Transportation Analysis

Amsterdam Walk DRI #4065

City of Atlanta, Georgia

November 2023

Prepared for:

Portman

Prepared by:

Kimley-Horn and Associates, Inc.
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Atlanta, GA 30309
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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Amsterdam Walk* redevelopment located in Atlanta, Georgia. The approximate 11.4-acre site is located in the City of Atlanta along Amsterdam Avenue west of Monroe Drive and bounded by Piedmont Park and Evelyn Street. The site currently consists of 12,577 SF of day care center, 2,483 SF of medical-dental office space, and 99,019 SF of retail space (in addition to 22,845 SF of vacant retail space), all of which will be demolished and redeveloped.

The proposed development will consist of the land uses and densities contained in **Table 1**. The project is expected to be completed by 2028 (approximately 5 years).

Table 1: Land Uses and Densities	
Existing (to be removed)	
Land Use	**Density**
Day Care Center	12,577 SF
Shopping Plaza	99,019 SF
Medical-Dental Office	2,483 SF
Proposed	
Land Use	**Density**
Multifamily Residential	900 dwelling units
General Office Building	400,000 SF
Shopping Plaza	90,000 SF

The DRI analysis includes an estimation of the overall vehicle trips projected to be generated by the development, also known as gross trips. Mixed-use, alternative mode, and pass-by reductions to gross trips are included in the trip generation, as outlined in the Georgia Regional Transportation Authority (GRTA) Letter of Understanding (dated September 25, 2023).

Capacity analyses were performed for the study intersections under the Existing 2023 conditions, the Projected 2028 No-Build conditions, and the Projected 2028 Build conditions.

- Existing 2023 conditions represent current traffic volumes collected in May 2023 and September 2023 while schools were in session.
- Projected 2028 No-Build conditions represent the Existing 2023 traffic volumes grown for five (5) years using a 1.0% per year growth rate.
- Projected 2028 Build conditions represent the Projected 2028 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *Amsterdam Walk* redevelopment.

2028 NO-BUILD CONDITIONS (SYSTEM IMPROVEMENTS)

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

Monroe Dr and Cumberland Rd (Intersection 2)

- Consider widening or restriping the westbound approach along Cumberland Rd to provide a dedicated right-turn lane such that the approach consists of one shared left-turn/through lane and one dedicated right-turn lane.
- Coordinate with the private property owner to consider widening or restriping the eastbound approach of the Private Driveway to provide a dedicated right-turn lane such that the approach consists of one shared left-turn/through lane and one dedicated right-turn lane.

Monroe Dr and Yorkshire Rd (Intersection 3)

- Consider widening or restriping the westbound approach along Yorkshire Rd to provide dedicated left-turn and right-turn lanes.

Monroe Dr and Evelyn St/Worchester Drive (Intersection 4)

- Coordinate with private property owner to widen or restripe the eastbound approach along Evelyn Street to provide a dedicated left-turn lane and a shared through/right-turn lane.
    - Adjust the signal timings accordingly; consider installing a 4-section flashing yellow arrow left-turn signal head to provide a protected eastbound left-turn phase and phasing flexibility.
    - *Note*: Evelyn Street is a private road on City of Atlanta Watershed property. Coordination between the Applicant team and Atlanta Watershed is ongoing to identify a private road improvement to Evelyn Street that would support vehicular, bicycle, and pedestrian access.

Monroe Dr and Amsterdam Ave (Intersection 5)

- Consider widening or restriping both the eastbound and westbound approaches along Amsterdam Ave to provide a dedicated left-turn lane and a shared through/right-turn lane.
    - Adjust the signal timings accordingly; consider installing a protected and permissive left-turn phase for the eastbound and westbound left-turn movements.

SYSTEM CONSIDERATIONS FOR MONROE COMPLETE STREET OR FUTURE IMPROVEMENT

Monroe Drive Bicycle Infrastructure

- The proposed Amsterdam Walk redevelopment would be supportive of bicycle infrastructure along Monroe Drive, either to be included in the current *Monroe Drive Complete Street* project or future improvement.

In order to meet GRTA LOS standards, the following improvements would be needed. However, any changes along Monroe Drive would require thorough coordination with the City of Atlanta *Monroe Drive Complete Street* project. It should be noted that the improvements identified to meet GRTA's LOS standards at Monroe Dr and Park Dr (Intersection 6) may not support city's goal for the intersection.

Monroe Dr and Piedmont Ave (Intersection 1)

- Provide an additional southbound left-turn lane along Monroe Drive such that the southbound approach consists of dual left-turn lanes, one dedicated through lane, and one shared through/right-turn lane.
    - Adjust the signal timings accordingly; the southbound left-turn phase shall be protected-only to serve the dual left-turn lanes.
    - *Note*: dual left-turn lanes would not fit within existing right-of-way and are not recommended without additional consideration.

Monroe Dr and Park Dr (Intersection 6) – programmed future roundabout per *Monroe Drive Complete Street*

- Utilize the future 3-lane section along Monroe Drive to provide two (2) southbound roundabout approach and circulation lanes (one shared left-turn/through lane and one shared through/right-turn lane) with two (2) southbound receiving lanes, and one (1) northbound approach, circulating, and receiving lane.
- Reallocate the programmed northbound right-turn lane to become a westbound right-turn lane to serve heavy westbound right-turn traffic volumes.

Monroe Drive and Piedmont Avenue (Intersection 1)

The existing signalized intersection of Monroe Drive at Piedmont Avenue (Intersection 1) does not operate at an acceptable overall LOS under the Existing 2023, 2028 No-Build, and 2028 Build conditions during the AM and PM peak hours. In all scenarios, the southbound approach is projected to operate at LOS F during the AM peak hour, and both the northbound and southbound approaches are projected to operate at LOS F during the PM peak hour.

In order to meet GRTA's LOS requirements under the 2028 No-Build and 2028 Build conditions, the following system improvements are needed (to serve background traffic, without the development) and are not recommended due to limited right-of-way (noted on **Figure 9** and **Figure 10**):

- Provide an additional southbound left-turn lane along Monroe Drive such that the southbound approach consists of dual left-turn lanes, one dedicated through lane, and one shared through/right-turn lane.
    - Adjust the signal timings accordingly; the southbound left-turn phase shall be protected-only to serve the dual left-turn lanes.

The analysis results for the improved conditions at Intersection 1 are shown in the table below.

Overall LOS Standard: D/E* Approach LOS Standard: D/E**			Monroe Drive Northbound			Monroe Drive Southbound			Piedmont Avenue Eastbound			Piedmont Avenue Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2028 NO-BUILD (Signal)	AM	Overall LOS	D (47.9)											
		Approach LOS	D (50.8)			E (58.8)			D (37.3)			C (33.5)		
		Storage	75			150			225			200		
		50th Queue	64	341		185	415		48	141		178	200	
		95th Queue	122	410		#277	513		86	195		262	262	
	PM	Overall LOS	E (60.6)											
		Approach LOS	E (62.5)			E (73.3)			D (51.5)			D (36.1)		
		Storage	75			150			225			200		
		50th Queue	81	487		~278	485		71	321		96	156	
		95th Queue	143	#593		#396	611		115	394		149	202	
2028 BUILD (Signal)	AM	Overall LOS	D (50.3)											
		Approach LOS	D (52.8)			E (58.8)			D (39.4)			D (40.4)		
		Storage	75			150			225			200		
		50th Queue	68	380		185	438		49	145		242	205	
		95th Queue	140	465		#277	#593		86	197		#396	262	
	PM	Overall LOS	E (64.6)											
		Approach LOS	E (74.6)			E (73)			D (52.8)			D (39.1)		
		Storage	75			150			225			200		
		50th Queue	83	556		~278	501		71	324		118	156	
		95th Queue	152	#712		#396	#634		115	398		#177	202	

~ Volume exceeds capacity, queue is theoretically infinite.
# 95th percentile volume exceeds capacity; queue may be longer.

*The intersection operates overall at LOS F under the Existing 2023 Conditions; therefore, the overall intersection LOS standard for future conditions was LOS E.

**The southbound approach operates at LOS F under the Existing 2023 Conditions during the AM peak hour and both the northbound and southbound approaches operate at LOS F under the Existing 2023 Conditions during the PM peak hour. Therefore, these approach standards for future conditions were LOS E.

With the improvements listed above, the intersection of Monroe Drive at Piedmont Avenue (Intersection 1) is projected to operate at or above its overall and approach LOS standards under the 2028 No-Build Improved and 2028 Build Improved conditions.

Monroe Drive and Cumberland Road (Intersection 2)

All approaches at the existing side-street stop-controlled intersection of Monroe Drive at Cumberland Road (Intersection 2) operate acceptably under the Existing 2023 conditions during the AM peak hour. During the PM peak hour, the eastbound approach operates at LOS E and the westbound approach operates at LOS F under the Existing 2023 conditions. Under 2028 No-Build conditions, the westbound approach is projected to operate at LOS F during the PM peak hour and both the eastbound and westbound approaches are projected to operate at LOS F during the PM peak hour. Under 2028 Build conditions, neither the eastbound nor westbound approaches are projected to operate at an acceptable LOS during either the AM or PM peak hours.

In order to improve the LOS at Intersection 2 under the 2028 No-Build and 2028 Build conditions, the following system improvements (needed to serve background traffic, without the development) are recommended for consideration (shown in green on **Figure 9** and **Figure 10**):

- Widen or restripe the westbound approach along Cumberland Rd to provide a dedicated right-turn lane such that the approach consists of one shared left-turn/through lane and one dedicated right-turn lane.
- Widen or restripe the eastbound approach of the Private Driveway to provide a dedicated right-turn lane such that the approach consists of one shared left-turn/through lane and one dedicated right-turn lane.

The analysis results for the improved conditions at Intersection 2 are shown in the table below.

Overall LOS Standard: D Approach LOS Standard: D			Monroe Drive Northbound			Monroe Drive Southbound			Private Driveway Eastbound			Cumberland Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2028 NO-BUILD (TWSC)	AM	Overall LOS	(4.5)											
		Approach LOS	(0)			(0.5)			D (30.4)			F (69.6)		
		Storage												
		50th Queue												
		95th Queue	25	125	25			0	0	0			25	0
	PM	Overall LOS	(7.4)											
		Approach LOS	(0.1)			(2.8)			F (85.8)			F (185.4)		
		Storage												
		50th Queue												
		95th Queue	100	25	25			0	0	25			50	25
2028 BUILD (TWSC)	AM	Overall LOS	(7.3)											
		Approach LOS	(0)			(0.6)			E (41)			F (115.2)		
		Storage												
		50th Queue												
		95th Queue	75	150	25			0	0	0			25	0
	PM	Overall LOS	(16.9)											
		Approach LOS	(0.1)			(3.7)			F (152.1)			F (518.9)		
		Storage												
		50th Queue												
		95th Queue	125	25	25			0	0	25			50	25

The projected 2028 Build traffic volumes do not meet preliminary peak hour traffic signal warrants. No reasonable improvements are available to meet GRTA approach LOS standards at Intersection 2. Low LOS for side-street approaches is not uncommon, as vehicles may experience delays in turning onto a major roadway.

It should be noted that the pedestrian hybrid beacon signalized crossing located approximately 150 feet south of Intersection 2 likely provides gaps in mainline traffic to lessen the side-street delays, which cannot be modeled in *Synchro*. Additionally, alternate routes exist from the eastern neighborhood to the north and south, and drivers may select other routes to avoid delay.

Monroe Drive and Yorkshire Road (Intersection 3)

The westbound approach at the existing side-street stop-controlled intersection of Monroe Drive at Yorkshire Road (Intersection 3) operates acceptably during the AM peak hour and operates at LOS F during the PM peak hour under the Existing 2023 conditions. Under 2028 No-Build and 2028 Build conditions, the westbound approach is not projected to operate at acceptable LOS during either the AM or PM peak hours.

In order to improve the LOS at Intersection 3 under the 2028 No-Build and 2028 Build conditions, the following system improvements (needed to serve background traffic, without the development) are recommended for consideration (shown in green on **Figure 9** and **Figure 10**):

- Widen or restripe the westbound approach of Yorkshire Rd to provide dedicated left-turn and right-turn lanes.

The analysis results for the improved conditions at Intersection 3 are shown in the table below.

Overall LOS Standard: D Approach LOS Standard: D			Monroe Drive Northbound			Monroe Drive Southbound			- Eastbound			Yorkshire Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2028 NO-BUILD (TWSC)	AM	Overall LOS	(2.1)											
		Approach LOS	(0)			(0.3)						D (33.2)		
		Storage												
		50th Queue												
		95th Queue	0	0	0	25	0	0	0			75	25	
	PM	Overall LOS	(2.5)											
		Approach LOS	(0)			(0.6)						F (62.8)		
		Storage												
		50th Queue												
		95th Queue	0	0	0	25	0	0	0			75	25	
2028 BUILD (TWSC)	AM	Overall LOS	(2.4)											
		Approach LOS	(0)			(0.3)						E (41.3)		
		Storage												
		50th Queue												
		95th Queue	0	0	0	25	0	0	0			75	25	
	PM	Overall LOS	(3.4)											
		Approach LOS	(0)			(0.6)						F (97.2)		
		Storage												
		50th Queue												
		95th Queue	0	0	0	25	0	0	0			100	25	

The projected 2028 Build traffic volumes do not meet preliminary peak hour traffic signal warrants. No reasonable improvements are available to meet GRTA approach LOS standards at Intersection 3. Low LOS for side-street approaches is not uncommon, as vehicles may experience delays in turning onto a major roadway. The improvements in the 2028 No-Build Improved and 2028 Build Improved scenarios reduce side-street delay by up to 34 seconds.

It should be noted that the pedestrian hybrid beacon signalized crossing located approximately 250 feet north of Intersection 3 likely provides gaps in mainline traffic to lessen the side-street delays which cannot be modeled in Synchro. Additionally, alternate routes exist from the eastern neighborhood to the north and south and drivers may select other routes to avoid delay.

Monroe Drive and Evelyn Street/Worchester Drive (Intersection 4)

The existing signalized intersection of Monroe Drive at Evelyn Street (Intersection 4) is projected to operate at an acceptable overall LOS under the Existing 2023, 2028 No-Build, and 2028 Build conditions during the AM and PM peak hours. In all scenarios, the eastbound approach is projected to operate at an unacceptable LOS during the AM and PM peak hours. Under the Existing 2023 and 2028 No-Build conditions, the westbound approach is projected to operate at an unacceptable LOS during the AM peak hour. The eastbound and westbound LOS E results can mostly be attributed to the low traffic volumes poorly utilizing the side-street green time. Under 2028 Build conditions, the eastbound traffic increases from *Amsterdam Walk* project trips, extending the side-street green time demand and therefore decreasing average delay for the westbound approach during the AM peak hour. During the PM peak hour under 2028 Build conditions, the eastbound approach is projected to operate at LOS F.

In order to meet GRTA's LOS requirements under the 2028 No-Build and 2028 Build conditions, the following system improvements (needed to serve background traffic, without the development) are recommended to be coordinated with the private property owner (shown in green on **Figure 9** and **Figure 10**):

- Widen or restripe the eastbound approach along Evelyn Street (private road on City of Atlanta Watershed property) to provide a dedicated left-turn lane and a shared through/right-turn lane.
    - Adjust the signal timings accordingly; consider installing a 4-section flashing yellow arrow left-turn signal head to provide a protected eastbound left-turn phase and phasing flexibility.

The analysis results for the improved conditions at Intersection 4 are shown in the table below.

Overall LOS Standard: D Approach LOS Standard: D			Monroe Drive Northbound			Monroe Drive Southbound			Evelyn Street Eastbound			Worchester Drive Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2028 NO-BUILD (Signal)	AM	Overall LOS	A (2.8)											
		Approach LOS	A (1.7)			A (3.6)			E (55.3)			E (58.4)		
		Storage												
		50th Queue	0	5		0	0		2	0			0	
		95th Queue	m2	480		6	308		11	0			0	
	PM	Overall LOS	B (11)											
		Approach LOS	A (1.7)			B (16.5)			D (49.5)			D (53.7)		
		Storage												
		50th Queue	2	141			424		11	0			0	
		95th Queue	m6	360			#1263		30	0			0	
2028 BUILD (Signal)	AM	Overall LOS	A (8.1)											
		Approach LOS	A (2.3)			B (10.3)			D (48.2)			D (53.9)		
		Storage												
		50th Queue	28	303		1	172		76	0			0	
		95th Queue	m40	m444		7	474		118	0			0	
	PM	Overall LOS	C (29.3)											
		Approach LOS	A (5.5)			D (43.7)			D (48.8)			D (51.8)		
		Storage												
		50th Queue	10	149			544		93	39			0	
		95th Queue	m#31	423			#1386		142	101			0	

95th percentile volume exceeds capacity; queue may be longer.
m Volume for 95th percentile queue is metered by upstream signal.

With the improvements listed above, the intersection of Monroe Drive at Evelyn Street (Intersection 4) is projected to operate at or above its overall and approach LOS standards under the 2028 No-Build Improved and 2028 Build Improved conditions. However, the eastbound and westbound approaches are projected to operate at LOS E during the AM peak hour under the 2028 No-Build Improved conditions due to low side-street volumes.

Monroe Drive and Amsterdam Avenue (Intersection 5)

The signalized intersection of Monroe Drive at Amsterdam Avenue (Intersection 5) operates at an acceptable overall LOS during the AM and PM peak hours under the Existing 2023 conditions. It operates at an acceptable overall LOS during the AM peak hour under the 2028 No-Build and 2028 Build conditions. During the PM peak hour under the 2028 No-Build and 2028 Build conditions, the intersection is projected to operate at an unacceptable overall LOS. During all AM peak hours under the Existing 2023, 2028 No-Build, and 2028 Build conditions, the westbound approach operates at an unacceptable LOS. Under Existing 2023 conditions, the eastbound approach operates at an unacceptable LOS during the PM peak hour. Under 2028 No-Build and 2028 Build conditions, the southbound, eastbound, and westbound approaches are projected to operate at an unacceptable LOS during the PM peak hour.

In order to meet GRTA's LOS requirements under the 2028 No-Build and 2028 Build conditions, the following system improvements (needed to serve background traffic, without the development) are recommended for consideration (shown in green on **Figure 9** and **Figure 10**):

- Widen or restripe both the eastbound and westbound approaches along Amsterdam Ave to provide a dedicated left-turn lane and a shared through/right-turn lane.
    - Adjust the signal timings accordingly; consider installing a protected and permissive left-turn phase for the eastbound and westbound left-turn movements.

With the signal timing and laneage improvements listed above, the improved conditions are able to be modeled utilizing HCM 6th Edition methodologies. The analysis results for the improved conditions at Intersection 5 are shown in the table below.

Overall LOS Standard: D Approach LOS Standard: D			Monroe Drive Northbound			Monroe Drive Southbound			Amsterdam Avenue Eastbound			Amsterdam Avenue Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2028 NO-BUILD (Signal)	AM	Overall LOS	B (18.1)											
		Approach LOS	C (22.3)			A (2.4)			D (50.3)			D (49.1)		
		Storage												
		50th Queue	10	613		6	277		28	10		62	30	
		95th Queue	25	#1065		m10	197		57	49		105	88	
	PM	Overall LOS	C (20.9)											
		Approach LOS	C (20.6)			B (15.7)			D (50.6)			D (48.5)		
		Storage												
		50th Queue	16	544		9	~882		29	43		43	40	
		95th Queue	#83	#972		m15	#1303		60	108		79	94	
2028 BUILD (Signal)	AM	Overall LOS	C (24.7)											
		Approach LOS	C (31.7)			A (2.8)			D (51.3)			D (52.1)		
		Storage												
		50th Queue	25	~961		5	354		32	17		60	67	
		95th Queue	53	#1313		m8	422		63	71		101	129	
	PM	Overall LOS	D (47.2)											
		Approach LOS	D (46.7)			D (46.8)			D (51)			D (49.5)		
		Storage												
		50th Queue	~56	601		10	~1183		50	87		41	55	
		95th Queue	#201	#1065		m17	m#1459		86	162		74	109	

~ Volume exceeds capacity, queue is theoretically infinite.
# 95th percentile volume exceeds capacity; queue may be longer.
m Volume for 95th percentile queue is metered by upstream signal.

With the improvements listed above, the intersection of Monroe Drive at Amsterdam Avenue (Intersection 5) is projected to operate at or above its overall and approach LOS standards under the 2028 No-Build Improved and 2028 Build Improved conditions.

Monroe Drive and Park Drive (Intersection 6)

The existing signalized intersection of Monroe Drive at Park Drive (Intersection 6) currently operates at acceptable overall and approach LOS under Existing 2023 conditions during the AM and PM peak hours. Based on the *Monroe Complete Street* programmed project (*see Section 2.5 for details)*, Intersection 6 is modeled as a roundabout in future 2028 No-Build and 2028 Build conditions. Under 2028 No-Build conditions, the intersection is projected to operate at an acceptable overall LOS and acceptable LOS per approach during the AM and PM peak hours except for the southbound approach during the PM peak hour, which is anticipated to operate at LOS F. During the AM peak hour under 2028 Build conditions, the intersection is projected to operate at acceptable overall LOS and acceptable LOS per approach except for the westbound approach, which is anticipated to operate at LOS E. During the PM peak hour under 2028 Build conditions, the intersection is projected to operate at an unacceptable overall LOS and an unacceptable LOS for the southbound approach.

