Transportation Analysis

Star Metals District DRI #3695

City of Atlanta, Georgia

July 2022

Prepared for:

The Allen Morris Company

Prepared by:

Kimley-Horn and Associates, Inc. 817 West Peachtree Street NW, Suite 601 Atlanta, GA 30308 013134004

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Available Upon Request

Raw Traffic Count Data *Synchro* Capacity Analyses

EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Star Metals District* development located in Atlanta, Georgia. The approximate 3.3-acre site is located south of 11th Street, north of Edgehill Avenue, west of Bellingrath Avenue, and east of Howell Mill Road. The site currently consists of 20,600 SF general light industrial, 16,000 SF of shopping center, and 5,000 SF of high-turnover (sit-down) restaurant.

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

| Table 1: Proposed Land Use and Density | | | | | | | | | | | |
|--|--------------------|--|--|--|--|--|--|--|--|--|--|
| Multifamily Residential | 775 dwelling units | | | | | | | | | | |
| Hotel | 50 rooms | | | | | | | | | | |
| General Office Building | 200,000 SF | | | | | | | | | | |
| Shopping Center | 80,000 SF | | | | | | | | | | |
| Land Use To Be F | Removed | | | | | | | | | | |
| General Light Industrial | 20,600 SF | | | | | | | | | | |
| Shopping Center | 16,000 SF | | | | | | | | | | |
| High-Turnover (Sit-Down) Restaurant | 5,000 SF | | | | | | | | | | |

The DRI analysis includes an estimation of the overall trips projected to be generated by the development, also known as gross trips. Mixed-use, pass-by, and alternative mode reductions to gross trips are included in the trip generation, as outlined in the Georgia Regional Transportation Authority (GRTA) Letter of Understanding (dated June 9, 2022).

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

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

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

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

Howell Mill Road at 11th Street (Intersection 1)

- GRTA's LOS standards are not met under the 2022 Estimated nor 2027 No-Build conditions. The following system improvement is <u>recommended for further consideration</u>:
 - o Install a traffic signal if and when approved by the City of Atlanta
 - Note: based on a preliminary review of peak hour volumes, the intersection is not expected to meet signal warrants based on the 2027 Build conditions. However, a signal is recommended to consolidate two (2) Rectangular Rapid-Flashing Beacons (RRFBs) along Howell Mill Road approximately 450 feet north of and 300 feet south of 11th Street that have been proposed as part of the programmed Howell Mill Road Complete Streets project. The proposed development-based realignment of 11th Street creates a functional four-legged intersection that can serve both vehicles and pedestrians at a consolidated intersection crossing.

Howell Mill Road at 10th Street (Intersection 3)

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

Northside Drive at 14th Street (Intersection 4)

- GRTA's LOS standards are not met under the 2022 Estimated nor 2027 No-Build conditions. The following additional system improvements are <u>recommended for further consideration</u>:
 - Restripe the westbound approach to include one (1) left-turn lane and one (1) shared through/right-turn lane.
 - Widen the northbound approach along Northside Drive to include one (1) right-turn lane.
 - Note: planned project GDOT PI #0015288 has proposed this modification in preliminary design.
 - Provide flashing yellow arrow (FYA) left-turn signalization for WB, NB, and SB approaches.
 - Note: planned GDOT PI#015288 proposes upgraded signal infrastructure, which could consider upgrades for FYA capabilities.

Howell Mill Road at 11th Street (Intersection 1)

The existing unsignalized intersection of Howell Mill Road at 11th Street (Intersection 1) is not projected to meet GRTA's standards for approach LOS under the 2022 Estimated conditions during the PM peak hour. The intersection is projected to operate at an LOS F for the eastbound approach during the PM peak hour. Under the 2027 No-Build and 2027 Build conditions, the intersection is projected to operate at an LOS F for both the eastbound approach at an LOS F for both the eastbound and westbound approaches during the PM peak hour.

In order to meet GRTA's LOS requirements under the 2022 Estimated conditions, the system improvement listed below is <u>recommended for further consideration</u> (to serve existing traffic) at the intersection (shown on **Figure 7**):

o Install a traffic signal if and when approved by the City of Atlanta

Note: based on a preliminary review of peak hour volumes, the intersection is not expected to meet signal warrants based on the 2027 Build conditions. However, a signal is recommended to consolidate two (2) Rectangular Rapid-Flashing Beacons (RRFBs) along Howell Mill Road approximately 450 feet north of and 300 feet south of 11th Street that have been proposed as part of the programmed Howell Mill Road Complete Streets project. The proposed development-based realignment of 11th Street creates a functional four-legged intersection that can serve both vehicles and pedestrians at a consolidated intersection crossing. The Howell Mill Road Complete Streets project design documents are attached in **Appendix D**, and proposed realignment of 11th Street is shown in **Appendix A**.

With the proposed system improvements (existing/background) noted above, the intersection is projected to continue to operate at acceptable <u>overall</u> and approach LOS under 2027 Build conditions. The analysis results shown in the table below are for the improved conditions at Howell Mill Road at 11th Street (Intersection 1), which assume the noted geometric changes.

| Ove | Overall LOS Standard: E | | | Howell Mill Road | | | Howell Mill Road | | | 11 th Street | | | 11 th Street | | |
|-----------|-------------------------|-----------------|---------|------------------|----|----------|------------------|-------|----------|-------------------------|----|----------|-------------------------|---|--|
| Appr | oach | LOS Standard: E | N | lorthbou | nd | S | Southbou | nd | E | astboui | nd | N | /estboun | d | |
| | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R | |
| | | Overall LOS | | | | | | A (5. | 1) | | | | | | |
| | _ | Approach LOS | | A (0.5) | | | A (2.1) | | | E (67.9 |) | | E (73.8) | | |
| μ | AN | Storage | | | | | | | | | | | | | |
| ſ₽ | | 50th Queue | | 78 | | | 137 | | | 35 | | | 45 | | |
| ₽₽ | | 95th Queue | | 364 | | | 240 | | | 84 | | | 99 | | |
| [] ទ | | Overall LOS | | | | | | A (9. | 7) | | | | | | |
| 2 E (S | | Approach LOS | | A (1.0) | | | A (5.3) | | | E (75.3 |) | | E (74.0) | | |
| 02 | Σ | Storage | | | | | | | | | | | | | |
| 2 | | 50th Queue | | 78 | | | 137 | | | 35 | | | 45 | | |
| | | 95th Queue | | 364 | | | 240 | | | 84 | | | 99 | | |
| | | Overall LOS | | | | | | A (6. | 2) | | | | | | |
| 9 | | Approach LOS | | A (0.6) | | | A (2.9) | | | E (71.4 |) | | E (75.3) | | |
| | Σ | Storage | | | | | | | | | | | | | |
| E C | | 50th Queue | 8 | 149 | | 4 | 342 | | | 14 | | | 16 | | |
| A A | | 95th Queue | 58 | 354 | | 18 | 746 | | | 52 | | | 52 | | |
| N N | | Overall LOS | | B (14.7) | | | | | | | | | | | |
| (S | | Approach LOS | A (1.6) | | | B (12.4) | | | E (73.6) | | | E (73.9) | | | |
| 20 | Σd | Storage | | | | | | | | | | | | | |
| | _ | 50th Queue | 5 | 105 | | 5 | 456 | | | 45 | | | 49 | | |
| | | 95th Queue | 19 | 345 | | 18 | 875 | | | 106 | | | 105 | | |
| | | Overall LOS | | | | | | A (6. | 8) | | | | | | |
| | _ | Approach LOS | | A (0.7) | | | B (3.1) | | | E (71.4 |) | | E (63.1) | | |
| | A | Storage | | | | | | | | | | | | | |
| ΞŢ | | 50th Queue | 5 | 87 | | 11 | 92 | | | 0 | | 23 | 0 | | |
| BUR | | 95th Queue | 14 | 126 | | 29 | 160 | | | 17 | | 53 | 0 | | |
| 27 | | Overall LOS | | | | Γ | | B (18 | .1) | | | | | | |
| (S 201 | 5 | Approach LOS | | A (9.2) | | | B (13.4) | | | E (63.1 |) | | E (59.7) | | |
| | P | Storage | | | | | | | | | | | - | | |
| | | 50th Queue | 9 | 207 | | 10 | 425 | | | 30 | | 62 | 4 | | |
| | | 95th Queue | 32 | 388 | | 30 | 818 | | | 84 | | 112 | 51 | | |

Northside Drive at 10th Street (Intersection 3)

The existing signalized intersection of Howell Mill Road at 10th Street (Intersection 3) is not projected to meet GRTA's <u>overall</u> LOS standards under the 2022 Estimated conditions during the PM peak hour. The intersection is projected to operate at an LOS F for the eastbound and westbound approaches during the PM peak hour.

Per the proposed future Howell Mill Complete Streets project and the 10th Street Cycle Track project, the 2027 No-Build background roadway geometry and/or signal timing modifications noted below are proposed (by others).

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

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

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

| Over | Overall LOS Standard: E | | | Howell Mill Road | | | ell Mill F | 1 | 0 th Stre | et | 10 th Street | | | |
|-----------------|-------------------------|----------------|------------|------------------|---|------------|------------|----------|----------------------|-----|-------------------------|-----------|-----|----|
| Appro | ach L | OS Standard: E | Northbound | | | Southbound | | | Eastbound | | | Westbound | | nd |
| | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R |
| | | Overall LOS | | | | | (| C (23.7) |) | | | | | |
| | | Approach LOS | | A (7.3) | | | A (8.3) | D (48.6) | | | E (56.0) | | | |
| 'IMATED nal) | A | Storage | | | | | | | | | | | | |
| | | 50th Queue | 5 | 127 | | 34 | 284 | | 39 | 102 | | 112 | 461 | |
| | | 95th Queue | 14 | 178 | | 59 | 379 | | 118 | 169 | | 189 | 679 | |
| Sig | | Overall LOS | | | | | l | E (63.8) |) | | | | | |
| с 19 19 | | Approach LOS | | A (8.8) | | | B (11.4) | | E (71.4) | | | F (180.1) | |) |
| 202 | Σ | Storage | | | | | | | | | | | | |
| | | 50th Queue | 5 | 127 | | 34 | 284 | | 39 | 102 | | 112 | 461 | |
| | | 95th Queue | 14 | 178 | | 59 | 379 | | 118 | 169 | | 189 | 679 | |

Northside Drive at 14th Street (Intersection 4)

The existing signalized intersection of Northside Drive at 14th Street (Intersection 4) is not projected to meet GRTA's overall LOS standards under the 2022 Existing conditions during the PM peak hour. The intersection is projected to operate at an LOS F for the westbound approach during the PM peak hour. Under 2027 No-Build conditions during the PM peak hour, the intersection is projected to operate at an <u>overall</u> LOS F and at LOS F for the southbound and westbound approaches. Under the 2027 Build conditions during the PM peak hour, the intersection is projected to operate at an <u>overall</u> LOS F and at LOS F for the northbound, southbound, and westbound approaches.

In order to meet GRTA's LOS requirements under the 2022 Estimated conditions, the system improvement listed below is needed (to serve existing traffic) and <u>recommended for further consideration</u>:

• Restripe the westbound approach to include one (1) left-turn lane and one (1) shared through/right-turn lane.

In order to meet GRTA's LOS requirements under the 2027 No-Build conditions and 2027 Build conditions, the system improvements listed below, in addition to the proposed improvement under 2022 Estimated conditions is recommended for further consideration (to serve background traffic):

- Widen the northbound approach along Northside Drive to include one (1) right-turn lane.
 - Note: planned project GDOT PI #0015288 has proposed this modification in preliminary design.
- Provide flashing yellow arrow (FYA) left-turn signalization for WB, NB, and SB approaches.
 - Note: planned GDOT PI#015288 proposes upgraded signal infrastructure, which could consider upgrades for FYA capabilities.

GRTA's overall LOS requirements for 2022 Estimated conditions, 2027 No-Build conditions, and 2027 Build conditions are met if the proposed system improvements and potential improvements aligning with planned GDOT PI #0015288, as described above, are installed to improve existing conditions (shown in **Figure 7**). The analysis results in the table below assume the geometric changes from the system modifications that are proposed in the future.

| Overall LOS Standard: F | | | Nc | ortheido Dr | ivo | Nor | theido D | 1 | Ath Stro | ot | 14 th Street | | | |
|---------------------------------|----------------|----------------|----------|-------------|-----------------|----------|-----------------|---------------|----------|----------|-------------------------|----------|-----------------------|------------------|
| | an LC ach I | OS Standard: E | | Northboun | <u>lve</u> d | | | | | acthour | əl vəl | 14 | | <u>, 1</u> 20 |
| Appio | | | <u> </u> | | u D | 1 | | | | | | 1 | | |
| | | Overall LOS | | 1 | IX | L | |) (35-1) | L | I | | L | | |
| | | Approach LOS | r | C(29.4) | | | C (25 0) | 5 (00.1) | | E (67 0) | | г | <u>) (46 0)</u> | |
| <u>n</u> | Σ | Storago | | 0 (23.4) | | | 0 (20.0) | | | L (07.0) | | L |) (+ 0.0) | 1 |
| Ë | ◄ | 50th Quouo | 34 | 507 | | 2 | 204 | | | 173 | | 135 | 300 | |
| al) M | | | 50 | 731 | | 2 0 | 294 | | | 2/19 | | 219 | 417 | |
| E T S T I g I | | | - 59 | 751 | | 0 | 500 | - - (64-3) | | 240 | | 210 | 417 | |
| ы s | | | | | | | | | E (62 1) | | | - (60 4) | | |
| 22 | Σ | Approach LOS | | ⊏ (60.9) | 100* | E00† | ⊏ (/ I. I) I | | | E (02.1) | | | <u>- (60.4)</u> | 1 |
| 20 | ₫ | Storage | 116 | 702 | 100 | 5001 | 005 | | | 207 | | 215 | E10 | |
| | | Soun Queue | 110 | 193 | | 1 | 000 | | | 207 | | 210 | 010 | |
| | | 95th Queue | 262 | 1,107 | | 20 | 1,026 | | | 281 | | 388 | 678 | |
| | | | | O (00 F) | | | D (37.6) | | | | | | 2 (40.0) | |
| | 5 | Approach LOS | | C (30.5) | 100* | =0.0+ | C (29.0) | 1 | | E (75.5) | | L |) (46.9) | 1 |
| L L | A | Storage | | 505 | 100^ | 500 | 074 | | | 400 | | 4.40 | 000 | |
| | | 50th Queue | 38 | 535 | 9 | 2 | 3/1 | | | 192 | | 143 | 322 | |
| l-o g | | 95th Queue | 66 | /61 | 47 | 8 | 447 | | | 288 | | 227 | 445 | |
| Si S | | Overall LOS | | _ / | | | E | = (73.7) |) | | | | | |
|)27 | 5 | Approach LOS | | E (75.3) | | E (73.0) | | | | E (73.2) | | E | <u>- (71.8)</u> | |
| 50 | P | Storage | | | 100* | 500† | | | | | | | | |
| | | 50th Queue | 189 | 1,005 | 22 | 8 | 998 | | | 324 | | 231 | 577 | |
| | | 95th Queue | 338 | 1,135 | 62 | 20 | 1,137 | | | 340 | | 437 | 784 | |
| | | Overall LOS | | | | | | D (39.3) | | | | 1 | | |
| | 5 | Approach LOS | | C (30.7) | ſ | | <u>C (29.5)</u> | | | E (79.5) | |] | <u>) (53.0)</u> | |
| | A | Storage | | | 100* | 500† | | | | | | | | |
| Ľ 💭 | | 50th Queue | 38 | 541 | 15 | 2 | 386 | | | 195 | | 170 | 324 | |
| D B B B B B B | - | 95th Queue | 66 | 770 | 57 | 8 | 465 | | | 296 | | 262 | 447 | |
| siç | | Overall LOS | | | | | E | E (77.9) | | | | | | |
| 502 | _ | Approach LOS | | E (78.8) | | | E (75.8) | | | E (77.7) |) | E | <u>= (79.9)</u> | |
| | Ρ | Storage | | | 100* | 500† | | | | | | | | |
| | | 50th Queue | 190 | 1,022 | 45 | 8 | 1,015 | | | 243 | | 267 | 582 | |
| | | 95th Queue | 292 | 1,162 | 98 | 20 | 1,153 | | | 356 | | 489 | 791 | |

*Northbound right-turn lane storage length was not specified in the GDOT PI #0015288 plans. Intersection was modeled with 100 feet of northbound right turn lane storage.

[†]GDOT PI #0015288 also proposes extending the southbound left-turn lane storage to be 500 feet.

2027 BUILD CONDITIONS (SITE ACCESS IMPROVEMENTS)

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

- 11th Street at Driveway A (Intersection 6)
 - Construct Driveway A to consist of one (1) ingress lane and one (1) egress lane.
- 11th Street at Driveway B (Intersection 7)
 Construct Driveway B to consist of one (1) ingress lane and one (1) egress lane.
- Edgehill Avenue at Driveway D (Intersection 8)
 - Construct Driveway D to consist of one (1) ingress lane and one (1) egress lane.
- Edgehill Avenue at Driveway C (Intersection 9)
 - Construct Driveway C to consist of one (1) ingress lane and one (1) egress lane.

11th Street at Driveway A (Intersection 6)

| Over | all LO | S Standard: E | Driveway A | | | | - | | 11 th Street | | | 11 th Street | | |
|----------|--------|----------------|------------|----------|---|---|---|------|-------------------------|-----|---|-------------------------|-------|---|
| Approa | ach L | OS Standard: E | Northbound | | | - | | | Eastbound | | | Westbound | | |
| | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R |
| | | Overall LOS | | | | | | (2.5 |) | | | | | |
| | _ | Approach LOS | | A (9.4) | | | | | (0) | | | (2.6) | | |
| sc) | MA | Storage | | | | | | | | | | | | |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | 3 | | | | | | | | | | | |
| | | Overall LOS | | | | | | (3.7 |) | | | | | |
| 202 (| _ | Approach LOS | | B (10.2) | | | | | | (0) | | | (0.8) | |
| 2 | Σd | Storage | | | | | | | | | | | | |
| | _ | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | 10 | | | | | | | | | | | |

11th Street at Driveway B (Intersection 7)

| Over | Overall LOS Standard: E | | | Driveway A | | | - | | 11 th Street | | | 11 th Street | | |
|----------|-------------------------|----------------|------------|------------|---|---|---|------|-------------------------|-----|---|-------------------------|---|---|
| Approa | ach L | OS Standard: E | Northbound | | | - | | | Eastbound | | | Westbound | | |
| | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R |
| | | Overall LOS | | | | | | (3.2 |) | | | | | |
| | _ | Approach LOS | | A (9.2) | | | | | (0) | | | (3.6) | | |
|) ILD | A | Storage | | | | | | | | | | | | |
| | | 50th Queue | | | | | | | | | | | | |
| DS SC | | 95th Queue | 3 | | | | | | | | | 3 | | |
| | | Overall LOS | | | | | | (3.4 |) | | | | | |
| 202 (| _ | Approach LOS | | A (9.8) | | | | | | (0) | | (1.5) | | |
| 7 | Σd | Storage | | | | | | | | | | | | |
| | _ | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | 10 | | | | | | | | | 3 | | |

Edgehill Avenue at Driveway D (Intersection 8)

| Over | Overall LOS Standard: E | | | - | | D | riveway | D | Edg | ehill Ave | enue | Edgehill Avenue | | |
|--------------|-------------------------|----------------|---|---|---|------------|---------|------|-----------|-----------|------|-----------------|---|---|
| Appro | ach L | OS Standard: E | - | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R |
| | | Overall LOS | | | | | | (0.6 |) | | | | | |
| | | Approach LOS | | | | | A (8.5) | | | (0.3) | | (0) | | |
| sulld SC) | Z | Storage | | | | | | | | | | | | |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | | | | | | | | | | | Ì | |
| E ≥ | | Overall LOS | | | | | | (0.5 |) | | | | | |
| 502 | | Approach LOS | | | | | A (8.6) | | | (0.6) | | (0) | | |
| | Σd | Storage | | | | | | | | | | | | |
| | _ | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | | | | | | | | | | | | |

Edgehill Avenue at Driveway C (Intersection 9)

| Over | Overall LOS Standard: E | | | - | | | riveway | С | Edg | ehill Ave | enue | Edgehill Avenue | | |
|---------------|-------------------------|----------------|------------|---|---|------------|---------|------|-----------|-----------|------|-----------------|---|---|
| Appro | ach L | OS Standard: E | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R |
| | | Overall LOS | | | | | | (4.3 |) | | | | | |
| | | Approach LOS | | | | | A (8.7) | | | (6.2) | | (0) | | |
| ٦ | AM | Storage | | | | | | | | | | | | |
| | | 50th Queue | | | | Ì | | | | | | ĺ | Ì | |
| l ne os | | 95th Queue | | | | 3 | | | 3 | | | | | |
| μ | | Overall LOS | | | | | | (5.7 |) | | | | | |
| 502 | | Approach LOS | | | | | A (8.6) | | (6.5) | | | (0) | | |
| 2 | Σd | Storage | | | | | | | | | | | | |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | | | | 6 | | | 3 | | | | | |

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed Brady development located in Atlanta, Georgia. The approximate 3.3-acre site is located south of 11th Street, north of Edgehill Avenue, west of Bellingrath Avenue, and east of Howell Mill Road. The project site is currently zoned I-1, MRC-3-C, C-2-C (commercial), and Marietta Street overlay. The Rezoning Application (Permit Z-22-047) to rezone the site as MRC-3 (Mixed-Use) was accepted by the City of Atlanta Zoning Review Board on June 29, 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 proposed development will consist of the following land uses and densities contained in **Table 2**. The project is expected to be completed by 2027 (approximately 5 years).

| Table 2: Proposed Land | Use and Density | | | | | |
|-------------------------------------|--------------------|--|--|--|--|--|
| Multifamily Residential | 775 dwelling units | | | | | |
| Hotel | 50 rooms | | | | | |
| General Office Building | 200,000 SF | | | | | |
| Shopping Center | 80,000 SF | | | | | |
| Land Use To Be F | Removed | | | | | |
| General Light Industrial | 20,600 SF | | | | | |
| Shopping Center | 16,000 SF | | | | | |
| High-Turnover (Sit-Down) Restaurant | 5,000 SF | | | | | |

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

The project is considered a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 700,000 SF of mixed-use development in the Region Core Are (per UGPM). The DRI was formally triggered with the filing of the Rezoning form I-2 to MRC-3. This transportation analysis includes all inputs and methodologies discussed at the DRI Methodology Meeting with GRTA, ARC, and other stakeholders. The inputs and methodologies are outlined in the GRTA Letter of Understanding (LOU) dated June 9, 2022.





1.2 Site Access

As currently envisioned, the proposed development will be accessible via four (4) access points:

- 1. **Driveway A** an existing to be reconstructed full-movement driveway located along 11th Street approximately 175 feet east Howell Mill Road that will continue to operate under side-street stop control.
- 2. **Driveway B** an existing to be reconstructed full-movement driveway located along 11th Street, approximately 350 feet east of Howell Mill Road that will continue to operate under side-street stop control.
- 3. **Driveway C** an existing to be reconstructed full-movement driveway located along 11th Street, approximately 350 feet east of Howell Mill Road that will continue to operate under side-street stop control.
- 4. **Driveway D** an existing to be reconstructed full-movement driveway located along Edgehill Avenue, approximately 200 feet east of Howell Mill Road that will continue to operate under side-street stop control. Driveway D is a circle driveway, anticipated to serve as a hotel drop off area.

Heavy vehicle loading will be provided via a curb cut along Bellingrath Avenue.

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 | d Parking | | |
|-------------|--------------|------------------------------|--------------------------------|----------------------------------|--|
| Land Use | Parking Type | Minimum (MRC-3) | Maximum (MRC-3) | Proposed | |
| Residential | Car | 380 0.49 space per 1 unit | N/A | | |
| Office | Office Car | | 500 2.5 spaces per 1,000 SF | Approx 900 | |
| Hotel | Car | 14 0.27 space per 1 unit | N/A | shared parking (in parking deck) | |
| Commercial | Car | 130 1 space per 450 SF | N/A | | |
| Tot | al | Min: 524 | Max: 1,024 | | |

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

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

1.5 Alternative Transportation Facilities

Bicycle facilities are located along Brady Avenue and programmed along 10^{th} Street (10^{th} Street Cycle Track UWCID – <u>RR 2</u>) in the vicinity of the site. Additionally, improvements are programmed for Howell Mill Road (Howell Mill Complete Street ATLDOT – <u>1007</u>) along the site frontage to improve pedestrian crossings by providing Rectangular Rapid Flashing Beacon (RRFB) pedestrian crossings with median refuge islands approximately 450 feet north of and 300 feet south of 11th Street. There are sidewalks on both sides of Howell Mill Road and 11th Street. Edgehill Avenue has incomplete sidewalks.

No transit stops are located adjacent to the project site. MARTA Route 12, which serves Howell Mill Road/Cumberland (approx. 1/10 miles to 10th Street stop), Route 94, which serves Northside Drive (SR 3/US 41) (approx. 1/4-mile to Northside Drive), and Route 14 which serves 14th Street/Blandtown (approx. 1/4-mile to 14th Street) have stops located within walking distance to the project site.

1.6 Dense Urban Environments Enhanced Focus Area

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

- *Heavy Vehicle Deliveries*: The proposed development will receive heavy vehicle deliveries via a designated heavy vehicle driveway along Bellingrath Avenue, as shown on the site plan. All heavy vehicle loading and unloading will be encouraged to take place on site within the integrated parking facilities. The architect will consider internal routing of deliveries from the designated loading zones. Design development is ongoing.
- **Ride-Hail and Takeout Deliveries:** Ride-Hail and take-out deliveries will be encouraged to take place at the provided drop-off/pick-up circle driveway location (Driveway D) along Edgehill Avenue, which also serves hotel drop-off and pick-up. Additional ride-hail and deliveries will be encouraged to take place on site within the integrated parking facilities, if preferable to the circle driveway location.
- **Curbside Management Impact to Transit Vehicles:** No transit stops currently exist or are proposed along the site's frontage. However, transit stops currently exist in the vicinity of the proposed development. One stop is located along 10th Street south of the site, one is located along Northside Drive southeast of the site, and one is located along 14th Street north of the site. Additionally, since there are no transit routes along the site frontage and all heavy vehicle deliveries, ride-hail, and takeout deliveries are encouraged to take place on site, there will be limited impact to ADA compliant transit access on the site.

2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

2.1 Study Network Determination

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

| | Table 4: Intersection Control Summary | | | | | | | | | | | |
|----|---|-----------------|---------------------------|--|--|--|--|--|--|--|--|--|
| | Intersection | Jurisdiction | Control | | | | | | | | | |
| 1. | Howell Mill Road at 11 th Street | City of Atlanta | Side-Street Stop Control | | | | | | | | | |
| 2. | Howell Mill Road at Edgehill Avenue | City of Atlanta | Side-Street Stop Control | | | | | | | | | |
| 3. | Howell Mill Road at 10 th Street | City of Atlanta | Signalized | | | | | | | | | |
| 4. | Northside Drive (SR 3/US 41) at 14 th Street | City of Atlanta | Signalized | | | | | | | | | |
| 5. | Northside Drive (SR 3/US 41) at 11 th Street | City of Atlanta | Side-Street Stop Control* | | | | | | | | | |

*A traffic signal is programmed and anticipated to be completed in 2023.

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 | | | | | | | | | |
| 11 th Street | 2 | 25 MPH** | - | Local | | | | | | | | | |
| Edgehill Avenue | 2 | 25 MPH** | - | Local | | | | | | | | | |
| Howell Mill Road | 3 | 35 MPH | 19,500 | Minor Arterial | | | | | | | | | |
| Bellingrath Avenue | 2 | 25 MPH** | - | Local | | | | | | | | | |
| Northside Drive (SR 3/US 41) | 6 | 35 MPH | 29,700 | Principal Arterial | | | | | | | | | |
| 14 th Street | 4 | 25 MPH** | 14,900 | Major Collector | | | | | | | | | |
| 10 th Street | 2/4* | 35 MPH | 15,800 | Local | | | | | | | | | |

*2 lanes west of Howell Mill Road and 4 lanes east of Howell Mill Road

** Speed limit not visibly posted. Assumed to be 25 MPH.



2.3 Traffic Data Collection and Calibration

Traffic counts were collected while school was in session on Tuesday, April 19, 2022, or Wednesday, April 27, 2022, for the five (5) study intersections during the AM and PM peak periods. The collected counts were 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 Northside Drive near 11th Street. Average Daily Traffic (ADT) volumes were collected along Northside Drive south of 11th Street on Wednesday, April 27, 2022. Historic ADT collected on Tuesday, May 1, 2018, along Northside Drive north of 11th Street was grown at 1.5 percent per year for 4 years (2018 to 2022) to determine an Estimated 2022 Historic (non-COVID) ADT. The Estimated 2022 Historic ADT was compared to the ADT volumes collected in April 2022.

As a result of the volume comparison, it was determined that an <u>adjustment factor of 1.14 should be used for the</u> <u>existing AM turning movement counts</u>, and an <u>adjustment factor of 1.26 should be used for the existing PM turning</u> <u>movement counts</u>. The methodologies used in this analysis for traffic count calibration were approved by GRTA.

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

| | Table 6: Traffic Count Summary | | | | | | | | | | | |
|----|---|------------|----------------|----------------|--|--|--|--|--|--|--|--|
| | Intersection | Count Date | AM Peak Hour | PM Peak Hour | | | | | | | | |
| 1. | Howell Mill Road at 11 th Street | 4/2022 | 8:00 – 9:00 AM | 4:15 – 5:15 PM | | | | | | | | |
| 2. | Howell Mill Road at Edgehill Avenue | 4/2022 | 8:00 – 9:00 AM | 4:30 – 5:30 PM | | | | | | | | |
| 3. | Howell Mill Road at 10 th Street | 4/2022 | 8:00 – 9:00 AM | 4:30 – 5:30 PM | | | | | | | | |
| 4. | Northside Drive at 14 th Street | 4/2022 | 7:00 – 8:00 AM | 4:30 – 5:30 PM | | | | | | | | |
| 5. | Northside Drive at 11 th Street | 4/2022 | 8:00 – 9:00 AM | 5:00 – 6:00 PM | | | | | | | | |

2.4 Background Growth

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

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

The Projected 2027 No-Build conditions represent the Estimated 2022 traffic volumes grown for five (5) years at 1.5% per year throughout the study network. In addition, project traffic from Echo Street DRI #2814 (50% of DRI traffic) and 990-1008 Brady DRI #3674 were included in background traffic.

