Transportation Analysis

1359 Ellsworth DRI #3613

City of Atlanta, Georgia

May 2022

Prepared for:

Stream Realty

Prepared by:

Kimley-Horn and Associates, Inc.
817 West Peachtree Street NW, Suite 601
Atlanta, GA 30308
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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *1359 Ellsworth* development located in Atlanta, Georgia. The approximate 5-acre site is located along the east side of Ellsworth Industrial Boulevard. The site currently consists of two (2) light industrial buildings.

The proposed development will consist of the following land uses and densities contained in **Table 1**. The project is expected to be completed by 2025 (approximately 3 years).

Table 1: Proposed Land Use and Density	
Multifamily Residential	665 dwelling units
Commercial/Restaurant	13,000 SF
Brewery Tap Room	12,500 SF
Brewery Manufacturing	12,500 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 March 22, 2022).

Capacity analyses were performed for the study intersections under the Estimated 2022 conditions, the Projected 2025 No-Build conditions, and the Projected 2025 Build conditions.

- Estimated 2022 conditions represent current traffic volumes collected in March 2022 that were calibrated to account for COVID-19's impact on traffic.
- Projected 2025 No-Build conditions represent the Estimated 2022 traffic volumes grown for three (3) years using a 1.5% per year growth rate.
- Projected 2025 Build conditions represent the Projected 2025 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *1359 Ellsworth* development.

Estimated 2022 Conditions *(System Improvements)*

Ellsworth Industrial Boulevard at Chattahoochee Avenue (Intersection 1)

The signalized intersection of Chattahoochee Avenue at Ellsworth Industrial Boulevard (Intersection 1) is projected to operate at an acceptable overall LOS under the Estimated 2022, No-Build 2025, and Build 2025 conditions during the AM peak hour. The intersection is projected to operate at an unacceptable LOS for the southbound approach under the Estimated 2022, No-Build 2025, and Build 2025 conditions during the PM peak hour.

The following system improvements, if installed, would enable Intersection 1 to meet GRTA's LOS requirements (shown in red on **Figure 7**):

- Widen the westbound approach along Chattahoochee Avenue to add one (1) left-turn 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 eastbound approach along Chattahoochee Avenue to add one (1) left-turn lane and one (1) right-turn lane, so that it consists of one (1) left-turn lane, two (2) through lanes, and one (1) right-turn lane.

It should be noted that the above improvements may not be recommended, as the Chattahoochee Avenue Multi-Use Path is planned along the south side of Chattahoochee Avenue (noted in **Table 8**). Consider if the addition of turn lanes aligns with the goals for future multimodal planned improvements along Chattahoochee Avenue.

Ellsworth Industrial Boulevard at Chattahoochee Avenue (Intersection 1) Improved LOS Summary

Overall LOS Standard: D Approach LOS Standard: D			Ellsworth Industrial Boulevard			Ellsworth Industrial Boulevard			Chattahoochee Avenue			Chattahoochee Avenue		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (SIGNAL)	AM	Overall LOS	D (43.9)											
		Approach LOS	D (54.5)			D (47.3)			D (40.4)			D (43.9)		
		Storage	50			175								
		50th Queue	64		293	18		4	15	460	466	348	142	135
		95th Queue	117		441	30		12	25	642	649	533	244	231
	PM	Overall LOS	B (15.0)											
		Approach LOS	C (33.1)			C (33.3)			B (15.3)			A (9.1)		
		Storage	50			175								
		50th Queue	85		49	52		35	5	103	102	87	88	86
		95th Queue	152		90	94		61	8	188	185	156	161	155
2025 NO-BUILD (SIGNAL)	AM	Overall LOS	D (44.0)											
		Approach LOS	D (50.5)			D (47.1)			D (54.8)			C (31.9)		
		Storage	50			175								
		50th Queue	70		227	18		4	15	563	571	451	137	130
		95th Queue	126		356	33		12	28	764	775	639	236	224
	PM	Overall LOS	B (15.6)											
		Approach LOS	C (33.4)			C (33.9)			B (15.5)			A (9.8)		
		Storage	50			175								
		50th Queue	88		58	55		35	5	112	110	100	94	94
		95th Queue	161		107	100		65	8	201	198	182	172	168
2025 BUILD (SIGNAL)	AM	Overall LOS	D (49.9)											
		Approach LOS	D (50.2)			D (46.6)			D (50.9)			D (48.9)		
		Storage	50			175								
		50th Queue	82		285	18		4	18	511	35	449	161	152
		95th Queue	149		430	33		84	30	707	64	673	268	254
	PM	Overall LOS	B (16.9)											
		Approach LOS	C (34.1)			D (35.6)			B (14.4)			B (11.9)		
		Storage	50			175								
		50th Queue	99		85	58		35	5	87	38	137	94	94
		95th Queue	175		153	103		65	8	158	67	238	172	168

Ellsworth Industrial Boulevard at Huff Road (Intersection 4)

The intersection of Ellsworth Industrial Boulevard at Huff Road (Intersection 4) is projected to operate at an unacceptable overall LOS under the Estimated 2022, No-Build 2025, and Build 2025 conditions during the AM peak hour. The eastbound approach of the intersection is projected to operate at an unacceptable LOS under the Estimated 2022, No-Build 2025, and Build 2025 conditions during the AM peak hour.

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

- Widen the eastbound approach along Huff Road to add one (1) left-turn lane, so that it consists of one (1) left-turn lane and one (1) through lane.
  - Note: Right-of-way may not be available to accommodate the widening for a left-turn lane
- Install a traffic signal if and when it is warranted and approved by the City of Atlanta
  - The intersection was modified from side-street stop-control to an all-way stop-control (AWSC) in 2021 following a study by the Upper Westside CID. The study concluded that a signal warrant was possible, but that AWSC was an appropriate interim solution for a future signal as a quick response due to sight distance concerns. The study concluded that a signal may be warranted based on Warrant 1 (8 hour warrant) and Warrant 2 (4 hour warrant), but Warrant 3 (peak hour warrant) was not satisfied. A review of the AM and PM peak hours considered for this DRI indicates that a signal may be warranted.

Ellsworth Industrial Boulevard at Huff Road (Intersection 4) Improved LOS Summary

Overall LOS Standard: D Approach LOS Standard: D			-			Ellsworth Industrial Boulevard			Huff Road			Huff Road		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (AWSC)	AM	Overall LOS	B (13.2)											
		Approach LOS				B (19.2)			B (11.6)			B (13.2)		
		Storage												
		50th Queue				79			74	87				122
		95th Queue				146			135	158				211
	PM	Overall LOS	B (19.2)											
		Approach LOS				B (11.0)			C (22.7)			C (22.0)		
		Storage												
		50th Queue				76			48	73				147
		95th Queue				134			84	133				249
2025 NO-BUILD (AWSC)	AM	Overall LOS	B (13.0)											
		Approach LOS				C (20.6)			B (11.2)			B (12.6)		
		Storage												
		50th Queue				88			79	84				122
		95th Queue				146			135	158				211
	PM	Overall LOS	B (14.3)											
		Approach LOS				B (10.9)			B (17.8)			B (13.8)		
		Storage												
		50th Queue				55			33	54				79
		95th Queue				134			84	133				249
2025 BUILD (AWSC)	AM	Overall LOS	B (10.8)											
		Approach LOS				C (31.9)			A (3.9)			B (10.6)		
		Storage												
		50th Queue				149			30	14				107
		95th Queue				158			145	152				213
	PM	Overall LOS	B (19.0)											
		Approach LOS				B (11.9)			C (22.1)			C (21.3)		
		Storage												
		50th Queue				82			48	76				152
		95th Queue				149			89	136				254

Marietta Boulevard at Huff Road/Kennesaw Drive (Intersection 5)

The intersection of Marietta Boulevard at Huff Road/Kennesaw Drive (Intersection 5) is projected to operate at an unacceptable overall LOS under the Estimated 2022, No-Build 2025, and Build 2025 conditions during the AM peak hour. The eastbound and westbound approaches of the intersection are projected to operate at an unacceptable LOS under the Estimated 2022, No-Build 2025, and Build 2025 conditions during the AM peak hour. The southbound approach is projected to operate at an unacceptable LOS under the No-Build 2025 and Build 2025 conditions during the PM peak hour.

The following system improvement, if installed, would improve the delay experienced by the southbound approach at intersection 5 (shown in red on **Figure 7**Figure 7):

- Widen the southbound approach along Marietta Boulevard to add one (1) left-turn lane, so that it consists of one (1) left-turn lane, one (1) through lane, and one (1) shared through/right-turn lane

Although the eastbound and westbound approaches are projected to operate at LOS E or F, no feasible improvements exist. The failing LOS is caused by existing split-phased signal timing required because of the offset geometry of Kennesaw Dr and Huff Rd. Split-phased signal timings decrease the amount of time available within the full cycle length of the signal. It is notable that Kennesaw Drive has minimal volume during the peak hours. Kennesaw Drive serves a site that has alternative access at a signalized intersection along Marietta Boulevard located approximately 1,200 feet north of the intersection of Marietta Boulevard at Huff Road/Kennesaw Drive.

No improvement is recommended to address low approach LOS for the eastbound and westbound approaches without further study of intersection geometry constraints.

Marietta Boulevard at Huff Road/Kennesaw Drive (Intersection 5) Improved LOS Summary

Overall LOS Standard: D Approach LOS Standard: D			Marietta Boulevard Northbound			Marietta Boulevard Southbound			Kennesaw Drive Eastbound			Huff Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (Signal)	**AM**	Overall LOS	C (32.4)											
		Approach LOS	C (28.6)			C (20.6)			F (82.2)			F (81.3)		
		Storage			200									
		50th Queue		311	22	123	292			27			312	
		95th Queue		381	102	254	366			62			483	
	PM	Overall LOS	C (30.5)											
		Approach LOS	D (39.3)			C (20.5)			D (44.5)			C (28.9)		
		Storage			200									
		50th Queue		202	0	28	126			1			199	
		95th Queue		279	48	58	182			15			442	
2025 NO-BUILD (Signal)	**AM**	Overall LOS	D (36.6)											
		Approach LOS	D (35.7)			C (24.2)			F (85.2)			F (81.1)		
		Storage			200									
		50th Queue		374	54	167	374			29			322	
		95th Queue		545	156	341	447			65			517	
	PM	Overall LOS	D (47.9)											
		Approach LOS	E (76.0)			C (22.9)			D (44.5)			C (28.3)		
		Storage			200									
		50th Queue		268	0	30	164			1			202	
		95th Queue		396	49	60	220			15			469	
2025 BUILD (Signal)	**AM**	Overall LOS	D (39.9)											
		Approach LOS	D (36.6)			C (29.7)			F (85.2)			F (81.5)		
		Storage			200									
		50th Queue		376	59	172	376			29			373	
		95th Queue		456	167	346	450			65			604	
	PM	Overall LOS	D (38.7)											
		Approach LOS	D (53.9)			C (21.2)			D (44.5)			C (34.3)		
		Storage			200									
		50th Queue		261	0	29	158			1			225	
		95th Queue		377	52	57	210			15			527	

*Intersection was analyzed with HCM 2000.

2025 No-Build Conditions *(System Improvements)*

Ellsworth Industrial Boulevard at Elaine Avenue (Intersection 2)

The intersection of Ellsworth Industrial Boulevard at Elaine Avenue (Intersection 2) is projected to operate at an acceptable overall LOS under the Estimated 2022 and 2025 No-Build conditions. The northbound approach is projected to operate at LOS E under the 2025 No-Build conditions during the AM peak hour.

It should be noted that although the delays are projected to operate at unacceptable levels per GRTA's LOS requirements, the delays are not extreme.

In order to meet GRTA's LOS requirements under the 2025 No-Build conditions, the system improvements listed below are needed (shown in green on **Figure 8**):

- Restripe the northbound approach along Ellsworth Industrial Boulevard, so that it consists of one (1) shared through/left-turn lane and one (1) through lane.
- Restripe the receiving lane on the north leg along Ellsworth Industrial Boulevard, so that it consists of two (2) northbound receiving lanes.

The intersection is projected to operate at an unacceptable overall LOS under the 2025 Build conditions without proposed system improvements to the northbound approach. However, with the addition of the proposed 2025 No-Build system improvements, including an increase in northbound approach and receiving lanes, the southbound approach under 2025 Improved Build conditions requires mitigation to operate acceptably under GRTA's LOS requirements with the following Build improvement listed below (shown in blue on **Figure 9**):

- Reconfigure the southbound approach along Ellsworth Industrial Boulevard, so that it consists of one (1) right-turn lane and one (1) through lane.

With the system improvements identified to mitigate low LOS for the northbound approach in the 2025 No-Build conditions and the system improvement identified to mitigate low LOS for the southbound approach in the 2025 Build Improved conditions, Intersection 2 would meet GRTA's LOS requirements both under 2025 Improved No-Build and 2025 Improved Build conditions.

However, it is not uncommon for stop-controlled intersections to operate with low LOS and delay. Potential improvements to the stop-controlled intersection should consider pedestrian activity, which is likely to increase at this intersection with the installation of the programmed PATH Trail and the potential future BeltLine alignment that may also interact with this intersection. A traffic signal is not likely to be warranted at this intersection based on existing or future vehicular peak hour volumes. Depending on future pedestrian activity associated with the future trail projects, a signal may be pursued to improve pedestrian crossing at the intersection but has not been considered for this DRI.

The analysis results shown in the table below are for the improved conditions at Ellsworth Industrial Boulevard at Elaine Avenue (Intersection 2), which assume the noted geometric changes.

Ellsworth Industrial Boulevard at Elaine Avenue (Intersection 2) Improved LOS Summary

Overall LOS Standard: D Approach LOS Standard: D			Ellsworth Industrial Boulevard			Ellsworth Industrial Boulevard			Elaine Avenue			-		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2025 NO-BUILD (AWSC)	AM	Overall LOS	C (20.4)											
		Approach LOS	C (16.3)			C (23.8)			C (22.3)					
		Storage												
		50th Queue												
		95th Queue	44	91			152		112		5			
	PM	Overall LOS	C (16.6)											
		Approach LOS	B (10.6)			C (21.2)			B (13.8)					
		Storage												
		50th Queue												
		95th Queue	20	25			163		48		3			
2025 BUILD (AWSC)	AM	Overall LOS	C (19.5)											
		Approach LOS	C (20.4)			C (15.5)			C (23.5)					
		Storage												
		50th Queue												
		95th Queue	61	145			94	65	119		8			
	PM	Overall LOS	B (13.1)											
		Approach LOS	B (11.6)			B (13.6)			B (14.1)					
		Storage												
		50th Queue												
		95th Queue	29	38			100	65	51		5			

Build 2025 Conditions *(Site Access Improvements)*

In addition to the system improvements, the following should be considered to serve the Projected 2025 Build Conditions:

- Ellsworth Industrial Boulevard at Driveway A (Intersection 6)
    - Construct Driveway A to consist of one (1) ingress lane and one (1) egress lane.
- Ellsworth Industrial Drive at Driveway B (Intersection 7)
    - Construct Driveway B to consist of one (1) ingress lane and one (1) egress lane.
- Work with MARTA and the City of Atlanta to consider the relocation of MARTA Bus Stop #902230, currently located approximately 205 feet north of the site, onto the project site to align with proposed new sidewalks and pedestrian infrastructure.

Ellsworth Industrial Boulevard at Driveway A (Intersection 6) LOS Summary

Overall LOS Standard: D Approach LOS Standard: D			Ellsworth Industrial Boulevard			Ellsworth Industrial Boulevard			-			Driveway A		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2025 BUILD (TWSC)	AM	Overall LOS	A (1.9)											
		Approach LOS	A (0.0)			A (1.5)						C (16.5)		
		Storage												
		50th Queue												
		95th Queue				6							24	
	PM	Overall LOS	A (2.2)											
		Approach LOS	A (0.0)			A (1.9)						B (12.9)		
		Storage												
		50th Queue												
		95th Queue				6							13	

Ellsworth Industrial Drive at Driveway B (Intersection 7) LOS Summary

Overall LOS Standard: D Approach LOS Standard: D			-			Driveway B			Ellsworth Industrial Drive			Ellsworth Industrial Drive		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2025 BUILD (TWSC)	AM	Overall LOS	A (8.0)											
		Approach LOS				A (8.6)			A (7.3)			A (0.0)		
		Storage												
		50th Queue												
		95th Queue				6			3					
	PM	Overall LOS	A (7.8)											
		Approach LOS				A (8.6)			A (7.4)			A (0.0)		
		Storage												
		50th Queue												
		95th Queue				6			5					

1.0 PROJECT DESCRIPTION

1.1 Introduction

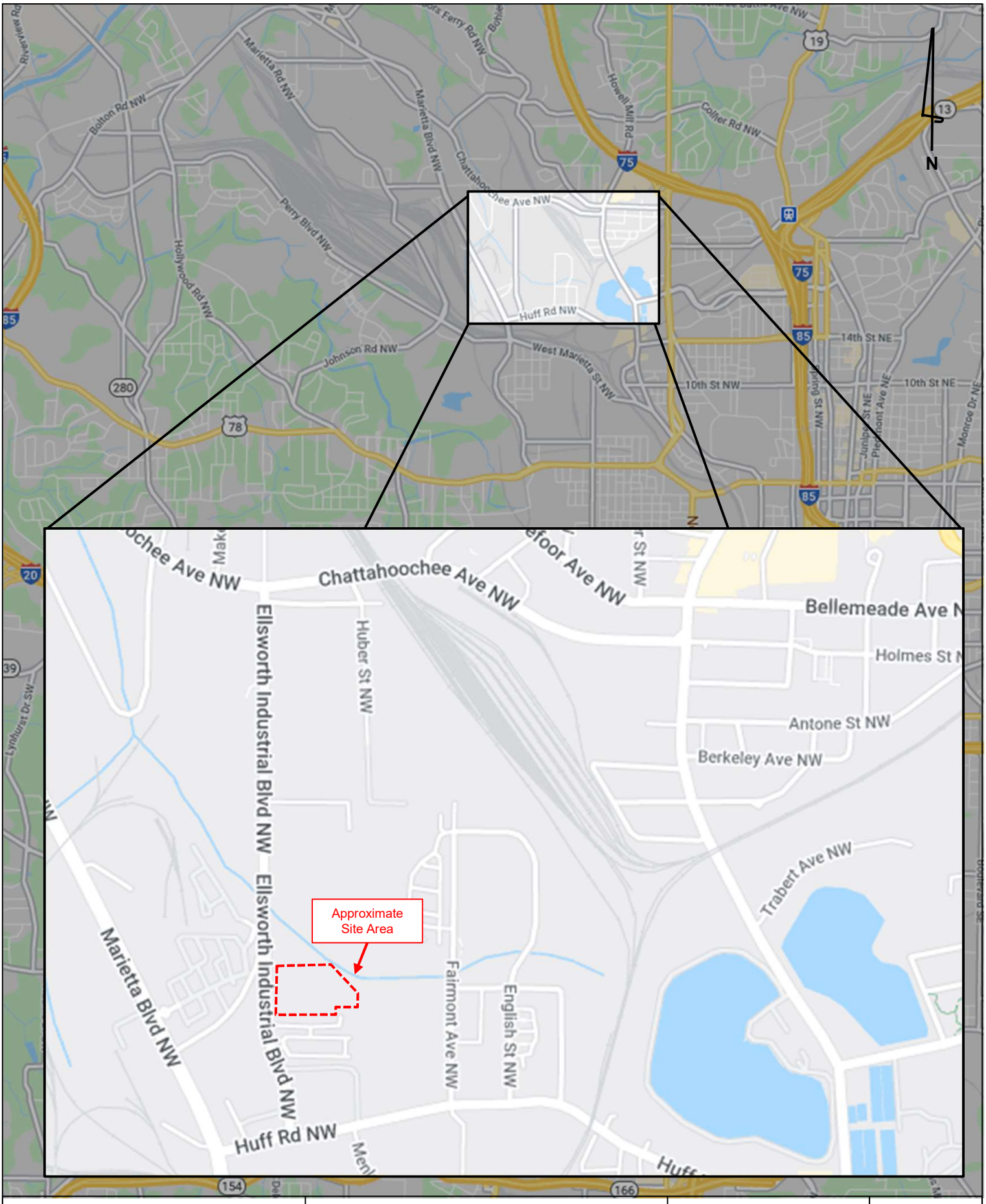
This report presents the analysis of the anticipated traffic impacts of the proposed *1359 Ellsworth* development located in Atlanta, Georgia. The approximate 5-acre site is located along the east side of Ellsworth Industrial Boulevard. The project site is currently zoned I-2 (Light Industrial). Permit #Z-22-020 was filed on March 9, 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 two (2) light industrial buildings, consisting of 116,206 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 2025 (approximately 3 years).

Table 2: Proposed Land Use and Density	
Land Use	**Proposed**
Multifamily Residential	665 dwelling units
Commercial/Restaurant	13,000 SF
Brewery Tap Room	12,500 SF
Brewery Manufacturing	12,500 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 500,000 SF of mixed-use development in a Maturing Neighborhood Area (per UGPM). The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on March 1, 2022 by the City of Atlanta. This transportation analysis includes all inputs and methodologies discussed at the DRI Methodology Meeting with GRTA, ARC, and other stakeholders. The inputs and methodologies are outlined in the GRTA Letter of Understanding (LOU) dated March 22, 2022.



Kimley»Horn	*1359 Ellsworth Transportation Analysis*	**Site Location Map**	**Figure 1**
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Kimley»Horn	*1359 Ellsworth 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. **Site Driveway A** – an existing to be reconstructed full-movement driveway located along the Ellsworth Industrial Boulevard, approximately 275 feet south of Elaine Avenue that will continue to operate under side-street stop control.
2. **Site Driveway B** – an existing full-movement driveway located along Ellsworth Industrial Drive (private road) approximately 500 feet east of Ellsworth Industrial Boulevard that is proposed to operate under side-street stop control.
    a. Note: No changes are proposed along Ellsworth Industrial Drive (private road)

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 (Beltline Overlay)	Proposed
Commercial	Car	22 1 space per 600 SF	32 Max of Min+10, Min*1.25	840 shared parking (in parking deck)
Eating/Drinking (>60% Alcohol Sales)	Car	66 1 space per 450 SF	83 Max of Min+10, Min*1.25	
Residential	Car	374 0.55 space per 1 unit	998* 1 per 1 BR, 2 per 2+ BR	
Total		Min: 454	Max: 1,113	

**Residential unit mix pending, preliminary parking estimates assume half units as 1-BR and half 2+BR units.*

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

1.5 Alternative Transportation Facilities

There are not any existing dedicated pedestrian or bicycle facilities along the site frontage. The project site plan proposes sidewalks along the site frontage. MARTA Route 14 currently serves Ellsworth Industrial Boulevard.

As discussed in the DRI pre-review meeting, MARTA is amenable to a relocation of the Route 14 northbound stop (Stop ID 902230), which is currently located approximately 250 feet north of the project site, to align with proposed installation of sidewalks on the 1359 Ellsworth site, which will be explored in further detail in permitting.

The Upper Westside CID and MARTA are currently working on a joint project to improve the nearest Route 14 southbound stop (Stop ID 901683).

2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

2.1 Study Network Determination

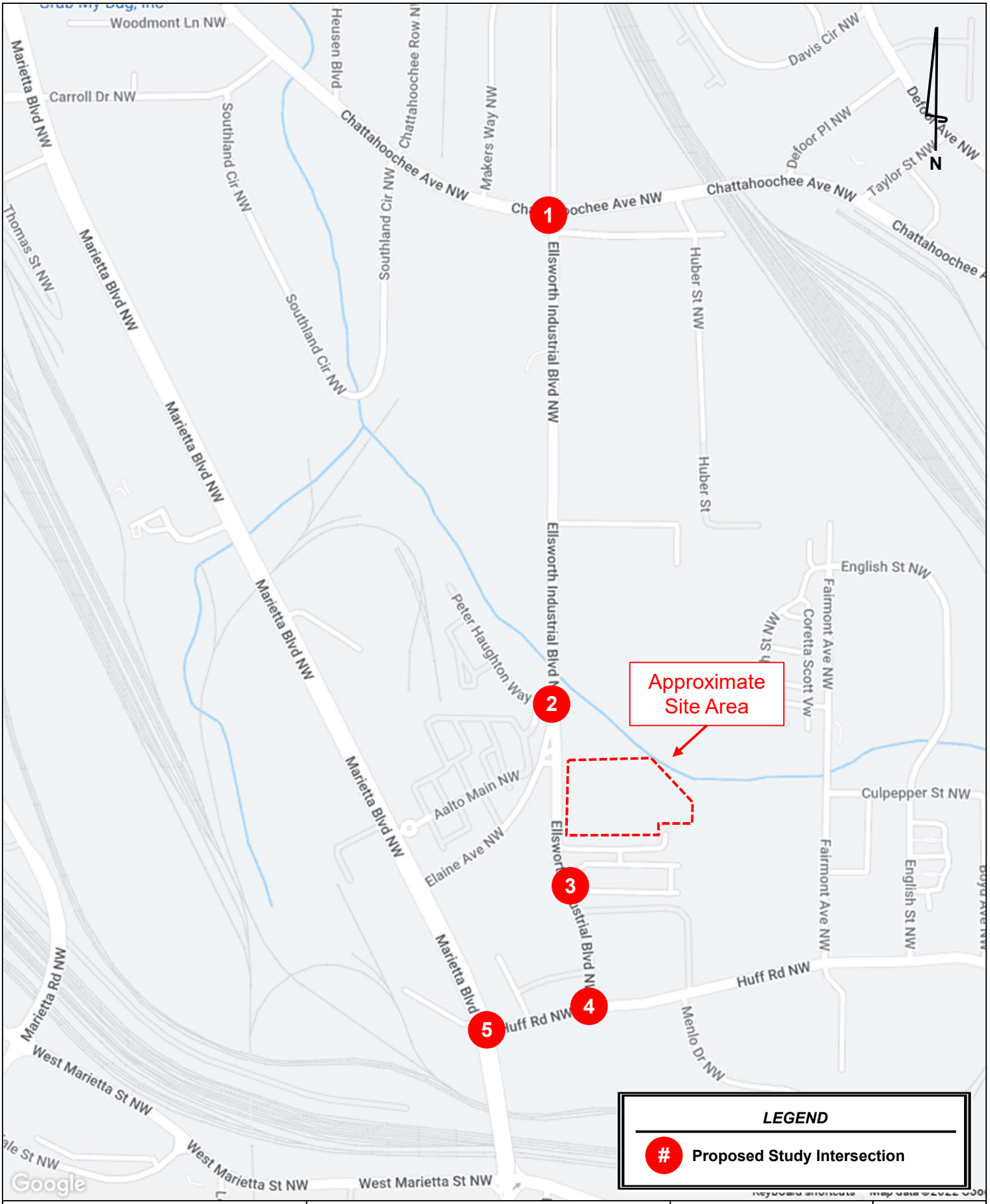
The study area was determined at the methodology meeting with input from GRTA, ARC, and other local agency stakeholders. The study includes the following five (5) off-site intersections described in **Table 4** and shown in **Figure 3**.