In order to meet GRTA's LOS requirements under the 2028 No-Build and 2028 Build conditions, the following system improvements are needed (to serve background traffic, without the development) are recommended for consideration by the City of Atlanta, but should be coordinated closely with the *Monroe Complete Street Project* (City of Atlanta) that is prioritizing corridor multimodal safety and access (shown in green on **Figure 9** & **Figure 10**):

- Utilize the future 3-lane section along Monroe Drive to provide two (2) southbound approach and circulation lanes (one shared left-turn/through lane and one shared through/right-turn lane) with two (2) southbound receiving lanes, and one (1) northbound approach, circulating, and receiving lane.
- Reallocate the programmed northbound right-turn lane to become a westbound right-turn lane to serve heavy westbound right-turn traffic volumes.

The analysis results for the improved conditions at Intersection 6 are shown in the table below.

Overall LOS Standard: D Approach LOS Standard: D			Monroe Drive Northbound			Monroe Drive Southbound			Park Drive Eastbound			Park Drive Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2028 NO-BUILD IMPROVED (Roundabout)	AM	Overall LOS	B (14.2)											
		Approach LOS	B (19.4)			A (9.3)			A (9.9)			B (12.8)		
		Storage												100
		50th Queue												
		95th Queue		442		29		108		5			14	90
	PM	Overall LOS	C (26.3)											
		Approach LOS	C (29.1)			C (27.5)			B (11.0)			B (13.1)		
		Storage												100
		50th Queue												
		95th Queue		725		61		292		5			10	91
2028 BUILD IMPROVED (Roundabout)	AM	Overall LOS	C (26.6)											
		Approach LOS	D (41.1)			B (10.3)			B (10.6)			C (25.0)		
		Storage												100
		50th Queue												
		95th Queue		1432		34		135		5			21	175
	PM	Overall LOS	D (40.0)											
		Approach LOS	D (47.8)			D (40.1)			B (15.1)			B (15.4)		
		Storage												100
		50th Queue												
		95th Queue		1194		3142		71		7			11	109

With the improvements listed above, the intersection of Monroe Drive at Park Drive (Intersection 6) is projected to operate at or above its overall and approach LOS standards under the 2028 No-Build Improved and 2028 Build Improved conditions.

2028 BUILD CONDITIONS (SITE ACCESS IMPROVEMENTS)

No off-site improvements are needed in addition to the background/system improvements identified above to serve the 2028 Build Conditions.

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

1. **Driveway A (Evelyn Street)** – a proposed connection to the existing Evelyn Street (Private road on City of Atlanta Watershed property) located approximately 850 feet west of Monroe Drive. Driveway A is proposed to be full movement and will provide access to the entire site. The connection shown on the site plan is preliminary; the exact geometry, control, and connection between the Amsterdam Walk site and Evelyn Street will be coordinated with the City of Atlanta Watershed department outside of the DRI process. For the purposes of this study, Evelyn Street at Monroe Drive (Intersection 4) is considered to function as Driveway A.
2. **Driveway B (Amsterdam Avenue)** – an existing, full-movement access which is the continuation of Amsterdam Avenue (Local Road) into private property approximately 600 feet west of Monroe Drive that provides access to the entire site. Amsterdam Avenue currently serves as a direct connection to the Amsterdam Walk site and will be preserved. For the purposes of this study, Amsterdam Avenue at Monroe Drive (Intersection 5) is considered to function as Driveway B.

In addition to vehicular site access, the Amsterdam Walk development anticipates coordinating with the City of Atlanta to improve bicycle and pedestrian connectivity along Amsterdam Avenue and coordinate with the City of Atlanta Watershed department to improve bicycle and pedestrian connectivity along Evelyn Street. The development also will continue coordinating with the Atlanta BeltLine to provide direct connections to the Atlanta BeltLine and Piedmont Park along the west frontage of the site, as well as access to the long-range future Atlanta Streetcar connection.

Bicycle and Pedestrian Site Access Considerations:

- Coordinate with the City of Atlanta to improve bicycle and pedestrian connectivity along Amsterdam Avenue.
- Coordinate with private property owner (City of Atlanta Watershed) to improve bicycle and pedestrian connectivity along Evelyn Street (private road).
- Coordinate with the Atlanta BeltLine to provide direct connectivity between the site and the BeltLine.

MARTA Site Access Considerations:

- Coordinate with MARTA to consider improvements and/or relocation of bus stops along Monroe Drive routes.
- Coordinate with MARTA to consider design elements that could support bus route and long-range planned Atlanta Streetcar connectivity in the vicinity of the project site.

1.0 PROJECT DESCRIPTION

1.1 Introduction

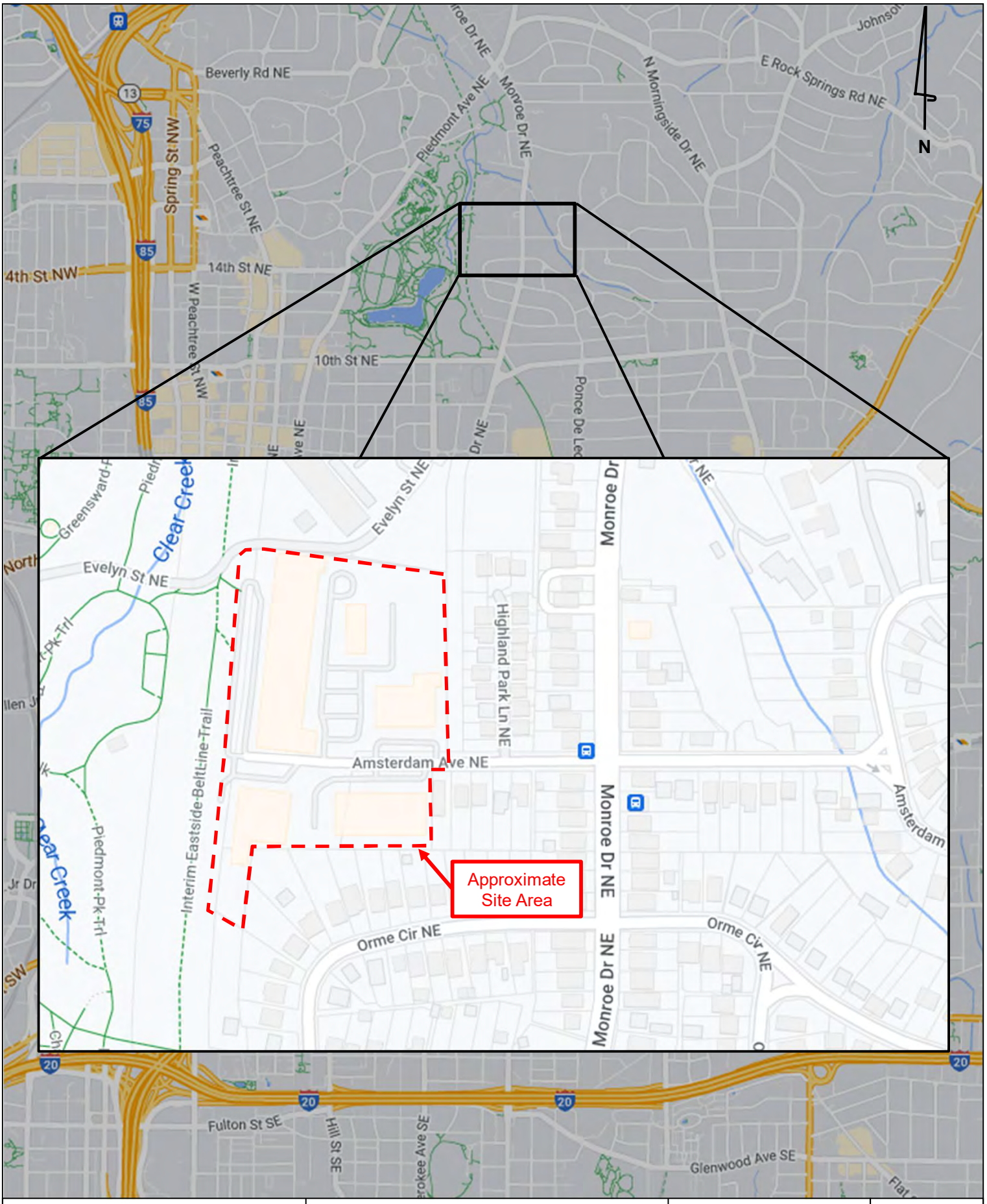
This report presents the analysis of the anticipated traffic impacts of the proposed *Amsterdam Walk* redevelopment located in Atlanta, Georgia. The approximate 11.4-acre site is located in the City of Atlanta along Amsterdam Avenue west of Monroe Drive and is bounded by Piedmont Park and Evelyn Street. The project site is currently zoned C-1 (Commercial). Permit #Z-23-63 was filed on September 27, 2023. The Rezoning Application to rezone the site as PD-MU (Planned Development Mixed-Use) was filed with the City of Atlanta Zoning Review Board. **Figure 1** provides a location map of the project site. **Figure 2** provides an aerial view of the project site and surrounding area.

The site currently consists of 12,577 SF of day care center, 2,483 SF of medical-dental office, and 99,019 SF of retail space (in addition to 22,845 SF of vacant retail space) which will be demolished and redeveloped. The proposed development will consist of the land uses and densities contained in **Table 2**. The project is expected to be completed by 2028 (approximately 5 years).

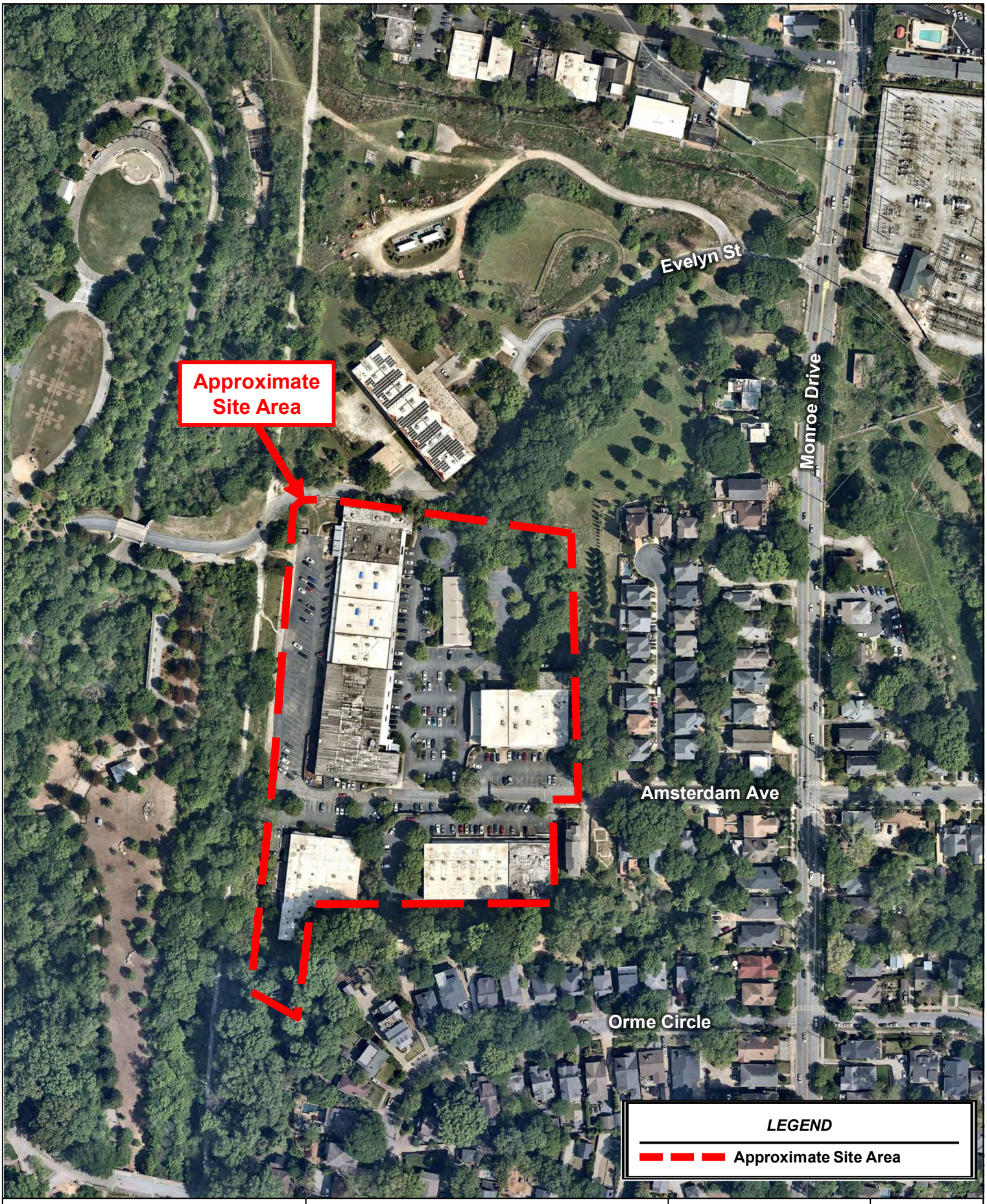
Table 2: Land Use and Density	
Existing (to be removed)	
Land Use	**Density**
Day Care Center	12,577 SF
Shopping Plaza	99,019 SF
Medical-Dental Office	2,483 SF
Proposed	
Land Use	**Density**
Multifamily Residential	900 dwelling units
General Office Building	400,000 SF
Shopping Plaza	90,000 SF

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 500,000 SF of mixed-use development in the Maturing Neighborhoods area (per UGPM). The DRI was formally triggered with the filing of the Rezoning from C-1 to PD-MU. 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 September 25, 2023.



Kimley»Horn	*Amsterdam Walk DRI #4065* *Transportation Analysis*	**Site Location Map**	**Figure 1** **Page 11**



Kimley»Horn	*Amsterdam Walk DRI #4065* *Transportation Analysis*	Site Aerial	Figure 2
			Page 12

1.2 Site Access

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

3. **Driveway A (Evelyn Street)** – a proposed connection to the existing Evelyn Street (Private road on City of Atlanta Watershed property) located approximately 850 feet west of Monroe Drive. Driveway A is proposed to be full movement and will provide access to the entire site. The connection shown on the site plan is preliminary; the exact geometry, control, and connection between the Amsterdam Walk site and Evelyn Street will be coordinated with the City of Atlanta Watershed department outside of the DRI process. For the purposes of this study, Evelyn Street at Monroe Drive is considered to function as Driveway A.
4. **Driveway B (Amsterdam Avenue)** – an existing, full-movement access which is the continuation of Amsterdam Avenue (Local Road) into private property approximately 600 feet west of Monroe Drive that provides access to the entire site. Amsterdam Avenue currently serves as a direct connection to the Amsterdam Walk site and will be preserved. For the purposes of this study, Amsterdam Avenue at Monroe Drive is considered to function as Driveway B.

In addition to vehicular site access, the Amsterdam Walk development anticipates coordinating with the City of Atlanta to improve bicycle and pedestrian connectivity along Amsterdam Avenue and coordinate with the City of Atlanta Watershed department to improve bicycle and pedestrian connectivity along Evelyn Street. The development also will continue coordinating with the Atlanta BeltLine to provide direct connections to the Atlanta BeltLine and Piedmont Park along the west frontage of the site, as well as access to the long-range planned future Atlanta Streetcar connection.

1.3 Internal Circulation Analysis

Internal roadways, multimodal paths and plazas throughout the site provide will provide multimodal access to all buildings and parking on the site. See referenced site plan in **Appendix A** for a visual representation of site access and circulation throughout the development.

1.4 Parking

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

Table 3: Proposed Parking

Land Use	Parking Type	Minimum (PD-MU and BeltLine Overlay)	Maximum (PD-MU and BeltLine Overlay)	Proposed
Residential	Car	585 *0.65 space per 1 unit*	1,258 *1 space per 1 BR unit, 2 space per 2+ BR unit*	**Approx. 1,435** shared parking in current plan
Non-Residential	Car	1,225 *1 space per 400 SF*	1,531 *Max of (Min+10, Min*1.25)*	
Total		**Min: 1,810**	**Max: 2,789**	

This site proposes less than the minimum required parking according to City of Atlanta code requirements. Shared parking is a desired opportunity at this mixed-use site that proposes to include complementary residential and office uses. Carpool and vanpool parking spaces and alternative fuel vehicle (EV/electric vehicle and hybrid) charging stations, or similar facilities, will be provided in the parking deck to meet or exceed city code. Bicycle parking will also be provided on-site in addition to commuter showering facilities to meet or exceed city code.

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

1.5 Alternative Transportation Facilities

Piedmont Park provides access to bicycling and walking facilities along the western site frontage and connecting to the Midtown commercial and residential areas west of the park. The BeltLine multiuse path is currently under construction along the western site frontage, with future light rail transit also planned along the BeltLine corridor. Partial sidewalks exist on Amsterdam Avenue, and sidewalks are present along both sides of Monroe Drive in the vicinity of the project site. Bike lanes are provided along 10th Street in the vicinity of the site and connect to the existing and future BeltLine multiuse trails. It should be noted that there is also a desire for bike lanes to be considered for the current or a future phase of the *Monroe Drive Complete Street* project.

MARTA Route 809, which serves Monroe Drive / Boulevard has stops adjacent to the site at Amsterdam Avenue. MARTA Route 27 serving Cheshire Bridge Road and Route 36 serving North Decatur Road and Virginia Highland Avenue have stops within walking distance (approximately 1/2 and 1/3 mile, respectively) and can be accessed from the site via existing sidewalks. With the anticipated increase in residential and office uses associated with the development, coordination with MARTA to consider improvements and/or relocation of bus stops along their Monroe Drive routes would be beneficial for future ridership.

The Amsterdam Walk development anticipates coordinating with the City of Atlanta to improve bicycle and pedestrian connectivity along Amsterdam Avenue and coordinate with the City of Atlanta Watershed department to improve bicycle and pedestrian connectivity along Evelyn Street (private road). The development also will continue coordinating with the Atlanta BeltLine to provide direct connections to the Atlanta BeltLine and Piedmont Park along the west frontage of the site, as well as access to the long range planned future Atlanta Streetcar connection.

1.6 Dense Urban Environments Enhanced Focus Area

Per Section 3.2.4.2 of the GRTA *Development of Regional Impact Review Procedures the Mixed-Use*, the *Amsterdam Walk* development does not qualify for a “Dense Urban Environment Enhanced Focus Area” review.

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 eight (8) off-site intersections described in **Table 4** and shown in **Figure 3**.

