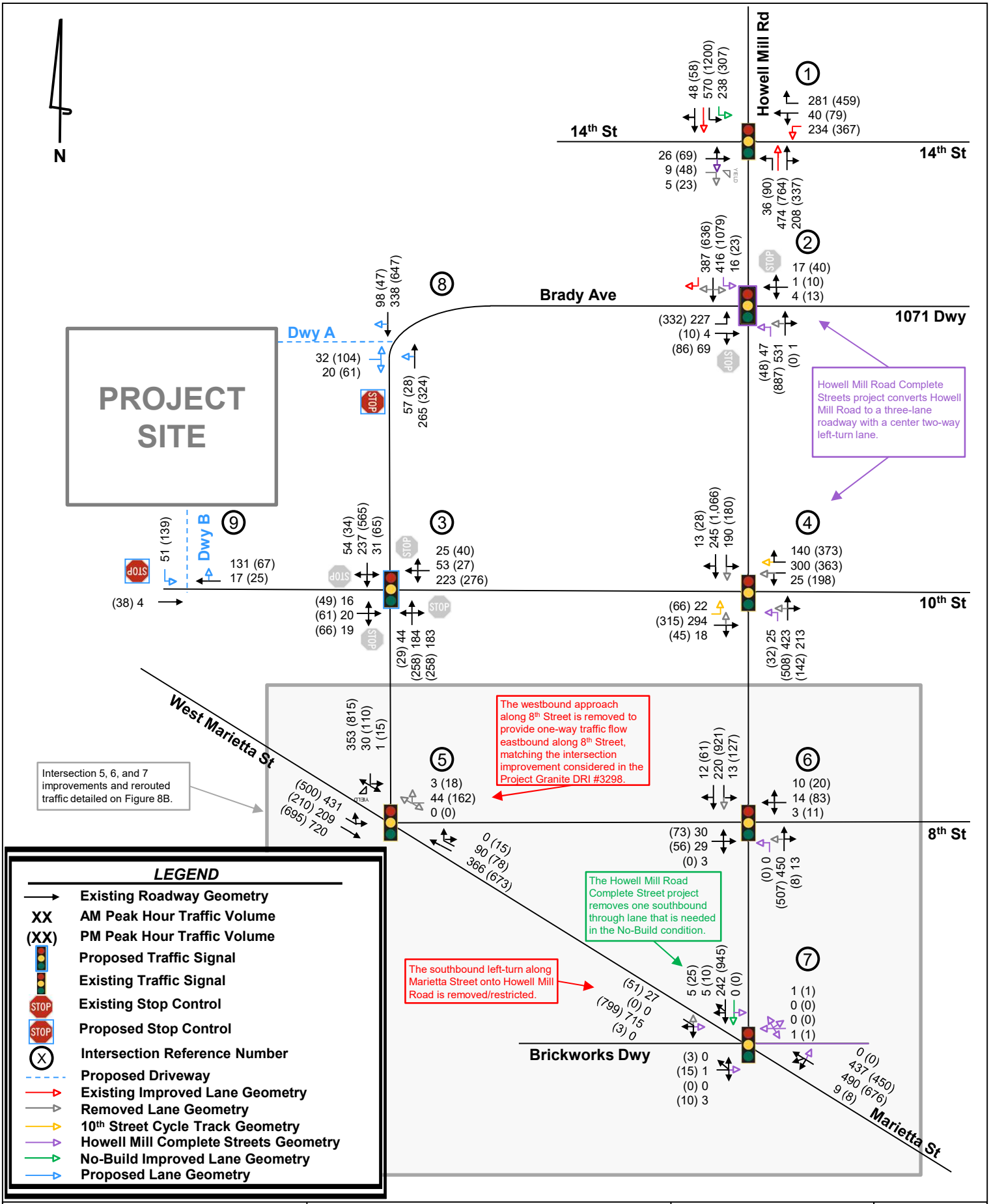
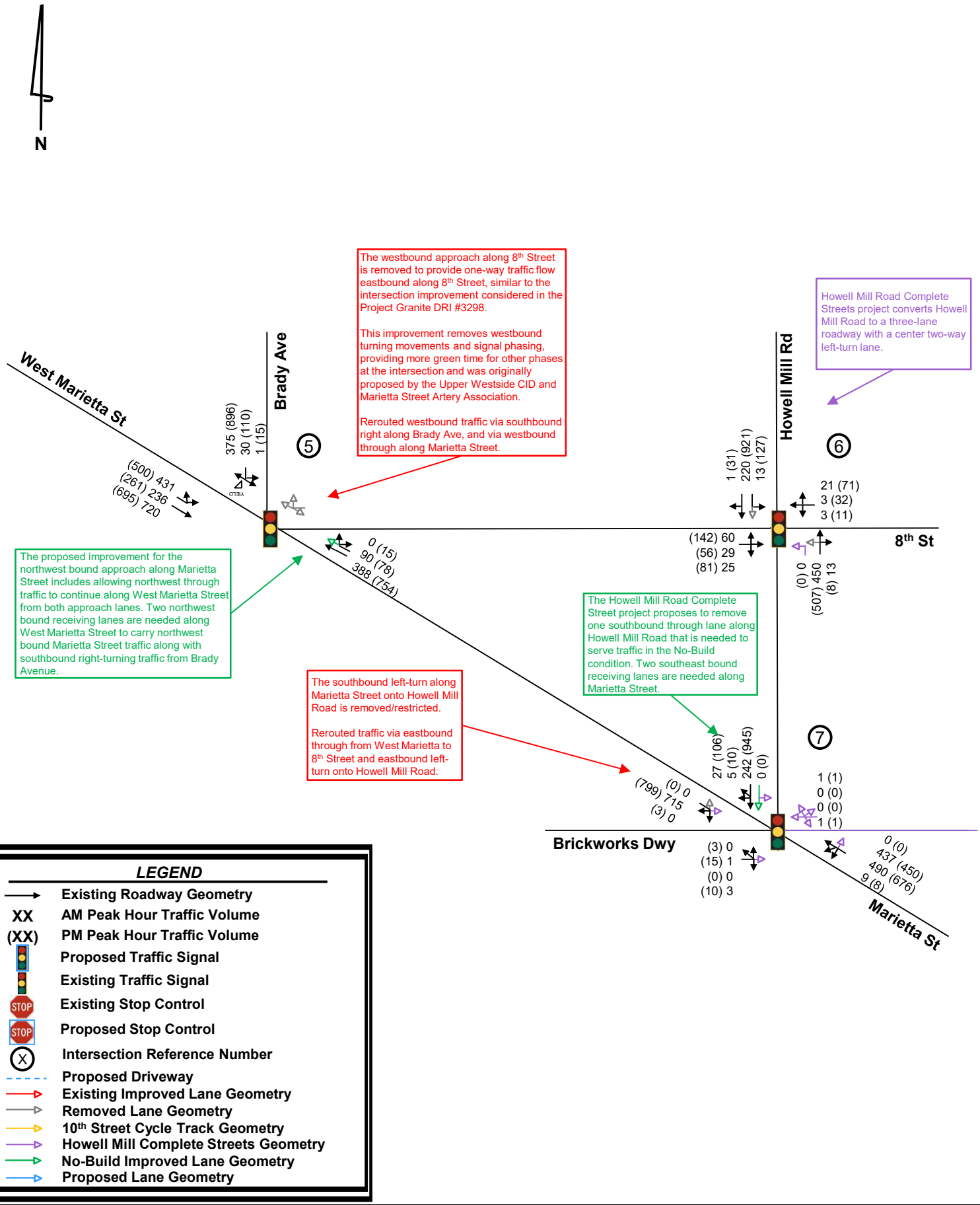
No-Build 2027 Traffic Conditions

Figure 8B


N
Howell Mill Rd
14th St
Brady Ave
1071 Dwy
Dwy A
Dwy B
10th St
8th St
West Marietta St
Marietta St
Brickworks Dwy
PROJECT SITE
Howell Mill Road Complete Streets project converts Howell Mill Road to a three-lane roadway with a center two-way left-turn lane.
The westbound approach along 8th Street is removed to provide one-way traffic flow eastbound along 8th Street, matching the intersection improvement considered in the Project Granite DRI #3298.
Intersection 5, 6, and 7 improvements and rerouted traffic detailed on Figure 8B.
The Howell Mill Road Complete Street project removes one southbound through lane that is needed in the No-Build condition.
The southbound left-turn along Marietta Street onto Howell Mill Road is removed/restricted.
LEGEND
Existing Roadway Geometry
XX AM Peak Hour Traffic Volume
(XX) PM Peak Hour Traffic Volume
Proposed Traffic Signal
Existing Traffic Signal
Existing Stop Control
Proposed Stop Control
Intersection Reference Number
Proposed Driveway
Existing Improved Lane Geometry
Removed Lane Geometry
10th Street Cycle Track Geometry
Howell Mill Complete Streets Geometry
No-Build Improved Lane Geometry
Proposed Lane Geometry



Kimley»Horn

990-1008 Brady Transportation Analysis

Build 2027 Traffic Conditions

Figure 9B

Proposed Site Plan

SITE NOTES:

DRI NUMBER:	#3674
OVERALL SITE AREA:	3.04 AC
CURRENT ADDRESS:	990 & 1108 BRADY AVE NW
CURRENT ZONING:	I-2
PROPOSED ZONING:	MRC-3
CURRENT USE:	COMMERCIAL
PROPOSED USE:	MIXED-USE COMMERCIAL
RESIDENTIAL DENSITY:	230.26
NON-RESIDENTIAL FAR:	2.64

VEHICULAR PARKING:

MINIMUM REQUIRED:	420 SPACES
MAXIMUM ALLOWED:	1,170 SPACES
PROPOSED:	1,126 SPACES

(PARKING PROVIDED WILL BE SHARED WHERE POSSIBLE. CARPOOL, VANPOOL, BICYCLE, AND ALT. FUEL VEHICLE PARKING WILL BE PROVIDED TO MEET CITY CODE)

FUTURE DENSITY TABLE

PROPOSED LAND USE	DENSITY
MULTI-FAMILY HOUSING (HIGH-RISE)	700 DWELLING UNITS
GENERAL OFFICE BUILDING	300,000 SF GFA
SHOPPING CENTER	50,000 SF GFA

PROJECT CONTACTS

OWNER:
TISHMAN SPEYER
1875 I STREET NW
SUITE 1200
WASHINGTON, DC 20006
PHONE: (202) 223-1850
CONTACT: ANDREW LOHRFINK

TRAFFIC ENGINEER:
KIMLEY-HORN & ASSOCIATES, INC.
817 WEST PEACHTREE STREET
THE BILTMORE, SUITE 601
ATLANTA, GA 30308
PHONE: (404) 419-8700
CONTACT: ANA EISENMAN, P.E.

CIVIL ENGINEER:
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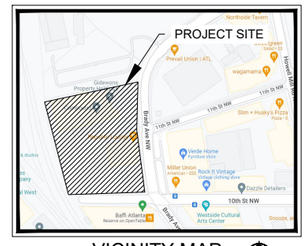

VICINITY MAP

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PHONE (404) 419-8700
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CLIENT
TISHMAN SPEYER
1875 I STREET NW, SUITE #1200
WASHINGTON, DC 20006
PHONE (202) 223-1850

No.	REVISION DESCRIPTIONS	DATE	BY

PROJECT
10TH & BRADY DRI #3674
990 BRADY AVENUE NW, ATLANTA, GA 30318
LAND LOT 150, 17TH DISTRICT

GSWCC CERT. (LEVEL II)	0000062135
DRAWN BY	MEM
DESIGNED BY	MEM
REVIEWED BY	KRT
DATE	05/02/2022
PROJECT NO.	019688002

TITLE
DRI SITE PLAN - COURTYARD LEVEL

SHEET NUMBER
DRI #3674

Drawing name: C:\Users\MORGAN~1.MUR\AppData\Local\Temp\AcPublish_36652\DRI SITE PLAN.dwg Courtyard Level Jun 28, 2022 5:08pm by Morgan Murdock

COURTYARD DRIP LINE LIMITS (TYP.)

STRUCTURED PARKING PROVIDED BELOW COURTYARD LEVEL

COURTYARD DRIP LINE LIMITS (TYP.)

SERVICE AND EMERGENCY ACCESS PATH

N/F NORFOLK-SOUTHERN RAILROAD

PROPOSED LOADING AND EMERGENCY VEHICULAR ACCESS ONLY. CURB TO BE ROLLED.

EXISTING VEHICULAR ACCESS FOR NEIGHBORING DEVELOPMENT

TENTH STREET (60' R/W) (PAVED PUBLIC ROAD)

BRADY AVENUE (60' R/W) (PAVED PUBLIC ROAD)

ELEVENTH STREET

RAMP

6' CONC. WALK

MARTA BUS STOP #904716

STUCCO WALL

18" HARDWOOD

SITE NOTES:

DRI NUMBER:	#3674
OVERALL SITE AREA:	3.04 AC
CURRENT ADDRESS:	990 & 1108 BRADY AVE NW
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PROPOSED ZONING:	MRC-3
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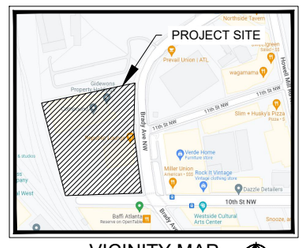

VICINITY MAP

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TISHMAN SPEYER
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No.	REVISION DESCRIPTIONS	DATE	BY

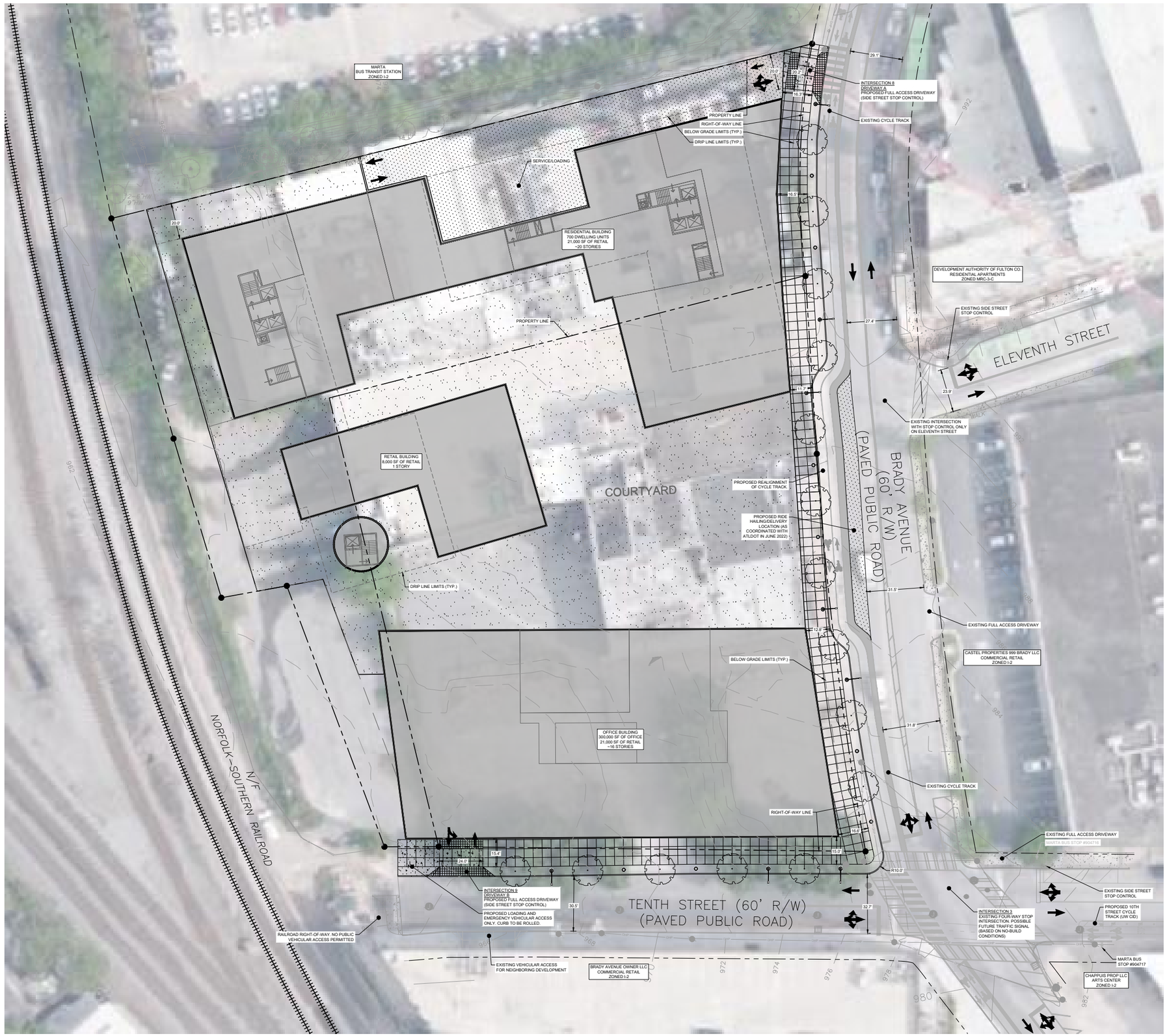
PROJECT
10TH & BRADY DRI #3674
990 BRADY AVENUE NW, ATLANTA, GA 30318
LAND LOT 150, 17TH DISTRICT

GSWCC CERT. (LEVEL II)	0000062135
DRAWN BY	MEM
DESIGNED BY	MEM
REVIEWED BY	KRT
DATE	05/02/2022
PROJECT NO.	019688002

TITLE
DRI SITE PLAN - SERVICE LEVEL

SHEET NUMBER
DRI #3674

Drawing name: C:\Users\MORGAN~1.MUR\AppData\Local\Temp\AcPublish_36532\DRI SITE PLAN.dwg Service Level Jun 28, 2022 - 5:08pm by Morgan.Murdock



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No.	REVISION DESCRIPTIONS	DATE	BY

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10TH & BRADY DRI #3674
990 BRADY AVENUE NW, ATLANTA, GA 30318
LAND LOT 150, 17TH DISTRICT

GSWCC CERT. (LEVEL II)	0000062135
DRAWN BY	MEM
DESIGNED BY	MEM
REVIEWED BY	KRT
DATE	05/02/2022
PROJECT NO.	019688002

TITLE
DRI SITE PLAN - COURTYARD LEVEL AERIAL

SHEET NUMBER
DRI #3674

Drawing name: C:\Users\MORGAN~1.MUR\AppData\Local\Temp\AcPublish_36632\DRI SITE PLAN.dwg Courtyard Level -Aerial Jun 28, 2022, 5:08pm by Morgan.Murdock

Trip Generation Analysis

Trip Generation Analysis (11th Ed. With *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
999-1080 Brady DRI
Atlanta, GA