Table 4: Intersection Control Summary		
Intersection	**Jurisdiction**	**Control**
1. Ellsworth Industrial Boulevard at Chattahoochee Avenue	City of Atlanta	Signalized
2. Ellsworth Industrial Boulevard at Elaine Avenue	City of Atlanta	All-Way Stop Control (3-Leg)
3. Ellsworth Industrial Boulevard at Ellsworth Industrial Drive (private drive)	City of Atlanta	Side-Street Stop Control
4. Ellsworth Industrial Boulevard at Huff Road	City of Atlanta	All-Way Stop Control (3-Leg)
5. Marietta Boulevard at Ellsworth Industrial Boulevard	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**
Ellsworth Industrial Boulevard	**2**	**35 MPH**	**9,930**	**Major Collector**
Chattahoochee Avenue	4	35 MPH	13,400	Major Collector
Ellsworth Industrial Drive	**2**	**25 MPH**	**-**	**Private**
Huff Road	2	35 MPH	-	Major Collector
Marietta Boulevard	4	35 MPH	16,700	Minor Arterial



Kimley»Horn	*1359 Ellsworth Transportation Analysis*	**Study Intersections**	**Figure 3**
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2.3 Traffic Data Collection and Calibration

Traffic counts were collected at all five (5) existing study intersections on Tuesday, March 29, 2022. 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 Ellsworth Industrial Boulevard south of Old Chattahoochee Avenue. Average Daily Traffic (ADT) volumes at this location from GDOT's Traffic Analysis & Data Application (TADA) in 2017 were grown at 1.5 percent per year for 5 years (2017 to 2022) to determine an Estimated 2022 GDOT ADT. The Estimated GDOT 2022 ADT was compared to the ADT volumes collected in March 2022 at the same location.

As a result of the volume comparison, it was determined that an adjustment factor of 1.83 should be used for the existing AM turning movement counts, and an adjustment factor of 1.03 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. Ellsworth Industrial Boulevard at Chattahoochee Avenue	3/2022	8:00 – 9:00 AM	5:00 – 6:00 PM
2. Ellsworth Industrial Boulevard at Elaine Avenue	3/2022	8:00 – 9:00 AM	5:00 – 6:00 PM
3. Ellsworth Industrial Boulevard at Ellsworth Industrial Drive (private drive)	3/2022	7:45 – 8:45 AM	5:00 – 6:00 PM
4. Ellsworth Industrial Boulevard at Huff Road	3/2022	8:00 – 9:00 AM	5:00 – 6:00 PM
5. Marietta Boulevard at Ellsworth Industrial Boulevard	3/2022	8:00 – 9:00 AM	4:45 – 5:45 PM

2.3.1 Speed Data along Ellsworth Industrial Boulevard

As requested by the City of Atlanta during the Methodology Meeting, speed data was collected along Ellsworth Industrial Boulevard south of Old Chattahoochee Avenue along with the ADT volumes collection on Tuesday, March 29, 2022. The 85th percentile speed was 43 MPH and 42 MPH in the northbound and southbound directions, respectively. The complete speed data is attached in **Appendix E**.

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 *1359 Ellsworth* 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% per year background traffic growth rate from 2022 to 2025 (3 years) was used for all roadways. Project traffic from the *Project Revive DRI #3489* and *Project Granite DRI #3298* developments were also included.

The Projected 2025 No-Build conditions represent the Estimated 2022 traffic volumes grown for three (3) years at 1.5% per year throughout the study network.

The Projected 2025 Build conditions represent the project trips generated by the *1359 Ellsworth* development (discussed in Section 3.0 and 4.0) added to the Projected 2025 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
Resurfacing – GDOT Group A (FC-9403)	Incl. Huff Road/Ellsworth Industrial Blvd.	City of Atlanta	N/A	ATLDOT: 1031	2018	N/A	2021
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
Marietta TCC Combo	Incl. Chattahoochee Ave at Ellsworth Industrial Blvd	City of Atlanta	N/A	ATLDOT: 1053	2020	N/A	2023
Atlanta Traffic Signal Enhancement Program – Phase 1	Various intersections on Greenbriar Pkwy, Sylvan Rd, 10th St, State St, and North Ave	City of Atlanta	0017802	AT-320	2021	2024	2024
Howell Mill Complete Street	Marietta Street to Collier Road	City of Atlanta	N/A	ATLDOT: 1007	2021	N/A	2024
Woodall Rail Trail	Elaine Avenue to Southland Circle/ Chattahoochee Ave	PATH Foundation/ UW CID	N/A	N/A	2022	2023	2024
Bus Stop Study	Route 14 along Ellsworth Industrial Boulevard	MARTA/ Upper Westside CID/LCI	N/A	N/A	Ongoing	N/A	N/A

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

Traffic signal upgrades from the Marietta TCC Combo project, highlighted in the table above, were considered in the analysis of the following intersections:

- Marietta at Huff/Kennesaw: Existing condition - upgrade is installed as identified in the field, April 2022)
- Ellsworth at Chattahoochee: No-Build condition - upgrade is nearly complete, but not operational as of April 2022

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
Connect Cobb / Northwest Atlanta High-Capacity Premium Transit Service	Kennesaw State University / Midtown Atlanta	Cobb County	N/A	AR-475	2050	N/A
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
BeltLine Upper Westside-Northside Trail (Subarea 8)	Area encompassing Huff Rd, Howell Mill Rd, Northside Drive	Atlanta BeltLine	N/A	N/A	TBD	Subarea 8 Master Plan (2012) – Plan update ongoing in 2022
Chattahoochee Avenue Multi-Use Path	Marietta Boulevard to Howell Mill Road	UW CID/ City of Atlanta	N/A	N/A	TBD	UWCID Master Plan (2021)

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

For the purposes of this traffic analysis, a LOS standard of D was assumed for all study intersections per section 3.2.2.1 of the GRTA *Development of Regional Impact Review Procedures* 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. Pass-by trips were taken for this analysis per the LOU.

Table 9 summarizes the gross trip generation, reductions, net trip generation, and driveway volumes for the proposed *1359 Ellsworth* 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								
140 – Manufacturing (Brewery)	12,500 SF	60	30	30	7	2	3	6
221 - Multi-family Housing (Mid-Rise)	145 dwelling units	646	323	323	12	40	35	22
222 - Multifamily Housing (High-Rise)	520 dwelling units	2,332	1,166	1,166	45	88	88	70
932 - High-Turnover (Sit-Down) Restaurant	13,000 SF	1,394	697	697	68	56	72	46
971 - Brewery Tap Room	12,000 SF	772	386	386	8	1	73	50
Gross Project Trips		5,204	2,602	2,602	140	187	271	194
Existing Site Trips (To Be Removed)								
150 - Warehousing	116,206 SF	222	111	111	29	9	11	29
Net Project Trips		**4,982**	**2,491**	**2,491**	**111**	**178**	**260**	**165**
Mixed-Use Reductions		*-480*	*-240*	*-240*	*-18*	*-18*	*-39*	*-39*
Alternative Mode Reductions		*-746*	*-373*	*-373*	*-18*	*-28*	*-34*	*-23*
Pass-By Reductions		*-746*	*-373*	*-373*	*0*	*0*	*-39*	*-39*
New Trips		**3,010**	**1,505**	**1,505**	**75**	**132**	**148**	**64**

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**.

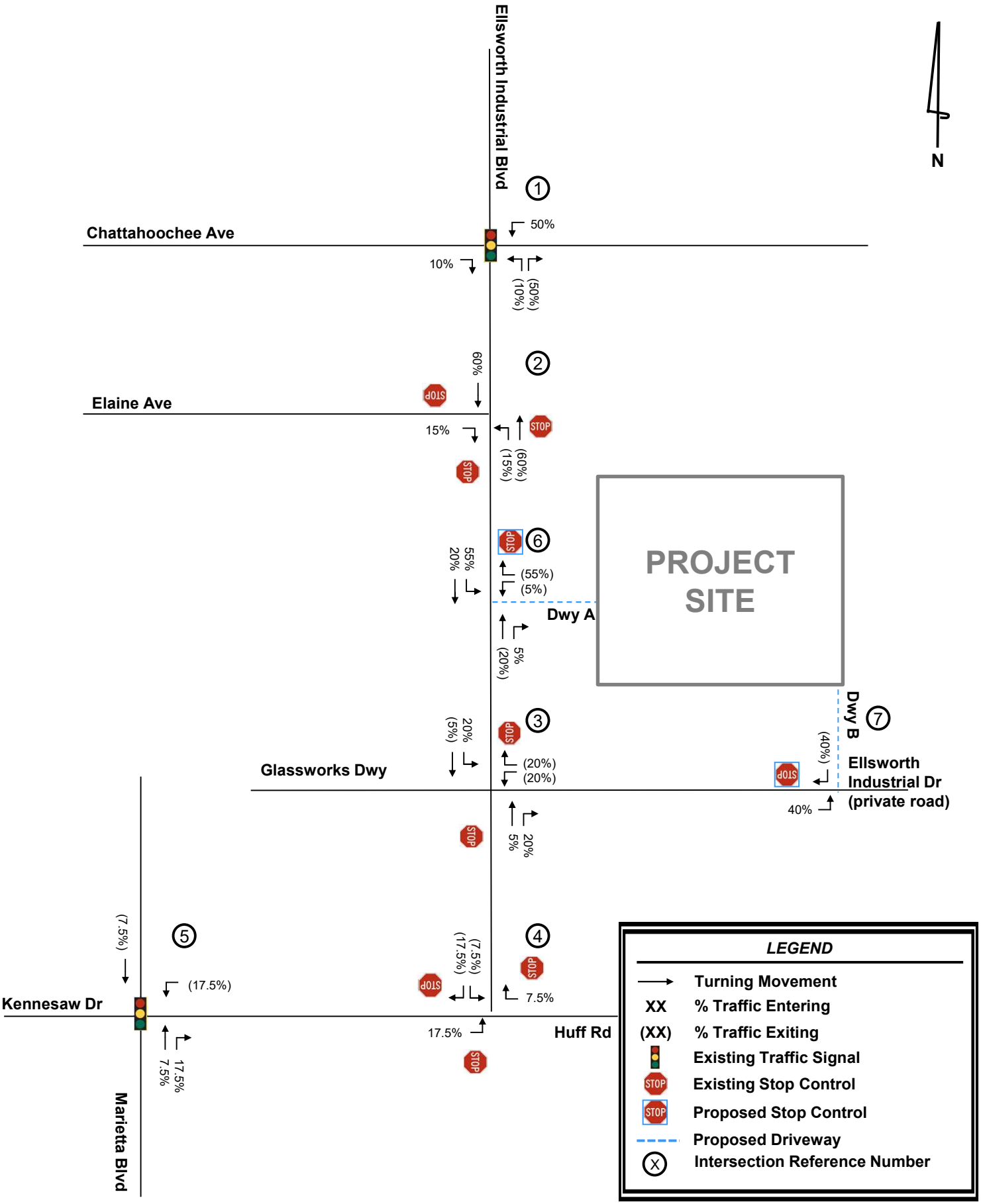
5.0 TRAFFIC ANALYSIS

Capacity analyses were performed using *Synchro 11* for the AM and PM peak hours under the Estimated 2022 conditions, Projected 2025 No-Build conditions, and Projected 2025 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM), 6th Edition* unless otherwise noted.

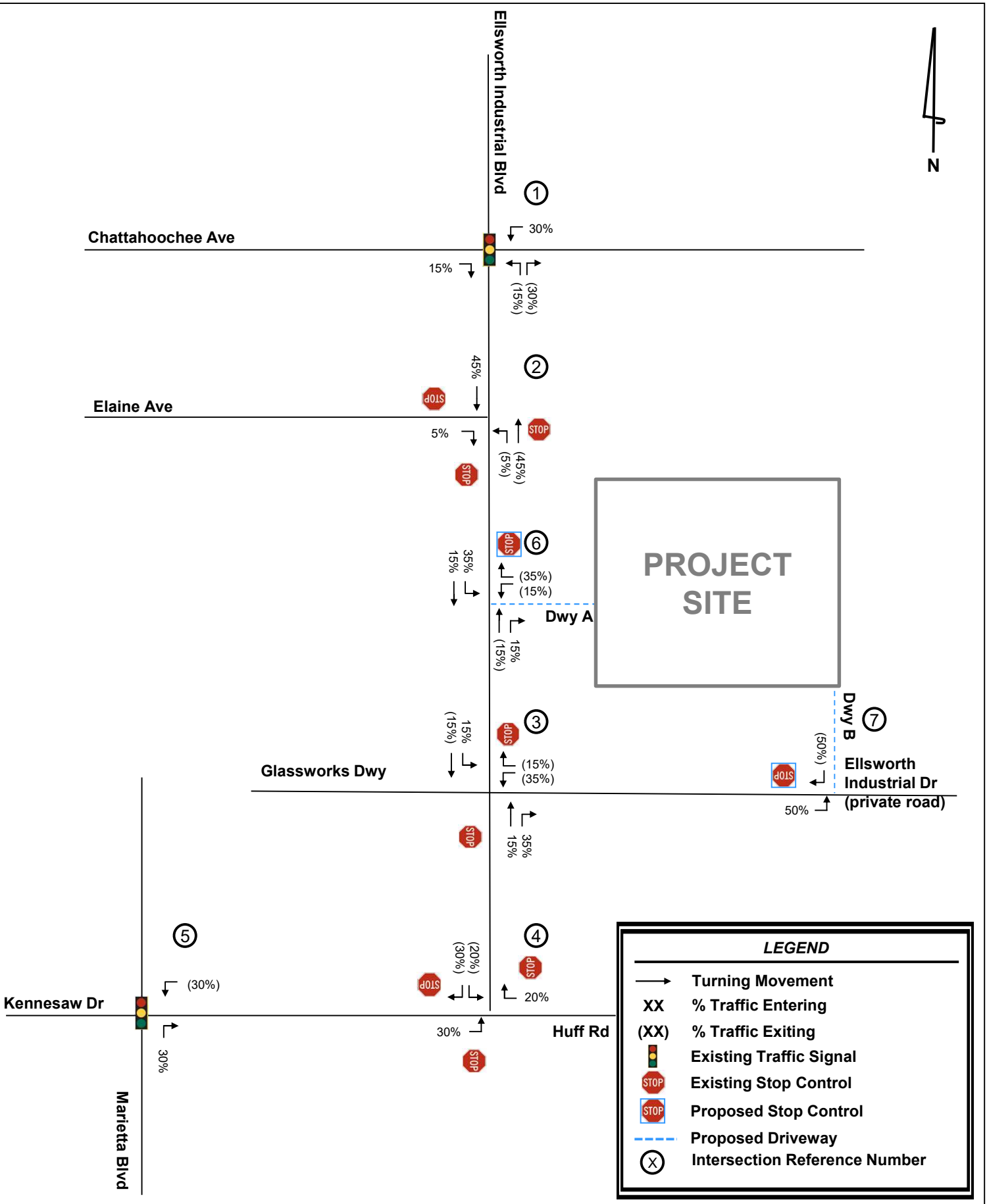
These analyses included existing roadway laneage for each of the scenarios. The traffic volumes and roadway laneage used for each scenario are shown in

Figure 7 for Estimated 2022 conditions, **Figure 8** for Projected 2025 No-Build conditions, and **Figure 9** for Projected 2025 Build conditions.

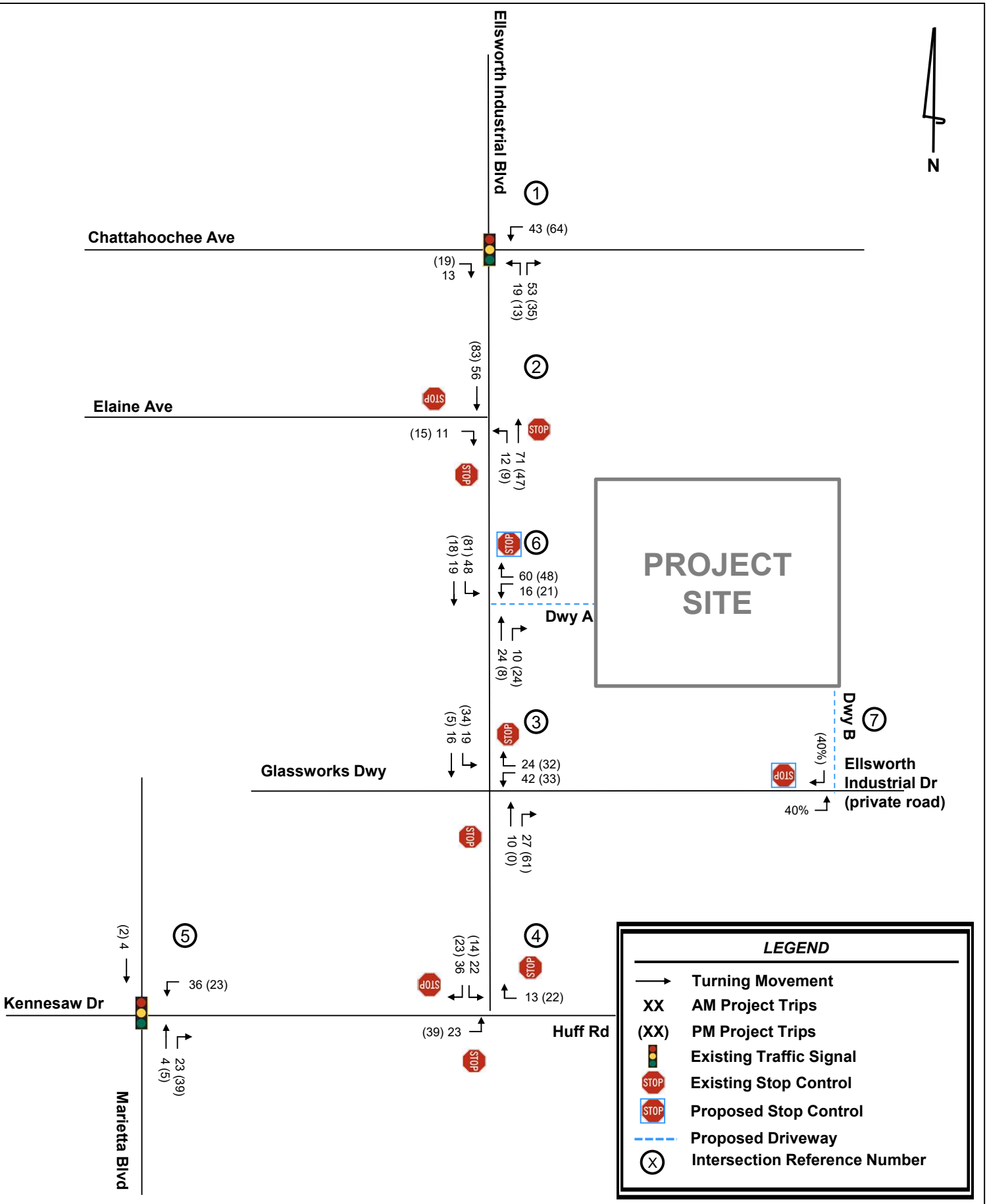
Sections 5.1 – 5.7 provide the results of the capacity analyses are presented for each study intersection and include projected LOS, delay, and queue lengths.



Kimley»Horn	*1359 Ellsworth Transportation Analysis*	**Non-residential Trip Distribution**	**Figure 4**
			Page 19



Kimley»Horn	*1359 Ellsworth Transportation Analysis*	**Residential Trip Distribution**	**Figure 5**
			Page 20



Kimley»Horn	*1359 Ellsworth Transportation Analysis*	**Project Trips**	**Figure 6**
			Page 21

5.1 Ellsworth Industrial Boulevard at Chattahoochee Avenue (Intersection 1)

Overall LOS Standard: D Approach LOS Standard: D			Ellsworth Industrial Boulevard			Ellsworth Industrial Boulevard			Chattahoochee Avenue			Chattahoochee Avenue		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (SIGNAL)	AM	Overall LOS	F (111.6)											
		Approach LOS	E (60.4)			C (28.6)			C (25.2)			F (221.9)		
		Storage	50			175								
		50th Queue	52	260		11	2			406			701	
		95th Queue	97	487		39	18			558			840	
	PM	Overall LOS	C (22.1)											
		Approach LOS	C (30.8)			E (67.6)			A (8.5)			B (18.9)		
		Storage	50			175								
		50th Queue	75	17		55	19			149			551	
		95th Queue	131	93		136	55			1650			2322	
2025 NO-BUILD (SIGNAL)	AM	Overall LOS	F (138.4)											
		Approach LOS	E (65.0)			C (28.4)			D (43.1)			F (268.0)		
		Storage	50			175								
		50th Queue	54	292		12	2			476			756	
		95th Queue	101	533		45	19			665			897	
	PM	Overall LOS	C (27.0)											
		Approach LOS	C (30.9)			F (98.6)			A (8.8)			C (24.6)		
		Storage	50			175								
		50th Queue	78	22		66	20			77			274	
		95th Queue	136	103		155	57			164			616	
2025 BUILD (SIGNAL)	AM	Overall LOS	F (157.6)											
		Approach LOS	F (89.2)			C (28.2)			E (56.6)			F (291.1)		
		Storage	50			175								
		50th Queue	66	397		12	2			551			790	
		95th Queue	119	623		46	19			691			930	
	PM	Overall LOS	D (38.8)											
		Approach LOS	C (31.1)			F (112.3)			A (9.7)			D (47.6)		
		Storage	50			175								
		50th Queue	87	41		69	20			92			384	
		95th Queue	148	137		164	57			169			688	

*Intersection was analyzed with HCM 2000.

The signalized intersection of Chattahoochee Avenue at Ellsworth Industrial Boulevard (Intersection 1) is projected to operate at an acceptable overall LOS under the Estimated 2022, No-Build 2025, and Build 2025 conditions during the AM peak hour. The intersection is projected to operate at an unacceptable LOS for the southbound approach under the Estimated 2022, No-Build 2025, and Build 2025 conditions during the PM peak hour.

In order to meet GRTA's LOS requirements under the Estimated 2022 conditions, the system improvements listed below are needed (shown in red on **Figure 7**):

- Widen the westbound approach along Chattahoochee Avenue to add one (1) left-turn 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 eastbound approach along Chattahoochee Avenue to add one (1) left-turn lane and one (1) right-turn lane, so that it consists of one (1) left-turn lane, two (2) through lanes, and one (1) right-turn lane.

It should be noted that the Chattahoochee Avenue Multi-Use Path is planned along the south side of Chattahoochee Avenue (noted in **Table 8**). Consider if the addition of turn lanes aligns with the goals for future multimodal planned improvements along Chattahoochee Avenue.

The analysis results shown in the table below are for the improved conditions at Ellsworth Industrial Boulevard at Chattahoochee Avenue (Intersection 1), which assume the noted geometric changes.

Overall LOS Standard: D Approach LOS Standard: D			Ellsworth Industrial Boulevard			Ellsworth Industrial Boulevard			Chattahoochee Avenue			Chattahoochee Avenue		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (SIGNAL)	AM	Overall LOS	D (43.9)											
		Approach LOS	D (54.5)			D (47.3)			D (40.4)			D (43.9)		
		Storage	50			175								
		50th Queue	64		293	18		4	15	460	466	348	142	135
		95th Queue	117		441	30		12	25	642	649	533	244	231
	PM	Overall LOS	B (15.0)											
		Approach LOS	C (33.1)			C (33.3)			B (15.3)			A (9.1)		
		Storage	50			175								
		50th Queue	85		49	52		35	5	103	102	87	88	86
		95th Queue	152		90	94		61	8	188	185	156	161	155
2025 NO-BUILD (SIGNAL)	AM	Overall LOS	D (44.0)											
		Approach LOS	D (50.5)			D (47.1)			D (54.8)			C (31.9)		
		Storage	50			175								
		50th Queue	70		227	18		4	15	563	571	451	137	130
		95th Queue	126		356	33		12	28	764	775	639	236	224
	PM	Overall LOS	B (15.6)											
		Approach LOS	C (33.4)			C (33.9)			B (15.5)			A (9.8)		
		Storage	50			175								
		50th Queue	88		58	55		35	5	112	110	100	94	94
		95th Queue	161		107	100		65	8	201	198	182	172	168
2025 BUILD (SIGNAL)	AM	Overall LOS	D (49.9)											
		Approach LOS	D (50.2)			D (46.6)			D (50.9)			D (48.9)		
		Storage	50			175								
		50th Queue	82		285	18		4	18	511	35	449	161	152
		95th Queue	149		430	33		84	30	707	64	673	268	254
	PM	Overall LOS	B (16.9)											
		Approach LOS	C (34.1)			D (35.6)			B (14.4)			B (11.9)		
		Storage	50			175								
		50th Queue	99		85	58		35	5	87	38	137	94	94
		95th Queue	175		153	103		65	8	158	67	238	172	168

5.2 Ellsworth Industrial Boulevard at Elaine Avenue (Intersection 2)

Overall LOS Standard: D Approach LOS Standard: D			Ellsworth Industrial Boulevard			Ellsworth Industrial Boulevard			Elaine Avenue			-		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (AWSC)	AM	Overall LOS	C (23.4)											
		Approach LOS	D (28.9)			C (18.9)			C (20.8)					
		Storage												
		50th Queue												
		95th Queue		193			117		102		5			
	PM	Overall LOS	B (14.1)											
		Approach LOS	B (11.7)			C (15.9)			B (13.2)					
		Storage												
		50th Queue												
		95th Queue		46			119		43		3			
2025 NO-BUILD (AWSC)	AM	Overall LOS	D (28.2)											
		Approach LOS	E (36.9)			C (21.9)			C (23.3)					
		Storage												
		50th Queue												
		95th Queue		241			142		117		5			
	PM	Overall LOS	C (15.1)											
		Approach LOS	B (12.2)			C (17.4)			B (13.7)					
		Storage												
		50th Queue												
		95th Queue		51			135		48		3			
2025 BUILD (AWSC)	AM	Overall LOS	F (52.7)											
		Approach LOS	F (83.9)			D (34.2)			D (25.5)					
		Storage												
		50th Queue												
		95th Queue		442			224		127		8			
	PM	Overall LOS	C (21.3)											
		Approach LOS	B (14.7)			D (27.8)			B (14.3)					
		Storage												
		50th Queue												
		95th Queue		76			229		51		5			

The intersection of Ellsworth Industrial Boulevard at Elaine Avenue (Intersection 2) is projected to operate at an acceptable overall LOS under the Estimated 2022 and 2025 No-Build conditions. The northbound approach is projected to operate at LOS E under the 2025 No-Build conditions during the AM peak hour.