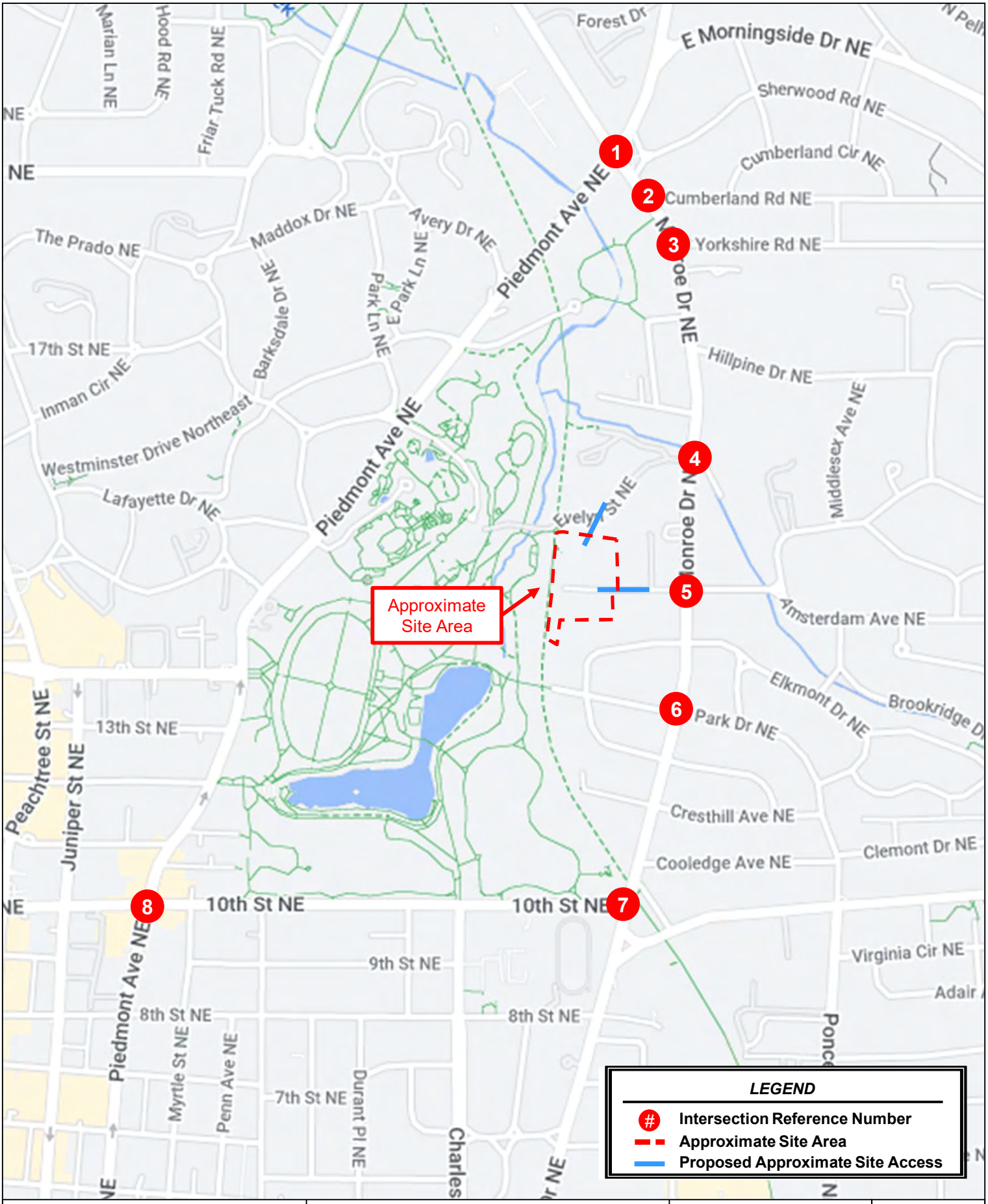
Table 4: Intersection Control Summary		
Intersection	**Jurisdiction**	**Control**
1. Monroe Drive at Piedmont Avenue	City of Atlanta	Signalized
2. Monroe Drive at Cumberland Road	City of Atlanta	Side-Street Stop Controlled
3. Monroe Drive at Yorkshire Road	City of Atlanta	Side-Street Stop Controlled
4. Monroe Drive at Evelyn Street/Worchester Drive	City of Atlanta	Signalized
5. Monroe Drive at Amsterdam Avenue	City of Atlanta	Signalized
6. Monroe Drive at Park Drive	City of Atlanta	Signalized
7. Monroe Drive at 10th Street	City of Atlanta	Signalized
8. 10th Street at Piedmont Avenue	City of Atlanta	Signalized

2.2 Existing Roadway Facilities

Roadway classification descriptions and Annual Average Daily Traffic (AADT) reported by GDOT 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, 2022)**	**GDOT Functional Classification**
Monroe Drive	**4***	**30 MPH**	**17,900**	**Minor Arterial**
Piedmont Avenue	4**	35 MPH	20,200	Minor Arterial
Cumberland Road	2	25 MPH	Not Available	Local
Yorkshire Road	2	25 MPH	Not Available	Local
Evelyn Street	**2**	**25 MPH**	**Not Available**	**Private Road**
Worchester Drive	2	25 MPH	Not Available	Private Road
Amsterdam Avenue	**2**	**25 MPH**	**Not Available**	**Local**
Park Drive	2	25 MPH	Not Available	Local
10th Street	3	30 MPH	9,690	Minor Arterial

*Following the *Monroe Drive Complete Street* programmed project, Monroe Drive will be a 3-lane section near the site in future No-Build and Build 2028 scenarios.
**Following the *Piedmont Avenue Complete Street* programmed project, Piedmont Avenue will be a 2-lane section at the intersection with 10th Street (Intersection 8) in future No-Build and Build 2028 scenarios.



Kimley»Horn	*Amsterdam Walk DRI #4065* *Transportation Analysis*	Study Intersections	Figure 3
			Page 16

2.3 Traffic Data Collection and Calibration

Traffic counts were collected at six (6) of the study intersections on Tuesday May 9th, 2023, during the AM and PM peak periods. Traffic counts were collected at the two (2) remaining study intersections on Thursday September 14th, 2023, during the AM and PM peak periods. 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. Monroe Drive at Piedmont Avenue	05/09/2023	8:00 – 9:00 AM	4:15 – 5:15 PM
2. Monroe Drive at Cumberland Road	05/09/2023	7:45 – 8:45 AM	5:00 – 6:00 PM
3. Monroe Drive at Yorkshire Road	09/14/2023	8:00 – 9:00 AM	4:30 – 5:30 PM
4. Monroe Drive at Evelyn Street	05/09/2023	7:45 – 8:45 AM	5:15 – 6:15 PM
5. Monroe Drive at Amsterdam Avenue	05/09/2023	8:00 – 9:00 AM	5:15 – 6:15 PM
6. Monroe Drive at Park Drive	05/09/2023	7:45 – 8:45 AM	5:15 – 6:15 PM
7. Monroe Drive at 10th Street	05/09/2023	8:00 – 9:00 AM	5:15 – 6:15 PM
8. 10th Street at Piedmont Avenue	09/14/2023	8:00 – 9:00 AM	4:15 – 5:15 PM

**Note: Virginia Highlands Elementary school opened in Fall 2023 at the former Inman Middle School on the corner of Park Drive and Virginia Avenue. In May 2023, the site was operating as a temporary location for Morningside Elementary School. School populations were discussed to be similar during the Methodology Meeting, noting that counts from May 2023 and September 2023 are valid for the DRI traffic study.*

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 *Amsterdam Walk re*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 1.0 percent per year background traffic growth rate from 2023 to 2028 (5 years) was used for all roadways.

The Projected 2028 No-Build conditions represent the Existing 2023 traffic volumes grown for five (5) years at 1.0 percent per year throughout the study network.

The Projected 2028 Build conditions represent the project trips generated by the *Amsterdam Walk re*development (discussed in Section 3.0 and 4.0) added to the Projected 2028 No-Build Conditions.

2.5 Programmed and Planned Projects

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

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

Table 7: Programmed Projects*							
Project Name	**From / To Points:**	**Sponsor**	**GDOT PI #**	**ARC ID # (TIP)**	**Design FY**	**ROW / UTL FY**	**CST FY**
Atlanta Traffic Signal Enhancement Program Phase 1	Various intersections including on 10th Street and North Avenue	City of Atlanta	-	0017802	AT-320	2021	2024
**BeltLine Northeast Trail – Segment 1 (Piedmont Park)	Monroe Drive / Westminster Drive	Atlanta BeltLine	-	N/A	N/A	-	-
BeltLine Northeast Trail – Segment 2 (Central/Hairpin)	Westminster Drive / Mayson Street	Atlanta BeltLine	-	N/A	N/A	-	-
BeltLine Corridor Multi-Use Trail and Streetscapes	Lindbergh MARTA Station / 10th Street/Monroe Drive	Atlanta Development Authority	-	0009395	AR-450A	-	2025
Monroe Drive / Boulevard Complete Street	Woodward Ave / 10th Street	ATL DOT	1012	N/A	N/A	-	-
Monroe Drive Complete Street	10th Street / Piedmont Circle	ATL DOT	1013	N/A	N/A	2024	-
2021 LMIG Resurfacing	Piedmont Avenue NE / Montgomery Ferry Road NE	ATL DOT	3057	N/A	N/A	-	-
Citywide ITS / Signal	10th Street / Piedmont Circle	ATL DOT	1071	N/A	N/A	2018	-
Piedmont Avenue Complete Street	Ponce De Leon / 15th Street	ATL DOT	1015	N/A	2021	-	2025

**Project information was obtained from GeoPI (GDOT), the Atlanta Region's Plan (ARC), City of Atlanta DOT Project Map, and Atlanta BeltLine website.*
***Portion of project is currently under construction.*

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

- **Monroe Drive Complete Street Project**:
  - Includes a road diet (from 4 lanes to 3 lanes) along Monroe Drive in the study network. Intersections 2-7 along Monroe are modeled based on the concept graphic provided in **Appendix D** in future 2028 No-Build and 2028 Build scenarios.
  - Monroe Drive at Park Drive (Intersection 6) is currently envisioned as a single-lane roundabout with a dedicated northbound right-turn lane in the project concept and is modeled accordingly in future 2028 No-Build and 2028 Build scenarios.
  - *Note: Construction anticipated to be complete prior to 2028*
- **Piedmont Avenue Complete Street Project:**
  - Includes a road diet (from 3 through lanes to 2 through lanes) along Piedmont Avenue in the study network. 10th Street at Piedmont Avenue (Intersection 8) is modeled based on the intersection design provided in **Appendix D** in future 2028 No-Build and 2028 Build scenarios.
  - *Note: Construction anticipated to be complete prior to 2028*

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

Table 8: Planned Projects

Project Name	From / To Points:	Potential Sponsor	ATL DOT #	GDOT PI #	ARC ID # (TIP)	Project Timeline	Planning Document
Atlanta Streetcar – Atlanta BeltLine East	Ponce City Market / Lindbergh Armour Area	City of Atlanta	-	N/A	AR-490B	2040	N/A
North Avenue Corridor High-Capacity Premium Transit Service – Phase 1	Marta North Avenue Rail Station / Atlanta BeltLine East Ponce City Market	MARTA	-	N/A	AR-457	2030	N/A

Available fact sheets and design documents for the listed projects can be found in **Appendix D**.

2.6 Level-of-Service Overview

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels-of-service, LOS A through LOS F, with A being the best and F being the worst. LOS analyses were conducted at all intersections within the study network using *Synchro 11* and *SIDRA 9*.

LOS for signalized 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 with delays shown for the free flow mainlines for reference. Low LOS for side street approaches is not uncommon, as vehicles may experience delays in turning onto a major roadway.

2.7 Level-of-Service Standards

For the purposes of this traffic analysis, a LOS standard of D was assumed for all study intersections except 10th Street at Piedmont Avenue (Intersection 8), per section 3.2.2.1 of the GRTA *Development of Regional Impact Review Procedures,* and as specified in the LOU. Intersection 8 is located within a *Regional Center* area per the Atlanta Regional Commission's Unified Growth Policy Map and therefore a LOS standard of E was assumed for Intersection 8.

If, however, an intersection or approach currently operates at LOS F during an existing peak period, the LOS standard for the intersection or approach during that peak period becomes LOS E, consistent with the GRTA Letter of Understanding.

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, alternative transportation mode reductions, and pass-by reductions are considered in the analysis based on methodology outlined in the GRTA Letter of Understanding (LOU).

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

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). Alternative modes reductions were taken in this analysis per the LOU.

Pass-by reductions are taken for a site when traffic normally traveling along a roadway may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the road and would therefore only be new trips on the driveways. Pass-by reductions were taken for this analysis per the LOU.

Table 9 summarizes the gross trip generation, reductions, net trip generation, and driveway volumes for the proposed *Amsterdam Walk* redevelopment.

Table 9: Proposed Trip Generation

Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
221 - Multifamily Housing (Mid-Rise)	700 dwelling units	3,292	1,646	1,646	68	228	167	106
222 – Multifamily Housing (High-Rise)	200 dwelling units	1,130	565	565	21	42	42	33
710 – General Office Building	400,000 SF	3,876	1,938	1,938	486	66	89	436
821 – Shopping Plaza	90,000 SF	6,076	3,038	3,038	97	59	229	238
Gross Project Trips		**14,374**	**7,187**	**7,187**	**672**	**395**	**527**	**813**
*Total Net Existing Trips To Be Removed**		*5,506*	*2,753*	*2,753*	*139*	*99*	*238*	*254*
New Amsterdam Walk Project Trips		**8,868**	**4,434**	**4,434**	**533**	**296**	**289**	**559**
Mixed-Use Reductions		*-1,060*	*-530*	*-530*	*-34*	*-34*	*-78*	*-78*
Alternative Mode Reductions		*-2,342*	*-1,171*	*-1,171*	*-147*	*-83*	*-76*	*-131*
Pass-By Reductions		*-1,472*	*-736*	*-736*	*0*	*0*	*-50*	*-50*
Total Net New Trips		**3,994**	**1,997**	**1,997**	**342**	**191**	**129**	**255**
Driveway Volumes (Net New + Pass-By)		***5,466***	***2,733***	***2,733***	***342***	***191***	***179***	***305***

**The total net existing trips to be removed volumes are based on ITE trip generation estimates considering the existing operational Amsterdam Walk development.*

Table 10 summarizes the trip generation estimates for the existing Amsterdam Walk trips to be removed.

Table 10: Existing Trip Generation (To Be Removed)								
Land Use	**Density**	**Daily Traffic**			**AM Peak Hour**		**PM Peak Hour**	
		Total	**Enter**	**Exit**	**Enter**	**Exit**	**Enter**	**Exit**
565 – Day Care Center	12,577 SF	598	299	299	73	65	66	74
720 – Medical-Dental Office Building	2,483 SF	90	45	45	7	2	2	5
821 – Shopping Plaza	99,019 SF	6,686	3,343	3,343	106	65	252	262
Gross Project Trips		**7,374**	**3,687**	**3,687**	**186**	**132**	**320**	**341**
Mixed-Use Reductions		-32	-16	-16	-1	-1	-2	-2
Alternative Mode Reductions		-1,836	-918	-918	-46	-32	-80	-85
Net Trips (To Be Removed)		**5,506**	**2,753**	**2,753**	**139**	**99**	**238**	**254**

Note: approximately 22,845 square feet of vacant retail space will also be demolished and redeveloped but has not been considered for trip generation reduction calculations.

More detailed trip generation analyses summary tables are 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, the City of Atlanta, and other local stakeholders.

The anticipated distribution and assignment of the trips throughout the study roadway network for residential, office, and retail land uses are shown in **Figure 4, Figure 5,** and **Figure 6,** respectively. 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 7**.

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

5.0 TRAFFIC ANALYSIS

Capacity analyses were performed using *Synchro 11* and *SIDRA 9* for the AM and PM peak hours under the Existing 2023 conditions, 2028 No-Build conditions, and 2028 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 lane geometry and signal timings for the Existing 2023 scenario. The *Monroe Drive Complete Street* and *Piedmont Avenue Complete Street* programmed projects were incorporated for the future 2028 No-Build and 2028 Build scenarios. The traffic volumes and roadway lane geometry used for each scenario are shown in **Figure 8** for Existing 2023 conditions, **Figure 9** for 2028 No-Build conditions, and **Figure 10** for 2028 Build conditions.

Sections 5.1 – 5.8 provide the results of the capacity analyses are presented for each study intersection and include projected LOS, delay, and queue lengths.