Land Use		Density		Daily Trips			AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out	Total	In	Out
Proposed Project Trips												
LUC	Land Use	Density	Units	**HIDE THIS ROW**								
222	Multifamily Housing (High-Rise)	700	dwelling units	3,010	1,505	1,505	173	59	114	205	115	90
710	General Office Building	300,000	Sq. Ft. GFA	3,080	1,540	1,540	431	379	52	413	70	343
820	Shopping Center	50,000	Sq. Ft. GFA	1,850	925	925	42	26	16	170	82	88
Total Proposed Trips				**7,940**	**3,970**	**3,970**	**646**	**464**	**182**	**788**	**267**	**521**
Existing Site Trips (To Be Removed)												
LUC	Land Use	Density	Units	**HIDE THIS ROW**								
150	Warehousing	62,000	Sq. Ft. GFA	136	68	68	31	24	7	34	10	24
Total Existing Site Trips (To Be Removed)				**136**	**68**	**68**	**31**	**24**	**7**	**34**	**10**	**24**

Total Proposed Project Trips	7,940	3,970	3,970	646	464	182	788	267	521
Residential Trips	3,010	1,505	1,505	165	56	109	196	110	86
Mixed-Use Reductions	*-216*	*-108*	*-108*	*-4*	*-1*	*-3*	*-37*	*-26*	*-11*
Alternative Mode Reductions	*-922*	*-461*	*-461*	*-53*	*-18*	*-35*	*-52*	*-28*	*-25*
Adjusted Residential Trips	1,872	936	936	108	37	71	107	56	50
Office Trips	3,080	1,540	1,540	410	361	49	395	67	328
Mixed-Use Reductions	*-96*	*-48*	*-48*	*-14*	*-6*	*-8*	*-15*	*-5*	*-10*
Alternative Mode Reductions	*-984*	*-492*	*-492*	*-131*	*-117*	*-14*	*-125*	*-20*	*-105*
Adjusted Office Trips	2,000	1,000	1,000	265	238	27	255	42	213
Retail Trips	1,850	925	925	40	25	15	163	79	84
Mixed-Use Reductions	*-252*	*-126*	*-126*	*-14*	*-9*	*-5*	*-38*	*-14*	*-24*
Alternative Mode Reductions	*-528*	*-264*	*-264*	*-9*	*-5*	*-3*	*-41*	*-21*	*-20*
Pass By Reductions (Based on ITE Rates)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Adjusted Retail Trips	1,070	535	535	17	11	7	84	44	40
Mixed-Use Reductions - TOTAL	*-564*	*-282*	*-282*	*-32*	*-16*	*-16*	*-90*	*-45*	*-45*
Alternative Mode Reductions - TOTAL	*-2,434*	*-1,217*	*-1,217*	*-193*	*-140*	*-52*	*-218*	*-69*	*-150*
Pass-By Reductions - TOTAL	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Existing Site Trips (To Be Removed)	*-136*	*-68*	*-68*	*-31*	*-24*	*-7*	*-34*	*-10*	*-24*
New Trips	**4,806**	**2,403**	**2,403**	**359**	**262**	**98**	**412**	**132**	**279**
Driveway Volumes	**4,806**	**2,403**	**2,403**	**359**	**262**	**98**	**412**	**132**	**279**

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #1
Driveway/14th St NW at Howell Mill Rd (South)/Howell Mill Rd (North)

AM PEAK HOUR

	Howell Mill Rd (South) Northbound				Howell Mill Rd (North) Southbound				Driveway Eastbound				14th St NW Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	25	319	123	0	166	359	34	0	18	6	4	0	104	28	196
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	1	17	6	0	15	20	1	0	0	0	0	0	3	2	8
Heavy Vehicle %	2%	4%	5%	5%	2%	9%	6%	3%	2%	2%	2%	2%	2%	3%	7%	4%
Peak Hour Factor	0.96				0.96				0.96				0.96			
Adjustment Factor	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Adjusted 2022 Volumes	**0**	**33**	**424**	**164**	**0**	**221**	**477**	**45**	**0**	**24**	**8**	**5**	**0**	**138**	**37**	**261**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Echo Street DRI 2814 Trips																
Project Granite DRI 3298 Trips																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027 No-Build Traffic	**0**	**36**	**457**	**177**	**0**	**238**	**514**	**48**	**0**	**26**	**9**	**5**	**0**	**149**	**40**	**281**
Trip Distribution IN							15%							30%		
Trip Distribution OUT			(15%)	(30%)												
Residential Trips	0	0	11	21	0	0	6	0	0	0	0	0	0	11	0	0
Trip Distribution IN							20%							30%		
Trip Distribution OUT			(20%)	(30%)												
Office Trips	0	0	5	8	0	0	48	0	0	0	0	0	0	71	0	0
Trip Distribution IN							20%							30%		
Trip Distribution OUT			(20%)	(30%)												
Retail Trips	0	0	1	2	0	0	2	0	0	0	0	0	0	3	0	0
Total Vehicular Project Trips	0	0	17	31	0	0	56	0	0	0	0	0	0	85	0	0
2027 Build Traffic	**0**	**36**	**474**	**208**	**0**	**238**	**570**	**48**	**0**	**26**	**9**	**5**	**0**	**234**	**40**	**281**
2027 Build Heavy Vehicle %	**2%**	**4%**	**5%**	**4%**	**2%**	**9%**	**5%**	**3%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**7%**	**4%**

PM PEAK HOUR

	Howell Mill Rd (South) Northbound				Howell Mill Rd (North) Southbound				Driveway Eastbound				14th St NW Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	48	376	131	0	164	627	31	0	37	26	12	0	173	42	245
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	1	4	0	0	0	8	0	0	0	0	0	0	7	0	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%
Peak Hour Factor	0.954				0.95				0.95				0.95			
Adjustment Factor	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74
Adjusted 2022 Volumes	**0**	**84**	**654**	**228**	**0**	**285**	**1,091**	**54**	**0**	**64**	**45**	**21**	**0**	**301**	**73**	**426**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Echo Street DRI 2814 Trips																
Project Granite DRI 3298 Trips																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027 No-Build Traffic	**0**	**90**	**705**	**246**	**0**	**307**	**1,175**	**58**	**0**	**69**	**48**	**23**	**0**	**324**	**79**	**459**
Trip Distribution IN							15%							30%		
Trip Distribution OUT			(15%)	(30%)												
Residential Trips	0	0	8	15	0	0	8	0	0	0	0	0	0	17	0	0
Trip Distribution IN							20%							30%		
Trip Distribution OUT			(20%)	(30%)												
Office Trips	0	0	43	64	0	0	8	0	0	0	0	0	0	13	0	0
Trip Distribution IN							20%							30%		
Trip Distribution OUT			(20%)	(30%)												
Retail Trips	0	0	8	12	0	0	9	0	0	0	0	0	0	13	0	0
Total Vehicular Project Trips	0	0	59	91	0	0	25	0	0	0	0	0	0	43	0	0
2027 Build Traffic	**0**	**90**	**764**	**337**	**0**	**307**	**1,200**	**58**	**0**	**69**	**48**	**23**	**0**	**367**	**79**	**459**
2027 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**4%**	**2%**	**2%**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #2
Brady Ave NW/Driveway at Howell Mill Rd NW (South)/Howell Mill Rd NW (North)

AM PEAK HOUR

	Howell Mill Rd NW (South) Northbound				Howell Mill Rd NW (North) Southbound				Brady Ave NW Eastbound				Driveway Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	33	371	1	0	11	290	171	0	123	3	48	0	3	1	12
Pedestrians		0				0				0				0		
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	2	16	0	0	1	15	5	0	8	0	5	0	1	0	1
Heavy Vehicle %	2%	6%	4%	2%	2%	9%	5%	3%	2%	7%	2%	10%	2%	33%	2%	8%
Peak Hour Factor		0.96				0.96				0.96				0.96		
Adjustment Factor	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Adjusted 2022 Volumes	**0**	**44**	**493**	**1**	**0**	**15**	**386**	**227**	**0**	**164**	**4**	**64**	**0**	**4**	**1**	**16**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Echo Street DRI 2814 Trips																
Project Granite DRI 3298 Trips																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027 No-Build Traffic	**0**	**47**	**531**	**1**	**0**	**16**	**416**	**245**	**0**	**177**	**4**	**69**	**0**	**4**	**1**	**17**
Trip Distribution IN								45%								
Trip Distribution OUT										(45%)						
Residential Trips	0	0	0	0	0	0	0	17	0	32	0	0	0	0	0	0
Trip Distribution IN								50%								
Trip Distribution OUT										(50%)						
Office Trips	0	0	0	0	0	0	0	119	0	14	0	0	0	0	0	0
Trip Distribution IN								50%								
Trip Distribution OUT										(50%)						
Retail Trips	0	0	0	0	0	0	0	6	0	4	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	0	0	0	0	142	0	50	0	0	0	0	0	0
2027 Build Traffic	**0**	**47**	**531**	**1**	**0**	**16**	**416**	**387**	**0**	**227**	**4**	**69**	**0**	**4**	**1**	**17**
2027 Build Heavy Vehicle %	**2%**	**6%**	**4%**	**2%**	**2%**	**9%**	**5%**	**2%**	**2%**	**5%**	**2%**	**10%**	**2%**	**36%**	**2%**	**8%**

PM PEAK HOUR

	Howell Mill Rd NW (South) Northbound				Howell Mill Rd NW (North) Southbound				Brady Ave NW Eastbound				Driveway Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	26	473	0	0	12	576	303	0	97	5	46	0	7	5	21
Pedestrians		0				0				0				0		
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	2	2	0	0	0	8	6	0	3	0	0	0	0	0	0
Heavy Vehicle %	2%	8%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.972				0.97				0.97				0.97		
Adjustment Factor	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74
Adjusted 2022 Volumes	**0**	**45**	**823**	**0**	**0**	**21**	**1,002**	**527**	**0**	**169**	**9**	**80**	**0**	**12**	**9**	**37**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Echo Street DRI 2814 Trips																
Project Granite DRI 3298 Trips																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027 No-Build Traffic	**0**	**48**	**887**	**0**	**0**	**23**	**1,079**	**568**	**0**	**182**	**10**	**86**	**0**	**13**	**10**	**40**
Trip Distribution IN								45%								
Trip Distribution OUT										(45%)						
Residential Trips	0	0	0	0	0	0	0	25	0	23	0	0	0	0	0	0
Trip Distribution IN								50%								
Trip Distribution OUT										(50%)						
Office Trips	0	0	0	0	0	0	0	21	0	107	0	0	0	0	0	0
Trip Distribution IN								50%								
Trip Distribution OUT										(50%)						
Retail Trips	0	0	0	0	0	0	0	22	0	20	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	0	0	0	0	68	0	150	0	0	0	0	0	0
2027 Build Traffic	**0**	**48**	**887**	**0**	**0**	**23**	**1,079**	**636**	**0**	**332**	**10**	**86**	**0**	**13**	**10**	**40**
2027 Build Heavy Vehicle %	**2%**	**8%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #3
10th St NW (West)/10th St NW (East) at Brady Ave NW (South)/Brady Ave NW (North)

AM PEAK HOUR

	Brady Ave NW (South) Northbound				Brady Ave NW (North) Southbound				10th St NW (West) Eastbound				10th St NW (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	118	101	0	18	162	7	0	0	1	2	0	94	5	7
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	9	3	0	4	3	0	0	0	0	0	0	2	0	3
Heavy Vehicle %	2%	2%	8%	3%	2%	22%	2%	2%	2%	2%	2%	2%	2%	2%	2%	43%
Peak Hour Factor	0.94				0.94				0.94				0.94			
Adjustment Factor	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Adjusted 2022 Volumes	**0**	**0**	**157**	**134**	**0**	**24**	**215**	**9**	**0**	**0**	**1**	**3**	**0**	**125**	**7**	**9**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Echo Street DRI 2814 Trips																
Project Granite DRI 3298 Trips				39										88		
Total Approved Development Trips	0	0	0	39	0	0	0	0	0	0	0	0	0	88	0	0
2027 No-Build Traffic	**0**	**0**	**169**	**183**	**0**	**26**	**232**	**10**	**0**	**0**	**1**	**3**	**0**	**223**	**8**	**10**
Trip Distribution IN		15%	5%					15%							20%	5%
Trip Distribution OUT						(5%)	(5%)			(15%)	(20%)	(15%)				
Residential Trips	0	6	2	0	0	4	4	6	0	11	14	11	0	0	7	2
Trip Distribution IN		15%	5%					15%							15%	5%
Trip Distribution OUT						(5%)	(5%)			(15%)	(15%)	(15%)				
Office Trips	0	36	12	0	0	1	1	36	0	4	4	4	0	0	36	12
Trip Distribution IN		15%	5%					15%							15%	5%
Trip Distribution OUT						(5%)	(5%)			(15%)	(15%)	(15%)				
Retail Trips	0	2	1	0	0	0	0	2	0	1	1	1	0	0	2	1
Total Vehicular Project Trips	0	44	15	0	0	5	5	44	0	16	19	16	0	0	45	15
2027 Build Traffic	**0**	**44**	**184**	**183**	**0**	**31**	**237**	**54**	**0**	**16**	**20**	**19**	**0**	**223**	**53**	**25**
2027 Build Heavy Vehicle %	**2%**	**2%**	**7%**	**2%**	**2%**	**18%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**17%**

PM PEAK HOUR

	Brady Ave NW (South) Northbound				Brady Ave NW (North) Southbound				10th St NW (West) Eastbound				10th St NW (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	4	134	90	1	25	293	7	0	2	7	11	0	123	2	18
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	2	0	1	10	0	0	0	0	0	0	3	0	3
Heavy Vehicle %	2%	2%	2%	2%	2%	4%	3%	2%	2%	2%	2%	2%	2%	2%	2%	17%
Peak Hour Factor	0.901				0.90				0.90				0.90			
Adjustment Factor	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74
Adjusted 2022 Volumes	**0**	**7**	**233**	**157**	**2**	**44**	**510**	**12**	**0**	**3**	**12**	**19**	**0**	**214**	**3**	**31**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Echo Street DRI 2814 Trips																
Project Granite DRI 3298 Trips				89										45		
Total Approved Development Trips	0	0	0	89	0	0	0	0	0	0	0	0	0	45	0	0
2027 No-Build Traffic	**0**	**8**	**251**	**258**	**2**	**47**	**549**	**13**	**0**	**3**	**13**	**20**	**0**	**276**	**3**	**33**
Trip Distribution IN		15%	5%					15%							20%	5%
Trip Distribution OUT						(5%)	(5%)			(15%)	(20%)	(15%)				
Residential Trips	0	8	3	0	0	3	3	8	0	8	10	8	0	0	11	3
Trip Distribution IN		15%	5%					15%							15%	5%
Trip Distribution OUT						(5%)	(5%)			(15%)	(15%)	(15%)				
Office Trips	0	6	2	0	0	11	11	6	0	32	32	32	0	0	6	2
Trip Distribution IN		15%	5%					15%							15%	5%
Trip Distribution OUT						(5%)	(5%)			(15%)	(15%)	(15%)				
Retail Trips	0	7	2	0	0	2	2	7	0	6	6	6	0	0	7	2
Total Vehicular Project Trips	0	21	7	0	0	16	16	21	0	46	48	46	0	0	24	7
2027 Build Traffic	**0**	**29**	**258**	**258**	**2**	**63**	**565**	**34**	**0**	**49**	**61**	**66**	**0**	**276**	**27**	**40**
2027 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**3%**	**3%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**14%**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #4
10th St NW (West)/10th St NW (East) at Howell Mill Rd NW (South)/Howell Mill Rd NW (North)

AM PEAK HOUR

	Howell Mill Rd NW (South) Northbound				Howell Mill Rd NW (North) Southbound				10th St NW (West) Eastbound				10th St NW (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	17	275	149	0	132	163	9	0	15	161	13	0	17	107	98
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	1	16	5	0	13	7	0	0	1	7	0	0	0	5	1
Heavy Vehicle %	2%	6%	6%	3%	2%	10%	4%	2%	2%	7%	4%	2%	2%	2%	5%	2%
Peak Hour Factor	0.96				0.96				0.96				0.96			
Adjustment Factor	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Adjusted 2022 Volumes	**0**	**23**	**366**	**198**	**0**	**176**	**217**	**12**	**0**	**20**	**214**	**17**	**0**	**23**	**142**	**130**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Echo Street DRI 2814 Trips																
Project Granite DRI 3298 Trips											39				88	
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	39	0	0	0	88	0
2027 No-Build Traffic	**0**	**25**	**394**	**213**	**0**	**190**	**234**	**13**	**0**	**22**	**270**	**18**	**0**	**25**	**241**	**140**
Trip Distribution IN			10%												25%	
Trip Distribution OUT							(10%)				(25%)					
Residential Trips	0	0	4	0	0	0	7	0	0	0	18	0	0	0	9	0
Trip Distribution IN			10%												20%	
Trip Distribution OUT							(10%)				(20%)					
Office Trips	0	0	24	0	0	0	3	0	0	0	5	0	0	0	48	0
Trip Distribution IN			10%												20%	
Trip Distribution OUT							(10%)				(20%)					
Retail Trips	0	0	1	0	0	0	1	0	0	0	1	0	0	0	2	0
Total Vehicular Project Trips	0	0	29	0	0	0	11	0	0	0	24	0	0	0	59	0
2027 Build Traffic	**0**	**25**	**423**	**213**	**0**	**190**	**245**	**13**	**0**	**22**	**294**	**18**	**0**	**25**	**300**	**140**
2027 Build Heavy Vehicle %	**2%**	**6%**	**5%**	**3%**	**2%**	**10%**	**4%**	**2%**	**2%**	**7%**	**3%**	**2%**	**2%**	**2%**	**2%**	**2%**

PM PEAK HOUR

	Howell Mill Rd NW (South) Northbound				Howell Mill Rd NW (North) Southbound				10th St NW (West) Eastbound				10th St NW (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	17	264	76	0	96	553	15	0	35	86	24	0	106	153	199
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	3	0	0	0	17	0	0	0	4	0	0	1	7	3
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	5%	2%	2%	2%	5%	2%
Peak Hour Factor	0.985				0.99				0.99				0.99			
Adjustment Factor	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74
Adjusted 2022 Volumes	**0**	**30**	**459**	**132**	**0**	**167**	**962**	**26**	**0**	**61**	**150**	**42**	**0**	**184**	**266**	**346**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Echo Street DRI 2814 Trips																
Project Granite DRI 3298 Trips											89				45	
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	89	0	0	0	45	0
2027 No-Build Traffic	**0**	**32**	**494**	**142**	**0**	**180**	**1,036**	**28**	**0**	**66**	**251**	**45**	**0**	**198**	**332**	**373**
Trip Distribution IN			10%												25%	
Trip Distribution OUT							(10%)				(25%)					
Residential Trips	0	0	6	0	0	0	5	0	0	0	13	0	0	0	14	0
Trip Distribution IN			10%												20%	
Trip Distribution OUT							(10%)				(20%)					
Office Trips	0	0	4	0	0	0	21	0	0	0	43	0	0	0	8	0
Trip Distribution IN			10%												20%	
Trip Distribution OUT							(10%)				(20%)					
Retail Trips	0	0	4	0	0	0	4	0	0	0	8	0	0	0	9	0
Total Vehicular Project Trips	0	0	14	0	0	0	30	0	0	0	64	0	0	0	31	0
2027 Build Traffic	**0**	**32**	**508**	**142**	**0**	**180**	**1,066**	**28**	**0**	**66**	**315**	**45**	**0**	**198**	**363**	**373**
2027 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**3%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**4%**	**2%**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #5
West Marietta St NW/8th St NW at Marietta St NW/Brady Ave NW