It should be noted that although the delays are projected to operate at unacceptable levels per GRTA's LOS requirements, the delays are not extreme.

In order to meet GRTA's LOS requirements under the 2025 No-Build conditions, the system improvements listed below are needed (shown in green on **Figure 8**):

- Restripe the northbound approach along Ellsworth Industrial Boulevard, so that it consists of one (1) shared through/left-turn lane and one (1) through lane.
- Restripe the receiving lane on the north leg along Ellsworth Industrial Boulevard, so that it consists of two (2) northbound receiving lanes.

The intersection is projected to operate at an unacceptable overall LOS under the 2025 Build conditions without proposed system improvements to the northbound approach. However, with the addition of the proposed 2025 No-Build system improvements, including an increase in northbound approach and receiving lanes, the southbound approach under 2025 Improved Build conditions requires mitigation to operate acceptably under GRTA's LOS requirements with the following Build improvement listed below (shown in blue on **Figure 9**):

- Reconfigure the southbound approach along Ellsworth Industrial Boulevard, so that it consists of one (1) right-turn lane and one (1) through lane.

With the system improvements identified to mitigate low LOS for the northbound approach in the 2025 No-Build conditions and the system improvement identified to mitigate low LOS for the southbound approach in the 2025 Build Improved conditions, Intersection 2 would meet GRTA's LOS requirements both under 2025 Improved No-Build and 2025 Improved Build conditions.

However, it is not uncommon for stop-controlled intersections to operate with low LOS and delay. Potential improvements to the stop-controlled intersection should consider pedestrian activity, which is likely to increase at this intersection with the installation of the programmed PATH Trail and the potential future BeltLine alignment that may also interact with this intersection. A traffic signal is not likely to be warranted at this intersection based on existing or future vehicular peak hour volumes. Depending on future pedestrian activity associated with the future trail projects, a signal may be pursued to improve pedestrian crossing at the intersection but has not been considered for this DRI.

The analysis results shown in the table below are for the improved conditions at Ellsworth Industrial Boulevard at Elaine Avenue (Intersection 2), which assume the noted geometric changes.

Overall LOS Standard: D Approach LOS Standard: D			Ellsworth Industrial Boulevard			Ellsworth Industrial Boulevard			Elaine Avenue			-		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2025 NO-BUILD (AWSC)	AM	Overall LOS	C (20.4)											
		Approach LOS	C (16.3)			C (23.8)			C (22.3)					
		Storage												
		50th Queue												
		95th Queue	44	91			152		112		5			
	PM	Overall LOS	C (16.6)											
		Approach LOS	B (10.6)			C (21.2)			B (13.8)					
		Storage												
		50th Queue												
		95th Queue	20	25			163		48		3			
2025 BUILD (AWSC)	AM	Overall LOS	C (19.5)											
		Approach LOS	C (20.4)			C (15.5)			C (23.5)					
		Storage												
		50th Queue												
		95th Queue	61	145			94	65	119		8			
	PM	Overall LOS	B (13.1)											
		Approach LOS	B (11.6)			B (13.6)			B (14.1)					
		Storage												
		50th Queue												
		95th Queue	29	38			100	65	51		5			

5.3 Ellsworth Industrial Boulevard at Ellsworth Industrial Drive (Intersection 3)

Overall LOS Standard: D Approach LOS Standard: D			Ellsworth Industrial Boulevard			Ellsworth Industrial Boulevard			Glassworks Driveway			Ellsworth Industrial Drive		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (TWSC)	AM	Overall LOS	A (1.1)											
		Approach LOS	A (0.3)			A (0.2)			C (15.4)			B (13.6)		
		Storage												
		50th Queue												
		95th Queue	3							8			3	
	PM	Overall LOS	A (1.4)											
		Approach LOS	A (0.1)			A (0.1)			B (12.7)			B (12.5)		
		Storage												
		50th Queue												
		95th Queue	0							11			0	
2025 NO-BUILD (TWSC)	AM	Overall LOS	A (1.1)											
		Approach LOS	A (0.3)			A (0.2)			C (15.8)			B(13.9)		
		Storage												
		50th Queue												
		95th Queue	3							8			3	
	PM	Overall LOS	A (1.5)											
		Approach LOS	A (0.1)			A (0.1)			B (13.0)			B (12.8)		
		Storage												
		50th Queue												
		95th Queue	0							11			0	
2025 BUILD (TWSC)	AM	Overall LOS	A (3.2)											
		Approach LOS	A (0.3)			A (0.9)			C (18.4)			C (24.1)		
		Storage												
		50th Queue												
		95th Queue	3							11			40	
	PM	Overall LOS	A (3)											
		Approach LOS	A (0.1)			A (1.1)			C (15.4)			B (13.9)		
		Storage												
		50th Queue												
		95th Queue	0							14			13	

The intersection of Ellsworth Industrial Boulevard at Ellsworth Industrial Drive/Glassworks Drive (Intersection 3) is projected to operate at an acceptable overall LOS under the Estimated 2022, No-Build 2025, and Build 2025 conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are recommended to be conditioned.

5.4 Ellsworth Industrial Boulevard at Huff Road (Intersection 4)

Overall LOS Standard: D Approach LOS Standard: D			-			Ellsworth Industrial Boulevard			Huff Road			Huff Road		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (AWSC)	AM	Overall LOS	F (71.7)											
		Approach LOS				B (14.4)			F (117.2)			C (21.5)		
		Storage												
		50th Queue												
		95th Queue					43			702			153	
	PM	Overall LOS	B (13.9)											
		Approach LOS				B (12.6)			B (13.7)			B (15.0)		
		Storage												
		50th Queue												
		95th Queue					53			76			102	
2025 NO-BUILD (AWSC)	AM	Overall LOS	F (87.7)											
		Approach LOS				B (14.9)			F (145.3)			C (24.1)		
		Storage												
		50th Queue												
		95th Queue					48			819			174	
	PM	Overall LOS	B (14.9)											
		Approach LOS				B (13.3)			B (14.5)			C (16.3)		
		Storage												
		50th Queue												
		95th Queue					58			84			115	
2025 BUILD (AWSC)	AM	Overall LOS	F (112.4)											
		Approach LOS				C (18.2)			F (192.4)			D (31.1)		
		Storage												
		50th Queue												
		95th Queue					74			974			214	
	PM	Overall LOS	C (17.9)											
		Approach LOS				C (15.6)			C (17.9)			C (19.5)		
		Storage												
		50th Queue												
		95th Queue					81			117			145	

The intersection of Ellsworth Industrial Boulevard at Huff Road (Intersection 4) is projected to operate at an unacceptable overall LOS under the Estimated 2022, No-Build 2025, and Build 2025 conditions during the AM peak hour. The eastbound approach of the intersection is projected to operate at an unacceptable LOS under the Estimated 2022, No-Build 2025, and Build 2025 conditions during the AM peak hour.

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

- Widen the eastbound approach along Huff Road to add one (1) left-turn lane, so that it consists of one (1) left-turn lane and one (1) through lane.
  - Note: Right-of-way may not be available to accommodate the proposed widening for a left-turn lane
- Install a traffic signal if and when it is warranted and approved by the City of Atlanta
  - The intersection was modified from side-street stop-control to an all-way stop-control (AWSC) in 2021 following a study by the Upper Westside CID. The study concluded that a signal warrant was possible, but that AWSC was an appropriate interim solution for a future signal as a quick response due to sight distance concerns. The study concluded that a signal may be warranted based on Warrant 1 (8 hour warrant) and Warrant 2 (4 hour warrant), but Warrant 3 (peak hour warrant) was not satisfied. A review of the AM and PM peak hours considered for this DRI indicates that a signal may be warranted.

The analysis results shown in the table below are for the improved conditions at Ellsworth Industrial Boulevard at Huff Road (Intersection 4), which assume the noted geometric changes.

Overall LOS Standard: D Approach LOS Standard: D			-			Ellsworth Industrial Boulevard			Huff Road			Huff Road		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (AWSC)	AM	Overall LOS	B (13.2)											
		Approach LOS				B (19.2)			B (11.6)			B (13.2)		
		Storage												
		50th Queue				79			74	87				122
		95th Queue				146			135	158				211
	PM	Overall LOS	B (19.2)											
		Approach LOS				B (11.0)			C (22.7)			C (22.0)		
		Storage												
		50th Queue				76			48	73				147
		95th Queue				134			84	133				249
2025 NO-BUILD (AWSC)	AM	Overall LOS	B (13.0)											
		Approach LOS				C (20.6)			B (11.2)			B (12.6)		
		Storage												
		50th Queue				88			79	84				122
		95th Queue				146			135	158				211
	PM	Overall LOS	B (14.3)											
		Approach LOS				B (10.9)			B (17.8)			B (13.8)		
		Storage												
		50th Queue				55			33	54				79
		95th Queue				134			84	133				249
2025 BUILD (AWSC)	AM	Overall LOS	B (10.8)											
		Approach LOS				C (31.9)			A (3.9)			B (10.6)		
		Storage												
		50th Queue				149			30	14				107
		95th Queue				158			145	152				213
	PM	Overall LOS	B (19.0)											
		Approach LOS				B (11.9)			C (22.1)			C (21.3)		
		Storage												
		50th Queue				82			48	76				152
		95th Queue				149			89	136				254

5.5 *Marietta Boulevard at Huff Road/Kennesaw Drive (Intersection 5)*

Overall LOS Standard: D Approach LOS Standard: D			Marietta Boulevard Northbound			Marietta Boulevard Southbound			Kennesaw Drive Eastbound			Huff Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (Signal)	AM	Overall LOS	D (46.0)											
		Approach LOS	B (17.0)			E (65.3)			F (82.2)			F (81.3)		
		Storage			200									
		50th Queue		241	17		692			27			312	
		95th Queue		308	77		852			62			483	
	PM	Overall LOS	C (25.2)											
		Approach LOS	C (20.2)			C (29.3)			D (44.5)			C (28.9)		
		Storage			200									
		50th Queue		144	0		174			1			199	
		95th Queue		207	36		265			15			442	
2025 NO-BUILD (Signal)	AM	Overall LOS	F (81.4)											
		Approach LOS	B (18.8)			F (146.3)			F (85.2)			F (81.1)		
		Storage			200									
		50th Queue		302	44		903			29			322	
		95th Queue		367	121		1045			65			517	
	PM	Overall LOS	D (47.5)											
		Approach LOS	C (23.3)			F (87.4)			D (44.5)			C (28.3)		
		Storage			200									
		50th Queue		196	0		252			1			202	
		95th Queue		261	37		397			15			469	
2025 BUILD (Signal)	AM	Overall LOS	F (94.3)											
		Approach LOS	C (21.0)			F (175.7)			F (85.2)			F (81.5)		
		Storage			200									
		50th Queue		305	47		912			29			373	
		95th Queue		370	130		1055			65			604	
	PM	Overall LOS	D (48.7)											
		Approach LOS	C (23.3)			F (91.3)			D (44.5)			C (30.0)		
		Storage			200									
		50th Queue		200	0		257			1			216	
		95th Queue		263	40		400			15			504	

*Intersection was analyzed with HCM 2000.

The intersection of Marietta Boulevard at Huff Road/Kennesaw Drive (Intersection 5) is projected to operate at an unacceptable overall LOS under the Estimated 2022, No-Build 2025, and Build 2025 conditions during the AM peak hour. The eastbound and westbound approaches of the intersection are projected to operate at an unacceptable LOS under the Estimated 2022, No-Build 2025, and Build 2025 conditions during the AM peak hour. The southbound approach is projected to operate at an unacceptable LOS under the No-Build 2025 and Build 2025 conditions during the PM peak hour.

In order to improve the delay experienced under the Estimated 2022 conditions, the system improvements listed below are needed (shown in red on **Figure 7**):

- Widen the southbound approach along Marietta Boulevard to add one (1) left-turn lane, so that it consists of one (1) left-turn lane, one (1) through lane, and one (1) shared through/right-turn lane

The analysis results shown in the table below are for the improved conditions at Marietta Boulevard at Huff Road/Kennesaw Drive (Intersection 5), which assume the noted geometric changes.

Overall LOS Standard: D Approach LOS Standard: D			Marietta Boulevard Northbound			Marietta Boulevard Southbound			Kennesaw Drive Eastbound			Huff Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2022 ESTIMATED (Signal)	AM	Overall LOS	C (32.4)											
		Approach LOS	C (28.6)			C (20.6)			F (82.2)			F (81.3)		
		Storage			200									
		50th Queue		311	22	123	292			27			312	
		95th Queue		381	102	254	366			62			483	
	PM	Overall LOS	C (30.5)											
		Approach LOS	D (39.3)			C (20.5)			D (44.5)			C (28.9)		
		Storage			200									
		50th Queue		202	0	28	126			1			199	
		95th Queue		279	48	58	182			15			442	
2025 NO-BUILD (Signal)	AM	Overall LOS	D (36.6)											
		Approach LOS	D (35.7)			C (24.2)			F (85.2)			F (81.1)		
		Storage			200									
		50th Queue		374	54	167	374			29			322	
		95th Queue		545	156	341	447			65			517	
	PM	Overall LOS	D (47.9)											
		Approach LOS	E (76.0)			C (22.9)			D (44.5)			C (28.3)		
		Storage			200									
		50th Queue		268	0	30	164			1			202	
		95th Queue		396	49	60	220			15			469	
2025 BUILD (Signal)	AM	Overall LOS	D (39.9)											
		Approach LOS	D (36.6)			C (29.7)			F (85.2)			F (81.5)		
		Storage			200									
		50th Queue		376	59	172	376			29			373	
		95th Queue		456	167	346	450			65			604	
	PM	Overall LOS	D (38.7)											
		Approach LOS	D (53.9)			C (21.2)			D (44.5)			C (34.3)		
		Storage			200									
		50th Queue		261	0	29	158			1			225	
		95th Queue		377	52	57	210			15			527	

*Intersection was analyzed with HCM 2000.

Although the eastbound and westbound approaches are projected to operate at LOS E or F, no feasible improvements exist. The failing LOS is due to the existing signal timing. Kennesaw Drive and Huff Road are offset from one another. Due to the intersection configuration, these approaches are currently programmed to run split timings, which decreases the amount of time the approaches are serves. It is notable that Kennesaw Drive has minimal volume during the peak hours. Kennesaw Drive serves a site that has alternative access at a signalized intersection along Marietta Boulevard located approximately 1,200 feet north of the intersection of Marietta Boulevard at Huff Road/Kennesaw Drive.

No improvement is recommended without further study of intersection geometry constraints.

5.6 Ellsworth Industrial Boulevard at Driveway A (Intersection 6)

Overall LOS Standard: D Approach LOS Standard: D			Ellsworth Industrial Boulevard			Ellsworth Industrial Boulevard			-			Driveway A		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2025 BUILD (TWSC)	AM	Overall LOS	A (1.9)											
		Approach LOS	A (0.0)			A (1.5)						C (16.5)		
		Storage												
		50th Queue												
		95th Queue				6							24	
	PM	Overall LOS	A (2.2)											
		Approach LOS	A (0.0)			A (1.9)						B (12.9)		
		Storage												
		50th Queue												
		95th Queue				6							13	

The intersection of Ellsworth Industrial Boulevard at Driveway A (Intersection 6) is projected to operate at an acceptable LOS under the Build 2025 scenario. Each approach of the intersection is projected to operate acceptably under all studied scenarios.

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.**

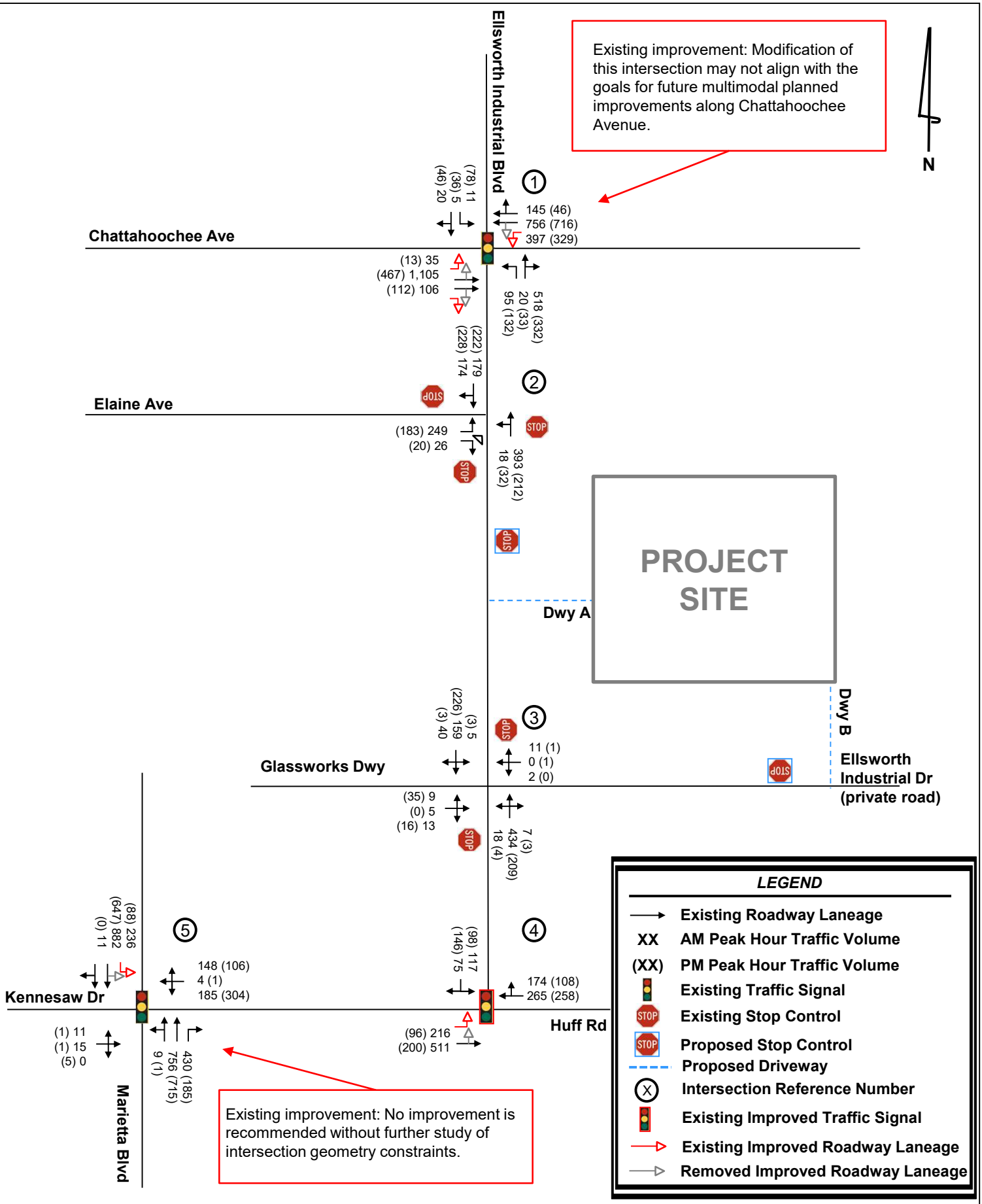
In addition to vehicular access improvements, in the vicinity of Intersection 6, a proposed relocation of MARTA Bus Stop #902230 as discussed in the Methodology Meeting should be considered in coordination with the MARTA and the City of Atlanta. The current bus stop is located approximately 250 feet north of the site where no sidewalks exist for pedestrian access. The proposed relocation would allow the bus stop to be connected to new sidewalks along the project site and tie into existing sidewalks that extend to Huff Road.

5.7 Ellsworth Industrial Drive at Driveway B (Intersection 7)

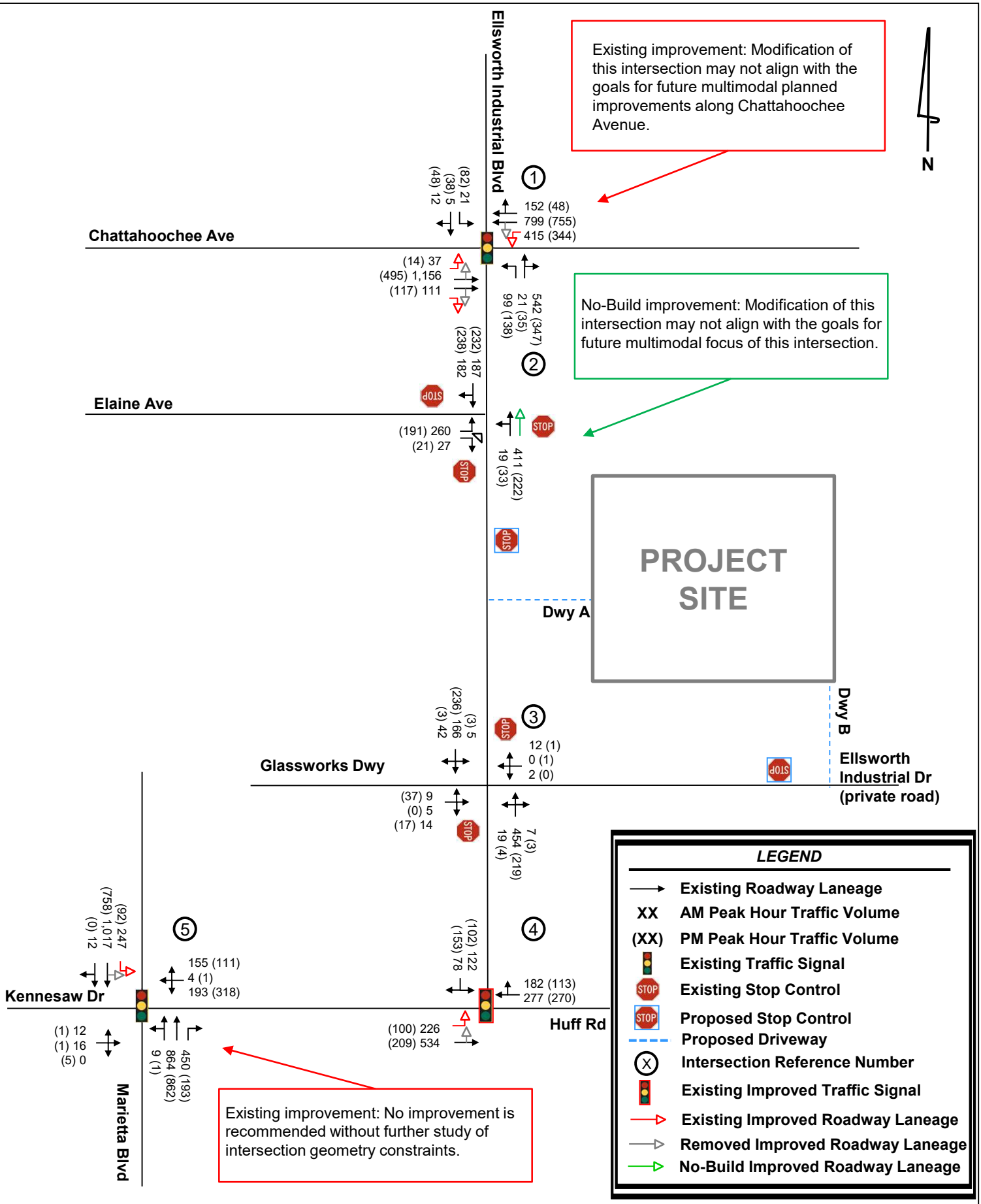
Overall LOS Standard: D Approach LOS Standard: D			-			Driveway B			Ellsworth Industrial Drive			Ellsworth Industrial Drive		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2025 BUILD (TWSC)	AM	Overall LOS	A (8.0)											
		Approach LOS				A (8.6)			A (7.3)			A (0.0)		
		Storage												
		50th Queue												
		95th Queue				6			3					
	PM	Overall LOS	A (7.8)											
		Approach LOS				A (8.6)			A (7.4)			A (0.0)		
		Storage												
		50th Queue												
		95th Queue				6			5					

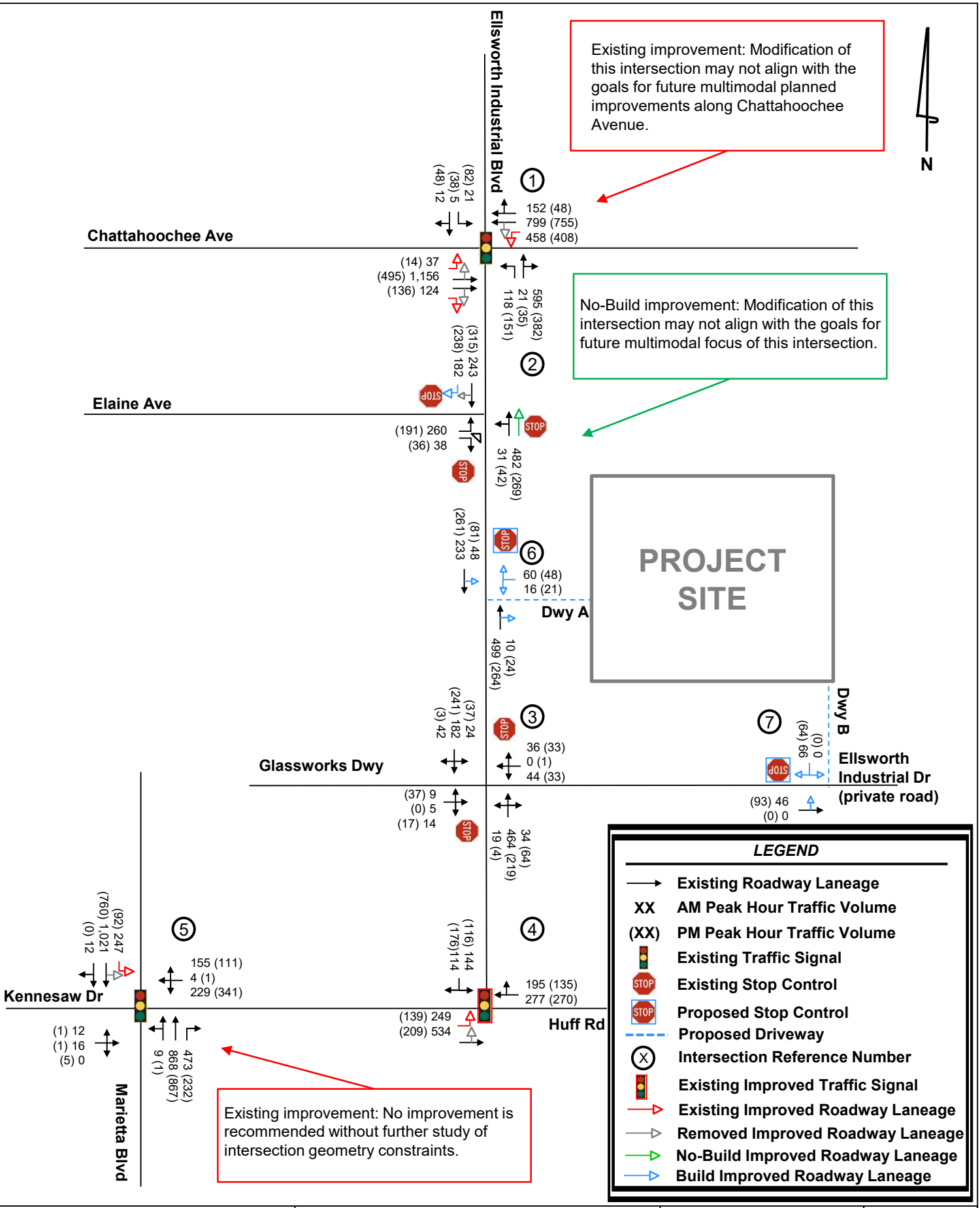
The intersection of Ellsworth Industrial Drive at Driveway B (Intersection 5) is projected to operate at an acceptable LOS under the Build 2025 scenario. Each approach of the intersection is projected to operate acceptably under all studied scenarios.