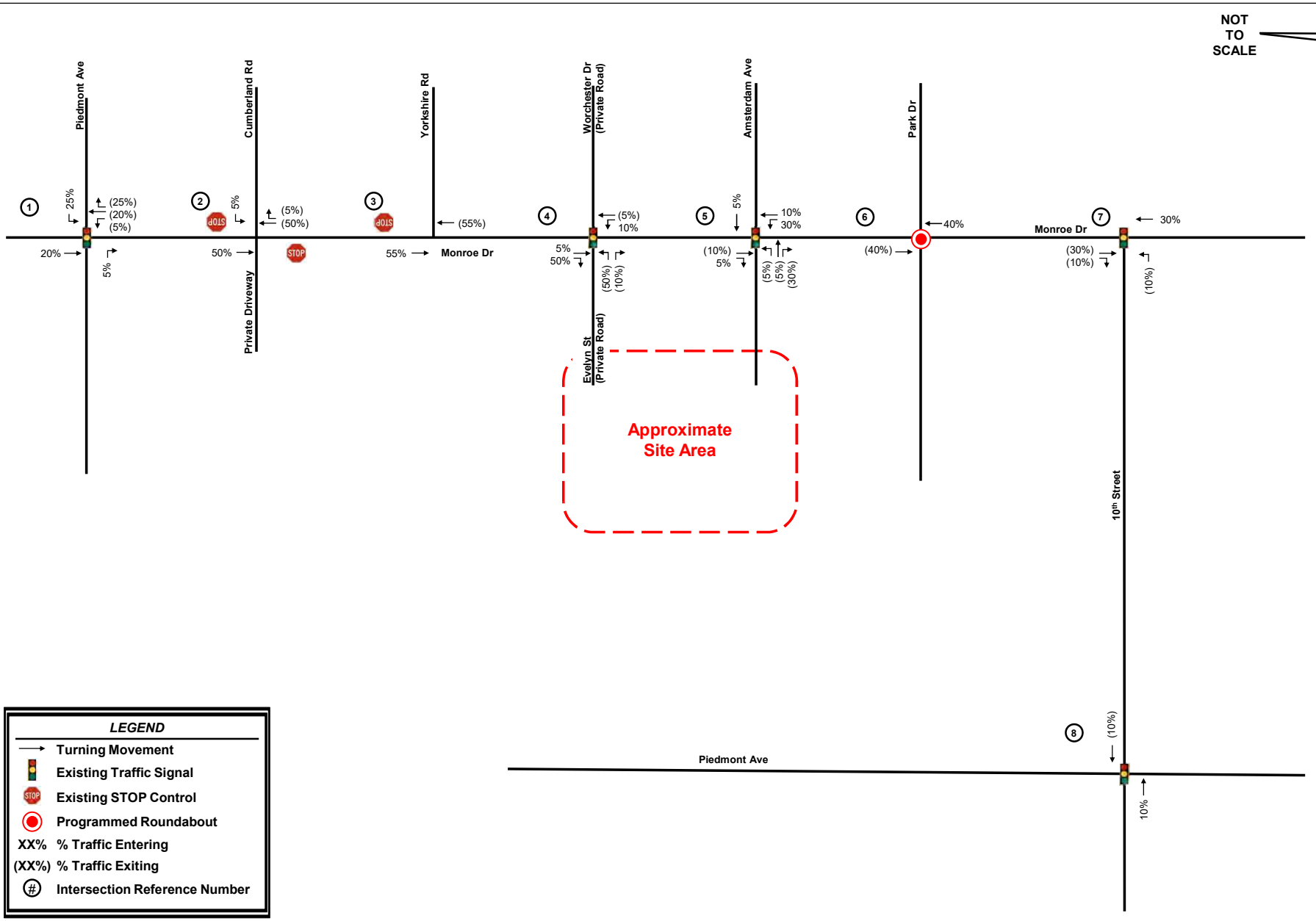


Figure 4

Trip Dist & Assignment
Residential

Amsterdam Walk DRI #4065
Transportation Analysis

Kimley»Horn

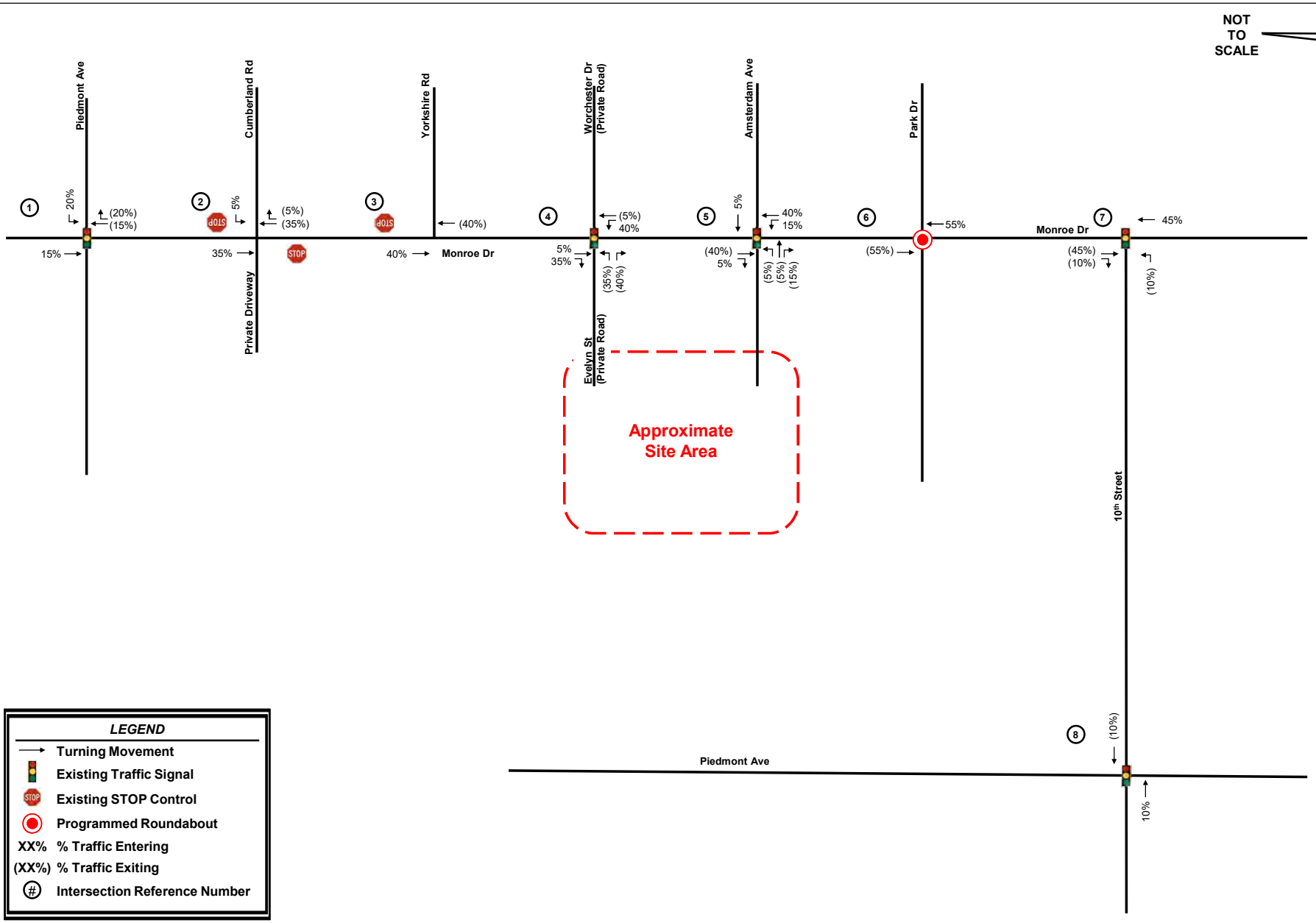


Figure 5

Trip Dist & Assignment Office

Amsterdam Walk DRI #4065
Transportation Analysis

Kimley»Horn

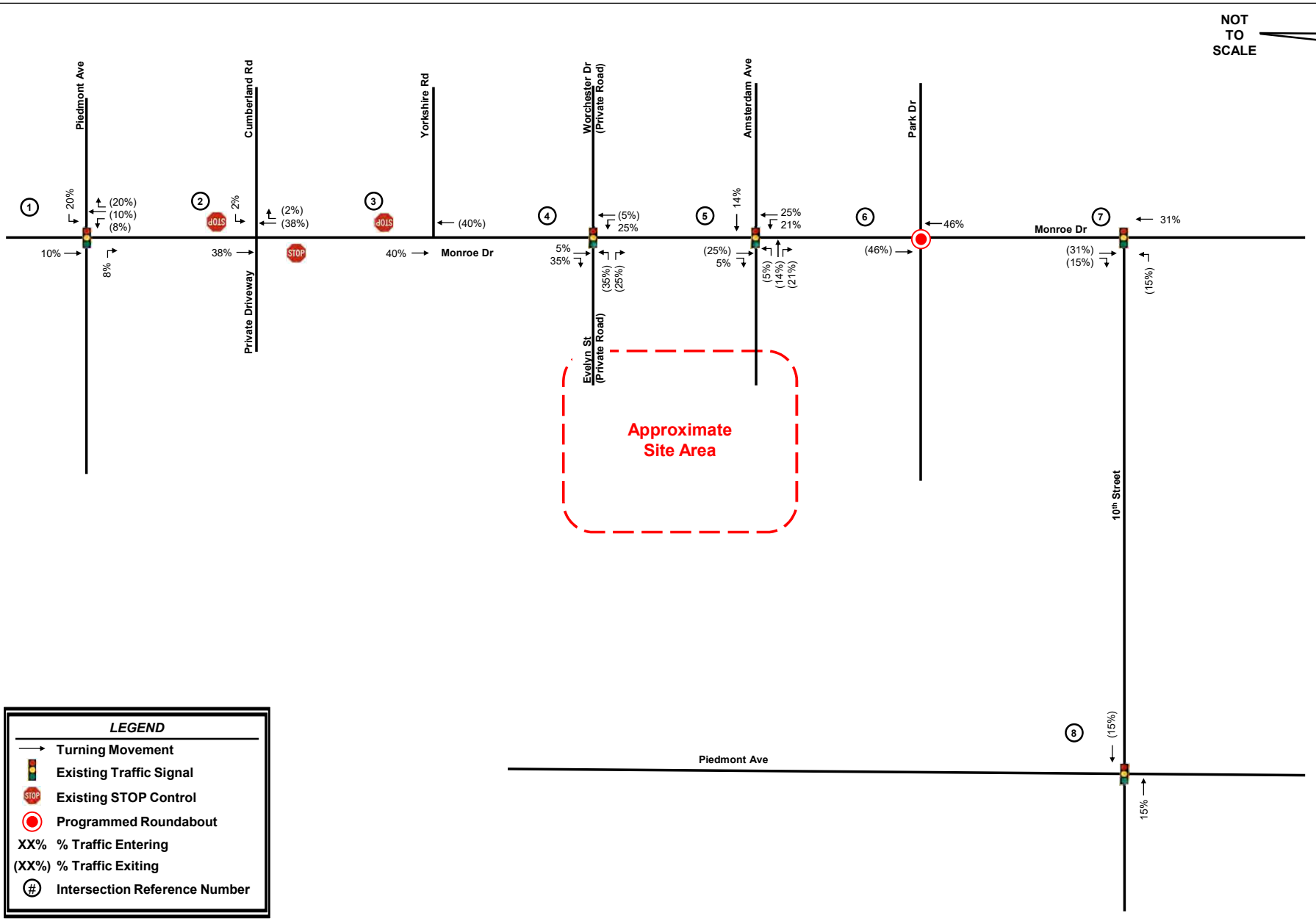


Figure 6

Trip Dist & Assignment
Retail

Amsterdam Walk DRI #4065
Transportation Analysis

Kimley»Horn

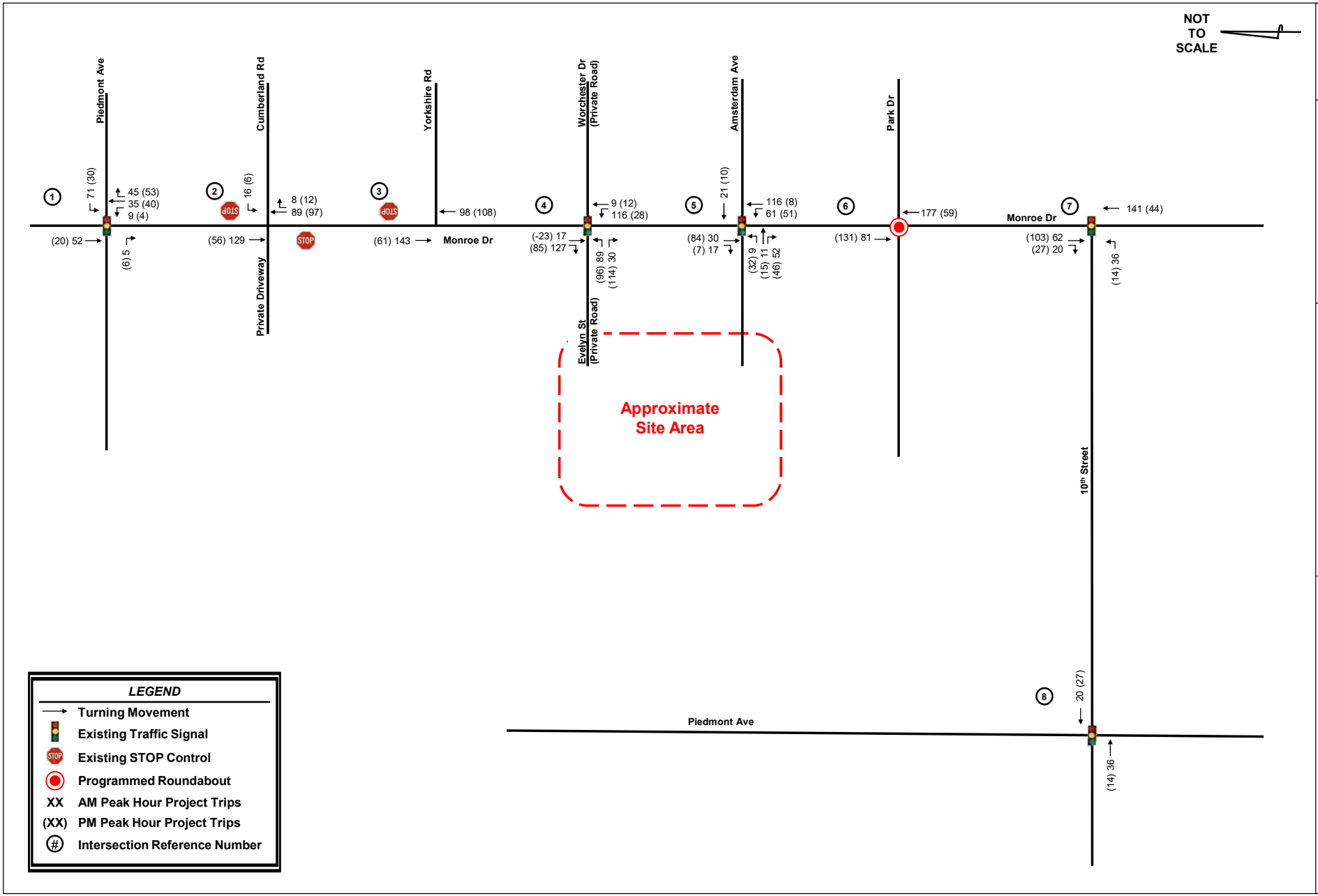


Figure 7

Project Trips

Amsterdam Walk DRI #4065
Transportation Analysis

Kimley»Horn

5.1 Monroe Drive and Piedmont Avenue (Intersection 1)

Overall LOS Standard: D Approach LOS Standard: D			Monroe Drive Northbound			Monroe Drive Southbound			Piedmont Avenue Eastbound			Piedmont Avenue Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2023 EXISTING (Signal)	AM	Overall LOS	F (100.1)											
		Approach LOS	D (50.3)			F (204.4)			C (31.5)			C (25.6)		
		Storage	75			150			225			200		
		50th Queue	70	324		~462	435		39	121		143	164	
		95th Queue	115	378		#649	#556		74	188		224	229	
	PM	Overall LOS	F (216)											
		Approach LOS	F (240.5)			F (366.8)			D (36.5)			C (20.6)		
		Storage	75			150			225			200		
		50th Queue	103	~656		~718	~711		45	260		62	111	
		95th Queue	162	#796		#947	#863		74	332		95	150	
2028 NO-BUILD (Signal)	AM	Overall LOS	F (108.4)											
		Approach LOS	D (50.1)			F (225.2)			C (33.2)			C (27)		
		Storage	75			150			225			200		
		50th Queue	73	341		~506	~463		42	132		156	178	
		95th Queue	125	401		#703	#613		78	197		237	241	
	PM	Overall LOS	F (240.1)											
		Approach LOS	F (269.3)			F (408.6)			D (37.2)			C (20.9)		
		Storage	75			150			225			200		
		50th Queue	109	~710		~771	~774		48	277		65	117	
		95th Queue	#181	#851		#1004	#920		77	352		100	158	
2028 BUILD (Signal)	AM	Overall LOS	F (112.4)											
		Approach LOS	D (51.1)			F (235.9)			D (37)			C (30.3)		
		Storage	75			150			225			200		
		50th Queue	75	373		~524	480		44	146		218	187	
		95th Queue	140	455		#734	#679		78	198		305	241	
	PM	Overall LOS	F (262.3)											
		Approach LOS	F (329.9)			F (421)			D (38.3)			C (21.1)		
		Storage	75			150			225			200		
		50th Queue	112	~813		~771	~803		48	283		79	117	
		95th Queue	#191	#955		#1004	#945		77	362		119	158	

~ Volume exceeds capacity, queue is theoretically infinite.
# 95th percentile volume exceeds capacity; queue may be longer.

Note: Due to signal phasing limitations of HCM 6th Edition methodology, the analysis results for Intersection 1 are presented utilizing HCM 2000 methodology.

The existing signalized intersection of Monroe Drive at Piedmont Avenue (Intersection 1) does not operate at an acceptable overall LOS under the Existing 2023, 2028 No-Build, and 2028 Build conditions during the AM and PM peak hours. In all scenarios, the southbound approach is projected to operate at LOS F during the AM peak hour, and both the northbound and southbound approaches are projected to operate at LOS F during the PM peak hour.

In order to meet GRTA's LOS requirements under the 2028 No-Build and 2028 Build conditions, the following system improvements are needed (to serve background traffic, without the development) and are not recommended due to limited right-of-way (noted on **Figure 9** and **Figure 10**):

- Provide an additional southbound left-turn lane along Monroe Drive such that the southbound approach consists of dual left-turn lanes, one dedicated through lane, and one shared through/right-turn lane.
    - Adjust the signal timings accordingly; the southbound left-turn phase shall be protected-only to serve the dual left-turn lanes.

The analysis results for the improved conditions at Intersection 1 are shown in the table below.

Overall LOS Standard: D / E* Approach LOS Standard: D / E**			Monroe Drive Northbound			Monroe Drive Southbound			Piedmont Avenue Eastbound			Piedmont Avenue Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2028 NO-BUILD IMPROVED (Signal)	AM	Overall LOS	D (47.9)											
		Approach LOS	D (50.8)			E (58.8)			D (37.3)			C (33.5)		
		Storage	75			150			225			200		
		50th Queue	64	341		185	415		48	141		178	200	
		95th Queue	122	410		#277	513		86	195		262	262	
	PM	Overall LOS	E (60.6)											
		Approach LOS	E (62.5)			E (73.3)			D (51.5)			D (36.1)		
		Storage	75			150			225			200		
		50th Queue	81	487		~278	485		71	321		96	156	
		95th Queue	143	#593		#396	611		115	394		149	202	
2028 BUILD IMPROVED (Signal)	AM	Overall LOS	D (50.3)											
		Approach LOS	D (52.8)			E (58.8)			D (39.4)			D (40.4)		
		Storage	75			150			225			200		
		50th Queue	68	380		185	438		49	145		242	205	
		95th Queue	140	465		#277	#593		86	197		#396	262	
	PM	Overall LOS	E (64.6)											
		Approach LOS	E (74.6)			E (73)			D (52.8)			D (39.1)		
		Storage	75			150			225			200		
		50th Queue	83	556		~278	501		71	324		118	156	
		95th Queue	152	#712		#396	#634		115	398		#177	202	

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity; queue may be longer.

*The intersection operates overall at LOS F under the Existing 2023 Conditions; therefore, the overall intersection LOS standard for future conditions was LOS E.

**The southbound approach operates at LOS F under the Existing 2023 Conditions during the AM peak hour and both the northbound and southbound approaches operate at LOS F under the Existing 2023 Conditions during the PM peak hour. Therefore, these approach standards for future conditions were LOS E.

With the improvements listed above, the intersection of Monroe Drive at Piedmont Avenue (Intersection 1) is projected to operate at or above its overall and approach LOS standards under the 2028 No-Build Improved and 2028 Build Improved conditions.

5.2 Monroe Drive and Cumberland Road (Intersection 2)

Overall LOS Standard: D Approach LOS Standard: D			Monroe Drive Northbound			Monroe Drive Southbound			Private Driveway Eastbound			Cumberland Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2023 EXISTING (TWSC)	AM	Overall LOS	(2.2)											
		Approach LOS	(0)			(0.5)			D (27.5)			D (32.2)		
		Storage												
		50th Queue												
		95th Queue	25			0	0	0	0	0			25	75
	PM	Overall LOS	(6.7)											
		Approach LOS	(0.4)			(2.3)			E (42.2)			F (197.2)		
		Storage												
		50th Queue												
		95th Queue	25			0	0	0	0	25			50	125
2028 NO-BUILD (TWSC)	AM	Overall LOS	(7.9)											
		Approach LOS	(0)			(0.5)			D (30.6)			F (125.9)		
		Storage												
		50th Queue												
		95th Queue	25			0	0	0	0	0			25	200
	PM	Overall LOS	(11.8)											
		Approach LOS	(0.1)			(2.8)			F (150.8)			F (327.3)		
		Storage												
		50th Queue												
		95th Queue	25			0	0	0	0	25			100	150
2028 BUILD (TWSC)	AM	Overall LOS	(22.8)											
		Approach LOS	(0)			(0.6)			E (41.4)			F (366.6)		
		Storage												
		50th Queue												
		95th Queue	25			0	0	0	0	0			25	300
	PM	Overall LOS	(30.1)											
		Approach LOS	(0.1)			(3.7)			F (312)			F (955.3)		
		Storage												
		50th Queue												
		95th Queue	25			0	0	0	0	25			125	225

All approaches at the existing side-street stop-controlled intersection of Monroe Drive at Cumberland Road (Intersection 2) operate acceptably under the Existing 2023 conditions during the AM peak hour. During the PM peak hour, the eastbound approach operates at LOS E and the westbound approach operates at LOS F under the Existing 2023 conditions. Under 2028 No-Build conditions, the westbound approach is projected to operate at LOS F during the PM peak hour and both the eastbound and westbound approaches are projected to operate at LOS F during the PM peak hour. Under 2028 Build conditions, neither the eastbound nor westbound approaches are projected to operate at an acceptable LOS during either the AM or PM peak hours.

In order to improve the LOS at Intersection 2 under the 2028 No-Build and 2028 Build conditions, the following system improvements (needed to serve background traffic, without the development) are recommended for consideration (shown in green on **Figure 9** and **Figure 10**):

- Widen or restripe the westbound approach along Cumberland Rd to provide a dedicated right-turn lane such that the approach consists of one shared left-turn/through lane and one dedicated right-turn lane.
- Widen or restripe the eastbound approach of the Private Driveway to provide a dedicated right-turn lane such that the approach consists of one shared left-turn/through lane and one dedicated right-turn lane.

The analysis results for the improved conditions at Intersection 2 are shown in the table below.

Overall LOS Standard: D Approach LOS Standard: D			Monroe Drive Northbound			Monroe Drive Southbound			Private Driveway Eastbound			Cumberland Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2028 NO-BUILD IMPROVED (TWSC)	AM	Overall LOS	(4.5)											
		Approach LOS	(0)			(0.5)			D (30.4)			F (69.6)		
		Storage												
		50th Queue												
		95th Queue	25	125	25			0	0	0			25	0
	PM	Overall LOS	(7.4)											
		Approach LOS	(0.1)			(2.8)			F (85.8)			F (185.4)		
		Storage												
		50th Queue												
		95th Queue	100	25	25			0	0	25			50	25
2028 BUILD IMPROVED (TWSC)	AM	Overall LOS	(7.3)											
		Approach LOS	(0)			(0.6)			E (41)			F (115.2)		
		Storage												
		50th Queue												
		95th Queue	75	150	25			0	0	0			25	0
	PM	Overall LOS	(16.9)											
		Approach LOS	(0.1)			(3.7)			F (152.1)			F (518.9)		
		Storage												
		50th Queue												
		95th Queue	125	25	25			0	0	25			50	25

The projected 2028 Build traffic volumes do not meet preliminary peak hour traffic signal warrants. No reasonable improvements are available to meet GRTA approach LOS standards at Intersection 2. Low LOS for side-street approaches is not uncommon, as vehicles may experience delays in turning onto a major roadway.

It should be noted that the pedestrian hybrid beacon signalized crossing located approximately 150 feet south of Intersection 2 likely provides gaps in mainline traffic to lessen the side-street delays, which cannot be modeled in *Synchro*. Additionally, alternate routes exist from the eastern neighborhood to the north and south, and drivers may select other routes to avoid existing and future delays experienced at the side-street stop-controlled intersection.

5.3 Monroe Drive and Yorkshire Road (Intersection 3)

Overall LOS Standard: D Approach LOS Standard: D			Monroe Drive Northbound			Monroe Drive Southbound			- Eastbound			Yorkshire Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2023 EXISTING (TWSC)	AM	Overall LOS	(2)											
		Approach LOS	(0)			(0.6)						D (29.7)		
		Storage												
		50th Queue												
		95th Queue	0	0	0	25	0	0				75	25	
	PM	Overall LOS	(7.2)											
		Approach LOS	(0)			(2)						F (179.5)		
		Storage												
		50th Queue												
		95th Queue	0	0	0	25	0	0				150	25	
2028 NO-BUILD (TWSC)	AM	Overall LOS	(2.8)											
		Approach LOS	(0)			(0.3)						E (44.6)		
		Storage												
		50th Queue												
		95th Queue	0	0	0	25	0	0				100	25	
	PM	Overall LOS	(3)											
		Approach LOS	(0)			(0.6)						F (79.5)		
		Storage												
		50th Queue												
		95th Queue	0	0	0	25	0	0				100	25	
2028 BUILD (TWSC)	AM	Overall LOS	(3.4)											
		Approach LOS	(0)			(0.3)						F (61)		
		Storage												
		50th Queue												
		95th Queue	0	0	0	25	0	0				125	25	
	PM	Overall LOS	(4.5)											
		Approach LOS	(0)			(0.6)						F (131.3)		
		Storage												
		50th Queue												
		95th Queue	0	0	0	25	0	0				125	25	

The westbound approach at the existing side-street stop-controlled intersection of Monroe Drive at Yorkshire Road (Intersection 3) operates acceptably during the AM peak hour and operates at LOS F during the PM peak hour under the Existing 2023 conditions. Under 2028 No-Build and 2028 Build conditions, the westbound approach is not projected to operate at acceptable LOS during either the AM or PM peak hours.

In order to improve the LOS at Intersection 3 under the 2028 No-Build and 2028 Build conditions, the following system improvements (needed to serve background traffic, without the development) are recommended for consideration (shown in green on **Figure 9** and **Figure 10**):

- Widen or restripe the westbound approach of Yorkshire Rd to provide dedicated left-turn and right-turn lanes.

The analysis results for the improved conditions at Intersection 3 are shown in the table below.