AM PEAK HOUR

	Marietta St NW Northbound				Brady Ave NW Southbound				West Marietta St NW 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 2022 Traffic Volumes	0	226	51	0	0	1	15	177	0	244	146	479	0	0	31	2
Pedestrians		0				0				0				0		
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	35	1	0	0	0	1	3	0	13	3	36	0	0	1	0
Heavy Vehicle %	2%	15%	2%	2%	2%	2%	7%	2%	2%	5%	2%	8%	2%	2%	3%	2%
Peak Hour Factor		0.92				0.92				0.92				0.92		
Adjustment Factor	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Adjusted 2022 Volumes	**0**	**301**	**68**	**0**	**0**	**1**	**20**	**235**	**0**	**325**	**194**	**637**	**0**	**0**	**41**	**3**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Echo Street DRI 2814 Trips		19										23				
Project Granite DRI 3298 Trips		23						88		39		11				
Total Approved Development Trips	0	42	0	0	0	0	0	88	0	39	0	34	0	0	0	0
2027 No-Build Traffic	**0**	**366**	**73**	**0**	**0**	**1**	**22**	**341**	**0**	**389**	**209**	**720**	**0**	**0**	**44**	**3**
Trip Distribution IN			10%							10%						
Trip Distribution OUT							(10%)	(10%)								
Residential Trips	0	0	4	0	0	0	7	7	0	4	0	0	0	0	0	0
Trip Distribution IN			5%							15%						
Trip Distribution OUT							(5%)	(15%)								
Office Trips	0	0	12	0	0	0	1	4	0	36	0	0	0	0	0	0
Trip Distribution IN			5%							15%						
Trip Distribution OUT							(5%)	(15%)								
Retail Trips	0	0	1	0	0	0	0	1	0	2	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	17	0	0	0	8	12	0	42	0	0	0	0	0	0
2027 Build Traffic	**0**	**366**	**90**	**0**	**0**	**1**	**30**	**353**	**0**	**431**	**209**	**720**	**0**	**0**	**44**	**3**
2027 Build Heavy Vehicle %	**2%**	**14%**	**2%**	**2%**	**2%**	**2%**	**5%**	**2%**	**2%**	**4%**	**2%**	**7%**	**2%**	**2%**	**3%**	**2%**

PM PEAK HOUR

	Marietta St NW Northbound				Brady Ave NW Southbound				West Marietta St NW 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 2022 Traffic Volumes	0	340	36	8	0	8	49	388	0	209	112	345	0	0	86	10
Pedestrians		0				0				0				0		
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	12	1	0	0	1	0	11	0	3	0	22	0	0	0	0
Heavy Vehicle %	2%	4%	3%	2%	2%	13%	2%	3%	2%	2%	2%	6%	2%	2%	2%	2%
Peak Hour Factor		0.945				0.95				0.95				0.95		
Adjustment Factor	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74
Adjusted 2022 Volumes	**0**	**592**	**63**	**14**	**0**	**14**	**85**	**675**	**0**	**364**	**195**	**600**	**0**	**0**	**150**	**17**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Echo Street DRI 2814 Trips		23										25				
Project Granite DRI 3298 Trips		12						45		89		24				
Total Approved Development Trips	0	35	0	0	0	0	0	45	0	89	0	49	0	0	0	0
2027 No-Build Traffic	**0**	**673**	**68**	**15**	**0**	**15**	**92**	**772**	**0**	**481**	**210**	**695**	**0**	**0**	**162**	**18**
Trip Distribution IN			10%							10%						
Trip Distribution OUT							(10%)	(10%)								
Residential Trips	0	0	6	0	0	0	5	5	0	6	0	0	0	0	0	0
Trip Distribution IN			5%							15%						
Trip Distribution OUT							(5%)	(15%)								
Office Trips	0	0	2	0	0	0	11	32	0	6	0	0	0	0	0	0
Trip Distribution IN			5%							15%						
Trip Distribution OUT							(5%)	(15%)								
Retail Trips	0	0	2	0	0	0	2	6	0	7	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	10	0	0	0	18	43	0	19	0	0	0	0	0	0
2027 Build Traffic	**0**	**673**	**78**	**15**	**0**	**15**	**110**	**815**	**0**	**500**	**210**	**695**	**0**	**0**	**162**	**18**
2027 Build Heavy Vehicle %	**2%**	**3%**	**2%**	**2%**	**2%**	**12%**	**2%**	**3%**	**2%**	**2%**	**2%**	**6%**	**2%**	**2%**	**2%**	**2%**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #6
8th St at Howell Mill Rd

AM PEAK HOUR

	Howell Mill Rd Northbound				Howell Mill Rd Southbound				8th St Eastbound				8th St Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	294	9	0	9	146	8	0	21	20	2	0	2	10	7
Pedestrians	0				0				0				0			
Conflicting Pedestrians	0			0	0			0	0			0	0			0
Bicycles	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				1				3				0				0
Heavy Vehicles	0	0	20	3	0	0	6	0	0	1	0	0	0	0	1	0
Heavy Vehicle %	2%	2%	7%	33%	2%	2%	4%	2%	2%	5%	2%	2%	2%	2%	10%	2%
Peak Hour Factor	0.92				0.92				0.92				0.92			
Adjustment Factor	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Adjusted 2022 Volumes	**0**	**0**	**391**	**12**	**0**	**12**	**194**	**11**	**0**	**28**	**27**	**3**	**0**	**3**	**13**	**9**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Echo Street DRI 2814 Trips																
Project Granite DRI 3298 Trips																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027 No-Build Traffic	**0**	**0**	**421**	**13**	**0**	**13**	**209**	**12**	**0**	**30**	**29**	**3**	**0**	**3**	**14**	**10**
Trip Distribution IN			10%													
Trip Distribution OUT							(10%)									
Residential Trips	0	0	4	0	0	0	7	0	0	0	0	0	0	0	0	0
Trip Distribution IN			10%													
Trip Distribution OUT							(10%)									
Office Trips	0	0	24	0	0	0	3	0	0	0	0	0	0	0	0	0
Trip Distribution IN			10%													
Trip Distribution OUT							(10%)									
Retail Trips	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	29	0	0	0	11	0	0	0	0	0	0	0	0	0
2027 Build Traffic	**0**	**0**	**450**	**13**	**0**	**13**	**220**	**12**	**0**	**30**	**29**	**3**	**0**	**3**	**14**	**10**
2027 Build Heavy Vehicle %	**2%**	**2%**	**6%**	**33%**	**2%**	**2%**	**4%**	**2%**	**2%**	**5%**	**2%**	**2%**	**2%**	**2%**	**10%**	**2%**

PM PEAK HOUR

	Howell Mill Rd Northbound				Howell Mill Rd Southbound				8th St Eastbound				8th St Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	263	4	0	68	475	33	0	39	30	0	0	6	44	11
Pedestrians	0				0				0				8			
Conflicting Pedestrians	0			8	8			0	0			0	0			0
Bicycles	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				1				0				0
Heavy Vehicles	0	0	4	0	0	1	9	1	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.98				0.98				0.98				0.98			
Adjustment Factor	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74
Adjusted 2022 Volumes	**0**	**0**	**458**	**7**	**0**	**118**	**827**	**57**	**0**	**68**	**52**	**0**	**0**	**10**	**77**	**19**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Echo Street DRI 2814 Trips																
Project Granite DRI 3298 Trips																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027 No-Build Traffic	**0**	**0**	**493**	**8**	**0**	**127**	**891**	**61**	**0**	**73**	**56**	**0**	**0**	**11**	**83**	**20**
Trip Distribution IN			10%													
Trip Distribution OUT							(10%)									
Residential Trips	0	0	6	0	0	0	5	0	0	0	0	0	0	0	0	0
Trip Distribution IN			10%													
Trip Distribution OUT							(10%)									
Office Trips	0	0	4	0	0	0	21	0	0	0	0	0	0	0	0	0
Trip Distribution IN			10%													
Trip Distribution OUT							(10%)									
Retail Trips	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	14	0	0	0	30	0	0	0	0	0	0	0	0	0
2027 Build Traffic	**0**	**0**	**507**	**8**	**0**	**127**	**921**	**61**	**0**	**73**	**56**	**0**	**0**	**11**	**83**	**20**
2027 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**3%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #7
Driveway/Howell Mill Rd at Marietta St

AM PEAK HOUR

	Marietta St Northbound				Marietta St Southbound				Driveway Eastbound				Howell Mill Rd Southwestbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	6	301	285	0	19	468	0	0	0	1	2	0	161	4	4
Pedestrians	0				1				0				7			
Conflicting Pedestrians	0			7	7			0	1			0	0			1
Bicycles	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0
Conflicting Bicycles				0				1				0				0
Heavy Vehicles	0	0	36	20	0	3	34	0	0	0	0	0	0	5	0	1
Heavy Vehicle %	2%	2%	12%	7%	2%	16%	7%	2%	2%	2%	2%	2%	2%	3%	2%	25%
Peak Hour Factor	0.90				0.90				0.90				0.90			
Adjustment Factor	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Adjusted 2022 Volumes	**0**	**8**	**400**	**379**	**0**	**25**	**622**	**0**	**0**	**0**	**1**	**3**	**0**	**214**	**5**	**5**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Echo Street DRI 2814 Trips			19				23									
Project Granite DRI 3298 Trips			23				11									
Total Approved Development Trips	0	0	42	0	0	0	34	0	0	0	0	0	0	0	0	0
2027 No-Build Traffic	**0**	**9**	**473**	**408**	**0**	**27**	**704**	**0**	**0**	**0**	**1**	**3**	**0**	**231**	**5**	**5**
Trip Distribution IN			10%	10%												
Trip Distribution OUT							(10%)							(10%)		
Residential Trips	0	0	4	4	0	0	7	0	0	0	0	0	0	7	0	0
Trip Distribution IN			5%	10%												
Trip Distribution OUT							(10%)							(10%)		
Office Trips	0	0	12	24	0	0	3	0	0	0	0	0	0	3	0	0
Trip Distribution IN			5%	10%												
Trip Distribution OUT							(10%)							(10%)		
Retail Trips	0	0	1	1	0	0	1	0	0	0	0	0	0	1	0	0
Total Vehicular Project Trips	0	0	17	29	0	0	11	0	0	0	0	0	0	11	0	0
2027 Build Traffic	**0**	**9**	**490**	**437**	**0**	**27**	**715**	**0**	**0**	**0**	**1**	**3**	**0**	**242**	**5**	**5**
2027 Build Heavy Vehicle %	**2%**	**2%**	**11%**	**7%**	**2%**	**16%**	**7%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**3%**	**2%**	**29%**

PM PEAK HOUR

	Marietta St Northbound				Marietta St Southbound				Driveway Eastbound				Howell Mill Rd Southwestbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	4	337	233	0	27	384	2	0	2	8	5	0	488	5	13
Pedestrians	3				17				41				4			
Conflicting Pedestrians	41			4	4			41	17			3	3			17
Bicycles	0	0	0	1	0	0	3	0	0	0	0	0	0	1	0	0
Conflicting Bicycles				0				3				0				0
Heavy Vehicles	0	0	14	2	0	0	20	1	0	0	0	1	0	11	0	0
Heavy Vehicle %	2%	2%	4%	2%	2%	2%	5%	50%	2%	2%	2%	20%	2%	2%	2%	2%
Peak Hour Factor	0.967				0.97				0.97				0.97			
Adjustment Factor	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74
Adjusted 2022 Volumes	**0**	**7**	**586**	**405**	**0**	**47**	**668**	**3**	**0**	**3**	**14**	**9**	**0**	**849**	**9**	**23**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Echo Street DRI 2814 Trips			23				25									
Project Granite DRI 3298 Trips			12				24									
Total Approved Development Trips	0	0	35	0	0	0	49	0	0	0	0	0	0	0	0	0
2027 No-Build Traffic	**0**	**8**	**666**	**436**	**0**	**51**	**769**	**3**	**0**	**3**	**15**	**10**	**0**	**915**	**10**	**25**
Trip Distribution IN			10%	10%												
Trip Distribution OUT							(10%)							(10%)		
Residential Trips	0	0	6	6	0	0	5	0	0	0	0	0	0	5	0	0
Trip Distribution IN			5%	10%												
Trip Distribution OUT							(10%)							(10%)		
Office Trips	0	0	2	4	0	0	21	0	0	0	0	0	0	21	0	0
Trip Distribution IN			5%	10%												
Trip Distribution OUT							(10%)							(10%)		
Retail Trips	0	0	2	4	0	0	4	0	0	0	0	0	0	4	0	0
Total Vehicular Project Trips	0	0	10	14	0	0	30	0	0	0	0	0	0	30	0	0
2027 Build Traffic	**0**	**8**	**676**	**450**	**0**	**51**	**799**	**3**	**0**	**3**	**15**	**10**	**0**	**945**	**10**	**25**
2027 Build Heavy Vehicle %	**2%**	**2%**	**4%**	**2%**	**2%**	**2%**	**5%**	**62%**	**2%**	**2%**	**2%**	**19%**	**2%**	**2%**	**2%**	**2%**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #8
Driveway A at Brady Ave

AM PEAK HOUR

	Brady Ave Northbound				Brady Ave Southbound				Driveway A Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	174	0	0	0	205	0	0	0	0	0	0	0	0	0
Pedestrians		0				0				0				0		
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	13	0	0	0	7	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	7%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.96				0.96				0.96				0.96		
Adjustment Factor	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Adjusted 2022 Volumes	**0**	**0**	**231**	**0**	**0**	**0**	**273**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Echo Street DRI 2814 Trips																
Project Granite DRI 3298 Trips																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027 No-Build Traffic	**0**	**0**	**249**	**0**	**0**	**0**	**294**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Trip Distribution IN		20%					15%	30%								
Trip Distribution OUT			(15%)							(30%)		(20%)				
Residential Trips	0	7	11	0	0	0	6	11	0	21	0	14	0	0	0	0
Trip Distribution IN		20%					15%	35%								
Trip Distribution OUT			(15%)							(35%)		(20%)				
Office Trips	0	48	4	0	0	0	36	83	0	9	0	5	0	0	0	0
Trip Distribution IN		20%					15%	35%								
Trip Distribution OUT			(15%)							(35%)		(20%)				
Retail Trips	0	2	1	0	0	0	2	4	0	2	0	1	0	0	0	0
Total Vehicular Project Trips	0	57	16	0	0	0	44	98	0	32	0	20	0	0	0	0
2027 Build Traffic	**0**	**57**	**265**	**0**	**0**	**0**	**338**	**98**	**0**	**32**	**0**	**20**	**0**	**0**	**0**	**0**
2027 Build Heavy Vehicle %	**2%**	**2%**	**7%**	**2%**	**2%**	**2%**	**3%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**

PM PEAK HOUR

	Brady Ave Northbound				Brady Ave Southbound				Driveway A Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	148	0	0	0	334	0	0	0	0	0	0	0	0	0
Pedestrians		0				0				0				0		
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	3	0	0	0	8	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		0.972				0.97				0.97				0.97		
Adjustment Factor	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74
Adjusted 2022 Volumes	**0**	**0**	**258**	**0**	**0**	**0**	**581**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Echo Street DRI 2814 Trips																
Project Granite DRI 3298 Trips																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027 No-Build Traffic	**0**	**0**	**278**	**0**	**0**	**0**	**626**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Trip Distribution IN		20%					15%	30%								
Trip Distribution OUT			(15%)							(30%)		(20%)				
Residential Trips	0	11	8	0	0	0	8	17	0	15	0	10	0	0	0	0
Trip Distribution IN		20%					15%	35%								
Trip Distribution OUT			(15%)							(35%)		(20%)				
Office Trips	0	8	32	0	0	0	6	15	0	75	0	43	0	0	0	0
Trip Distribution IN		20%					15%	35%								
Trip Distribution OUT			(15%)							(35%)		(20%)				
Retail Trips	0	9	6	0	0	0	7	15	0	14	0	8	0	0	0	0
Total Vehicular Project Trips	0	28	46	0	0	0	21	47	0	104	0	61	0	0	0	0
2027 Build Traffic	**0**	**28**	**324**	**0**	**0**	**0**	**647**	**47**	**0**	**104**	**0**	**61**	**0**	**0**	**0**	**0**
2027 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #9
10th Street at Driveway B

AM PEAK HOUR

	Northbound				Driveway B Southbound				10th Street Eastbound				10th Street Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	3	0	0	0	12	0
Pedestrians		0				0				0				0		
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
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 Factor	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Adjusted 2022 Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**16**	**0**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Echo Street DRI 2814 Trips																
Project Granite DRI 3298 Trips																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**17**	**0**
Trip Distribution IN																50%
Trip Distribution OUT						(50%)										
Residential Trips	0	0	0	0	0	36	0	0	0	0	0	0	0	0	0	19
Trip Distribution IN																45%
Trip Distribution OUT						(45%)										
Office Trips	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	107
Trip Distribution IN																45%
Trip Distribution OUT						(45%)										
Retail Trips	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	5
Total Vehicular Project Trips	0	0	0	0	0	51	0	0	0	0	0	0	0	0	0	131
2027 Build Traffic	**0**	**0**	**0**	**0**	**0**	**51**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**17**	**131**
2027 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**

PM PEAK HOUR

	Northbound				Driveway B Southbound				10th Street Eastbound				10th Street Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	20	0	0	0	13	0
Pedestrians		0				0				0				0		
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
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		0.901				0.90				0.90				0.90		
Adjustment Factor	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74	1.74
Adjusted 2022 Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**0**	**0**	**0**	**23**	**0**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Echo Street DRI 2814 Trips																
Project Granite DRI 3298 Trips																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38**	**0**	**0**	**0**	**25**	**0**
Trip Distribution IN																50%
Trip Distribution OUT						(50%)										
Residential Trips	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	28
Trip Distribution IN																45%
Trip Distribution OUT						(45%)										
Office Trips	0	0	0	0	0	96	0	0	0	0	0	0	0	0	0	19
Trip Distribution IN																45%
Trip Distribution OUT						(45%)										
Retail Trips	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	20
Total Vehicular Project Trips	0	0	0	0	0	139	0	0	0	0	0	0	0	0	0	67
2027 Build Traffic	**0**	**0**	**0**	**0**	**0**	**139**	**0**	**0**	**0**	**0**	**38**	**0**	**0**	**0**	**25**	**67**
2027 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**

Programmed Project Fact Sheets and Design Documents

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		2022	**$2,950,000**	$0,000	$0,000	$0,000	$2,950,000
				$3,187,500	**$190,000**	**$0,000**	**$0,000**	**$2,997,500**

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

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

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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	**$2,420,906**	$2,420,906	$0,000	$0,000	$0,000
				$3,815,877	**$3,815,877**	**$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-320

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

Short Title	ATLANTA TRAFFIC SIGNAL ENHANCEMENT PROGRAM - PHASE 1 AT VARIOUS INTERSECTIONS ON GREENBRIAR PARKWAY, SYLVAN ROAD, 10TH STREET, STATE STREET AND NORTH AVENUE
GDOT Project No.	0017802
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / Operations & Safety
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**	N/A miles