The Projected 2027 Build conditions represent the project trips generated by the Star Metals District development (discussed in Section 3.0 and 4.0) added to the Projected 2027 No-Build Conditions.

2.5 Programmed and Planned Projects

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

| | Table 7: Programmed Projects | | | | | | | | | | | | |
|---|--|--|-------------------------|------------------------|--------------|-----------------|-----------|--|--|--|--|--|--|
| Project Name | From / To Points: | Sponsor | GDOT PI # | ARC ID # (TIP) | Design FY | ROW / UTL FY | CST FY | | | | | | |
| Brady Bike Lanes | Howell Mill Road to Marietta Street | Westside CID | N/A | N/A | 2020 | 2021 | 2022 | | | | | | |
| Cycle Atlanta Phase 1.0 | Various Locations including West Marietta Street | City of Atlanta | 0014993 | <u>AT-277A</u> | 2017 | N/A | 2022 | | | | | | |
| Northside Drive (SR 3/US 41) Signal Updates | 13 signals in the City of Atlanta and Georgia Tech Area | GDOT | <u>0012823</u> | <u>AT-287</u> | 2014 | 2022 | 2022 | | | | | | |
| SR 3/US 41 Northside Drive (SR 3/US 41) Improvements | CS 1704/Tech Pkwy to CS 696/Hemphill Ave | GDOT | <u>0015288</u> | N/A | 2017 | TBD | TBD | | | | | | |
| 11 th Street at Northside Drive (SR 3/US 41) New Traffic Signal | 11 th Street at Northside Drive (SR 3/US 41) | UWCID/ Privately Funded | N/A | N/A | 2021 | 2022 | 2022 | | | | | | |
| Marietta TCC Combo | Incl. Marietta St. at Brady Ave | City of Atlanta | N/A | ATLDOT: <u>1053</u> | 2020 | N/A | 2023 | | | | | | |
| 10 th Street Cycle Track | Brady Ave / Fielder Ave** | UWCID / City of Atlanta / Georgia Tech** | N/A | RR 2 (UWCID) | 2021 | N/A | 2023 | | | | | | |
| Atlanta Traffic Signal Enhancement Program – Ph. 1 | Various intersections incl., 10 th St, State St, and North Ave | City of Atlanta | 0017802 | <u>AT-320</u> | 2021 | 2024 | 2024 | | | | | | |
| Howell Mill Complete Street | Collier Rd / Northside Drive (SR 3/US 41) | City of Atlanta | <u>1007</u> (ATLDOT) | RR 1 (UWCID) | 2021 | 2022 | 2025 | | | | | | |

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

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

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

- Northside Drive at 11th Street Traffic Signal: No-Build condition anticipated to be constructed by 2023
- 10th Street Cycle Track: No-Build condition anticipated to be approved/constructed by 2023
- Howell Mill Complete Street: No-Build condition anticipated to be constructed by 2025

| | Table 8: Planned Projects | | | | | | | | | | | |
|---|--|----------------------|-----------|-------------------------|---------------------|----------------------|--|--|--|--|--|--|
| Project Name | From / To Points: | Potential Sponsor | GDOT PI # | ARC ID # (TIP) | Project Timeline | Planning Document | | | | | | |
| North Avenue Corridor High- Capacity Premium Transit Service | Marta North Avenue Station / MARTA Bankhead Rail Station | MARTA | N/A | <u>AR-491B</u> | 2050 | N/A | | | | | | |
| Marietta Blvd Complete Street – SCOPING STUDY | Donald Lee Hollowell Pkwy to Coronet Way | City of Atlanta | 01107803 | ATLDOT:3 058 | TBD | N/A | | | | | | |
| 14 th Street – complete sidewalk gaps. Study bike lanes. | Howell Mill Rd / Northside Dr | UWCID | N/A | RR 3 (UWCID) | TBD | N/A | | | | | | |
| Northside Drive (SR 3/US 41) – pedestrian and bicycle safety improvements | Collier Rd / Donald Lee Hollowell Pkwy | GDOT | N/A | <u>RR 5</u> (UWCID) | TBD | N/A | | | | | | |
| West Marietta Street – add protected bike facilities, fill sidewalk gaps | Marietta Blvd / Northside Dr | UWCID | N/A | RR 11 (UWCID) | TBD | N/A | | | | | | |
| Joseph E Lowery Boulevard bike/ped improvements | W Marietta St / Donald Lee Hollowell Pkwy | UWCID | N/A | <u>RR 13</u> (UWCID) | TBD | N/A | | | | | | |

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

Available fact sheets for projects listed in the table above can be found in **Appendix D**.

2.6 Level-of-Service Overview

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels-of-service, LOS A through LOS F, with A being the best and F being the worst. LOS analyses were conducted at all intersections within the study network using *Synchro 11*.

LOS for signalized intersections and all-way stop controlled intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low LOS while the intersection as a whole may operate acceptably.

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

2.7 Level-of-Service Standards

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

3.0 TRIP GENERATION

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

Mixed-use reductions occur when a site has a combination of different land uses that interact with one another. For example, people living in a residential development may walk to the restaurants and retail instead of driving offsite 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 reductions were taken in this analysis per the LOU.

| Table 9: Trip Generation | | | | | | | | | | | |
|---|---|------------|-------------|----------|--------|--------|--------|--------|--|--|--|
| Land Lloo | Donoity | D | aily Traffi | С | AM Pea | k Hour | PM Pea | k Hour | | | |
| Land Use | Density | Total | Enter | Exit | Enter | Exit | Enter | Exit | | | |
| | | Proposed | I Project 7 | Trips | | | | | | | |
| 222 - Multifamily Housing (High-Rise) | 22 - Multifamily Dusing (High-Rise) 775 dwelling units | | 1,646 | 1,646 64 | | 125 | 126 | 99 | | | |
| 310 - Hotel | 50 rooms | 400 | 200 | 200 | 13 | 10 | 15 | 15 | | | |
| 710 - General Office Building | 200,000 SF | 2,120 | 1,060 | 1,060 | 268 | 36 | 50 | 245 | | | |
| 820 - Shopping Center | 80,000 SF | 2,960 | 1,480 | 1,480 | 42 | 25 | 131 | 141 | | | |
| Gross Project Trips 8,772 4,386 4,386 387 196 322 500 | | | | | | | | | | | |
| | Existin | g Site Tri | ps (To Be | Remove | ed) | | | | | | |
| 110 - General Light Industrial | 20,600 SF | 128 | 64 | 64 | 16 | 2 | 2 | 11 | | | |
| 820 - Shopping Center (>150k) | 16,000 SF | 592 | 296 | 296 | 8 | 5 | 26 | 28 | | | |
| 932 - High- Turnover (Sit-Down) Restaurant | 5,000 SF | 536 | 268 | 268 | 26 | 22 | 27 | 18 | | | |
| Net Proje | ct Trips | 7,516 | 3,758 | 3,758 | 337 | 167 | 267 | 443 | | | |
| Mi | xed-Use Reductions | -720 | -360 | -360 | -27 | -27 | -67 | -67 | | | |
| Alternativ | -2,241 | -1,121 | -1,120 | -103 | -47 | -70 | -121 | | | | |
| | -426 | -213 | -213 | 0 | 0 | -17 | -17 | | | | |
| New T | rips | 4,127 | 2,063 | 2,064 | 205 | 96 | 124 | 227 | | | |

Table 9 summarizes the gross trip generation, reductions, net trip generation, and driveway volumes for the proposed *Star Metals District* development.

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

4.0 TRIP DISTRIBUTION AND ASSIGNMENT

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

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

Detailed intersection volume worksheets are provided in Appendix C.

5.0 TRAFFIC ANALYSIS

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

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

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







5.1 Howell Mill Road at 11th Street (Intersection 1)

| Ove | erall L | OS Standard: E | How | vell Mill I | Road | Hov | vell Mill F | Road | 1 | 1 th Stre | et | 1 | 1 th Stree | t |
|-------|---------|-----------------|--------|-------------|------|-----|-------------|-------|-----|----------------------|----|-----|-----------------------|---|
| Appr | oach l | LOS Standard: E | N | lorthbou | nd | S | outhbou | nd | E | astbou | nd | V | /estboun | d |
| | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R |
| | | Overall LOS | | | | | | (1.3 | 3) | | | | | |
| | | Approach LOS | | (0.2) | | | (0.6) | | | C (23) | | | B (14) | |
| μ | AM | Storage | | | | | | | | | | | | |
| Ι Į | | 50th Queue | | | | | | | | | | | | |
| N N N | | 95th Queue | | | | 3 | | | 8 | | | 8 | | |
| ເຍັ≶ | | Overall LOS | | | | | | (6.3 | 3) | | | | | |
| 3 | | Approach LOS | | (0.4) | | | (0.4) | | | F (116) |) | | D (32.7) | |
| 02 | Σ | Storage | | | | | | | | | | | | |
| 2 | - | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | 3 | | | 3 | | | 91 | | | 49 | | |
| | | Overall LOS | | | • | | | (1.8 | 3) | | | | | |
| | | Approach LOS | | (0.6) | | | (0.5) | | ĺ . | C (22.2 |) | | C (17.9) | |
| () | M | Storage | | | | | | | | | Í | | | |
| | | 50th Queue | | | | | - | | | | | 5 | | |
| S -B | | 95th Queue | 3 | | | 3 | | | 13 | | | 11 | | |
| ₽₹ | | Overall LOS | (19.4) | | | | | | | | | | | |
| .) | | Approach LOS | | (0.7) | | | (0.2) | | | F (193.8 | 3) | | F (185.4) | |
| 20: | Σ | Storage | | | | | | | | | 1 | | | |
| | - | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | 5 | | | 3 | | | 165 | | | 160 | | |
| | | Overall LOS | | | • | | | (2.8 | 3) | | | | | |
| | | Approach LOS | | (0.6) | | | (1.2) | • | | D (27.0 |) | | D (25.6) | |
| | AM | Storage | | | | | | | | | | | | |
| Ξœ | | 50th Queue | | | | | | | | | | | | |
| BB | | 95th Queue | 3 | | | 6 | | | 15 | | | 22 | 5 | |
| | | Overall LOS | | | | | | (51.) | 2) | | | | | |
| 502 | 5 | Approach LOS | | (0.6) | | | (0.4) | | | - (330.7 | 7) | | F (426.3) | |
| | Р | Storage | | | | | | | | | | | | |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | 5 | | | 6 | | | 203 | | | 253 | 28 | |

The existing unsignalized intersection of Howell Mill Road at 11th Street (Intersection 1) is not projected to meet GRTA's standards for approach LOS under the 2022 Estimated conditions during the PM peak hour. The intersection is projected to operate at an LOS F for the eastbound approach during the PM peak hour. Under the 2027 No-Build and 2027 Build conditions, the intersection is projected to operate at an LOS F for both the eastbound and westbound approaches during the PM peak hour.

In order to meet GRTA's LOS requirements under the 2022 Estimated conditions, the system improvement listed below is <u>recommended for further consideration</u> (to serve existing traffic) at the intersection (shown on **Figure 7**):

o Install a traffic signal if and when approved by the City of Atlanta

Note: based on a preliminary review of peak hour volumes, the intersection is not expected to meet signal warrants based on the 2027 Build conditions. However, a signal is recommended to consolidate two (2) Rectangular Rapid-Flashing Beacons (RRFBs) along Howell Mill Road approximately 450 feet north of and 300 feet south of 11th Street that have been proposed as part of the programmed Howell Mill Road Complete Streets project. The proposed development-based realignment of 11th Street creates a functional four-legged intersection that can serve both vehicles and pedestrians at a consolidated intersection crossing. The Howell Mill Road Complete Streets project design documents are attached in **Appendix D**, and proposed realignment of 11th Street is shown in **Appendix A**.

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

The analysis results shown in the table below are for the improved conditions at Howell Mill Road at 11th Street (Intersection 1), which assume the noted geometric changes.

| Ove | erall L | OS Standard: E | Hov | vell Mill F | Road | Hov | vell Mill F | Road | 11 | th Stre | et | 1 | 1 th Stree | et |
|---------------|---------|-----------------|----------|-------------|------|-----|-------------|-------|-----|---------|----------|-----|-----------------------|----|
| Appr | oach | LOS Standard: E | N | lorthbour | nd | S | outhbou | nd | Ea | astbour | nd | N | /estboun | d |
| | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R |
| | | Overall LOS | | | | | | A (5. | 1) | | | | | |
| | _ | Approach LOS | | A (0.5) | | | A (2.1) | | E | E (67.9 |) | | E (73.8) | |
| μ | AN | Storage | | | | | | | | | | | | |
| ſ₽ | | 50th Queue | | 78 | | | 137 | | | 35 | | | 45 | |
| Ĩ₹ | | 95th Queue | | 364 | | | 240 | | | 84 | | | 99 | |
| ទ្រា | | Overall LOS | | | | | | A (9. | 7) | | | | | |
| 2 E (S | | Approach LOS | | A (1.0) | | | A (5.3) | | E | E (75.3 |) | | E (74.0) | |
| 02 | Σ | Storage | | | | | | | | | | | | |
| ~ | _ | 50th Queue | | 78 | | | 137 | | | 35 | | | 45 | |
| | | 95th Queue | | 364 | | | 240 | | | 84 | | | 99 | |
| | | Overall LOS | | | | | | A (6. | 2) | | | | | |
| | | Approach LOS | | A (0.6) | | | A (2.9) | | E | E (71.4 |) | | E (75.3) | |
| nilld Ulld | Σ | Storage | | | | | | | | | <u>.</u> | | | |
| | | 50th Queue | 8 | 149 | | 4 | 342 | | | 14 | | | 16 | |
| A B | | 95th Queue | 58 | 354 | | 18 | 746 | | | 52 | | | 52 | |
| N D | | Overall LOS | B (14.7) | | | | | | | | | | | |
| 27 (S | | Approach LOS | | A (1.6) | | | B (12.4) | | E | E (73.6 |) | | E (73.9) | |
| 20: | Σ | Storage | | | | | | | | | | | | |
| | - | 50th Queue | 5 | 105 | | 5 | 456 | | | 45 | | | 49 | |
| | | 95th Queue | 19 | 345 | | 18 | 875 | | | 106 | | | 105 | |
| | | Overall LOS | | | | | | A (6. | 8) | | | | | |
| | _ | Approach LOS | | A (0.7) | | | B (3.1) | | E | E (71.4 |) | | E (63.1) | |
| | AN | Storage | | | | | | | | | | | | |
| ΞŢ | | 50th Queue | 5 | 87 | | 11 | 92 | | | 0 | | 23 | 0 | |
| D A N | | 95th Queue | 14 | 126 | | 29 | 160 | | | 17 | | 53 | 0 | |
| 22 | | Overall LOS | | | | | | B (18 | .1) | | | | | |
| (S | - | Approach LOS | | A (9.2) | | | B (13.4) | | E | E (63.1 |) | | E (59.7) | |
| | P | Storage | | | | | | | | | | | | |
| | | 50th Queue | 9 | 207 | | 10 | 425 | | | 30 | | 62 | 4 | |
| | | 95th Queue | 32 | 388 | | 30 | 818 | | | 84 | | 112 | 51 | |

5.2 Howell Mill Road at Edgehill Avenue (Intersection 2)

| Over | rall LC | OS Standard: E | Hov | vell Mill F | load | How | /ell Mill R | oad | | - | | Edg | ehill Avei | nue |
|------------|---------|-----------------|-----|-------------|------|-----|-------------|-----|------|----------|----------|-----|------------|-----|
| Appro | ach L | .OS Standard: E | N | orthbour | nd | S | outhbour | d | | - | | W | estboun | d |
| | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R |
| | | Overall LOS | | | | | | (0 |).2) | | | | | |
| 0 | _ | Approach LOS | | (0) | 1 | | (0.1) | | | . | . | | B (12.7) | |
| Ē | AN | Storage | | | | | | | | | | | | |
| ۲ <u>A</u> | - | 50th Queue | | | | | | | | | | | | |
| NS(| | 95th Queue | | | | | | | | | | 3 | | |
| Sin₹ | | Overall LOS | | | | - | | (0 | .1) | | | - | | |
| 5 | _ | Approach LOS | | (0) | | | (0) | | | | | | C (16.9) | |
| 502 | ₽ | Storage | | | | | | | | | | | | |
| ~ | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | | | | | | | | | | 3 | | |
| | | Overall LOS | | | | | | (0 | .2) | | | | | |
| | _ | Approach LOS | | (0) | | | (0.1) | | | | | | B (12.8) | |
| | AM | Storage | | | | | | | | | | | | |
| | | 50th Queue | | | | | | | | | | | | |
| SC-B-B | | 95th Queue | | | | | | | | | | 3 | | |
| ZŽ | | Overall LOS | | (0.1) | | | | | | | | | | |
| 27 .) | | Approach LOS | | (0) | | | (0) | | | | | | C (16.8) | |
| 20: | Σ | Storage | | | | | | | | | | | | |
| | - | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | | | | | | | | | | 3 | | |
| | | Overall LOS | | | • | | • | (0 | .6) | | • | | | |
| | | Approach LOS | | (0) | | | (0.3) | | | | | | B (14.3) | |
| - | Σ | Storage | | | | | | | | | | | | |
| | | 50th Queue | | | | | | | | | | | | |
| l De se | | 95th Queue | | | | | | | | | | 8 | | |
| Ľ.≥ | | Overall LOS | | | | | | (0 | .7) | | | • | | |
| 20 1 | | Approach LOS | | (0) | | | (0.1) | | | | | | C (18.0) | |
| 2 | Σ | Storage | | | | | | | | | | | | |
| | - | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | | | | | | | | | | 19 | | |

The existing intersection of Howell Mill Road at Edgehill Avenue (Intersection 2) is projected to operate at an acceptable LOS under all scenarios. Each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours.

| Over | all LC | S Standard: E | Ho | well Mill I | Road | How | ell Mill R | load | 1 | 0 th Stre | et | 1(| Oth Stree | et |
|--------------|--------|----------------|----|-------------|------|-----|------------|---------|-----|----------------------|----|-----|-----------|----|
| Approa | ach L | OS Standard: E | | Northbou | nd | Sc | outhbour | nd | E | astbour | nd | W | estbour | nd |
| | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R |
| | | Overall LOS | | | | - | | C (21.8 | 3) | | | | | |
| 0 | _ | Approach LOS | | A (6.3) | | | A (5.2) | - | | D (53.7 |) | [| D (47.6) |) |
| Ë | AN | Storage | | | | | | | | | | | | |
| Γ Ε Γ | | 50th Queue | | 122 | | | 40 | | | 166 | | | 105 | 0 |
| lIN | | 95th Queue | | 227 | | | 73 | | | 237 | | | 162 | 48 |
| Sic Sic | | Overall LOS | | | | - | | F (98.0 |) | | | | | |
| 2 E | _ | Approach LOS | | A (8.6) | | | A (8.8) | | F | (384.3 | 3) | F | (206.8 |) |
| 202 | РΖ | Storage | | | | | | | | | | | | |
| | | 50th Queue | | 139 | | | 153 | | | 203 | | | 379 | 0 |
| | | 95th Queue | | 195 | | | 190 | | | 362 | | | 576 | 75 |
| | | Overall LOS | | C (24.4) | | | | | | | | | | |
| | _ | Approach LOS | | A (8.2) | | | A (9.7) | | | D (47.8) |) | E | E (56.7) |) |
| guird | AM | Storage | | | | | | | | | | | | |
| | | 50th Queue | 4 | 133 | | 42 | 45 | | 13 | 161 | | 14 | 169 | |
| D-B na | | 95th Queue | 14 | 248 | | 96 | 90 | | 34 | 229 | | 36 | 247 | |
| Sig | | Overall LOS | | D (35.3) | | | | | | | | | | |
| 27 (\$ | _ | Approach LOS | | B (16.9 |) | | C (22.9) | | | D (46.4) |) | E | E (64.1) |) |
| 20 | ΡM | Storage | | | | | | | | | | | | |
| | | 50th Queue | 8 | 207 | | 54 | 463 | | 37 | 94 | | 104 | 380 | |
| | | 95th Queue | 23 | 286 | | 94 | 619 | | 108 | 154 | | 172 | 576 | |
| | | Overall LOS | | | | | | C (23.9 | 9) | | | | | |
| | _ | Approach LOS | | A (8.7) | | | B (10.2) | | | D (47.8) |) | E | E (56.7) |) |
| • | AM | Storage | | | | | | | | | | | | |
| | | 50th Queue | 4 | 158 | | 43 | 52 | | 13 | 161 | | 14 | 169 | |
| 3U na | | 95th Queue | 14 | 291 | | 101 | 101 | | 34 | 229 | | 36 | 247 | |
| :7 E Sig | | Overall LOS | | | | | | D (35.7 | () | | | | | |
| 202 (; | _ | Approach LOS | | B (17.5 |) | | C (24.8) | | | D (46.4) |) | E | E (64.1) | |
| | PA | Storage | | | | | | | | | | | | |
| | | 50th Queue | 8 | 226 | | 55 | 525 | | 37 | 94 | | 104 | 380 | |
| | | 95th Queue | 23 | 310 | | 96 | 702 | | 108 | 154 | | 172 | 576 | |

5.3 Howell Mill Road at 10th Street (Intersection 3)

The existing signalized intersection of Howell Mill Road at 10th Street (Intersection 3) is not projected to meet GRTA's <u>overall</u> LOS standards under the 2022 Estimated conditions during the PM peak hour. The intersection is projected to operate at an LOS F for the eastbound and westbound approaches during the PM peak hour.

Per the proposed future Howell Mill Complete Streets project and the 10th Street Cycle Track project, the 2027 No-Build background roadway geometry and/or signal timing modifications noted below are proposed (by others).

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

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

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

| Overall LOS Standard: E | | Howell Mill Road | | | Howell Mill Road | | | 10 th Street | | | 10 th Street | | | | |
|--------------------------|----|------------------|------------|----------|------------------|------------|----------|-------------------------|-----------|----------|-------------------------|-----------|----------|----|--|
| Approach LOS Standard: E | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | ıd | |
| | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R | |
| | | Overall LOS | | | | | (| C (23.7) |) | | | | | | |
| | | Approach LOS | | A (7.3) | | | A (8.3) | | | D (48.6) | | | E (56.0) | | |
| ATEC) | Σ | Storage | | | | | | | | | | | | | |
| | | 50th Queue | 5 | 127 | | 34 | 284 | | 39 | 102 | | 112 | 461 | | |
| IIM | | 95th Queue | 14 | 178 | | 59 | 379 | | 118 | 169 | | 189 | 679 | | |
| Sig | | Overall LOS | | E (63.8) | | | | | | | | | | | |
| 3 E | | Approach LOS | | A (8.8) | | | B (11.4) | | | E (71.4) |) | F | (180.1 |) | |
| 202 | Σd | Storage | | | | | | | | | | | | | |
| | _ | 50th Queue | 5 | 127 | | 34 | 284 | | 39 | 102 | | 112 | 461 | | |
| | | 95th Queue | 14 | 178 | | 59 | 379 | | 118 | 169 | | 189 | 679 | | |

| Overall LOS Standard: E | | | Northside Drive | | | Nor | thside D | 14 th Street | | | 14 th Street | | | |
|--|----|--------------|-----------------|-----------|---|----------|-----------|-------------------------|----------|----------|-------------------------|-----------|----------|---|
| Approach LOS Standard: E | | | 1 | Northboun | d | S | outhbour | nd | Ea | astboun | ıd | Westbound | | |
| | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R |
| | | Overall LOS | | | | | (| C (33.5) | | | | | | |
| • | _ | Approach LOS | | C (29.4) | | C (25.0) | | | D (44.5) | | | D (51.3) | | |
| Щ | Δ | Storage | | | | 75 | | | | | | | | |
| IA I I I I I I I I I I I I I I I I I I | | 50th Queue | 34 | 507 | | 2 | 294 | | | 152 | | | 252 | |
| IIM | | 95th Queue | 59 | 731 | | 8 | 366 | | | 210 | | | 329 | |
| Sig | | Overall LOS | | | | | E | E (64.2) | | | | | | |
| 2 E | | Approach LOS | | D (54.2) | | | E (68.6) | | [| D (47.1) |) | F | - (86.4) | |
| 02 | Σ | Storage | | | | 75 | | | | | | | | |
| 2 | _ | 50th Queue | 113 | 769 | | 7 | 897 | | | 188 | | | 485 | |
| | | 95th Queue | 227 | 1,094 | | 19 | 1,038 | | | 255 | | | 622 | |
| | | Overall LOS | | D (38.2) | | | | | | | | | | |
| UILD (| AM | Approach LOS | | C (35.0) | | | C (27.3) | | [| D (47.2) |) | E | E (60.0) | |
| | | Storage | | | | 75 | | | | | | | | |
| | | 50th Queue | 37 | 612 | | 2 | 360 | | | 168 | | | 281 | |
| D-B na | | 95th Queue | 63 | 932 | | 8 | 434 | | | 232 | | | 392 | |
| Sig | | Overall LOS | | | | F (92.8) | | | | | | | | |
| 27 | | Approach LOS | | E (79.5) | | | F (105.4) | | [| D (50.5) | | F | (120.5) |) |
| 20 | Μ | Storage | | | | 75 | | | | | | | | |
| | _ | 50th Queue | 127 | 1,148 | | 7 | 1,086 | | | 210 | | | 568 | |
| | | 95th Queue | 229 | 1,288 | | 19 | 1,225 | | | 284 | | | 705 | |
| | | Overall LOS | | | | | | D (41.4) | | | | | | |
| | _ | Approach LOS | | D (36.5) | | | C (27.8) | | [| D (48.6) | | E | E (73.1) | |
| _ | Δ | Storage | | | | 75 | | | | | | | | |
| | | 50th Queue | 37 | 630 | | 2 | 374 | | | 173 | | | 306 | |
| 2027 BUI (Signal | | 95th Queue | 63 | 960 | | 8 | 451 | | | 239 | | | 436 | |
| | | Overall LOS | | | | | F | (102.3 |) | | | | | |
| | _ | Approach LOS | | F (93.2) | | | F (109.3) | | [| D (52.0) | | F | (135.8) |) |
| | Δ | Storage | | | | 75 | | | | | | | | |
| | | 50th Queue | 128 | 1,204 | | 7 | 1,104 | | | 218 | | | 597 | |
| | | 95th Queue | 181 | 1,354 | | 19 | 1,241 | | | 295 | | | 735 | |

5.4 Northside Drive at 14th Street (Intersection 4)

The existing signalized intersection of Northside Drive at 14th Street (Intersection 4) is not projected to meet GRTA's overall LOS standards under the 2022 Existing conditions during the PM peak hour. The intersection is projected to operate at an LOS F for the westbound approach during the PM peak hour. Under 2027 No-Build conditions during the PM peak hour, the intersection is projected to operate at an <u>overall</u> LOS F and at LOS F for the southbound and westbound approaches. Under the 2027 Build conditions during the PM peak hour, the intersection is projected to operate at an <u>overall</u> LOS F and at LOS F for the approaches. Under the 2027 Build conditions during the PM peak hour, the intersection is projected to operate at an <u>overall</u> LOS F and at LOS F for the northbound, southbound, and westbound approaches.

In order to meet GRTA's LOS requirements under the 2022 Estimated conditions, the system improvement listed below is needed (to serve existing traffic) and recommended for further consideration:

Restripe the westbound approach to include one (1) left-turn lane and one (1) shared through/right-turn lane.

In order to meet GRTA's LOS requirements under the 2027 No-Build conditions and 2027 Build conditions, the system improvements listed below, in addition to the proposed improvement under 2022 Estimated conditions is recommended for further consideration (to serve background traffic):

- Widen the northbound approach along Northside Drive to include one (1) right-turn lane.
 - Note: planned project GDOT PI #0015288 has proposed this modification in preliminary design.
- Provide flashing yellow arrow (FYA) left-turn signalization for WB, NB, and SB approaches.
 - Note: planned GDOT PI#015288 proposes upgraded signal infrastructure, which could consider upgrades for FYA capabilities.

GRTA's overall LOS requirements for 2022 Estimated conditions, 2027 No-Build conditions, and 2027 Build conditions are met if the proposed system improvements and potential improvements aligning with planned GDOT PI #0015288, as described above, are installed to improve existing conditions (shown in **Figure 7**). The analysis results in the table below assume the geometric changes from the system modifications that are proposed in the future.

| Overall LOS Standard: E | | | No | orthside Dr | ive | Nor | thside D | 14 | 4 th Stree | et | 14 th Street | | | |
|-------------------------|-------|----------------|-----|-------------|------|------------------|----------|----------|-----------------------|----------|-------------------------|----------|----------|----|
| Appro | ach L | OS Standard: E | I | Northboun | d | So | outhbour | nd | Ea | astboun | ıd | We | estboun | ıd |
| | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R |
| 0 | | Overall LOS | | | | | [| D (35.1) |) | | | | | |
| | _ | Approach LOS | | C (29.4) | | C (25.0) | | | E (67.0) | | | D (46.0) | | |
| Ē | AN | Storage | | | | | | | | | | | | |
| Γ Ε | - | 50th Queue | 34 | 507 | | 2 | 294 | | | 173 | | 135 | 300 | |
| Jna gna | | 95th Queue | 59 | 731 | | 8 | 366 | | | 248 | | 218 | 417 | |
| Sić 🖸 | | Overall LOS | | E (64.3) | | | | | | | | | | |
| 5 | _ | Approach LOS | | E (60.9) | | E (71.1) | | | E (62.1) | | | E (60.4) | | |
| 502 | Ρ | Storage | | | 100* | 500 [†] | | | | | | | | |
| | | 50th Queue | 116 | 793 | | 7 | 885 | | | 207 | | 215 | 518 | |
| | | 95th Queue | 262 | 1,107 | | 20 | 1,026 | | | 281 | | 388 | 678 | |
| | | Overall LOS | | D (37.6) | | | | | | | | | | |
| | _ | Approach LOS | | C (30.5) | | | C (29.0) | | E | E (75.5) | | | 0 (46.9) | |
| P | AN | Storage | | | 100* | 500 [†] | | | | | | | | |
| | | 50th Queue | 38 | 535 | 9 | 2 | 371 | | | 192 | | 143 | 322 | |
| D-B na | | 95th Queue | 66 | 761 | 47 | 8 | 447 | | | 288 | | 227 | 445 | |
| Sig N | | Overall LOS | | E (73.7) | | | | | | | | | | |
| , (; | _ | Approach LOS | | E (75.3) | | | E (73.0) | | E | E (73.2) | | E | E (71.8) | |
| 20 | ΡZ | Storage | | | 100* | 500 [†] | | | | | | | | |
| | | 50th Queue | 189 | 1,005 | 22 | 8 | 998 | | | 324 | | 231 | 577 | |
| | | 95th Queue | 338 | 1,135 | 62 | 20 | 1,137 | | | 340 | | 437 | 784 | |
| | | Overall LOS | | | | - | [| D (39.3) | | | | | | |
| | _ | Approach LOS | | C (30.7) | | | C (29.5) | | E | E (79.5) | | Ľ | 0 (53.0) | |
| | AN | Storage | | | 100* | 500 [†] | | | | | | | | |
| μ | | 50th Queue | 38 | 541 | 15 | 2 | 386 | | | 195 | | 170 | 324 | |
| 2027 BUI (Signa | | 95th Queue | 66 | 770 | 57 | 8 | 465 | | | 296 | | 262 | 447 | |
| | | Overall LOS | | | | | E | E (77.9) |) | | | | | |
| | _ | Approach LOS | | E (78.8) | | | E (75.8) | | | E (77.7) | | E | E (79.9) | |
| | Ρ | Storage | | | 100* | 500 [†] | | | | | | | | |
| | | 50th Queue | 190 | 1,022 | 45 | 8 | 1,015 | | | 243 | | 267 | 582 | |
| | | 95th Queue | 292 | 1,162 | 98 | 20 | 1,153 | | | 356 | | 489 | 791 | |

*Northbound right-turn lane storage length was not specified in the GDOT PI #0015288 plans. Intersection was modeled with 100 feet of northbound right turn lane storage.