Overall LOS Standard: D Approach LOS Standard: D			Monroe Drive Northbound			Monroe Drive Southbound			- Eastbound			Yorkshire Road Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2028 NO-BUILD IMPROVED (TWSC)	AM	Overall LOS	(2.1)											
		Approach LOS	(0)			(0.3)						D (33.2)		
		Storage												
		50th Queue												
		95th Queue	0	0	0	25	0	0	0			75	25	
	PM	Overall LOS	(2.5)											
		Approach LOS	(0)			(0.6)						F (62.8)		
		Storage												
		50th Queue												
		95th Queue	0	0	0	25	0	0	0			75	25	
2028 BUILD IMPROVED (TWSC)	AM	Overall LOS	(2.4)											
		Approach LOS	(0)			(0.3)						E (41.3)		
		Storage												
		50th Queue												
		95th Queue	0	0	0	25	0	0	0			75	25	
	PM	Overall LOS	(3.4)											
		Approach LOS	(0)			(0.6)						F (97.2)		
		Storage												
		50th Queue												
		95th Queue	0	0	0	25	0	0	0			100	25	

The projected 2028 Build traffic volumes do not meet preliminary peak hour traffic signal warrants. No reasonable improvements are available to meet GRTA approach LOS standards at Intersection 3. Low LOS for side-street approaches is not uncommon, as vehicles may experience delays in turning onto a major roadway. The improvements in the 2028 No-Build Improved and 2028 Build Improved scenarios reduce side-street delay by up to 34 seconds.

It should be noted that the pedestrian hybrid beacon signalized crossing located approximately 250 feet north of Intersection 3 likely provides gaps in mainline traffic to lessen the side-street delays which cannot be modeled in Synchro. Additionally, alternate routes exist from the eastern neighborhood to the north and south and drivers may select other routes to avoid existing and future delays experienced at the side-street stop-controlled intersection.

5.4 *Monroe Drive and Evelyn Street/Worchester Drive (Intersection 4)*

Evelyn Street is a private road on City of Atlanta Watershed property. Coordination between the Applicant team and Atlanta Watershed is ongoing to identify a private road improvement to Evelyn Street that would support vehicular, bicycle, and pedestrian access.

Overall LOS Standard: D Approach LOS Standard: D			Monroe Drive Northbound			Monroe Drive Southbound			Evelyn Street Eastbound			Worchester Drive Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2023 EXISTING (Signal)	AM	Overall LOS	A (1.3)											
		Approach LOS	A (0.6)			A (1.4)			E (57.3)			E (57.7)		
		Storage												
		50th Queue		0			0			0			0	
		95th Queue		122			60			0			4	
	PM	Overall LOS	A (3.2)											
		Approach LOS	A (0.5)			A (3)			E (55.7)			D (53)		
		Storage												
		50th Queue		65			97			10			0	
		95th Queue		110			129			50			4	
2027 NO-BUILD (Signal)	AM	Overall LOS	A (2.1)											
		Approach LOS	A (1.3)			A (2.3)			E (57.3)			E (57.7)		
		Storage												
		50th Queue	0	0		0	0			0			0	
		95th Queue	m1	117		3	170			0			4	
	PM	Overall LOS	A (7.4)											
		Approach LOS	A (1.2)			B (10)			E (55.8)			D (52.9)		
		Storage												
		50th Queue	1	60			424			11			0	
		95th Queue	m2	76			745			51			4	
2027 BUILD (Signal)	AM	Overall LOS	A (6.9)											
		Approach LOS	A (1.7)			A (6.8)			E (55.8)			D (48.2)		
		Storage												
		50th Queue	8	93		1	243			82			0	
		95th Queue	m15	m191		5	395			148			4	
	PM	Overall LOS	C (30.7)											
		Approach LOS	A (4)			C (32.1)			F (125.3)			D (44)		
		Storage												
		50th Queue	33	641			841			~214			0	
		95th Queue	m48	m545			#1343			#391			4	

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity; queue may be longer.

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

The existing signalized intersection of Monroe Drive at Evelyn Street (Intersection 4) is projected to operate at an acceptable overall LOS under the Existing 2023, 2028 No-Build, and 2028 Build conditions during the AM and PM peak hours. In all scenarios, the eastbound approach is projected to operate at an unacceptable LOS during the AM and PM peak hours. Under the Existing 2023 and 2028 No-Build conditions, the westbound approach is projected to operate at an unacceptable LOS during the AM peak hour. The eastbound and westbound LOS E results can mostly be attributed to the low traffic volumes poorly utilizing the side-street green time. Under 2028 Build conditions, the eastbound traffic increases from *Amsterdam Walk* project trips, extending the side-street green

time demand and therefore decreasing average delay for the westbound approach during the AM peak hour. During the PM peak hour under 2028 Build conditions, the eastbound approach is projected to operate at LOS F.

In order to meet GRTA's LOS requirements under the 2028 No-Build and 2028 Build conditions, the following system improvements (needed to serve background traffic, without the development) are recommended to be coordinated with the private property owner (shown in green on **Figure 9** and **Figure 10**):

- Widen or restripe the eastbound approach along Evelyn Street (private road on City of Atlanta Watershed property) to provide a dedicated left-turn lane and a shared through/right-turn lane.
    - Adjust the signal timings accordingly; consider installing a 4-section flashing yellow arrow left-turn signal head to provide a protected eastbound left-turn phase and phasing flexibility.

The analysis results for the improved conditions at Intersection 4 are shown in the table below.

Overall LOS Standard: D Approach LOS Standard: D			Monroe Drive Northbound			Monroe Drive Southbound			Evelyn Street Eastbound			Worchester Drive Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2028 NO-BUILD IMPROVED (Signal)	AM	Overall LOS	A (2.8)											
		Approach LOS	A (1.7)			A (3.6)			E (55.3)			E (58.4)		
		Storage												
		50th Queue	0	5		0	0		2	0			0	
		95th Queue	m2	480		6	308		11	0			0	
	PM	Overall LOS	B (11)											
		Approach LOS	A (1.7)			B (16.5)			D (49.5)			D (53.7)		
		Storage												
		50th Queue	2	141			424		11	0			0	
		95th Queue	m6	360			#1263		30	0			0	
2028 BUILD IMPROVED (Signal)	AM	Overall LOS	A (8.1)											
		Approach LOS	A (2.3)			B (10.3)			D (48.2)			D (53.9)		
		Storage												
		50th Queue	28	303		1	172		76	0			0	
		95th Queue	m40	m444		7	474		118	0			0	
	PM	Overall LOS	C (29.3)											
		Approach LOS	A (5.5)			D (43.7)			D (48.8)			D (51.8)		
		Storage												
		50th Queue	10	149			544		93	39			0	
		95th Queue	m#31	423			#1386		142	101			0	

95th percentile volume exceeds capacity; queue may be longer.

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

With the improvements listed above, the intersection of Monroe Drive at Evelyn Street (Intersection 4) is projected to operate at or above its overall and approach LOS standards under the 2028 No-Build Improved and 2028 Build Improved conditions. However, the eastbound and westbound approaches are projected to operate at LOS E during the AM peak hour under the 2028 No-Build Improved conditions due to low side-street volumes.

5.5 *Monroe Drive and Amsterdam Avenue (Intersection 5)*

Amsterdam Avenue is a local road that serves as a direct connection into the development, continuing as an existing access on private property into the site today. The Applicant team anticipates coordinating with the City of Atlanta to improve vehicular, bicycle, and pedestrian access along Amsterdam Avenue west of Monroe Drive.

Overall LOS Standard: D Approach LOS Standard: D			Monroe Drive Northbound			Monroe Drive Southbound			Amsterdam Avenue Eastbound			Amsterdam Avenue Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2023 EXISTING (Signal)	AM	Overall LOS	B (14.3)											
		Approach LOS	A (5.9)			A (4.6)			D (46.3)			E (75.7)		
		Storage												
		50th Queue		92			77			44			137	
		95th Queue		218			100			98			#266	
	PM	Overall LOS	B (14.2)											
		Approach LOS	A (5.9)			A (6.1)			E (59.2)			F (82.5)		
		Storage												
		50th Queue		178			181			103			101	
		95th Queue		252			221			#201			#213	
2028 NO-BUILD (Signal)	AM	Overall LOS	C (26.3)											
		Approach LOS	B (19.7)			B (17)			D (46.4)			F (82.5)		
		Storage												
		50th Queue	13	578		7	342			49			146	
		95th Queue	27	830		m12	488			105			#288	
	PM	Overall LOS	E (56)											
		Approach LOS	B (19.5)			F (81.6)			E (61.7)			F (88.9)		
		Storage												
		50th Queue	21	503		14	~1106			111			108	
		95th Queue	67	716		m24	#1415			#223			#233	
2028 BUILD (Signal)	AM	Overall LOS	D (37.9)											
		Approach LOS	C (28.4)			B (16.3)			D (54.3)			F (148.6)		
		Storage												
		50th Queue	29	755		6	257			93			~193	
		95th Queue	51	#1154		m9	377			#193			#358	
	PM	Overall LOS	F (102.4)											
		Approach LOS	C (23.4)			F (147.3)			F (183)			F (129.1)		
		Storage												
		50th Queue	54	512		19	~1302			~241			~125	
		95th Queue	#137	732		m19	m#1339			#418			#272	

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity; queue may be longer.

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

Note: Due to signal phasing limitations of HCM 6th Edition methodology, the analysis results for Intersection 5 and presented utilizing HCM 2000 methodology for the Existing 2023, 2028 No-Build, and 2028 Build traffic conditions.

The signalized intersection of Monroe Drive at Amsterdam Avenue (Intersection 5) operates at an acceptable overall LOS during the AM and PM peak hours under the Existing 2023 conditions. It operates at an acceptable overall LOS during the AM peak hour under the 2028 No-Build and 2028 Build conditions. During the PM peak hour under the 2028 No-Build and 2028 Build conditions, the intersection is projected to operate at an unacceptable overall LOS. During all AM peak hours under the Existing 2023, 2028 No-Build, and 2028 Build conditions, the westbound approach operates at an unacceptable LOS. Under Existing 2023 conditions, the eastbound approach operates at

an unacceptable LOS during the PM peak hour. Under 2028 No-Build and 2028 Build conditions, the southbound, eastbound, and westbound approaches are projected to operate at an unacceptable LOS during the PM peak hour.

In order to meet GRTA's LOS requirements under the 2028 No-Build and 2028 Build conditions, the following system improvements (needed to serve background traffic, without the development) are recommended for consideration (shown in green on **Figure 9** and **Figure 10**):

- Widen or restripe both the eastbound and westbound approaches along Amsterdam Ave to provide a dedicated left-turn lane and a shared through/right-turn lane.
    - Adjust the signal timings accordingly; consider installing a protected and permissive left-turn phase for the eastbound and westbound left-turn movements.

With the signal timing and laneage improvements listed above, the improved conditions are able to be modeled utilizing HCM 6th Edition methodologies. The analysis results for the improved conditions at Intersection 5 are shown in the table below.

Overall LOS Standard: D Approach LOS Standard: D			Monroe Drive Northbound			Monroe Drive Southbound			Amsterdam Avenue Eastbound			Amsterdam Avenue Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2028 NO-BUILD IMPROVED (Signal)	AM	Overall LOS	B (18.1)											
		Approach LOS	C (22.3)			A (2.4)			D (50.3)			D (49.1)		
		Storage												
		50th Queue	10	613		6	277		28	10		62	30	
		95th Queue	25	#1065		m10	197		57	49		105	88	
	PM	Overall LOS	C (20.9)											
		Approach LOS	C (20.6)			B (15.7)			D (50.6)			D (48.5)		
		Storage												
		50th Queue	16	544		9	~882		29	43		43	40	
		95th Queue	#83	#972		m15	#1303		60	108		79	94	
2028 BUILD IMPROVED (Signal)	AM	Overall LOS	C (24.7)											
		Approach LOS	C (31.7)			A (2.8)			D (51.3)			D (52.1)		
		Storage												
		50th Queue	25	~961		5	354		32	17		60	67	
		95th Queue	53	#1313		m8	422		63	71		101	129	
	PM	Overall LOS	D (47.2)											
		Approach LOS	D (46.7)			D (46.8)			D (51)			D (49.5)		
		Storage												
		50th Queue	~56	601		10	~1183		50	87		41	55	
		95th Queue	#201	#1065		m17	m#1459		86	162		74	109	

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity; queue may be longer.

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

With the improvements listed above, the intersection of Monroe Drive at Amsterdam Avenue (Intersection 5) is projected to operate at or above its overall and approach LOS standards under the 2028 No-Build Improved and 2028 Build Improved conditions.

5.6 Monroe Drive and Park Drive (Intersection 6)

Overall LOS Standard: D Approach LOS Standard: D			Monroe Drive Northbound			Monroe Drive Southbound			Park Drive Eastbound			Park Drive Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2023 EXISTING (Signal)	AM	Overall LOS	B (12.9)											
		Approach LOS	A (5.9)			A (5.2)			D (49.3)			D (51.7)		
		Storage												
		50th Queue		109			90			7			23	
		95th Queue		130			163			32			107	
	PM	Overall LOS	B (11.2)											
		Approach LOS	A (2.6)			A (7.8)			D (49.8)			D (51.2)		
		Storage												
		50th Queue		17			225			10			14	
		95th Queue		142			292			31			94	
2028 NO-BUILD (Roundabout)	AM	Overall LOS	B (14.2)											
		Approach LOS	B (12.4)			B (13.5)			A (8.5)			C (22.0)		
		Storage			100									
		50th Queue												
		95th Queue		182	3		251			8			149	
	PM	Overall LOS	D (52.5)											
		Approach LOS	B (15.6)			F (82.9)			B (17.8)			C (22.2)		
		Storage			100									
		50th Queue												
		95th Queue		355	6		5176			14			6	
2028 BUILD (Roundabout)	AM	Overall LOS	C (24.4)											
		Approach LOS	C (20.3)			B (13.5)			A (9.9)			E (64.8)		
		Storage			100									
		50th Queue												
		95th Queue		542	4		345			10			354	
	PM	Overall LOS	F (80.5)											
		Approach LOS	B (17.4)			F (130.3)			B (17.8)			C (28.5)		
		Storage			100									
		50th Queue												
		95th Queue		447	6		6702			14			178	

The existing signalized intersection of Monroe Drive at Park Drive (Intersection 6) currently operates at acceptable overall and approach LOS under Existing 2023 conditions during the AM and PM peak hours. Based on the *Monroe Drive Complete Street* programmed project (*see Section 2.5 for details)*, Intersection 6 is modeled as a roundabout in future 2028 No-Build and 2028 Build conditions. Under 2028 No-Build conditions, the intersection is projected to operate at an acceptable overall LOS and acceptable LOS per approach during the AM and PM peak hours except for the southbound approach during the PM peak hour, which is anticipated to operate at LOS F. During the AM peak hour under 2028 Build conditions, the intersection is projected to operate at acceptable overall LOS and acceptable LOS per approach except for the westbound approach, which is anticipated to operate at LOS E. During the PM peak hour under 2028 Build conditions, the intersection is projected to operate at an unacceptable overall LOS and an unacceptable LOS for the southbound approach.

In order to meet GRTA's LOS requirements under the 2028 No-Build and 2028 Build conditions, the following system improvements are needed (to serve background traffic, without the development) are recommended for consideration by the City of Atlanta, but should be coordinated closely with the *Monroe Drive Complete Street*

Project (City of Atlanta) that is prioritizing corridor multimodal safety and access (noted in green on **Figure 9** and **Figure 10**):

- Utilize the future 3-lane section along Monroe Drive to provide two (2) southbound approach and circulation lanes (one shared left-turn/through lane and one shared through/right-turn lane) with two (2) southbound receiving lanes, and one (1) northbound approach, circulating, and receiving lane.
- Reallocate the programmed northbound right-turn lane to become a westbound right-turn lane to serve heavy westbound right-turn traffic volumes.

The analysis results for the improved conditions at Intersection 6 are shown in the table below.

Overall LOS Standard: D Approach LOS Standard: D			Monroe Drive Northbound			Monroe Drive Southbound			Park Drive Eastbound			Park Drive Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2028 NO-BUILD IMPROVED (Roundabout)	AM	Overall LOS	B (14.2)											
		Approach LOS	B (19.4)			A (9.3)			A (9.9)			B (12.8)		
		Storage												100
		50th Queue												
		95th Queue		442		29		108		5			14	90
	PM	Overall LOS	C (26.3)											
		Approach LOS	C (29.1)			C (27.5)			B (11.0)			B (13.1)		
		Storage												100
		50th Queue												
		95th Queue		725		61		292		5			10	91
2028 BUILD IMPROVED (Roundabout)	AM	Overall LOS	C (26.6)											
		Approach LOS	D (41.1)			B (10.3)			B (10.6)			C (25.0)		
		Storage												100
		50th Queue												
		95th Queue		1432		34		135		5			21	175
	PM	Overall LOS	D (40.0)											
		Approach LOS	D (47.8)			D (40.1)			B (15.1)			B (15.4)		
		Storage												100
		50th Queue												
		95th Queue		1194		3142		71		7			11	109

With the improvements listed above, the intersection of Monroe Drive at Park Drive (Intersection 6) is projected to operate at or above its overall and approach LOS standards under the 2028 No-Build Improved and 2028 Build Improved conditions.

5.7 *Monroe Drive and 10th Street (Intersection 7)*

Overall LOS Standard: D Approach LOS Standard: D			Monroe Drive Northbound			Monroe Drive Southbound			10th Street Eastbound			- Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2023 EXISTING (Signal)	AM	Overall LOS	B (18.9)											
		Approach LOS	A (6.4)			B (20)			D (42.4)					
		Storage									155			
		50th Queue	72	126			197		103		103			
		95th Queue	162	208			251		143		129			
	PM	Overall LOS	C (21.7)											
		Approach LOS	A (5.5)			C (22.2)			D (45.8)					
		Storage									155			
		50th Queue	42	136			191		96		201			
		95th Queue	77	224			338		135		218			
2028 NO-BUILD (Signal)	AM	Overall LOS	C (31)											
		Approach LOS	B (17.3)			D (45.8)			C (33.6)					
		Storage									155			
		50th Queue	197	229			319		199		78			
		95th Queue	331	348			401		289		123			
	PM	Overall LOS	C (27.2)											
		Approach LOS	B (11.3)			D (36.4)			D (36.6)					
		Storage									155			
		50th Queue	86	234			364		190		149			
		95th Queue	179	373			#540		271		194			
2028 BUILD (Signal)	AM	Overall LOS	D (37.9)											
		Approach LOS	C (28.9)			D (53.2)			C (30.4)					
		Storage									155			
		50th Queue	240	369			366		222		78			
		95th Queue	#414	523			#490		324		123			
	PM	Overall LOS	D (35.1)											
		Approach LOS	B (14.9)			D (53.1)			C (34.3)					
		Storage									155			
		50th Queue	116	276			~525		198		130			
		95th Queue	210	427			#661		284		194			

~ Volume exceeds capacity, queue is theoretically infinite.

95th percentile volume exceeds capacity; queue may be longer.

Note: Due to signal phasing limitations of HCM 6th Edition methodology, the analysis results for Intersection 7 and presented utilizing HCM 2000 methodology for the Existing 2023, 2028 No-Build, and 2028 Build traffic conditions.

The existing signalized intersection of Monroe Drive at 10th Street (Intersection 7) operates at acceptable overall and per approach LOS during the AM and PM peak hours under the Existing 2023, 2028 No-Build, and 2028 Build conditions. It should be noted that signal timing splits were adjusted in the 2028 No-Build and 2028 Build scenarios to better serve the programmed laneage from the *Monroe Drive Complete Street* project.

5.8 10th Street and Piedmont Avenue (Intersection 8)

Overall LOS Standard: E Approach LOS Standard: E			Piedmont Avenue Northbound			- Southbound			10th Street Eastbound			10th Street Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2023 EXISTING (Signal)	AM	Overall LOS	C (23.3)											
		Approach LOS	A (7.7)						D (46.5)			D (37.4)		
		Storage												
		50th Queue	50	65						173			65	
		95th Queue	101	104						210			89	
	PM	Overall LOS	C (24.1)											
		Approach LOS	B (16.9)						C (33.5)			C (24)		
		Storage												
		50th Queue	59	131						260			50	
		95th Queue	123	201						271			62	
2028 NO-BUILD (Signal)	AM	Overall LOS	C (23.5)											
		Approach LOS	A (9.1)						D (45.3)			D (36.2)		
		Storage												
		50th Queue	56	114						180			67	
		95th Queue	112	184						215			90	
	PM	Overall LOS	C (25.3)											
		Approach LOS	C (20.9)						C (31.8)			C (22.3)		
		Storage												
		50th Queue	66	234						266			50	
		95th Queue	134	361						273			61	
2028 BUILD (Signal)	AM	Overall LOS	C (24.1)											
		Approach LOS	B (10.1)						D (44.1)			C (34.7)		
		Storage												
		50th Queue	60	121						192			72	
		95th Queue	119	195						227			95	
	PM	Overall LOS	C (25.4)											
		Approach LOS	C (22.1)						C (30.6)			C (21.5)		
		Storage												
		50th Queue	68	240						267			57	
		95th Queue	139	374						267			66	

Note: Due to signal phasing limitations of HCM 6th Edition methodology, the analysis results for Intersection 8 and presented utilizing HCM 2000 methodology for the Existing 2023, 2028 No-Build, and 2028 Build traffic conditions.