Detailed Description and Justification

This project includes signal enhancements at intersections on Greenbriar Pkwy, Sylvan Rd, 10th St, State St and North Ave. The signal enhancements include but not limited to signal equipment upgrades, detection upgrades, pavement marking improvements, ADA ramps, 4G or Fiber traffic communications installation and signal timing optimization to reduce over all corridor delay and improve progression.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2021	**$400,000**	~~$320,000~~	~~$0,000~~	~~$0,000~~	~~$80,000~~
ROW	Local Jurisdiction/Municipality Funds		2022	**$182,614**	$0,000	$0,000	$0,000	$182,614
UTL	Local Jurisdiction/Municipality Funds		2024	**$187,000**	$0,000	$0,000	$0,000	$187,000
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2024	**$2,171,656**	$1,737,325	$0,000	$0,000	$434,331
				$2,941,270	**$2,057,325**	**$0,000**	**$0,000**	**$883,945**

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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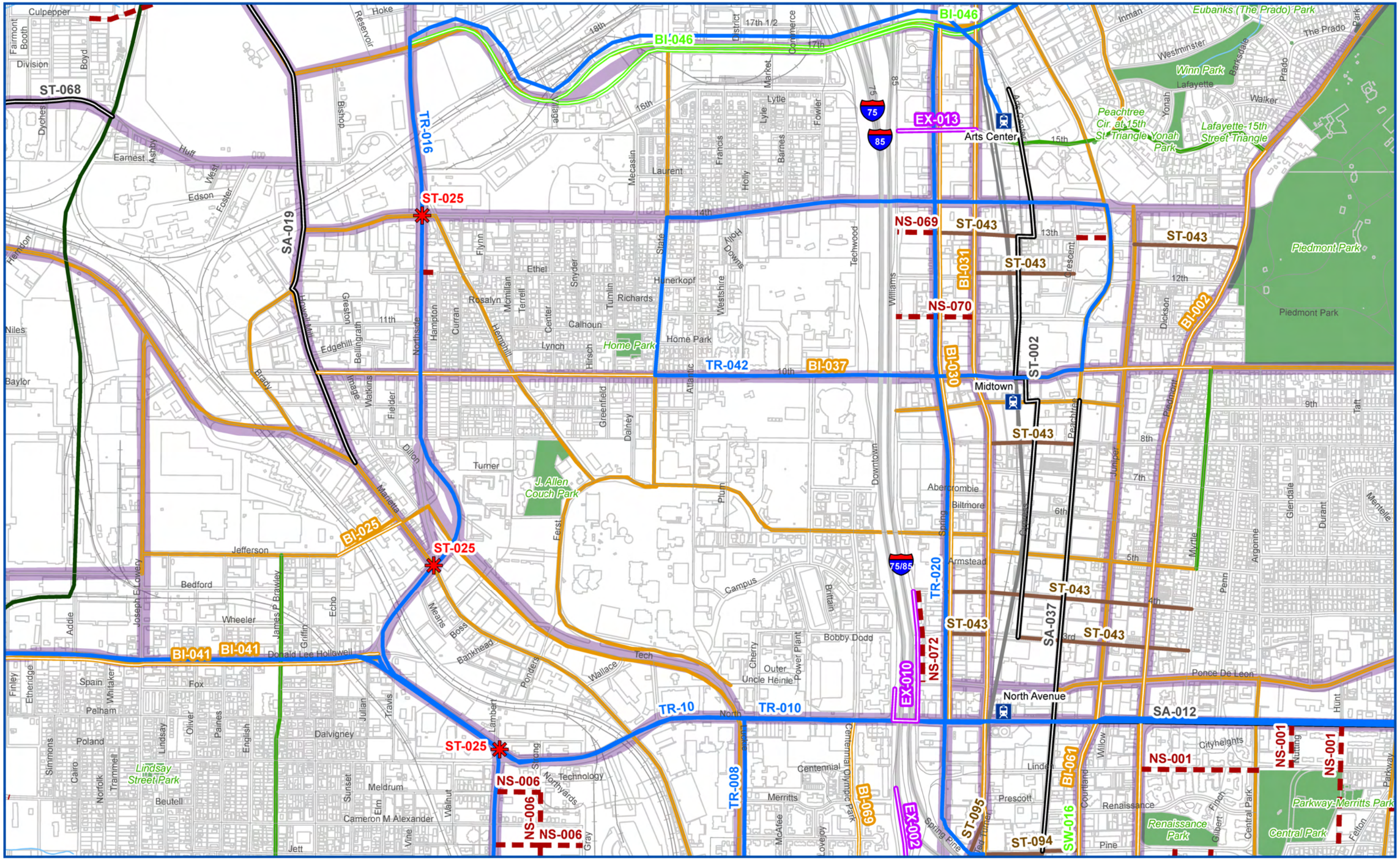
ATLANTA'S TRANSPORTATION PLAN - MAP 18

Map 13



Map 17

Map 19

Map 24

- Expressway Access
- Intersection Reconstruction
- Transit
- Two-way Conversion
- Streetscape Improvements
- Street Reconstruction
- New Street
- Multi-Use Trails
- On-Street Bicycle Facilities
- Transit
- Expressway Access
- Neighborhood Greenways
- Multi-Use Trail Network
- On-Street Bicycle Network
- Designated Freight Route
- Atlanta City Limits
- Conservation Lands
- Parks

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1:12,000

						SAFETY				MOBILITY				AFFORDABILITY					
ID	Project Name	Description	Type	Short ID	Source	Eliminate Traffic Fatalities	Reduce Serious Injuries	Reduce Transportation Emissions	Provide All Residents with Active Transportation Options	Focus Density and Economic Development	Reduce Congestion	Leverage Local Transportation Funding	Fix Existing Infrastructure	Provide Transportation Options to ETAs	Expand Access to Jobs and Services	Reduce Household Transportation Costs	Support Livable Communities	Final Score	Priority
BI-036	Martin Luther King Jr Drive Bike Connection	Connect Atlanta Core Bicycle Connection from Fairburn Road to Ralph David Abernathy.	On-Street Bicycle Facility	BI	Connect Atlanta	1	0	1	1	1	1	0	0	1	0	1	1	8	High
BI-037	10th Street Bike Facilities	Protected bicycle facility from Howell Mill Road to Myrtle Street, combining detailed corridor recommendations from Midtown Transportation Plan (for area of transition between Fowler Street to Myrtle Street) with Georgia Tech's addition of a multi-use path along portions of the campus property.	On-Street Bicycle Facility	BI		1	1	1	1	0	1	0	1	1	1	0	1	9	High
BI-038	Ponce de Leon Protected Lanes Extension	Protected bicycle lanes from Ponce de Leon Place to Oakdale Road. If GDOT does not determine that this extension is feasible, the project should be replaced with a neighborhood greenway project on St. Charles Avenue from Ponce de Leon Place to Briarcliff Road.	On-Street Bicycle Facility	BI		1	1	1	1	1	1	1	1	0	0	1	1	10	High
BI-039	Moores Mill Road Protected Facility	Protected bike facility on Moore's Mill Road between Bolton Road and West Paces Ferry Road	On-Street Bicycle Facility	BI		1	0	1	1	1	1	0	1	1	0	1	1	9	High
BI-040	West Paces Ferry Road Protected Facility	Protected bike facility on West Paces Ferry Road between Northside Parkway and Peachtree Road. This will connect to protected facilities on East Paces Ferry Road.	On-Street Bicycle Facility	BI		1	1	1	1	1	1	0	1	0	0	1	1	9	High
BI-041	Donald Lee Hollowell Parkway Protected Facility	Protected bicycle facility on DL Hollowell between Bolton Road and Northside Drive, to be coordinated with high-quality transit facilities in project TR-011 and included in a roadway widening of the two-lane section to I-285 (Project ST-067). Project may also consider and pursue designs that facilitate conversion of the corridor to higher capacity transit potential in the future. If BI-025 (Jefferson Street) is not feasible, this project may also incorporate a bike-ped bridge over the NS/CSX railroad to connect to Marietta Street and Georgia Tech via Means Street/Bankhead Avenue.	On-Street Bicycle Facility	BI		1	1	1	1	1	1	0	1	1	0	1	1	10	High
BI-042	Lenox Road Protected Bicycle Facility	Protected bicycle facility on Lenox Road from East Paces Ferry Road to Buford Highway.	On-Street Bicycle Facility	BI		1	1	1	1	1	1	0	1	0	1	1	1	10	High
BI-043	Cheshire Bridge Road Protected Bicycle Facility	Protected bicycle facility on Cheshire Bridge Road from Buford Highway to Piedmont Road.	On-Street Bicycle Facility	BI		1	1	1	1	1	1	0	1	1	0	1	1	10	High
BI-044	Northside Parkway trail	Multi-use trail along Northside Parkway between Mt. Paran and Mountain to River Trail (Cobb Co.) at the Chattahoochee River	On-Street Bicycle Facility	BI	PATH/DPW	0	0	1	1	0	1	0	0	0	0	1	1	5	Medium
BI-045	Westside \ Lena St Trail Phase 2	Off-street multi-use trail and side path connection between Vine City MARTA station and the Ashby Marta Station, connecting with MLK cycle track	Multi-Use Trail	BI	PATH/ DPW	0	0	1	1	0	1	0	0	1	0	0	1	5	Medium
BI-046	17th Street Redesign	Streetscape improvements to the 17th Street Bridge crossing from Fowler St to Spring St to improve safety and comfort for pedestrians, cyclists, and drivers. This project reallocates the space in the street by moving the buses to the center of the street, adds a green buffer to protect and shade pedestrians, and creates a protected bike facility.	Street Reconstruction	BI	Midtown Transportation Plan	1	0	1	1	1	1	0	1	1	1	0	1	9	High
BI-048	Buckhead Cultural Loop Trail	Multi-use loop trail linking Lenox Square, Path 400,Buckhead Village, West Village, and future GA 400 Park via Lenox Rd, Alberta Dr, Slaton Ave. and East and West Paces Ferry Rds.	On-Street Bicycle Facility	BI	Buckhead ReImagined	1	0	1	1	1	1	0	0	0	1	0	1	7	Medium
BI-049	Baker Street High Quality Bike Facilities	Multi-use path along southside of Baker Street corridor, along existing sidewalk of the park to allow for future use of the roadway for Streetcar Transit on Baker St / Highland Ave from Luckie St to Centennial Olympic Park Dr	On-Street Bicycle Facility	BI	Downtown CTP	0	0	1	1	0	1	0	0	1	1	0	1	6	Medium
BI-060	Capitol Ave High Quality Bike Facilities	High quality bike facilities (two-way, protected), with right of way reserved for two-way high capacity, high frequency transit. May require off-street path or extra right of way on Capitol Ave / Piedmont Ave from MLK Jr. Dr to RDA / Georgia Ave.	Street Reconstruction	BI	Downtown CTP	1	0	1	1	0	1	0	1	1	1	0	1	8	High
BI-061	Courtland St High Quality One-Way Bike Facility, Viaduct, & Streetscape Enhancements	High quality bike facility (One way, southbound, protected) to include intersection improvements, including improvement at Baker St to accommodate SB protected bike lane with a dedicated signal phase and bike box to transition bikes across I-75/85 merge with Courtland. Reduction of travel lanes to a consistent three lanes for entire corridor. Enhanced Pedestrian streetscape, amenities, and on-street parking where applicable Upgrades to existing GDOT bridge project: vertical connectivity and transit enhancements at GSU and Georgia Freight Depot, light wells & general beautification (coordinate with viaduct reconstruction) on Courtland St / Washington St from Ponce de Leon Ave to MLK Jr. Dr	On-Street Bicycle Facility	BI	Downtown CTP	1	1	1	1	0	1	0	1	1	1	0	1	9	High
BI-062	GWCC High Quality Bike Facility	constructed during redesign of Georgia Dome area. The project provides bike facilities from the east to the west, and connects westside neighborhoods to the Downtown Bicycle Hub at Centennial Olympic Park. Ensure coordination in design with PATH	Multi-Use Trail	BI	Downtown CTP	0	0	1	1	0	1	0	0	1	1	0	1	6	Medium
BI-064	Mitchell St Off-Street Bike Extention to Memorial Dr	Two way bike connection on Mitchell St from Capitol Ave to Memorial Dr. Will cross over the Downtown Connector through an existing parking lot to Fraser Street and Memorial Drive Greenway	Multi-Use Trail	BI	Downtown CTP	0	0	1	1	0	1	0	0	1	0	0	0	4	Medium
BI-065	MLK Jr Dr / Memorial Drive Greenway Trail	Construction of a multi-use trail on southside of MLK Jr Dr SE from Oakland Ave to Piedmont Ave SE, with enhanced green infrastructure, streetscaping, and pedestrian facilities. The intersection of MLK Jr Dr and Piedmont Ave SE needs specific improvements to incorporate the 2-way multi use trail east of Piedmont to 1-way protected bike lanes west of Piedmont on MLK Jr. Dr. The project could include a shared street between Grant and Oakland to be used for events	On-Street Bicycle Facility	BI	Downtown CTP	1	0	1	1	0	1	0	0	1	1	0	1	7	Medium
BI-066	Park Ave High Quality Bike Infrastructure	High Quality Bike Facility along the westside of the Centennial Olympic Park that connects Marietta Street to High Quality Bike Facilities at Luckie Street on Park Ave from Baker St to Marietta St	On-Street Bicycle Facility	BI	Downtown CTP	1	0	1	1	0	1	0	1	1	0	0	1	7	High
BI-067	Porter Pl Contraflow Bike Lane	Contraflow Bike lane eastbound on south side of the street to connect to Peachtree Center 2-way protected bike lanes and future Peachtree bike facilities on Porter Pl from West Peachtree St to Peachtree St	On-Street Bicycle Facility	BI	Downtown CTP	1	0	1	1	0	1	0	0	1	1	0	1	7	High
BI-068	Ralph McGill Blvd Multimodal Street Reconstruction	Lane reduction (2 travel lanes, center turn lane) to accommodate complete street and protected bike lanes. Includes sidewalks, street furniture, street lighting, curbs, ramps, and street trees. on Ivan Allen Jr Blvd / Ralph McGill Blvd from Peachtree St to Midblock btw Boulevard and Glen Iris	Street Reconstruction	BI	Downtown CTP	1	0	1	1	1	1	0	1	1	1	0	1	9	High

						SAFETY				MOBILITY				AFFORDABILITY					
ID	Project Name	Description	Type	Short ID	Source	Eliminate Traffic Fatalities	Reduce Serious Injuries	Reduce Transportation Emissions	Provide All Residents with Active Transportation Options	Focus Density and Economic Development	Reduce Congestion	Leverage Local Transportation Funding	Fix Existing Infrastructure	Provide Transportation Options to ETAs	Expand Access to Jobs and Services	Reduce Household Transportation Costs	Support Livable Communities	Final Score	Priority
NS-070	11th Street Extension	An extension of 11th Street from its current terminus at West Peachtree Street through to Williams Street would, like 13th Street, provide a needed alternative route for all modes of travel around Midtown. This extension would also create good block faces for future redevelopment	Street Extension	NS	Midtown Transportation Plan	1	0	0	1	0	1	0	0	0	1	0	1	5	Medium
NS-072	Williams Street Extension	Extend Williams Street from it's terminus at Williams street to Ponce de Leon Ave. This extension provides improved connectivity to and from Tech Square and reduces some of the burden on W. Peachtree and Spring Streets.	Street Extension	NS	Midtown Transportation Plan	0	0	0	0	0	0	0	0	0	0	0	1	1	Low
SA-001	Southside Industrial Parkway Widening	Widen Southside Industrial Parkway from Browns Mill Road to Jonesboro Road to create a consistent cross section through the Southside Industrial Park including truck route wayfinding signage to discourage trucks from using nearby neighborhood streets, sidewalks on both sides of the street, ADA compliant ramps, push buttons, and crosswalks	Street Reconstruction	SA	Unadopted TSPLOST	1	0	0	1	1	0	1	1	1	0	1	1	8	High
SA-004	Roswell Road Reconstruction	Roswell Road reconstruction from 5-lanes to 3-lanes, from Habersham Road 1,800 feet north to Piedmont Road Extension (NS-067).	Street Reconstruction	SA	Connect Atlanta	1	1	1	0	1	0	0	1	0	0	1	0	6	Medium
SA-005	Northside Drive Road Diet	Reduce Northside Drive through restriping from 4 lanes (undivided) to 2-lanes with continuous Center Turn Lane from Arden Road to Moores Mill Road, approximately 2,600 feet.	Street Reconstruction	SA	Connect Atlanta	1	0	1	0	0	0	0	0	0	0	1	0	3	Low
SA-006	Northside Parkway Road Diet	Reduce Northside Parkway from 4 lanes to 2 lanes, from Northside Drive to Moores Mill Road. Existing narrow median would be replaced with a wider median accommodating left turn storage lanes. Cross section should be designed inward from curbs.	Street Reconstruction	SA	Connect Atlanta	1	0	1	0	0	0	0	0	0	0	1	0	3	Low
SA-010	Boulevard Street Reconfiguration	Resurfacing, lane reconfiguration, reset and repair granite curbing, new or repaired sidewalks and street trees, ADA compliant ramps, push buttons and crosswalks between McDonough Boulevard and Confederate Avenue, new bike lanes between Atlanta BeltLine and McDonough Boulevard, new bulb outs to protect on street parking between Atlanta BeltLine and Confederate Avenue.	Street Reconstruction	SA	Connect Atlanta	1	0	1	1	1	1	0	1	1	0	1	1	9	High
SA-012	North Avenue Multimodal Street/Smart Street	Reduce North Avenue from a six lane facility to a 4-lane facility with a median to accommodate left turn storage lanes at intersections from Juniper Street to North Angier Avenue .	Street Reconstruction	SA	Connect Atlanta	1	1	1	0	1	0	0	0	1	1	0	0	6	Medium
SA-014	Langhorn Street Road Diet	Reduce Langhorn Street from a 6-lane roadway to a 3-lane roadway from the Westview Drive bridge and I-20 access ramps to Ralph David Abernathy Boulevard, with a median to accommodate left turn storage lanes at intersections. Include bicycle facilities and bike/pedestrian amenities as recommended by Westview Master Plan .	Street Reconstruction	SA	Connect Atlanta	1	0	1	1	1	1	0	0	1	0	1	1	8	High
SA-017	Bolton Road Diet	Reduce Bolton Road through median widening from 4 lanes 2-lanes from James Jackson Parkway to Browntown Road, approximately 3,400 feet.	Street Reconstruction	SA	Connect Atlanta	1	0	1	0	0	0	0	0	1	0	1	0	4	Medium
SA-018	Dekalb Ave Multimodal Street Reconstruction	Corridor improvements including milling and repaving, sidewalk and ADA ramp repair and installation, reversible lane removal and addition of bicycle facilities along DeKalb Avenue between MARTA Inman Park-Reynoldstown Station (Hurt Street) and Ridgecrest Road (eastern City Limit).	Street Reconstruction	SA	Renew Atlanta	1	0	1	1	1	0	1	1	1	0	1	1	9	High
SA-019	Howell Mill Rd Multimodal Street Reconstruction	Multimodal Street improvements including milling, resurfacing and installation of bicycle lanes along Howell Mill Road between Collier Road and W. Marietta Street, including streetscape and pedestrian safety improvements.	Street Reconstruction	SA	Renew Atlanta	1	1	1	1	1	0	1	1	1	0	1	1	10	High
SA-020	J E Lowery Boulevard Multimodal Street Reconstruction	Joseph E. Lowery Boulevard between Joseph E. Boone Boulevard and Mitchell Street. Reconfigure to include center left-turn lanes and medians and add pedestrian facilities including mid-block crossings other streetscape improvements.	Street Reconstruction	SA	Renew Atlanta	1	0	1	1	0	0	1	1	1	0	1	1	8	High
SA-023	Martin Luther King Jr. Dr Multimodal Street Replacement Project	Multimodal Streets improvements on Martin Luther King, Jr. Drive from Ralph David Abernathy Boulevard to Oakland Avenue (Oakland Cemetery entrance) including milling, resurfacing, restriping, installation of bicycle facilities, medians and streetscapes, and pedestrian safety improvements. Connect Atlanta Core Bicycle Connection.	Street Reconstruction	SA	Renew Atlanta	1	0	1	1	1	0	1	1	1	1	1	1	10	High
SA-025	Monroe Drive/Boulevard Multimodal Street Reconstruction	Multimodal streets improvements including milling, repaving, striping, sidewalk and pedestrian crossing improvements, and possible dedicated bicycle facilities from Piedmont Circle to 10th Street.	Street Reconstruction	SA	Renew Atlanta	1	1	1	1	1	0	1	1	1	1	0	1	10	High
SA-026	Peachtree St / Rd Multimodal Street Reconstruction	Multimodal Street improvements including curbing, sidewalk and pedestrian improvements, from Sheridan drive to I-75/85. Resurfacing will be completed by GDOT.	Street Reconstruction	SA	Renew Atlanta	1	1	1	1	1	0	1	1	0	1	1	1	10	High
SA-027	University Ave Multimodal Stree Reconstruction	Multimodal Street improvements including milling, repaving, and installation of bicycle lanes, sidewalks and pedestrian improvements from Metropolitan Parkway to Hank Aaron Drive.	Street Reconstruction	SA	Renew Atlanta	1	1	1	1	1	1	1	1	1	0	1	1	11	High
SA-028	RD Abernathy Dr Multimodal Street Reconstruction	Multimodal Street Improvements from Westview Drive/Westview Cemetery entrance to Cascade Road, to include protected bicycle facilities.	Street Reconstruction	SA	Renew Atlanta	1	0	1	1	1	1	1	1	1	0	1	1	10	High
SA-029	Marietta Blvd Multimodal Street Reconstruction	Improve the existing 5-lane roadway to a 4-lane roadway with turn lanes at intersections, bike lanes, sidewalks, crosswalks, street furniture, pedestrian lighting, new curbing. W. Marietta St to D.L. Hollowell	Street Reconstruction	SA	Unadopted TSPLOST, Beltline MP														
SA-030	Englewood Avenue Multimodal Street Reconstruction	Lane reconfiguration from Hill Street to Boulevard to incorporate traffic calming measures, sidewalk improvements, sidewalk construction, and on-street parking	Street Reconstruction	SA	Unadopted TSPLOST	1	0	1	1	1	0	1	0	1	0	0	1	7	High
SA-031	Cherokee Ave Multimodal Street Reconstruction	Resurfacing, bike lanes, install bulb outs, granite curbing, sidewalk repair, ADA complaint ramps, push buttons, and crosswalks from Memorial Drive to Mead Street. Consider parking and protected bike lanes during the design phase.	Street Reconstruction	SA	Unadopted TSPLOST; Connect Atlanta PS	1	0	1	1	1	1	1	1	1	0	1	1	10	High
SA-032	Cleveland Avenue Multimodal Street Reconstruction	Widen sections of Cleveland Avenue from Springdale Road to Jonesboro Road, reconfigure to include bicycle lanes. Install sidewalks and other pedestrian improvements. Safety and capacity improvements at various intersections.	Street Reconstruction	SA	Renew Atlanta; TSPLOST; Cleveland Ave Study	1	1	1	1	1	1	1	1	1	0	1	1	11	High