[†]GDOT PI #0015288 also proposes extending the southbound left-turn lane storage to be 500 feet.

5.5 Northside Drive at 11th Street/Driveway (Intersection 5)

| Overall LOS Standard: E | | | Northside Drive | | | Nor | thside D | rive | 1 | 1 th Stree | et | Driveway | | | | |
|-------------------------|-------|----------------|-----------------|---------|----|-----|----------|-------|-----|-----------------------|----|----------|----------|----|--|--|
| Appro | ach L | OS Standard: E | N | orthbou | nd | Sc | outhbour | nd | E | astbour | nd | We | estbour | nd | | |
| | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R | | |
| | | Overall LOS | | | | | | (157 | .8) | | | | | | | |
| | _ | Approach LOS | | (0.6) | | | (0.3) | | | (8308.5 | 5) | - | | | | |
| Ш | Z | Storage | | | | | ĺ | | | ĺ | | | | | | |
| AT C | | 50th Queue | | | | | | | | | | | | | | |
| NIN N | | 95th Queue | 25 | | | 11 | | | 307 | | | | | | | |
| ເລັັັັັ | | Overall LOS | | (4.2) | | | | | | | | | | | | |
| 2 | | Approach LOS | | (1.4) | | | (6.5) | | | - | | | - | | | |
| 02 | Σ | Storage | | | | | | | | | | | | | | |
| 2 | _ | 50th Queue | | | | | | | | | | | | | | |
| | | 95th Queue | 8 | | | 3 | | | | | | | | | | |
| | | Overall LOS | | A (4.5) | | | | | | | | | | | | |
| | AM | Approach LOS | | A (3.9) | | | A (2.5) | | | E (60.8) | | E | E (56.7) |) | | |
| Ą | | Storage | | | | | | | | | | | | | | |
| | | 50th Queue | | 197 | | 1 | 108 | | 20 | 30 | | | 8 | | | |
| nal nal | | 95th Queue | | 320 | | 3 | 175 | | 50 | 70 | | | 36 | | | |
| NO | | Overall LOS | | | | | | A (5. | 4) | | | | | | | |
| ((| | Approach LOS | | A (4.8) | | | A (3.9) | | | E (79.5) |) | E | E (74.6) | | | |
| 20; | Σ | Storage | | | | | | | | | | | | | | |
| | | 50th Queue | | 322 | | 1 | 101 | | 30 | 34 | | | 3 | | | |
| | | 95th Queue | | 495 | | 1 | 56 | | 66 | 83 | | | 35 | | | |
| | | Overall LOS | | | | | | A (6. | 3) | | | | | | | |
| | | Approach LOS | | A (4.9) | | | A (3.4) | , | | E (59.3) |) | [| 0 (53.3) |) | | |
| | Σ | Storage | | | | | | | | | | | · · · · | | | |
| <u> </u> | 4 | 50th Queue | | 240 | | 1 | 141 | | 40 | 53 | | | 8 | | | |
| 3UI na | | 95th Queue | | 395 | | 4 | 232 | | 80 | 103 | | | 35 | | | |
| 7 E Sig | | Overall LOS | | | | | | B (11 | .8) | | | | | | | |
| (302 | | Approach LOS | | A (9.3) | | | A (7.8) | • | | E (77.9) |) | E | E (66.7) |) | | |
| N | N | Storage | | | | | | | | | | | · · · | | | |
| | | 50th Queue | | 582 | | 1 | 117 | | 92 | 125 | | | 13 | | | |
| | | 95th Queue | | 900 | | 1 | 71 | | 150 | 191 | | | 43 | | | |

The existing unsignalized intersection of Northside Drive at 11th Street/Driveway (Intersection 5) is not projected to meet GRTA's standards for approach LOS under the 2022 Estimated conditions during the PM peak hour. The intersection is projected to operate at an LOS F for the eastbound approach during the PM peak hour.

Per the Proposed Roadway Improvements for Northside Drive at 11th Street and Ethel Street, the intersection of Northside Drive at 11th Street/Driveway is proposed (by others) to be signalized. The proposed signalized intersection of Northside Drive at 11th Street/Driveway is projected to operate at an acceptable <u>overall LOS</u> under the 2027 No-Build conditions and 2027 Build conditions. In addition, each approach is projected to operate acceptably under the 2027 No-Build and 2027 Build conditions. Draft design documents for the signal, which is currently in GDOT permitting and anticipated to be approved in 2022, are included in **Appendix D**.

5.6 11th Street at Driveway A (Intersection 6)

| Overall LOS Standard: E | | | Driveway A | | | | - | | 11 th Street | | | 11 th Street | | |
|--------------------------|----|--------------|------------|-----------|----|---|---|------|-------------------------|-----|---|-------------------------|-------|---|
| Approach LOS Standard: E | | | N | lorthbour | nd | | - | | Eastbound | | | Westbound | | |
| | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R |
| | | Overall LOS | | | | | | (2.5 |) | | | | | |
| | | Approach LOS | | A (9.4) | | | | | | (0) | | | (2.6) | |
| ٦ | AM | Storage | | | | | | | | | | | | |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | 3 | | | | | | | | | | | |
| E ≥ | | Overall LOS | | (3.7) | | | | | | | | | | |
| 502 | | Approach LOS | | B (10.2) | | | | | | (0) | | | (0.8) | |
| 2 | Σd | Storage | | | | | | | | | | | | |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | 10 | | | | | | | | | | | |

The proposed side-street stop-controlled driveway at the intersection of 11th Street at Driveway A (Intersection 6) is projected to operate at an acceptable LOS under the 2027 Build conditions. Each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours.

The recommended lane configuration for Driveway A is one lane entering the site and one lane exiting the site, as shown in the site plan. The recommended build improvements are shown in **Figure 9**.
5.7 11th Street at Driveway B (Intersection 7)

| Over | all LO | S Standard: E | Γ | Driveway | A | | - | | 1 | 1 th Stree | et | 1 | 1 th Stree | et |
|-------|--------|----------------|---------|-----------|----|---|---|------|------------|-----------------------|----|-------|-----------------------|----|
| Appro | ach L | OS Standard: E | N | lorthbour | nd | | - | | E | astbour | nd | W | estbour | nd |
| | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R |
| | | Overall LOS | | | | | | (3.2 | <u>'</u>) | | | | | |
| | | Approach LOS | | A (9.2) | | | | | | (0) | | | (3.6) | |
| | A | Storage | | | | | | | | | | | | |
| SC) | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | 3 | | | | | | | | | 3 | | |
| E ≥ | | Overall LOS | | | | | | (3.4 | .) | | | | | |
| 502 | | Approach LOS | A (9.8) | | | | | | (0) | | | (1.5) | | |
| | Σd | Storage | | | | | | | | | | | | |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | 10 | | | | | | | | | 3 | | |

The proposed side-street stop-controlled driveway at the intersection of 11th Street and Driveway B (Intersection 7) is projected to operate at an acceptable LOS under the 2027 Build conditions. Each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours.

The recommended lane configuration for Driveway 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**.

5.8 Edgehill Avenue at Driveway D (Intersection 8)

| Over | all LO | S Standard: E | | - | | D | riveway | D | Edg | ehill Ave | enue | Edge | ehill Ave | enue |
|-------|--------|----------------|-----------|---|---|---|---------|------|-----|-----------|------|------|-----------|------|
| Appro | ach L | OS Standard: E | | - | | S | outhbou | Ind | E | astbour | nd | W | estbour | nd |
| | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R |
| | | Overall LOS | | | | | | (0.6 | i) | | | | | |
| | _ | Approach LOS | | | | | A (8.5) | | | (0.3) | | | (0) | |
| | AM | Storage | | | | | | | | | | | | |
| SC) | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | | | | | | | | | | | | |
| μ | | Overall LOS | | | | | | (0.5 | 5) | | | | | |
| 502 | _ | Approach LOS | roach LOS | | | | A (8.6) | | | (0.6) | | | (0) | |
| | Σd | Storage | | | | | | | | | | | | |
| | _ | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | | | | | | | | | | | | |

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

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

5.9 Edgehill Avenue at Driveway C (Intersection 9)

| Over | all LO | S Standard: E | | - | | D | riveway | С | Edg | ehill Ave | enue | Edge | ehill Ave | enue |
|-------|--------|----------------|---|-----------|----|---|---------|------|-----|-----------|------|------|-----------|------|
| Appro | ach L | OS Standard: E | N | lorthbour | nd | S | outhbou | nd | E | astbour | nd | W | estbour | nd |
| | | | L | Т | R | L | Т | R | L | Т | R | L | Т | R |
| | | Overall LOS | | | | | | (4.3 |) | | | | | |
| | _ | Approach LOS | | | | | A (8.7) | | | (6.2) | | | (0) | |
| SC) | Δ | Storage | | | | | | | | | | | | |
| | | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | | | | 3 | | | 3 | | | | | |
| μ | | Overall LOS | | | | | | (5.7 |) | | | | | |
| 02 | _ | Approach LOS | | | | | A (8.6) | | | (6.5) | | | (0) | |
| | Σd | Storage | | | | | | | | | | | | |
| | _ | 50th Queue | | | | | | | | | | | | |
| | | 95th Queue | | | | 6 | | | 3 | | | | | |

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

The recommended lane configuration for Driveway C 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**.





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Transportation Analysis



Proposed Site Plan





Trip Generation Analysis

| | | Trip Generation | n Analysis (10 | th Ed. With <i>2nd Edi</i> Star Meta | <i>tion Handbool</i> als District | CDaily IC & 3 | rd Edition Al | M/PM IC) | | | | | |
|--------------------|---|------------------------|----------------|---|--------------------------------------|---------------|---------------|----------|-------------|-----|--------|-------------|------|
| | | | | Atlan | ta, GA | | | | | | | | |
| Land Use | 2 | Setting | | Density | | Daily Trips | | A | M Peak Hour | | P | M Peak Hour | |
| | | | | , | Total | In | Out | lotal | In | Out | l otal | In | Out |
| Propose | d Project Trips | | | | | | | | | | | | |
| 222 | Multifamily Housing (High-Rise) | General Urban/Suburban | 775 | dwelling units | 3,292 | 1,646 | 1,646 | 189 | 64 | 125 | 225 | 126 | 99 |
| 310 | Hotel | General Urban/Suburban | 50 | rooms | 400 | 200 | 200 | 23 | 13 | 10 | 30 | 15 | 15 |
| 710 | General Office Building | General Urban/Suburban | 200,000 | Sq. Ft. GFA | 2,120 | 1,060 | 1,060 | 304 | 268 | 36 | 295 | 50 | 245 |
| 820 | Shopping Center (>150k) | General Urban/Suburban | 80,000 | Sq. Ft. GFA | 2,960 | 1,480 | 1,480 | 67 | 42 | 25 | 272 | 131 | 141 |
| Total | Proposed Trips | | | | 8,772 | 4,386 | 4,386 | 583 | 387 | 196 | 822 | 322 | 500 |
| Existing | Site Trips (To Be Removed) | | | | | | | | | | | | |
| 110 | General Light Industrial | General Urban/Suburban | 20,600 | Sa. Ft. GFA | 128 | 64 | 64 | 18 | 16 | 2 | 13 | 2 | 11 |
| 820 | Shopping Center (>150k) | General Urban/Suburban | 16.000 | Sa. Ft. GFA | 592 | 296 | 296 | 13 | 8 | 5 | 54 | 26 | 28 |
| 932 | High-Turnover (Sit-Down) Restaurant | General Urban/Suburban | 5.000 | Sa. Ft. GFA | 536 | 268 | 268 | 48 | 26 | 22 | 45 | 27 | 18 |
| Total | Existing Site Trips (To Be Removed) | | | • | 1,256 | 628 | 628 | 79 | 50 | 29 | 112 | 55 | 57 |
| | | | | | | | | | | | | | |
| Total Pro | posed Project Trips | | | | 8,772 | 4,386 | 4,386 | 583 | 387 | 196 | 822 | 322 | 500 |
| Total Exi | sting Site Trips (To Be Removed) | | | | -1,256 | -628 | -628 | -79 | -50 | -29 | -112 | -55 | -57 |
| Gross P | roject Trips | | | | 7,516 | 3,758 | 3,758 | 504 | 337 | 167 | 710 | 267 | 443 |
| Reside | ential Trips | | | | 2.820 | 1.410 | 1.410 | 163 | 55 | 108 | 194 | 109 | 85 |
| | Mixed-Use Reductions | | | | -242 | -121 | -121 | -4 | -1 | -3 | -52 | -36 | -16 |
| | Alternative Mode Reductions | | | | -851 | -426 | -425 | -52 | -18 | -35 | -47 | -24 | -23 |
| | Adjusted Residential Trips | | | | 1,727 | 863 | 864 | 107 | 36 | 70 | 95 | 49 | 46 |
| Hotel ⁻ | Trips | | | | 342 | 171 | 171 | 20 | 11 | 9 | 26 | 13 | 13 |
| | Mixed-Use Reductions | | | | -30 | -15 | -15 | -8 | 0 | -8 | -6 | -4 | -2 |
| | Alternative Mode Reductions | | | | -102 | -51 | -51 | -4 | -4 | 0 | -7 | -3 | -4 |
| | Adjusted Hotel Trips | | | | 210 | 105 | 105 | 8 | 7 | 1 | 13 | 6 | 7 |
| Office | Trips | | | | 1,816 | 908 | 908 | 263 | 232 | 31 | 255 | 43 | 212 |
| | Mixed-Use Reductions | | | | -106 | -53 | -53 | -24 | -15 | -9 | -18 | -5 | -13 |
| | Alternative Mode Reductions | | | | -564 | -282 | -282 | -79 | -72 | -7 | -78 | -13 | -66 |
| | Adjusted Office Trips | | | | 1,146 | 573 | 573 | 160 | 145 | 15 | 159 | 25 | 133 |
| Retail | Trips | | | | 2 536 | 1 268 | 1 268 | 58 | 36 | 22 | 235 | 113 | 122 |
| Itelaii | Mixed-Lise Reductions | | | | -342 | -171 | -171 | -18 | -11 | -7 | -58 | -22 | -36 |
| | Alternative Mode Reductions | | | | -724 | -362 | -362 | -13 | -8 | -5 | -58 | -30 | -28 |
| | Pass By Reductions (Based on ITE Rates) | | | | -426 | -213 | -213 | 0 | 0 | 0 | -34 | -17 | -17 |
| | Adjusted Retail Trips | | | | 1,044 | 522 | 522 | 27 | 17 | 10 | 85 | 44 | 41 |
| Mixed-Us | se Reductions - TOTAL | | | | -720 | -360 | -360 | -54 | -27 | -27 | -134 | -67 | -67 |
| Alternativ | ve Mode Reductions - TOTAL | | | | -2.241 | -1.121 | -1.120 | -148 | -102 | -47 | -190 | -70 | -121 |
| Pass-By | Reductions - TOTAL | | | | -426 | -213 | -213 | 0 | 0 | 0 | -34 | -17 | -17 |
| New Trin | os | | | | 4.127 | 2.063 | 2.064 | 302 | 205 | 96 | 352 | 124 | 227 |
| Drivewa | y Volumes | | | | 4,553 | 2,276 | 2,277 | 302 | 205 | 96 | 386 | 141 | 244 |

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #1 11th St at Howell Mill Rd

| | | | | | AM PE | AK HOUR | | | | | | | | | | |
|---|--------|-------|---------|-------|------------|--------------|-------------|-------|------------|------|----------|----------|------------|--------|---------|--------|
| | - | Howel | Mill Rd | | 1 | Howell | Mill Rd | | 1 | 111 | h St | | 1 | 11t | h St | |
| | | North | bound | | | South | bound | | | East | ound | | | West | bound | |
| | 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 | 8 | 369 | 17 | 0 | 19 | 325 | 10 | 0 | 13 | 0 | 3 | 0 | 9 | 0 | 19 |
| Pedestrians | | | 0 | | | | 1 | | | | 21 | | | | 5 | |
| Conflicting Pedestrians | | 21 | | 5 | | 5 | | 21 | | 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 | 0 | 14 | 0 | 0 | 3 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Heavy Vehicle % | 2% | 2% | 4% | 2% | 2% | 16% | 6% | 2% | 2% | 2% | 2% | 2% | 2% | 11% | 2% | 5% |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Adjustment Factor | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 |
| Adjusted 2022 Volumes | 0 | 9 | 421 | 19 | 0 | 22 | 371 | 11 | 0 | 15 | 0 | 3 | 0 | 10 | 0 | 22 |
| | | | | | | | | | _ | | | | | | | |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Background Growth Trips | 0 | 1 | 33 | 1 | 0 | 2 | 29 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 |
| Approved Development Trips - Echo Street DRI #2814 | | | | | | | | | | | | | | | L | |
| Approved Development Trips - 990-1008 Brady DRI #3674 | | 29 | | | | | | | | | | 11 | | | L | |
| Total Approved Development Trips | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 |
| 2027 No-Build Traffic | 0 | 39 | 454 | 20 | 0 | 24 | 400 | 12 | 0 | 16 | 0 | 14 | 0 | 11 | 0 | 24 |
| 2027 No-Build Heavy Vehicle % | 2% | 2% | 4% | 2% | 2% | 16% | 6% | 2% | 2% | 2% | 2% | 2% | 2% | 11% | 2% | 5% |
| | | | | | Existing T | rips Removed | | | | | | | | | | |
| Trip Distribution IN | | | | 10% | | 20% | 5% | | | | | | | | L | |
| Trip Distribution OUT | | | (15%) | | | | | | | | | | | (20%) | l | (10%) |
| Industrial Trips | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | , | | | | | | , | | | | | | | , | r | |
| Trip Distribution IN | | | | 10% | ļ | 20% | 5% | | | | | | ļ | | L | |
| Trip Distribution OUT | | | (15%) | | | | | | | | | | | (20%) | L | (10%) |
| Retail Trips | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| | 1 | | | | | | | | | | | | r | | r | |
| Trip Distribution IN | | | | | ļ | | | | | | | | ļ | | l | |
| Trip Distribution OUT | | - | | | <u> </u> | | | | | | <u> </u> | <u> </u> | <u> </u> | | - | |
| Restaurant Trips | U | U | 0 | 0 | U | 0 | 0 | 0 | 0 | U | 0 | 0 | U | 0 | 0 | 0 |
| | | | | | т <u>,</u> | | | | . <u> </u> | | | | т <u>,</u> | | | |
| Total Existing Trips Removed | U | 0 | 1 | 3 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | U | 1 | 0 | 1 |
| | | | | 544 | Proj | ect Trips | 500 | | | | | | | | | |
| Trip Distribution IN | | | (4500) | 5% | | 15% | 5% | | | | | | | (450() | l | (500) |
| Trip Distribution OUT | | 0 | (15%) | 2 | | 6 | 2 | | 0 | | | | | (15%) | 0 | (5%) |
| Residential Trips | U | U | 12 | 2 | U | ь | 2 | U | U | U | U | U | U | 12 | U | 4 |
| Trip Distribution IN | 1 | | 1 | 59/ | 1 | 159/ | F #/ | | 1 | | | | r | | r | |
| Trip Distribution IN | | | (4.5%) | 5% | | 15% | 5% | | | | | | | (450() | t | (540) |
| Trip Distribution OUT | - | | (15%) | | | | | | | | | | - | (15%) | - | (5%) |
| Hotel https | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | U | | 0 |
| Trip Distribution IN | 1 | | 1 | 1.0% | T | 2017 | F W | | 1 | | | | T | | | |
| Trip Distribution IN | | | (15%) | 10% | l | 20% | 3% | | | | | | | (20%) | | (10%) |
| Office Tries | 0 | 0 | (15/6) | 17 | - | 22 | 0 | 0 | 0 | 0 | 0 | 0 | | (20%) | 0 | (10%) |
| once mps | 0 | 0 | 3 | 1/ | | 33 | 0 | 0 | 0 | 0 | 0 | 0 | | 3 | | 2 |
| Trip Distribution IN | 1 | | 1 | 1.0% | 1 | 20% | E9/ | | | | | | 1 | | | |
| Trip Distribution OLIT | | | (15%) | 10% | | 20% | 576 | | | | | | 1 | (20%) | - | (10%) |
| Retail Trips | 0 | 0 | 2 | 2 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20/6/ | 0 | (10%) |
| icear mps | Ŭ | | ~ | - | , v | - | - | | 0 | | | | | - | . · · | - |
| Total Brimary Site Tring | 0 | 0 | 17 | 21 | 0 | 44 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 7 |
| Total Primary Site Trips | 0 | 0 | 1/ | 21 | 0 | 44 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | . 0 | · / |
| Pare By Distribution IN | 1 | | | 45% | Т | 20% | | | | | | | Т | | | 1 |
| Pass-By Distribution OUT | | | | 4370 | l | 20% | | | | | | | | (20%) | | (45%) |
| Pass-by Distribution COT | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | (20%) | 0 | (4376) |
| Pass-By Trips | U | 0 | 0 | 0 | | 0 | U | 0 | 0 | 0 | 0 | 0 | | U | | |
| Total Vahicular Broject Trins | 0 | 0 | 17 | 21 | 0 | 44 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 7 |
| Total venicular Project Trips | 0 | 0 | 1/ | 21 | <u> </u> | 44 | 11 | 0 | 0 | 0 | 0 | 0 | | 17 | | |

| | | | | | r . | | | | | | | | | | | |
|---|--------|--------|-----------|-------|----------------|--------------|---------|-------|--------|------|---------|----------------------------------|--------|--------|---------|---------|
| 2027 Build Traffic | 0 | 39 | 470 | 38 | 0 | 63 | 410 | 12 | 0 | 16 | 0 | 14 | 0 | 27 | 0 | 30 |
| 2027 Build Heavy Vehicle % | Ζ% | 2% | 4% | 2% | 2% | 16% | 6% | 2% | Ζ% | 2% | 2% | 2% | 2% | 11% | Ζ% | 5% |
| | | | | | | | | | | | | | | | | |
| | | | | | DM DE | | | | | | | | | | | |
| | r | | | | | AKHOOK | | | | | 1.0 | | | | | |
| | | Howell | і міні ка | | | Howei | MIII Ka | | | 11 | th St | | | 110 | n St | |
| | | North | ibouna | 0.11 | | South | bound | a: | | East | bound | B ¹ 1 1 | | west | Jouna | 0.11 |
| | U-Turn | Left | Inrougn | Right | U-Turn | Left | Inrougn | Right | U-Turn | Left | Inrougn | Right | U-Turn | Left | Inrougn | Right |
| Observed 2022 Traffic Volumes | 0 | 18 | 431 | 15 | 0 | 16 | 680 | 23 | 0 | 25 | 1 | 22 | 0 | 25 | 4 | 35 |
| Pedestrians | | | 0 | | | | 3 | | | | 38 | | | 1 - 1 | .9 | |
| Conflicting Pedestrians | - | 38 | | 19 | - | 19 | | 38 | | 3 | | 0 | - | 0 | | 3 |
| Bicycles | U | 0 | 0 | 0 | - ⁰ | U | U | 0 | U | 0 | 0 | 0 | 0 | U | U | 0 |
| Conflicting Bicycles | | | | 0 | - | | | 0 | - | | | 0 | - | | - | 0 |
| Heavy Vehicles | 0 | 1 | 13 | 1 | 0 | 0 | 18 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 |
| Heavy Vehicle % | 2% | 6% | 3% | 7% | 2% | 2% | 3% | 2% | 2% | 8% | 2% | 5% | 2% | 2% | 2% | 3% |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adjustment Factor | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 |
| Adjusted 2022 Volumes | 0 | 23 | 543 | 19 | 0 | 20 | 857 | 29 | 0 | 32 | 1 | 28 | 0 | 32 | 5 | 44 |
| Annual County Data | 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% |
| 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% |
| Declaration County Trian | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| background Growth Trips | U | 2 | 42 | 1 | U U | 2 | 66 | 2 | U | 2 | U U | 2 | U U | 2 | U | 5 |
| Approved Development Trips - Ecno Street DKI #2814 | | 14 | | | | | | | | | | 20 | | | | + |
| Approved Development Trips - 990-1008 Brady DRI #3674 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | - |
| 2027 No Build Traffic | 0 | 20 | 595 | 20 | | 22 | 022 | 21 | 0 | 24 | 1 | 50 | 0 | 24 | 5 | 47 |
| 2027 No-Build Heavy Vehicle % | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 00 | 0 | 0 | 0 | 47 |
| | | | | - ° | Existing T | rins Removed | | | | - ° | | | | | · · · · | |
| Trip Distribution IN | 1 | 1 | 1 | 10% | I | 20% | 5% | | | | 1 | | 1 | 1 | | |
| Trip Distribution OUT | | | (15%) | | I | | | | | | | | | (20%) | | (10%) |
| Industrial Trips | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | 10% | | 20% | 5% | | | | | | | | | |
| Trip Distribution OUT | | | (15%) | | | | | | | | | | | (20%) | | (10%) |
| Retail Trips | 0 | 0 | 4 | 3 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 3 |
| | | | | | | | | | | | | | | | | - |
| Trip Distribution IN | | | | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | L | |
| Restaurant Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | - | | | | | | | | - | | | | | | | |
| Total Existing Trips Removed | 0 | 0 | 6 | 3 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 4 |
| | 1 | | | - | Proj | ect Trips | | | | | | - | | | | |
| Trip Distribution IN | | | | 5% | | 15% | 5% | | | | | | | | I | |
| Trip Distribution OUT | | | (15%) | | | | | | | | | | | (15%) | L | (5%) |
| Residential Trips | 0 | 0 | 8 | 3 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 3 |
| | r | 1 | | | r | | | | r | - | | - | 1 | | | 1 |
| Trip Distribution IN | | | (450() | 5% | | 15% | 5% | | | | | | - | (450() | | (54() |
| Trip Distribution OUT | | | (15%) | | | | | | - | | | | | (15%) | - | (5%) |
| Hotel Trips | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Market Market Market and Annual An | 1 | 1 | 1 | 4.00% | 1 | 2024 | 54/ | | 1 | | | 1 | 1 | 1 | r | |
| Trip Distribution IN | | | (150/) | 10% | l | 20% | 5% | | | | | | | (20%) | I | (10%) |
| Office Trips | 0 | 0 | (15%) | 2 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | (20%) | 0 | (10%) |
| once mps | 0 | 1 0 | 23 | | | 0 | - | 0 | Ū | 0 | 1 0 | | | 51 | | |
| Trip Distribution IN | 1 | 1 | | 10% | 1 | 20% | 5% | | | | | | 1 | I | | |
| Trip Distribution OUT | | | (15%) | 2070 | l | 2070 | 576 | | | | | | | (20%) | | (10%) |
| Retail Trips | 0 | 0 | 7 | 5 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 5 |
| | | | | | | | | | | | | | • | | | · · · · |
| Total Primary Site Trips | 0 | 0 | 39 | 11 | 0 | 25 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 23 |
| · · · · · · · · · · · · · · · · · · · | | | | | | | | | | | | • | • | | | - |
| Pass-By Distribution IN | | | | 45% | | 20% | | | | | | | | | | |
| Pass-By Distribution OUT | | | | | | | | | | | | | | (20%) | | (45%) |
| Pass-By Trips | 0 | 0 | 0 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 9 |
| | | | | | | | | | | | | | | | | |
| Total Vehicular Project Trips | | 0 | 39 | 20 | 0 | 29 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 32 |
| | | | | | | | | | | | | | | | | |
| 2027 Build Traffic | 0 | 39 | 618 | 37 | 0 | 46 | 929 | 31 | 0 | 34 | 1 | 60 | 0 | 79 | 5 | 75 |
| 2027 Build Heavy Vehicle % | 2% | 6% | 3% | 7% | 2% | 2% | 3% | 2% | 2% | 8% | 2% | 5% | 2% | 2% | 2% | 3% |