The existing signalized intersection of 10th Street at Piedmont Avenue (Intersection 8) operates at acceptable overall and per approach LOS during the AM and PM peak hours under the Existing 2023, 2028 No-Build, and 2028 Build conditions.

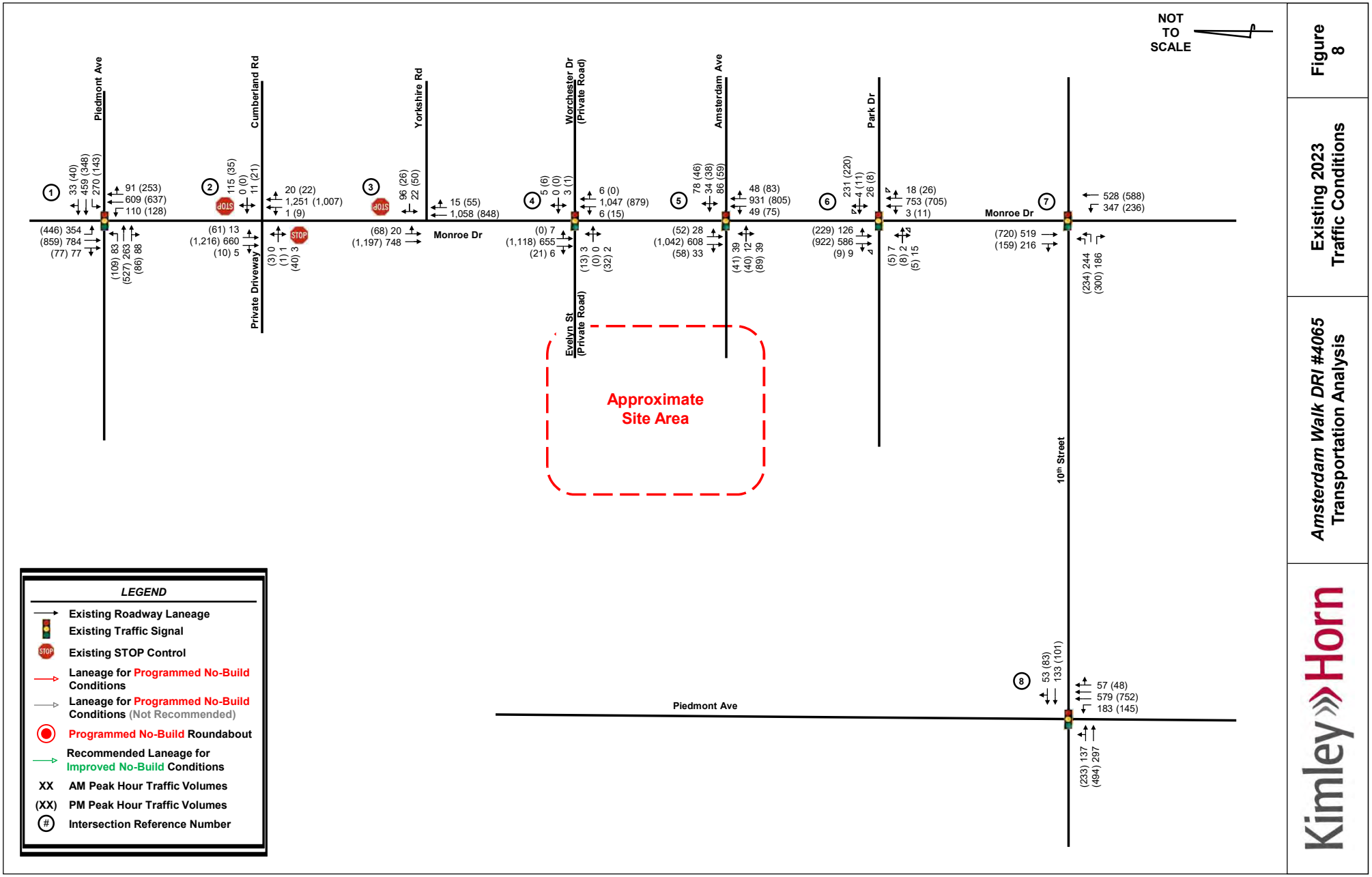


Figure 8

Existing 2023 Traffic Conditions

Amsterdam Walk DRI #4065 Transportation Analysis

Kimley»Horn

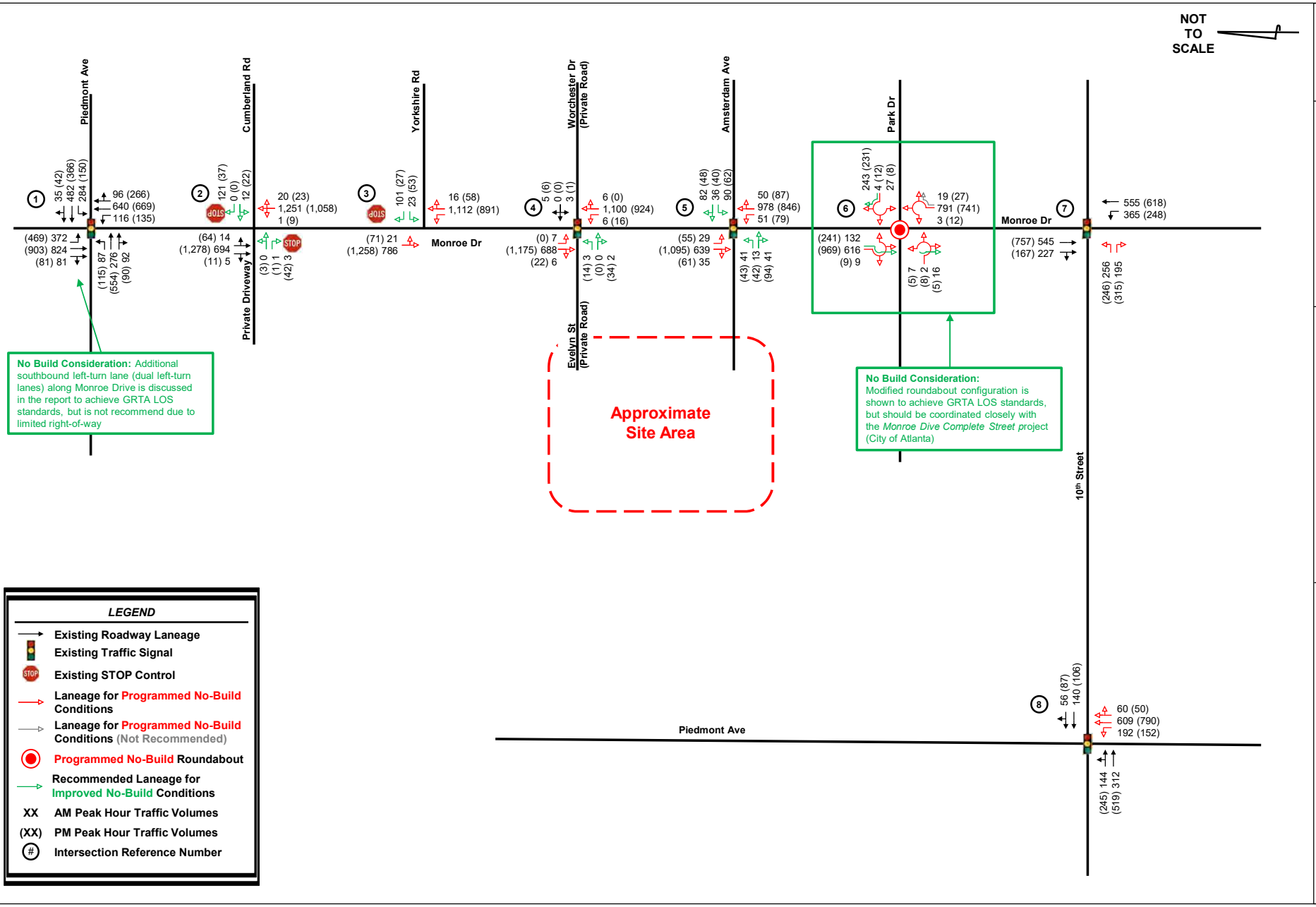


Figure 9

2028 No-Build Traffic Conditions

Amsterdam Walk DRI #4065 Transportation Analysis

Kimley»Horn

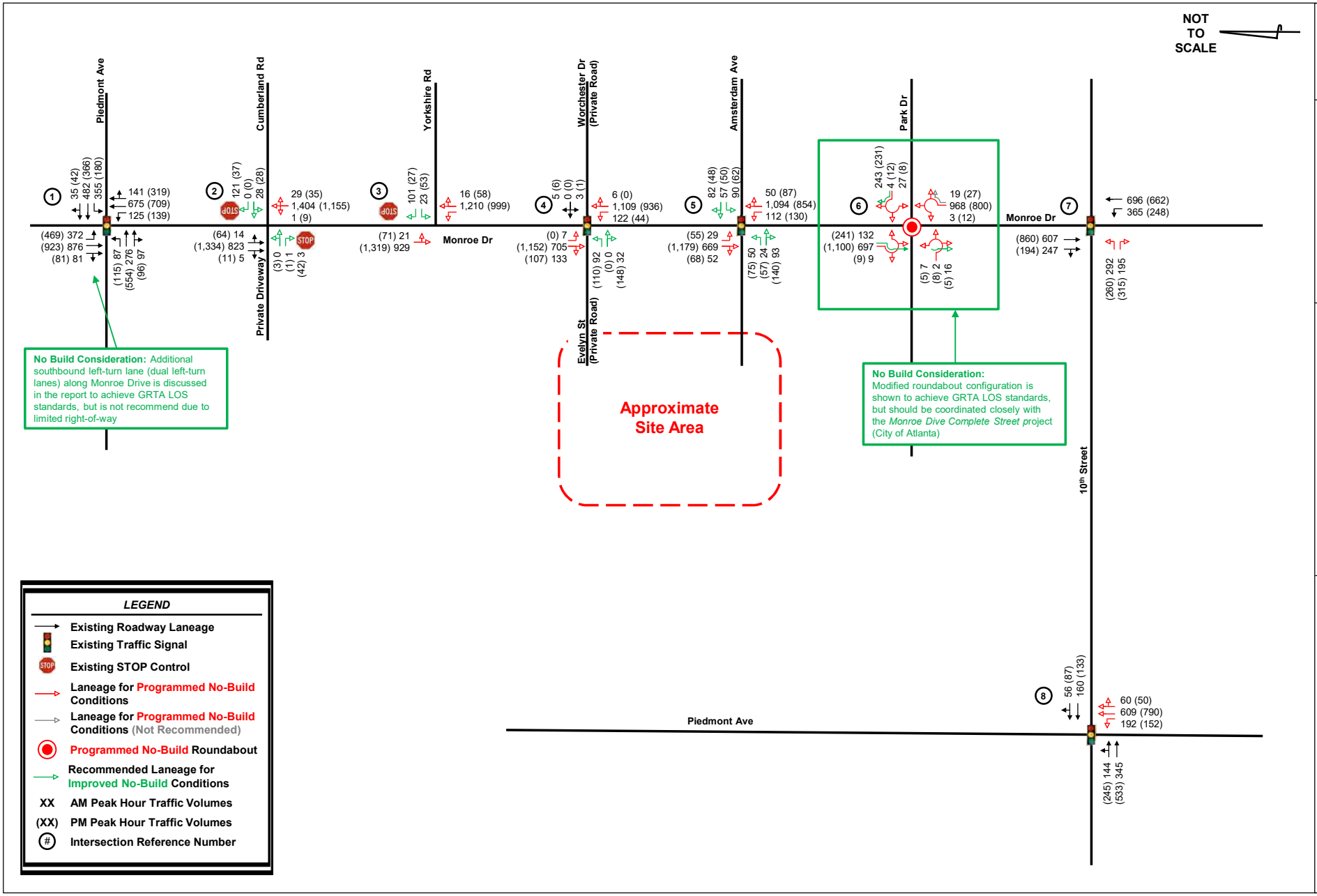


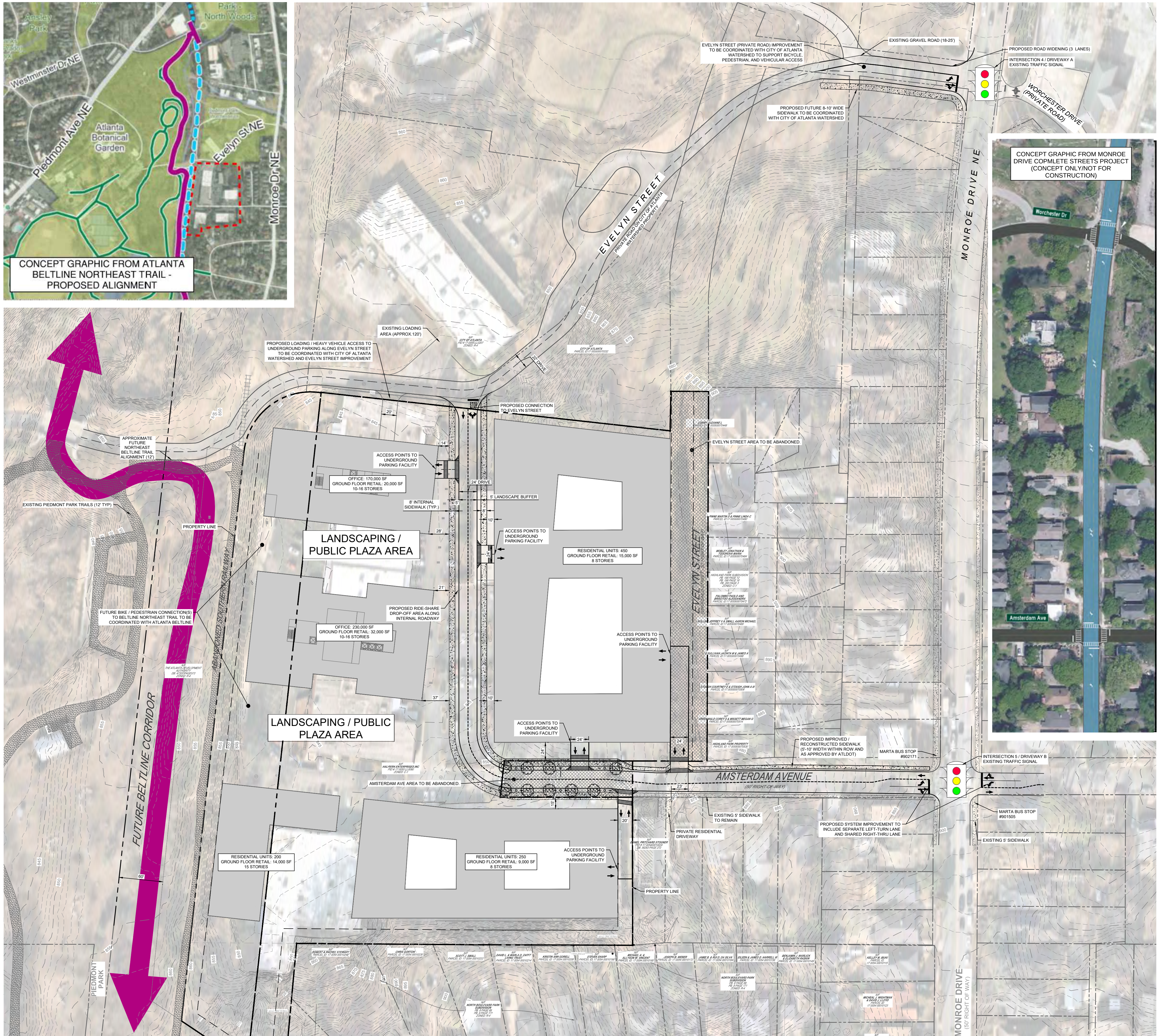
Figure 10

2028 Build Traffic Conditions

Amsterdam Walk DRI #4065 Transportation Analysis

Kimley»Horn

Proposed Site Plan



SITE NOTES:

DRI NUMBER	#4065
CURRENT ZONING	C-1, BELTLINE OVERLAY
PROPOSED ZONING	PDMU
OVERALL SITE AREA	10.92 AC
TOTAL FLOOR AREA	855,590 SF
PROPOSED DENSITY RATIOS	
RESIDENTIAL:	82.42 UNITS / ACRE
NON-RESIDENTIAL FAR:	1.03
PARKING:	
MINIMUM REQUIRED:	1,810 SPACES
MAXIMUM ALLOWED:	2,789 SPACES
PROVIDED:	1,435 SPACES

UNDERGROUND PARKING WILL BE PROVIDED THROUGHOUT THE SITE. ANTICIPATED ACCESS POINTS TO THE UNDERGROUND PARKING ARE NOTED ON THIS PLAN. SHARED PARKING AMONG THE OFFICE, RESIDENTIAL, AND COMMERCIAL USES IS ANTICIPATED THROUGHOUT THE UNDERGROUND PARKING FACILITY.

BICYCLE, CAR / VANPOOL, AND EV PARKING WILL BE PROVIDED TO MEET OR EXCEED CITY OF ATLANTA CODE REQUIREMENTS.

EXISTING / TO BE REMOVED
(5 EXISTING 1-2 STORY BUILDINGS)

DAY CARE CENTER	12,577 SQ FT
GENERAL RETAIL	99,019 SQ FT
MEDICAL-DENTIAL OFFICE	2,483 SQ FT
VACANT SPACE	22,845 SQ FT

PROPOSED LAND USE USES & DENSITIES

LAND USE	DENSITY
RESIDENTIAL	900 UNITS
OFFICE	400,000 GSF
COMMERCIAL	90,000 GSF

PROJECT CONTACTS:

APPLICANT: PORTMAN HOLDINGS, LLC.
303 PEACHTREE CENTER AVE NE
SUITE 575
ATLANTA, GA 30303
CONTACT: MIKE GREENE
PHONE: 404.614.5252

TRAFFIC CONSULTANT: KIMLEY-HORN & ASSOCIATES
1200 PEACHTREE STREET NE
SUITE 800
ATLANTA, GA 30309
CONTACT: ANA EISENMAN, P.E.
PHONE: 404.201.6155

CIVIL ENGINEER: KIMLEY-HORN & ASSOCIATES
1200 PEACHTREE STREET NE
SUITE 800
ATLANTA, GA 30309
CONTACT: CHARLES ZAKEM, P.E.
PHONE: 404.419.8700

LOCATION MAP:

GEORGIA811. Utilities Protection Center, Inc. Know what's below. Call before you dig.