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	*1359 Ellsworth Transportation Analysis*	**Estimated 2022 Conditions**	**Figure 7**
			Page 33


Existing improvement: Modification of this intersection may not align with the goals for future multimodal planned improvements along Chattahoochee Avenue.
N
Ellsworth Industrial Blvd
Chattahoochee Ave
(82) 21
(38) 5
(48) 12
1
152 (48)
799 (755)
415 (344)
(14) 37
(495) 1,156
(117) 111
542 (347)
21 (35)
99 (138)
No-Build improvement: Modification of this intersection may not align with the goals for future multimodal focus of this intersection.
(232) 187
(238) 182
2
Elaine Ave
STOP
(191) 260
(21) 27
411 (222)
19 (33)
PROJECT SITE
Dwy A
Dwy B
(236) 166
(3) 42
(3) 5
3
12 (1)
0 (1)
2 (0)
Glassworks Dwy
Ellsworth Industrial Dr (private road)
(37) 9
(0) 5
(17) 14
7 (3)
454 (219)
19 (4)
(758) 1,017
(0) 12
(92) 247
5
155 (111)
4 (1)
193 (318)
(153) 78
(102) 122
4
182 (113)
277 (270)
Kennesaw Dr
Huff Rd
(1) 12
(1) 16
(5) 0
9 (1)
864 (862)
450 (193)
(100) 226
(209) 534
Marietta Blvd
Existing improvement: No improvement is recommended without further study of intersection geometry constraints.
LEGEND
Existing Roadway Laneage
XX AM Peak Hour Traffic Volume
(XX) PM Peak Hour Traffic Volume
Existing Traffic Signal
Existing Stop Control
Proposed Stop Control
Proposed Driveway
Intersection Reference Number
Existing Improved Traffic Signal
Existing Improved Roadway Laneage
Removed Improved Roadway Laneage
No-Build Improved Roadway Laneage



Kimley»Horn	*1359 Ellsworth Transportation Analysis*	**2025 Build Conditions**	**Figure 9**
			Page 35

Proposed Site Plan

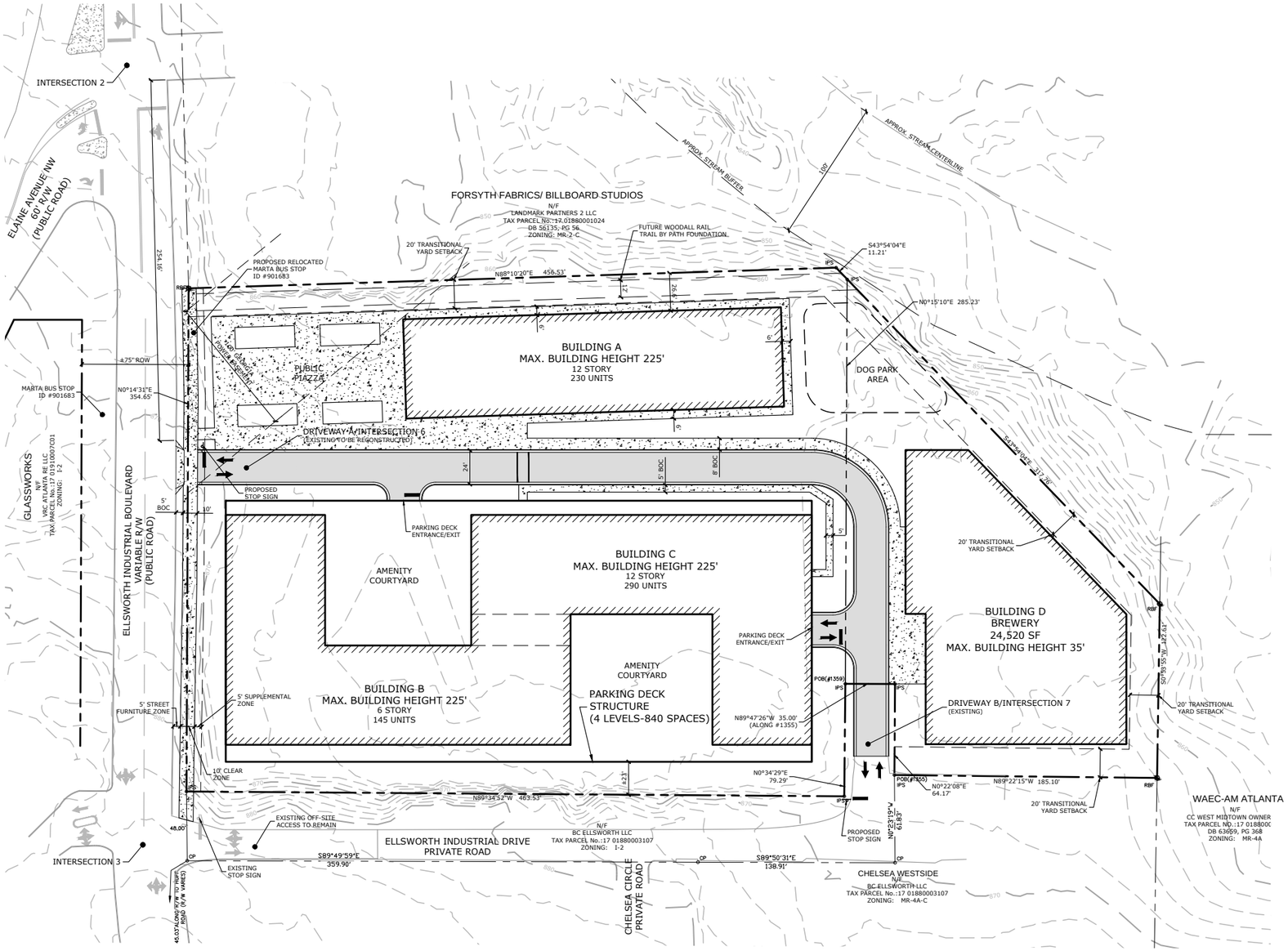
SITE DATA

TOTAL SITE AREA	5.019 ACRES
NET LOT AREA (NLA)	218,621 SF
GROSS LOT AREA (GLA)	229,561 SF
EXISTING ZONING	I-2 (HEAVY INDUSTRIAL) BELTLINE OVERLAY
PROPOSED ZONING	MRC-3 (MIXED RESIDENTIAL COMMERCIAL) BELTLINE OVERLAY
PROPOSED USE	MULTI-FAMILY/COMMERCIAL
PROPOSED BUILDINGS	682,400 SF
COMMERCIAL (BUILDINGS A, B, C)	13,000 SF
BREWERY (BUILDING D)	24,520 SF
TAP ROOM	12,260 SF
MANUFACTURING	12,260 SF

MULTI-FAMILY (BUILDINGS A, B, C)	
MAXIMUM BUILDING AREA	644,880 GSF
MAXIMUM BUILDING HEIGHT	225'-0"
MAXIMUM RESIDENTIAL UNITS	665
RESIDENTIAL FLOOR AREA RATIO (FAR)	
MAX ALLOWED	699,587 SF (3.2 x NLA)
PROVIDED	644,880 SF (2.95 x NLA)
BUILDING COVERAGE	
MAX ALLOWED	85% NLA
NOT TO EXCEED	85% NLA
OPEN SPACE REQUIREMENTS	124,614 SF
RESIDENTIAL USES	0.57 x NLA (PER TABLE I)
OPEN SPACE PROVIDED	SHALL MEET REQUIREMENTS

MINIMUM PARKING REQUIRED PER CODE	443 SPACES
RESIDENTIAL USE (PER TABLE I)	366 SPACES (0.55 x UNIT)
COMMERCIAL	22 SPACES (1/600 SF)
EATING/DRINKING >60% ALCOHOL SALES	55 SPACES (1/450 SF)
SHARED PARKING PROVIDED (4-LEVEL PARKING DECK)*	840 SPACES
LOADING SPACES REQUIRED	3 - 12'x35' SPACE
LOADING SPACES PROVIDED (INSIDE PARKING STRUCTURE)	3 SPACES

* NOTE: PROVIDED PARKING WILL NOT EXCEED MAXIMUM ALLOWABLE PARKING PER BELTLINE OVERLAY REQUIREMENTS.



LOCATION MAP

PROJECT CONTACTS

OWNER/CLIENT
STREAM REALTY ACQUISITIONS, LLC
1180 WEST PEACHTREE STREET NW, SUITE 500
ATLANTA, GA 30329
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GENESIS ENGINEERING COLLABORATIVE
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CONTACT: ANA EISENMAN, PE
PHONE: 404.201.6155
EMAIL: ana.eisenman@kimley-horn.com

SITE LEGEND

- PROPOSED CURB & GUTTER
- REVERSED PITCH CURB & GUTTER
- PROPERTY LINE
- ADJOINING LOT LINE
- FENCING
- EXISTING RETAINING WALL
- PROPOSED RETAINING WALL
- TRAFFIC FLOW
- STRIPING
- HEAVY DUTY ASPHALT PAVEMENT
- CONCRETE
- STANDARD DUTY ASPHALT PAVEMENT
- EXISTING FEATURES SCREENED

Know what's below. Call before you dig.

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

GENESIS ENGINEERING
COLLABORATIVE

1325 Satellite Blvd. NW
Suite 202
Suwanee, Georgia 30024
470.375.2001
www.genesiseng.net

PROJECT:
1359 ELLSWORTH REDEVELOPMENT - DRI #3613
1359 & 1355 ELLSWORTH INDUSTRIAL DRIVE
CITY OF ATLANTA, GEORGIA

CLIENT:
STREAM REALTY ACQUISITIONS, LLC
1180 WEST PEACHTREE STREET NW, SUITE 500
ATLANTA, GEORGIA 30329

REVISIONS

PROJECT NUMBER:
21-133

DATE:
05/02/2022

DRI
SITE PLAN

DRI-1

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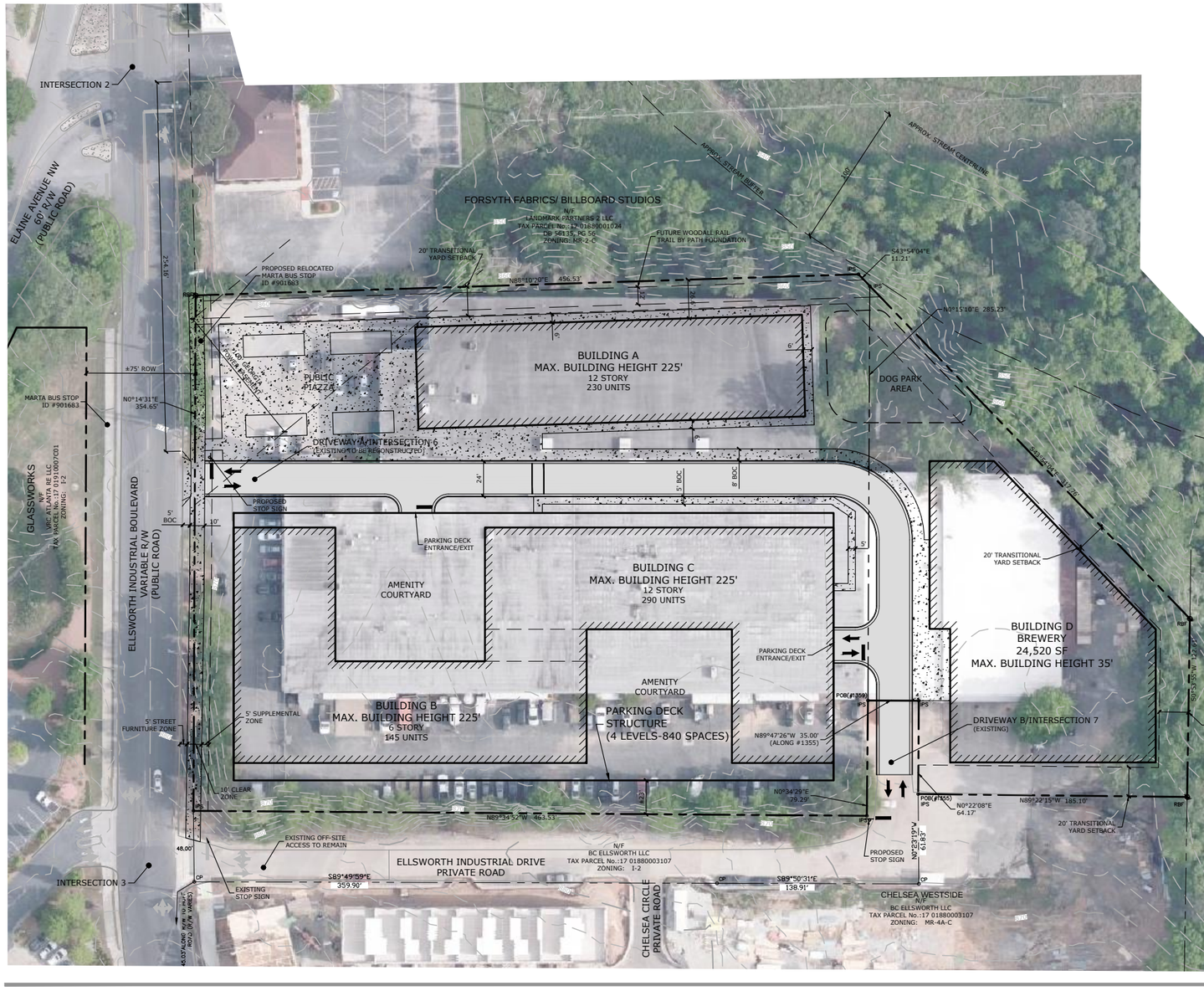

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- EXISTING RETAINING WALL
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REVISIONS

PROJECT NUMBER:
21-133

DATE:
05/02/2022

DRI
SITE PLAN

DRI-1

Trip Generation Analysis

Trip Generation Analysis (10th Ed. With *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
1359 Ellsworth
Atlanta, GA

Land Use		Setting	Density		Daily Trips			AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out	Total	In	Out
Proposed Project Trips													
140	Manufacturing	General Urban/Suburban	12,500	Sq. Ft. GFA	60	30	30	9	7	2	9	3	6
221	Multifamily Housing (Mid-Rise)	General Urban/Suburban	145	dwelling units	646	323	323	52	12	40	57	35	22
222	Multifamily Housing (High-Rise)	General Urban/Suburban	520	dwelling units	2,332	1,166	1,166	133	45	88	158	88	70
932	High-Turnover (Sit-Down) Restaurant	General Urban/Suburban	13,000	Sq. Ft. GFA	1,394	697	697	124	68	56	118	72	46
971	Brewery Tap Room	General Urban/Suburban	12,500	Sq. Ft. GFA	772	386	386	9	8	1	123	73	50
Total Proposed Trips					**5,204**	**2,602**	**2,602**	**327**	**140**	**187**	**465**	**271**	**194**
	Warehouse Trips (% of Total)				1%			3%	78%	22%	2%	33%	67%
	Residential Trips (% of Total)				57%			57%	31%	69%	46%	57%	43%
	Restaurant Trips (% of Total)				42%			41%	57%	43%	52%	60%	40%
Existing Site Trips (To Be Removed)													
LUC	Land Use	Setting	Density	Units	**HIDE THIS ROW**	Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8
150	Warehousing	General Urban/Suburban	116,206	Sq. Ft. GFA	222	111	111	38	29	9	40	11	29
Total Existing Site Trips (To Be Removed)					**222**	**111**	**111**	**38**	**29**	**9**	**40**	**11**	**29**

Total Proposed Project Trips	5,204	2,602	2,602	327	140	187	465	271	194
Total Existing Site Trips (To Be Removed)	-222	-111	-111	-38	-29	-9	-40	-11	-29
Gross Project Trips	**5,204**	**2,602**	**2,602**	**327**	**140**	**187**	**465**	**271**	**194**
Brewery (Manufacturing) Trips	60	30	30	9	7	2	9	3	6
Car Trips (100% of Warehousing Trips)	60	30	30	9	7	2	9	3	6
Alternative Mode Reductions (10%)	*-6*	*-3*	*-3*	*-1*	*-1*	*0*	*-1*	*0*	*-1*
Adjusted Car Trips	*54*	27	27	8	6	2	8	3	5
Residential Trips	2,978	1,489	1,489	185	57	128	215	123	92
Mixed-Use Reductions	*-240*	*-120*	*-120*	*-18*	*-2*	*-16*	*-39*	*-19*	*-20*
Alternative Mode Reductions (20%)	*-548*	*-274*	*-274*	*-33*	*-11*	*-22*	*-35*	*-21*	*-14*
Adjusted Residential Trips	2,190	1,095	1,095	134	44	90	141	83	58
Restaurant/Brewery Trips	2,166	1,083	1,083	133	76	57	241	145	96
Mixed-Use Reductions	*-240*	*-120*	*-120*	*-18*	*-16*	*-2*	*-39*	*-20*	*-19*
Alternative Mode Reductions (10%)	*-192*	*-96*	*-96*	*-12*	*-6*	*-6*	*-20*	*-13*	*-8*
Pass By Reductions (Based on ITE Rates)	*-746*	*-373*	*-373*	*0*	*0*	*0*	*-78*	*-39*	*-39*
Adjusted Restaurant Trips	988	494	494	103	54	49	104	73	30
Mixed-Use Reductions - TOTAL	*-480*	*-240*	*-240*	*-36*	*-18*	*-18*	*-78*	*-39*	*-39*
Alternative Mode Reductions - TOTAL	*-746*	*-373*	*-373*	*-46*	*-18*	*-28*	*-56*	*-34*	*-23*
Pass-By Reductions - TOTAL	*-746*	*-373*	*-373*	*0*	*0*	*0*	*-78*	*-39*	*-39*
Total Existing Site Trips (To Be Removed)	*-222*	*-111*	*-111*	*-38*	*-29*	*-9*	*-40*	*-11*	*-29*
New Trips	**3,010**	**1,505**	**1,505**	**207**	**75**	**132**	**213**	**148**	**64**
Driveway Volumes	3,756	1,878	1,878	207	75	132	291	187	103

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #1

Chattahoochee Ave NW/Chattahoochee Ave NW at Ellsworth Industrial Blvd NW

AM PEAK HOUR

	Ellsworth Industrial Blvd NW Northbound				Ellsworth Industrial Blvd NW Southbound				Chattahoochee Ave NW Eastbound				Chattahoochee Ave 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	52	11	283	0	11	3	6	0	19	604	58	0	217	413	79
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	11	0	33	0	3	0	4	0	0	64	5	0	16	36	1
Heavy Vehicle %	2%	21%	2%	12%	2%	27%	2%	67%	2%	2%	11%	9%	2%	7%	9%	2%
Peak Hour Factor		0.94				0.94				0.94				0.94		
Adjustment Factor	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83
Estimated 2022 Volumes	**0**	**95**	**20**	**518**	**0**	**20**	**5**	**11**	**0**	**35**	**1,105**	**106**	**0**	**397**	**756**	**145**
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	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	4	1	24	0	1	0	1	0	2	50	5	0	18	35	7
Approved Development Trips 1 - Project Revive DRI #3489											1				8	
Approved Development Trips 2 - Project Granite DRI #3298																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	1	0	0	0	8	0
2025 No-Build Traffic	**0**	**99**	**21**	**542**	**0**	**21**	**5**	**12**	**0**	**37**	**1,156**	**111**	**0**	**415**	**799**	**152**
Project Trips																
Trip Distribution IN												10%		50%		
Trip Distribution OUT		(10%)		(50%)												
Warehouse Car Trips	0	0	0	1	0	0	0	0	0	0	0	1	0	3	0	0
Trip Distribution IN												15%		30%		
Trip Distribution OUT		(15%)		(30%)												
Residential Trips	0	14	0	27	0	0	0	0	0	0	0	7	0	13	0	0
Trip Distribution IN												10%		50%		
Trip Distribution OUT		(10%)		(50%)												
Restaurant Trips	0	5	0	25	0	0	0	0	0	0	0	5	0	27	0	0
Total Vehicular Project Trips	0	19	0	53	0	0	0	0	0	0	0	13	0	43	0	0
2025 Build Traffic	**0**	**118**	**21**	**595**	**0**	**21**	**5**	**12**	**0**	**37**	**1,156**	**124**	**0**	**458**	**799**	**152**

PM PEAK HOUR

	Ellsworth Industrial Blvd NW Northbound				Ellsworth Industrial Blvd NW Southbound				Chattahoochee Ave NW Eastbound				Chattahoochee Ave 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	128	32	322	0	76	35	45	0	13	453	109	0	319	695	45
Pedestrians		0				1				7				0		
Conflicting Pedestrians		7		0		0		7		1		0		0		1
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	3	2	5	0	0	4	0	0	0	6	3	0	13	20	0
Heavy Vehicle %	2%	2%	6%	2%	2%	2%	11%	2%	2%	2%	2%	3%	2%	4%	3%	2%
Peak Hour Factor		0.93				0.93				0.93				0.93		
Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Estimated 2022 Volumes	**0**	**132**	**33**	**332**	**0**	**78**	**36**	**46**	**0**	**13**	**467**	**112**	**0**	**329**	**716**	**46**
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	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	6	2	15	0	4	2	2	0	1	21	5	0	15	33	2
Approved Development Trips 1 - Project Revive DRI #3489											7				6	
Approved Development Trips 2 - Project Granite DRI #3298																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	7	0	0	0	6	0
2025 No-Build Traffic	**0**	**138**	**35**	**347**	**0**	**82**	**38**	**48**	**0**	**14**	**495**	**117**	**0**	**344**	**755**	**48**
Project Trips																
Trip Distribution IN												10%		50%		
Trip Distribution OUT		(10%)		(50%)												
Warehouse Car Trips	0	1	0	3	0	0	0	0	0	0	0	0	0	2	0	0
Trip Distribution IN												15%		30%		
Trip Distribution OUT		(15%)		(30%)												
Residential Trips	0	9	0	17	0	0	0	0	0	0	0	12	0	25	0	0
Trip Distribution IN												10%		50%		
Trip Distribution OUT		(10%)		(50%)												
Restaurant Trips	0	3	0	15	0	0	0	0	0	0	0	7	0	37	0	0
Total Vehicular Project Trips		13	0	35	0	0	0	0	0	0	0	19	0	64	0	0
2025 Build Traffic	**0**	**151**	**35**	**382**	**0**	**82**	**38**	**48**	**0**	**14**	**495**	**136**	**0**	**408**	**755**	**48**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #2

Elaine Ave NW at Ellsworth Industrial Blvd NW

AM PEAK HOUR

	Ellsworth Industrial Blvd NW Northbound				Ellsworth Industrial Blvd NW Southbound				Elaine Ave NW 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	10	215	0	0	0	98	95	0	136	0	14	0	0	0	0
Pedestrians		0				0				2				1		
Conflicting Pedestrians		2		1		1		2		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	2	20	0	0	0	9	14	0	27	0	0	0	0	0	0
Heavy Vehicle %	2%	20%	9%	2%	2%	2%	9%	15%	2%	20%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.88				0.88				0.88				0.88		
Adjustment Factor	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83
Estimated 2022 Volumes	**0**	**18**	**393**	**0**	**0**	**0**	**179**	**174**	**0**	**249**	**0**	**26**	**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	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	1	18	0	0	0	8	8	0	11	0	1	0	0	0	0
Approved Development Trips 1 - Project Revive DRI #3489																
Approved Development Trips 2 - Project Granite DRI #3298																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025 No-Build Traffic	**0**	**19**	**411**	**0**	**0**	**0**	**187**	**182**	**0**	**260**	**0**	**27**	**0**	**0**	**0**	**0**
Project Trips																
Trip Distribution IN							60%					15%				
Trip Distribution OUT		(15%)	(60%)													
Warehouse Car Trips	0	0	1	0	0	0	4	0	0	0	0	1	0	0	0	0
Trip Distribution IN							45%					5%				
Trip Distribution OUT		(5%)	(45%)													
Residential Trips	0	5	41	0	0	0	20	0	0	0	0	2	0	0	0	0
Trip Distribution IN							60%					15%				
Trip Distribution OUT		(15%)	(60%)													
Restaurant Trips	0	7	29	0	0	0	32	0	0	0	0	8	0	0	0	0
Total Vehicular Project Trips	0	12	71	0	0	0	56	0	0	0	0	11	0	0	0	0
2025 Build Traffic	**0**	**31**	**482**	**0**	**0**	**0**	**243**	**182**	**0**	**260**	**0**	**38**	**0**	**0**	**0**	**0**