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #2 Edgehill Ave at Howell Mill Rd

| | | | | | AM PE | AK HOUR | | | | | | | | | | |
|---|--------|---------------------------------------|-----------|-------|---|--------------|---------|-------|--------|------|---------|-------|--------|-------|---------|-------|
| | | Howel | I Mill Rd | | | Howell | Mill Rd | | | | | | | Edgeh | ill Ave | |
| | | North | bound | | | South | bound | | | East | ound | | | West | ound | |
| | 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 | 386 | 1 | 0 | 5 | 311 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 |
| Pedestrians | | | 0 | | | | 0 | | | | 0 | | | (|) | |
| Conflicting Pedestrians | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 |
| Bicycles | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 1 | | | | 1 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 0 | 14 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| Heavy Vehicle % | 2% | 2% | 4% | 2% | 2% | 2% | 6% | 2% | 2% | 2% | 2% | 2% | 2% | 50% | 2% | 33% |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Adjustment Factor | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 |
| Adjusted 2022 Volumes | 0 | 0 | 440 | 1 | 0 | 6 | 355 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Background Growth Trips | 0 | 0 | 34 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Approved Development Trips - Echo Street DRI #2814 | | | | | | | | | | | | | | | | |
| Approved Development Trips - 990-1008 Brady DRI #3674 | | | 29 | | | | 11 | | | | | | | | | |
| Total Approved Development Trips | 0 | 0 | 29 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2027 No-Build Traffic | 0 | 0 | 503 | 1 | 0 | 6 | 393 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 8 |
| 2027 No-Build Heavy Vehicle % | 2% | 2% | 4% | 2% | 2% | 2% | 6% | 2% | 2% | 2% | 2% | 2% | 2% | 50% | 2% | 33% |
| | | | | | Existing T | rips Removed | | | | | | | | | | |
| Trip Distribution IN | | | 10% | 15% | 1 | 5% | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | (20%) | | | | | | | (5%) | | (15%) |
| Industrial Trins | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | 1 | | 10% | 15% | l – – – – – – – – – – – – – – – – – – – | 5% | | | 1 | | | | 1 | | | |
| Trip Distribution OUT | | | | | | | (20%) | | | | | | | (5%) | | (15%) |
| Retail Trips | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | |
| Restaurant Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Existing Trips Removed | 0 | 0 | 3 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | | | | | Proj | ect Trips | | | | | | | | | | |
| Trip Distribution IN | | | 5% | 20% | | 5% | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | (15%) | | | | | | | (10%) | | (15%) |
| Residential Trips | 0 | 0 | 2 | 8 | 0 | 2 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 12 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | 5% | 20% | | 5% | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | (15%) | | | | | | | (10%) | | (15%) |
| Hotel Trips | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | - | | | |
| Trip Distribution IN | | | 10% | 15% | | 5% | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | (20%) | | | | | | | (5%) | | (15%) |
| Office Trips | 0 | 0 | 17 | 25 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | 10% | 15% | | 5% | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | (20%) | | | | | | | (5%) | | (15%) |
| Retail Trips | 0 | 0 | 2 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| | | | | | | | | | | | | | | | | |
| Total Primary Site Trips | 0 | 0 | 21 | 38 | 0 | 11 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 17 |
| | | | | | | | | | | | | | | | | |
| Pass-By Distribution IN | | | | 35% | l i | | | | 1 | | | | T | | | |
| Pass-By Distribution OUT | | | | | | | | | | | | | | | | (35%) |
| Pass-By Trins | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | , , , , , , , , , , , , , , , , , , , | | , , , | . <u> </u> | , v | | | | | | | ı v | | v | |
| Total Vehicular Project Trips | 0 | 0 | 21 | 38 | 0 | 11 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 17 |
| | | | | | . <u> </u> | | | | | | | | | | | |
| 2027 Build Traffic | 0 | 0 | 521 | 36 | 0 | 16 | 409 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 24 |
| 2027 Build Heavy Vehicle % | 2% | 2% | 4% | 2% | 2% | 2% | 6% | 2% | 2% | 2% | 2% | 2% | 2% | 50% | 2% | 33% |
| | - | | | | | | | | - | | | | _ | | | |

| PM PEAK HOUR | | | | | | | | | | | | | | | | |
|---|--------|--------|-----------|-------|------------|-------------------|---------|-------|--------|------|---------|-------|--------|-------|---------|--------|
| | | Howell | I Mill Rd | | | Howell | Mill Rd | | | | 0 | | | Edgeh | ill Ave | |
| | | North | bound | | | South | bound | | | East | ound | | | West | bound | |
| | 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 | 481 | 1 | 0 | 2 | 651 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| Pedestrians | | _ | 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 | 7 | 0 | 0 | 0 | 15 | 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 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adjustment Factor | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 |
| Adjusted 2022 Volumes | 0 | 0 | 606 | 1 | 0 | 3 | 820 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Background Growth Trips | 0 | 0 | 47 | 0 | 0 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approved Development Trips - Echo Street DRI #2814 | | | | | | | | | | | | | l | | | |
| Approved Development Trips - 990-1008 Brady DRI #3674 | | | 14 | | | | 30 | | | | | - | - | | | |
| Total Approved Development Trips | 0 | 0 | 14 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2027 No-Build Trame | 0 | 0 | 667 | 1 | | 3 | 913 | 0 | 0 | 0 | 0 | 0 | | 4 | 0 | 4 |
| 2027 No-Build Heavy Vehicle % | U | 0 | 0 | 0 | Evicting T | u rinc Romovod | U | U | U | 0 | 0 | 0 | 1 0 | U | U | 0 |
| Trip Distribution IN | 1 | | 10% | 15% | | 5% | | | 1 | | | | 1 | | | |
| Trip Distribution OUT | | | 10/0 | 15/0 | | 570 | (20%) | | | | | | | (5%) | | (15%) |
| Industrial Trins | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| | - | | - | - | | - | | - | - | | | - | | | - | - |
| Trip Distribution IN | | | 10% | 15% | | 5% | | | | | | | 1 | | | |
| Trip Distribution OUT | | | | | | | (20%) | | | | | | | (5%) | | (15%) |
| Retail Trips | 0 | 0 | 3 | 4 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | |
| Restaurant Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | - | | | | | | | | - | | | | | | | |
| Total Existing Trips Removed | 0 | 0 | 3 | 4 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 |
| | | | | | Proj | ect Trips | | | | - | | | | | | |
| Trip Distribution IN | | | 5% | 20% | | 5% | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | (15%) | | | 0 | | - | - | (10%) | | (15%) |
| Residential Trips | U | 0 | 3 | 11 | 0 | 3 | 8 | U | U | U | 0 | 0 | 0 | 5 | U | 8 |
| we have the set of the set | r | | 544 | 2004 | r | 504 | | | r | | | 1 | r | | | |
| Trip Distribution IN | | | 5% | 20% | | 5% | (159/) | | | | | | l | (10%) | | (159/) |
| Inp Distribution COT | 0 | 0 | 0 | 1 | - | 0 | (15%) | 0 | 0 | 0 | 0 | | - | (10%) | 0 | (15%) |
| Hotel Hips | 0 | 0 | 0 | 1 | 0 | 0 | 1 | U | U | 0 | 0 | 1 0 | 0 | 1 | 0 | 1 |
| Trip Distribution IN | | | 10% | 15% | 1 | E%/ | | | | | | | 1 | | | |
| Trip Distribution OLIT | | | 10% | 1370 | | 578 | (20%) | | | | | | | (5%) | | (15%) |
| Office Trips | 0 | 0 | 3 | A | 0 | 1 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 23 |
| once mps | | | | | <u> </u> | - | 51 | | | | | | , v | | 0 | 25 |
| Trip Distribution IN | | | 10% | 15% | | 5% | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | (20%) | | | | | | | (5%) | | (15%) |
| Retail Trips | 0 | 0 | 5 | 8 | 0 | 3 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 |
| | | | | | | | | | | | | | - | | | |
| Total Primary Site Trips | 0 | 0 | 11 | 24 | 0 | 7 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 39 |
| | | | | | | | | | | | | | | | | |
| Pass-By Distribution IN | | | | 35% | | | | | | | | | | | | |
| Pass-By Distribution OUT | | | | | | | | | | | | | | | | (35%) |
| Pass-By Trips | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | | | | | | | | | | - | | | | | | |
| Total Vehicular Project Trips | L | 0 | 11 | 31 | 0 | 7 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 46 |
| | | | | | | - | | | | | | | | | - | |
| 2027 Build Traffic | 0 | 0 | 675 | 28 | 0 | 9 | 954 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 44 |
| 2027 Dulla neavy Vehicle 76 | 270 | 270 | 276 | 270 | 270 | 2.76 | 270 | 270 | 276 | 270 | 270 | 270 | 270 | 270 | 2.70 | 270 |

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #3 10th St at Howell Mill Rd

| AM PEAK HOUR Howell Mill Rd Howell Mill Rd 10th St 10th St | | | | | | | | | | | | | | | | |
|--|--------|--------|---------|-------|------------|--------------|---------|-------|--------|------|---------|-------|--------|------|---------|-------|
| | | Howell | Mill Rd | | | Howell | Mill Rd | | 1 | 101 | h St | | | 10t | h St | |
| | | North | bound | | | South | bound | | | East | ound | | | West | bound | |
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2022 Traffic Volumes | 0 | 17 | 275 | 149 | 0 | 132 | 163 | 9 | 0 | 15 | 161 | 13 | 0 | 17 | 107 | 98 |
| Pedestrians | | | 2 | | | | 3 | | | | 0 | | | | 5 | |
| Conflicting Pedestrians | | 0 | | 5 | | 5 | | 0 | | 3 | | 2 | | 2 | | 3 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 1 | 16 | 5 | 0 | 13 | 7 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 5 | 1 |
| Heavy Vehicle % | 2% | 6% | 6% | 3% | 2% | 10% | 4% | 2% | 2% | 7% | 4% | 2% | 2% | 2% | 5% | 2% |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adjustment Factor | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 |
| Adjusted 2022 Volumes | 0 | 19 | 314 | 170 | 0 | 150 | 186 | 10 | 0 | 17 | 184 | 15 | 0 | 19 | 122 | 112 |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Background Growth Trips | 0 | 1 | 24 | 13 | 0 | 12 | 14 | 1 | 0 | 1 | 14 | 1 | 0 | 1 | 9 | 9 |
| Approved Development Trips - Echo Street DRI #2814 | | | | | | | | | | | | | | | | |
| Approved Development Trips - 990-1008 Brady DRI #3674 | | | | | | | | | | | | | | | | |
| Total Approved Development Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2027 No-Build Traffic | 0 | 20 | 338 | 183 | 0 | 162 | 200 | 11 | 0 | 18 | 198 | 16 | 0 | 20 | 131 | 121 |
| 2027 No-Build Heavy Vehicle % | 2% | 6% | 6% | 3% | 2% | 10% | 4% | 2% | 2% | 7% | 4% | 2% | 2% | 2% | 5% | 2% |
| · · · · | | | | | Existing T | rips Removed | | | | | | | | | | |
| Trip Distribution IN | | | 25% | | 1 | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | (25%) | | | | | | | | | |
| Industrial Trips | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | 25% | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | (25%) | | | | | | | | | |
| Retail Trips | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| · · · · · · · · · · · · · · · · · · · | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | |
| Restaurant Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Existing Trips Removed | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | - | | | Proj | ect Trips | | | | | | | | | | |
| Trip Distribution IN | | | 25% | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | (25%) | | | | | | | | | |
| Residential Trips | 0 | 0 | 11 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | 25% | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | (25%) | | | | | | | | | |
| Hotel Trips | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | 25% | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | (25%) | | | | | | | | | |
| Office Trips | 0 | 0 | 42 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | 25% | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | (25%) | | | | | | | | | |
| Retail Trips | 0 | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | • | | | | | | | | | | | |
| Total Primary Site Trips | 0 | 0 | 60 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Pass-By Distribution IN | | | | | | | | | | | | | | | | |
| Pass-By Distribution OUT | | | | | | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | - | | | | | | | | - | | | | | | | |
| Total Vehicular Project Trips | 0 | 0 | 60 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| 2027 Build Traffic | 0 | 20 | 392 | 183 | 0 | 162 | 225 | 11 | 0 | 18 | 198 | 16 | 0 | 20 | 131 | 121 |
| 2027 Build Heavy Vehicle % | 2% | 6% | 6% | 3% | 2% | 10% | 4% | 2% | 2% | 7% | 4% | 2% | 2% | 2% | 5% | 2% |

| | | | | | PM PE | AK HOUR | | | | | | | | | | |
|---|--------|--------|-----------|-------|------------|--------------|---------|-------|--------|------|---------|-------|-----------|------|---------|-------|
| | | Howell | I Mill Rd | | | Howell | Mill Rd | | | 101 | h St | | | 10t | h St | |
| | | North | bound | | | South | bound | | | East | ound | | | West | ound | |
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2022 Traffic Volumes | 0 | 17 | 264 | 76 | 0 | 96 | 553 | 15 | 0 | 35 | 86 | 24 | 0 | 106 | 153 | 199 |
| Pedestrians | | | 7 | | | | 3 | | | | 0 | | | | 3 | |
| Conflicting Pedestrians | | 0 | | 8 | | 8 | | 0 | | 3 | | 7 | | 7 | | 3 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 0 | 3 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 7 | 3 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 3% | 2% | 2% | 2% | 5% | 2% | 2% | 2% | 5% | 2% |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Adjustment Factor | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 |
| Adjusted 2022 Volumes | 0 | 21 | 333 | 96 | 0 | 121 | 697 | 19 | 0 | 44 | 108 | 30 | 0 | 134 | 193 | 251 |
| · · | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Background Growth Trips | 0 | 2 | 26 | 7 | 0 | 9 | 54 | 1 | 0 | 3 | 8 | 2 | 0 | 10 | 15 | 19 |
| Approved Development Trips - Echo Street DRI #2814 | | | | | | | | | | | | | | | | |
| Approved Development Trips - 990-1008 Brady DRI #3674 | | | | | | | | | | | | | | | | |
| Total Approved Development Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2027 No-Build Traffic | 0 | 23 | 359 | 103 | 0 | 130 | 751 | 20 | 0 | 47 | 116 | 32 | 0 | 144 | 208 | 270 |
| 2027 No-Build Heavy Vehicle % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | - | - | Existing T | rins Removed | - | | | - | | - | | - | - | - |
| Trip Distribution IN | 1 | | 25% | | 1 | | | | | | | | I | | | |
| Trip Distribution OUT | | | | | | | (25%) | | | | | | | | | |
| Industrial Trins | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | - | | - | - | | - | | - | - | | | - | | - | - | - |
| Trip Distribution IN | | | 25% | | 1 | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | (25%) | | | | | | | | | |
| Retail Trips | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Ţ | | | - | | - | | - | | | | - | | - | | - |
| Trip Distribution IN | | | | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | |
| Restaurant Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Existing Trips Removed | 0 | 0 | 8 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | Proj | ect Trips | | | | | | | | | | |
| Trip Distribution IN | | | 25% | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | (25%) | | | | | | | | | |
| Residential Trips | 0 | 0 | 14 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | 25% | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | (25%) | | | | | | | | | |
| Hotel Trips | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | 25% | | 1 | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | (25%) | | | | | | | | | |
| Office Trips | 0 | 0 | 7 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | 25% | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | (25%) | | | | | | | | | |
| Retail Trips | 0 | 0 | 13 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Primary Site Trips | 0 | 0 | 36 | 0 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | • • • • | | | | | | | | · · · · · | | · · · · | |
| Pass-By Distribution IN | | | | | | | | | | | | | 1 | | | |
| Pass-By Distribution OUT | | | | | 1 | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | - | | | | | | | | |
| Total Vehicular Project Trips | 1 | 0 | 36 | 0 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | • | | | | • | | | | | | | | | | | |
| 2027 Build Traffic | 0 | 23 | 387 | 103 | 0 | 130 | 808 | 20 | 0 | 47 | 116 | 32 | 0 | 144 | 208 | 270 |
| 2027 Build Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 3% | 2% | 2% | 2% | 5% | 2% | 2% | 2% | 5% | 2% |

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #4 14th St at Northside Dr

| | AM PEAK HOUR | | | | | | | | | | | | | | | |
|---|--------------|-------|---------|-------|------------|--------------|---------|-------|--------|-------|---------|-------|--------|------|---------|-------|
| | | North | side Dr | | | North | side Dr | | | 14t | h St | | | 14t | h St | |
| | | North | bound | | | South | bound | | | Eastb | ound | | | West | bound | |
| | 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 | 80 | 1,199 | 113 | 0 | 4 | 749 | 50 | 0 | 61 | 207 | 71 | 0 | 165 | 324 | 1 |
| Pedestrians | | | 5 | | | | 2 | | | | 1 | | | | 3 | |
| Conflicting Pedestrians | | 1 | | 3 | | 3 | | 1 | | 2 | | 5 | | 5 | | 2 |
| 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 | 6 | 45 | 6 | 0 | 0 | 20 | 1 | 0 | 3 | 10 | 4 | 0 | 9 | 13 | 0 |
| Heavy Vehicle % | 2% | 8% | 4% | 5% | 2% | 2% | 3% | 2% | 2% | 5% | 5% | 6% | 2% | 5% | 4% | 2% |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Adjustment Factor | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 |
| Adjusted 2022 Volumes | 0 | 91 | 1,367 | 129 | 0 | 5 | 854 | 57 | 0 | 70 | 236 | 81 | 0 | 188 | 369 | 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 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Background Growth Trips | 0 | 7 | 106 | 10 | 0 | 0 | 66 | 4 | 0 | 5 | 18 | 6 | 0 | 15 | 29 | 0 |
| Approved Development Trips - Echo Street DRI #2814 | | | 38 | | | | 54 | | | | | | | | | |
| Approved Development Trips - 990-1008 Brady DRI #3674 | | | | | | | | | | | | | | | | |
| Total Approved Development Trips | 0 | 0 | 38 | 0 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2027 No-Build Traffic | 0 | 98 | 1.511 | 139 | 0 | 5 | 974 | 61 | 0 | 75 | 254 | 87 | 0 | 203 | 398 | 1 |
| 2027 No-Build Heavy Vehicle % | 2% | 8% | 4% | 5% | 2% | 2% | 3% | 2% | 2% | 5% | 5% | 6% | 2% | 5% | 4% | 2% |
| | | | | | Existing T | rips Removed | | | | | | | | | | |
| Trip Distribution IN | | | | | 1 | | 10% | 5% | | | | | | 15% | (| |
| Trip Distribution OUT | | | (10%) | (15%) | | | | | | (5%) | | | | | | |
| Industrial Trips | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | 10% | 5% | | | | | | 15% | | |
| Trip Distribution OUT | | | (10%) | (15%) | | | | | | (5%) | | | | | | |
| Retail Trips | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | |
| Restaurant Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Existing Trips Removed | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| | | | | | Proj | ect Trips | | | | | | | | | | |
| Trip Distribution IN | | | | | | | 10% | | | | | | | 15% | 5% | |
| Trip Distribution OUT | | | (10%) | (15%) | | | | | | | (5%) | | | | | |
| Residential Trips | 0 | 0 | 8 | 12 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 6 | 2 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | 10% | | | | | | | 15% | 5% | |
| Trip Distribution OUT | | | (10%) | (15%) | | | | | | | (5%) | | | | | |
| Hotel Trips | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| | - | | | | - | | | | - | | | | | | | |
| Trip Distribution IN | | | | | | | 10% | 5% | | | | | | 15% | | |
| Trip Distribution OUT | | | (10%) | (15%) | | | | | | (5%) | | | | | | |
| Office Trips | 0 | 0 | 2 | 3 | 0 | 0 | 17 | 8 | 0 | 1 | 0 | 0 | 0 | 25 | 0 | 0 |
| | | | | | | | | | • | | | | | | | |
| Trip Distribution IN | | | | | | | 10% | 5% | | | | | | 15% | | |
| Trip Distribution OUT | | | (10%) | (15%) | | | | | | (5%) | | | | | (| |
| Retail Trips | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 |
| | | | | | • | | | | • | | | | | | | |
| Total Primary Site Trips | 0 | 0 | 11 | 17 | 0 | 0 | 24 | 9 | 0 | 2 | 4 | 0 | 0 | 35 | 2 | 0 |
| | | | | | - | | | | | | | | - | | | |
| Pass-By Distribution IN | | | | | 1 | | | | | | | | | | | |
| Pass-By Distribution OUT | | | | | | | | | | | | | | | | |
| 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 | 11 | 17 | 0 | 0 | 24 | 9 | 0 | 2 | 4 | 0 | 0 | 35 | 2 | 0 |
| | | | | | | | | | | | | | | | | |
| 2027 Build Traffic | 0 | 98 | 1,521 | 155 | 0 | 5 | 995 | 69 | 0 | 77 | 258 | 87 | 0 | 235 | 400 | 1 |
| 2027 Build Heavy Vehicle % | 2% | 8% | 4% | 5% | 2% | 2% | 3% | 2% | 2% | 5% | 5% | 6% | 2% | 5% | 4% | 2% |

| | | | | | PM PE | AK HOUR | | | | | | | | | | |
|---|--------|-------|-------------|--------|------------|-------------------|---------|-------|--------|-------|---------|-------|----------|------|---------|-------|
| | | North | side Dr | | | North | side Dr | | | 141 | h St | | | 14t | h St | |
| | | North | bound | | | South | bound | | | East | ound | | | West | bound | |
| | 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 | 124 | 1,203 | 98 | 0 | 12 | 1,121 | 74 | 0 | 76 | 185 | 74 | 0 | 218 | 429 | 5 |
| Pedestrians | | | 30 | | | 1 | 0 | | | | 9 | | | | 9 | |
| Conflicting Pedestrians | | 9 | | 9 | | 9 | | 9 | | 10 | | 30 | | 30 | | 10 |
| 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 | 11 | 4 | 0 | 0 | 25 | 0 | 0 | 0 | 4 | 1 | 0 | 2 | 9 | 0 |
| Heavy Vehicle % | 2% | 2% | 2% | 4% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Adjustment Factor | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 |
| Adjusted 2022 Volumes | 0 | 156 | 1,516 | 123 | 0 | 15 | 1,412 | 93 | 0 | 96 | 233 | 93 | 0 | 275 | 541 | 6 |
| | | | | | T | | | | | | | | | | | |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Background Growth Trips | U | 12 | 117 | 10 | 0 | 1 | 109 | / | 0 | / | 18 | / | 0 | 21 | 42 | U |
| Approved Development Trips - Ecno Street DRI #2814 | | | 46 | | | | 45 | | | | | | | | | |
| Approved Development Trips - 990-1008 Brady DRI #3674 | | | 46 | | - | | 45 | | | | | | - | 0 | | |
| Total Approved Development Trips | 0 | 0 | 46 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2027 No-Build Trame | 0 | 168 | 1,679 | 133 | | 16 | 1,566 | 100 | 0 | 103 | 251 | 100 | 0 | 296 | 583 | 6 |
| 2027 No-Build Heavy Venicle % | 0 | 0 | 0 | 0 | Evisting T | u rins Removed | U | 0 | 0 | 0 | 0 | 0 | 0 | U | U | U |
| Trip Distribution IN | 1 | | | | LAISUNG | ips kenioved | 10% | 5% | - | | | | | 15% | | |
| Trip Distribution OUT | | | (10%) | (15%) | | | 10/0 | 576 | | (5%) | | | | 1370 | | |
| Industrial Trips | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | - | | | | ÷ | | | | | | | ÷ | | |
| Trip Distribution IN | | | | | 1 | | 10% | 5% | | | | | | 15% | | |
| Trip Distribution OUT | | | (10%) | (15%) | | | | | | (5%) | | | | | | |
| Retail Trips | 0 | 0 | 3 | 4 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | |
| Restaurant Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | - | | | | | | | | - | | | | | | | |
| Total Existing Trips Removed | 0 | 0 | 4 | 6 | 0 | 0 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 |
| | ı — | | | | Proj | ect Trips | | | | | | | | | | |
| Trip Distribution IN | | | | | | | 10% | | | | | | | 15% | 5% | |
| Trip Distribution OUT | | | (10%) | (15%) | | - | | | - | | (5%) | | | - | - | - |
| Residential Trips | U | 0 | 5 | 8 | 0 | U | 6 | U | U | 0 | 3 | 0 | 0 | 8 | 3 | U |
| The second se | 1 | | | | 1 | | 100/ | | | | | | 1 | 450/ | 50/ | |
| Trip Distribution IN | | | (4.00()) | (450() | | | 10% | | | | (54() | | | 15% | 5% | |
| | - | | (10%) | (15%) | | | | | | | (5%) | | | | | |
| Hotel Irips | U | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Tula Distribution (N | | | | | · · · · · | | 101/ | EN/ | | | | | | 159/ | | |
| Trip Distribution IN | | | (10%) | (15%) | 1 | | 10% | 376 | | (5%) | | | | 1576 | | |
| Office Trips | 0 | 0 | 15 | 22 | 0 | 0 | 2 | 1 | 0 | (5/6) | 0 | 0 | 0 | 4 | 0 | 0 |
| once mps | 0 | 0 | 1 15 | 23 | | 0 | 5 | 1 | 0 | 0 | 0 | | <u> </u> | 4 | 0 | 0 |
| Trip Distribution IN | | | | | | | 10% | 5% | | | | | | 15% | | |
| Trip Distribution OUT | | | (10%) | (15%) | | | | | | (5%) | | | | | | |
| Retail Trips | 0 | 0 | 5 | 7 | 0 | 0 | 5 | 3 | 0 | 2 | 0 | 0 | 0 | 8 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Primary Site Trips | 0 | 0 | 26 | 39 | 0 | 0 | 15 | 4 | 0 | 10 | 3 | 0 | 0 | 21 | 3 | 0 |
| · | | | · · · · · · | | | | | | | | | | | | | |
| Pass-By Distribution IN | | | | | | | | | | | | | | | | |
| Pass-By Distribution OUT | | | | | | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Vehicular Project Trips | | 0 | 26 | 39 | 0 | 0 | 15 | 4 | 0 | 10 | 3 | 0 | 0 | 21 | 3 | 0 |
| | | | | | | | | | | | | | | | | |
| 2027 Build Traffic | 0 | 168 | 1,701 | 166 | 0 | 16 | 1,578 | 103 | 0 | 111 | 254 | 100 | 0 | 313 | 586 | 6 |
| 2027 Build Heavy Vehicle % | 2% | 2% | 2% | 4% | 2% | 2% | 2% | 2% | Z% | 2% | 2% | 2% | 2% | 2% | 2% | Z% |

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #5 11th St/Driveway at Northside Drive

| | | | | | AM PE | AK HOUR | | | | | | | | | | |
|---|--------|---------|----------|-------|---------------------------------------|--------------|----------|-------|--------|-------|---------|--------|--------|-------|---------|-------|
| | | Northsi | de Drive | | | Northsie | de Drive | | | 11t | h St | | | Drive | eway | |
| | | North | bound | | | South | bound | | | Eastb | ound | | | West | bound | |
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2022 Traffic Volumes | 3 | 20 | 1,454 | 3 | 1 | 4 | 1,048 | 20 | 0 | 20 | 20 | 20 | 0 | 10 | 0 | 9 |
| Pedestrians | | | 0 | | | | 0 | | | | 6 | | | 1 | .0 | |
| Conflicting Pedestrians | | 6 | | 10 | | 10 | | 6 | | 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 | 80 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Heavy Vehicle % | 2% | 2% | 6% | 2% | 2% | 2% | 5% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 11% |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Adjustment Factor | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 |
| Adjusted 2022 Volumes | 3 | 23 | 1,658 | 3 | 1 | 5 | 1,195 | 23 | 0 | 23 | 23 | 23 | 0 | 11 | 0 | 10 |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Background Growth Trips | 0 | 2 | 128 | 0 | 0 | 0 | 92 | 2 | 0 | 2 | 2 | 2 | 0 | 1 | 0 | 1 |
| Approved Development Trips - Echo Street DRI #2814 | | | 38 | | | | 54 | | | | | | | | | |
| Approved Development Trips - 990-1008 Brady DRI #3674 | | | | | | | | | | | | | | | | |
| Northside Drive at 11th Street - Restricted NBL and WBL/WBT | -3 | -25 | 26 | | | | | 25 | | | | | | -12 | | 12 |
| Total Approved Development Trips | -3 | -25 | 64 | 0 | 0 | 0 | 54 | 25 | 0 | 0 | 0 | 0 | 0 | -12 | 0 | 12 |
| 2027 No-Build Traffic | 0 | 0 | 1,850 | 3 | 1 | 5 | 1,341 | 50 | 0 | 25 | 25 | 25 | 0 | 0 | 0 | 23 |
| 2027 No-Build Heavy Vehicle % | 2% | 2% | 6% | 2% | 2% | 2% | 5% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 11% |
| | | | | | Existing T | rips Removed | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | 25% | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | (25%) | | (25%) | | | | |
| Industrial Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| WILL DATE 10 LINE AND | | | | | | | | 2521 | | | | | - | | | |
| I np Distribution IN | | | | | | | | 25% | | (250) | | (2524) | | | | |
| Inp Distribution OUT | | | | | | | | | | (25%) | | (25%) | | | | |
| Retail Trips | U | 0 | U | U | U | 0 | 0 | 2 | U | 1 | U | 1 | 0 | 0 | U | 0 |
| WI DATE IN THE AN | | | | | 1 | | | | 1 | | | - | r | | | |
| The Distribution IN | | | | | | | | | | | | | | | | |
| Parte used Trian | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Restaurant Trips | U | 0 | 0 | U | U | U | 0 | U | U | U | U | 0 | 0 | 0 | U | 0 |
| Total Existing Trins Removed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 |
| Total Existing Trips Kenloved | 0 | 0 | | 0 | Proi | oct Trins | | 0 | 0 | 2 | 0 | 2 | | 0 | 0 | 0 |
| Trip Distribution IN | | | | | | cer mps | | 25% | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | (25%) | | (30%) | | | | |
| Residential Trins | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 20 | 0 | 24 | 0 | 0 | 0 | 0 |
| | - | | | | | | | | | | | | | Ţ | | |
| Trip Distribution IN | | | | | | | | 25% | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | (25%) | | (30%) | | | | |
| Hotel Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | , , , , , , , , , , , , , , , , , , , | - | | | | ÷ | ÷ | | | | ÷ | |
| Trip Distribution IN | | | | | | | | 25% | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | (25%) | | (25%) | | | | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | 25% | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | (25%) | | (25%) | | | | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Primary Site Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 27 | 0 | 31 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Pass-By Distribution IN | | | | | | | | | | | | | | | | |
| Pass-By Distribution OUT | | | | | | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Vehicular Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 27 | 0 | 31 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| 2027 Build Trattic | 0 | 0 | 1,850 | 3 | 1 | 5 | 1,341 | 104 | 0 | 50 | 25 | 54 | 0 | 0 | 0 | 23 |
| 2027 Dulla neavy vehicle % | 2% | 2% | 6% | 2% | 2% | 2% | 5% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 11% |