NORTH

GRAPHIC SCALE IN FEET 0 25 50 100

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1200 PEACHTREE STREET, NE SUITE 800
ATLANTA, GEORGIA 30309
PHONE (404) 419-8700
WWW.KIMLEY-HORN.COM

PORTMAN HOLDINGS
303 PEACHTREE CENTER AVE NE
SUITE 575
ATLANTA, GA 30303

No.	REVISION DESCRIPTIONS	DATE	BY
1	DRI SITE PLAN	11/07/2023	BAC
1	DRI SITE PLAN: REVISION 1	11/17/2023	BAC

PROJECT
AMSTERDAM WALK
500 AMSTERDAM AVE NE, ATLANTA, GA 30306
DRI #4065

GEORGIA REGISTERED No. PE043044 PROFESSIONAL ENGINEER CHARLES A. ZAKEM

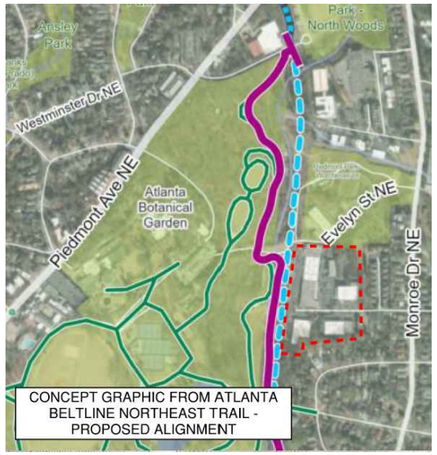
GSWCC CERT. (LEVEL II)	0000076499
DRAWN BY	BAC
DESIGNED BY	BAC
REVIEWED BY	CAZ
DATE	11/20/2023
PROJECT NO.	019292043

TITLE
DRI SITE PLAN

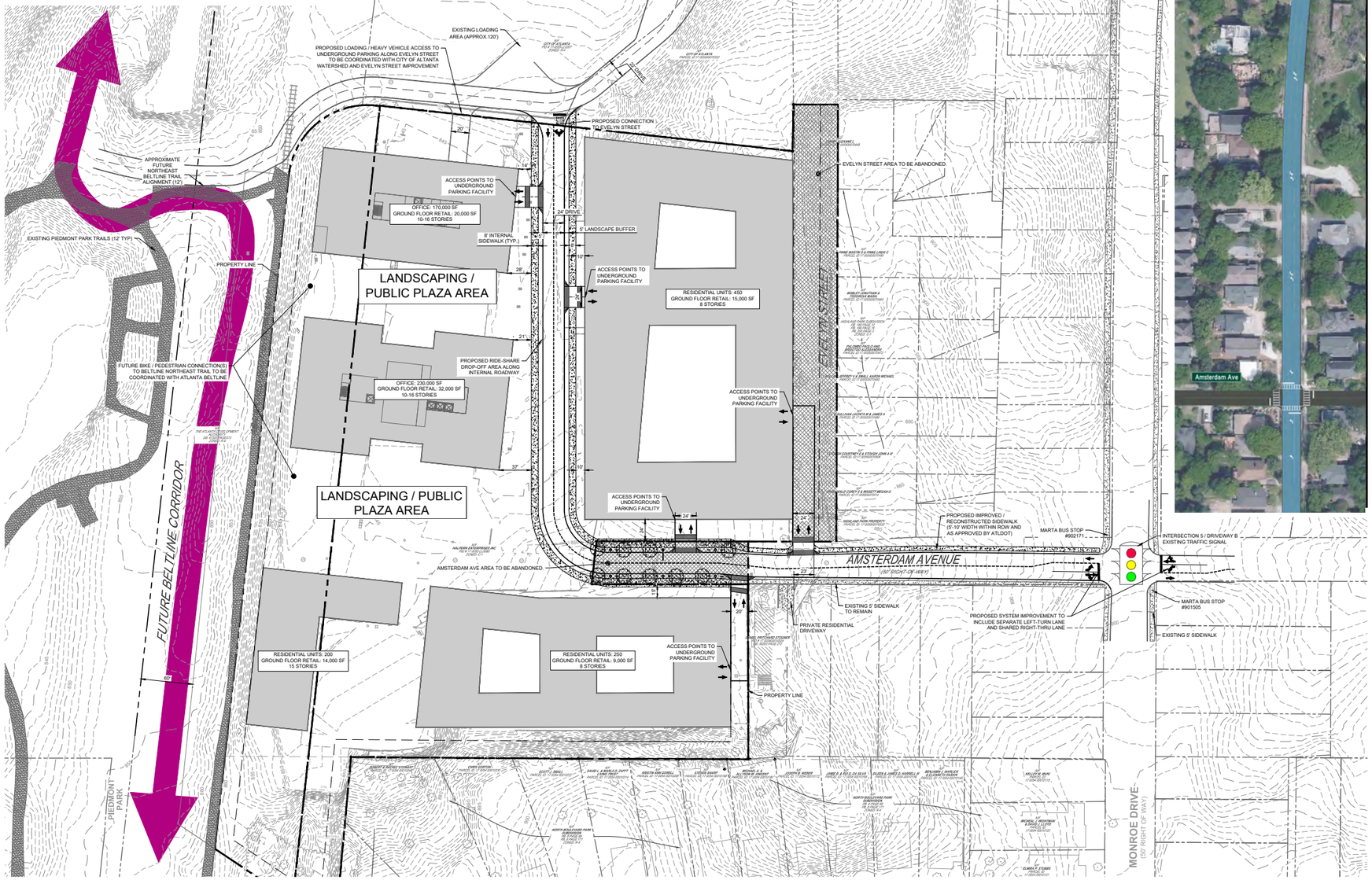
SHEET NUMBER
C0-20

PRELIMINARY: NOT FOR CONSTRUCTION

Drawing name: K:\AMT_CIVIL\019292043_Amsterdam Walk\CAD\Plansheets\C0-20 - DRI SITE PLAN.dwg C0-20 DRI SITE PLAN Nov 20, 2023 8:21am by: Benji.Curren



CONCEPT GRAPHIC FROM ATLANTA BELTLINE NORTHEAST TRAIL - PROPOSED ALIGNMENT



CONCEPT GRAPHIC FROM MONROE DRIVE COPMLETE STREETS PROJECT (CONCEPT ONLY/NOT FOR CONSTRUCTION)

SITE NOTES:

DRI NUMBER	#4065
CURRENT ZONING	C-1, BELTLINE OVERLAY
PROPOSED ZONING	PDMU
OVERALL SITE AREA	10.92 AC
TOTAL FLOOR AREA	855,590 SF
PROPOSED DENSITY RATIOS	
RESIDENTIAL:	82.42 UNITS / ACRE
NON-RESIDENTIAL FAR:	1.03
PARKING:	
MINIMUM REQUIRED:	1,810 SPACES
MAXIMUM ALLOWED:	2,789 SPACES
PROVIDED:	1,435 SPACES

UNDERGROUND PARKING WILL BE PROVIDED THROUGHOUT THE SITE. ANTICIPATED ACCESS POINTS TO THE UNDERGROUND PARKING ARE NOTED ON THIS PLAN. SHARED PARKING AMONG THE OFFICE, RESIDENTIAL, AND COMMERCIAL USES IS ANTICIPATED THROUGHOUT THE UNDERGROUND PARKING FACILITY.

BICYCLE, CAR / VANPOOL, AND EV PARKING WILL BE PROVIDED TO MEET OR EXCEED CITY OF ATLANTA CODE REQUIREMENTS.

EXISTING / TO BE REMOVED
(5 EXISTING 1-2 STORY BUILDINGS)

DAY CARE CENTER	12,577 SQ FT
GENERAL RETAIL	99,019 SQ FT
MEDICAL-DENTIAL OFFICE	2,483 SQ FT
VACANT SPACE	22,845 SQ FT

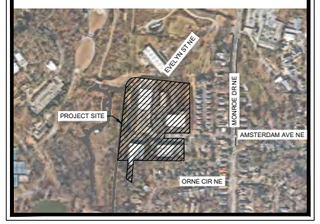
PROPOSED LAND USE USES & DENSITIES

LAND USE	DENSITY
RESIDENTIAL	900 UNITS
OFFICE	400,000 GSF
COMMERCIAL	90,000 GSF

PROJECT CONTACTS:

APPLICANT:	PORTMAN HOLDINGS, LLC. 303 PEACHTREE CENTER AVE NE SUITE 575 ATLANTA, GA 30303 CONTACT: MIKE GREENE PHONE: 404.614.5252
TRAFFIC CONSULTANT:	KIMLEY-HORN & ASSOCIATES 1200 PEACHTREE STREET NE SUITE 800 ATLANTA, GA 30309 CONTACT: ANA EISENMAN, P.E. PHONE: 404.201.6155
CIVIL ENGINEER:	KIMLEY-HORN & ASSOCIATES 1200 PEACHTREE STREET NE SUITE 800 ATLANTA, GA 30309 CONTACT: CHARLES ZAKEM, P.E. PHONE: 404.419.8700

LOCATION MAP:



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1200 PEACHTREE STREET, NE SUITE 800
ATLANTA, GEORGIA 30309
PHONE: (404) 419-8700
WWW.KIMLEY-HORN.COM

PORTMAN HOLDINGS
303 PEACHTREE CENTER AVE NE
SUITE 575
ATLANTA, GA 30303

NO.	REVISION / DESCRIPTIONS	DATE	BY
1	DRI SITE PLAN, REVISION 1	11/07/2023	BAC
0	DRI SITE PLAN	10/27/2023	BAC

PROJECT
AMSTERDAM WALK
500 AMSTERDAM AVE NE, ATLANTA, GA 30306
DRI #4065

GEORGIA REGISTERED No. PE034044 PROFESSIONAL ENGINEER CHARLES A. ZAKEM

GSWCC CERT. (LEVEL III)	0000076499
DRAWN BY	BAC
DESIGNED BY	BAC
REVIEWED BY	CAZ
DATE	11/20/2023
PROJECT NO.	019292043

TITLE
DRI SITE PLAN

SHEET NUMBER
C0-20

PRELIMINARY: NOT FOR CONSTRUCTION

Drawing name: K:\ANT_CIVIL\019292043_Amsterdam Walk\CAD\Plansheets\C0-20 - DRI SITE PLAN.dwg CO-20 DRI SITE PLAN Nov 20, 2023, 8:56am by Benji Cumm

Trip Generation Analysis

Trip Generation Analysis (11th Ed. With *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
Amsterdam Walk DRI
Fulton County, GA

Land Use		Setting	Density		Daily Trips			AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out	Total	In	Out
Proposed Project Trips													
221	Multifamily Housing (Mid-Rise)	General Urban/Suburban	700	dwelling units	3,292	1,646	1,646	296	68	228	273	167	106
222	Multifamily Housing (High-Rise)	General Urban/Suburban	200	dwelling units	1,130	565	565	63	21	42	75	42	33
710	General Office Building	General Urban/Suburban	400,000	Sq. Ft. GFA	3,876	1,938	1,938	552	486	66	525	89	436
821	Shopping Plaza (40-150k) - No Supermarket	General Urban/Suburban	90,000	Sq. Ft. GFA	6,076	3,038	3,038	156	97	59	467	229	238
Total Proposed Trips					**14,374**	**7,187**	**7,187**	**1,067**	**672**	**395**	**1,340**	**527**	**813**
Total Net Existing Site Trips (To Be Removed)					**5,506**	**2,753**	**2,753**	**236**	**139**	**99**	**493**	**238**	**254**
Total Gross Project Trips (Proposed - Existing)					**8,868**	**4,434**	**4,434**	**831**	**533**	**296**	**847**	**289**	**559**
Residential Trips					2,728	1,364	1,364	280	69	211	220	132	88
Mixed-Use Reductions					*-400*	*-200*	*-200*	*-7*	*-1*	*-6*	*-63*	*-44*	*-19*
Alternative Mode Reductions					*-698*	*-349*	*-349*	*-82*	*-20*	*-62*	*-47*	*-26*	*-21*
Adjusted Residential Trips					1,630	815	815	191	48	143	110	62	48
Office Trips					2,392	1,196	1,196	430	379	51	332	56	276
Mixed-Use Reductions					*-154*	*-77*	*-77*	*-31*	*-17*	*-14*	*-24*	*-7*	*-17*
Alternative Mode Reductions					*-672*	*-336*	*-336*	*-120*	*-109*	*-11*	*-92*	*-15*	*-78*
Adjusted Office Trips					1,566	783	783	279	253	26	216	34	181
Retail Trips					3,748	1,874	1,874	121	75	46	295	145	150
Mixed-Use Reductions					*-506*	*-253*	*-253*	*-30*	*-16*	*-14*	*-69*	*-27*	*-42*
Alternative Mode Reductions					*-972*	*-486*	*-486*	*-27*	*-18*	*-10*	*-68*	*-35*	*-32*
Pass By Reductions (Based on ITE Rates)					*-1,472*	*-736*	*-736*	*0*	*0*	*0*	*-100*	*-50*	*-50*
Adjusted Retail Trips					798	399	399	64	41	22	58	33	26
Mixed-Use Reductions - TOTAL					*-1,060*	*-530*	*-530*	*-68*	*-34*	*-34*	*-156*	*-78*	*-78*
Alternative Mode Reductions - TOTAL					*-2,342*	*-1,171*	*-1,171*	*-229*	*-147*	*-83*	*-207*	*-76*	*-131*
Pass-By Reductions - TOTAL					*-1,472*	*-736*	*-736*	*0*	*0*	*0*	*-100*	*-50*	*-50*
Net New Trips					**3,994**	**1,997**	**1,997**	**534**	**342**	**191**	**384**	**129**	**255**
Driveway Volumes (Net New + Pass-By)					**5,466**	**2,733**	**2,733**	**534**	**342**	**191**	**484**	**179**	**305**

Trip Generation Analysis (11th Ed. With *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
Amsterdam Walk DRI - Existing to be Removed
Fulton County, GA

Land Use		Setting	Density		Daily Trips			AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out	Total	In	Out
Proposed Project Trips													
565	Day Care Center	General Urban/Suburban	12,577	Sq. Ft. GFA	598	299	299	138	73	65	140	66	74
720	Medical-Dental Office Building	General Urban/Suburban	2,483	Sq. Ft. GFA	90	45	45	9	7	2	7	2	5
821	Shopping Plaza (40-150k) - No Supermarket	General Urban/Suburban	99,019	Sq. Ft. GFA	6,686	3,343	3,343	171	106	65	514	252	262
Total Proposed Trips					**7,374**	**3,687**	**3,687**	**318**	**186**	**132**	**661**	**320**	**341**
Total Proposed Project Trips					7,374	3,687	3,687	318	186	132	661	320	341
Gross Project Trips					**7,374**	**3,687**	**3,687**	**318**	**186**	**132**	**661**	**320**	**341**
Medical Office Trips					90	45	45	9	7	2	7	2	5
Mixed-Use Reductions					*-16*	*-8*	*-8*	*-1*	*0*	*-1*	*-2*	*-1*	*-1*
Alternative Mode Reductions					*-18*	*-9*	*-9*	*-2*	*-2*	*0*	*-1*	*0*	*-1*
Adjusted Office Trips					56	28	28	6	5	1	4	1	3
Retail Trips					6,686	3,343	3,343	171	106	65	514	252	262
Mixed-Use Reductions					*-16*	*-8*	*-8*	*-1*	*-1*	*0*	*-2*	*-1*	*-1*
Alternative Mode Reductions					*-1,668*	*-834*	*-834*	*-43*	*-26*	*-16*	*-128*	*-63*	*-65*
Pass By Reductions (Based on ITE Rates)					*-2,000*	*-1,000*	*-1,000*	*0*	*0*	*0*	*-154*	*-77*	*-77*
Adjusted Retail Trips					3,002	1,501	1,501	127	79	49	230	111	119
Institutional Trips					598	299	299	138	73	65	140	66	74
Alternative Mode Reductions					*-150*	*-75*	*-75*	*-35*	*-18*	*-16*	*-35*	*-17*	*-19*
Adjusted Other Non-Residential Trips					448	224	224	103	55	49	105	49	55
Mixed-Use Reductions - TOTAL					*-32*	*-16*	*-16*	*-2*	*-1*	*-1*	*-4*	*-2*	*-2*
Alternative Mode Reductions - TOTAL					*-1,836*	*-918*	*-918*	*-80*	*-46*	*-32*	*-164*	*-80*	*-85*
Pass-By Reductions - TOTAL					*-2,000*	*-1,000*	*-1,000*	*0*	*0*	*0*	*-154*	*-77*	*-77*
Net Existing Trips					**3,506**	**1,753**	**1,753**	**236**	**139**	**99**	**339**	**161**	**177**
Existing Driveway Volumes					**5,506**	**2,753**	**2,753**	**236**	**139**	**99**	**493**	**238**	**254**

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #1

Monroe Dr NE (West)/Monroe Dr NE (East) at Piedmont Ave NE (South)/Piedmont Ave NE (North)

AM PEAK HOUR

	Piedmont Ave NE (South) Northbound				Piedmont Ave NE (North) Southbound				Monroe Dr NE (West) Eastbound				Monroe Dr NE (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	110	609	91	0	354	784	77	0	83	263	88	0	270	459	33
Pedestrians		5				1				5				7		
Conflicting Pedestrians		5		7		7		5		1		5		5		1
Heavy Vehicles	0	9	8	5	0	13	9	3	0	6	9	1	0	4	5	3
Heavy Vehicle %	2%	8%	2%	5%	2%	4%	2%	4%	2%	7%	3%	2%	2%	2%	2%	9%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2023 Volumes	**0**	**110**	**609**	**91**	**0**	**354**	**784**	**77**	**0**	**83**	**263**	**88**	**0**	**270**	**459**	**33**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	6	31	5	0	18	40	4	0	4	13	4	0	14	23	2
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028 No-Build Traffic	**0**	**116**	**640**	**96**	**0**	**372**	**824**	**81**	**0**	**87**	**276**	**92**	**0**	**284**	**482**	**35**
2028 No-Build Heavy Vehicle %	**2%**	**8%**	**2%**	**5%**	**2%**	**4%**	**2%**	**4%**	**2%**	**7%**	**3%**	**2%**	**2%**	**2%**	**2%**	**9%**
Trip Distribution IN							20%					5%		25%		
Trip Distribution OUT		(5%)	(20%)	(25%)												
Balancing Adjustment																
Residential Trips	0	7	29	36	0	0	10	0	0	0	0	2	0	12	0	0
Trip Distribution IN							15%							20%		
Trip Distribution OUT			(15%)	(20%)												
Balancing Adjustment																
Office Trips	0	0	4	5	0	0	38	0	0	0	0	0	0	51	0	0
Trip Distribution IN							10%					8%		20%		
Trip Distribution OUT		(8%)	(10%)	(20%)												
Balancing Adjustment																
Retail Trips	0	2	2	4	0	0	4	0	0	0	0	3	0	8	0	0
Total Primary Site Trips	0	9	35	45	0	0	52	0	0	0	0	5	0	71	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	9	35	45	0	0	52	0	0	0	0	5	0	71	0	0
2028 Build Traffic	**0**	**125**	**675**	**141**	**0**	**372**	**876**	**81**	**0**	**87**	**276**	**97**	**0**	**355**	**482**	**35**
2028 Build Heavy Vehicle %	**2%**	**8%**	**2%**	**4%**	**2%**	**4%**	**2%**	**4%**	**2%**	**7%**	**3%**	**2%**	**2%**	**2%**	**2%**	**9%**

PM PEAK HOUR

	Piedmont Ave NE (South) Northbound				Piedmont Ave NE (North) Southbound				Monroe Dr NE (West) Eastbound				Monroe Dr NE (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	128	637	253	0	446	859	77	0	109	527	86	0	143	348	40
Pedestrians		11				11				15				14		
Conflicting Pedestrians		15		14		14		15		11		11		11		11
Heavy Vehicles	0	1	6	3	0	3	12	1	0	2	9	2	0	8	9	2
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	3%	5%
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	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2023 Volumes	**0**	**128**	**637**	**253**	**0**	**446**	**859**	**77**	**0**	**109**	**527**	**86**	**0**	**143**	**348**	**40**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	7	32	13	0	23	44	4	0	6	27	4	0	7	18	2
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028 No-Build Traffic	**0**	**135**	**669**	**266**	**0**	**469**	**903**	**81**	**0**	**115**	**554**	**90**	**0**	**150**	**366**	**42**
2028 No-Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**6%**	**3%**	**5%**
Trip Distribution IN							20%					5%		25%		
Trip Distribution OUT		(5%)	(20%)	(25%)												
Balancing Adjustment																
Residential Trips	0	2	10	12	0	0	12	0	0	0	0	3	0	16	0	0
Trip Distribution IN							15%							20%		
Trip Distribution OUT			(15%)	(20%)												
Balancing Adjustment																
Office Trips	0	0	27	36	0	0	5	0	0	0	0	0	0	7	0	0
Trip Distribution IN							10%					8%		20%		
Trip Distribution OUT		(8%)	(10%)	(20%)												
Balancing Adjustment																
Retail Trips	0	2	3	5	0	0	3	0	0	0	0	3	0	7	0	0
Total Primary Site Trips	0	4	40	53	0	0	20	0	0	0	0	6	0	30	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		4	40	53	0	0	20	0	0	0	0	6	0	30	0	0
2028 Build Traffic	**0**	**139**	**709**	**319**	**0**	**469**	**923**	**81**	**0**	**115**	**554**	**96**	**0**	**180**	**366**	**42**
2028 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**5%**	**3%**	**5%**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #2

Driveway/Cumberland Rd NE at Monroe Dr NE (South)/Monroe Dr NE (North)

AM PEAK HOUR

	Monroe Dr NE (South) Northbound				Monroe Dr NE (North) Southbound				Driveway Eastbound				Cumberland Rd NE Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	1	1,251	20	0	13	660	5	0	0	1	3	0	11	0	115
Pedestrians		0				1				11				5		
Conflicting Pedestrians		11		5		5		11		1		0		0		1
Heavy Vehicles	0	0	21	0	0	0	29	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	4%	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	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2023 Volumes	**0**	**1**	**1,251**	**20**	**0**	**13**	**660**	**5**	**0**	**0**	**1**	**3**	**0**	**11**	**0**	**115**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	64	1	0	1	34	0	0	0	0	0	0	1	0	6
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028 No-Build Traffic	**0**	**1**	**1,315**	**21**	**0**	**14**	**694**	**5**	**0**	**0**	**1**	**3**	**0**	**12**	**0**	**121**
2028 No-Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**4%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**
Trip Distribution IN							50%							5%		
Trip Distribution OUT			(50%)	(5%)												
Balancing Adjustment																
Residential Trips	0	0	72	7	0	0	24	0	0	0	0	0	0	2	0	0
Trip Distribution IN							35%							5%		
Trip Distribution OUT			(35%)	(5%)												
Balancing Adjustment																
Office Trips	0	0	9	1	0	0	89	0	0	0	0	0	0	13	0	0
Trip Distribution IN							38%							2%		
Trip Distribution OUT			(38%)	(2%)												
Balancing Adjustment																
Retail Trips	0	0	8	0	0	0	16	0	0	0	0	0	0	1	0	0
Total Primary Site Trips	0	0	89	8	0	0	129	0	0	0	0	0	0	16	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	89	8	0	0	129	0	0	0	0	0	0	16	0	0
2028 Build Traffic	**0**	**1**	**1,404**	**29**	**0**	**14**	**823**	**5**	**0**	**0**	**1**	**3**	**0**	**28**	**0**	**121**
2028 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**4%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**