PM PEAK HOUR

	Ellsworth Industrial Blvd NW Northbound				Ellsworth Industrial Blvd NW Southbound				Elaine Ave NW 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	31	206	0	0	0	216	221	0	178	0	19	0	0	0	0
Pedestrians		1				0				8				3		
Conflicting Pedestrians		8		3		3		8		0		1		1		0
Bicycles	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				1				0				0
Heavy Vehicles	0	0	6	0	0	0	7	10	0	7	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	3%	2%	2%	2%	3%	5%	2%	4%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.94				0.94				0.94				0.94		
Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Estimated 2022 Volumes	**0**	**32**	**212**	**0**	**0**	**0**	**222**	**228**	**0**	**183**	**0**	**20**	**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	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	1	10	0	0	0	10	10	0	8	0	1	0	0	0	0
Approved Development Trips 1 - Project Revive DRI #3489																
Approved Development Trips 2 - Project Granite DRI #3298																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025 No-Build Traffic	**0**	**33**	**222**	**0**	**0**	**0**	**232**	**238**	**0**	**191**	**0**	**21**	**0**	**0**	**0**	**0**
Project Trips																
Trip Distribution IN							60%					15%				
Trip Distribution OUT		(15%)	(60%)													
Warehouse Car Trips	0	1	3	0	0	0	2	0	0	0	0	0	0	0	0	0
Trip Distribution IN							45%					5%				
Trip Distribution OUT		(5%)	(45%)													
Residential Trips	0	3	26	0	0	0	37	0	0	0	0	4	0	0	0	0
Trip Distribution IN							60%					15%				
Trip Distribution OUT		(15%)	(60%)													
Restaurant Trips	0	5	18	0	0	0	44	0	0	0	0	11	0	0	0	0
Total Vehicular Project Trips		9	47	0	0	0	83	0	0	0	0	15	0	0	0	0
2025 Build Traffic	**0**	**42**	**269**	**0**	**0**	**0**	**315**	**238**	**0**	**191**	**0**	**36**	**0**	**0**	**0**	**0**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #3

Driveway/Ellsworth Industrial Dr at Ellsworth Industrial Blvd NW

AM PEAK HOUR

	Ellsworth Industrial Blvd NW Northbound				Ellsworth Industrial Blvd NW Southbound				Driveway Eastbound				Ellsworth Industrial Dr 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	10	237	4	0	3	87	22	0	5	3	7	0	1	0	6
Pedestrians		0				2				0				0		
Conflicting Pedestrians		0		0		0		0		2		0		0		2
Bicycles	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				1				0				0				0
Heavy Vehicles	0	0	22	0	0	0	6	1	0	1	1	4	0	0	0	2
Heavy Vehicle %	2%	2%	9%	2%	2%	2%	7%	5%	2%	20%	33%	57%	2%	2%	2%	33%
Peak Hour Factor		0.82				0.82				0.82				0.82		
Adjustment Factor	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83
Estimated 2022 Volumes	**0**	**18**	**434**	**7**	**0**	**5**	**159**	**40**	**0**	**9**	**5**	**13**	**0**	**2**	**0**	**11**
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	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	1	20	0	0	0	7	2	0	0	0	1	0	0	0	1
Approved Development Trips 1 - Project Revive DRI #3489																
Approved Development Trips 2 - Project Granite DRI #3298																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025 No-Build Traffic	**0**	**19**	**454**	**7**	**0**	**5**	**166**	**42**	**0**	**9**	**5**	**14**	**0**	**2**	**0**	**12**
Project Trips																
Trip Distribution IN			5%	20%		20%										
Trip Distribution OUT							(5%)							(20%)		(20%)
Warehouse Car Trips	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN			15%	35%		15%										
Trip Distribution OUT							(15%)							(35%)		(15%)
Residential Trips	0	0	7	15	0	7	14	0	0	0	0	0	0	32	0	14
Trip Distribution IN			5%	20%		20%										
Trip Distribution OUT							(5%)							(20%)		(20%)
Restaurant Trips	0	0	3	11	0	11	2	0	0	0	0	0	0	10	0	10
Pass-By Distribution IN			-40%	40%		15%	-15%									
Pass-By Distribution OUT														(15%)		(40%)
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	10	27	0	19	16	0	0	0	0	0	0	42	0	24
2025 Build Traffic	**0**	**19**	**464**	**34**	**0**	**24**	**182**	**42**	**0**	**9**	**5**	**14**	**0**	**44**	**0**	**36**

PM PEAK HOUR

	Ellsworth Industrial Blvd NW Northbound				Ellsworth Industrial Blvd NW Southbound				Driveway Eastbound				Ellsworth Industrial Dr 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	203	3	0	3	219	3	0	34	0	16	0	0	1	1
Pedestrians		1				5				7				4		
Conflicting Pedestrians		7		4		4		7		5		1		1		5
Bicycles	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				1				0				0				0
Heavy Vehicles	0	0	4	0	0	0	6	0	0	1	0	0	0	0	1	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	3%	2%	2%	3%	2%	2%	2%	2%	100%	2%
Peak Hour Factor		0.90				0.90				0.90				0.90		
Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Estimated 2022 Volumes	**0**	**4**	**209**	**3**	**0**	**3**	**226**	**3**	**0**	**35**	**0**	**16**	**0**	**0**	**1**	**1**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	10	0	0	0	10	0	0	2	0	1	0	0	0	0
Approved Development Trips 1 - Project Revive DRI #3489																
Approved Development Trips 2 - Project Granite DRI #3298																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025 No-Build Traffic	**0**	**4**	**219**	**3**	**0**	**3**	**236**	**3**	**0**	**37**	**0**	**17**	**0**	**0**	**1**	**1**
Project Trips																
Trip Distribution IN			5%	20%		20%										
Trip Distribution OUT							(5%)							(20%)		(20%)
Warehouse Car Trips	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
Trip Distribution IN			15%	35%		15%										
Trip Distribution OUT							(15%)							(35%)		(15%)
Residential Trips	0	0	12	29	0	12	9	0	0	0	0	0	0	20	0	9
Trip Distribution IN			5%	20%		20%										
Trip Distribution OUT							(5%)							(20%)		(20%)
Restaurant Trips	0	0	4	15	0	15	2	0	0	0	0	0	0	6	0	6
Pass-By Distribution IN			-40%	40%		15%	-15%									
Pass-By Distribution OUT														(15%)		(40%)
Pass-By Trips	0	0	-16	16	0	6	-6	0	0	0	0	0	0	6	0	16
Total Vehicular Project Trips		0	0	61	0	34	5	0	0	0	0	0	0	33	0	32
2025 Build Traffic	**0**	**4**	**219**	**64**	**0**	**37**	**241**	**3**	**0**	**37**	**0**	**17**	**0**	**33**	**1**	**33**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #4

Huff Rd NW at Ellsworth Industrial Blvd NW

AM PEAK HOUR

	Northbound				Ellsworth Industrial Blvd NW Southbound				Huff Rd NW Eastbound				Huff Rd 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	0	0	0	0	64	0	41	0	118	279	0	0	0	145	0
Pedestrians		2				2				0				1		
Conflicting Pedestrians		0		1		1		0		2		2		2		2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	9	0	3	0	11	32	0	0	0	22	9
Heavy Vehicle %	2%	2%	2%	2%	2%	14%	2%	7%	2%	9%	11%	2%	2%	2%	15%	2%
Peak Hour Factor		0.95				0.95				0.95				0.95		
Adjustment Factor	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83
Estimated 2022 Volumes	**0**	**0**	**0**	**0**	**0**	**117**	**0**	**75**	**0**	**216**	**511**	**0**	**0**	**0**	**265**	**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	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	0	0	0	5	0	3	0	10	23	0	0	0	12	0
Approved Development Trips 1 - Project Revive DRI #3489																
Approved Development Trips 2 - Project Granite DRI #3298																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**122**	**0**	**78**	**0**	**226**	**534**	**0**	**0**	**0**	**277**	**0**
Project Trips																
Trip Distribution IN										17.5%						7.5%
Trip Distribution OUT						(7.5%)		(17.5%)								
Warehouse Car Trips	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Trip Distribution IN										30%						20%
Trip Distribution OUT						(20%)		(30%)								
Residential Trips	0	0	0	0	0	18	0	27	0	13	0	0	0	0	0	9
Trip Distribution IN										17.5%						7.5%
Trip Distribution OUT						(7.5%)		(17.5%)								
Restaurant Trips	0	0	0	0	0	4	0	9	0	9	0	0	0	0	0	4
Total Vehicular Project Trips	0	0	0	0	0	22	0	36	0	23	0	0	0	0	0	13
2025 Build Traffic	**0**	**0**	**0**	**0**	**0**	**144**	**0**	**114**	**0**	**249**	**534**	**0**	**0**	**0**	**277**	**13**

PM PEAK HOUR

	Northbound				Ellsworth Industrial Blvd NW Southbound				Huff Rd NW Eastbound				Huff Rd 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	0	0	0	0	95	0	142	0	93	194	0	0	0	250	105
Pedestrians		3				11				0				8		
Conflicting Pedestrians		0		8		8		0		11		3		3		11
Bicycles	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	4	0	3	0	1	12	0	0	0	10	4
Heavy Vehicle %	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%	6%	2%	2%	2%	4%	4%
Peak Hour Factor		0.89				0.89				0.89				0.89		
Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Estimated 2022 Volumes	**0**	**0**	**0**	**0**	**0**	**98**	**0**	**146**	**0**	**96**	**200**	**0**	**0**	**0**	**258**	**108**
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	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	0	0	0	4	0	7	0	4	9	0	0	0	12	5
Approved Development Trips 1 - Project Revive DRI #3489																
Approved Development Trips 2 - Project Granite DRI #3298																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**102**	**0**	**153**	**0**	**100**	**209**	**0**	**0**	**0**	**270**	**113**
Project Trips																
Trip Distribution IN										17.5%						7.5%
Trip Distribution OUT						(7.5%)		(17.5%)								
Warehouse Car Trips	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
Trip Distribution IN										30%						20%
Trip Distribution OUT						(20%)		(30%)								
Residential Trips	0	0	0	0	0	12	0	17	0	25	0	0	0	0	0	17
Trip Distribution IN										17.5%						7.5%
Trip Distribution OUT						(7.5%)		(17.5%)								
Restaurant Trips	0	0	0	0	0	2	0	5	0	13	0	0	0	0	0	5
Total Vehicular Project Trips		0	0	0	0	14	0	23	0	39	0	0	0	0	0	22
2025 Build Traffic	**0**	**0**	**0**	**0**	**0**	**116**	**0**	**176**	**0**	**139**	**209**	**0**	**0**	**0**	**270**	**135**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #5

Kennesaw Dr/Huff Rd NW at Marietta Blvd NW

AM PEAK HOUR

	Marietta Blvd NW Northbound				Marietta Blvd NW Southbound				Kennesaw Dr Eastbound				Huff Rd 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	5	413	235	0	129	482	6	0	6	8	0	0	101	2	81
Pedestrians		0				0				0				1		
Conflicting Pedestrians		0		1		1		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	51	13	0	17	57	2	0	1	5	0	0	7	0	17
Heavy Vehicle %	2%	2%	12%	6%	2%	13%	12%	33%	2%	17%	63%	2%	2%	7%	2%	21%
Peak Hour Factor		0.95				0.95				0.95				0.95		
Adjustment Factor	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83
Estimated 2022 Volumes	**0**	**9**	**756**	**430**	**0**	**236**	**882**	**11**	**0**	**11**	**15**	**0**	**0**	**185**	**4**	**148**
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	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	35	20	0	11	40	1	0	1	1	0	0	8	0	7
Approved Development Trips 1 - Project Revive DRI #3489			41				10									
Approved Development Trips 2 - Project Granite DRI #3298			32				85									
Total Approved Development Trips	0	0	73	0	0	0	95	0	0	0	0	0	0	0	0	0
2025 No-Build Traffic	**0**	**9**	**864**	**450**	**0**	**247**	**1,017**	**12**	**0**	**12**	**16**	**0**	**0**	**193**	**4**	**155**
Project Trips																
Trip Distribution IN			7.5%	17.5%												
Trip Distribution OUT							(7.5%)							(17.5%)		
Warehouse Car Trips	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN				30%												
Trip Distribution OUT														(30%)		
Residential Trips	0	0	0	13	0	0	0	0	0	0	0	0	0	27	0	0
Trip Distribution IN			7.5%	17.5%												
Trip Distribution OUT							(7.5%)							(17.5%)		
Restaurant Trips	0	0	4	9	0	0	4	0	0	0	0	0	0	9	0	0
Total Vehicular Project Trips	0	0	4	23	0	0	4	0	0	0	0	0	0	36	0	0
2025 Build Traffic	**0**	**9**	**868**	**473**	**0**	**247**	**1,021**	**12**	**0**	**12**	**16**	**0**	**0**	**229**	**4**	**155**

PM PEAK HOUR

	Marietta Blvd NW Northbound				Marietta Blvd NW Southbound				Kennesaw Dr Eastbound				Huff Rd 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	1	694	180	0	85	628	0	0	1	1	5	0	295	1	103
Pedestrians		0				0				0				1		
Conflicting Pedestrians		0		1		1		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	38	3	0	6	50	0	0	0	0	0	0	7	0	9
Heavy Vehicle %	2%	100%	5%	2%	2%	7%	8%	2%	2%	2%	2%	2%	2%	2%	2%	9%
Peak Hour Factor		0.94				0.94				0.94				0.94		
Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Estimated 2022 Volumes	**0**	**1**	**715**	**185**	**0**	**88**	**647**	**0**	**0**	**1**	**1**	**5**	**0**	**304**	**1**	**106**
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	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	33	8	0	4	30	0	0	0	0	0	0	14	0	5
Approved Development Trips 1 - Project Revive DRI #3489			29				43									
Approved Development Trips 2 - Project Granite DRI #3298			85				38									
Total Approved Development Trips	0	0	114	0	0	0	81	0	0	0	0	0	0	0	0	0
2025 No-Build Traffic	**0**	**1**	**862**	**193**	**0**	**92**	**758**	**0**	**0**	**1**	**1**	**5**	**0**	**318**	**1**	**111**
Project Trips																
Trip Distribution IN			7.5%	17.5%												
Trip Distribution OUT							(7.5%)							(17.5%)		
Warehouse Car Trips	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Trip Distribution IN				30%												
Trip Distribution OUT														(30%)		
Residential Trips	0	0	0	25	0	0	0	0	0	0	0	0	0	17	0	0
Trip Distribution IN			7.5%	17.5%												
Trip Distribution OUT							(7.5%)							(17.5%)		
Restaurant Trips	0	0	5	13	0	0	2	0	0	0	0	0	0	5	0	0
Total Vehicular Project Trips		0	5	39	0	0	2	0	0	0	0	0	0	23	0	0
2025 Build Traffic	**0**	**1**	**867**	**232**	**0**	**92**	**760**	**0**	**0**	**1**	**1**	**5**	**0**	**341**	**1**	**111**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #6

Driveway A at Ellsworth Industrial Parkway

AM PEAK HOUR

	Ellsworth Industrial Parkway Northbound				Ellsworth Industrial Parkway Southbound				Eastbound				Driveway A 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	248	0	0	0	112	0	0	0	0	0	0	0	0	0
Pedestrians		0				2				0				0		
Conflicting Pedestrians		0		0		0		0		2		0		0		2
Bicycles	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				1				0				0				0
Heavy Vehicles	0	0	25	0	0	0	7	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	10%	2%	2%	2%	6%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.82				0.82				0.82				0.82		
Adjustment Factor	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83
Estimated 2022 Volumes	**0**	**0**	**454**	**0**	**0**	**0**	**205**	**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	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	21	0	0	0	9	0	0	0	0	0	0	0	0	0
Approved Development Trips 1 - Project Revive DRI #3489																
Approved Development Trips 2 - Project Granite DRI #3298																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025 No-Build Traffic	**0**	**0**	**475**	**0**	**0**	**0**	**214**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Project Trips																
Trip Distribution IN				5%		55%	20%									
Trip Distribution OUT			(20%)											(5%)		(55%)
Warehouse Car Trips	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	1
Trip Distribution IN				15%		35%	15%									
Trip Distribution OUT			(15%)											(15%)		(35%)
Residential Trips	0	0	14	7	0	15	7	0	0	0	0	0	0	14	0	32
Trip Distribution IN				5%		55%	20%									
Trip Distribution OUT			(20%)											(5%)		(55%)
Balancing Adjustment																
Restaurant Trips	0	0	10	3	0	30	11	0	0	0	0	0	0	2	0	27
Pass-By Distribution IN			-20%	20%		25%	-25%									
Pass-By Distribution OUT														(25%)		(20%)
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	24	10	0	48	19	0	0	0	0	0	0	16	0	60
2025 Build Traffic	**0**	**0**	**499**	**10**	**0**	**48**	**233**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**60**

PM PEAK HOUR

	Ellsworth Industrial Parkway Northbound				Ellsworth Industrial Parkway Southbound				Eastbound				Driveway A 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	238	0	0	0	225	0	0	0	0	0	0	0	0	0
Pedestrians		1				5				0				0		
Conflicting Pedestrians		0		0		0		0		5		1		1		5
Bicycles	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				1				0				0				0
Heavy Vehicles	0	0	5	0	0	0	6	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.90				0.90				0.90				0.90		
Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Estimated 2022 Volumes	**0**	**0**	**245**	**0**	**0**	**0**	**232**	**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	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0
Approved Development Trips 1 - Project Revive DRI #3489																
Approved Development Trips 2 - Project Granite DRI #3298																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025 No-Build Traffic	**0**	**0**	**256**	**0**	**0**	**0**	**243**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Project Trips																
Trip Distribution IN				5%		55%	20%									
Trip Distribution OUT			(20%)											(5%)		(55%)
Warehouse Car Trips	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	3
Trip Distribution IN				15%		35%	15%									
Trip Distribution OUT			(15%)											(15%)		(35%)
Residential Trips	0	0	9	12	0	29	12	0	0	0	0	0	0	9	0	20
Trip Distribution IN				5%		55%	20%									
Trip Distribution OUT			(20%)											(5%)		(55%)
Restaurant Trips	0	0	6	4	0	40	15	0	0	0	0	0	0	2	0	17
Pass-By Distribution IN			-20%	20%		25%	-25%									
Pass-By Distribution OUT														(25%)		(20%)
Pass-By Trips	0	0	-8	8	0	10	-10	0	0	0	0	0	0	10	0	8
Total Vehicular Project Trips		0	8	24	0	81	18	0	0	0	0	0	0	21	0	48
2025 Build Traffic	**0**	**0**	**264**	**24**	**0**	**81**	**261**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**48**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #7

Ellsworth Industrial Drive at Driveway B

AM PEAK HOUR

	Northbound				Driveway B Southbound				Ellsworth Industrial Drive Eastbound				Ellsworth Industrial Drive 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	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	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		0.82				0.82				0.82				0.82		
Adjustment Factor	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83	1.83
Estimated 2022 Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Development Trips 1 - Project Revive DRI #3489																
Approved Development Trips 2 - Project Granite DRI #3298																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Project Trips																
Trip Distribution IN										40%						
Trip Distribution OUT								(40%)								
Warehouse Car Trips	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0
Trip Distribution IN										50%						
Trip Distribution OUT								(50%)								
Residential Trips	0	0	0	0	0	0	0	45	0	22	0	0	0	0	0	0
Trip Distribution IN										40%						
Trip Distribution OUT								(40%)								
Restaurant Trips	0	0	0	0	0	0	0	20	0	22	0	0	0	0	0	0
Pass-By Distribution IN										55%						
Pass-By Distribution OUT								(55%)								
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	0	0	0	0	66	0	46	0	0	0	0	0	0
2025 Build Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**66**	**0**	**46**	**0**	**0**	**0**	**0**	**0**	**0**

PM PEAK HOUR

	Northbound				Driveway B Southbound				Ellsworth Industrial Drive Eastbound				Ellsworth Industrial Drive 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	0	0	0	0	0	0
Pedestrians		0				0				7				4		
Conflicting Pedestrians		7		4		4		7		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		0.90				0.90				0.90				0.90		
Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Estimated 2022 Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Development Trips 1 - Project Revive DRI #3489																
Approved Development Trips 2 - Project Granite DRI #3298																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Project Trips																
Trip Distribution IN										40%						
Trip Distribution OUT								(40%)								
Warehouse Car Trips	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0
Trip Distribution IN										50%						
Trip Distribution OUT								(50%)								
Residential Trips	0	0	0	0	0	0	0	29	0	42	0	0	0	0	0	0
Trip Distribution IN										40%						
Trip Distribution OUT								(40%)								
Restaurant Trips	0	0	0	0	0	0	0	12	0	29	0	0	0	0	0	0
Pass-By Distribution IN										55%						
Pass-By Distribution OUT								(55%)								
Pass-By Trips	0	0	0	0	0	0	0	21	0	21	0	0	0	0	0	0
Total Vehicular Project Trips		0	0	0	0	0	0	64	0	93	0	0	0	0	0	0
2025 Build Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**64**	**0**	**93**	**0**	**0**	**0**	**0**	**0**	**0**

Programmed Project Fact Sheets

Resurfacing - GDOT Group A (FC-9403)

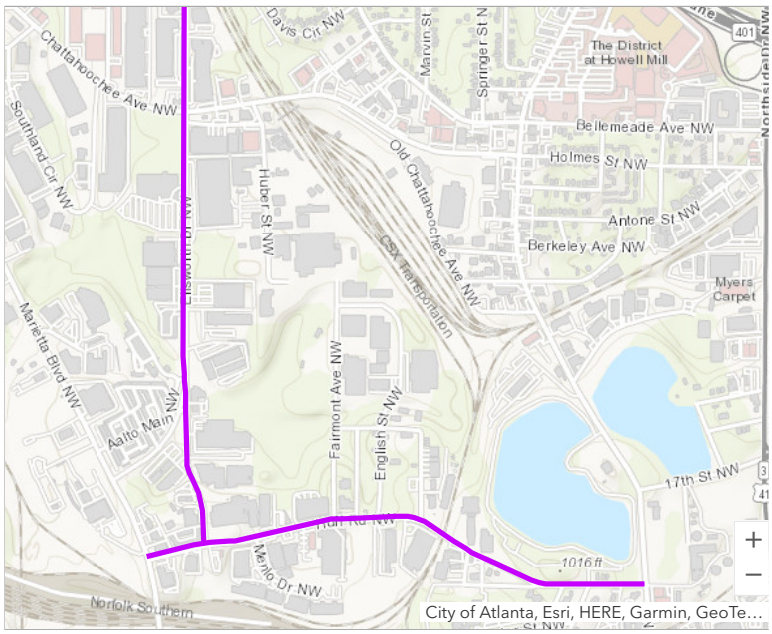
TYPE	PROJECT NUMBER	COUNCIL DISTRICTS
RESURFACING	**1031**	**03, 04, 08, 09, 10, 11, 12**

Scope

Includes the resurfacing of 8th St, Beecher St, Bolton Rd, Campbellton Rd, Collier Dr, Collier Rd, County Line Rd, Defoors Ferry Rd, Ellsworth Industrial Blvd, Fair Dr, Fairburn Rd, Hills Ave, Howell Mill, Huff Rd, Margaret Mitchell Dr, Metropolitan Pkwy, Northside Pkwy, Northwest Dr, Peachtree Battle Ave, Stanton Rd, and Stone Hogan Connector. Bicycle lanes included on Fair Dr from Metropolitan Pkwy to Pryor Rd.

PAID	**$13,857,434**
PROJECT START	**Apr 2016**
DESIGN FINISH	**Oct 2018**
CONSTRUCTION START	**Oct 2017**
CONSTRUCTION FINISH	**Apr 2021**

Disclaimer: Project schedules and scopes are subject to change.



PHASE

Not Started | Planning & Development | Design | Construction | **Complete**

Additional Project Information

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.

Report Generated: 2/17/2022

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.

Report Generated: 2/17/2022

Marietta TCC Combo

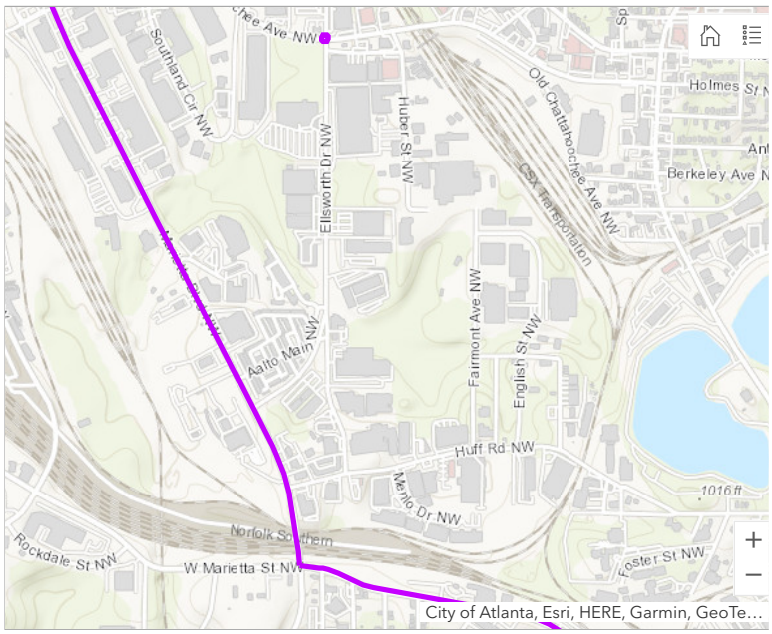
TYPE	PROJECT NUMBER	COUNCIL DISTRICTS
TRAFFIC SIGNALS	**1053**	**03, 04, 09**

Scope

Includes the replacement of traffic signal LEDs, cabinets, controller monitors, signal wiring, communications, ADA ramps and timing at multiple intersections on three (3) corridors: Marietta Blvd, Chattahoochee Ave, and West Marietta St.

PAID	**$743,381**
PROJECT START	**Sep 2015**
DESIGN FINISH	**Oct 2020**
CONSTRUCTION START	**Oct 2015**
CONSTRUCTION FINISH	**Nov 2023**

Disclaimer: Project schedules and scopes are subject to change.



PHASE

Not Started | Planning & Development | Design | **Construction** | Complete

Additional Project Information

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.