| | | | | | PM PE | AK HOUR | | | | | | | | | | |
|---|----------|---------|-----------|-------|------------|--------------|-----------|-------|--------|--------|---------|-------|--------|------|---------|-------|
| | | Northsi | ide Drive | | | Northsi | ide Drive | | | 11t | h St | | | Driv | eway | |
| | | North | nbound | | | South | nbound | | | East | ound | | | West | bound | |
| | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Observed 2022 Traffic Volumes | 4 | 20 | 1,562 | 22 | 3 | 6 | 1,429 | 20 | 0 | 20 | 20 | 20 | 1 | 4 | 0 | 13 |
| Pedestrians | | | 1 | | | | 0 | | | | 2 | | | | 14 | |
| Conflicting Pedestrians | | 2 | | 14 | | 14 | | 2 | | 0 | | 1 | | 1 | | 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 | 23 | 0 | 0 | 0 | 24 | 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% |
| Deale Have Factor | 270 | 270 | 270 | 270 | 270 | 270 | 274 | 270 | 270 | 270 | 274 | 270 | 270 | 270 | 274 | 270 |
| Adjustment Factor | 1.20 | 1.20 | 1.20 | 1.20 | 1.20 | 1.20 | 1.20 | 1.20 | 1.20 | 1.20 | 1.20 | 1.20 | 1.20 | 1.20 | 1.20 | 1.20 |
| Adjustment Factor | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 |
| Adjusted 2022 Volumes | 5 | 25 | 1,968 | 28 | 4 | 8 | 1,801 | 25 | U | 25 | 25 | 25 | 1 | 5 | 0 | 16 |
| | | | | | I | | | | | | | | 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 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Background Growth Trips | 0 | 2 | 152 | 2 | 0 | 1 | 139 | 2 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 1 |
| Approved Development Trips - Echo Street DRI #2814 | | | 46 | | | | 45 | | | | | | | | | |
| Approved Development Trips - 990-1008 Brady DRI #3674 | | | | | | | | | | | | | | | | |
| Northside Drive at 11th Street - Restricted NBL and WBL/WBT | -5 | -27 | 32 | | | | | 25 | | | | | -1 | -5 | | 5 |
| Total Approved Development Trips | -5 | -27 | 78 | 0 | 0 | 0 | 45 | 25 | 0 | 0 | 0 | 0 | -1 | -5 | 0 | 5 |
| 2027 No-Build Traffic | 0 | 0 | 2,198 | 30 | 4 | 9 | 1,985 | 52 | 0 | 27 | 27 | 27 | 0 | 0 | 0 | 22 |
| 2027 No-Build Heavy Vehicle % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | Existing T | rips Removed | 1 | | - | | | | - | | | |
| Trip Distribution IN | | | | | | | | 25% | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | (25%) | | (25%) | | | | |
| Industrial Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 |
| | | | | | r | | | | | | | - | r | | | |
| Trip Distribution IN | | | | | | | | 25% | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | (25%) | | (25%) | | | | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 |
| | | | | | r | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | |
| Restaurant Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | <u>^</u> | | | | | | | | | 10 | | 10 | | | | |
| Total Existing Trips Removed | U | U | U | 0 | 0 | 0 | 0 | 8 | U | 10 | U | 10 | 0 | 0 | 0 | 0 |
| MIL NO. 1 I. I. IN | 1 | 1 | | | Proj | ect Trips | | 2524 | r | | | | | | | |
| Trip Distribution IN | | | | | | | | 25% | | (2544) | | (202) | | | | |
| Trip Distribution OUT | | | | | | | | | | (25%) | | (30%) | - | | | |
| Kesidentiai I rips | U | U | U | 0 | 0 | U | 0 | 14 | 0 | 14 | 0 | 16 | 0 | 0 | 0 | U |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | 25% | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | (25%) | | (30%) | | | | |
| Hotel Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | 25% | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | (25%) | | (25%) | | | | |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 39 | 0 | 39 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | 25% | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | (25%) | | (25%) | | | | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | - | |
| Total Primary Site Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 67 | 0 | 70 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Pass-By Distribution IN | | | | | | | | | | | | | | | | |
| Pass-By Distribution OUT | | | L | | | | | | | | | | | | | |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | - | r | | | | | | | | | | | | | | |
| Total Vehicular Project Trips | L | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 67 | 0 | 70 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | T | | | |
| 2027 Build Traffic | 0 | 0 | 2,198 | 30 | 4 | 9 | 1,985 | 80 | 0 | 84 | 27 | 87 | 0 | 0 | 0 | 22 |
| 2027 Build Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #6 11th St at Dwy A

| Image: state | | | | | | AM PE | AK HOUR | | | | | | | | | | |
|---|---|----------|-------|---------|-------|------------|--------------|---------|-------|--------|-------|---------|-------|--------|------|---------|-------|
| Image: state | | | Dw | /y A | | | | | | | 11t | h St | | | 11t | n St | |
| Diam Diam <thdiam< th=""> Diam Diam <th< td=""><td></td><td></td><td>North</td><td>bound</td><td></td><td></td><td>South</td><td>bound</td><td></td><td></td><td>Eastb</td><td>ound</td><td></td><td></td><td>West</td><td>ound</td><td></td></th<></thdiam<> | | | North | bound | | | South | bound | | | Eastb | ound | | | West | ound | |
| Band Band <t< td=""><td></td><td>U-Turn</td><td>Left</td><td>Through</td><td>Right</td><td>U-Turn</td><td>Left</td><td>Through</td><td>Right</td><td>U-Turn</td><td>Left</td><td>Through</td><td>Right</td><td>U-Turn</td><td>Left</td><td>Through</td><td>Right</td></t<> | | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Image: state intermediate intermed | Observed 2022 Traffic Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 28 | 0 |
| conditional basis cond cond <td>Pedestrians</td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td>2</td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td></td> | Pedestrians | | | 0 | | | | 0 | | | 2 | 1 | | | | | |
| bick controp controp torpdel torp torp torp torp torp torp torpdel torp torp torp torp torp torp10 </td <td>Conflicting Pedestrians</td> <td></td> <td>21</td> <td></td> <td>5</td> <td></td> <td>5</td> <td></td> <td>21</td> <td></td> <td>0</td> <td></td> <td>0</td> <td></td> <td>0</td> <td></td> <td>0</td> | Conflicting Pedestrians | | 21 | | 5 | | 5 | | 21 | | 0 | | 0 | | 0 | | 0 |
| Image of the state o | Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Index shalesIndex shaleIndex shaleIndex shaleIndex shalesIndex shales <td>Conflicting Bicycles</td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td>0</td> | Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Here basis tendsJoin tends <th< td=""><td>Heavy Vehicles</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>3</td><td>0</td><td>0</td><td>0</td><td>2</td><td>0</td></th<> | Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 |
| New lock is a start is a st | Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 8% | 2% | 2% | 2% | 7% | 2% |
| Added fractional state1.14 | Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Appendix Appendix Mappendix Part Part Part Part Part Part Part Part | Adjustment Factor | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 |
| Name Normal Normal <td>Adjusted 2022 Volumes</td> <td>0</td> <td>41</td> <td>0</td> <td>0</td> <td>0</td> <td>32</td> <td>0</td> | Adjusted 2022 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 32 | 0 |
| Amage on the problem is a start of the s | | | | | | | | | | | | | | | | | |
| General conditional condi | 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% |
| badge discripting handwords high (migradius)II< | Growth Factor | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Approx Development Trips - 100 biologness of trips - | Background Growth Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 |
| Appropriate triging solubities of the second state of the second stat | Approved Development Trips - Echo Street DRI #2814 | | | | | | | | | | | | | | | | |
| Tail algoing backgrowner from problem backgrowner from problem backgrowner from problem backgrowner from problem backgrowner for prob | Approved Development Trips - 990-1008 Brady DRI #3674 | | | | | | | | | | | | | | | | |
| 201 with result of the sector of the sect | Total Approved Development Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| <table-container> 3207 decision of the sector of the</table-container> | 2027 No-Build Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 34 | 0 |
| Image: constraint of the state of the st | 2027 No-Build Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 8% | 2% | 2% | 2% | 7% | 2% |
| Tip Database N top Database N< | | | | | | Existing T | rips Removed | | | | | | | | | | |
| The DataImageDim <td>Trip Distribution IN</td> <td></td> <td>10%</td> <td>20%</td> <td></td> <td>10%</td> <td></td> <td></td> | Trip Distribution IN | | | | | | | | | | | 10% | 20% | | 10% | | |
| IndustryImage: stateImage: state | Trip Distribution OUT | | (20%) | | (20%) | | | | | | | | | | | (10%) | |
| Top Darbulation OUT | Industrial Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 2 | 0 | 0 |
| Imp Bathole M polatione M | | | | | | | | | | | | | | | | | |
| The base of the transmission of the transmission of transmiss | Trip Distribution IN | | | | | | | | | | | 10% | 20% | | 10% | | |
| Realitying Acade and any and any and any and any angle and any any angle and any any angle and any any angle and any | Trip Distribution OUT | | (20%) | | (20%) | | | | | | | | | | | (10%) | |
| Tip Distribution NOT Image: second seco | Retail Trips | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 1 | 0 |
| Thip Distribution N Typ Dist | | | | | | | | | | | | | | | | | |
| Inp DATMUSION OUT Restaurant riginInd | Trip Distribution IN | | | | | | | | | | | | | | | | |
| Retard Trips000 <th< td=""><td>Trip Distribution OUT</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<> | Trip Distribution OUT | | | | | | | | | | | | | | | | |
| Cala Lisking Trips Removed01000000350310UPUCATION TO DATATop Distribution OUT11000 <th< td=""><td>Restaurant Trips</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></th<> | Restaurant Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tail esting Trips Removed0100 | | | | | | | | | | | | | | | | | |
| Top bishbulon NUT Image: Second | Total Existing Trips Removed | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 3 | 1 | 0 |
| Imp Distribution N Trip Distribution OUT Imp Distribution OUT | | | | | | Proj | ect Trips | | | | | | | | | | |
| Trip Distribution OUT C <thc< th=""> C C C</thc<> | Trip Distribution IN | | | | | | | | | | | 5% | 15% | | 10% | | |
| Residentifyings 0 12 0 12 0 12 0 0 0 0 0 0 0 2 6 0 4 4 0 Trip Distribution N Image: Second Se | Trip Distribution OUT | | (15%) | | (20%) | | | | | | | | | | | (5%) | |
| Image: Note of the image: No | Residential Trips | 0 | 12 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 0 | 4 | 4 | 0 |
| Implementation N Implementation N< | | | | | | | | | | | | | | | | | |
| Integration OUT Integratio | Trip Distribution IN | | | | | | | | | | | 5% | 15% | | 10% | | |
| Intel Trips 0 0 0 0 0 0 0 0 0 0 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 0 Trip Distribution NUT (20%) <t< td=""><td>Trip Distribution OUT</td><td></td><td>(15%)</td><td></td><td>(20%)</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>(5%)</td><td></td></t<> | Trip Distribution OUT | | (15%) | | (20%) | | | | | | | | | | | (5%) | |
| Image: bit | Hotel Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 |
| Implicitation N Implicitat | | | | | | | | | | | | | | | | | |
| Implicitation OUT COM() COM() COM() Common C | Trip Distribution IN | | | | | | | | | | | 10% | 20% | | 10% | | |
| Office Trips 0 3 0 3 0 0 0 0 0 0 17 33 0 17 23 0 17 13 0 17 13 0 17 10 170 120 120 120 120 0 0 0 0 0 0 0 0 0 0 10 10 100 10 100 100 100 100 100 100 100 100 100 100 100 100 | Trip Distribution OUT | | (20%) | | (20%) | | | | | | | | | | | (10%) | |
| Image: Distribution N Image: Distribution N Image: Distribution OUT Image: Distribution OUT <t< td=""><td>Office Trips</td><td>0</td><td>3</td><td>0</td><td>3</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>17</td><td>33</td><td>0</td><td>17</td><td>2</td><td>0</td></t<> | Office Trips | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 33 | 0 | 17 | 2 | 0 |
| Implementation NM replicitivity on VI Retail Trips Implementation NM (20%) | | | | | | | | | | | | | | | | | |
| Implementation OUT COMM COMM COMM COMM Commentation C | Trip Distribution IN | | | | | | | | | | | 10% | 20% | | 10% | | |
| Retail Trips 0 2 0 2 0 0 0 0 0 2 4 0 2 1 0 Total Primary Site Trips 0 17 0 21 0 0 0 0 0 0 0 21 44 0 2 1 0 Pass-By Distribution IN Pass-By Distribution UT (65%) -< | Trip Distribution OUT | | (20%) | | (20%) | | | | | | | | | | | (10%) | |
| Total Primary Site Trips 0 17 0 21 0 0 0 0 0 21 44 0 24 7 0 Pass-By Distribution N/ Pass-By Distribution OUT Image: Constraint of the pass-By Distribution | Retail Trips | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 2 | 1 | 0 |
| Total Primary Site Trips 0 17 0 21 0 0 0 0 0 21 44 0 24 7 0 Pass-90 forthbution IN Pass-90 forthbution UT (65%) </td <td></td> | | | | | | | | | | | | | | | | | |
| Pass-By Distribution IN Pass-By Distribution OUT Image: Construction (Construction CUT) Image: Construction CUT Image: Construc | Total Primary Site Trips | 0 | 17 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 44 | 0 | 24 | 7 | 0 |
| Pass-By Stription UT C | | | | | | r | | | | | | | | | | | |
| Pass-8y Distribution OUT (65%) I | Pass-By Distribution IN | <u> </u> | (| | | | | | | | | | 65% | | | | |
| Pass-By Trips 0 < | Pass-By Distribution OUT | | (65%) | | | | | | | | | | | | | | |
| O 17 0 21 0 0 0 0 21 44 0 24 7 0 2027 Build Traffic 0 16 0 20 0 0 0 0 62 39 0 21 40 0 0 0 0 0 62 39 0 21 40 0 0 0 0 0 62 39 0 21 40 | Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Open Lifescy Unified O 17 O 21 O O O O O O Z1 44 O Z4 7 O 2017 bill theory Unified 0 16 0 21 0 0 0 0 0 21 44 0 Z4 7 0 2027 Bill theory Unified 0 16 0 20 0 0 0 0 62 39 0 21 40 0 0 0 0 0 62 39 0 21 40 | | | | | | | - | | | | | | | | | - | |
| 2027 Build Traffic 0 16 0 20 0 0 0 0 0 0 62 39 0 21 40 0 | Total Vehicular Project Trips | 0 | 17 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 44 | 0 | 24 | 7 | 0 |
| Just Summer Filter 0 16 0 20 0 0 0 0 62 39 0 21 40 0 2027 Built Heavy Vehicle % 2% | 2428 D. 11 LK. M. | | | | | | | | | | | | 20 | | | | |
| | 2027 Build Heavy Vehicle % | 2% | 2% | 2% | 20 | 2% | 2% | 2% | 2% | 2% | 2% | 8% | 2% | 2% | 21 | 40 | 2% |

| | Dwy A 0 11th St 11th St Northbound Southbound Eastbound Westbound LFurn Left Through Bieht LFurn LFur | | | | | | | | | | | | | | | |
|---|--|---------|---------|-------|-----------------|--------------|---------|-------|----------|------|---------|-------|--------|------|---------|-------|
| | | Dw | ry A | | | | 0 | | | 111 | h St | | | 11t | h St | |
| | | North | bound | | | South | bound | | | East | ound | | | West | bound | |
| | 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 | 32 | 0 | 0 | 0 | 64 | 0 |
| Pedestrians | | | 0 | | | | 0 | | | | 38 | | | 1 | .9 | |
| Conflicting Pedestrians | | 38 | | 19 | | 19 | | 38 | | 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 | 1 | 0 | 0 | 0 | 1 | 0 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adjustment Factor | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 |
| Adjusted 2022 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 81 | 0 |
| | | | | - | r | | | | | | | | | | | |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Background Growth Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 6 | 0 |
| Approved Development Trips - Echo Street DRI #2814 | | | | | | | | | | | | | | | | |
| Approved Development Trips - 990-1008 Brady DRI #3674 | | | | | | | | | | | | | | | | |
| Total Approved Development Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2027 NO-Build Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 8/ | 0 |
| 2027 No-Build Heavy Venicle % | U | U | 0 | 0 | U Fuisting 7 | U U | | 0 | U | 0 | 0 | 0 | | 0 | 0 | 0 |
| Trip Distribution IN | 1 | | | | Existing I | rips kemoved | | | | | 10% | 20% | r | 10% | | |
| Trip Distribution NUT | - | (20%) | | (20%) | | | | | | | 10/6 | 20% | | 1078 | (10%) | |
| Industrial Trips | 0 | 2070) | 0 | 2070) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | Ū | - | 0 | ~ | , v | v | Ū | 0 | 0 | , U | | | | v | - | 0 |
| Trip Distribution IN | 1 | | | | r | | | | 1 | | 10% | 20% | l – | 10% | | |
| Trip Distribution OUT | | (20%) | | (20%) | | | | | | | 1070 | 2070 | | 1070 | (10%) | |
| Retail Trips | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 3 | 3 | 0 |
| | | | | | | | | - | | | | , , | | | | |
| Trip Distribution IN | | | | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | |
| Restaurant Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Existing Trips Removed | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 3 | 4 | 0 |
| | - | | | | Proj | ect Trips | | | - | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | 5% | 15% | | 10% | | |
| Trip Distribution OUT | | (15%) | | (20%) | | | | | | | | | | | (5%) | |
| Residential Trips | 0 | 8 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 0 | 6 | 3 | 0 |
| | | | | | r | r | | | 1 | | | | r | | | |
| Trip Distribution IN | | | | | | | | | | | 5% | 15% | | 10% | | |
| Trip Distribution OUT | | (15%) | | (20%) | | | | | | | | | | | (5%) | |
| Hotel Trips | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | 10% | 20% | | 10% | | |
| Trip Distribution OUT | | (20%) | | (20%) | | | | | | | | | | | (10%) | |
| Office Trips | 0 | 31 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 0 | 3 | 15 | 0 |
| | 1 | | | | | | | | | | | | · | | | |
| Trip Distribution IN | | (0.000) | | (| | | | | | | 10% | 20% | | 10% | | |
| Trip Distribution OUT | | (20%) | | (20%) | | | | | | | | | | - | (10%) | |
| Retail Trips | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 10 | 0 | 5 | 5 | 0 |
| The last of the The | | 40 | | 60 | | | | | <u>^</u> | | | 25 | | 45 | 22 | 0 |
| Total Primary Site Trips | U | 49 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | - 11 | 25 | | 15 | 23 | J |
| Page By Distribution IN | 1 | | | | r | 1 | , | | 1 | | | 65% | r | | | |
| Pass-by Distribution OUT | | (65%) | | | | | | | | | | 03% | | | | |
| Pare By Tripe | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 |
| rass-by https | U | CT 1 | U | U | U U | U | U | U | U | U | U | CT 1 | U | U | U | U |
| Total Vehicular Project Trips | 1 | 62 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 38 | 0 | 15 | 23 | 0 |
| Total venedial ridget mps | | 52 | 0 | | | | | 5 | | | | 50 | | -13 | | 5 |
| 2027 Build Traffic | 0 | 54 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 33 | 0 | 12 | 106 | 0 |
| 2027 Build Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 2% |
| | - | | | | | | | | | | | | | | | |

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #7 11th St at Dwy B

| 11th St at Dwy D | |
|------------------|--|
| | |
| AM PEAK HOUR | |

| | | Dwy B | | | | | | | 1 | 11+ | h St | | 1 | 11t | h St | |
|---|----------|---------------------|---------|--------|------------|--------------|---------|-------|--------|-------|---------|-------|---|------|---------|-------|
| | | Dwy b Northbound | | | | | | | | | | | | 110 | 11.51 | |
| | | North | ibound | | | South | bound | | | Eastb | ound | | | West | bound | |
| | 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 | 36 | 0 | 0 | 0 | 28 | 0 |
| Pedestrians | | | 0 | | | | 0 | | | 2 | 1 | | | | 5 | |
| Conflicting Pedestrians | | 21 | | 5 | | 5 | | 21 | | 0 | | 0 | | 0 | | 0 |
| connicting redescriaits | | 21 | | 5 | | 5 | | 21 | | 0 | | 0 | | 0 | | 0 |
| Bicycles | U | U | U | U | U | U | 0 | U | 0 | 0 | 0 | U | 0 | 0 | U | 0 |
| Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 8% | 2% | 2% | 2% | 7% | 2% |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| A diverse and France | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 |
| Adjustment Pactor | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 |
| Adjusted 2022 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 32 | 0 |
| | - | | | | - | | | | | | | | | | | |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Background Growth Trins | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 |
| Agency of Development Trips - Entry ODI #2014 | Ū | Ū | 0 | 0 | 0 | 0 | Ů | 0 | Ů | 0 | 5 | • | - ° | 0 | - | 0 |
| Approved Development Trips - Echo Street DRI #2614 | | | | | | | | | | | | | | | | |
| Approved Development Trips - 990-1008 Brady DRI #3674 | | | | | | | | | | | | | | | | |
| Northside Drive at 11th Street - Restricted NBL | | | | | | | | | | | | | | | | |
| Total Approved Development Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2027 No.Build Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 34 | 0 |
| 2027 No Build Harve Vahiala M | 21/ | 20/ | 20/ | 21/ | 20/ | 20/ | 20/ | 21/ | 20/ | 20/ | | 20/ | 20/ | 20/ | 71/ | 20/ |
| 2027 No-Build Heavy Venicle % | 276 | 270 | 276 | 276 | 270 | 270 | 276 | 276 | 270 | 276 | 870 | 270 | 276 | 276 | 176 | 270 |
| | | | | | Existing T | rips Removed | | | - | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | 10% | | 25% | 10% | |
| Trip Distribution OUT | | (10%) | | (30%) | | | | | | | (20%) | | | | | |
| Industrial Trips | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 2 | 0 |
| | | | | | | | | | | | | | | | | |
| Tele Distribution IN | | 1 | | | 1 | | | | 1 | | | 101/ | | 250/ | 100/ | |
| The Distribution IN | | | | | | | | | | | | 10% | | 23% | 10% | |
| Trip Distribution OUT | | (10%) | | (30%) | | | | | | | (20%) | | | | | |
| Retail Trips | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Kestaurant Trips | 0 | 0 | 0 | U | 0 | 0 | 0 | U | 0 | 0 | U | U | 0 | 0 | U | 0 |
| | | | | | | | | | | | | | | | | |
| Total Existing Trips Removed | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 6 | 3 | 0 |
| | | | | | Proj | ect Trips | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | 5% | | 20% | 10% | |
| Trip Distribution OUT | | (5%) | | (20%) | | | | | | | (20%) | 0,12 | | | | |
| | | (3/0) | | (30%) | | | | | | | (20%) | | | | | |
| Residential Trips | 0 | 4 | 0 | 24 | 0 | 0 | 0 | U | 0 | 0 | 16 | 2 | 0 | 8 | 4 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | 5% | | 20% | 10% | |
| Trip Distribution OUT | | (5%) | | (30%) | | | | | | | (20%) | | | | | |
| Hotel Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 |
| noter mps | v | , v | | Ū | , v | | , v | Ū | | | Ű | , v | | - | | |
| WILL MALE AND | | 1 | | | - | | | | r | | | 101/ | r – – – – – – – – – – – – – – – – – – – | 254/ | 4.001 | |
| The distribution in | | | | | | | | | | | | 10% | | 25% | 10% | |
| Trip Distribution OUT | | (10%) | | (30%) | | | | | | | (20%) | | | | | |
| Office Trips | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 17 | 0 | 42 | 17 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | 10% | | 25% | 10% | |
| Trip Distribution OUT | | (10%) | | (20%) | | | | | | | (20%) | | | | | |
| Detail Trice | 0 | (10/6) | 0 | (30/0) | 0 | 0 | - | 0 | 0 | 0 | (20/0) | 2 | | | 2 | - |
| Retail Trips | 0 | 1 | 0 | 3 | 0 | 0 | 0 | U | 0 | 0 | 2 | 2 | 0 | 5 | 2 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Primary Site Trips | 0 | 7 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 21 | 0 | 57 | 24 | 0 |
| | | | - | | | | | | | | | | | | | |
| Pass-By Distribution IN | | | | | | | | | | | | | | | | |
| Deep Du Distribution OUT | - | | | | - | | | | | | | | | | | |
| rass-by Discribution UUT | <u> </u> | | | | · . | - | | - | | - | | - | | | | - |
| Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | | | |
| Total Vehicular Project Trips | 0 | 7 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 21 | 0 | 57 | 24 | 0 |
| | | | | | | | | | | | | | | | | |
| 2027 Build Traffic | 0 | 6 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 18 | 0 | 51 | 55 | 0 |
| 2027 Build Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 8% | 2% | 2% | 2% | 7% | 2% |
| | 270 | 270 | 2/0 | 2/0 | 2/0 | 2/0 | 2/0 | 2/0 | 2/0 | 2/0 | 0/0 | 270 | 2/0 | 2/0 | 170 | 270 |

| | | | | | PM PE | AK HOUR | | | | | | | | | | |
|---|--------|---------|---------|---------|------------|--------------|---------|-------|--------|-------|---------|-------|-------------|------|---------|-------|
| | | Dw | у В | | | (|) | | | 11t | h St | | | 11t | h St | |
| | | North | bound | | | South | bound | | | Eastb | ound | | | West | bound | |
| | 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 | 32 | 0 | 0 | 0 | 64 | 0 |
| Pedestrians | | | 0 | | | | 0 | | | 3 | 8 | | | 1 | 9 | |
| Conflicting Pedestrians | | 38 | | 19 | | 19 | | 38 | | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Heavy Vehicles | | | | | | | | | | | | | | | | |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adjustment Factor | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 |
| Adjusted 2022 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 81 | 0 |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Background Growth Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 6 | 0 |
| Approved Development Trips - Echo Street DRI #2814 | | | | | | | | | | | | | | | | |
| Approved Development Trips - 990-1008 Brady DRI #3674 | | | | | | | | | | | | | | | | |
| Northside Drive at 11th Street - Restricted NBL | | | | | | | | | | | | | | | | |
| Total Approved Development Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2027 No-Build Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 87 | 0 |
| 2027 No-Build Heavy Vehicle % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | Existing 1 | rips Removed | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | 10% | | 25% | 10% | |
| Trip Distribution OUT | | (10%) | | (30%) | | | | | | | (20%) | | | | | |
| Industrial Trips | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 |
| | | | | | | | | | | | | | · · · · · · | | | |
| Trip Distribution IN | | (4.00/) | | (2004/) | | | | | | | (2021) | 10% | | 25% | 10% | |
| Trip Distribution OUT | | (10%) | | (30%) | | | | | | | (20%) | | | | | |
| Retail Trips | U | 3 | 0 | 8 | U | 0 | 0 | U | 0 | 0 | ь | 3 | 0 | / | 3 | 0 |
| Trip Distribution IN | | | | | | | | | 1 | | | | I | | | |
| Trip Distribution AUT | | | | | | | | | | | | | | | | |
| Restaurant Trins | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| includion: https://www.includion.com | 0 | 0 | | | v | Ū | Ū | | | 0 | Ū | | 0 | Ū | Ū | |
| Total Existing Trips Removed | 0 | 4 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 0 | 8 | 3 | 0 |
| | | | | | Pro | ect Trips | | | | | | | • | | | |
| Trip Distribution IN | | | | | | | | | | | | 5% | | 20% | 10% | |
| Trip Distribution OUT | | (5%) | | (30%) | | | | | | | (20%) | | | | | |
| Residential Trips | 0 | 3 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 3 | 0 | 11 | 6 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | 5% | | 20% | 10% | |
| Trip Distribution OUT | | (5%) | | (30%) | | | | | | | (20%) | | | | | |
| Hotel Trips | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | 10% | | 25% | 10% | |
| Trip Distribution OUT | | (10%) | | (30%) | | | | | | | (20%) | | | | | |
| Office Trips | 0 | 15 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 3 | 0 | 7 | 3 | 0 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | 10% | | 25% | 10% | |
| Trip Distribution OUT | | (10%) | | (30%) | | | | | | | (20%) | | | | | |
| Retail Trips | 0 | 5 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 5 | 0 | 13 | 5 | 0 |
| | | | | | - | | | | | | | | | | | |
| Total Primary Site Trips | 0 | 23 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 11 | 0 | 32 | 15 | 0 |
| | | | | | | | | | | | | | , | | | |
| Pass-By Distribution IN | | | | | | | | | | | | | | | | |
| Pass-By Distribution OUT | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | - | 0 | 0 |
| Pdss-by Trips | U | U | U | U | U | U | U | U | U | U | U | U | U | U | U | U |
| Total Vahicular Project Trips | | 22 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 11 | | 22 | 15 | 0 |
| rotal venicular moject mps | | 25 | U | /9 | U | U | U | U | | U | 53 | 11 | | 32 | 12 | U |
| 2027 Build Traffic | 0 | 19 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 8 | 0 | 24 | 99 | 0 |
| 2027 Build Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| | | | | | | | | | | | | | | | | |