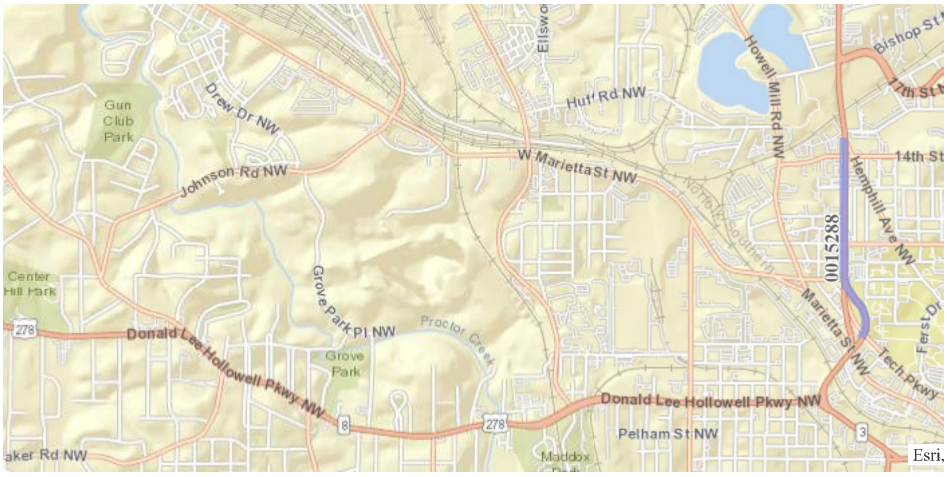
SR 3/US 41 FROM CS 1704/TECH PKWY TO CS 696/HEMPHILL AVE

Project ID:	**0015288**	Notice to Proceed Date:	
Project Manager:	Nakeeta Batson	Construction Percent Complete:	%
Office:	Program Delivery	Current Completion Date:	
County:	Fulton	Work Completion Date:	
Congressional District:	005	Construction Contract Amount:	
State Senate District.:	39	Construction Contractor:	
State House District:	56	**Preconstruction Status Report**	
Project Type:	Reconstruction/Rehabilitation	**Construction Status Report**	
Project Status:	Construction Work Program		
Right of Way Authorization:	1/13/2022	Contact Us	

Project Description:

The project proposes to reconfigure SR 3 between Tech Parkway and Hemphill Avenue from six lanes to four lanes with a center flush median. The project will include intersection modifications along the corridor most notably at the intersection cluster of SR 3, 14th Street, and Hemphill Avenue which will be simplified to provide additional flexibility for signal timing.

Activity	Program Year	Cost Estimate	Date of Last Estimate
UTL (Utilities)		$674,730.00	6/14/2021
ROW (Right of Way)		$2,580,000.00	10/6/2021
CST (Construction)		$1,949,455.87	3/4/2021
PE (Preliminary Engineering)	2017	$801,309.43	



Project Documents

There are no items to show in this view.

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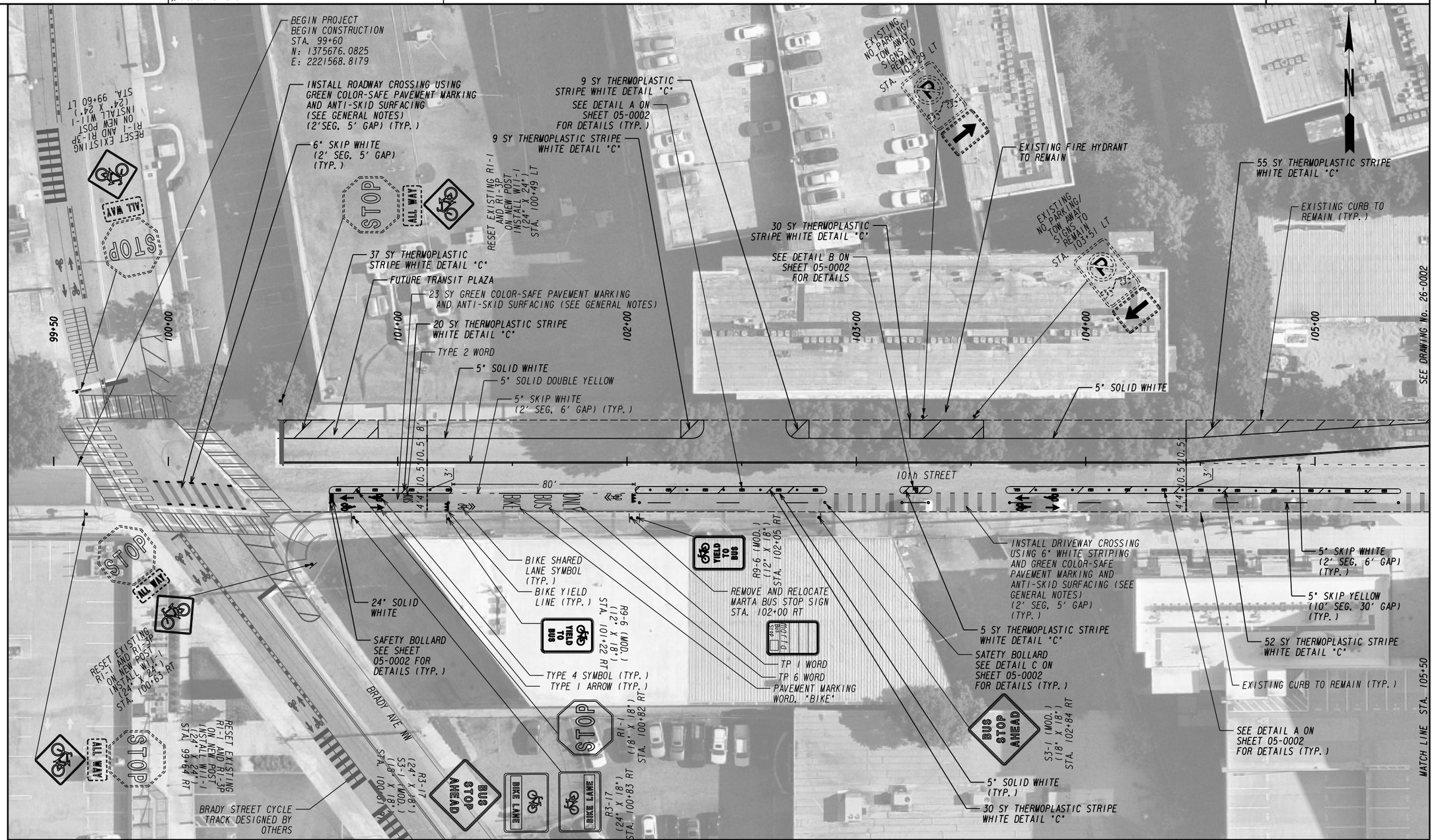

10/23/2015 GPLN

Kimley»Horn
Engineering, Planning, and Environmental Consultants
Suite 601, 817 West Peachtree Street, NW
Atlanta, GA 30308

SCALE IN FEET
0 20 40 80

REVISION DATES

SIGNING AND MARKING PLANS

10TH STREET CYCLE TRACK

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		26-0001
VERIFIED:		DATE:		

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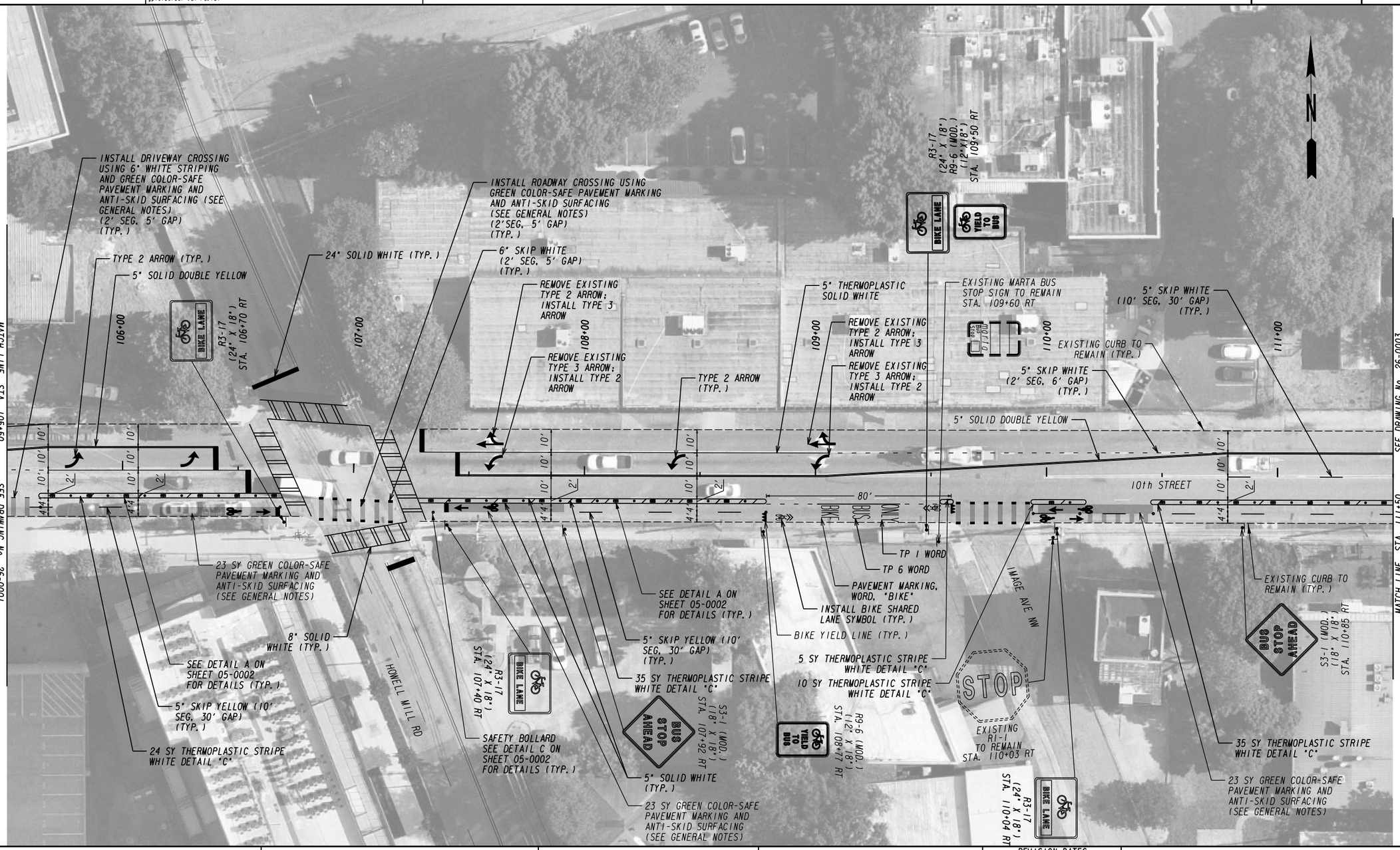

10/23/2015 GPLN

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Atlanta, GA 30308

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10TH STREET CYCLE TRACK

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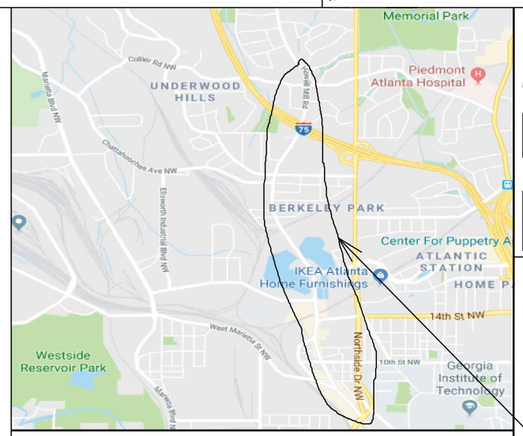
VERIFIED:		DATE:		

CITY OF ATLANTA
RENEW ATLANTA TSPLOST PROGRAM

PLAN AND PROFILE OF PROPOSED
HOWELL MILL RD COMPLETE STREETS PROJECT
FROM MARIETTA STREET TO COLLIER RD

FC-7383D TASK ORDER 4

PO# 51620265

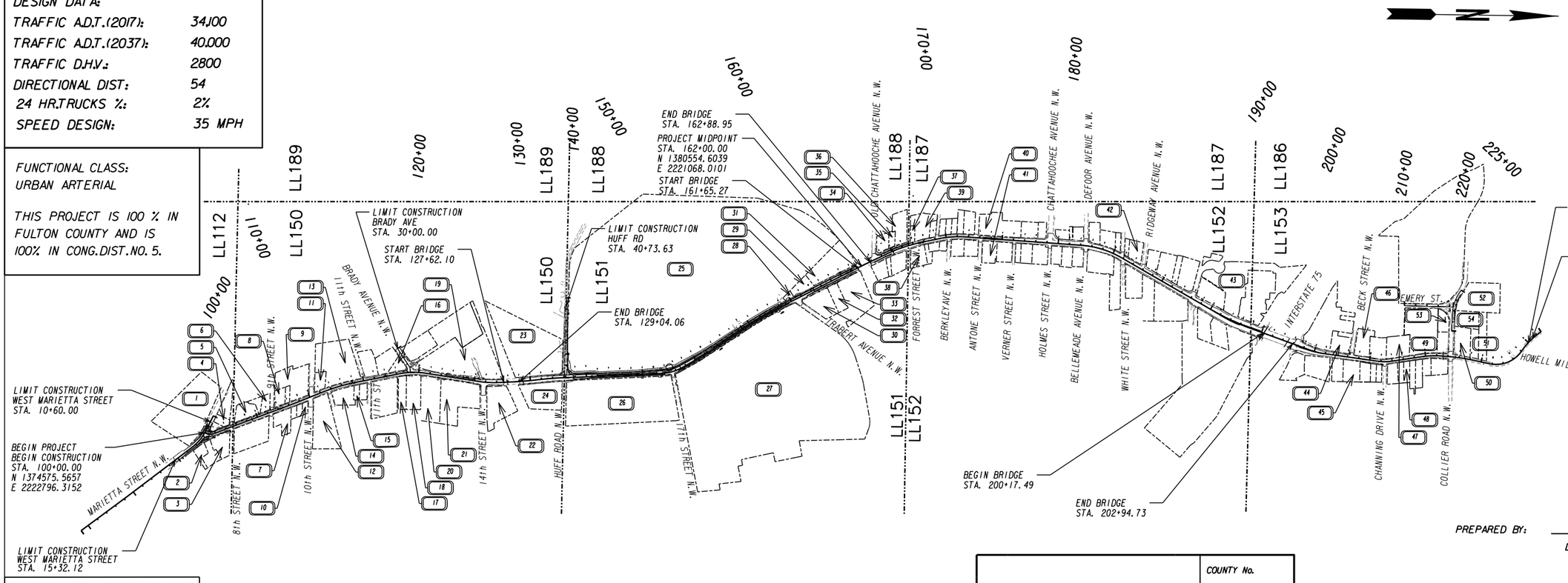


LOCATION SKETCH — PROJECT LOCATION

DESIGN DATA:	
TRAFFIC A.D.T.(2017):	34,100
TRAFFIC A.D.T.(2037):	40,000
TRAFFIC D.H.V.:	2800
DIRECTIONAL DIST:	54
24 HR.TRUCKS %:	2%
SPEED DESIGN:	35 MPH

FUNCTIONAL CLASS:
URBAN ARTERIAL

THIS PROJECT IS 100 % IN FULTON COUNTY AND IS 100% IN CONG.DIST.NO. 5.