Report Generated: 2/17/2022

Howell Mill Complete Street

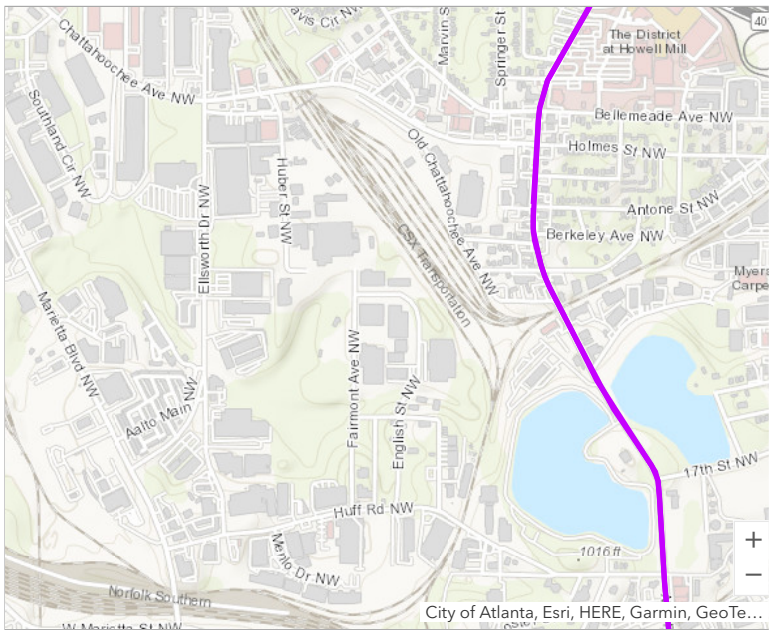
TYPE	PROJECT NUMBER	COUNCIL DISTRICTS
COMPLETE STREET	**1007**	**03, 08, 09**

Scope

Includes resurfacing, restriping, new fiber communication between intersections, signals upgrades, partial corridor raised bicycle lanes, sidewalk repairs, additional mid-block crossings, 3 new signalized intersections, partial road diet, and ADA upgrades from Marietta St to Collier Rd.

PAID	**$1,352,716**
PROJECT START	**Jan 2016**
DESIGN FINISH	**Oct 2021**
CONSTRUCTION START	**Oct 2022**
CONSTRUCTION FINISH	**Sep 2024**

Disclaimer: Project schedules and scopes are subject to change.



PHASE

Not Started | Planning & Development | **Design** | Construction | Complete

Additional Project Information

APPENDIX E

Ellsworth Industrial Boulevard Speed Data

Bi-Directional Speed & Class Count || NB EB Speed 15min

Atlanta, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Ellsworth Industrial Blvd NW,
south of Old Chattahoochee Ave NW

Date
Tuesday, March 29, 2022

Weather
Mostly Cloudy
63°F

Lat/Long
33.797841°, -84.427033°

Click here for Map

0000 - 2400 (Weekday 24h Session)
NB EB Speed 15min

	Northbound, (Movement 1.1)															15min
Time	5-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph	80-99 mph	Total
0000 - 0015	0	0	0	0	1	2	7	1	0	0	0	0	0	0	0	**11**
0015 - 0030	0	0	1	0	3	2	1	1	0	1	0	0	0	0	0	**9**
0030 - 0045	0	0	0	1	1	0	5	5	0	0	0	0	0	0	0	**12**
0045 - 0100	0	0	1	0	2	5	3	2	0	0	0	0	0	0	0	**13**
0100 - 0115	0	0	0	0	0	0	2	1	0	1	0	0	0	0	0	**4**
0115 - 0130	0	0	1	1	0	3	7	2	1	1	0	0	0	0	0	**16**
0130 - 0145	0	0	0	0	0	2	6	1	0	0	0	0	0	0	0	**9**
0145 - 0200	0	0	0	3	0	5	3	0	0	0	0	0	0	0	0	**11**
0200 - 0215	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	**5**
0215 - 0230	0	0	0	1	1	2	1	1	1	0	0	0	0	0	0	**7**
0230 - 0245	0	0	0	2	1	2	4	1	0	0	1	0	0	0	0	**11**
0245 - 0300	0	0	0	0	0	2	1	3	1	0	0	0	0	0	0	**7**
0300 - 0315	0	0	0	0	0	3	1	1	1	1	0	0	0	0	0	**7**
0315 - 0330	0	0	0	0	0	0	2	2	3	0	0	0	0	0	0	**7**
0330 - 0345	0	0	0	0	0	3	4	2	1	0	0	0	0	0	0	**10**
0345 - 0400	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	**5**
0400 - 0415	1	0	0	0	2	1	3	0	0	0	1	0	0	0	0	**8**
0415 - 0430	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	**6**
0430 - 0445	0	0	0	0	0	2	5	0	1	0	0	0	0	0	0	**8**
0445 - 0500	0	0	0	0	1	5	6	3	0	0	0	0	0	0	0	**15**
0500 - 0515	0	0	0	0	3	3	2	4	0	0	0	0	0	0	0	**12**
0515 - 0530	0	0	0	0	1	1	4	2	0	0	0	0	0	0	0	**8**
0530 - 0545	0	0	0	0	2	5	3	2	1	0	0	0	0	0	0	**13**
0545 - 0600	0	0	0	0	1	7	4	3	0	0	0	0	0	0	0	**15**
0600 - 0615	0	0	0	0	1	8	6	5	1	1	1	0	0	0	0	**23**
0615 - 0630	0	1	0	1	5	6	10	3	1	0	0	0	0	0	0	**27**
0630 - 0645	0	0	0	0	3	14	17	0	1	0	1	0	0	0	0	**36**
0645 - 0700	0	0	0	2	8	15	9	5	0	0	0	0	0	0	1	**40**
0700 - 0715	0	0	0	3	5	33	19	10	1	0	0	0	0	0	0	**71**
0715 - 0730	0	0	0	0	12	28	24	10	0	0	0	0	0	0	0	**74**
0730 - 0745	0	0	0	0	7	42	18	11	2	0	0	0	0	0	0	**80**
0745 - 0800	0	0	0	1	12	21	26	10	1	0	0	0	0	0	0	**71**
0800 - 0815	0	0	0	3	6	39	18	7	4	0	1	0	0	0	1	**79**
0815 - 0830	0	0	1	0	18	38	42	3	1	0	0	0	0	0	0	**103**
0830 - 0845	0	0	0	0	14	34	28	8	4	1	0	0	0	0	0	**89**
0845 - 0900	0	0	0	0	10	29	26	6	1	0	0	0	0	0	0	**72**
0900 - 0915	0	0	0	1	5	27	28	6	1	0	0	0	0	0	0	**68**
0915 - 0930	0	0	0	2	10	25	29	7	3	0	1	0	0	0	0	**77**
0930 - 0945	0	0	0	1	11	21	22	6	2	1	0	0	0	0	0	**64**
0945 - 1000	0	0	0	2	9	18	24	5	2	0	0	0	0	0	0	**60**
1000 - 1015	0	0	0	5	13	21	11	10	2	1	0	0	0	0	1	**64**
1015 - 1030	0	0	2	2	11	26	29	6	1	0	1	0	0	0	0	**78**
1030 - 1045	0	0	1	12	16	26	13	6	1	0	0	0	0	0	0	**75**
1045 - 1100	0	0	0	2	14	25	23	3	1	1	0	0	0	0	0	**69**
1100 - 1115	0	0	2	2	19	39	11	8	1	1	0	1	0	0	0	**84**
1115 - 1130	0	0	1	9	20	29	16	8	0	0	0	0	0	0	0	**83**
1130 - 1145	0	0	0	3	18	33	22	6	2	0	0	0	0	0	0	**84**
1145 - 1200	0	0	2	2	17	36	20	3	2	1	0	0	0	0	0	**83**
1200 - 1215	0	0	3	9	18	37	22	6	4	1	1	0	0	0	0	**101**
1215 - 1230	1	1	1	10	27	41	19	5	1	1	0	0	0	0	1	**108**
1230 - 1245	1	2	4	4	11	31	14	7	1	0	0	0	0	0	0	**75**
1245 - 1300	0	0	0	9	19	41	12	6	1	0	0	0	0	0	0	**88**
1300 - 1315	0	0	1	8	15	30	22	8	0	0	0	1	0	0	0	**85**
1315 - 1330	0	0	0	9	22	39	17	2	1	0	0	0	0	0	0	**90**
1330 - 1345	0	0	0	4	29	29	22	4	0	0	0	0	0	0	0	**88**
1345 - 1400	0	1	1	3	6	23	17	7	1	0	0	0	0	0	0	**59**
1400 - 1415	0	0	4	5	18	40	10	10	1	2	0	0	0	0	0	**90**
1415 - 1430	0	0	1	1	10	21	15	6	4	0	0	0	0	0	0	**58**
1430 - 1445	1	2	1	2	17	19	19	1	3	0	1	0	0	0	0	**66**
1445 - 1500	0	0	0	8	7	28	18	8	3	0	0	0	0	0	1	**73**
1500 - 1515	0	0	2	7	27	48	21	4	2	0	0	0	0	0	0	**111**
1515 - 1530	0	0	0	1	16	47	26	15	0	0	0	0	0	0	0	**105**
1530 - 1545	0	0	4	12	21	32	16	3	1	1	1	0	0	0	1	**92**
1545 - 1600	0	0	2	4	13	23	30	8	0	0	0	0	0	0	1	**81**
1600 - 1615	1	1	5	5	20	36	24	4	1	0	0	0	0	1	0	**98**
1615 - 1630	0	0	2	6	16	38	26	10	1	0	0	0	0	0	0	**99**
1630 - 1645	0	0	3	3	18	36	35	11	4	0	0	0	0	0	0	**110**
1645 - 1700	0	0	1	7	15	31	23	1	3	0	0	0	0	0	0	**81**
1700 - 1715	0	0	1	5	27	34	20	6	1	1	0	0	0	0	2	**97**
1715 - 1730	0	0	3	9	20	46	27	5	2	0	0	0	0	0	0	**112**
1730 - 1745	0	0	0	2	17	40	31	5	2	0	0	0	0	0	1	**98**
1745 - 1800	0	1	2	9	24	34	24	9	0	0	0	0	0	0	0	**103**
1800 - 1815	5	0	3	7	21	34	31	8	2	0	0	0	0	0	0	**111**
1815 - 1830	0	1	5	6	28	32	22	6	2	0	0	0	0	0	0	**102**
1830 - 1845	0	0	2	5	7	22	16	5	0	0	0	0	0	0	0	**57**
1845 - 1900	1	0	4	1	13	25	22	5	0	0	0	0	0	0	0	**71**
1900 - 1915	0	0	0	7	17	25	21	6	2	0	0	0	0	0	0	**78**
1915 - 1930	0	0	1	7	10	22	18	9	3	1	0	0	0	0	0	**71**
1930 - 1945	0	0	0	1	9	20	19	3	2	0	1	0	0	0	0	**55**
1945 - 2000	0	0	2	4	7	34	13	4	0	1	0	0	0	0	0	**65**
2000 - 2015	0	0	3	3	14	28	8	4	0	0	0	0	0	0	0	**60**
2015 - 2030	0	2	2	3	10	12	12	3	0	0	0	0	0	0	0	**44**
2030 - 2045	0	0	0	7	13	13	9	5	0	0	0	0	0	0	0	**47**
2045 - 2100	0	0	0	7	21	17	3	2	0	0	0	0	0	0	0	**50**
2100 - 2115	0	0	1	7	10	15	9	3	0	0	0	0	0	0	0	**45**
2115 - 2130	0	0	2	6	14	17	9	3	0	0	0	0	0	0	0	**51**
2130 - 2145	0	0	4	3	13	8	9	4	1	0	0	0	0	0	0	**42**
2145 - 2200	0	0	2	5	4	14	6	3	0	0	0	0	0	0	0	**34**
2200 - 2215	0	1	2	6	11	8	9	1	0	0	0	0	0	0	0	**38**
2215 - 2230	0	0	5	3	10	10	4	0	0	0	0	0	0	0	0	**32**
2230 - 2245	0	0	0	5	8	9	4	1	0	0	0	0	0	0	0	**27**
2245 - 2300	0	0	0	3	7	17	5	1	0	0	0	0	0	0	0	**33**
2300 - 2315	0	0	0	5	5	7	6	2	1	0	0	0	0	0	0	**26**
2315 - 2330	0	0	1	3	4	17	4	0	1	0	0	0	0	0	0	**30**
2330 - 2345	0	0	0	3	3	7	7	2	0	0	0	0	0	0	0	**22**
2345 - 2400	0	0	0	0	9	11	5	5	0	0	0	0	0	0	0	**30**
Session Total	11	13	92	310	984	1941	1351	430	97	19	11	2	0	1	10	**5272**

10mph Pace Speed	Number in Pace
33-42	3408 (64.6%)

15th Percentile	50th Percentile	Average	85th Percentile	95th Percentile
32	38	38	43	47

Summary

Time	Northbound, (Movement 1.1)															Total
	5-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph	80-99 mph	
Tuesday, March 29, 2022	11	13	92	310	984	1941	1351	430	97	19	11	2	0	1	10	5272
Session Total	11	13	92	310	984	1941	1351	430	97	19	11	2	0	1	10	5272

Speed Statistics by 15min

Time	Total	% Split	Min	Max	Mean	Median	Percentile				>PSL	>PSL %
							15%	50%	85%	95%	(30mph)	(30mph)
0000 - 0015	11	0.21	34	45	41	42	38	42	43	44	11	100
0015 - 0030	9	0.17	22	58	38	38	31	38	46	54	8	89
0030 - 0045	12	0.23	26	47	42	44	37	44	47	47	11	92
0045 - 0100	13	0.25	22	48	38	39	32	39	43	47	12	92
0100 - 0115	4	0.08	40	55	46	45	41	45	52	54	4	100
0115 - 0130	16	0.30	24	57	41	42	38	42	47	55	14	88
0130 - 0145	9	0.17	38	46	41	40	39	40	42	44	9	100
0145 - 0200	11	0.21	28	44	36	36	29	36	40	42	8	73
0200 - 0215	5	0.09	36	45	40	39	37	39	43	44	5	100
0215 - 0230	7	0.13	28	52	39	37	30	37	48	51	5	71
0230 - 0245	11	0.21	28	62	40	40	30	40	46	55	9	82
0245 - 0300	7	0.13	35	52	43	46	36	46	48	51	7	100
0300 - 0315	7	0.13	37	57	44	43	38	43	51	55	7	100
0315 - 0330	7	0.13	40	54	47	48	41	48	53	54	7	100
0330 - 0345	10	0.19	35	51	43	42	39	42	47	49	10	100
0345 - 0400	5	0.09	35	52	46	49	42	49	50	51	5	100
0400 - 0415	8	0.15	4	63	36	39	30	39	42	56	6	75
0415 - 0430	6	0.11	37	45	42	43	39	43	44	45	6	100
0430 - 0445	7	0.13	36	52	42	42	39	42	45	50	7	100
0445 - 0500	16	0.30	32	48	41	41	37	41	45	47	16	100
0500 - 0515	11	0.21	34	49	41	43	34	43	47	48	11	100
0515 - 0530	9	0.17	30	48	41	42	39	42	47	48	8	89
0530 - 0545	13	0.25	32	51	40	39	35	39	46	50	13	100
0545 - 0600	15	0.28	32	49	40	38	35	38	46	48	15	100
0600 - 0615	23	0.44	33	60	42	40	38	40	48	58	23	100
0615 - 0630	21	0.40	17	52	38	40	34	40	44	47	19	90
0630 - 0645	42	0.80	32	60	40	40	36	40	43	45	42	100
0645 - 0700	40	0.76	25	93	40	39	34	39	43	47	37	93
0700 - 0715	71	1.35	25	50	39	39	35	39	45	47	68	96
0715 - 0730	74	1.40	30	48	39	39	34	39	44	46	71	96
0730 - 0745	76	1.44	30	52	39	39	35	39	44	46	75	99
0745 - 0800	75	1.42	28	53	40	40	34	40	45	48	72	96
0800 - 0815	72	1.37	27	95	40	39	35	39	45	50	69	96
0815 - 0830	110	2.09	24	52	38	39	34	39	42	43	105	95
0830 - 0845	89	1.69	30	55	40	39	34	39	43	49	88	99
0845 - 0900	72	1.37	30	53	39	39	35	39	43	45	70	97
0900 - 0915	68	1.29	29	52	39	40	35	40	43	46	67	99
0915 - 0930	72	1.37	25	61	39	40	34	40	44	49	69	96
0930 - 0945	69	1.31	26	55	39	39	34	39	44	48	65	94
0945 - 1000	60	1.14	28	50	39	40	34	40	44	48	57	95
1000 - 1015	64	1.21	28	83	39	38	31	38	45	50	56	88
1015 - 1030	78	1.48	24	61	38	39	34	39	42	46	71	91
1030 - 1045	73	1.38	22	49	36	35	29	35	42	45	59	81
1045 - 1100	71	1.35	28	58	38	39	34	39	42	47	66	93
1100 - 1115	78	1.48	22	68	38	37	33	37	43	46	74	95
1115 - 1130	89	1.69	21	49	36	36	30	36	41	47	75	84
1130 - 1145	84	1.59	25	52	38	38	34	38	43	47	80	95
1145 - 1200	83	1.57	20	57	37	37	33	37	42	45	78	94
1200 - 1215	101	1.92	20	63	37	37	31	37	43	50	87	86
1215 - 1230	100	1.90	9	80	37	36	31	36	42	45	85	85
1230 - 1245	83	1.57	13	52	35	37	26	37	42	45	64	77
1245 - 1300	88	1.67	25	51	36	36	31	36	40	45	75	85
1300 - 1315	85	1.61	22	65	37	37	32	37	43	46	76	89
1315 - 1330	90	1.71	25	50	36	36	30	36	40	44	76	84
1330 - 1345	81	1.54	29	47	37	37	32	37	42	44	75	93
1345 - 1400	66	1.25	17	50	38	39	34	39	43	45	60	91
1400 - 1415	86	1.63	22	57	37	37	31	37	43	49	74	86
1415 - 1430	62	1.18	24	53	39	39	34	39	45	50	57	92
1430 - 1445	66	1.25	13	61	37	37	30	37	43	50	54	82
1445 - 1500	73	1.38	25	89	39	38	32	38	45	50	63	86
1500 - 1515	111	2.11	21	53	37	37	32	37	42	45	99	89
1515 - 1530	97	1.84	29	48	39	38	35	38	43	47	95	98
1530 - 1545	100	1.90	22	85	36	35	29	35	42	45	83	83
1545 - 1600	81	1.54	21	86	39	39	34	39	43	47	73	90
1600 - 1615	98	1.86	8	78	37	38	32	38	42	45	84	86
1615 - 1630	99	1.88	21	50	38	38	33	38	42	46	90	91
1630 - 1645	105	1.99	21	53	38	39	32	39	43	48	98	93
1645 - 1700	86	1.63	21	53	37	39	32	39	41	45	75	87
1700 - 1715	88	1.67	22	89	38	36	31	36	42	48	75	85
1715 - 1730	121	2.30	21	53	37	37	31	37	43	45	104	86
1730 - 1745	98	1.86	27	85	39	39	34	39	43	47	91	93
1745 - 1800	103	1.95	17	48	36	36	31	36	42	47	88	85
1800 - 1815	111	2.11	7	53	36	38	30	38	42	46	91	82
1815 - 1830	97	1.84	19	51	36	37	30	37	42	47	82	85
1830 - 1845	62	1.18	22	47	37	38	32	38	42	45	54	87
1845 - 1900	71	1.35	4	48	37	38	33	38	43	45	64	90
1900 - 1915	78	1.48	27	52	37	37	32	37	43	45	70	90
1915 - 1930	71	1.35	24	56	39	38	33	38	45	49	62	87
1930 - 1945	53	1.01	28	62	39	39	33	39	43	48	50	94
1945 - 2000	67	1.27	23	56	37	38	34	38	41	45	61	91
2000 - 2015	58	1.10	22	47	36	36	31	36	40	45	51	88
2015 - 2030	46	0.87	17	48	35	37	30	37	41	45	36	78
2030 - 2045	47	0.89	27	47	36	37	30	37	42	46	36	77
2045 - 2100	50	0.95	25	45	34	34	30	34	39	42	39	78
2100 - 2115	45	0.85	22	48	35	35	29	35	42	45	36	80
2115 - 2130	46	0.87	21	47	35	35	30	35	40	45	36	78
2130 - 2145	47	0.89	21	50	35	35	29	35	43	49	32	68
2145 - 2200	34	0.64	22	49	36	38	27	38	40	46	26	76
2200 - 2215	38	0.72	19	48	34	34	28	34	40	43	26	68
2215 - 2230	32	0.61	24	42	33	34	25	34	39	40	21	66
2230 - 2245	26	0.49	28	45	35	35	29	35	40	43	18	69
2245 - 2300	34	0.64	26	48	36	37	30	37	40	43	28	82
2300 - 2315	24	0.46	27	50	36	36	29	36	42	45	17	71
2315 - 2330	32	0.61	24	52	37	37	32	37	41	45	27	84
2330 - 2345	22	0.42	25	48	38	39	32	39	42	47	19	86
2345 - 2400	30	0.57	30	49	38	38	33	38	44	47	29	97
Session Total	5272		4	95	38	38	32	38	43	47	4682	89

Bi-Directional Speed & Class Count || SB WB Speed 15min

Atlanta, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Ellsworth Industrial Blvd NW,
south of Old Chattahoochee Ave NW

Date
Tuesday, March 29, 2022

Lat/Long
33.797841°, -84.427033°

Weather
Mostly Cloudy
63°F

Click here for Map

0000 - 2400 (Weekday 24h Session)
SB WB Speed 15min

	Southbound, (Movement 1,2)															15min
Time	5-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph	80-99 mph	Total
0000 - 0015	0	0	0	3	4	7	4	2	1	0	0	0	0	0	0	**21**
0015 - 0030	0	0	3	2	4	7	6	2	1	0	0	0	0	0	0	**25**
0030 - 0045	0	0	0	3	1	4	4	3	0	1	1	0	0	1	0	**18**
0045 - 0100	0	0	0	0	0	5	5	2	0	0	0	0	0	0	0	**12**
0100 - 0115	0	0	0	0	1	0	1	2	1	0	0	0	0	0	0	**5**
0115 - 0130	1	0	0	0	1	1	2	3	0	0	0	0	0	0	0	**8**
0130 - 0145	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	**3**
0145 - 0200	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	**3**
0200 - 0215	0	0	2	0	0	0	2	1	2	0	0	0	0	0	0	**7**
0215 - 0230	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	**3**
0230 - 0245	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	**6**
0245 - 0300	0	0	1	0	0	3	1	3	0	0	0	0	0	0	0	**8**
0300 - 0315	0	0	0	0	0	0	2	1	2	1	0	0	0	0	0	**6**
0315 - 0330	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	**3**
0330 - 0345	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	**5**
0345 - 0400	0	0	0	2	1	2	0	3	0	0	0	0	0	0	0	**8**
0400 - 0415	0	0	0	0	1	6	2	0	0	0	0	0	0	0	0	**9**
0415 - 0430	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	**5**
0430 - 0445	0	0	0	0	0	0	3	5	0	0	0	0	0	0	0	**8**
0445 - 0500	0	0	0	0	0	4	4	1	0	1	0	0	0	0	0	**10**
0500 - 0515	0	0	0	0	1	5	5	3	1	1	0	0	0	0	0	**16**
0515 - 0530	0	0	0	1	2	5	5	2	0	2	0	0	0	0	0	**17**
0530 - 0545	0	0	0	1	1	9	6	3	2	0	0	0	0	0	0	**22**
0545 - 0600	0	0	0	1	5	15	5	4	1	0	0	0	0	0	0	**31**
0600 - 0615	0	0	0	0	2	9	9	4	3	1	0	0	0	0	0	**28**
0615 - 0630	0	1	0	0	4	10	12	7	1	1	0	0	0	0	0	**36**
0630 - 0645	0	0	0	2	6	12	11	3	0	1	0	0	0	0	0	**35**
0645 - 0700	0	0	0	2	12	16	16	2	0	0	1	0	0	0	0	**49**
0700 - 0715	0	0	0	10	15	18	13	1	0	1	0	0	0	0	0	**58**
0715 - 0730	0	0	0	3	8	15	13	1	1	0	0	0	0	0	0	**41**
0730 - 0745	0	0	0	3	15	16	13	5	0	0	0	0	0	0	1	**53**
0745 - 0800	0	1	0	2	8	25	6	3	0	0	0	0	0	0	0	**45**
0800 - 0815	0	0	1	0	8	28	20	5	0	0	1	0	0	0	0	**63**
0815 - 0830	0	0	2	1	17	23	12	2	0	0	0	0	0	0	0	**57**
0830 - 0845	0	0	0	4	21	28	7	2	0	0	0	0	0	0	0	**62**
0845 - 0900	1	0	1	0	24	30	19	5	0	0	0	0	0	0	0	**80**
0900 - 0915	1	0	1	3	13	37	28	4	1	0	0	0	0	0	0	**88**
0915 - 0930	1	0	1	5	20	26	23	1	1	0	0	0	0	0	0	**78**
0930 - 0945	1	0	1	7	17	26	19	3	0	1	0	0	0	0	0	**75**
0945 - 1000	0	0	0	1	12	24	20	6	0	0	0	1	0	0	0	**64**
1000 - 1015	1	1	0	18	19	24	6	3	1	0	0	0	0	0	0	**73**
1015 - 1030	0	2	2	13	26	27	3	2	0	0	0	0	0	0	1	**76**
1030 - 1045	1	0	0	2	16	33	11	3	1	0	0	0	0	0	0	**67**
1045 - 1100	0	1	5	12	28	19	4	5	0	2	0	0	0	0	0	**76**
1100 - 1115	0	0	0	4	13	30	23	6	0	1	0	0	0	0	1	**78**
1115 - 1130	1	0	0	8	18	19	16	6	1	0	0	0	0	0	0	**69**
1130 - 1145	0	0	0	7	24	35	16	6	0	1	0	0	0	0	0	**89**
1145 - 1200	0	2	0	3	19	25	26	4	2	0	0	0	0	0	0	**81**
1200 - 1215	0	0	0	6	20	46	16	3	2	1	0	0	0	0	0	**94**
1215 - 1230	4	0	1	12	24	26	13	2	1	1	0	0	0	0	0	**84**
1230 - 1245	0	0	2	5	14	26	15	4	0	0	0	0	0	0	0	**66**
1245 - 1300	1	0	4	8	23	28	21	4	1	1	0	0	0	0	0	**91**
1300 - 1315	1	0	1	8	39	27	13	8	0	0	0	0	0	0	0	**97**
1315 - 1330	0	0	3	14	30	29	13	4	1	0	0	0	0	0	0	**94**
1330 - 1345	0	0	3	8	34	38	12	11	2	0	0	0	0	0	0	**108**
1345 - 1400	0	0	1	7	28	39	15	4	1	0	0	0	0	0	0	**95**
1400 - 1415	0	0	0	9	27	36	17	4	2	0	0	0	1	0	0	**96**
1415 - 1430	1	0	5	8	11	28	24	7	3	0	0	0	0	0	0	**87**
1430 - 1445	0	0	4	9	20	22	14	5	1	0	0	0	0	0	0	**75**
1445 - 1500	0	1	2	6	15	34	14	4	1	0	0	0	0	0	0	**77**
1500 - 1515	1	1	2	9	33	20	18	3	2	0	0	0	0	0	0	**89**
1515 - 1530	0	0	6	8	11	34	17	6	2	1	0	0	0	0	0	**85**
1530 - 1545	0	0	2	5	43	28	18	1	2	1	0	0	0	0	0	**100**
1545 - 1600	0	0	4	9	14	30	24	7	1	0	1	0	0	0	0	**90**
1600 - 1615	0	2	2	19	30	26	11	6	2	1	0	0	0	0	0	**99**
1615 - 1630	0	0	1	2	9	40	27	9	1	0	0	0	0	0	0	**89**
1630 - 1645	0	0	1	2	12	37	17	11	1	0	0	0	0	0	0	**81**
1645 - 1700	0	0	0	8	17	32	25	4	3	0	0	0	0	0	0	**89**
1700 - 1715	0	0	0	6	34	45	26	6	1	0	0	1	0	0	0	**119**
1715 - 1730	0	1	3	12	13	40	20	5	1	0	0	0	0	0	0	**95**
1730 - 1745	0	1	0	8	28	30	15	9	2	2	0	0	0	0	0	**95**
1745 - 1800	0	1	4	3	28	42	32	2	2	1	0	0	0	0	0	**115**
1800 - 1815	0	0	4	5	22	50	28	9	2	0	0	0	0	0	0	**120**
1815 - 1830	0	1	5	13	36	32	16	6	1	0	0	0	0	0	1	**111**
1830 - 1845	0	0	2	9	15	37	14	5	0	0	0	0	0	0	0	**82**
1845 - 1900	0	0	0	12	33	28	11	2	1	0	0	0	0	0	0	**87**
1900 - 1915	0	0	4	12	20	24	14	3	1	1	0	0	0	0	0	**79**
1915 - 1930	0	0	1	2	16	15	24	11	1	1	0	0	0	0	0	**71**
1930 - 1945	1	0	2	11	25	29	13	3	1	0	0	0	0	0	0	**85**
1945 - 2000	1	1	1	7	25	23	14	6	2	0	0	0	0	0	0	**80**
2000 - 2015	0	0	1	7	19	20	7	5	1	0	0	0	0	0	0	**60**
2015 - 2030	0	0	1	7	20	29	8	2	0	1	0	0	0	0	0	**68**
2030 - 2045	0	0	1	4	20	28	17	2	0	0	0	0	0	0	0	**72**
2045 - 2100	0	0	2	5	10	29	13	4	1	0	0	0	0	0	0	**64**
2100 - 2115	0	0	1	7	17	17	16	5	1	1	0	0	0	0	0	**65**
2115 - 2130	0	0	1	10	20	24	9	8	2	0	0	0	0	0	0	**74**
2130 - 2145	0	0	4	4	13	18	16	3	1	0	0	0	0	0	0	**59**
2145 - 2200	0	0	1	6	13	16	7	2	1	0	0	0	0	0	0	**46**
2200 - 2215	0	0	1	4	5	14	15	6	0	0	0	0	0	0	0	**45**
2215 - 2230	0	0	0	0	7	14	7	6	1	0	0	0	0	0	0	**35**
2230 - 2245	0	0	0	3	15	13	9	3	0	0	1	0	0	0	0	**44**
2245 - 2300	0	1	2	5	3	16	6	2	0	0	0	0	0	0	0	**35**
2300 - 2315	0	0	2	3	12	8	10	5	2	0	0	0	0	0	0	**42**
2315 - 2330	4	0	0	6	9	6	3	3	1	0	0	0	0	0	0	**32**
2330 - 2345	0	0	1	5	4	6	4	1	1	1	0	0	0	0	0	**23**
2345 - 2400	0	0	1	1	3	8	6	1	1	0	0	0	0	0	0	**21**
Session Total	22	18	109	462	1331	1921	1135	366	82	30	5	2	1	1	5	**5490**