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #8 Edgehill Ave at Dwy D

| gehill Ave at | Dwy D | |
|---------------|-------|--|
| | | |

| | | | | | AM PE | AK HOUR | | | | | | | | | | |
|---|--------|-------|---------|-------|------------|--------------|---------|-------|---------------------------------------|-------|---------|-------|--------|----------|---------|-------|
| | | | | | | Dw | y D | | | Edgeh | ill Ave | | | Edgeh | ill Ave | |
| | | North | bound | | | South | bound | | | Eastb | ound | | | West | bound | |
| | 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 | 6 | 0 | 0 | 0 | 8 | 0 |
| Pedestrians | | | 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 | 3 | 0 |
| Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 38% | 2% |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Adjustment Factor | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 |
| Adjusted 2022 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 9 | 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 Eactor | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Background Growth Trins | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Approved Development Trins - Echo Street DRI #2814 | - | | - | - | - | - | - | - | - | - | - | - | | - | - | - |
| Approved Development Trips - 990-1008 Brady DRI #3674 | | | | | | | | | | | | | | | | |
| Total Approved Development Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2027 No-Build Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 10 | 0 |
| 2027 No-Build Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 38% | 2% |
| | 270 | 2/0 | 270 | 270 | Existing T | rinc Romovod | 2/0 | 2/0 | 2/0 | 2/6 | 2/0 | 270 | 270 | 2/0 | 30% | 2/0 |
| Trip Distribution IN | r | | | | Existing I | ips kenioved | | | | | 20% | | 1 | | | |
| Trip Distribution OUT | | | | | | | | | | | 2078 | | | | (20%) | |
| Industrial Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | (20%) | 0 |
| Industrial Trips | 0 | 0 | 0 | 0 | 0 | 0 | U | U | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| Trie Distribution IN | | - | | | | | | | | | 20% | | r | | | |
| Trip Distribution IN | | | | | | | | | | | 20% | | | | (2017) | |
| Detail Trian | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | | 0 | (20%) | 0 |
| Retail Trips | U | 0 | 0 | 0 | U | U | U | 0 | U | U | 2 | U | 0 | U | 1 | 0 |
| Trie Distribution IN | | | | | | | | | | | | | | | | |
| | - | | | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | - | | | | - | | | | | | | | - |
| Restaurant Trips | U | U | 0 | 0 | 0 | U | U | U | U | U | U | 0 | 0 | 0 | 0 | 0 |
| man for the target of the second second | | | | | _ | | | | | | - | | | <u>^</u> | | |
| Total Existing Trips Removed | 0 | 0 | | 0 | U Deal | U | 0 | 0 | U | 0 | 5 | 0 | | 0 | 1 | 0 |
| Trie Distribution IN | r | | | | Proj | ect mps | | | | 50/ | 20% | | r | | | |
| Trip Distribution IN | | | | | | | | (5%) | | 5% | 20% | | | | (201/) | |
| Desidential Trian | 0 | 0 | 0 | 0 | 0 | 0 | 0 | (3%) | 0 | 2 | 0 | 0 | | 0 | (20%) | 0 |
| Residential mps | 0 | U | 0 | 0 | U | U | U | 4 | U | 2 | 0 | U | 0 | U | 10 | U |
| Tele Distribution IN | | | | | | | | | | 59/ | 20% | | | | | |
| | - | | | | | | | (500) | | 376 | 20% | | | | (2010) | |
| Inpustribution OUT | 0 | 0 | | 0 | 0 | 0 | 0 | (5%) | 0 | 0 | 2 | 0 | | 0 | (20%) | 0 |
| Hotel Trips | U | 0 | 0 | 0 | 0 | U | U | U | U | U | 2 | 0 | 0 | 0 | 0 | 0 |
| The second second | | - | 1 | | r | | | | | | 2007 | | r | | | |
| The Distribution IN | | | | | | | | | | | 20% | | | | (2010) | |
| | | | | | | | | | | | 22 | | | | (20%) | |
| Uffice Trips | U | 0 | 0 | 0 | U | U | U | U | U | U | 33 | 0 | 0 | U | 3 | U |
| Trin Distribution (N | | | | | | | | | | | 209/ | | | | | |
| The Distribution OFT | | | | | | | | | | | 20% | | - | | (201/) | |
| Detail Tries | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 4 | 0 | | 0 | (20%) | 0 |
| Retail Trips | U | 0 | 0 | 0 | 0 | U | U | U | U | U | 4 | 0 | 0 | U | 2 | U |
| martin tana mata | | | | | | 0 | | | | 2 | 47 | 0 | | 0 | 24 | 0 |
| Total Primary Site Trips | U | 0 | 0 | 0 | 0 | 0 | U | 4 | U | 2 | 4/ | 0 | 0 | 0 | 21 | 0 |
| Dans Dr. Distrikution (N | - | | | | r | | | | | | 259/ | | r | | | |
| Pass-by Distribution IN | | | | | | | | | — — — — — — — — — — — — — — — — — — — | | 35% | | | | (2597) | |
| Pass-by Distribution OUT | - | | | | - | | | 0 | | | | | | | (35%) | |
| Pass-By Trips | U | 0 | 0 | 0 | 0 | 0 | U | U | U | U | U | 0 | 0 | 0 | 0 | U |
| Tatal Makim Jap Designt Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 47 | 0 | | 0 | 21 | 0 |
| rotal venicular Project Trips | U | U | 0 | U | U | U | U | 4 | U | 2 | 4/ | U | U | U | 21 | U |
| 2027 Duild Tarffin | | 0 | | | • | 0 | | | | 2 | 50 | 0 | | • | 20 | • |
| 2027 Build Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 38% | 2% |
| | 270 | 2/0 | 2/0 | 270 | 170 | 2/0 | 270 | 270 | 1 | 270 | 2/0 | 2/0 | 2.70 | 270 | 3070 | 270 |

| Image: state | | | | | | PM PE | AK HOUR | | | | | | | | | | |
|---|---|--------|-------|---------|-------|------------|--------------|---------|-------|--------|-------|----------|-------|----------|-------|---------|-------|
| Image: state Image: state <th< th=""><th></th><th></th><th></th><th>0</th><th></th><th></th><th>Dw</th><th>ry D</th><th></th><th></th><th>Edgeh</th><th>nill Ave</th><th></th><th></th><th>Edgeh</th><th>ill Ave</th><th></th></th<> | | | | 0 | | | Dw | ry D | | | Edgeh | nill Ave | | | Edgeh | ill Ave | |
| Number of the second | | | North | bound | | | South | bound | | | East | ound | | | West | ound | |
| Base distant with with a start of a st | | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Conditional booksing boo | Observed 2022 Traffic Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 6 | 0 |
| orightmin control control trans00< | Pedestrians | | | 0 | | | | 0 | - | | | 0 | | | |) | |
| Production Participant is and partite participant is and partite participant is and pa | Conflicting Pedestrians | - | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | - | 0 | 0 | 0 |
| control prime 0 < | Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| many participantsmay | Conflicting Bicycles | - | | | 0 | - | | | 0 | | 0 | | 0 | | | 0 | 0 |
| Non-barrier <b< td=""><td>Heavy vehicles</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></b<> | Heavy vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Analog1.001.001.000.000.000.0 </td <td>Heavy Vehicle %</td> <td>2%</td> | Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Nome10< | Adjurtment Factor | 1.26 | 1.26 | 1.36 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.36 | 1.26 | 1.26 |
| moment values value | Adjustrient Pactor | 1.20 | 1.20 | 1.20 | 1.20 | 1.20 | 1.20 | 1.20 | 1.20 | 1.20 | 1.20 | 1.20 | 1.20 | 1.20 | 1.20 | 1.20 | 1.20 |
| non-decode blase conductional parameter blase accords from theory blase jook from theory blase j | Adjusted 2022 Volumes | | U | 0 | U | | | U | U | 0 | U | 4 | 0 | | U | 0 | 0 |
| Grown Prise Bargund ForderIndeI | 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% |
| bady cond from from from from from from from from | Growth Factor | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Age | Background Growth Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Approachement Trip Data point Principant Trip Data Point Data Point Principant P | Approved Development Trips - Echo Street DRI #2814 | | | | | | | | | | | | | | | | |
| Tail Agoing the problemant in t | Approved Development Trips - 990-1008 Brady DRI #3674 | | | | | | | | | | | | | | | | |
| 3207 Asabit Synthe 1207 | Total Approved Development Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2027 Model fragment300 <t< td=""><td>2027 No-Build Traffic</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>4</td><td>0</td><td>0</td><td>0</td><td>9</td><td>0</td></t<> | 2027 No-Build Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 9 | 0 |
| The bandpain of the second se | 2027 No-Build Heavy Vehicle % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Inplotingion into the point of the point | | | _ | | | Existing T | rips Removed | | | | _ | | | | | | |
| Inplaction of the base of | Trip Distribution IN | | | | | | | | | | | 20% | | | | | |
| Industry Implementation in the second sec | Trip Distribution OUT | | | | | | | | | | | | | | | (20%) | |
| Imp Distribution N rip Distribution O rip Distribution N rip Distrip Distribution N rip Distribution N rip Distribution N r | Industrial Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| Imp basimulation NUT Real FigsImp basimulation OUT imp basimulation OUT Real FigsImp basimulation NUT imp basimulation N | | 1 | | | - | r | 1 | | | 1 | | | | r | | | |
| Impulsion OutImpulsion OutImpul | Trip Distribution IN | | | | | | | | | | | 20% | | | | (2010) | |
| Action ings O <th< td=""><td>Pateil Trips</td><td>0</td><td>0</td><td></td><td>0</td><td>-</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td></td><td>0</td><td>0</td><td>0</td><td>(20%)</td><td>0</td></th<> | Pateil Trips | 0 | 0 | | 0 | - | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | (20%) | 0 |
| Implementation N Implementation N< | Retail Trips | 0 | 0 | 0 | 0 | 0 | U | U | 0 | 0 | 0 | 5 | 0 | 0 | U | 0 | 0 |
| np bitribution OUT np bitr | Trip Distribution IN | 1 | | | | 1 | | | | 1 | | | | | | | |
| Restaunce 0 | Trip Distribution OUT | | | | | | | | | | | | | | | | |
| Indexisting Removed 0 | Restaurant Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Table Stating Trips Removed00 <td></td> <td>•</td> <td></td> <td></td> <td></td> <td>•</td> <td></td> <td></td> <td></td> <td>•</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> | | • | | | | • | | | | • | | | | | | | |
| Top Both button N In possibution OUT In possibution OUT In possibution OUT In possibution OUT Top Both button OUT IN POSSIBLE SCORE | Total Existing Trips Removed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 8 | 0 |
| Implicitation N Implicitatitation N Implicitation N Implic | | 1 | | | | Proj | ect Trips | | | 1 | | | | | | | |
| Implementation OUT Impleme | Trip Distribution IN | | | | | | | | | | 5% | 20% | | | | | |
| Reidential Trips 0 0 0 0 0 0 0 0 0 0 0 0 0 0 11 0 0 0 11 0 Trip Distribution IN Trip Distribution OUT - - - - - 5% 20% - - - 20% - - 20% - - - 20% - - - 20% - - 20% - - - 20% - - 20% - - 20% - - 20% - - 20% - - 20% - - - 20% - - - 20% - <t< td=""><td>Trip Distribution OUT</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>(5%)</td><td></td><td></td><td></td><td></td><td></td><td></td><td>(20%)</td><td></td></t<> | Trip Distribution OUT | | | | | | | | (5%) | | | | | | | (20%) | |
| Trip Distribution N Trip Distribution OUT Image: Normal Strip | Residential Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 11 | 0 | 0 | 0 | 11 | 0 |
| Implementation MT Implementation | The second se | 1 | | - | | r | 1 | | | r | 501 | 2001 | | r | | | |
| Implementation Output | Trip Distribution IN | | | | | | | | (50() | | 5% | 20% | | | | (2024) | |
| Index imps U | Trip Distribution OUT | | | | | | | | (5%) | | | | | | | (20%) | 0 |
| Inp Distribution N Trip Distribution OUT Implementation N (Differ Trips Implementation N (Differ Trips) Implem | Hotel Trips | 0 | 0 | 0 | 0 | 0 | U | U | 0 | 0 | 0 | 1 | 0 | 0 | U | 2 | 0 |
| Imp Distribution OUT Imp One induction OUT | Trip Distribution IN | 1 | | | | I | 1 | | | 1 | | 20% | | <u> </u> | | | |
| Office Frigs O <t< td=""><td>Trip Distribution OUT</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>2070</td><td></td><td></td><td></td><td>(20%)</td><td></td></t<> | Trip Distribution OUT | | | | | | | | | | | 2070 | | | | (20%) | |
| Indication N Indication N< | Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 31 | 0 |
| Trip Ostribution N Trip Ostribution OVT Image: Second | | | | | | | | | | | | | | • | | | |
| Trip Distribution QUT Retail Trips Total Primary Site Trips O | Trip Distribution IN | | | | | | | | | | | 20% | | | | | |
| Retail Trips 0 <t< td=""><td>Trip Distribution OUT</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>(20%)</td><td></td></t<> | Trip Distribution OUT | | | | | | | | | | | | | | | (20%) | |
| Deal Primary Site Trips 0 0 0 0 0 0 0 0 3 0 3 28 0 0 0 53 0 Total Primary Site Trips | Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 9 | 0 |
| Total Prings 0 0 0 0 0 0 0 0 0 0 0 0 0 0 53 0 3 28 0 0 0 0 53 0 Pass-By Distribution IN Pass-By Distribution UT - <td></td> | | | | | | | | | | | | | | | | | |
| Dess-By Distribution IN Pass-By Distribution OUT Image: Star Distrindin OIT Image: Star Distribution OU | Total Primary Site Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 28 | 0 | 0 | 0 | 53 | 0 |
| Pass-By distribution IN Pass-By distribution VI Passs-By distribution VI Passs-By dist | | | | | | | | | | | | | | | | | |
| prass-py trips 0 | Pass-By Distribution IN | | | | | | | | | | | 35% | | I | | (25.64) | |
| prassery rips 0 | Pass-By Distribution OUT | - | | | - | - | | | | | - | - | | | | (35%) | |
| Otal Vehicular Project Trips 0 0 0 0 0 0 3 0 3 35 0 0 60 0 2027 Build Traffic 2% 2% 2% 0 0 0 3 34 0 0 0 61 0 2027 Build Heavy Vehicle % 2% <td< td=""><td>Pass-By Trips</td><td>U</td><td>0</td><td>0</td><td>0</td><td>0</td><td>U</td><td>U</td><td>0</td><td>0</td><td>0</td><td>7</td><td>0</td><td>0</td><td>0</td><td>7</td><td>0</td></td<> | Pass-By Trips | U | 0 | 0 | 0 | 0 | U | U | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 |
| Cluster request right U | Total Vahicular Broject Trior | r | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 25 | 0 | 0 | 0 | 60 | 0 |
| 2027 Build Traffic 0 0 0 0 0 0 3 0 3 34 0 0 61 0 2027 Build Heavy Vehicle % 2% | rotal venicular ridject mps | - | U | | U | | U | U | 3 | U | 3 | 22 | U | | U U | ου | U |
| 2027 Build Heavy Vehicle % 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2 | 2027 Build Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 34 | 0 | 0 | 0 | 61 | 0 |
| | 2027 Build Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #9 Edgehill Ave at Dwy C

| gehill | Ave | at | Dwy C | |
|--------|-----|----|-------|--|
| | | | | |

| ANY PEAR HUUK ANY PEAR HUUK Day C Edgehil Ave Edgehil Ave Edgehil Ave Edgehil Ave Westbound Westbound | | | | | | | | | | | | | | | | |
|---|-----------|-------|---------|-------|------------|--------------|---------|-------|--------|-------|---------|-------|---|-------|---------|-------|
| | | | | | | Dw | ry C | | | Edgeh | ill Ave | | | Edgeh | ill Ave | |
| | | North | bound | | | South | bound | | | Eastb | ound | | | West | bound | |
| | 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 | 6 | 0 | 0 | 0 | 8 | 0 |
| Pedestrians | | | 0 | | | | 0 | | | | 0 | | | | 0 | |
| Conflicting Pedestrians | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | - | 0 |
| Bission | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Confliction Disurface | 0 | 0 | 0 | 0 | | Ū | Ů | 0 | 0 | | Ů | 0 | | 0 | | 0 |
| connicting bicycles | | | | 0 | | | | 0 | | | - | 0 | | 0 | | 0 |
| Heavy vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| Heavy venicle % | 2% | 2% | 2% | Z% | 2% | Z% | 2% | 2% | 2% | 2% | 2% | Z% | Z% | 2% | 38% | 2% |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Adjustment Factor | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 | 1.14 |
| Adjusted 2022 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 9 | 0 |
| | | | | | | | | | | | | | | | | |
| Annual Growth Rate | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% | 1.5% |
| Growth Factor | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Background Growth Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Approved Development Trips - Echo Street DRI #2814 | | | | | | | | | | | | | | | | |
| Approved Development Trips - 990-1008 Brady DRI #3674 | | | | | | | | | | | | | | | | |
| Total Approved Development Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2027 No-Build Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 10 | 0 |
| 2027 No-Build Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 38% | 2% |
| | | | | | Existing T | rips Removed | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | 20% | | | | | | 15% |
| Trip Distribution OUT | | | | | | | | (20%) | | | | | | | | |
| Industrial Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | 20% | | | | | | 15% |
| Trip Distribution OUT | | | | | | | | (20%) | | | | | | | | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| | | | | | | | | | | | | | | | | |
| Trip Distribution IN | | | | | | | | | | | | | | | | |
| Trip Distribution OUT | | | | | | | | | | | | | | | | |
| Restaurant Trins | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | - | | - | - | | | - | | - | - | - | | | | | - |
| Total Existing Trips Removed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 |
| | | | - | - | Proi | ect Trips | - | - | | | | | | | | |
| Trip Distribution IN | | | | | l, | | | | | 20% | | | | | | 25% |
| Trip Distribution N | | | | | | (5%) | | (20%) | | 2070 | | | | | | 2370 |
| Residential Trins | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 16 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 11 |
| nesidential mps | Ū | Ū | Ū | Ū | Ű | - | Ű | 10 | ů | , u | Ŭ | Ū | Ů | Ū | Ű | |
| Trip Distribution IN | | | | | | | | | | 20% | | | | | | 25% |
| Trip Distribution IN | | | | | | (5.0/) | | (20%) | | 20% | | | | | | 2376 |
| Inp Distribution COT | 0 | 0 | 0 | 0 | 0 | (5%) | 0 | (20%) | 0 | 2 | 0 | 0 | - | 0 | 0 | 2 |
| noter mps | 0 | U | 0 | U | 0 | 0 | U | 0 | U | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Tein Distribution IN | | | | | r | | | | | 20% | | | r – – – – – – – – – – – – – – – – – – – | | | 159/ |
| Trip Distribution IN | | | | | | | | (20%) | | 20% | | | | | | 15% |
| | | | | | | | | (20%) | | 22 | | | | | | 25 |
| Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 25 |
| The Provide stream | | | | | | | | | | 2001 | | | | | | 450/ |
| Trip Distribution IN | | | | | | | | | | 20% | | | | | | 15% |
| Trip Distribution OUT | | | | | | | | (20%) | | | | | | | | |
| Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 3 |
| | - | - | | - | | | | | | | | - | | - | - | |
| Total Primary Site Trips | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 21 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 41 |
| | | | | | | | | | | | | | | | | |
| Pass-By Distribution IN | | | | | | | | | | 35% | | | | | | |
| Pass-By Distribution OUT | | | | | | | | (35%) | | | | | | | | |
| 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 | 4 | 0 | 21 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 41 |
| | | | | | | | | | | | | | | | | |
| 2027 Build Traffic | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 20 | 0 | 42 | 8 | 0 | 0 | 0 | 10 | 38 |
| 2027 Build Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 38% | 2% |

| Image: state in the | | | | | | PM PE | AK HOUR | | | | | | | | | | |
|--|--|--------|-------|---------|-------|------------|--------------|---------|--------|--------|-------|---------|-------|--------|-------|---------|-------|
| Decision of the sector of the sect | | | | 0 | | | Dw | y C | | | Edgeh | ill Ave | | | Edgeh | ill Ave | |
| Unim Unit Unit <t< th=""><th></th><th></th><th>North</th><th>bound</th><th></th><th></th><th>South</th><th>bound</th><th></th><th></th><th>Eastb</th><th>ound</th><th></th><th></th><th>West</th><th>ound</th><th></th></t<> | | | North | bound | | | South | bound | | | Eastb | ound | | | West | ound | |
| Ohmed Split Value Mannes (All and All | | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right | U-Turn | Left | Through | Right |
| Production Product | Observed 2022 Traffic Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 6 | 0 |
| Conditional problem is a start of a st | Pedestrians | | | 0 | | | - | D | | | | 0 | | | - |) | |
| Back Back <th< td=""><td>Conflicting Pedestrians</td><td></td><td>0</td><td></td><td>0</td><td></td><td>0</td><td></td><td>0</td><td></td><td>0</td><td></td><td>0</td><td></td><td>0</td><td></td><td>0</td></th<> | Conflicting Pedestrians | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 |
| Contropy Image | Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New brinks here which here | Conflicting Bicycles | | | | 0 | | | | 0 | | | | 0 | | | | 0 |
| Here briefs in the stand and the stand an | Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pach log charm department | Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Addamber SectorAddamber Sect | Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Appendix bar and free statesAppendix bar and free states <td>Adjustment Factor</td> <td>1.26</td> | Adjustment Factor | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 | 1.26 |
| Image: product | Adjusted 2022 Volumes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 |
| Anome or the constraint of some base is a set of | | | | | | | | | | | | | | | | | |
| Growth State Line Line <thline< th=""> Line Line</thline<> | 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% |
| Badg order brigs hand yood brigs in big shall be into a star big shall be i | Growth Factor | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| Approx00 backgroupset primeTable in the image in the image.The prove interm in the image interm in the image interm in the image interm in the image interm in | Background Growth Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Apponductorement Trip:Apponductorement Trip:Apponductoreme | Approved Development Trips - Echo Street DRI #2814 | | | | | | | | | | | | | | | | |
| Total Agrings Data Network000 | Approved Development Trips - 990-1008 Brady DRI #3674 | | | | | | | | | | | | | | | | |
| 000 % % % % % % % % % % % % % % % % % % | Total Approved Development Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2027 Book Matching Version Ve | 2027 No-Build Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 9 | 0 |
| Image: marked basis of the particular of th | 2027 No-Build Heavy Vehicle % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Implementation N problementation N material Figs Implementation Figs | | • | | | | Existing T | rips Removed | | | | | | | • | | | |
| Inclusion OUT Inclustrial FigsImage </td <td>Trip Distribution IN</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>20%</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>15%</td> | Trip Distribution IN | | | | | | | | | | 20% | | | | | | 15% |
| Industring000 | Trip Distribution OUT | | | | | | | | (20%) | | | | | | | | |
| Pip bathlytion N Trip Dathlytion N Trip Dathlytion N Trip Dathlytion N I < | Industrial Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Inp Databution N Typ Databution OUT Real TypeImp Databution OUT N Real Type Databution OUT Real Type Databution OUT | | | | | | | | | | | | | | | | | |
| The Distribution OUT Real TrigsThe Distribution OUT Real TrigsThe Distribution OUT Real-ArrigsThe Di | Trip Distribution IN | | | | | | | | | | 20% | | | | | | 15% |
| Real Trips000 | Trip Distribution OUT | | | | | | | | (20%) | | | | | | | | |
| The Distribution N Trip Distribution OUT I | Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 4 |
| Trip Distribution IN Trip Distribution OUT Image of the second secon | | | | | | | | | | | | | | | | | |
| The Distribution OUT Image | Trip Distribution IN | | | | | | | | | | | | | | | | |
| Restaurant Trips 0 | Trip Distribution OUT | | | | | | | | | | | | | | | | |
| Dial Existing Trips Removed 0< | Restaurant Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Table Stating Trips Removed 0< | | | | | | | | | | - | | | | | | | |
| Project Prior UPORT Prior OPORT Prior | Total Existing Trips Removed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 4 |
| The Distribution N Image: Constraint of the Sign o | | | | | | Proj | ect Trips | | | | | | | | | | |
| The Distribution OUT I | Trip Distribution IN | | | | | | | | | | 20% | | | | | | 25% |
| Reidential Trips 0 | Trip Distribution OUT | | | | | | (5%) | | (20%) | | | | | | | | |
| Imp Distribution N Trip Distribution OUT Imp Distridution OUT Imp Distribution OUT | Residential Trips | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 14 |
| Trip Distribution IN Trip Distrip Distrip Distribution IN Trip Distrip Distribution IN Trip | | r | | | | | | | | 1 | | | | r | | | |
| Implicitation OUT | Trip Distribution IN | | | | | | | | | | 20% | | | | | | 25% |
| Hotel Trips 0 | Trip Distribution OUT | | | | | | (5%) | | (20%) | | | | | | | | |
| Image: Second | Hotel Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Trip Distribution IN trip Distribution OUT Image: Distribution IN trip Distribution IN trip Distribution IN trip Distribution IN trip Distribution IN trip Distribution OUT Image: Distribution IN trip Distrip Distribution IN trip Distribution IN trip Distributi | | | | | | | | | | | | | | | | | |
| The Distribution OUT I <thi< th=""> I</thi<> | Trip Distribution IN | | | | | | | | | | 20% | | | | | | 15% |
| Office Trips 0 | Trip Distribution OUT | | | | | | | | (20%) | | | | | | | | |
| Image: Description N Image: De | Office Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 4 |
| Trip Distribution IN Trip Distribution OUT Image: Distribution IN Retail Trips Image: Distribution IN Pass-By Distribution IN Image: Distribution IN | | | | | | | | | | | | | | | | | |
| Image: Constraint of Constr | Trip Distribution IN | | | | | | | | | | 20% | | | | | | 15% |
| Retail Trips 0 <t< td=""><td>Trip Distribution OUT</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>(20%)</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<> | Trip Distribution OUT | | | | | | | | (20%) | | | | | | | | |
| Total Primary Site Trips 0 0 0 0 0 0 3 0 53 0 28 0 0 0 0 28 Pass-by Ostribution IV Pass-by Ostribution OUT Image: Constraint on the state of the state | Retail Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 8 |
| 1 clail Princips 0 | | | | | | | | | | | | | | | | | |
| Dess-By Distribution IN Pass-By Distribution OUT Image: Start Distribution OUT< | Total Primary Site Trips | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 53 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 28 |
| Pass-Py distribution IV Pass-Py distribution OUT Pass-Py distribution OUT Same Py distribution OUT< | | 1 | 1 | | | r | | | | | 254 | | | r | | | |
| Pass-Py rigs 0 <t< td=""><td>Pass-By Distribution IN</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>(254()</td><td></td><td>35%</td><td></td><td></td><td></td><td></td><td></td><td></td></t<> | Pass-By Distribution IN | | | | | | | | (254() | | 35% | | | | | | |
| Pass-servings U U U U U O < | Pass-By Distribution OUT | | | | | - | - | | (35%) | | | | | - | - | | - |
| Total Vehicular Project Trips 0 0 0 0 3 0 60 0 35 0 0 0 28 2027 Build Traffic 0 0 0 0 0 3 0 52 0 30 4 0 0 9 24 2027 Build traffic 2% | Pass-By Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| U 0 U | The state of the second s | 1 | | | | | 2 | 0 | 60 | | 25 | | | | 0 | 0 | 20 |
| 0 0 0 0 3 0 52 0 30 4 0 0 9 24 2027 Build frame 2% 2 | Total venicular Project Trips | I | | | 0 | 0 | 3 | U | 60 | 0 | 35 | 0 | 0 | 0 | U | U | 28 |
| 227 Build Heavy Vehicle % 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2 | 2027 Build Troffic | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 52 | 0 | 20 | 4 | 0 | 0 | 0 | 0 | 24 |
| | 2027 Build Heavy Vehicle % | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |

Programmed Project Fact Sheets

and Design Documents

| AT-320 | Atlanta Region's Plan RTP (20 | 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 | BU AND THE BOORE Blud NU | | | | | | | | | |
| GDOT Project No. | 0017802 | Woodtow Control Contro | | | | | | | | | |
| Federal ID No. | N/A | Name of the second seco | | | | | | | | | |
| Status | Programmed | Concade Rd SW | | | | | | | | | |
| Service Type | Roadway / Operations & Safety | The second secon | | | | | | | | | |
| Sponsor | City of Atlanta | 7 Eastland 0. | | | | | | | | | |
| 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 | l enhancements at intersections on Greenbriar Pkwy, Sylvan Ro | 1. 10th St. State St and North Ave. The signal | | | | | | | | | |

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.

| Phas | se Status & Funding | Status | FISCAL | TOTAL PHASE | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOUR | | | | | | | |
|------|---|--------|--------|-------------|---|--------------------|--------------------|---------------------|--|--|--|--|
| Info | rmation | | YEAR | COST | 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
 ROW:
 Right-of-way Acquistion