THIS PROJECT HAS BEEN PREPARED USING THE HORIZONTAL GEORGIA COORDINATE SYSTEM OF 1984 (NAD 1983)/94 WEST ZONE, AND THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988.

THE DATA, TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN ANYWAY INDICATED THEREBY, WHETHER BY DRAWINGS OR NOTES, OR IN ANY OTHER MANNER, ARE BASED UPON FIELD INVESTIGATIONS AND ARE BELIEVED TO BE INDICATIVE OF ACTUAL CONDITIONS. HOWEVER, THE SAME ARE SHOWN AS INFORMATION ONLY, ARE NOT GUARANTEED, AND DO NOT BIND THE DEPARTMENT OF TRANSPORTATION IN ANY WAY. THE ATTENTION OF BIDDER IS SPECIFICALLY DIRECTED TO SUBSECTIONS 102.04, 102.05, AND 104.03 OF THE SPECIFICATIONS.

LENGTH OF PROJECT	COUNTY No. Project No. MILES
NET LENGTH OF ROADWAY	2.377
NET LENGTH OF BRIDGES	0.103
NET LENGTH OF PROJECT	2.480
NET LENGTH OF EXCEPTIONS	0.000
GROSS LENGTH OF PROJECT	2.480

SCALE IN FEET
0 500 1000 2000

POND
3500 Parkway Lane
Suite 500
Peachtree Corners, Ga. 30092
Phone 678-336-7740
Fax 678-336-7744
Web www.pondco.com

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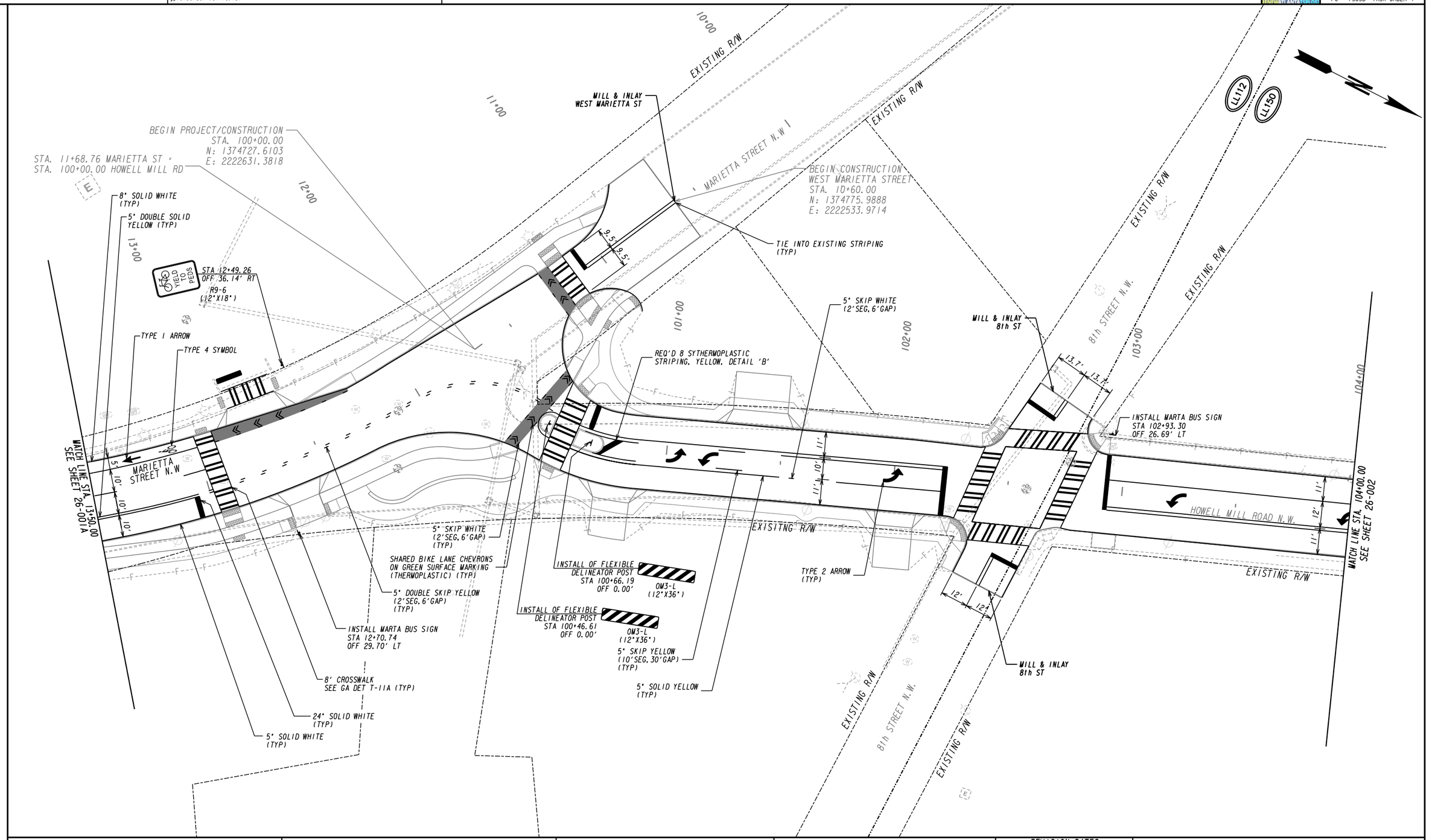
PREPARED BY:
DESIGN

PLANS COMPLETED - -	
REVISIONS	

DRAWING No. 01-001



PROPERTY AND EXISTING R/W LINE	——P——
REQUIRED R/W LINE	———
CONSTRUCTION LIMITS	—C— —F—
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES	
EASEMENT FOR CONSTR OF SLOPES	
EASEMENT FOR CONSTR OF DRIVES	

BEGIN LIMIT OF ACCESS.....BLA	
END LIMIT OF ACCESS.....ELA	
LIMIT OF ACCESS	
REQ'D R/W & LIMIT OF ACCESS	
ORANGE BARRIER FENCE	
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)	

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0 20 40 80

REVISION DATES

SIGNING AND MARKING PLANS

HOWELL MILL ROAD COMPLETE STREETS

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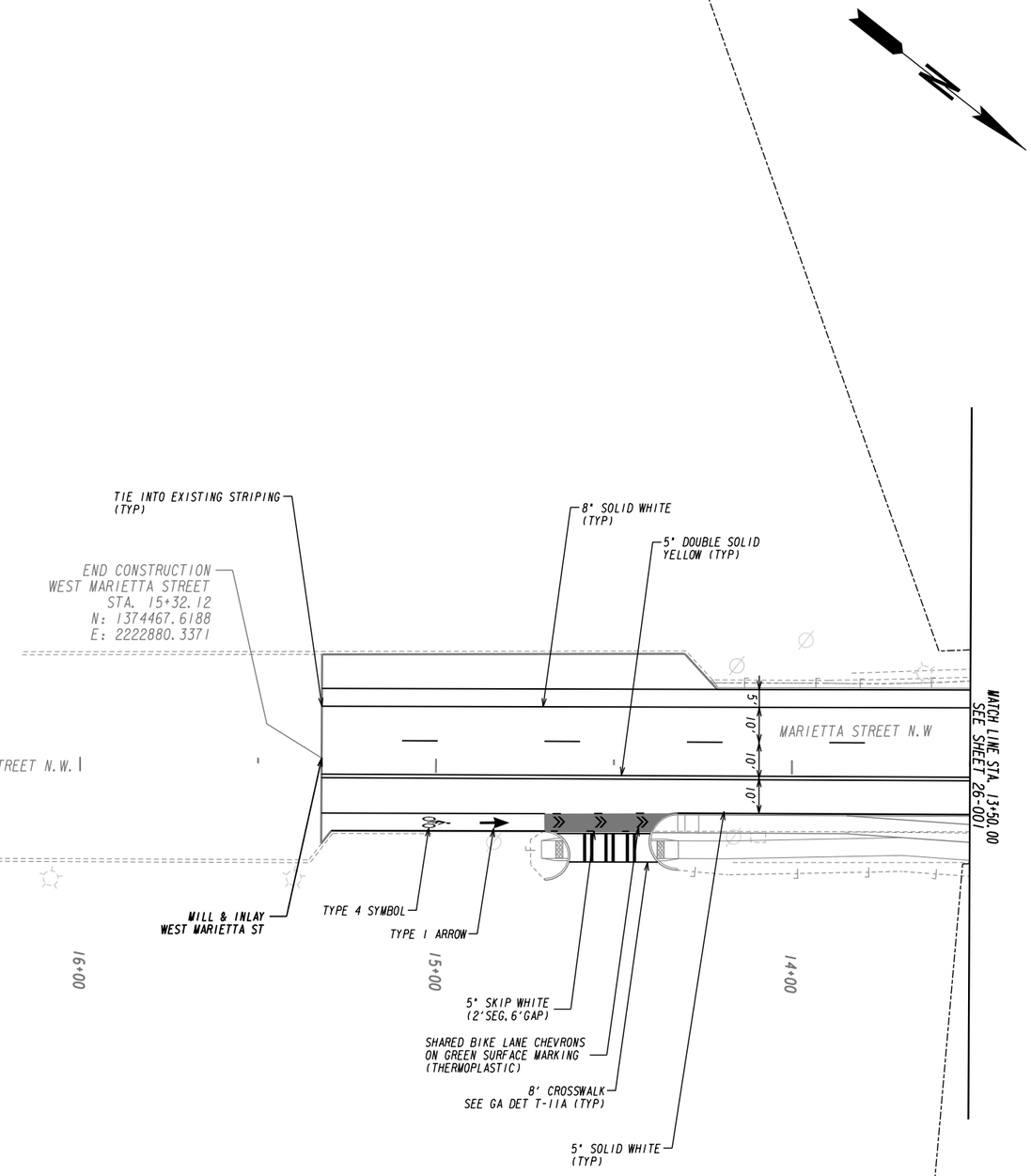
BACKCHECKED:		DATE:		26-001
CORRECTED:		DATE:		
VERIFIED:		DATE:		



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)

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0 20 40 80

REVISION DATES

SIGNING AND MARKING PLANS

HOWELL MILL ROAD COMPLETE STREETS

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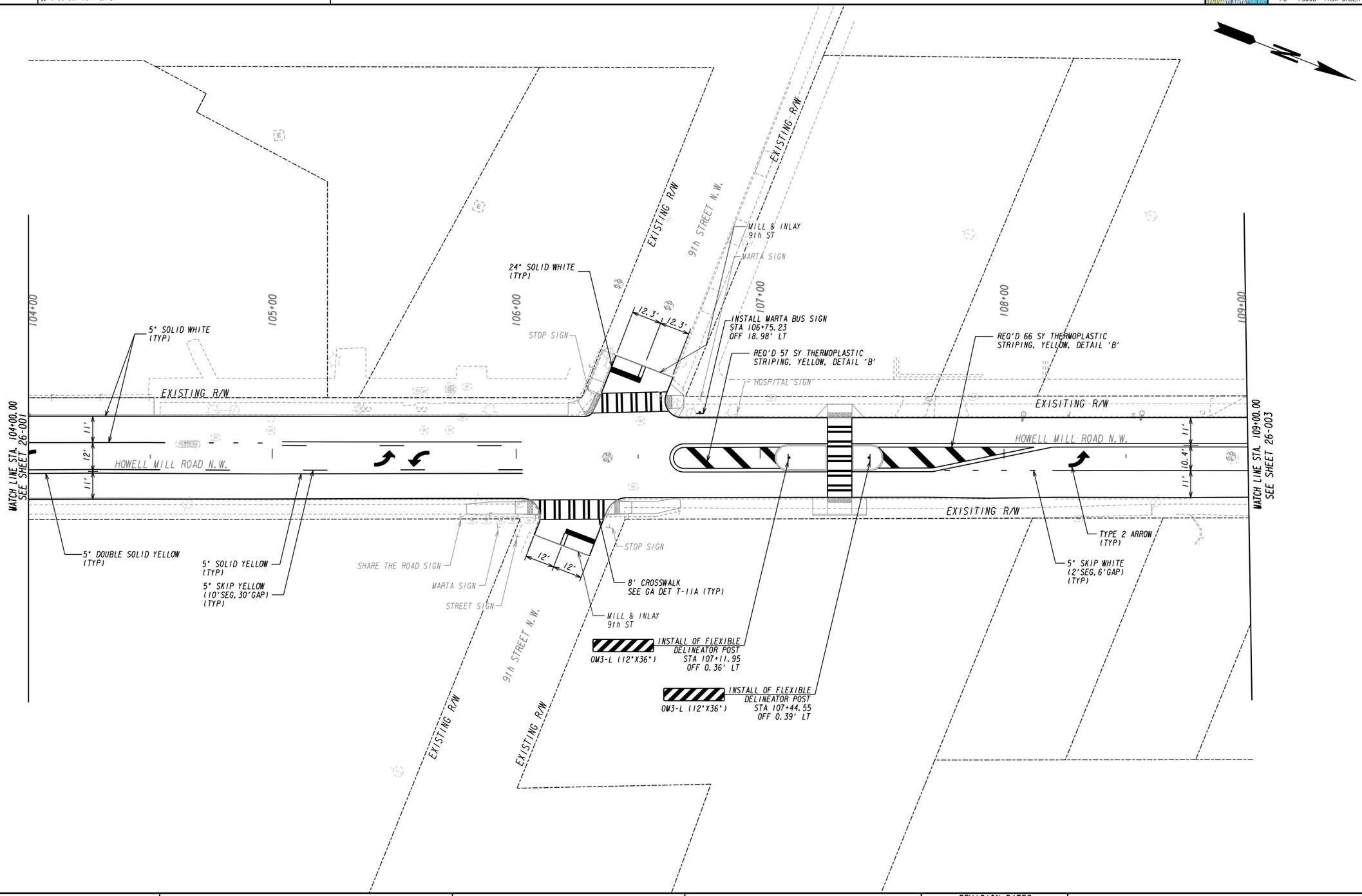
BACKCHECKED:		DATE:		26-001A
CORRECTED:		DATE:		
VERIFIED:		DATE:		



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA
(SEE ERIT TABLE)

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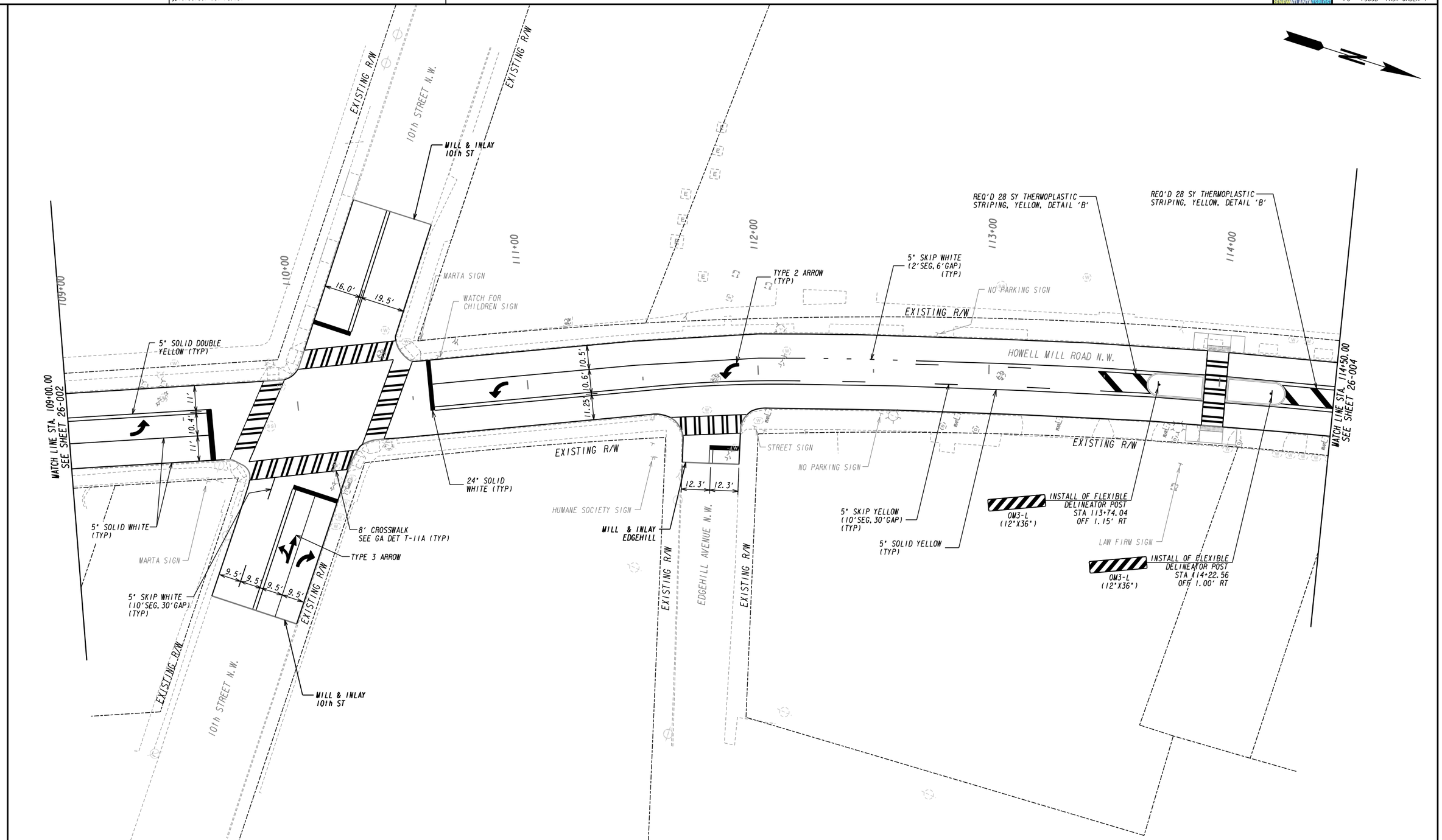
SCALE IN FEET
0 20 40 80

REVISION DATES

SIGNING AND MARKING PLANS

HOWELL MILL ROAD COMPLETE STREETS

CHECKED:	DATE:		DRAWING No.
BACKCHECKED:	DATE:		26- 002
CORRECTED:	DATE:		
VERIFIED:	DATE:		



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

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END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)

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0 20 40 80

REVISION DATES

SIGNING AND MARKING PLANS

HOWELL MILL ROAD COMPLETE STREETS

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		26-003
CORRECTED:		DATE:		
VERIFIED:		DATE:		