10mph Pace Speed	Number in Pace
32-41	3410 (62.1%)

15th Percentile	50th Percentile	Average	85th Percentile	95th Percentile
30	37	37	42	47

Summary

Time	Southbound, (Movement 1.2)															Total
	5-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph	80-99 mph	
Tuesday, March 29, 2022	22	18	109	462	1331	1921	1135	366	82	30	5	2	1	1	5	**5490**
Session Total	22	18	109	462	1331	1921	1135	366	82	30	5	2	1	1	5	**5490**

Speed Statistics by 15min

Time	Total	% Split	Min	Max	Mean	Median	Percentile				>PSL	>PSL %
							15%	50%	85%	95%	(30mph)	(30mph)
0000 - 0015	21	0.38	27	51	37	37	32	37	43	49	18	86
0015 - 0030	25	0.46	22	51	36	36	29	36	42	48	20	80
0030 - 0045	18	0.33	27	76	43	41	31	41	51	64	15	83
0045 - 0100	12	0.22	37	48	41	40	38	40	44	47	12	100
0100 - 0115	5	0.09	33	51	43	45	38	45	47	50	5	100
0115 - 0130	8	0.15	14	47	39	42	32	42	47	47	7	88
0130 - 0145	3	0.05	43	51	46	45	44	45	49	50	3	100
0145 - 0200	3	0.05	40	47	42	40	40	40	45	46	3	100
0200 - 0215	7	0.13	22	53	40	43	24	43	52	53	5	71
0215 - 0230	3	0.05	32	81	50	37	34	37	68	77	3	100
0230 - 0245	6	0.11	31	45	37	37	34	37	41	44	6	100
0245 - 0300	8	0.15	24	46	39	41	35	41	45	46	7	88
0300 - 0315	6	0.11	41	57	48	48	41	48	53	56	6	100
0315 - 0330	3	0.05	31	48	40	42	34	42	46	47	3	100
0330 - 0345	5	0.09	39	57	48	47	41	47	55	56	5	100
0345 - 0400	8	0.15	27	48	38	37	29	37	47	48	6	75
0400 - 0415	9	0.16	30	42	38	38	35	38	41	42	8	89
0415 - 0430	5	0.09	30	43	37	39	31	39	42	43	4	80
0430 - 0445	7	0.13	43	47	45	46	44	46	46	47	7	100
0445 - 0500	11	0.20	35	57	42	40	37	40	45	52	11	100
0500 - 0515	15	0.27	34	55	42	41	36	41	49	52	15	100
0515 - 0530	18	0.33	29	57	41	41	35	41	47	55	17	94
0530 - 0545	22	0.40	27	54	41	40	35	40	45	52	21	95
0545 - 0600	31	0.56	29	52	39	39	34	39	45	48	29	94
0600 - 0615	28	0.51	31	57	42	41	35	41	47	52	28	100
0615 - 0630	34	0.62	19	58	41	41	35	41	46	49	33	97
0630 - 0645	37	0.67	27	58	39	39	33	39	43	45	34	92
0645 - 0700	49	0.89	27	62	38	38	34	38	43	45	43	88
0700 - 0715	58	1.06	27	55	35	35	29	35	41	43	42	72
0715 - 0730	41	0.75	27	51	38	38	32	38	43	43	37	90
0730 - 0745	52	0.95	27	86	38	38	32	38	43	46	47	90
0745 - 0800	46	0.84	19	47	37	38	33	38	40	45	42	91
0800 - 0815	61	1.11	22	62	39	38	35	38	42	47	60	98
0815 - 0830	59	1.07	22	47	36	36	33	36	42	43	53	90
0830 - 0845	62	1.13	26	46	35	35	32	35	39	42	55	89
0845 - 0900	80	1.46	4	49	37	38	32	38	41	45	74	93
0900 - 0915	88	1.60	12	51	38	38	33	38	42	45	82	93
0915 - 0930	75	1.37	24	50	37	37	31	37	42	44	66	88
0930 - 0945	78	1.42	4	58	36	37	30	37	42	44	65	83
0945 - 1000	64	1.17	29	66	39	39	34	39	43	47	62	97
1000 - 1015	73	1.33	9	50	34	34	28	34	39	45	49	67
1015 - 1030	76	1.38	16	82	34	34	27	34	39	40	56	74
1030 - 1045	62	1.13	12	52	37	36	32	36	42	45	58	94
1045 - 1100	81	1.48	16	57	34	33	27	33	39	46	54	67
1100 - 1115	76	1.38	27	108	39	38	32	38	43	46	70	92
1115 - 1130	71	1.29	9	50	37	37	30	37	43	46	57	80
1130 - 1145	89	1.62	26	57	37	36	32	36	41	47	81	91
1145 - 1200	81	1.48	17	53	37	37	32	37	43	47	72	89
1200 - 1215	94	1.71	27	55	37	37	30	37	42	45	79	84
1215 - 1230	81	1.48	1	56	33	34	29	34	40	43	57	70
1230 - 1245	69	1.26	21	47	37	37	32	37	42	45	60	87
1245 - 1300	91	1.66	14	59	36	36	30	36	42	45	75	82
1300 - 1315	97	1.77	4	48	35	34	30	34	42	46	82	85
1315 - 1330	94	1.71	22	54	35	35	29	35	40	43	72	77
1330 - 1345	102	1.86	22	54	36	35	30	35	43	48	85	83
1345 - 1400	101	1.84	24	50	36	36	31	36	40	44	88	87
1400 - 1415	93	1.69	27	72	36	35	30	35	41	45	78	84
1415 - 1430	90	1.64	11	53	37	39	29	39	43	47	75	83
1430 - 1445	75	1.37	21	50	35	35	29	35	43	47	58	77
1445 - 1500	77	1.40	15	51	36	37	30	37	41	45	63	82
1500 - 1515	89	1.62	7	53	35	34	30	34	42	45	72	81
1515 - 1530	80	1.46	22	55	37	37	29	37	42	48	66	83
1530 - 1545	105	1.91	23	56	36	34	31	34	42	44	92	88
1545 - 1600	90	1.64	21	64	37	38	30	38	43	46	75	83
1600 - 1615	99	1.80	19	56	35	34	29	34	42	47	74	75
1615 - 1630	89	1.62	22	50	39	39	35	39	44	47	82	92
1630 - 1645	76	1.38	24	50	39	39	34	39	44	48	72	95
1645 - 1700	94	1.71	26	52	37	37	32	37	42	47	84	89
1700 - 1715	109	1.99	27	69	37	37	32	37	43	46	98	90
1715 - 1730	105	1.91	15	50	36	36	30	36	41	46	87	83
1730 - 1745	95	1.73	19	58	37	36	31	36	43	48	81	85
1745 - 1800	115	2.09	16	55	37	37	32	37	42	44	103	90
1800 - 1815	120	2.19	22	53	37	37	32	37	42	47	107	89
1815 - 1830	105	1.91	19	84	35	34	29	34	42	45	74	70
1830 - 1845	88	1.60	23	48	36	37	31	37	42	45	76	86
1845 - 1900	87	1.58	25	52	35	34	30	34	40	43	69	79
1900 - 1915	79	1.44	20	58	35	35	29	35	42	45	60	76
1915 - 1930	71	1.29	24	55	39	40	34	40	45	49	66	93
1930 - 1945	81	1.48	4	50	35	35	29	35	40	43	65	80
1945 - 2000	84	1.53	14	53	36	36	30	36	43	46	68	81
2000 - 2015	58	1.06	24	47	35	35	30	35	42	45	45	78
2015 - 2030	70	1.28	22	56	36	36	30	36	40	45	58	83
2030 - 2045	72	1.31	21	45	36	37	32	37	42	43	65	90
2045 - 2100	64	1.17	23	52	37	37	33	37	42	46	57	89
2100 - 2115	65	1.18	24	56	37	37	30	37	42	48	53	82
2115 - 2130	70	1.28	21	52	36	37	30	37	43	47	57	81
2130 - 2145	63	1.15	21	53	36	37	31	37	43	45	54	86
2145 - 2200	46	0.84	24	50	36	35	30	35	40	45	37	80
2200 - 2215	45	0.82	23	48	38	39	32	39	43	47	40	89
2215 - 2230	35	0.64	30	50	39	38	34	38	45	47	33	94
2230 - 2245	40	0.73	25	48	36	36	30	36	42	45	33	83
2245 - 2300	39	0.71	18	62	36	37	29	37	40	47	31	79
2300 - 2315	41	0.75	22	50	37	36	30	36	43	48	34	83
2315 - 2330	33	0.60	0	51	32	34	26	34	44	47	22	67
2330 - 2345	23	0.42	24	55	36	36	26	36	40	51	17	74
2345 - 2400	21	0.38	23	50	37	38	34	38	42	48	18	86
Session Total	5490		0	108	37	37	30	37	42	47	4653	85

Bi-Directional Speed & Class Count || Bi-Directional Speed 15min

Atlanta, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Ellsworth Industrial Blvd NW,
south of Old Chattahoochee Ave NW

Date
Tuesday, March 29, 2022

Lat/Long
33.797841°, -84.427033°

Weather
Mostly Cloudy
63°F

Click here for Map

0000 - 2400 (Weekday 24h Session)
Bi-Directional Speed 15min

	Southbound, (Movement 1.2)															15min
Time	5-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph	80-99 mph	Total
0000 - 0015	0	0	0	3	5	9	11	3	1	0	0	0	0	0	0	**32**
0015 - 0030	0	0	4	2	7	9	7	3	1	1	0	0	0	0	0	**34**
0030 - 0045	0	0	0	4	2	4	9	8	0	1	1	0	0	1	0	**30**
0045 - 0100	0	0	1	0	2	10	8	4	0	0	0	0	0	0	0	**25**
0100 - 0115	0	0	0	0	1	0	3	3	1	1	0	0	0	0	0	**9**
0115 - 0130	1	0	1	1	1	4	9	5	1	1	0	0	0	0	0	**24**
0130 - 0145	0	0	0	0	0	2	7	2	1	0	0	0	0	0	0	**12**
0145 - 0200	0	0	0	3	0	5	5	1	0	0	0	0	0	0	0	**14**
0200 - 0215	0	0	2	0	0	3	3	2	2	0	0	0	0	0	0	**12**
0215 - 0230	0	0	0	1	2	3	1	1	1	0	0	0	0	0	1	**10**
0230 - 0245	0	0	0	2	2	5	5	2	0	0	1	0	0	0	0	**17**
0245 - 0300	0	0	1	0	0	5	2	6	1	0	0	0	0	0	0	**15**
0300 - 0315	0	0	0	0	0	3	3	2	3	2	0	0	0	0	0	**13**
0315 - 0330	0	0	0	0	1	0	3	3	3	0	0	0	0	0	0	**10**
0330 - 0345	0	0	0	0	0	4	5	3	2	1	0	0	0	0	0	**15**
0345 - 0400	0	0	0	2	1	3	0	6	1	0	0	0	0	0	0	**13**
0400 - 0415	1	0	0	0	3	7	5	0	0	0	1	0	0	0	0	**17**
0415 - 0430	0	0	0	0	2	2	6	1	0	0	0	0	0	0	0	**11**
0430 - 0445	0	0	0	0	0	2	8	5	1	0	0	0	0	0	0	**16**
0445 - 0500	0	0	0	0	1	9	10	4	0	1	0	0	0	0	0	**25**
0500 - 0515	0	0	0	0	4	8	7	7	1	1	0	0	0	0	0	**28**
0515 - 0530	0	0	0	1	3	6	9	4	0	2	0	0	0	0	0	**25**
0530 - 0545	0	0	0	1	3	14	9	5	3	0	0	0	0	0	0	**35**
0545 - 0600	0	0	0	1	6	22	9	7	1	0	0	0	0	0	0	**46**
0600 - 0615	0	0	0	0	3	17	15	9	4	2	1	0	0	0	0	**51**
0615 - 0630	0	2	0	1	9	16	22	10	2	1	0	0	0	0	0	**63**
0630 - 0645	0	0	0	2	9	26	28	3	1	1	1	0	0	0	0	**71**
0645 - 0700	0	0	0	4	20	31	25	7	0	0	1	0	0	0	1	**89**
0700 - 0715	0	0	0	13	20	51	32	11	1	1	0	0	0	0	0	**129**
0715 - 0730	0	0	0	3	20	43	37	11	1	0	0	0	0	0	0	**115**
0730 - 0745	0	0	0	3	22	58	31	16	2	0	0	0	0	0	1	**133**
0745 - 0800	0	1	0	3	20	46	32	13	1	0	0	0	0	0	0	**116**
0800 - 0815	0	0	1	3	14	67	38	12	4	0	2	0	0	0	1	**142**
0815 - 0830	0	0	3	1	35	61	54	5	1	0	0	0	0	0	0	**160**
0830 - 0845	0	0	0	4	35	62	35	10	4	1	0	0	0	0	0	**151**
0845 - 0900	1	0	1	0	34	59	45	11	1	0	0	0	0	0	0	**152**
0900 - 0915	1	0	1	4	18	64	56	10	2	0	0	0	0	0	0	**156**
0915 - 0930	1	0	1	7	30	51	52	8	4	0	1	0	0	0	0	**155**
0930 - 0945	1	0	1	8	28	47	41	9	2	2	0	0	0	0	0	**139**
0945 - 1000	0	0	0	3	21	42	44	11	2	0	0	1	0	0	0	**124**
1000 - 1015	1	1	0	23	32	45	17	13	3	1	0	0	0	0	1	**137**
1015 - 1030	0	2	4	15	37	53	32	8	1	0	1	0	0	0	1	**154**
1030 - 1045	1	0	1	14	32	59	24	9	2	0	0	0	0	0	0	**142**
1045 - 1100	0	1	5	14	42	44	27	8	1	3	0	0	0	0	0	**145**
1100 - 1115	0	0	2	6	32	69	34	14	1	2	0	1	0	0	1	**162**
1115 - 1130	1	0	1	17	38	48	32	14	1	0	0	0	0	0	0	**152**
1130 - 1145	0	0	0	10	42	68	38	12	2	1	0	0	0	0	0	**173**
1145 - 1200	0	2	2	5	36	61	46	7	4	1	0	0	0	0	0	**164**
1200 - 1215	0	0	3	15	38	83	38	9	6	2	1	0	0	0	0	**195**
1215 - 1230	5	1	2	22	51	67	32	7	2	2	0	0	0	0	1	**192**
1230 - 1245	1	2	6	9	25	57	29	11	1	0	0	0	0	0	0	**141**
1245 - 1300	1	0	4	17	42	69	33	10	2	1	0	0	0	0	0	**179**
1300 - 1315	1	0	2	16	54	57	35	16	0	0	0	1	0	0	0	**182**
1315 - 1330	0	0	3	23	52	68	30	6	2	0	0	0	0	0	0	**184**
1330 - 1345	0	0	3	12	63	67	34	15	2	0	0	0	0	0	0	**196**
1345 - 1400	0	1	2	10	34	62	32	11	2	0	0	0	0	0	0	**154**
1400 - 1415	0	0	4	14	45	76	27	14	3	2	0	0	1	0	0	**186**
1415 - 1430	1	0	6	9	21	49	39	13	7	0	0	0	0	0	0	**145**
1430 - 1445	1	2	5	11	37	41	33	6	4	0	1	0	0	0	0	**141**
1445 - 1500	0	1	2	14	22	62	32	12	4	0	0	0	0	0	1	**150**
1500 - 1515	1	1	4	16	60	68	39	7	4	0	0	0	0	0	0	**200**
1515 - 1530	0	0	6	9	27	81	43	21	2	1	0	0	0	0	0	**190**
1530 - 1545	0	0	6	17	64	60	34	4	3	2	1	0	0	0	1	**192**
1545 - 1600	0	0	6	13	27	53	54	15	1	0	1	0	0	0	1	**171**
1600 - 1615	1	3	7	24	50	62	35	10	3	1	0	0	0	1	0	**197**
1615 - 1630	0	0	3	8	25	78	53	19	2	0	0	0	0	0	0	**188**
1630 - 1645	0	0	4	5	30	73	52	22	5	0	0	0	0	0	0	**191**
1645 - 1700	0	0	1	15	32	63	48	5	6	0	0	0	0	0	0	**170**
1700 - 1715	0	0	1	11	61	79	46	12	2	1	0	1	0	0	2	**216**
1715 - 1730	0	1	6	21	33	86	47	10	3	0	0	0	0	0	0	**207**
1730 - 1745	0	1	0	10	45	70	46	14	4	2	0	0	0	0	1	**193**
1745 - 1800	0	2	6	12	52	76	56	11	2	1	0	0	0	0	0	**218**
1800 - 1815	5	0	7	12	43	84	59	17	4	0	0	0	0	0	0	**231**
1815 - 1830	0	2	10	19	64	64	38	12	3	0	0	0	0	0	1	**213**
1830 - 1845	0	0	4	14	22	59	30	10	0	0	0	0	0	0	0	**139**
1845 - 1900	1	0	4	13	46	53	33	7	1	0	0	0	0	0	0	**158**
1900 - 1915	0	0	4	19	37	49	35	9	3	1	0	0	0	0	0	**157**
1915 - 1930	0	0	2	9	26	37	42	20	4	2	0	0	0	0	0	**142**
1930 - 1945	1	0	2	12	34	49	32	6	3	0	1	0	0	0	0	**140**
1945 - 2000	1	1	3	11	32	57	27	10	2	1	0	0	0	0	0	**145**
2000 - 2015	0	0	4	10	33	48	15	9	1	0	0	0	0	0	0	**120**
2015 - 2030	0	2	3	10	30	41	20	5	0	1	0	0	0	0	0	**112**
2030 - 2045	0	0	1	11	33	41	26	7	0	0	0	0	0	0	0	**119**
2045 - 2100	0	0	2	12	31	46	16	6	1	0	0	0	0	0	0	**114**
2100 - 2115	0	0	2	14	27	32	25	8	1	1	0	0	0	0	0	**110**
2115 - 2130	0	0	3	16	34	41	18	11	2	0	0	0	0	0	0	**125**
2130 - 2145	0	0	8	7	26	26	25	7	2	0	0	0	0	0	0	**101**
2145 - 2200	0	0	3	11	17	30	13	5	1	0	0	0	0	0	0	**80**
2200 - 2215	0	1	3	10	16	22	24	7	0	0	0	0	0	0	0	**83**
2215 - 2230	0	0	5	3	17	24	11	6	1	0	0	0	0	0	0	**67**
2230 - 2245	0	0	0	8	23	22	13	4	0	0	1	0	0	0	0	**71**
2245 - 2300	0	1	2	8	10	33	11	3	0	0	0	0	0	0	0	**68**
2300 - 2315	0	0	2	8	17	15	16	7	3	0	0	0	0	0	0	**68**
2315 - 2330	4	0	1	9	13	23	7	3	2	0	0	0	0	0	0	**62**
2330 - 2345	0	0	1	8	7	13	11	3	1	1	0	0	0	0	0	**45**
2345 - 2400	0	0	1	1	12	19	11	6	1	0	0	0	0	0	0	**51**
Session Total	33	31	201	772	2315	3862	2486	796	179	49	16	4	1	2	15	**10762**

10mph Pace Speed	Number in Pace
33-42	6764 (62.9%)

15th Percentile	50th Percentile	Average	85th Percentile	95th Percentile
31	37	37	43	47

Summary

Time	Southbound, (Movement 1.2)															Total
	5-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph	80-99 mph	
Tuesday, March 29, 2022	33	31	201	772	2315	3862	2486	796	179	49	16	4	1	2	15	**10762**
Session Total	33	31	201	772	2315	3862	2486	796	179	49	16	4	1	2	15	**10762**