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

ATLANTA'S TRANSPORTATION PLAN - MAP 18

Map 13

-



| Atlanta's T | Atlanta's Transportation Plan - FINAL PROJECT LIST - March 9, 2018 | | | | | | | SAFETY | | | | MOBILITY | | | | AFFORDABILITY | | | |
|-------------|---|--|-------------------------------|-------------|------------------------|---------------------------------|-------------------------|------------------------------------|--|---|-------------------|--|--------------------------------|---|---------------------------------------|--|--------------------------------|-------------|----------|
| ID | Project Name | Description | Туре | Short ID | Source | Eliminate Traffic Fatalities | Reduce Serious Injuries | Reduce Transportation Emissions | Provide All Residents with Active Transportation Options | Focus Density and Economic Development | Reduce Congestion | Leverage Local Transportation Funding | Fix Existing Infrastructure | Provide Transportation Options to ETAs | Expand Access to Jobs and Services | Reduce Household Transportation Costs | Support Livable Communities | Final Score | Priority |
| BI-036 | Martin Luther King Jr Drive Bike | Connect Atlanta Core Biovole Connection from Fairburn Road to Ralph David Abernathy | On-Street Bicycle | BI | Connect Atlanta | 1 | | 1 | 1 | 1 | 1 | 0 | 0 | 1 | | 1 | 1 | 8 | High |
| | connection | Protected bicycle facility from Howell Mill Road to Myrtle Street, combining detailed corridor recommendations from Midtown | Tacinty | Ы | | | | | | | | | | | | | | | |
| BI-037 | 10th Street Bike Facilities | Transportation Plan (for area of transition between Fowler Street to Myrtle Street) with Georgia Tech's addition of a multi-use | On-Street Bicycle | BI | | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 9 | High |
| | Ponce de Leon Protected Lanes | Protected bicycle lanes from Ponce de Leon Place to Oakdale Road. If GDOT does not determine that this extension is feasible, | l'uciirty | | | | | | | | | | | | | | | | 1 |
| BI-038 | Extension | the project should be replaced with a neighborhood greenway project on St. Charles Avenue from Ponce de Leon Place to | On-Street Bicycle | BI | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | | 1 | 1 | 10 | High |
| PL 020 | Moores Mill Road Protected | | On-Street Bicycle | Ы | | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | ٩ | High |
| ы-039 | Facility West Dages Form: Dood | Protected bike facility on Moore's Mill Road between Bolton Road and West Paces Ferry Road | Facility | BI | | 1 | 0 | 1 | 1 | 1 | T | 0 | 1 | 1 | U | 1 | 1 | 9 | підії |
| BI-040 | Protected Facility | facilities on East Paces Ferry Road. | Facility | BI | | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | | 1 | 1 | 9 | High |
| BI-041 | Donald Lee Hollowell Parkway Protected Facility | Protected bicycle facility on DL Hollowell between Bolton Road and Northside Drive, to be coordinated with high-quality transit facilities in project TR-011 and included in a roadway widening of the two-lane section to I-285 (Project ST-067). Project may also consider and pursue designs that facilitate conversion of the corridor to higher capacity transit potential in the future. If BI-025 (Jefferson Street) is not feasible, this project may also incorporate a bike-ped bridge over the NS/CSX railroad to connect to Marietta Street and Georgia Tech via Means Street/Bankhead Avenue. | On-Street Bicycle Facility | BI | | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 10 | High |
| BI-042 | Lenox Road Protected Bicycle | Protected bicycle facility on Lenox Road from Fact Paces Ferny Road to Ruford Highway | On-Street Bicycle | BI | | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 10 | High |
| PL 042 | Cheshire Bridge Road Protected | | On-Street Bicycle | DI | | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 10 | High |
| BI-043 | Bicycle Facility | Protected bicycle facility on Cheshire Bridge Road from Buford Highway to Piedmont Road. | Facility | BI | | 1 | 1 | 1 | 1 | 1 | Ţ | 0 | 1 | 1 | U | 1 | 1 | 10 | nigri |
| BI-044 | Northside Parkway trail | Multi-use trail along Northside Parkway between Mt. Paran and Mountain to River Trail (Cobb Co.) at the Chattahoochee River | Facility | BI | PATH/DPW | 0 | | 1 | 1 | 0 | 1 | 0 | 0 | 0 | | 1 | 1 | 5 | Medium |
| BI-045 | Westside \ Lena St Trail Phase 2 | Off-street multi-use trail and side path connection between Vine City MARTA station and the Ashby Marta Station, connecting | Multi Lico Troil | ы | | 0 | | 1 | 1 | 0 | 1 | 0 | 0 | 1 | | 0 | 1 | 5 | Medium |
| | | Streetscape improvements to the 17th Street Bridge crossing from Fowler St to Spring St to improve safety and comfort for | Multi-Ose Hall | Бі | | | | | | | | | | | | | | | - |
| BI-046 | 17th Street Redesign | pedestrians, cyclists, and drivers. This project reallocates the space in the street by moving the buses to the center of the street, | Street | DI | Midtown Transportation | 1 | | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 9 | High |
| PL 049 | Ruckhood Cultural Loop Trail | Multi-use loop trail linking Lenox Square, Path 400,Buckhead Village, West Village, and future GA 400 Park via Lenox Rd, Alberta | On-Street Bicycle | | i iun | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 7 | Medium |
| BI-048 | Paker Street High Quality Pike | Dr, Slaton Ave. and East and West Paces Ferry Rds. | Facility | BI | Buckhead Relmagined | 1 | 0 | - | 1 | 1 | - | 0 | 0 | 0 | - | 0 | - | , | Wealdin |
| BI-049 | Facilities | for Streetcar Transit on Baker St / Highland Ave from Luckie St to Centennial Olympic Park Dr | Facility | BI | Downtown CTP | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 6 | Medium |
| BI-060 | Capitol Ave High Quality Bike Facilities | High quality bike facilities (two-way, protected), with right of way reserved for two-way high capacity, high frequency transit. May require off-street path or extra right of way on Capitol Ave / Piedmont Ave from MLK Jr. Dr to RDA / Georgia Ave. | Street Reconstruction | BI | Downtown CTP | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 8 | High |
| BI-061 | Courtland St High Quality One- Way Bike Facility, Viaduct, & Streetscape Enhancements | High quality bike facility (One way, southbound, protected) to include intersection improvements, including improvement at Baker St to accommodate SB protected bike lane with a dedicated signal phase and bike box to transition bikes across I-75/85 merge with Courtland. Reduction of travel lanes to a consistent three lanes for entire corridor. Enhanced Pedestrian streetscape, amenities, and on-street parking where applicable Upgrades to existing GDOT bridge project: vertical connectivity and transit enhancements at GSU and Georgia Freight Depot, light wells & general beautification (coordinate with viaduct reconstruction) or Courtland St / Washington St from Ponce de Leon Ave to MLK Jr. Dr | On-Street Bicycle Facility | BI | Downtown CTP | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 9 | High |
| BI-062 | GWCC High Quality Bike Facility | constructed during redesign of Georgia Dome area. The project provides bike facilities from the east to the west, and connects westside neighborhoods to the Downtown Bicycle Hub at Centennial Olympic Park. Ensure coordination in design with PATH | Multi-Use Trail | BI | Downtown CTP | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 6 | Medium |
| BI-064 | Extention to Memorial Dr | existing parking lot to Fraser Street and Memorial Drive Greenway | Multi-Use Trail | BI | Downtown CTP | 0 | | 1 | 1 | 0 | 1 | 0 | 0 | 1 | | 0 | 0 | 4 | Medium |
| BI-065 | MLK Jr Dr / Memorial Drive Greenway Trail | Construction of a multi-use trail on southside of MLK Jr Dr SE from Oakland Ave to Piedmont Ave SE, with enhanced green infrastructure, streetscaping, and pedestrian facilities. The intersection of MLK Jr Dr and Piedmont Ave SE needs specific improvements to incorporate the 2-way multi use trail east of Piedmont to 1-way protected bike lanes west of Piedmont on MLK Jr. Dr. The project could include a shared street between Grant and Oakland to be used for events | On-Street Bicycle Facility | BI | Downtown CTP | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 7 | Medium |
| BI-066 | Park Ave High Quality Bike | High Quality Bike Facility along the westside of the Centennial Olympic Park that connects Marietta Street to High Quality Bike Facilities at Luckie Street on Park Ave from Baker St to Marietta St | On-Street Bicycle Facility | BI | Downtown CTP | 1 | | 1 | 1 | 0 | 1 | 0 | 1 | 1 | | 0 | 1 | 7 | High |
| BI-067 | Porter Pl Contraflow Bike Lane | Contraflow Bike lane eastbound on south side of the street to connect to Peachtree Center 2-way protected bike lanes and | On-Street Bicycle | | | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 7 | High |
| | | tuture Peachtree bike facilities on Porter PI from West Peachtree St to Peachtree St Lane reduction (2 travel lanes, center turn lane) to accommodate complete street and protected bike lanes. Includes sidewalks. | Facility | BI | Downtown CTP | | | | | | | - | - | | | | | | |
| BI-068 | Raiph McGill Blvd Multimodal Street Reconstruction | street furniture, street lighting, curbs, ramps, and street trees. on Ivan Allen Jr Blvd / Ralph McGill Blvd from Peachtree St to Midblock btw Boulevard and Glen Iris | Street Reconstruction | BI | Downtown CTP | 1 | | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 9 | High |

| Atlanta's T | ransportation Plan - FINAL PROJECT | LIST - March 9, 2018 | | | | | SAFETY | | | | MOBILITY | | | | AFFORDABILITY | | | | |
|---------------------|---|--|--------------------------|-------------|--|---------------------------------|-------------------------|------------------------------------|--|---|-------------------|--|--------------------------------|---|---------------------------------------|--|--------------------------------|-------------|----------|
| ID | Project Name | Description | Туре | Short ID | Source | Eliminate Traffic Fatalities | Reduce Serious Injuries | Reduce Transportation Emissions | Provide All Residents with Active Transportation Options | Focus Density and Economic Development | Reduce Congestion | Leverage Local Transportation Funding | Fix Existing Infrastructure | Provide Transportation Options to ETAs | Expand Access to Jobs and Services | Reduce Household Transportation Costs | Support Livable Communities | Final Score | Priority |
| NS-070 | 11th Street Extension | An extension of 11th Street from its current terminus at West Peachtree Street through to Williams Street would, like 13th Street, provide a needed alternative route for all modes of travel around Midtown. This extension would also create good block | Street Extension | NC | Midtown Transportation | 1 | | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 5 | Medium |
| NS-072 | Williams Street Extension | Extend Williams Street from it's terminus at Williams street to Ponce de Leon Ave. This extension provides improved connectivity to and from Tech Square and reduces some of the burden on W. Peachtree and Spring Streets. | Street Extension | NS | Midtown Transportation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Low |
| SA-001 | Southside Industrial Parkway Widening | Widen Southside Industrial Parkway from Browns Mill Road to Jonesboro Road to create a consistent cross section through the Southside Industrial Park including truck route wayfinding signage to discourage trucks from using nearby neighborhood streets, sidewalks on both sides of the street, ADA compliant ramps, push buttons, and crosswalks | Street Reconstruction | SA | Unadopted TSPLOST | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 8 | High |
| SA-004 | Roswell Road Reconstruction | Roswell Road reconstruction from 5-lanes to 3-lanes, from Habersham Road 1,800 feet north to Piedmont Road Extension (NS- 067). | Street Reconstruction | SA | Connect Atlanta | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 6 | Medium |
| SA-005 | Northside Drive Road Diet | Reduce Northside Drive through restriping from 4 lanes (undivided) to 2-lanes with continuous Center Turn Lane from Arden Road to Moores Mill Road, approximately 2,600 feet. | Street Reconstruction | SA | Connect Atlanta | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | Low |
| SA-006 | Northside Parkway Road Diet | Reduce Northside Parkway from 4 lanes to 2 lanes, from Northside Drive to Moores Mill Road. Existing narrow median would be replaced with a wider median accommodating left turn storage lanes. Cross section should be designed inward from curbs. | Street Reconstruction | SA | Connect Atlanta | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | Low |
| SA-010 | Boulevard Street Reconfiguration | Resurfacing, lane reconfiguration, reset and repair granite curbing, new or repaired sidewalks and street trees, ADA compliant ramps, push buttons and crosswalks between McDonough Boulevard and Confederate Avenue, new bike lanes between Atlanta BeltLine and McDonough Boulevard, new bulb outs to protect on street parking between Atlanta BeltLine and Confederate Avenue. | Street Reconstruction | SA | Connect Atlanta | 1 | | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 9 | High |
| SA-012 | North Avenue Multimodal Street/Smart Street | Reduce North Avenue from a six lane facility to a 4-lane facility with a median to accommodate left turn storage lanes at intersections from Juniper Street to North Angier Avenue . | Street Reconstruction | SA | Connect Atlanta | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 6 | Medium |
| SA-014 | Langhorn Street Road Diet | Reduce Langhorn Street from a 6-lane roadway to a 3-lane roadway from the Westview Drive bridge and I-20 access ramps to Ralph David Abernathy Boulevard, with a median to accommodate left turn storage lanes at intersections. Include bicycle facilities and bike/pedestrian amenities as recommended by Westview Master Plan . | Street Reconstruction | SA | Connect Atlanta | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 8 | High |
| SA-017 | Bolton Road Diet | Reduce Bolton Road through median widening from 4 lanes 2-lanes from James Jackson Parkway to Browntown Road, approximately 3,400 feet. | Street Reconstruction | SA | Connect Atlanta | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 4 | Medium |
| SA-018 | Dekalb Ave Multimodal Street Reconstruction | Corridor improvements including milling and repaving, sidewalk and ADA ramp repair and installation, reversible lane removal and addition of bicycle facilities along DeKalb Avenue between MARTA Inman Park-Reynoldstown Station (Hurt Street) and Ridgecrest Road (eastern City Limit). | Street Reconstruction | SA | Renew Atlanta | 1 | | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 9 | High |
| <mark>SA-019</mark> | Howell Mill Rd Multimodal) Street Reconstruction | Multimodal Street improvements including milling, resurfacing and installation of bicycle lanes along Howell Mill Road between Collier Road and W. Marietta Street, including streetscape and pedestrian safety improvements. | Street Reconstruction | SA | Renew Atlanta | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 10 | High |
| SA-020 | J E Lowery Boulevard Multimodal Street Reconstruction | Joseph E. Lowery Boulevard between Joseph E. Boone Boulevard and Mitchell Street. Reconfigure to include center left-turn lanes and medians and add pedestrian facilities including mid-block crossings other streetscape improvements. | Street Reconstruction | SA | Renew Atlanta | 1 | | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 8 | High |
| SA-023 | Martin Luther King Jr. Dr Multimodal Street Replacement Project | Multimodal Streets improvements on Martin Luther King, Jr. Drive from Ralph David Abernathy Boulevard to Oakland Avenue (Oakland Cemetery entrance) including milling, resurfacing, restriping, installation of bicycle facilities, medians and streetscapes, and pedestrian safety improvements. Connect Atlanta Core Bicycle Connection. | Street Reconstruction | SA | Renew Atlanta | 1 | | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 10 | High |
| SA-025 | Monroe Drive/Boulevard Multimodal Street Reconstruction | Multimodal streets improvements including milling, repaving, striping, sidewalk and pedestrian crossing improvements, and possible dedicated bicycle facilities from Piedmont Circle to 10th Street. | Street Reconstruction | SA | Renew Atlanta | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 10 | High |
| SA-026 | Peachtree St / Rd Multimodal Street Reconstruction | Multimodal Street improvements including curbing, sidewalk and pedestrian improvements, from Sheridan drive to I-75/85. Resurfacing will be completed by GDOT. | Street Reconstruction | SA | Renew Atlanta | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 10 | High |
| SA-027 | University Ave Multimodal Stree Reconstruction | Multimodal Street improvements including milling, repaving, and installation of bicycle lanes, sidewalks and pedestrian improvements from Metropolitan Parkway to Hank Aaron Drive. | Street Reconstruction | SA | Renew Atlanta | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 11 | High |
| SA-028 | RD Abernathy Dr Multimodal Street Reconstruction | Multimodal Street Improvements from Westview Drive/Westview Cemetery entrance to Cascade Road, to include protected bicycle facilities. | Street Reconstruction | SA | Renew Atlanta | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 10 | High |
| SA-029 | Marietta Blvd Multimodal Street Reconstruction | Improve the existing 5-lane roadway to a 4-lane roadway with turn lanes at intersections, bike lanes, sidewalks, crosswalks, street furniture, pedestrian lighting, new curbing. W. Marietta St to D.L. Hollowell | Street Reconstruction | SA | Unadopted TSPLOST, Beltline MP | | | | | | | | | | | | | | |
| SA-030 | Englewood Avenue Multimodal Street Reconstruction | Lane reconfiguration from Hill Street to Boulevard to incorporate traffic calming measures, sidewalk improvements, sidewalk construction, and on-street parking | Street Reconstruction | SA | Unadopted TSPLOST | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 7 | High |
| SA-031 | Cherokee Ave Multimodal Street Reconstruction | Resurfacing, bike lanes, install bulb outs, granite curbing, sidewalk repair, ADA complaint ramps, push buttons, and crosswalks from Memorial Drive to Mead Street. Consider parking and protected bike lanes during the design phase. | Street Reconstruction | SA | Unadopted TSPLOST; Connect Atlanta PS | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 10 | High |
| SA-032 | Cleveland Avenue Multimodal Street Reconstruction | Widen sections of Cleveland Avenue from Springdale Road to Jonesboro Road, reconfigure to include bicycle lanes. Install sidewalks and other pedestrian improvements. Safety and capacity improvements at various intersections. | Street Reconstruction | SA | Renew Atlanta; TSPLOST; Cleveland Ave Study | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 11 | High |

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

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

Project Description:

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

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



| Project Documents | |
|--|--|
| There are no items to show in this view. | |

Most Visited

Road & Traffic Data Contractors Design Guides

| AR-491B | Atlanta Region's Plan RTP (20 | 020) PROJECT FACT SHEET |
|---|---|--|
| Short Title | NORTH AVENUE CORRIDOR HIGH CAPACITY PREMIUM TRANSIT SERVICE FROM MARTA NORTH AVENUE RAIL STATION TO MARTA BANKHEAD RAIL STATION | A MARINA HIN AND A MARINA HINA HIN AND A MARINA HIN AND A MARINA HIN AND A MARINA HIN AND A |
| GDOT Project No. | N/A | A gran a gr |
| Federal ID No. | N/A | |
| Status | Long Range | do seph E Boone Blvd NW |
| Service Type | Transit / Bus Capital | |
| Sponsor | MARTA | Martin Contrar Aling Jr Dr NW |
| Jurisdiction | City of Atlanta | 0 0.5 1 Miles (54) |
| Analysis Level | In the Region's Air Quality Conformity Analysis | East Expy |
| Existing Thru Lane | N/A LCI | Network Year 2050 |
| Planned Thru Lane | N/A Flex | Corridor Length TBD miles |
| Detailed Description | and Justification | |
| This project will provide hig heavy rail stations. | gh capacity premium transit service along the North Avenue c | orridor between MARTA's North Avenue and Bankhead |

| Phase Status & Funding Status | | | FISCAL | ISCAL TOTAL PHASE BREAKDOWN OF TOTAL PHASE COST BY FU | | | | | | | |
|-------------------------------|--|--|------------------|---|---------|---------|---------|---------------|--|--|--|
| Info | rmation | | YEAR | COST | FEDERAL | STATE | BONDS | LOCAL/PRIVATE | | | |
| ALL | Local Jurisdiction/Municipality Funds | | LR 2041- 2050 | \$62,900,000 | \$0,000 | \$0,000 | \$0,000 | \$62,900,000 | | | |
| | | | | \$62,900,000 | \$0,000 | \$0,000 | \$0,000 | \$62,900,000 | | | |

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

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



| AT-277A | Atlanta Region's Plan RTP (2 | 2020) PROJECT FACT SHEET |
|--------------------|--|--|
| Short Title | CYCLE ATLANTA PHASE 1.0 - IMPLEMENTATION AT VARIOUS LOCATIONS | Colliter Rd NW Date Hung D |
| GDOT Project No. | 0014993 | 94 278 Parce de Leon Aven |
| Federal ID No. | N/A | Z3 Dekale |
| Status | Programmed |] |
| Service Type | Last Mile Connectivity / Pedestrian Facility | 402 |
| Sponsor | City of Atlanta | Glenn Mis Sta |
| Jurisdiction | City of Atlanta | catenary Contraction of the second se |
| Analysis Level | In the Region's Air Quality Conformity Analysis | Avon Ave SW S |
| 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.

| Phas | e Status & Funding | Status | FISCAL | TOTAL PHASE | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE | | | | | | | |
|------|--|--------|--------|-------------|---|--------------------|--------------------|---------------------|--|--|--|--|
| Info | rmation | | YEAR | COST | FEDERAL | STATE | BONDS | LOCAL/PRIVATE | | | | |
| PE | TAP - Urban (>200K) (ARC) | AUTH | 2017 | \$237,500 | \$190,000 | \$0,000 | \$0,000 | \$47,500 | | | | |
| CST | Local Jurisdiction/Municipality Funds | | 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.

| AT-287 | Atlanta Region's Plan RTP (20 | 020) PROJECT FACT SHEET |
|----------------------|--|---------------------------|
| Short Title | US 19/41/SR 3 (NORTHSIDE DRIVE) SIGNAL UPGRADES AT 13 LOCATIONS | hee Ave NW How and Aug |
| GDOT Project No. | 0012823 | Ra |
| Federal ID No. | N/A | W Mariotta St. 14th StNW |
| Status | Programmed | Interest |
| Service Type | Roadway / Operations & Safety | Georgia |
| Sponsor | GDOT | Technology 2 |
| Jurisdiction | City of Atlanta | 0 0.25 0.5 Miles |
| Analysis Level | Exempt from Air Quality Analysis (40 CFR 93) | NOF |
| Existing Thru Lane | | Network Year TBD |
| Planned Thru Lane | 6 Flex | Corridor Length N/A miles |
| Detailed Description | and Justification | |

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

| Pha | se Status & Funding | Status | FISCAL | TOTAL PHASE | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE | | | | | | |
|------|---|--------|--------|-------------|---|--------------------|--------------------|--------------------|--|--|--|
| Info | rmation | | YEAR | COST | FEDERAL | STATE | BONDS | LOCAL/PRIVATE | | | |
| PE | STP - Urban (>200K) (ARC) | AUTH | 2014 | \$325,000 | \$325,000 | \$0,000 | \$0,000 | \$0,000 | | | |
| PE | Surface Transportation Block Grant (STBG) Program Flex (GDOT) | AUTH | 2018 | \$106,000 | \$106,000 | \$0,000 | \$0,000 | \$0,000 | | | |
| ROW | Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) | 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
 ROW:
 Right-of-way Acquistion

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









106552_27-0009.dgn

LIST OF MATERIALS

| NOTE: COA to provide 332 traffic signal cabinets, cabinet shelves, and switch packs. Contractor shall provide cabinet equipment as specified | in the list of | materials. |
|--|----------------|------------|
| | | |

| LIST OF MATERIALS (647-1000 TRAFFIC SIGNAL INSTALLATION #3) | UNIT | QUANTITY |
|---|------|----------|
| A. CONTROLLER UNIT, MODEL 2070 LX | EA | 1 |
| G. DC ISOLATOR | EA | 3 |
| H. LOOP DETECTOR, 2 CHANNEL | EA | 4 |
| K. 2010 SIGNAL MONITOR, TYPE B (ETHERNET) | EA | 1 |
| M. AUXILLARY OUTPUT FILE | EA | 1 |
| 332 PREFABRICATED CONTROLLER CABINET BASE | EA | 1 |
| SIGNAL CABLE (14 AWG); 7 CONDUCTOR, PER 1000 FT. | REEL | 2 |
| 3-SECTION, 12" SIGNAL HEAD LED - , YELLOW HOUSING w/ BLACK FRONT, PLASTIC | EA | 5 |
| 9" HIGH, Numbers & 12" Symbols | EA | 8 |
| 9" x 15", R10-3e, (L)eft or (R)ight, Countdown | EA | 8 |
| BACK PLATE FOR ONE-WAY, 3-SECTION, 12" SIGNAL HEAD, ABS PLASTIC, BLACK w/ RETROREFLECTIVE STRIP | EA | 5 |
| HARDWARE FOR SPANWIRE MOUNTING (3 or 4 Section Signals) | EA | 5 |
| HARDWARE FOR PEDESTAL POLE, TOP POST MOUNTING, TWO-WAY BRACKET ASSEMBLY | EA | 2 |
| HARDWARE FOR SIDE-OF-POLE MOUNTING, TWO-WAY BRACKET ASSEMBLY; CONCRETE, TIMBER, STEEL POLE | EA | 2 |
| PEDESTAL POLE & SQUARE BASE | EA | 2 |
| PULL BOX, PB-2 | EA | 1 |
| PULL BOX, PB-3 | EA | 1 |
| MISCELLANEOUS MATERIALS NEEDED TO COMPLETE INSTALLATION | LUMP | LUMP |







NOTES: I. QUANTITIES ARE FOR INFORMATION ONLY. THE CONTRACTOR SHOULD FIELD VERIFY PRIOR TO ORDERING MATERIALS. 2. CABINET, CABINENT SHELF AND SWITCH PACK TO BE PROVIDED BY THE CITY. 3. CABINENT INSIDE COMPONENTS ARE TO BE PROVIDED BY CONTRACTOR

| SLOT | I | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | I | 12 | 13 | 14 |
|----------|---------|---------|-----------|---------|---------|-----------|------------|---------|-----------|-------|-----------------|---------|--------------|-----------|
| | | | | | | | | | | | | | | |
| | | | | | | UPPER | INPUT FILE | | | | | | | |
| TYPE | DET | DET | DET | DET | DET | DET | DET | DET | DET | TBA | TBA | DC | DC | DC |
| Card | | radar | | | | Radar | | | | | | | | DC ISO |
| CI PIN | 56 | 39 | 63 | 47 | 58 | 41 | 65 | 49 | 60 | | 80 | 67 | 68 | 81 |
| UNCTION | | R2 | | | | R4 | | | | | | Ø2 PED | Ø6 PED | FLASH |
| LD TERM | TB2 1,2 | TB2 5,6 | TB2 9,10 | TB4 1,2 | TB4 5,6 | TB4 9,10 | TB6 1,2 | TB6 5,6 | TB6 9,10 | | | TB8 4,6 | TB8 7.9 | N/C |
| | | | • | | | | | | | | | | | |
| | | | | | | | | | | | _ | | | |
| CI PIN | 56 | 43 | 76 | 47 | 58 | 45 | 78 | 49 | 62 | | 53 | 69 | 70 | 82 |
| UNCTION | | | | | | | | | | | | | 08 PED | STOP TIME |
| ELD TERM | TB2 3,4 | TB2 7,8 | TB2 11,12 | TB4 3,4 | TB4 7,8 | TB4 11.12 | TB6 3,4 | TB6 7,8 | TB6 11,12 | | | TB8 5.6 | TB8 8,9 | N/C |
| TYPE | DET | DET | DET | DET | DET | DET | DET | DET | DET | TBA | TBA | DC | DC | DC |
| TYPE | DET | DET | DET | DET | DET | DET | DET | DET | DET | TBA | TBA | DC | DC | DC |
| Card | | radar | | | | radar | | | | | | | | |
| CI PIN | 55 | 40 | 64 | 48 | 57 | 42 | 66 | 50 | 59 | | 54 | 71 | 72 | 51 |
| UNCTION | | R6 | | | | R8 | | | | | | | | |
| eld term | TB3 1,2 | TB3 5,6 | TB3 9,10 | TB5 1,2 | TB5 5,6 | TB5 9,10 | TB7 1,2 | TB7 5,6 | TB7 9,10 | | | TB9 4,6 | TB9 7,9 | TB9 10,12 |
| | | | | | | | | | | | | | | |
| CI PIN | 55 | 44 | 77 | 48 | 57 | 46 | 79 | 50 | 61 | | 75 | 73 | 74 | 52 |
| UNCTION | | | | | | | | | | | | | | |
| eld term | TB3 3,4 | TB3 7,8 | TB3 11,12 | TB5 3,4 | TB5 7,8 | TB5 11,12 | TB7 3,4 | TB7 7,8 | TB7 11,12 | | | TB9 5,6 | TB9 8,9 | TB9 11,12 |
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| L | 31.01 | | 2 | 3 | 4 | | 0 | | 0 | , | NV. | | <u> </u> | | |
| | | | | | | | UPPER | INPUT FILE | | | | | | | |
| ſ | TYPE | DET | DET | DET | DET | DET | DET | DET | DET | DET | TBA | TBA | DC | DC | DC |
| E E | CARD | | radar | | | | radar | | | | | | | | DC ISO |
| | C1 PIN | 56 | 39 | 63 | 47 | 58 | 41 | 65 | 49 | 60 | | 80 | 67 | 68 | 81 |
| CHANNEL 1 | FUNCTION | | R2 | | | | R4 | | | | | | Ø2 PED | Ø6 PED | FLASH |
| 1 | FIELD TERM | TB2 1,2 | TB2 5,6 | TB2 9,10 | TB4 1,2 | TB4 5,6 | TB4 9,10 | TB6 1,2 | TB6 5,6 | TB6 9,10 | | | TB8 4,6 | TB8 7,9 | N/C |
| | | | | | | | | | | | | | | | |
| | CI PIN | 56 | 43 | 76 | 47 | 58 | 45 | 78 | 49 | 62 | | 53 | 69 | 70 | 82 |
| CHANNEL 2 | FUNCTION | | | | | | | | | 1 | | | | 08 PED | STOP TIM |
| Ī | FIELD TERM | TB2 3,4 | TB2 7,8 | TB2 11,12 | TB4 3,4 | TB4 7,8 | TB4 11,12 | TB6 3,4 | TB6 7,8 | TB6 11,12 | | | TB8 5,6 | TB8 8,9 | N/C |
| - | TYPE | DET | DET | DET | DET | DET | DET | DEI | DET | DET | TBA | TBA | | DC | DC |
| | TYPE | DET | DET | DET | DET | DET | DET | DET | DET | DET | TBA | TBA | DC | DC | DC |
| | CLARU | EE | KAUAK 40 | 64 | 40 | 57 | KAUAK 40 | | 50 | E0 | | 54 | 71 | 72 | E1 |
| | | 00 | 90 DC | 64 | 40 | 5/ | 42 | 66 | UC UC | 59 | | 34 | | 12 | 51 |
| | FIELD TERM | TR3 1 2 | 183.5.6 | TR3 9 10 | TR5 1 2 | 185.5.6 | TR5 9 10 | TR7 1 2 | TR7 5.6 | TR7 9 10 | | | TR9 4 6 | TR9 7 9 | TR9 10 11 |
| | | | | 1.00 410 | 105 142 | 103 340 | 103 410 | 107 142 | 107 340 | 107 3410 | | | 107 40 | 107 /11 | 107 1041 |
| | | | | | | | | | | | | | | | |
| | | 55 | 44 | 77 | 48 | 57 | 46 | 79 | 50 | 61 | | 75 | 73 | 74 | 52 |
| | | | | | | | | | | | | | | | |
| CHANNEL 2 | FUNCTION | | | | | | | | | | | | | | |
| CHANNEL 2 | FUNCTION FIELD TERM | TB3 3,4 | TB3 7,8 | TB3 11,12 | TB5 3,4 | TB5 7,8 | TB5 11,12 | TB7 3,4 | TB7 7,8 | TB7 11,12 | | | TB9 5,6 | TB9 8,9 | TB9 11,12 |
| CHANNEL 2 | FUNCTION FIELD TERM | TB3 3,4 | TB3 7,8 | TB3 11,12 | TB5 3,4 | TB5 7,8 | TB5 11,12 | TB7 3,4 | TB7 7,8 | TB7 11,12 | | | TB9 5,6 | TB9 8,9 | TB9 11,12 |
| CHANNEL 2 | FUNCTION FIELD TERM | TB3 3,4 | TB3 7,8 | TB3 11,12 | TB5 3,4 | TB5 7,8 | TB5 11,12 Vision D | tb7 3,4 | TB7 7.8 | TB7 11,12 | | SIGNA | TB9 5,6 | TB9 8,9 | TB9 11,12 |
| CHANNEL 2 | FUNCTION FIELD TERM | TB3 3,4 | TB3 7,8 | TB3 11,12 | TB5 3,4 | тв5 7,8 <i>R</i> E | TB5 11,12 VISION D | TB7 3,4 | TB7 7,8 | тв7 11,12 НО ЖЕ | | SIGNA LL RO | TB9 5,6 | 189 8,9 S OIN S | TREET |