EXISTING R/W
11th STREET N.W.
EXISTING R/W
R1-1 (36" X 36")
D3-1 (30" X 12")
D3-1 (54" X 12")
STA 114+83.72
OFF 24.88' LT
STOP
11th St NW
Howell Mill Rd NW
REQ'D 38 SY THERMOPLASTIC STRIPING, YELLOW, DETAIL 'B'
REQ'D 34 SY THERMOPLASTIC STRIPING, YELLOW, DETAIL 'B'
115+00
116+00
117+00
118+00
MILL & INLAY 11TH ST
NO PARKING SIGN
14.7'
14.7'
5" SKIP YELLOW (10'SEG. 30'GAP) (TYP)
5" SOLID YELLOW (TYP)
TYPE 2 ARROW (TYP)
EXISTING R/W
EXISTING R/W
10.5'
10.5'
HOWELL MILL ROAD N.W.
5" SOLID DOUBLE YELLOW (TYP)
EXISTING R/W
EXISTING R/W
WATCH LINE STA. 114+50.00
SEE SHEET 26-003
STREET NAME SIGN
STOP SIGN
12'
12'
8' CROSSWALK
SEE GA DET T-11A (TYP)
MILL & INLAY 11TH ST
OM3-L (12"X36")
INSTALL OF FLEXIBLE DELINEATOR POST
STA 116+87.02
OFF 0.55' LT
OM3-L (12"X36")
INSTALL OF FLEXIBLE DELINEATOR POST
STA 117+15.06
OFF 0.59' LT
5" SKIP WHITE (2'SEG. 6'GAP) (TYP)
EXISTING R/W
EXISTING R/W
11th STREET N.W.
EXISTING R/W
EXISTING R/W
WATCH LINE STA. 31+50.00
SEE SHEET 26-028
BRADY AVENUE N.W.
GREEN SURFACE MARKING (THERMOPLASTIC)
TYPE 3 ARROW
GREEN SURFACE MARKING (THERMOPLASTIC)
REMOVE STOP SIGN
BAR SIGN
MARTA SIGN
TYPE 4 SYMBOL
11'
6'
9'
11'
5'
8" SOLID WHITE
REMOVE PED CROSSING SIGN
32+00
EXISTING R/W
120+00
WATCH LINE STA. 120+00.00
SEE SHEET 26-005
10'
10'
5'
10'
24" SOLID WHITE (TYP)
INSTALL MARTA BUS SIGN
STA 118+88.87
OFF 30.36' RT
MARTA SIGN
5" SKIP WHITE (2'SEG. 6'GAP) (TYP)
SHARED BIKE LANE CHEVRONS ON GREEN SURFACE MARKING (THERMOPLASTIC)
BEGIN BIKE ROUTE
STA 119+41.63
OFF 35.40' RT
D11-1 (24"X18")
M4-14 (12"X6")
5" SOLID YELLOW
TYPE 4 SYMBOL
TYPE 1 ARROW

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)

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0 20 40 80

REVISION DATES

SIGNING AND MARKING PLANS

HOWELL MILL ROAD COMPLETE STREETS

		DATE:	
CHECKED:		DATE:	
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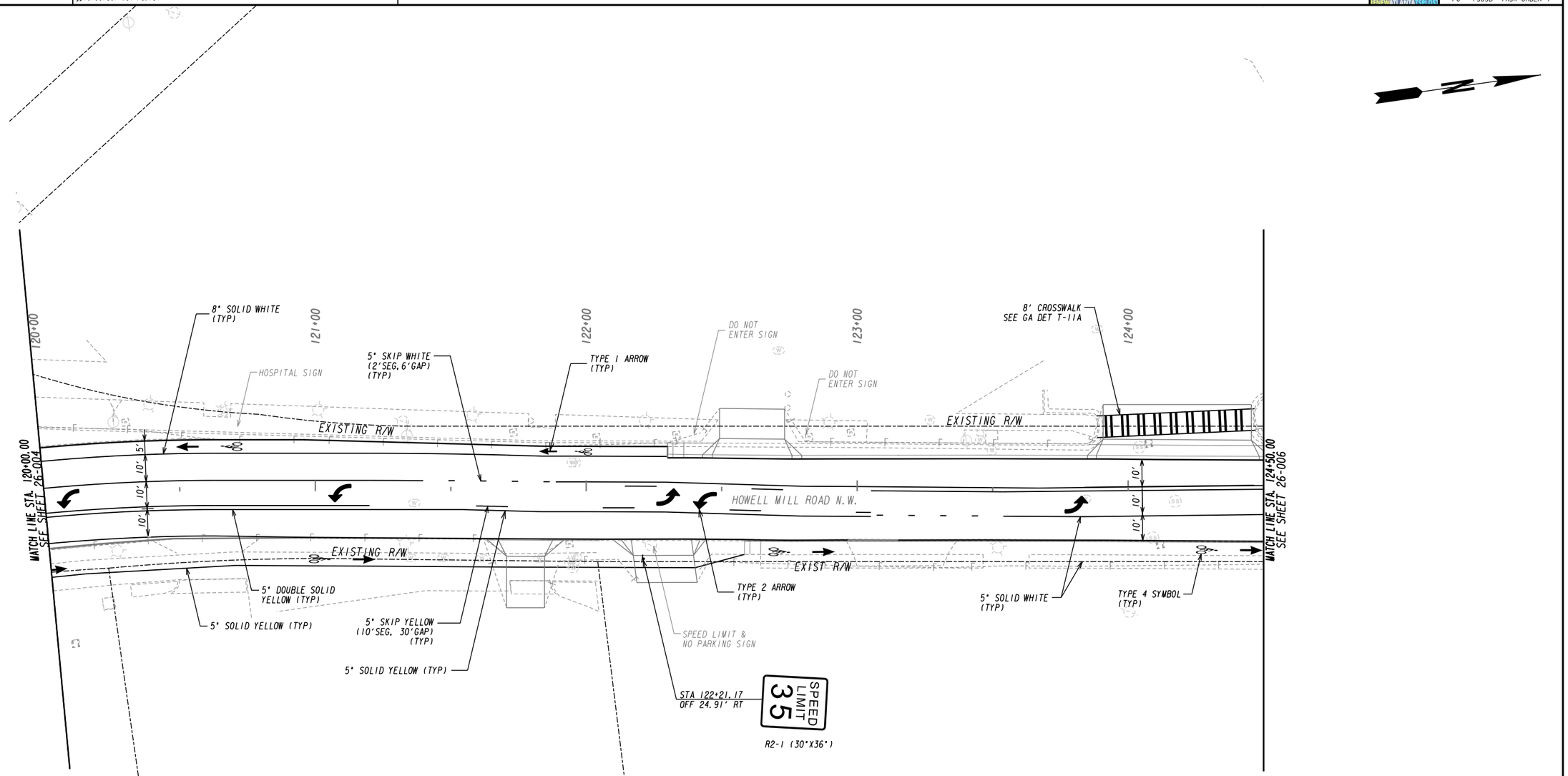
VERIFIED:		DATE:	

DRAWING No. 26-004



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)

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CHECKED:		DATE:		DRAWING No.
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CORRECTED:		DATE:		
VERIFIED:		DATE:		

MILL & INLAY 14TH ST
8.6' 8.6'
TYPE 3 (MODIFIED) ARROW
TYPE 4 SYMBOL (TYP)
GREEN SURFACE MARKING (THERMOPLASTIC) (TYP)
NOT A THRU STREET SIGN
STA 125+93.84 OFF 29.07' LT
YIELD TO PEDS
R9-6 (12"X18")
8' CROSSWALK SEE GA DET T-11A (TYP)
MARTA SIGN
5" SOLID WHITE (TYP)
TYPE 1 ARROW (TYP)
TYPE 4 SYMBOL (TYP)
EXISTING R/W
8" SOLID WHITE (TYP)
GRIND AND REMOVE ALL EXISTING STRIPING ON BRIDGE. REFER TO SHEET 06-001 FOR ASSOCIATED QUANTITIES.
END MILLING & INLAY STA. 129+04.06
5" DOUBLE SOLID YELLOW (TYP)
5" SKIP WHITE (10'SEG, 30'GAP) (TYP)
HOWELL MILL ROAD N.W.
125+00
126+00
127+00
128+00
129+00
130+00
WATCH LINE STA. 124+50.00 SEE SHEET 26-005
WATCH LINE STA. 130+00.00 SEE SHEET 26-007
10' 10' 10' 5'
10' 10' 10' 5'
35 GPC TRAN
5" SKIP WHITE (2'SEG, 6'GAP) (TYP)
STA 125+05.21 OFF 30.92' RT
YIELD TO PEDS
R9-6 (12"X18")
NO RIGHT ON RED SIGN
MARTA SIGN
INSTALL MARTA BUS SIGN STA 125+40.43 OFF 30.14 RT
STREET NAME SIGN
SHARED BIKE LANE CHEVRONS ON GREEN SURFACE MARKING (THERMOPLASTIC) (TYP)
5" SKIP WHITE (2'SEG, 6'GAP) (TYP)
TYPE 3 ARROW
MILL & INLAY 14TH ST
14th STREET N.W.
EXISTING R/W
36 GPC TRAN
24" SOLID WHITE (TYP)
TYPE 2 ARROW (TYP)
10' 10' 10' 10'
END MILLING & INLAY STA. 127+62.10
SHARE THE ROAD SIGN
REQ'D 236 SY THERMOPLASTIC STRIPING, YELLOW, DETAIL 'B'

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)

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SCALE IN FEET
0 20 40 80

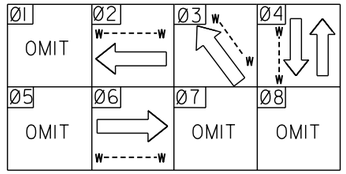
REVISION DATES

SIGNING AND MARKING PLANS

HOWELL MILL ROAD COMPLETE STREETS

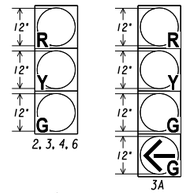
CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		26- 006
CORRECTED:		DATE:		
VERIFIED:		DATE:		

PHASING DIAGRAM

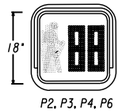


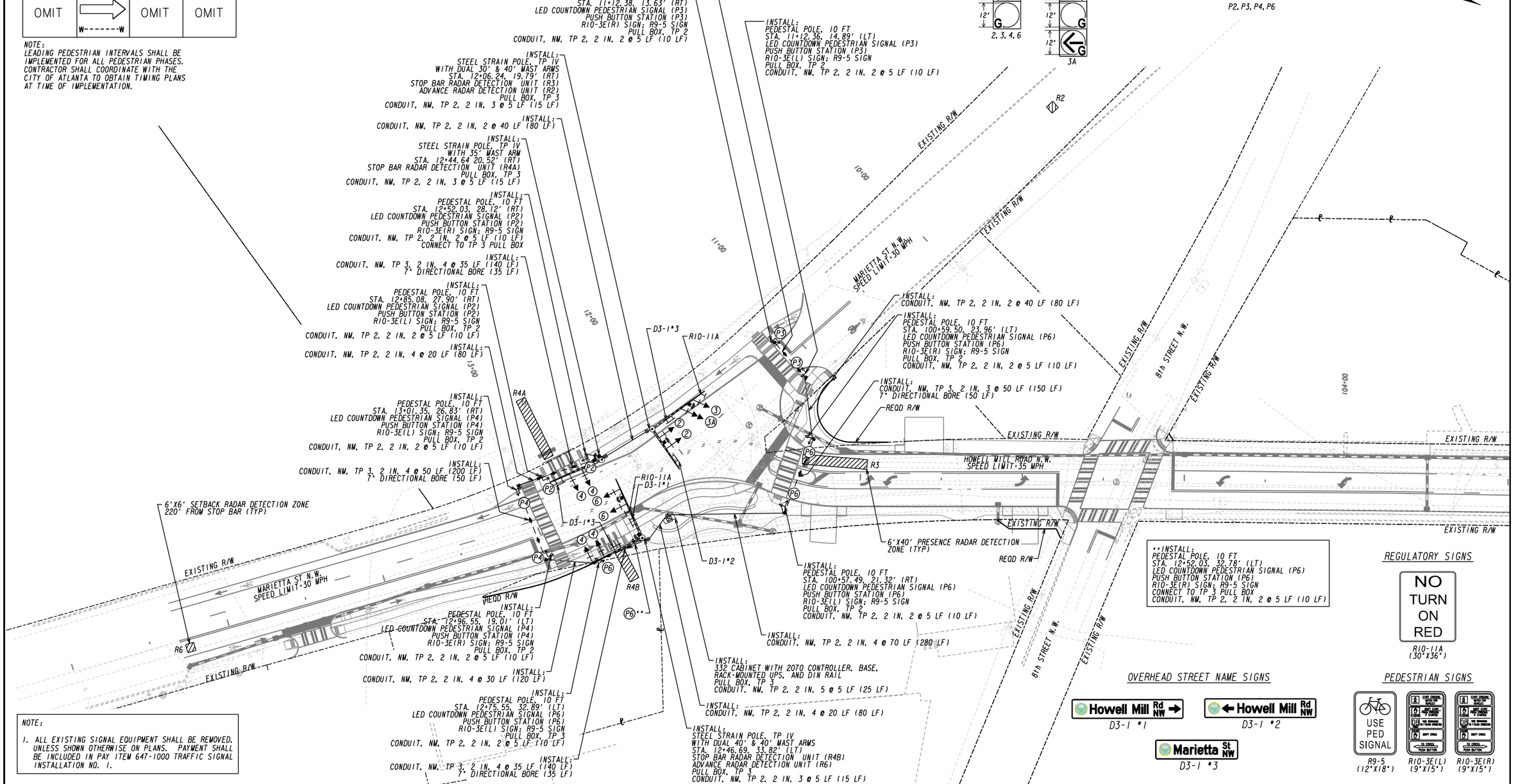
NOTE:
LEADING PEDESTRIAN INTERVALS SHALL BE IMPLEMENTED FOR ALL PEDESTRIAN PHASES. CONTRACTOR SHALL COORDINATE WITH THE CITY OF ATLANTA TO OBTAIN TIMING PLANS AT TIME OF IMPLEMENTATION.

LED SIGNAL HEADS WITH RETRO-REFLECTIVE BACK PLATE



PEDESTRIAN LED SIGNAL HEADS WITH COUNTDOWN





NOTE:
1. ALL EXISTING SIGNAL EQUIPMENT SHALL BE REMOVED, UNLESS SHOWN OTHERWISE ON PLANS. PAYMENT SHALL BE INCLUDED IN PAY ITEM 647-1000 TRAFFIC SIGNAL INSTALLATION NO. 1.

REGULATORY SIGNS

R10-11A
(30"X36")

OVERHEAD STREET NAME SIGNS

PEDESTRIAN SIGNS

R9-5 (12"X18") R10-3E(L) (9"X15") R10-3E(R) (9"X15")

SIGNAL LEGEND

- PROPOSED SIGNAL HEAD
- PROPOSED 4-SECTION SIGNAL HEAD
- EXISTING SIGNAL HEAD
- PROPOSED 5-SECTION OR 4-SECTION SIGNAL HEAD
- RELOCATED SIGNAL HEAD
- PEDESTRIAN SIGNAL HEAD

DETECTION LEGEND

- PROPOSED VIRTUAL DETECTION ZONE
- PROPOSED INDUCTIVE LOOP
- PROPOSED VIDEO DETECTION CAMERA
- PROPOSED MAGNETOMETER
- PROPOSED RADAR

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SCALE IN FEET
0 30 60 120

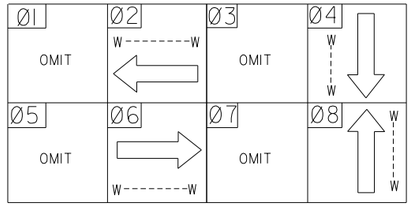
REVISION DATES

SIGNAL PLANS

TRAFFIC SIGNAL INSTALLATION NO. 1
HOWELL MILL RD NW AT MARIETTA ST NW
HOWELL MILL ROAD COMPLETE STREET

CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	27-002
VERIFIED:		DATE:	

PHASING DIAGRAM

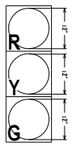


NOTE:
LEADING PEDESTRIAN INTERVALS SHALL BE IMPLEMENTED FOR ALL PEDESTRIAN PHASES. CONTRACTOR SHALL COORDINATE WITH THE CITY OF ATLANTA TO OBTAIN TIMING PLANS AT TIME OF IMPLEMENTATION.

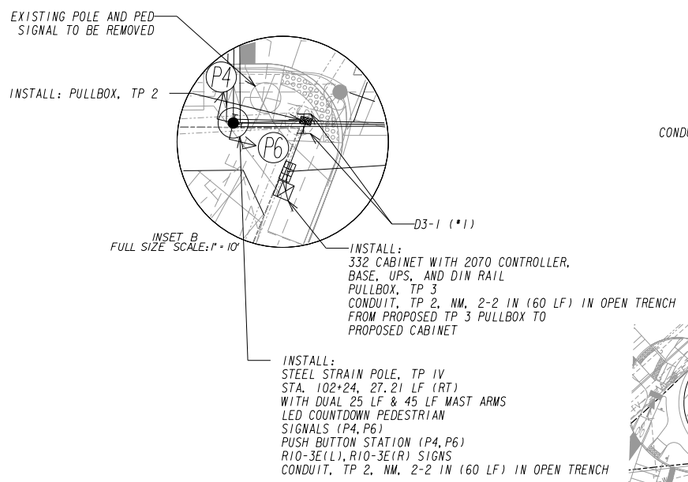
LED PEDESTRIAN HEADS

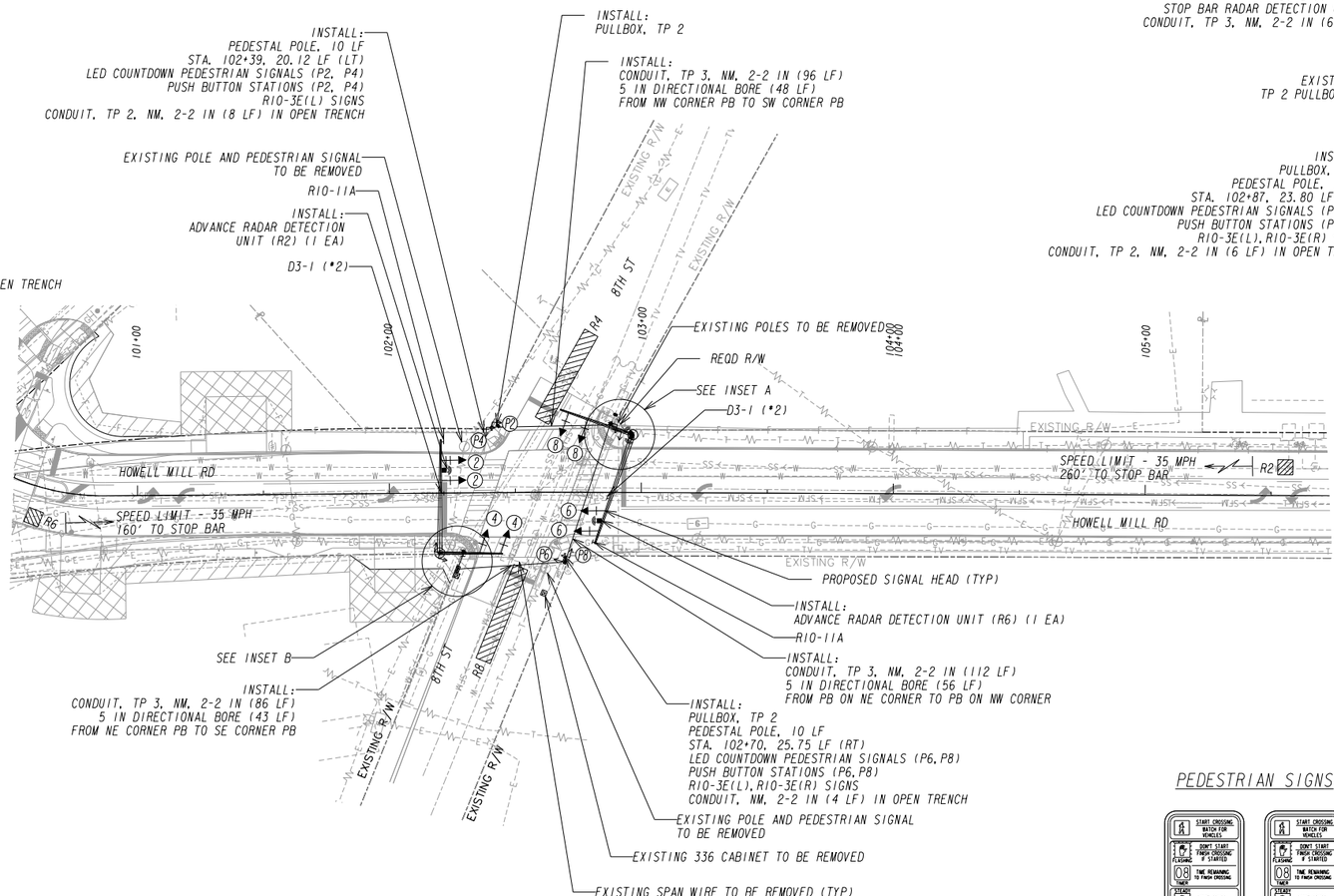
P2, P4, P6, P8

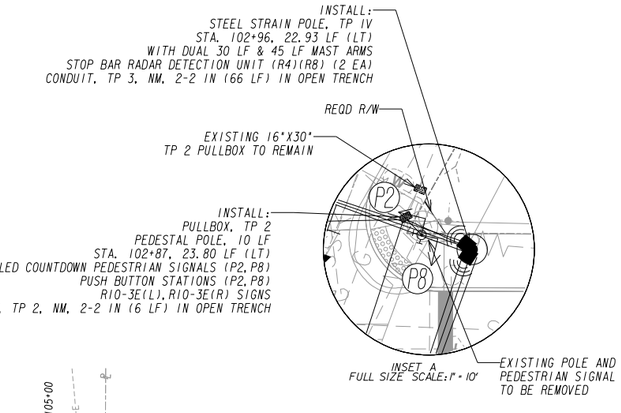
LED SIGNAL HEADS WITH REFLECTIVE BORDER ON BACKPLATE



3-SECTION SIGNAL 2, 4, 6, 8



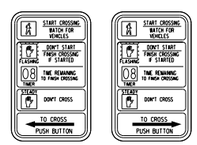




REGULATORY SIGNS

R10-11A
30"x36"