Speed Statistics by 15min

Time	Total	% Split	Min	Max	Mean	Median	Percentile				>PSL	>PSL %
							15%	50%	85%	95%	(30mph)	(30mph)
0000 - 0015	32	0.30	27	51	39	39	34	39	43	47	29	91
0015 - 0030	34	0.32	22	58	37	37	29	37	43	50	28	82
0030 - 0045	30	0.28	26	76	42	43	32	43	47	59	26	87
0045 - 0100	25	0.23	22	48	39	39	35	39	44	48	24	96
0100 - 0115	9	0.08	33	55	45	45	40	45	50	53	9	100
0115 - 0130	24	0.22	14	57	40	42	35	42	47	53	21	88
0130 - 0145	12	0.11	38	51	42	41	40	41	45	48	12	100
0145 - 0200	14	0.13	28	47	37	39	29	39	40	45	11	79
0200 - 0215	12	0.11	22	53	40	42	32	42	47	52	10	83
0215 - 0230	10	0.09	28	81	42	37	31	37	50	68	8	80
0230 - 0245	17	0.16	28	62	39	39	31	39	45	51	15	88
0245 - 0300	15	0.14	24	52	41	43	35	43	47	49	14	93
0300 - 0315	13	0.12	37	57	46	45	38	45	53	57	13	100
0315 - 0330	10	0.09	31	54	45	47	40	47	52	54	10	100
0330 - 0345	15	0.14	35	57	44	42	39	42	51	54	15	100
0345 - 0400	13	0.12	27	52	41	47	33	47	49	50	11	85
0400 - 0415	17	0.16	4	63	37	38	31	38	42	46	14	82
0415 - 0430	11	0.10	30	45	40	42	35	42	44	45	10	91
0430 - 0445	14	0.13	36	52	44	44	40	44	46	49	14	100
0445 - 0500	27	0.25	32	57	41	40	36	40	45	48	27	100
0500 - 0515	26	0.24	34	55	42	42	35	42	48	51	26	100
0515 - 0530	27	0.25	29	57	41	41	35	41	47	53	25	93
0530 - 0545	35	0.33	27	54	40	39	35	39	45	51	34	97
0545 - 0600	46	0.43	29	52	39	39	35	39	45	48	44	96
0600 - 0615	51	0.47	31	60	42	40	37	40	48	55	51	100
0615 - 0630	55	0.51	17	58	40	40	34	40	46	49	52	95
0630 - 0645	79	0.73	27	60	39	39	34	39	43	45	76	96
0645 - 0700	89	0.83	25	93	39	38	34	38	43	46	80	90
0700 - 0715	129	1.20	25	55	37	37	31	37	42	47	110	85
0715 - 0730	115	1.07	27	51	38	39	34	39	43	46	108	94
0730 - 0745	128	1.19	27	86	39	39	34	39	43	47	122	95
0745 - 0800	121	1.12	19	53	39	39	34	39	43	47	114	94
0800 - 0815	133	1.24	22	95	40	39	35	39	44	48	129	97
0815 - 0830	169	1.57	22	52	38	39	33	39	42	43	158	93
0830 - 0845	151	1.40	26	55	38	37	34	37	42	47	143	95
0845 - 0900	152	1.41	4	53	38	38	33	38	43	45	144	95
0900 - 0915	156	1.45	12	52	38	39	34	39	42	46	149	96
0915 - 0930	147	1.37	24	61	38	38	33	38	43	47	135	92
0930 - 0945	147	1.37	4	58	38	37	32	37	43	46	130	88
0945 - 1000	124	1.15	28	66	39	39	34	39	43	48	119	96
1000 - 1015	137	1.27	9	83	36	36	29	36	43	48	105	77
1015 - 1030	154	1.43	16	82	36	36	30	36	41	45	127	82
1030 - 1045	135	1.25	12	52	36	36	31	36	42	45	117	87
1045 - 1100	152	1.41	16	58	36	36	30	36	42	46	120	79
1100 - 1115	154	1.43	22	108	38	37	32	37	43	46	144	94
1115 - 1130	160	1.49	9	50	36	37	30	37	43	46	132	83
1130 - 1145	173	1.61	25	57	37	37	32	37	42	47	161	93
1145 - 1200	164	1.52	17	57	37	37	32	37	43	47	150	91
1200 - 1215	195	1.81	20	63	37	37	31	37	42	48	166	85
1215 - 1230	181	1.68	1	80	35	35	30	35	41	45	142	78
1230 - 1245	152	1.41	13	52	36	37	30	37	42	45	124	82
1245 - 1300	179	1.66	14	59	36	36	30	36	42	45	150	84
1300 - 1315	182	1.69	4	65	36	37	31	37	43	46	158	87
1315 - 1330	184	1.71	22	54	35	36	30	36	40	44	148	80
1330 - 1345	183	1.70	22	54	37	36	32	36	43	46	160	87
1345 - 1400	167	1.55	17	50	37	37	32	37	42	45	148	89
1400 - 1415	179	1.66	22	72	37	37	31	37	42	48	152	85
1415 - 1430	152	1.41	11	53	38	39	32	39	44	48	132	87
1430 - 1445	141	1.31	13	61	36	36	30	36	43	47	112	79
1445 - 1500	150	1.39	15	89	37	37	30	37	42	47	126	84
1500 - 1515	200	1.86	7	53	36	36	31	36	42	45	171	86
1515 - 1530	177	1.64	22	55	38	38	33	38	43	47	161	91
1530 - 1545	205	1.90	22	85	36	35	31	35	42	45	175	85
1545 - 1600	171	1.59	21	86	38	39	32	39	43	47	148	87
1600 - 1615	197	1.83	8	78	36	35	29	35	42	47	158	80
1615 - 1630	188	1.75	21	50	38	39	34	39	43	47	172	91
1630 - 1645	181	1.68	21	53	38	39	33	39	44	48	170	94
1645 - 1700	180	1.67	21	53	37	38	32	38	42	46	159	88
1700 - 1715	197	1.83	22	89	37	36	31	36	43	47	173	88
1715 - 1730	226	2.10	15	53	36	37	30	37	42	46	191	85
1730 - 1745	193	1.79	19	85	38	37	32	37	43	47	172	89
1745 - 1800	218	2.03	16	55	37	37	32	37	42	45	191	88
1800 - 1815	231	2.15	7	53	37	37	31	37	42	47	198	86
1815 - 1830	202	1.88	19	84	36	35	30	35	42	47	156	77
1830 - 1845	150	1.39	22	48	37	37	31	37	42	45	130	87
1845 - 1900	158	1.47	4	52	36	37	30	37	42	44	133	84
1900 - 1915	157	1.46	20	58	36	36	30	36	43	45	130	83
1915 - 1930	142	1.32	24	56	39	39	33	39	45	49	128	90
1930 - 1945	134	1.25	4	62	37	37	31	37	42	45	115	86
1945 - 2000	151	1.40	14	56	36	37	31	37	42	46	129	85
2000 - 2015	116	1.08	22	47	36	35	30	35	42	45	96	83
2015 - 2030	116	1.08	17	56	36	36	30	36	41	45	94	81
2030 - 2045	119	1.11	21	47	36	37	31	37	42	45	101	85
2045 - 2100	114	1.06	23	52	36	35	30	35	40	45	96	84
2100 - 2115	110	1.02	22	56	36	35	30	35	42	46	89	81
2115 - 2130	116	1.08	21	52	36	36	30	36	42	46	93	80
2130 - 2145	110	1.02	21	53	36	36	29	36	43	48	86	78
2145 - 2200	80	0.74	22	50	36	37	28	37	40	45	63	79
2200 - 2215	83	0.77	19	48	36	37	29	37	42	45	66	80
2215 - 2230	67	0.62	24	50	36	36	30	36	42	46	54	81
2230 - 2245	66	0.61	25	48	36	35	30	35	42	45	51	77
2245 - 2300	73	0.68	18	62	36	37	30	37	40	45	59	81
2300 - 2315	65	0.60	22	50	36	36	30	36	42	48	51	78
2315 - 2330	65	0.60	0	52	34	37	29	37	42	47	49	75
2330 - 2345	45	0.42	24	55	37	37	29	37	41	48	36	80
2345 - 2400	51	0.47	23	50	38	38	33	38	43	48	47	92
Session Total	10762		0	108	37	37	31	37	43	47	9335	87

Bi-Directional Speed & Class Count || NB EB Speed 60min

Atlanta, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Ellsworth Industrial Blvd NW,
south of Old Chattahoochee Ave NW

Date
Tuesday, March 29, 2022

Lat/Long
33.797841°, -84.427033°

Click here for Map

Weather
Mostly Cloudy
63°F

0000 - 2400 (Weekday 24h Session)
NB EB Speed 60min

	Northbound, (Movement 1.1)															60min
Time	5-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph	80-99 mph	Total
0000 - 0100	0	0	2	1	7	9	16	9	0	1	0	0	0	0	0	**45**
0100 - 0200	0	0	1	4	0	10	18	4	1	2	0	0	0	0	0	**40**
0200 - 0300	0	0	0	3	2	9	7	6	2	0	1	0	0	0	0	**30**
0300 - 0400	0	0	0	0	0	7	7	8	6	1	0	0	0	0	0	**29**
0400 - 0500	1	0	0	0	3	9	18	4	1	0	1	0	0	0	0	**37**
0500 - 0600	0	0	0	0	7	16	13	11	1	0	0	0	0	0	0	**48**
0600 - 0700	0	1	0	3	17	43	42	13	3	1	2	0	0	0	1	**126**
0700 - 0800	0	0	0	4	36	124	87	41	4	0	0	0	0	0	0	**296**
0800 - 0900	0	0	1	3	48	140	114	24	10	1	1	0	0	0	1	**343**
0900 - 1000	0	0	0	6	35	91	103	24	8	1	1	0	0	0	0	**269**
1000 - 1100	0	0	3	21	54	98	76	25	5	2	1	0	0	0	1	**286**
1100 - 1200	0	0	5	16	74	137	69	25	5	2	0	1	0	0	0	**334**
1200 - 1300	2	3	8	32	75	150	67	24	7	2	1	0	0	0	1	**372**
1300 - 1400	0	1	2	24	72	121	78	21	2	0	0	1	0	0	0	**322**
1400 - 1500	1	2	6	16	52	108	62	25	11	2	1	0	0	0	1	**287**
1500 - 1600	0	0	8	24	77	150	93	30	3	1	1	0	0	0	2	**389**
1600 - 1700	1	1	11	21	69	141	108	26	9	0	0	0	0	1	0	**388**
1700 - 1800	0	1	6	25	88	154	102	25	5	1	0	0	0	0	3	**410**
1800 - 1900	6	1	14	19	69	113	91	24	4	0	0	0	0	0	0	**341**
1900 - 2000	0	0	3	19	43	101	71	22	7	2	1	0	0	0	0	**269**
2000 - 2100	0	2	5	20	58	70	32	14	0	0	0	0	0	0	0	**201**
2100 - 2200	0	0	9	21	41	54	33	13	1	0	0	0	0	0	0	**172**
2200 - 2300	0	1	7	17	36	44	22	3	0	0	0	0	0	0	0	**130**
2300 - 2400	0	0	1	11	21	42	22	9	2	0	0	0	0	0	0	**108**
Session Total	11	13	92	310	984	1941	1351	430	97	19	11	2	0	1	10	**5272**

10mph Pace Speed	Number in Pace
33-42	3408 (64.6%)

15th Percentile	50th Percentile	Average	85th Percentile	95th Percentile
32	38	38	43	47

Summary

	Northbound, (Movement 1.1)															Total
TIME	5-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph	80-99 mph	
Tuesday, March 29, 2022	11	13	92	310	984	1941	1351	430	97	19	11	2	0	1	10	**5272**
Session Total	11	13	92	310	984	1941	1351	430	97	19	11	2	0	1	10	**5272**

AADT

	Total Days	Coverage	ADT	AADT	SD
Total Days	1	0.27	5272.00	5272.00	-
Weekdays	1	0.27	5272.00	5272.00	-
Weekend Days	-	-	-	-	-

Speed Statistics by Hour

	Total	% Split	Min	Max	Mean	Median	Percentile				>PSL	>PSL %
TIME							15%	50%	85%	95%	(30mph)	(30mph)
0000 - 0100	45	0.85	22	58	40	41	32	41	46	47	42	93
0100 - 0200	40	0.76	24	57	40	40	35	40	45	54	35	88
0200 - 0300	30	0.57	28	62	41	40	32	40	48	52	26	87
0300 - 0400	29	0.55	35	57	45	45	38	45	51	54	29	100
0400 - 0500	37	0.70	4	63	40	41	36	41	45	49	35	95
0500 - 0600	48	0.91	30	51	40	40	35	40	47	49	47	98
0600 - 0700	126	2.39	17	93	40	39	34	39	45	50	121	96
0700 - 0800	296	5.61	25	53	39	39	35	39	45	47	286	97
0800 - 0900	343	6.51	24	95	39	39	34	39	43	47	332	97
0900 - 1000	269	5.10	25	61	39	40	34	40	44	48	258	96
1000 - 1100	286	5.42	22	83	38	38	32	38	43	48	252	88
1100 - 1200	334	6.34	20	68	37	37	32	37	42	47	307	92
1200 - 1300	372	7.06	9	80	36	36	30	36	42	46	311	84
1300 - 1400	322	6.11	17	65	37	37	32	37	43	45	287	89
1400 - 1500	287	5.44	13	89	38	37	31	37	43	50	248	86
1500 - 1600	389	7.38	21	86	37	37	32	37	43	47	350	90
1600 - 1700	388	7.36	8	78	37	38	32	38	42	47	347	89
1700 - 1800	410	7.78	17	89	37	37	31	37	43	47	358	87
1800 - 1900	341	6.47	4	53	37	38	31	38	42	46	291	85
1900 - 2000	269	5.10	23	62	38	38	32	38	43	48	243	90
2000 - 2100	201	3.81	17	48	35	35	30	35	41	45	162	81
2100 - 2200	172	3.26	21	50	35	35	29	35	42	47	130	76
2200 - 2300	130	2.47	19	48	35	35	29	35	40	43	93	72
2300 - 2400	108	2.05	24	52	37	37	31	37	42	47	92	85
Session Total	5272		4	95	38	38	32	38	43	47	4682	89

Bi-Directional Speed & Class Count || SB WB Speed 60min

Atlanta, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Ellsworth Industrial Blvd NW,
south of Old Chattahoochee Ave NW

Date
Tuesday, March 29, 2022

Lat/Long
33.797841°, -84.427033°

Click here for Map

Weather
Mostly Cloudy
63°F

0000 - 2400 (Weekday 24h Session)
SB WB Speed 60min

	Southbound, (Movement 1.2)															60min
Time	5-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph	80-99 mph	Total
0000 - 0100	0	0	3	8	9	23	19	9	2	1	1	0	0	1	0	**76**
0100 - 0200	1	0	0	0	2	1	6	7	2	0	0	0	0	0	0	**19**
0200 - 0300	0	0	3	0	2	7	4	5	2	0	0	0	0	0	1	**24**
0300 - 0400	0	0	0	2	2	3	4	6	3	2	0	0	0	0	0	**22**
0400 - 0500	0	0	0	0	3	11	11	6	0	1	0	0	0	0	0	**32**
0500 - 0600	0	0	0	3	9	34	21	12	4	3	0	0	0	0	0	**86**
0600 - 0700	0	1	0	4	24	47	48	16	4	3	1	0	0	0	0	**148**
0700 - 0800	0	1	0	18	46	74	45	10	1	1	0	0	0	0	1	**197**
0800 - 0900	1	0	4	5	70	109	58	14	0	0	1	0	0	0	0	**262**
0900 - 1000	3	0	3	16	62	113	90	14	2	1	0	1	0	0	0	**305**
1000 - 1100	2	4	7	45	89	103	24	13	2	2	0	0	0	0	1	**292**
1100 - 1200	1	2	0	22	74	109	81	22	3	2	0	0	0	0	1	**317**
1200 - 1300	5	0	7	31	81	126	65	13	4	3	0	0	0	0	0	**335**
1300 - 1400	1	0	8	37	131	133	53	27	4	0	0	0	0	0	0	**394**
1400 - 1500	1	1	11	32	73	120	69	20	7	0	0	0	1	0	0	**335**
1500 - 1600	1	1	14	31	101	112	77	17	7	2	1	0	0	0	0	**364**
1600 - 1700	0	2	4	31	68	135	80	30	7	1	0	0	0	0	0	**358**
1700 - 1800	0	3	7	29	103	157	93	22	6	3	0	1	0	0	0	**424**
1800 - 1900	0	1	11	39	106	147	69	22	4	0	0	0	0	0	1	**400**
1900 - 2000	2	1	8	32	86	91	65	23	5	2	0	0	0	0	0	**315**
2000 - 2100	0	0	5	23	69	106	45	13	2	1	0	0	0	0	0	**264**
2100 - 2200	0	0	7	27	63	75	48	18	5	1	0	0	0	0	0	**244**
2200 - 2300	0	1	3	12	30	57	37	17	1	0	1	0	0	0	0	**159**
2300 - 2400	4	0	4	15	28	28	23	10	5	1	0	0	0	0	0	**118**
Session Total	22	18	109	462	1331	1921	1135	366	82	30	5	2	1	1	5	**5490**

10mph Pace Speed	Number in Pace
32-41	3410 (62.1%)

15th Percentile	50th Percentile	Average	85th Percentile	95th Percentile
30	37	37	42	47

Summary

	Southbound, (Movement 1.2)															
TIME	5-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph	80-99 mph	**Total**
Tuesday, March 29, 2022	22	18	109	462	1331	1921	1135	366	82	30	5	2	1	1	5	**5490**
Session Total	22	18	109	462	1331	1921	1135	366	82	30	5	2	1	1	5	**5490**

AADT

	Total Days	Coverage	ADT	AADT	SD
Total Days	1	0.27	5490.00	5490.00	-
Weekdays	1	0.27	5490.00	5490.00	-
Weekend Days	-	-	-	-	-

Speed Statistics by Hour

	Total	% Split	Min	Max	Mean	Median	Percentile				>PSL	>PSL %
TIME							15%	50%	85%	95%	(30mph)	(30mph)
0000 - 0100	76	1.38	22	76	39	39	32	39	46	51	65	86
0100 - 0200	19	0.35	14	51	42	43	37	43	47	51	18	95
0200 - 0300	24	0.44	22	81	40	39	31	39	46	53	21	88
0300 - 0400	22	0.40	27	57	43	44	34	44	52	57	20	91
0400 - 0500	32	0.58	30	57	41	41	36	41	46	47	30	94
0500 - 0600	86	1.57	27	57	40	39	35	39	47	52	82	95
0600 - 0700	148	2.70	19	62	39	39	34	39	45	49	138	93
0700 - 0800	197	3.59	19	86	37	37	31	37	42	46	168	85
0800 - 0900	262	4.77	4	62	37	37	33	37	42	45	242	92
0900 - 1000	305	5.56	4	66	37	37	32	37	42	45	275	90
1000 - 1100	292	5.32	9	82	34	34	29	34	39	45	217	74
1100 - 1200	317	5.77	9	108	37	37	32	37	43	47	280	88
1200 - 1300	335	6.10	1	59	36	37	30	37	42	45	271	81
1300 - 1400	394	7.18	4	54	36	35	30	35	41	45	327	83
1400 - 1500	335	6.10	11	72	36	37	30	37	42	45	274	82
1500 - 1600	364	6.63	7	64	36	36	30	36	42	45	305	84
1600 - 1700	358	6.52	19	56	37	37	31	37	43	47	312	87
1700 - 1800	424	7.72	15	69	37	37	31	37	42	46	369	87
1800 - 1900	400	7.29	19	84	36	35	30	35	42	45	326	82
1900 - 2000	315	5.74	4	58	36	36	30	36	43	47	259	82
2000 - 2100	264	4.81	21	56	36	37	31	37	42	45	225	85
2100 - 2200	244	4.44	21	56	36	36	30	36	42	46	201	82
2200 - 2300	159	2.90	18	62	37	37	32	37	43	47	137	86
2300 - 2400	118	2.15	0	55	35	36	28	36	43	48	91	77
Session Total	5490		0	108	37	37	30	37	42	47	4653	85

Bi-Directional Speed & Class Count || Bi-Directional Speed 60min

Atlanta, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Ellsworth Industrial Blvd NW,
south of Old Chattahoochee Ave NW

Date
Tuesday, March 29, 2022

Lat/Long
33.797841°, -84.427033°

Click here for Map

Weather
Mostly Cloudy
63°F

0000 - 2400 (Weekday 24h Session)
Bi-Directional Speed 60min

	Southbound, (Movement 1.2)															60min
Time	5-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph	80-99 mph	Total
0000 - 0100	0	0	5	9	16	32	35	18	2	2	1	0	0	1	0	**121**
0100 - 0200	1	0	1	4	2	11	24	11	3	2	0	0	0	0	0	**59**
0200 - 0300	0	0	3	3	4	16	11	11	4	0	1	0	0	0	1	**54**
0300 - 0400	0	0	0	2	2	10	11	14	9	3	0	0	0	0	0	**51**
0400 - 0500	1	0	0	0	6	20	29	10	1	1	1	0	0	0	0	**69**
0500 - 0600	0	0	0	3	16	50	34	23	5	3	0	0	0	0	0	**134**
0600 - 0700	0	2	0	7	41	90	90	29	7	4	3	0	0	0	1	**274**
0700 - 0800	0	1	0	22	82	198	132	51	5	1	0	0	0	0	1	**493**
0800 - 0900	1	0	5	8	118	249	172	38	10	1	2	0	0	0	1	**605**
0900 - 1000	3	0	3	22	97	204	193	38	10	2	1	1	0	0	0	**574**
1000 - 1100	2	4	10	66	143	201	100	38	7	4	1	0	0	0	2	**578**
1100 - 1200	1	2	5	38	148	246	150	47	8	4	0	1	0	0	1	**651**
1200 - 1300	7	3	15	63	156	276	132	37	11	5	1	0	0	0	1	**707**
1300 - 1400	1	1	10	61	203	254	131	48	6	0	0	1	0	0	0	**716**
1400 - 1500	2	3	17	48	125	228	131	45	18	2	1	0	1	0	1	**622**
1500 - 1600	1	1	22	55	178	262	170	47	10	3	2	0	0	0	2	**753**
1600 - 1700	1	3	15	52	137	276	188	56	16	1	0	0	0	1	0	**746**
1700 - 1800	0	4	13	54	191	311	195	47	11	4	0	1	0	0	3	**834**
1800 - 1900	6	2	25	58	175	260	160	46	8	0	0	0	0	0	1	**741**
1900 - 2000	2	1	11	51	129	192	136	45	12	4	1	0	0	0	0	**584**
2000 - 2100	0	2	10	43	127	176	77	27	2	1	0	0	0	0	0	**465**
2100 - 2200	0	0	16	48	104	129	81	31	6	1	0	0	0	0	0	**416**
2200 - 2300	0	2	10	29	66	101	59	20	1	0	1	0	0	0	0	**289**
2300 - 2400	4	0	5	26	49	70	45	19	7	1	0	0	0	0	0	**226**
Session Total	33	31	201	772	2315	3862	2486	796	179	49	16	4	1	2	15	**10762**

10mph Pace Speed	Number in Pace
33-42	6764 (62.9%)

15th Percentile	50th Percentile	Average	85th Percentile	95th Percentile
31	37	37	43	47

Summary

	Southbound, (Movement 1.2)															Total
TIME	5-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph	80-99 mph	
Tuesday, March 29, 2022	33	31	201	772	2315	3862	2486	796	179	49	16	4	1	2	15	**10762**
Session Total	33	31	201	772	2315	3862	2486	796	179	49	16	4	1	2	15	**10762**

AADT

	Total Days	Coverage	ADT	AADT	SD
Total Days	1	0.27	10762.00	10762.00	-
Weekdays	1	0.27	10762.00	10762.00	-
Weekend Days	-	-	-	-	-

Speed Statistics by Hour

	Total	% Split	Min	Max	Mean	Median	Percentile				>PSL	>PSL %
TIME							15%	50%	85%	95%	(30mph)	(30mph)
0000 - 0100	121	1.12	22	76	39	39	32	39	46	49	107	88
0100 - 0200	59	0.55	14	57	41	40	35	40	47	51	53	90
0200 - 0300	54	0.50	22	81	40	40	31	40	47	52	47	87
0300 - 0400	51	0.47	27	57	44	45	37	45	52	56	49	96
0400 - 0500	69	0.64	4	63	40	41	36	41	45	48	65	94
0500 - 0600	134	1.25	27	57	40	39	35	39	47	51	129	96
0600 - 0700	274	2.55	17	93	40	39	34	39	45	50	259	95
0700 - 0800	493	4.58	19	86	38	38	33	38	43	47	454	92
0800 - 0900	605	5.62	4	95	38	38	34	38	42	46	574	95
0900 - 1000	574	5.33	4	66	38	39	33	39	43	47	533	93
1000 - 1100	578	5.37	9	83	36	36	30	36	42	46	469	81
1100 - 1200	651	6.05	9	108	37	37	32	37	43	47	587	90
1200 - 1300	707	6.57	1	80	36	36	30	36	42	46	582	82
1300 - 1400	716	6.65	4	65	36	36	31	36	42	45	614	86
1400 - 1500	622	5.78	11	89	37	37	30	37	43	47	522	84
1500 - 1600	753	7.00	7	86	37	37	31	37	42	47	655	87
1600 - 1700	746	6.93	8	78	37	38	32	38	42	47	659	88
1700 - 1800	834	7.75	15	89	37	37	31	37	42	47	727	87
1800 - 1900	741	6.89	4	84	36	37	30	37	42	45	617	83
1900 - 2000	584	5.43	4	62	37	37	31	37	43	47	502	86
2000 - 2100	465	4.32	17	56	36	36	30	36	42	45	387	83
2100 - 2200	416	3.87	21	56	36	36	29	36	42	47	331	80
2200 - 2300	289	2.69	18	62	36	37	30	37	42	45	230	80
2300 - 2400	226	2.10	0	55	36	37	29	37	42	48	183	81
Session Total	10762		0	108	37	37	31	37	43	47	9335	87

Bi-Directional Speed & Class Count || Graphical Analysis NB EB

Atlanta, GA

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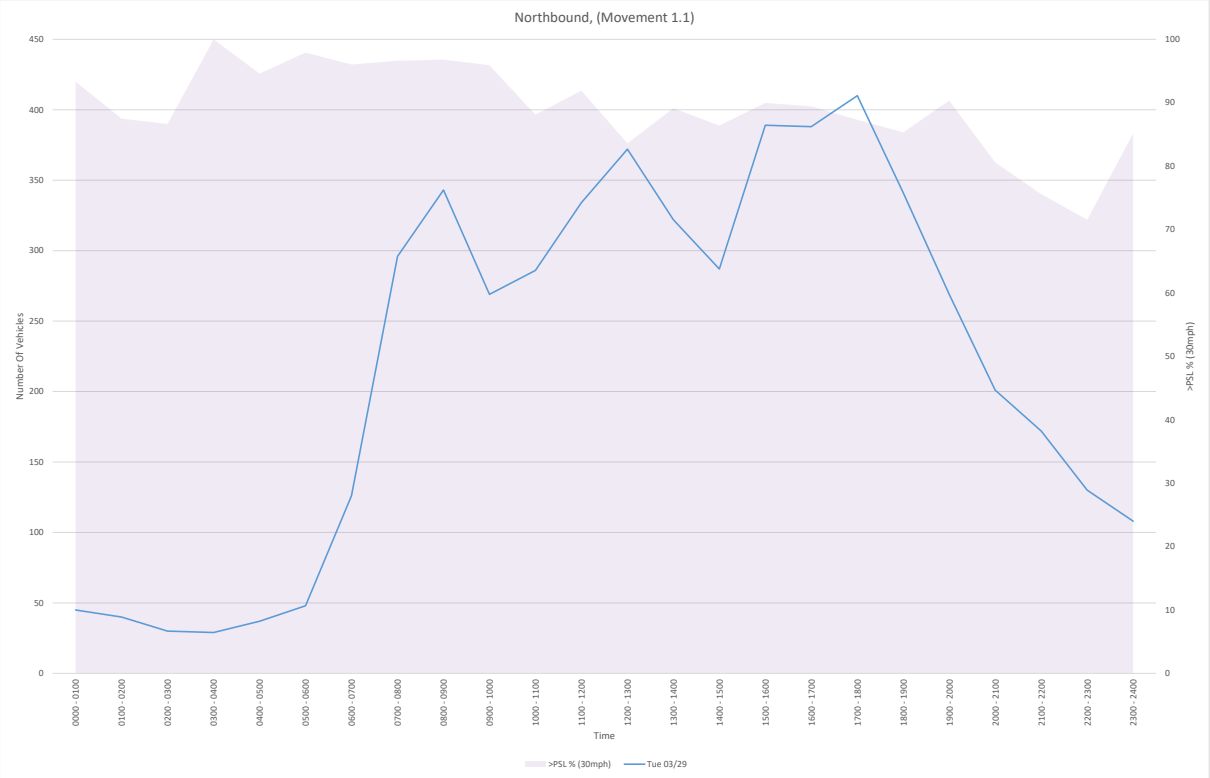
0000 - 2400 (Weekday 24h Session)
Graphical Analysis NB EB



Bi-Directional Speed & Class Count || Graphical Analysis SB WB

Atlanta, GA

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www.marrtraffic.com

Site 1
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0000 - 2400 (Weekday 24h Session)
Graphical Analysis SB WB