| | SLOT | I | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | I | 12 | 13 | 14 |
|-----------|---------------|------------------|--------------|-----------|---------|---------|---------------|------------|---------|-----------|-----|-------|----------|----------|-----------|
| | | | | | | | UPPER | INPUT FILE | | | | | | | |
| | TYPE | DET | DET | DET | DET | DET | DET | DET | DET | DET | TBA | TBA | DC | DC | DC |
| | CARD | | radar | | | | radar | | | | | | | | DC ISO |
| | CI PIN | 56 | 39 | 63 | 47 | 58 | 41 | 65 | 49 | 60 | | 80 | 67 | 68 | 81 |
| CHANNEL 1 | FUNCTION | | R2 | | | | R4 | | | | | | 02 PED | Ø6 PED | FLASH |
| | FIELD TERM | TB2 1 , 2 | TB2 5,6 | TB2 9,10 | TB4 1,2 | TB4 5,6 | TB4 9,10 | TB6 1,2 | TB6 5,6 | TB6 9,10 | | | TB8 4,6 | TB8 7,9 | N/C |
| | | | | | | | | | | | | | | | |
| | CI PIN | 56 | 43 | 76 | 47 | 58 | 45 | 78 | 49 | 62 | | 53 | 69 | 70 | 82 |
| CHANNEL 2 | FUNCTION | | | | | | | | | | | | | 08 PED | STOP TIME |
| | FIELD TERM | TB2 3,4 | TB2 7,8 | TB2 11,12 | TB4 3,4 | TB4 7,8 | TB4 11,12 | TB6 3,4 | TB6 7,8 | TB6 11,12 | | | TB8 5,6 | TB8 8,9 | N/C |
| | T YPE Card | DET | det Radar | DET | Det | DET | De t Radar | DET | DET | DET | TBA | TBA | DC | DC | DC |
| | CARD | | RADAR | | | | RADAR | | | | | | <u> </u> | <u> </u> | |
| | | 55 | 40 PC | 64 | 48 | 5/ | 42 | 66 | 90 | 54 | | 24 | | | 51 |
| | FIELD TERM | TB3 1,2 | TB3 5,6 | TB3 9,10 | TB5 1,2 | TB5 5,6 | TB5 9,10 | TB7 1,2 | TB7 5,6 | TB7 9,10 | | | TB9 4,6 | TB9 7,9 | TB9 10,12 |
| | | | | • | | • | • | | • | | | | | | |
| | CI PIN | 55 | 44 | 77 | 48 | 57 | 46 | 79 | 50 | 61 | | 75 | 73 | 74 | 52 |
| Channel 2 | FUNCTION | | | | | | | | | | | | | | |
| | FIELD TERM | TB3 3,4 | TB3 7,8 | TB3 11,12 | TB5 3,4 | TB5 7,8 | TB5 11,12 | TB7 3,4 | TB7 7,8 | TB7 11,12 | | | TB9 5,6 | TB9 8,9 | TB9 11,12 |
| | | | | | | RE | VISION D | ATES | _ | | | SIGNA | LPLAN | IS | |
| | | | | | F | | | | | HUWE | | LL RO | W& I | uin S | IREET |
| | | | | | | | | | | | | | | | |

| | | | | - | | - | | | - | | | | | - | - |
|-----------|---------------|------------------|---------------|-----------|---------|---------|---------------|---------------|---------|---|---------------|-------|---------|---------|-----------|
| | SLOT | I | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | I | 12 | 13 | 14 |
| | | | | | | | UPPER | INPUT FILE | | | | | | | |
| | TYPE | DET | DET | DET | DET | DET | DET | DET | DET | DET | TBA | TBA | DC | DC | DC |
| | CARD | | radar | | | | radar | | | | | | | | DC ISO |
| | C1 PIN | 56 | 39 | 63 | 47 | 58 | 41 | 65 | 49 | 60 | | 80 | 67 | 68 | 81 |
| CHANNEL 1 | FUNCTION | | R2 | | | | R4 | | | | | | Ø2 PED | Ø6 PED | FLASH |
| | FIELD TERM | TB2 1 , 2 | TB2 5,6 | TB2 9,10 | TB4 1,2 | TB4 5,6 | TB4 9,10 | TB6 1,2 | TB6 5,6 | TB6 9,10 | | | TB8 4,6 | TB8 7,9 | N/C |
| | | | | | | | | | | | | | | | |
| | CI PIN | 56 | 43 | 76 | 47 | 58 | 45 | 78 | 49 | 62 | | 53 | 69 | 70 | 82 |
| HANNEL 2 | FUNCTION | | | | | | | | | | | | | 08 PED | STOP TIME |
| | FIELD TERM | TB2 3,4 | TB2 7,8 | TB2 11,12 | TB4 3,4 | TB4 7,8 | TB4 11,12 | TB6 3,4 | TB6 7,8 | TB6 11,12 | | | TB8 5,6 | TB8 8,9 | N/C |
| | t ype Card | DET | de t Radar | DET | DET | DET | De t Radar | DET | DET | DET | TBA | TBA | DC | DC | DC |
| | CI PIN | 55 | 40 | 64 | 48 | 57 | 42 | 66 | 50 | 59 | | 54 | 71 | 72 | 51 |
| CHANNEL 1 | FUNCTION | | R6 | . | | | R8 | - | | <u>, , , , , , , , , , , , , , , , , , , </u> | | | | | |
| | FIELD TERM | TB3 1,2 | TB3 5.6 | TB3 9,10 | TB5 1,2 | TB5 5,6 | TB5 9,10 | TB7 1,2 | TB7 5,6 | TB7 9,10 | | | TB9 4,6 | TB9 7,9 | TB9 10,12 |
| | | | • | • | | • | | • | • | | | | | • | |
| | C1 PIN | 55 | 44 | 77 | 48 | 57 | 46 | 79 | 50 | 61 | | 75 | 73 | 74 | 52 |
| HANNEL 2 | FUNCTION | | | | | | | | | | | | | | |
| | FIELD TERM | TB3 3,4 | TB3 7,8 | TB3 11,12 | TB5 3,4 | TB5 7,8 | TB5 11,12 | TB7 3,4 | TB7 7,8 | TB7 11,12 | | | TB9 5,6 | TB9 8,9 | TB9 11,12 |
| | | | | | | RE | VISION D | ATES | | | | SIGNA | L PLAN | IS | |
| | | | | | _ | | | | | HOWE | LL W I | LL RO | AD & I | Õih S | TREET |
| | | | | | | | | | | | | | | | |

| | SLOT | I | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | I | 12 | 13 | 14 |
|-----------|---------------|------------------|--------------|-----------|---------|---------|--------------|------------|---------|-----------|-------|-------|---------|----------|-----------|
| | | | | | | | UPPER | INPUT FILE | | | | | | | |
| | TYPE | DET | DET | DET | DET | DET | DET | DET | DET | DET | TBA | TBA | DC | DC | DC |
| | CARD | | radar | | | | radar | | | | | | | | DC ISO |
| | CI PIN | 56 | 39 | 63 | 47 | 58 | 41 | 65 | 49 | 60 | | 80 | 67 | 68 | 81 |
| HANNEL 1 | FUNCTION | | R2 | | | | R4 | | | | | | Ø2 PED | 06 PED | FLASH |
| | FIELD TERM | TB2 1 , 2 | TB2 5,6 | TB2 9,10 | TB4 1,2 | TB4 5,6 | TB4 9,10 | TB6 1,2 | TB6 5,6 | TB6 9,10 | | | TB8 4,6 | TB8 7,9 | N/C |
| | | | | | | | | | | | | | | | |
| | CI PIN | 56 | 43 | 76 | 47 | 58 | 45 | 78 | 49 | 62 | | 53 | 69 | 70 | 82 |
| HANNEL 2 | FUNCTION | | | | | | | | | | | | | 08 PED | STOP TIME |
| | FIELD TERM | TB2 3,4 | TB2 7,8 | TB2 11,12 | TB4 3,4 | TB4 7,8 | TB4 11,12 | TB6 3,4 | TB6 7,8 | TB6 11,12 | | | TB8 5,6 | TB8 8,9 | N/C |
| | T YPE Card | Det | Det Radar | DET | DET | DET | det Radar | DET | DET | DET | tba | TBA | DC | DC | DC |
| | CARD | | radar | | | | Radar | | | | | | | | |
| | CI PIN | 55 | 40 | 64 | 48 | 57 | 42 | 66 | 50 | 59 | | 54 | 71 | 72 | 51 |
| CHANNEL 1 | FUNCTION | | R6 | | | | R8 | | | | | | | | |
| | FIELD TERM | TB3 1,2 | TB3 5,6 | TB3 9,10 | TB5 1,2 | TB5 5,6 | TB5 9,10 | TB7 1,2 | TB7 5,6 | TB7 9,10 | | | TB9 4,6 | TB9 7,9 | TB9 10,12 |
| | | | | | | | | | | | | | | | |
| | CI PIN | 55 | 44 | 77 | 48 | 57 | 46 | 79 | 50 | 61 | | 75 | 73 | 74 | 52 |
| HANNEL 2 | FUNCTION | | | | | | | | | | | | | | |
| | FIELD TERM | TB3 3,4 | TB3 7,8 | TB3 11,12 | TB5 3,4 | TB5 7,8 | TB5 11,12 | TB7 3,4 | TB7 7,8 | TB7 11,12 | | | TB9 5,6 | TB9 8,9 | TB9 11,12 |
| | | | | | | RE | VISION D | ATES | | | | SIGNA | | <u> </u> | |
| | | | | | - | | | | _ | HOWE | LL WI | LL RO | | ŏin s | TREET |
| | | | | | | | | | | | | | | | |

| | REVISION | DATES | HÔWE | SIGNAL LL WILL ROAD | PLANS & IO | IN STREET |
|--------------------|----------|-------|--------------|------------------------|---------------|-------------|
| | | | | HOWELL WILL ROAD C | OWPLETE | STREETS |
| CVIZ/VVI: ROHZDFOX | | | CHECKED: | DATE: | | DRAWING No. |
| | | | BACKCHECKED: | DATE: | | 07 0000 |
| A JOINT VENTURE | | | CORRECTED: | DATE: | | 177 = 0009 |
| | | | VERIFIED: | DATE: | | 21 0005 |

| D A V Z | - TENO |
|----------------|--------|
| PAY | TEMS |

| PAY ITEMS FOR TRAFFIC SIGNAL INSTALLATION | | | |
|---|---|------|-----------|
| PAY ITEM | DESCRIPTION | UNIT | QUANTITIY |
| 150-1000 | TRAFFIC CONTROL | LS | 1 |
| 636-1041 | HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 9 | SF | 66 |
| 639-2002 | STEEL WIRE STRAND CABLE, 3/8 IN | LF | 115 |
| 639-3004 | STEEL STRAIN POLE, TYPE IV | EA | 1 |
| 647-1000 | TRAFFIC SIGNAL INSTALLATION NO. 3 | LUMP | 1 |
| 682-6222 | CONDUIT, NM,TP 2, 2 IN | LF | 94 |
| 682-9950 | DIRECTIONAL BORE, 5 IN | LF | 47 |
| 937-6000 | MICROWAVE RADAR DETECTION ASSEMBLY | EA | 4 |
| 999-0001 | UNINTERRUPTIBLE POWER SUPPLY | EA | 1 |
| 999-0002 | REMOVE TRAFFIC SIGNAL CABINET | EA | 1 |
| 999-0003 | REMOVE SPAN WIRE | LF | 115 |
| 999-0006 | CAT-5 CABLE | EA | 4 |
| 999-0007 | DIN RAIL | EA | 1 |

7/15/2019

BrownJE2

<u>332 CABINET INPUT ASSIGNMENT</u>




| | - | | PRUJECT NUMBER |
|------------------------------------|-----------------|--------------------|-------------------------|
| | 251 | EWATI ANTATSPI OST | FC - 7383D TASK ORDER 4 |
| | | | |
| | | 0 | |
| 'id flashing bea | CON NO. | 2 | |
| | | | |
| | | | |
| Y ALL MATERIALS AND QUANTITIES REQ | UIRED FOR INST. | ALLATION. | _ |
| | UNIT | QUANTITY | |
| | | | |
| | FA | .3 | |
| | 2,,, | | _ |
| | | 7 | _ |
| | EA | 3 | |
| | EA | 3 | |
| | EA | 4 | |
| | EA | 3 | |
| | EA | 3 | |
| | LUMP SUM | 1 | |

| UNIT | QUANTITY |
|----------|----------|
| SF | 18 |
| SF | 73 |
| LF | 54 |
| LF | 22 |
| LUMP SUM | I |

| EVISION DATES | | SIGN | AL F | PLANS | |
|---------------|--------------|-------------------------------|--------------|-----------------|-----------------------------|
| | RECTANGU | LAR RAPID FLASHI SUMMARY (| NG B DF Q | EACON UANTIT | INSTALLATION NO. 2 IES |
| | | HOWELL MILL RO | MPLETE | STREETS | |
| | CHECKED: | | DATE: | | DRAWING No. |
| | BACKCHECKED: | | DATE: | | 0 - 0 1 1 |
| _ | CORRECTED: | | DATE : | | $2^{1}/-(11)$ |
| | VERIFIED: | | DATE: | | $\angle I \cup \perp \bot$ |





| | | | THOULST HOWDEN |
|----------------------------------|-----------------|-----------|------------------------|
| | DEN | | C - 7383D TASK ORDER 4 |
| D FLASHING REA | CON NO | 3 | |
| DIENSIIINO DEN | 0011 110. | | |
| ALL MATERIALS AND QUANTITIES REQ | UIRED FOR INST. | ALLATION. | _ |
| | UNIT | QUANTITY | |
| | | | |
| | EA | 3 | |
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| | EA | 3 | |
| | EA | 3 | |
| | EA | 4 | |
| | EA | 3 | |
| | EA | 3 | |
| | LUMP SUM | I | |
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| UNIT | QUANTITY |
|----------|----------|
| SF | 18 |
| SF | 73 |
| LF | 54 |
| LF | 22 |
| LUMP SUM | T |

| EVISION DATES | | SIGNA | AL PLANS | S |
|---------------|--------------|-------------------------------|------------------------|--|
| | RECTANGU | LAR RAPID FLASHI SUMMARY O | NG BEACON DF QUANTI | INSTALLATION NO. 3 TIES |
| | | HOWELL MILL ROA | E STREETS | |
| | CHECKED: | D | ATE: | DRAWING No. |
| | BACKCHECKED: | D | DATE: | |
| | CORRECTED: | D | ATE: | 727_013 |
| | VERIFIED: | D | DATE: | $\neg \angle i \forall \bot \bigcirc$ |



| 7/18/2019 USER:PrietoH | 5:50:55 PM GPL07-V8 gplotborder-V81-P0.1b1 | M:\Atlanta\ch2m-Rohadfox JV 2015\1 | 1160552 CH2M Howell Mill Complete Streets | :\04. DRAWINGS\DGNs\1160552 | 2_27-015. dgn | PROJECT NUMBER FENERAL AVAILABLE FC - 7383D TASK ORDER 4 |
|---------------------------|--|--|---|-----------------------------|--|---|
| | NOTES: 1. COA WILL PROVIDE 332 CABINETS, CABINET SHELF, AND LOAD SWITCHES (CONTRACTO 2. LIST OF MATERIALS IS FOR INFORMATION PURPOSES ONLY. THE CONTRACTOR SHALL | OR SHALL PROVIDE COMPONENTS TH FIFID VERIFY ALL MATERIALS AND | HAT GO INSIDE CABINET). D GUANTITIES REGUIRED FOR II | NSTALLATION | D3-I OVERHEA | AD STREET NAME SIGN DETAILS |
| | LIST OF MAT | <u>ERIALS</u> | | ISTALLATION. | ĪC | D3-1 #1 |
| | ΨΑΤΕΡΙΑΙS | | IINIT | OUANTITY | 24" | |
| | CABINET CONTROLLER ASSEMBLIES | | 0411 | domini | Border R=2.25 | <u></u> |
| | A. CONTROLLER UNIT, MODEL 2070 LX | | EA | 1 | TH=1" | |
| | G. DC ISOLATOR | | EA | 3 | | 120" |
| | L. 2010 SIGNAL MONITOR, TYPE B (ETHERNET) | | EA | 1 | | 120 |
| | M. AUXILLIARY OUTPUT FILE | | EA | 1 | Pane M.U.1 | rel Style: DJ-T.ssi I.C.D.: 2009 Edition |
| | UNINTERRUPTIBLE POWER SYSTEM, RACK MOUNTED - (PER COA SPEC) | | EA | 1 | D3 - 1 # 2 | $\bigcap \overline{\zeta} = 1 \# \overline{\zeta}$ |
| | 332 PREFABRICATED CONTROLLER CABINET BASE | | EA | 1 | | |
| | PC642-200 (OR EQUIVALENT), SURGE PROTECTOR | | EA | 1 | | |
| | LOOP/PED LEAD-IN WIRE (SHIELDED, TWISTED/1000 FT) | | | | | |
| | A. 3 PAIR 18 AWG | | REEL | | BORDER R=2.25" 42" 42" 6#1 17" 16" 15" 15" | BORDER R=2.25 ⁻ 15 ⁻ ⁺ 15 ⁻ ⁺ 6 ⁺ ⁺ 42 ⁺ ⁻ 6 ⁺ ⁺ 17 ⁺ ⁺ 5 ⁺ |
| | SIGNAL CABLE (14AWG) | | | | TH=1" + 23" + + + + + + + + + + + + + + + + + + + | TH=1" |
| | A. / CONDUCTOR, PER 1000 FT | | REEL | 2 | | |
| | B. TO CONDUCTOR, PER TOUG FT | | KEEL | 1 | | 114 |
| | S-SECTION, 12 SIGNAL HEAD LED - TELLOW HOUSING W/ BLACK FRONT, PLASTIC | | EA EA | 9 | Panel Style: D3-1.ssi M.U.T.C.D.: 2009 Edition | Ponel Style: D3-1.ssi M.U.T.C.D.: 2009 Edition |
| | 4-SECTION, IZ SIGNAL HEAD LED-, TELLOW HOUSING W/BLACK FRUNT, PLASTIC | | EA EA | 0 | | |
| | PEDESTRIAN DUSH DUTTON STATIONS W/ DUTTONS AND SIGNAL HEAD, FULL HAND/MAN OVERLAF (9 H | LIGHT KOUNDER & IZ SIMBULSI | LA | 0 | | |
| | I 9*YI5* RID-3EL COUNTDOWN | TONT, COONTDONW | FA | 4 | 332 CAB | BINET INPUT ASSIGNMENT |
| | 2 9*X15* RIO-3FR COUNTDOWN | | F A | 4 | | |
| | RACKPLATE FOR ONE-WAY 3 SECTION 12' SIGNAL HEAD ARS PLASTIC REACK W/ RETRORFFIED | CTIVE STRIP | FA | 9 | SIDT 1 2 3 4 | 5 6 7 8 9 10 11 12 13 14 |
| | BACKPLATE FOR ONE-WAY, 4 SECTION, 12' STOLAL HEAD, ABS PLASTIC, BLACK W/ RETRORFFIED | CTIVE STRIP | FA | | JLVY · · · J , | |
| | HARDWARE FOR MAST ARM MOUNTING | | FA | 10 | | UPPER INPUT FILE |
| | HARDWARE FOR PEDESTAL POLE. TOP POST MOUNTING, ONE-WAY BRACKET ASSEMBLY | | FA | 7 | TYPE DET DET DET DET | T DET DET DET DET TRA TRA DC DC DC |
| | HARDWARE FOR SIDE-OF-POLE MOUNTING. ONE-WAY BRACKET ASSEMBLY: CONCRETE, TIMBER. STEE | EL POLE | EA | | CARD RADAR RADAR | RADAR CLI CLI IDA DC ISO DC ISO |
| | 10' PEDESTAL POLE & SQUARE BASE | | EA | 7 | CI PIN 56 39 63 47 | ¹ 58 41 65 49 60 80 67 68 81 |
| | PULL BOX, PB-2 | | EA | 4 | CHANNEL I FUNCTION RI R2A | R4A PED 02 PED 06 FLASH SENSE |
| | PULL BOX, PB-3 | | EA | 5 | FIELD TERM TB2 1,2 TB2 5,6 TB2 9,10 TB4 1, | 1,2 184 5,6 188 4,6 188 7,9 N/C |
| | 2" CONDUIT, NONMETAL, TP 2 | | LF | 290 | | |
| | TYPE B STOP BAR RADAR VEHICLE DETECTION-MAINLINE LEFTS/SIDE STREET (ALL LANES) | | EA | 4 | | |
| | TYPE B SETBACK RADAR VEHICLE DETECTION-MAINLINE APPROACH AND DEPARTURE THRU LANES | | EA | 2 | | |
| | RADAR VEHICLE DETECTION CABINET ASSEMBLY-ALL UNITS | | EA | 1 | CHANNEL 2 FUNCTION R2R | 58 45 78 49 62 53 69 70 82 |
| | RIO-5A, LEFT TURN YIELD ON FLASHING YELLOW SIGN | | EA | 2 | FIELD TERM TB2 3,4 TB2 7,8 TB2 11,12 TB4 3, | 3,4 TB4 7,8 TB4 11,12 TB6 3,4 TB6 7,8 TB6 11,12 TB8 5,6 TB8 8,9 N/C |
| | RIO-II, NO TURN ON RED SIGN | | EA | 1 | | |
| | MISC. MATL. TO COMPLETE INSTALLATION | | LUMP | LUMP | | |
| | PAY ITE. | MS | | | | LOWER INPUT FILE |
| | ITEM NO. DESCRIPTIO | DN | UNIT | QUANTITY | ITPE DET DET DET DET DET | I UEI UEI UEI UEI UEI IBA IBA DC DC DC |
| | 647-1000 TRAFFIC SIGNAL INSTALLATION NO. 4 | | LUMP SUM | LUMP SUM | CI PIN 55 40 64 48 | 57 42 66 50 59 54 71 72 51 |
| | 615-1100 DIRECTIONAL BORE PIPE - 5 IN. | | LF | 20 | CHANNEL I FUNCTION R6 | RB RB |
| | 615-1100 DIRECTIONAL BORE PIPE - 7 IN. | | LF | 95 | FIELD TERM TB3 1,2 TB3 5,6 TB3 9,10 TB5 1 | I, 2 TB5 5, 6 TB5 9, 10 TB7 I, 2 TB7 5, 6 TB7 9, 10 TB9 4, 6 TB9 7, 9 TB9 10, 12 |
| | 615-1100 DIRECTIONAL BORE PIPE - 9 IN. | | LF | 70 | | |
| | 636-1041 HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 9 | | SF | 78 | | |
| | 639-3004 STEEL STRAIN POLE, TP IV (W/35 FT MAST ARM) | | EA | 2 | | |
| | 639-3004 STEEL STRAIN POLE, TP IV (W/40 FT MAST ARM) | | EA | 2 | CI PIN 55 44 77 48 | <u>57</u> 46 79 50 61 75 73 74 52 |
| | 682-6233 CONDUIT, NONMETAL, TP 3, 2 IN | | LF | 840 | CHANNEL 2 FUNCTION | 3.4 TD5.7.9 TD5.11.12 TD7.7.4 TD7.7.9 TD7.11.12 TD0.5.C TD0.9.0 TD0.11.12 |
| | 682-8500 ELECTRICAL POWER SERVICE ASSEMBLY (AERIAL SERVICE POINT) | | EA | 1 | riccu icmi ica 3,4 ica 1,0 i.0 i.1,12 | 3,4 105 1,0 105 11,12 101 3,4 101 1,0 101 11,12 103 3,6 103 11,12 |
| Ι Γ | | | | | | REVISION DATES SIGNAL PLANS |
| | | | | | | HOWFIL MILL RD NW AT RRADY AVF NW |
| | | | Architects • Engineers | ■ Planners | | SUMMARY OF QUANTITIES |
| | | | | | - | HOWELL WILL ROAD COMPLETE STREETS |
| | | | CMZ/M· RO | HZDFOX | | CHECKED: DATE: DRAWING NO. |

| | | | | | | | | | | | | - 10 | | | PROJECT NUMBER |
|----------------------------|---|---------------|----------------|----------------------------------|----------------------------|----------------------------|------------------|-----------|----------------------------|----------------------------------|---------------------------|---------------|-------------------|---------------------------------------|-------------------------------|
| | | | | | | | | | | | | RENEW | | FC - | 7383D TASK ORD |
| | | D3- | 1 OV | 'ERH | EAD | STF | REET | NA | ME S | S I G N | DE | TAT | <u>_S</u> | | |
| | | | | | | D | 3-1 | # | | | | | | | |
| | | | | _ | | | | , 11 M | :11 Ro | 3 8°D | 6" | | | | |
| | | | | 80805 | | | we | | <u> N</u> | | 12 0 6" | | | | |
| | | | | R=2.2 TH=1* | 23" | | 72" | | | | | | | | |
| | | | | | | | 120 | | | | | | | | |
| | | | 1 # 0 | h | Panel Style M.U.T.C.D.: | : D3-1.ssi 2009 Edition | | | | | | | # 7 | | |
| 6" | | D3- i | # 2 | | ₽ | 7" | | | 7" | T | D3 | - / | # 3 | • |] 3"]6" |
| 24" 12"D 6" | B | rad | Y N | ve ₩ ┩ | 8"D | 10" 7" | | | 24" 10" 7" | | + | Bra | dy | Ave NW | 8"D + 2" 12"D 8"D + |
| BORDER R=2.25" TH=1" | 23" | 42" | | 7" -1-6" 15 | | _1 | | | BORDER R=2.25" TH=1" | 23* | - - 15" - -6" | l- 42 | | -l- ₁₇ , -l ₅ , | |
| | 23 | 42* | 6" 1. 114" | 4" 9" 15 | - 5 | | | | | 23" | 15 6 | 114" | . 6 | 14" 8" | |
| Pai M.U | nel Style: D3–1.s: J.T.C.D.: 2009 Ed | si ition | | | | | | | | Panel Style: [M.U.T.C.D.: 20 | 03–1.ssi 109 Edition | | | | |
| | | | | | | | | | | | | | | | |
| | | | 33 | 32 C | ABTI | VET | INP | UΤ | ASSI | GNM | ENT | | | | |
| | 1012 | | 2 | 7 | 4 | 5 | 6 | 7 | 8 | Q | 10 | - | 12 | 13 | 4 |
| | 5201 | , | 2 | J | | | PPFR I | NPIIT F | LIF | , | 10 | | 12 | 15 | |
| | TYPE | DET | DET | DET | DET | DET | DET | DET | DET | DET | TBA | TBA | DC | DC | DC |
| | CARD CI PIN | RADAR 56 | RADAR 39 | 63 | 47 | 58 | RADAR 41 | 65 | 49 | 60 | | 80 | DC 150 67 | DC /SO 68 | DC ISO 81 |
| HANNEL / | FUNCTION | RI TB2 L 2 | R2A TR2 5 6 | TR2 0 10 | TPA 1 2 | TRA 5.6 | R4A TRA Q 10 | TRG 2 | TR6 5 6 | TRE 9 IN | | | PED Ø2 TBR 4 6 | PED Ø6 TBR 7 9 | FLASH SENSE |
| | TILLD ILIM | 102 1,2 | 102 3,0 | 102 3,10 | 101 1,2 | 10+ 3,0 | 104 3,10 | 100 1,2 | 100 5,0 | 100 5,10 | | | 100 4,0 | 100 7, 5 | <i>m</i> c |
| | | | | | | | | | | | | | | | |
| | CI PIN | 56 | 43 | 76 | 47 | 58 | 45 | 78 | 49 | 62 | | 53 | 69 | 70 | 82 |
| ANNEL 2 | FUNCTION FIELD TERM | TB2 3, 4 | R2B TB2 7,8 | TB2 11,12 | TB4 3,4 | TB4 7,8 | R4B TB4 11,12 | TB6 3,4 | TB6 7,8 | TB6 11,12 | | | PED Ø4 TB8 5,6 | PED Ø8 TB8 8,9 | STOP TINE N/C |
| | | | | | | | | | | | | | | | |
| | | | | | | LC | WER IN | IPUT F. | I LE | | | | | | |
| | TYPE | DET | DET | DET | DET | DET | DET | DET | DET | DET | TBA | TBA | DC | DC | DC |
| 1444/51 1 | | 55 | 40 | 64 | 48 | 57 | 42 | 66 | 50 | 59 | | 54 | 71 | 72 | 5/ |
| TANNEL I | FUNCTION FIELD TERM | TB3 1,2 | ть ТВЗ 5,6 | TB3 9,10 | TB5 1,2 | TB5 5,6 | кв ТВ5 9,10 | TB7 1,2 | TB7 5.6 | TB7 9,10 | | | TB9 4,6 | TB9 7,9 | TB9 10, 12 |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| HANNEL 2 | CI PIN FUNCTION | 55 | 44 | 77 | 48 | 57 | 46 | 79 | 50 | 61 | | 75 | 73 | 74 | 52 |
| | FIELD TERM | TB3 3,4 | TB3 7,8 | TB3 11,12 | TB5 3,4 | TB5 7,8 | TB5 11,12 | TB7 3,4 | TB7 7,8 | TB7 11,12 | | | TB9 5,6 | TB9 8,9 | TB9 11,12 |
| | | | | | | REVISIO | N NATES | | | | | | <u> </u> | | |
| | | | | | | | | | нC | WFII | S MIII | IGNAL RD M | . PLAN N AT 1 | I S RRANY | AVF NW |
| | | | | | | | | | 110 | S | UMMAF | RY OF | QUAN | TITIE | S |

| eers = Planners | |
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| ROH / DFOX | |
| A JOINT VENTURE | - |
| A JOINT VENTORE | |

| ITEM NO. | DESCRIPTION | UNIT | QUANTITY |
|----------|--|----------|----------|
| 647-1000 | TRAFFIC SIGNAL INSTALLATION NO. 4 | LUMP SUM | LUMP SUM |
| 615-1100 | DIRECTIONAL BORE PIPE - 5 IN. | LF | 20 |
| 615-1100 | DIRECTIONAL BORE PIPE - 7 IN. | LF | 95 |
| 615-1100 | DIRECTIONAL BORE PIPE - 9 IN. | LF | 70 |
| 636-1041 | HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 9 | SF | 78 |
| 639-3004 | STEEL STRAIN POLE, TP IV (W/35 FT MAST ARM) | EA | 2 |
| 639-3004 | STEEL STRAIN POLE, TP IV (W/40 FT MAST ARM) | EA | 2 |
| 682-6233 | CONDUIT, NONMETAL, TP 3, 2 IN | LF | 840 |
| 682-8500 | ELECTRICAL POWER SERVICE ASSEMBLY (AERIAL SERVICE POINT) | EA | 1 |

| | | HOWELL MILL | ROAD | COMPLETE | STREETS |
|--|------------------|-------------|-------|----------|-------------|
| | CHECKED: | | DATE: | | DRAWING No. |
| | BACKCHECKED: | | DATE: | | |
| | CORRECTED: | | DATE: | | 127-015 |
| | VERIFIED: | | DATE: | | |