PEDESTRIAN SIGNS



R10-3E(L) 9"x15"

R10-3E(R) 9"x15"

OVERHEAD STREET NAME SIGNS

D3-1 (*1)

D3-1 (*2)

NOTE:

1. ALL EXISTING SIGNAL EQUIPMENT SHALL BE REMOVED, UNLESS SHOWN OTHERWISE ON PLANS. PAYMENT SHALL BE INCLUDED IN PAY ITEM 647-1000 TRAFFIC SIGNAL INSTALLATION NO. 2.

SIGNAL LEGEND

- PROPOSED SIGNAL HEAD
- PROPOSED 4-SECTION SIGNAL HEAD
- EXISTING SIGNAL HEAD
- PROPOSED 5-SECTION (CLUSTER) SIGNAL HEAD
- RELOCATED SIGNAL HEAD
- PEDESTRIAN SIGNAL HEAD

DETECTION LEGEND

- PROPOSED VIRTUAL DETECTION ZONE
- PROPOSED INDUCTIVE LOOP
- PROPOSED VIDEO DETECTION CAMERA
- PROPOSED MAGNETOMETER
- PROPOSED RADAR

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SCALE IN FEET

0 30 60 120

REVISION DATES

SIGNAL PLANS
HOWELL MILL ROAD & 8th STREET

SIGNAL INSTALLATION #2

HOWELL MILL ROAD COMPLETE STREETS

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		27-0004
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

PHASING DIAGRAM

Ø1	Ø2 W------W	Ø3 OMIT	Ø4 W W
Ø5 OMIT	Ø6 W------W	Ø7 OMIT	Ø8 W W

NOTE:
LEADING PEDESTRIAN INTERVALS SHALL BE IMPLEMENTED FOR ALL PEDESTRIAN PHASES. CONTRACTOR SHALL COORDINATE WITH THE CITY OF ATLANTA TO OBTAIN TIMING PLANS AT TIME OF IMPLEMENTATION.

EXISTING R/W
BRADY AVENUE N.W.
SPEED LIMIT-35 MPH
HOWELL MILL ROAD N.W.
SPEED LIMIT-35 MPH
111th STREET N.W.
116+00
117+00
118+00
122+00
123+00
124+00

INSTALL:
PEDESTAL POLE, 10 FT
STA. 32+09.38, 31.68' (RT)
LED COUNTDOWN PEDESTRIAN SIGNAL (P2)
PUSH BUTTON STATION (P2)
R10-3E(R) SIGN; R9-5 SIGN
CONDUIT, NM, TP 2, 2 IN, 2 @ 5 LF (10 LF)
CONNECT TO TP 3 PULL BOX

INSTALL:
STEEL STRAIN POLE, TP IV
WITH 35' MAST ARM
STA. 118+87.23, 23.68' (LT)
ADVANCE RADAR DETECTION UNIT (R2)
STOP BAR RADAR DETECTION UNIT (R4)
PULL BOX, TP 3
CONDUIT, NM, TP 2, 2 IN, 3 @ 5 LF (15 LF)

INSTALL:
PEDESTAL POLE, 10 FT
STA. 118+26.31, 21.57' (LT)
LED COUNTDOWN PEDESTRIAN SIGNAL (P4)
PUSH BUTTON STATION (P4)
R10-3E(L) SIGN; R9-5 SIGN
CONDUIT, NM, TP 2, 2 IN, 2 @ 5 LF (10 LF)
CONNECT TO TP 3 PULL BOX

INSTALL:
CONDUIT, NM, TP 3, 2 IN, 4 @ 60 LF (240 LF)
7" DIRECTIONAL BORE (60 LF)

INSTALL:
PEDESTAL POLE, 10 FT
STA. 118+81.37, 21.57' (RT)
LED COUNTDOWN PEDESTRIAN SIGNAL (P4)
PUSH BUTTON STATION (P4)
R10-3E(R) SIGN; R9-5 SIGN
CONDUIT, NM, TP 2, 2 IN, 2 @ 5 LF (10 LF)
CONNECT TO TP 3 PULL BOX

INSTALL:
STEEL STRAIN POLE, TP IV
WITH 40' MAST ARM
STA. 118+91.37, 29.81' (RT)
STOP BAR RADAR DETECTION UNITS (R1, R8)
PULL BOX, TP 3
CONDUIT, NM, TP 2, 2 IN, 3 @ 5 LF (15 LF)

INSTALL:
CONDUIT, NM, TP 2, 2 IN, 4 @ 25 LF (100 LF)

INSTALL:
PEDESTAL POLE, 10 FT
STA. 119+07.65, 34.28' (RT)
LED COUNTDOWN PEDESTRIAN SIGNAL (P6)
PUSH BUTTON STATION (P6)
R10-3E(L) SIGN; R9-5 SIGN
PULL BOX, TP 2
CONDUIT, NM, TP 2, 2 IN, 2 @ 5 LF (10 LF)

INSTALL:
CONDUIT, NM, TP 3, 2 IN, 4 @ 35 LF (140 LF)
7" DIRECTIONAL BORE (35 LF)

6'X40' PRESENCE RADAR DETECTION ZONE (TYP)

INSTALL:
CONDUIT, NM, TP 3, 2 IN, 6 @ 70 LF (420 LF)
9" DIRECTIONAL BORE (70 LF)

INSTALL:
332 CABINET WITH 2070 CONTROLLER, BASE, RACK-MOUNTED UPS, AND DIN RAIL
PULL BOX, TP 3
CONDUIT, NM, TP 2, 2 IN, 5 @ 5 LF (25 LF)

INSTALL:
STEEL STRAIN POLE, TP IV
WITH 35' MAST ARM
STA. 119+52.81, 34.35' (LT)
LED COUNTDOWN PEDESTRIAN SIGNAL (P2)
PUSH BUTTON STATION (P2)
R10-3E(L) SIGN; R9-5 SIGN
PULL BOX, TP 3
CONDUIT, NM, TP 2, 2 IN, 3 @ 5 LF (15 LF)

INSTALL:
CONDUIT, NM, TP 2, 2 IN, 2 @ 20 LF (40 LF)

INSTALL:
PEDESTAL POLE, 10 FT - SEE NOTE 2 BELOW
STA. 119+72.38, 26.71' (LT)
LED COUNTDOWN PEDESTRIAN SIGNAL (P8)
PUSH BUTTON STATION (P8)
R10-3E(R) SIGN; R9-5 SIGN
PULL BOX, TP 2
CONDUIT, NM, TP 2, 2 IN, 2 @ 5 LF (10 LF)

RETAIN EXISTING:
STEEL STRAIN POLE, TP IV
WITH 40' MAST ARM
PULL BOX, TP 3
INSTALL:
ADVANCE RADAR DETECTION UNIT (R6)
5' MAST ARM EXTENSION
CONDUIT, NM, TP 2, 2 IN, 2 @ 5 LF (10 LF)
SIGNAL HEADS: SIGNS

6'X6' SETBACK RADAR DETECTION ZONE 260' FROM STOP BAR (TYP)

INSTALL:
PEDESTAL POLE, 10 FT
STA. 119+72.29, 26.27' (RT)
LED COUNTDOWN PEDESTRIAN SIGNAL (P8)
PUSH BUTTON STATION (P8)
R10-3E(L) SIGN; R9-5 SIGN
PULL BOX, TP 2
CONDUIT, NM, TP 2, 2 IN, 2 @ 5 LF (10 LF)

REQD R/W

INSTALL:
CONDUIT, NM, TP 3, 2 IN, 2 @ 20 LF (40 LF)
5" DIRECTIONAL BORE (20 LF)

INSTALL:
PEDESTAL POLE, 10 FT
STA. 119+45.69, 35.09' (RT)
LED COUNTDOWN PEDESTRIAN SIGNAL (P6)
PUSH BUTTON STATION (P6)
R10-3E(R) SIGN; R9-5 SIGN
PULL BOX, TP 2
CONDUIT, NM, TP 2, 2 IN, 2 @ 5 LF (10 LF)

R1 R2 R4A R4B R6 R8

D3-1 *1 D3-1 *2 D3-1 *3 R10-1A R10-5A R10-11A

LED SIGNAL HEADS WITH RETRO-REFLECTIVE BACK PLATE

2, 4, 6, 8 — 2A — 1

PEDESTRIAN LED SIGNAL HEADS WITH COUNTDOWN

P2, P4, P6, P8

NOTE:
1. CONTRACTOR SHALL REMOVE EXISTING RECTANGULAR RAPID FLASHING BEACON EQUIPMENT FROM THE HOWELL MILL ROAD AT BRADY AVENUE INTERSECTION. THIS EQUIPMENT SHALL BE RELOCATED TO THE MIDBLOCK CROSSING LOCATION ALONG HOWELL MILL ROAD BETWEEN 11TH STREET AND BRADY AVENUE (SHOWN ON SHEET 27-012). PAYMENT SHALL BE INCLUDED UNDER 999-3800 RECTANGULAR RAPID BEACON ASSEMBLY NO. 3 (SHOWN ON SHEET 27-013). THIS INCLUDES THE FOLLOWING ASSEMBLIES: R10-15, W11-2/W16-9P, W11-2/W16-7S/RRFB BEACON PED POLES.
2. CONTRACTOR SHALL RETAIN EXISTING PED POLE FOUNDATIONS ON NE AND NW QUADRANTS. INSTALL PROPOSD PEDEDSTAL POLE(S) ON THESE EXISTING FOUNDATION(S).
3. CONTRACTOR SHALL REMOVE EXISTING R560-5 SIGNS.

REGULATORY SIGNS

LEFT TURN YIELD ON FLASHING YELLOW ARROW — R10-5A (30"X36")
NO TURN ON RED — R10-11A (30"X36")

OVERHEAD STREET NAME SIGNS

Howell Mill Rd NW — D3-1 *1
Brady Ave NW → — D3-1 *2
← Brady Ave NW — D3-1 *3

PEDESTRIAN SIGNS

USE PED SIGNAL — R9-5 (12"X18")
R10-3E(L) (9"X15")
R10-3E(R) (9"X15")

SIGNAL LEGEND

- PROPOSED SIGNAL HEAD
- EXISTING SIGNAL HEAD
- RELOCATED SIGNAL HEAD
- PROPOSED 4-SECTION SIGNAL HEAD
- PROPOSED 5-SECTION OR 4-SECTION SIGNAL HEAD
- PEDESTRIAN SIGNAL HEAD

DETECTION LEGEND

- PROPOSED VIRTUAL DETECTION ZONE
- PROPOSED INDUCTIVE LOOP
- PROPOSED VIDEO DETECTION CAMERA
- PROPOSED MAGNETOMETER
- PROPOSED RADAR

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SCALE IN FEET
0 30 60 120

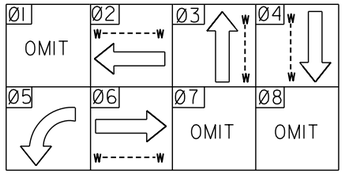
REVISION DATES

SIGNAL PLANS

TRAFFIC SIGNAL INSTALLATION NO. 4
HOWELL MILL RD NW AT BRADY AVE NW
HOWELL MILL ROAD COMPLETE STREET

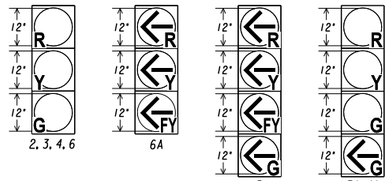
CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	27-014
CORRECTED:		DATE:	
VERIFIED:		DATE:	

PHASING DIAGRAM



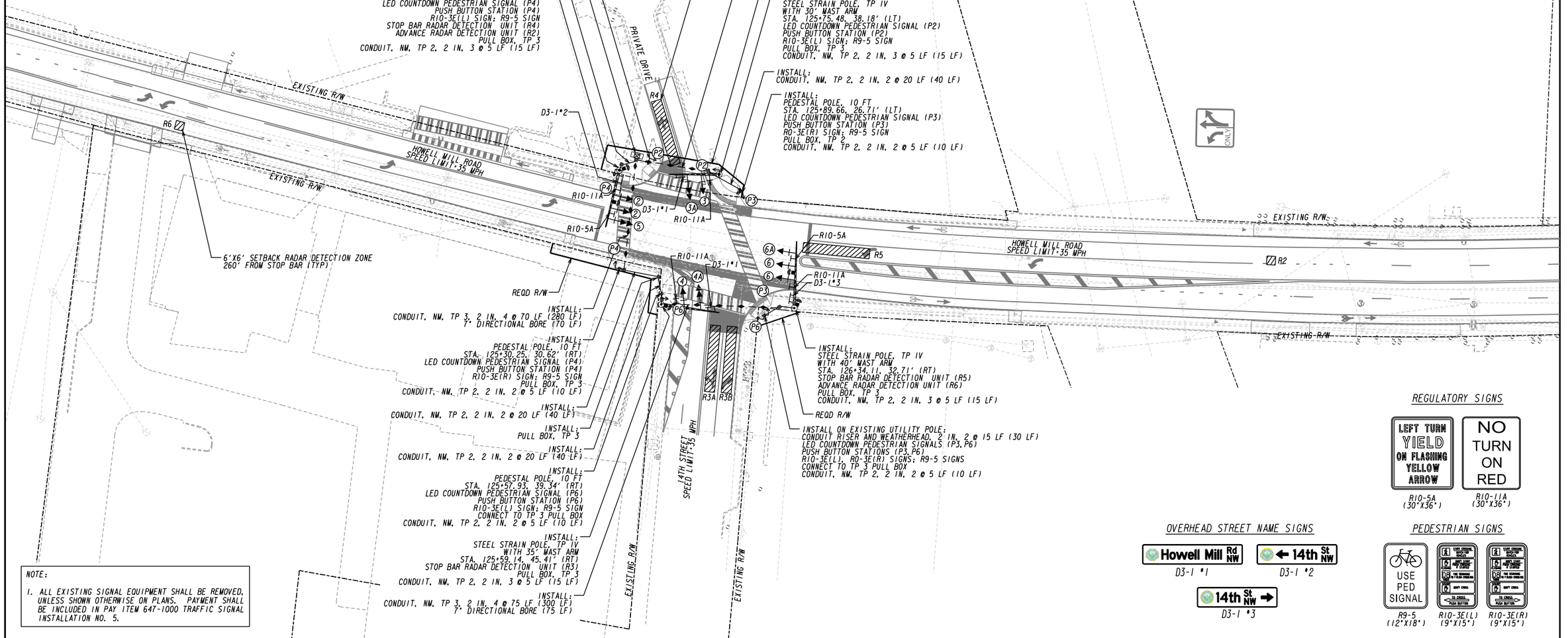
NOTE:
LEADING PEDESTRIAN INTERVALS SHALL BE IMPLEMENTED FOR ALL PEDESTRIAN PHASES. CONTRACTOR SHALL COORDINATE WITH THE CITY OF ATLANTA TO OBTAIN TIMING PLANS AT TIME OF IMPLEMENTATION.

LED SIGNAL HEADS WITH RETRO-REFLECTIVE BACK PLATE



PEDESTRIAN LED SIGNAL HEADS WITH COUNTDOWN

P2, P3, P4, P6



NOTE:

1. ALL EXISTING SIGNAL EQUIPMENT SHALL BE REMOVED, UNLESS SHOWN OTHERWISE ON PLANS. PAYMENT SHALL BE INCLUDED IN PAY ITEM 647-1000 TRAFFIC SIGNAL INSTALLATION NO. 5.

REGULATORY SIGNS

R10-5A (30"X36") R10-11A (30"X36")

OVERHEAD STREET NAME SIGNS

D3-1 *1 D3-1 *2 D3-1 *3

PEDESTRIAN SIGNS

R9-5 (12"X18") R10-3E(L) (9"X15") R10-3E(R) (9"X15")

SIGNAL LEGEND

- PROPOSED SIGNAL HEAD
- PROPOSED 4-SECTION SIGNAL HEAD
- EXISTING SIGNAL HEAD
- PROPOSED 5-SECTION OR 4-SECTION SIGNAL HEAD
- RELOCATED SIGNAL HEAD
- PEDESTRIAN SIGNAL HEAD

DETECTION LEGEND

- PROPOSED VIRTUAL DETECTION ZONE
- PROPOSED INDUCTIVE LOOP
- PROPOSED VIDEO DETECTION CAMERA
- PROPOSED MAGNETOMETER
- PROPOSED RADAR

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SCALE IN FEET
0 30 60 120

REVISION DATES

SIGNAL PLANS

TRAFFIC SIGNAL INSTALLATION NO. 5
HOWELL MILL RD NW AT 14TH ST NW
HOWELL MILL ROAD COMPLETE STREET

CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	27-016
VERIFIED:		DATE:	