PM PEAK HOUR

	Monroe Dr NE (South) Northbound				Monroe Dr NE (North) Southbound				Driveway Eastbound				Cumberland Rd NE Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	9	1,007	22	0	61	1,216	10	0	3	1	40	0	21	0	35
Pedestrians		0				0				40				8		
Conflicting Pedestrians		40		8		8		40		0		0		0		0
Heavy Vehicles	0	0	19	1	0	1	12	0	0	0	0	0	0	0	0	1
Heavy Vehicle %	2%	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2023 Volumes	**0**	**9**	**1,007**	**22**	**0**	**61**	**1,216**	**10**	**0**	**3**	**1**	**40**	**0**	**21**	**0**	**35**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	51	1	0	3	62	1	0	0	0	2	0	1	0	2
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028 No-Build Traffic	**0**	**9**	**1,058**	**23**	**0**	**64**	**1,278**	**11**	**0**	**3**	**1**	**42**	**0**	**22**	**0**	**37**
2028 No-Build Heavy Vehicle %	**2%**	**2%**	**2%**	**5%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**3%**
Trip Distribution IN							50%							5%		
Trip Distribution OUT			(50%)	(5%)												
Balancing Adjustment																
Residential Trips	0	0	24	2	0	0	31	0	0	0	0	0	0	3	0	0
Trip Distribution IN							35%							5%		
Trip Distribution OUT			(35%)	(5%)												
Balancing Adjustment																
Office Trips	0	0	63	9	0	0	12	0	0	0	0	0	0	2	0	0
Trip Distribution IN							38%							2%		
Trip Distribution OUT			(38%)	(2%)												
Balancing Adjustment																
Retail Trips	0	0	10	1	0	0	13	0	0	0	0	0	0	1	0	0
Total Primary Site Trips	0	0	97	12	0	0	56	0	0	0	0	0	0	6	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	97	12	0	0	56	0	0	0	0	0	0	6	0	0
2028 Build Traffic	**0**	**9**	**1,155**	**35**	**0**	**64**	**1,334**	**11**	**0**	**3**	**1**	**42**	**0**	**28**	**0**	**37**
2028 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**3%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**3%**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #3

Yorkshire Rd NE at Monroe Dr NE (South)/Monroe Dr NE (North)

AM PEAK HOUR

	Monroe Dr NE (South) Northbound				Monroe Dr NE (North) Southbound				Eastbound				Yorkshire Rd NE Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	1,058	15	0	20	748	0	0	0	0	0	0	22	0	96
Pedestrians		0				0				0				9		
Conflicting Pedestrians		0		9		9		0		0		0		0		0
Heavy Vehicles	0	0	24	1	0	0	20	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	7%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2023 Volumes	**0**	**0**	**1,058**	**15**	**0**	**20**	**748**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**0**	**96**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	54	1	0	1	38	0	0	0	0	0	0	1	0	5
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028 No-Build Traffic	**0**	**0**	**1,112**	**16**	**0**	**21**	**786**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**0**	**101**
2028 No-Build Heavy Vehicle %	**2%**	**2%**	**2%**	**7%**	**2%**	**2%**	**3%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**
Trip Distribution IN							55%									
Trip Distribution OUT			(55%)													
Balancing Adjustment																
Residential Trips	0	0	79	0	0	0	26	0	0	0	0	0	0	0	0	0
Trip Distribution IN							40%									
Trip Distribution OUT			(40%)													
Balancing Adjustment																
Office Trips	0	0	10	0	0	0	101	0	0	0	0	0	0	0	0	0
Trip Distribution IN							40%									
Trip Distribution OUT			(40%)													
Balancing Adjustment																
Retail Trips	0	0	9	0	0	0	16	0	0	0	0	0	0	0	0	0
Total Primary Site Trips	0	0	98	0	0	0	143	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	98	0	0	0	143	0	0	0	0	0	0	0	0	0
2028 Build Traffic	**0**	**0**	**1,210**	**16**	**0**	**21**	**929**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**0**	**101**
2028 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**7%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**

PM PEAK HOUR

	Monroe Dr NE (South) Northbound				Monroe Dr NE (North) Southbound				Eastbound				Yorkshire Rd NE Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	848	55	0	68	1,197	0	0	0	0	0	0	50	0	26
Pedestrians		0				0				0				5		
Conflicting Pedestrians		0		5		5		0		0		0		0		0
Heavy Vehicles	0	0	16	2	0	0	14	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	4%	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	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2023 Volumes	**0**	**0**	**848**	**55**	**0**	**68**	**1,197**	**0**	**0**	**0**	**0**	**0**	**0**	**50**	**0**	**26**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	43	3	0	3	61	0	0	0	0	0	0	3	0	1
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028 No-Build Traffic	**0**	**0**	**891**	**58**	**0**	**71**	**1,258**	**0**	**0**	**0**	**0**	**0**	**0**	**53**	**0**	**27**
2028 No-Build Heavy Vehicle %	**2%**	**2%**	**2%**	**4%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**
Trip Distribution IN							55%									
Trip Distribution OUT			(55%)													
Balancing Adjustment																
Residential Trips	0	0	26	0	0	0	34	0	0	0	0	0	0	0	0	0
Trip Distribution IN							40%									
Trip Distribution OUT			(40%)													
Balancing Adjustment																
Office Trips	0	0	72	0	0	0	14	0	0	0	0	0	0	0	0	0
Trip Distribution IN							40%									
Trip Distribution OUT			(40%)													
Balancing Adjustment																
Retail Trips	0	0	10	0	0	0	13	0	0	0	0	0	0	0	0	0
Total Primary Site Trips	0	0	108	0	0	0	61	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	108	0	0	0	61	0	0	0	0	0	0	0	0	0
2028 Build Traffic	**0**	**0**	**999**	**58**	**0**	**71**	**1,319**	**0**	**0**	**0**	**0**	**0**	**0**	**53**	**0**	**27**
2028 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**4%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #4

Evelyn Street (Private Road)/Worchester Drive (Private Road) at Monroe Dr NE (South)/Monroe Dr NE (North)

AM PEAK HOUR

	Monroe Dr NE (South) Northbound				Monroe Dr NE (North) Southbound				Evelyn Street (Private Road) Eastbound				Worchester Drive (Private Road) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	6	1,047	6	0	7	655	6	0	3	0	2	0	3	0	5
Pedestrians		0				0				2				5		
Conflicting Pedestrians		2		5		5		2		0		0		0		0
Heavy Vehicles	0	1	20	0	0	0	26	1	0	0	0	1	0	0	0	0
Heavy Vehicle %	2%	17%	2%	2%	2%	2%	4%	17%	2%	2%	2%	50%	2%	2%	2%	2%
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	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2023 Volumes	**0**	**6**	**1,047**	**6**	**0**	**7**	**655**	**6**	**0**	**3**	**0**	**2**	**0**	**3**	**0**	**5**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	53	0	0	0	33	0	0	0	0	0	0	0	0	0
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028 No-Build Traffic	**0**	**6**	**1,100**	**6**	**0**	**7**	**688**	**6**	**0**	**3**	**0**	**2**	**0**	**3**	**0**	**5**
2028 No-Build Heavy Vehicle %	**2%**	**17%**	**2%**	**2%**	**2%**	**2%**	**4%**	**17%**	**2%**	**2%**	**2%**	**50%**	**2%**	**2%**	**2%**	**2%**
Trip Distribution IN		10%					5%	50%								
Trip Distribution OUT			(5%)							(50%)		(10%)				
Balancing Adjustment																
Residential Trips	0	5	7	0	0	0	2	24	0	72	0	14	0	0	0	0
Trip Distribution IN		40%					5%	35%								
Trip Distribution OUT			(5%)							(35%)		(40%)				
Balancing Adjustment																
Office Trips	0	101	1	0	0	0	13	89	0	9	0	10	0	0	0	0
Trip Distribution IN		25%					5%	35%								
Trip Distribution OUT			(5%)							(35%)		(25%)				
Balancing Adjustment																
Retail Trips	0	10	1	0	0	0	2	14	0	8	0	6	0	0	0	0
Total Primary Site Trips	0	116	9	0	0	0	17	127	0	89	0	30	0	0	0	0
Pass-By Distribution IN							-60%	60%								
Pass-By Distribution OUT												(60%)				
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	116	9	0	0	0	17	127	0	89	0	30	0	0	0	0
2028 Build Traffic	**0**	**122**	**1,109**	**6**	**0**	**7**	**705**	**133**	**0**	**92**	**0**	**32**	**0**	**3**	**0**	**5**
2028 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**4%**	**2%**	**2%**	**2%**	**2%**	**3%**	**2%**	**2%**	**2%**	**2%**

PM PEAK HOUR

	Monroe Dr NE (South) Northbound				Monroe Dr NE (North) Southbound				Evelyn Street (Private Road) Eastbound				Worchester Drive (Private Road) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	15	879	0	0	0	1,118	21	0	13	0	32	0	1	0	6
Pedestrians		0				0				8				3		
Conflicting Pedestrians		8		3		3		8		0		0		0		0
Heavy Vehicles	0	0	15	0	0	0	8	0	0	0	0	0	0	1	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	100%	2%	2%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2023 Volumes	**0**	**15**	**879**	**0**	**0**	**0**	**1,118**	**21**	**0**	**13**	**0**	**32**	**0**	**1**	**0**	**6**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	1	45	0	0	0	57	1	0	1	0	2	0	0	0	0
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028 No-Build Traffic	**0**	**16**	**924**	**0**	**0**	**0**	**1,175**	**22**	**0**	**14**	**0**	**34**	**0**	**1**	**0**	**6**
2028 No-Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**100%**	**2%**	**2%**
Trip Distribution IN		10%					5%	50%								
Trip Distribution OUT			(5%)							(50%)		(10%)				
Balancing Adjustment																
Residential Trips	0	6	2	0	0	0	3	31	0	24	0	5	0	0	0	0
Trip Distribution IN		40%					5%	35%								
Trip Distribution OUT			(5%)							(35%)		(40%)				
Balancing Adjustment																
Office Trips	0	14	9	0	0	0	2	12	0	63	0	72	0	0	0	0
Trip Distribution IN		25%					5%	35%								
Trip Distribution OUT			(5%)							(35%)		(25%)				
Balancing Adjustment																
Retail Trips	0	8	1	0	0	0	2	12	0	9	0	7	0	0	0	0
Total Primary Site Trips	0	28	12	0	0	0	7	55	0	96	0	84	0	0	0	0
Pass-By Distribution IN							-60%	60%								
Pass-By Distribution OUT												(60%)				
Pass-By Trips	0	0	0	0	0	0	-30	30	0	0	0	30	0	0	0	0
Total Vehicular Project Trips		28	12	0	0	0	-23	85	0	96	0	114	0	0	0	0
2028 Build Traffic	**0**	**44**	**936**	**0**	**0**	**0**	**1,152**	**107**	**0**	**110**	**0**	**148**	**0**	**1**	**0**	**6**
2028 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**100%**	**2%**	**2%**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #5

Amsterdam Ave NE (West)/Amsterdam Ave NE (East) at Monroe Dr NE (South)/Monroe Dr NE (North)

AM PEAK HOUR

	Monroe Dr NE (South) Northbound				Monroe Dr NE (North) Southbound				Amsterdam Ave NE (West) Eastbound				Amsterdam Ave NE (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	49	931	48	0	28	608	33	0	39	12	39	0	86	34	78
Pedestrians		5				2				3				6		
Conflicting Pedestrians		3		6		6		3		2		5		5		2
Heavy Vehicles	0	5	17	1	0	4	21	0	0	0	1	0	0	1	0	3
Heavy Vehicle %	2%	10%	2%	2%	2%	14%	3%	2%	2%	2%	8%	2%	2%	2%	2%	4%
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	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2023 Volumes	**0**	**49**	**931**	**48**	**0**	**28**	**608**	**33**	**0**	**39**	**12**	**39**	**0**	**86**	**34**	**78**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	2	47	2	0	1	31	2	0	2	1	2	0	4	2	4
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028 No-Build Traffic	**0**	**51**	**978**	**50**	**0**	**29**	**639**	**35**	**0**	**41**	**13**	**41**	**0**	**90**	**36**	**82**
2028 No-Build Heavy Vehicle %	**2%**	**10%**	**2%**	**2%**	**2%**	**14%**	**3%**	**2%**	**2%**	**2%**	**8%**	**2%**	**2%**	**2%**	**2%**	**4%**
Trip Distribution IN		30%	10%					5%							5%	
Trip Distribution OUT							(10%)			(5%)	(5%)	(30%)				
Balancing Adjustment																
Residential Trips	0	14	5	0	0	0	14	2	0	7	7	43	0	0	2	0
Trip Distribution IN		15%	40%					5%							5%	
Trip Distribution OUT							(40%)			(5%)	(5%)	(15%)				
Balancing Adjustment																
Office Trips	0	38	101	0	0	0	10	13	0	1	1	4	0	0	13	0
Trip Distribution IN		21%	25%					5%							14%	
Trip Distribution OUT							(25%)			(5%)	(14%)	(21%)				
Balancing Adjustment																
Retail Trips	0	9	10	0	0	0	6	2	0	1	3	5	0	0	6	0
Total Primary Site Trips	0	61	116	0	0	0	30	17	0	9	11	52	0	0	21	0
Pass-By Distribution IN		40%	-40%													
Pass-By Distribution OUT										(40%)						
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	61	116	0	0	0	30	17	0	9	11	52	0	0	21	0
2028 Build Traffic	**0**	**112**	**1,094**	**50**	**0**	**29**	**669**	**52**	**0**	**50**	**24**	**93**	**0**	**90**	**57**	**82**
2028 Build Heavy Vehicle %	**2%**	**5%**	**2%**	**2%**	**2%**	**14%**	**3%**	**2%**	**2%**	**2%**	**4%**	**2%**	**2%**	**2%**	**2%**	**4%**

PM PEAK HOUR

	Monroe Dr NE (South) Northbound				Monroe Dr NE (North) Southbound				Amsterdam Ave NE (West) Eastbound				Amsterdam Ave NE (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	75	805	83	0	52	1,042	58	0	41	40	89	0	59	38	46
Pedestrians		14				16				20				5		
Conflicting Pedestrians		20		5		5		20		16		14		14		16
Heavy Vehicles	0	0	12	0	0	0	9	0	0	2	0	5	0	0	2	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	6%	2%	2%	5%	2%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2023 Volumes	**0**	**75**	**805**	**83**	**0**	**52**	**1,042**	**58**	**0**	**41**	**40**	**89**	**0**	**59**	**38**	**46**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	4	41	4	0	3	53	3	0	2	2	5	0	3	2	2
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028 No-Build Traffic	**0**	**79**	**846**	**87**	**0**	**55**	**1,095**	**61**	**0**	**43**	**42**	**94**	**0**	**62**	**40**	**48**
2028 No-Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**5%**	**2%**	**6%**	**2%**	**2%**	**5%**	**2%**
Trip Distribution IN		30%	10%					5%							5%	
Trip Distribution OUT							(10%)			(5%)	(5%)	(30%)				
Balancing Adjustment																
Residential Trips	0	19	6	0	0	0	5	3	0	2	2	14	0	0	3	0
Trip Distribution IN		15%	40%					5%							5%	
Trip Distribution OUT							(40%)			(5%)	(5%)	(15%)				
Balancing Adjustment																
Office Trips	0	5	14	0	0	0	72	2	0	9	9	27	0	0	2	0
Trip Distribution IN		21%	25%					5%							14%	
Trip Distribution OUT							(25%)			(5%)	(14%)	(21%)				
Balancing Adjustment																
Retail Trips	0	7	8	0	0	0	7	2	0	1	4	5	0	0	5	0
Total Primary Site Trips	0	31	28	0	0	0	84	7	0	12	15	46	0	0	10	0
Pass-By Distribution IN		40%	-40%													
Pass-By Distribution OUT										(40%)						
Pass-By Trips	0	20	-20	0	0	0	0	0	0	20	0	0	0	0	0	0
Total Vehicular Project Trips		51	8	0	0	0	84	7	0	32	15	46	0	0	10	0
2028 Build Traffic	**0**	**130**	**854**	**87**	**0**	**55**	**1,179**	**68**	**0**	**75**	**57**	**140**	**0**	**62**	**50**	**48**
2028 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**3%**	**2%**	**4%**	**2%**	**2%**	**4%**	**2%**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #6

Park Dr NE (West)/Park Dr NE (East) at Monroe Dr NE (South)/Monroe Dr NE (North)

AM PEAK HOUR

	Monroe Dr NE (South) Northbound				Monroe Dr NE (North) Southbound				Park Dr NE (West) Eastbound				Park Dr NE (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	3	753	18	0	126	586	9	0	7	2	15	0	26	4	231
Pedestrians			4				8				2				3	
Conflicting Pedestrians		2		3		3		2		8		4		4		8
Heavy Vehicles	0	1	17	1	0	4	19	0	0	0	0	2	0	1	0	7
Heavy Vehicle %	2%	33%	2%	6%	2%	3%	3%	2%	2%	2%	2%	13%	2%	4%	2%	3%
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	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2023 Volumes	**0**	**3**	**753**	**18**	**0**	**126**	**586**	**9**	**0**	**7**	**2**	**15**	**0**	**26**	**4**	**231**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	38	1	0	6	30	0	0	0	0	1	0	1	0	12
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028 No-Build Traffic	**0**	**3**	**791**	**19**	**0**	**132**	**616**	**9**	**0**	**7**	**2**	**16**	**0**	**27**	**4**	**243**
2028 No-Build Heavy Vehicle %	**2%**	**33%**	**2%**	**6%**	**2%**	**3%**	**3%**	**2%**	**2%**	**2%**	**2%**	**13%**	**2%**	**4%**	**2%**	**3%**
Trip Distribution IN			40%													
Trip Distribution OUT							(40%)									
Balancing Adjustment																
Residential Trips	0	0	19	0	0	0	57	0	0	0	0	0	0	0	0	0
Trip Distribution IN			55%													
Trip Distribution OUT							(55%)									
Balancing Adjustment																
Office Trips	0	0	139	0	0	0	14	0	0	0	0	0	0	0	0	0
Trip Distribution IN			46%													
Trip Distribution OUT							(46%)									
Balancing Adjustment																
Retail Trips	0	0	19	0	0	0	10	0	0	0	0	0	0	0	0	0
Total Primary Site Trips	0	0	177	0	0	0	81	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	177	0	0	0	81	0	0	0	0	0	0	0	0	0
2028 Build Traffic	**0**	**3**	**968**	**19**	**0**	**132**	**697**	**9**	**0**	**7**	**2**	**16**	**0**	**27**	**4**	**243**
2028 Build Heavy Vehicle %	**2%**	**33%**	**2%**	**6%**	**2%**	**3%**	**3%**	**2%**	**2%**	**2%**	**2%**	**13%**	**2%**	**4%**	**2%**	**3%**

PM PEAK HOUR

	Monroe Dr NE (South) Northbound				Monroe Dr NE (North) Southbound				Park Dr NE (West) Eastbound				Park Dr NE (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	11	705	26	0	229	922	9	0	5	8	5	0	8	11	220
Pedestrians			3				14				13				2	
Conflicting Pedestrians		13		2		2		13		14		3		3		14
Heavy Vehicles	0	0	7	0	0	1	12	0	0	0	0	0	0	1	0	7
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	13%	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	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2023 Volumes	**0**	**11**	**705**	**26**	**0**	**229**	**922**	**9**	**0**	**5**	**8**	**5**	**0**	**8**	**11**	**220**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	1	36	1	0	12	47	0	0	0	0	0	0	0	1	11
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028 No-Build Traffic	**0**	**12**	**741**	**27**	**0**	**241**	**969**	**9**	**0**	**5**	**8**	**5**	**0**	**8**	**12**	**231**
2028 No-Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**13%**	**2%**	**3%**
Trip Distribution IN			40%													
Trip Distribution OUT							(40%)									
Balancing Adjustment																
Residential Trips	0	0	25	0	0	0	19	0	0	0	0	0	0	0	0	0
Trip Distribution IN			55%													
Trip Distribution OUT							(55%)									
Balancing Adjustment																
Office Trips	0	0	19	0	0	0	100	0	0	0	0	0	0	0	0	0
Trip Distribution IN			46%													
Trip Distribution OUT							(46%)									
Balancing Adjustment																
Retail Trips	0	0	15	0	0	0	12	0	0	0	0	0	0	0	0	0
Total Primary Site Trips	0	0	59	0	0	0	131	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	59	0	0	0	131	0	0	0	0	0	0	0	0	0
2028 Build Traffic	**0**	**12**	**800**	**27**	**0**	**241**	**1,100**	**9**	**0**	**5**	**8**	**5**	**0**	**8**	**12**	**231**
2028 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**13%**	**2%**	**3%**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #7

10th St at Monroe Dr NE (South)/Monroe Dr NE (North)

AM PEAK HOUR

	Monroe Dr NE (South) Northbound				Monroe Dr NE (North) Southbound				10th St Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	347	528	0	0	0	519	216	0	244	0	186	0	0	0	0
Pedestrians		31				115				10				0		
Conflicting Pedestrians		10		0		0		10		115		31		31		115
Heavy Vehicles	0	12	16	0	0	0	22	1	0	4	0	4	0	0	0	0
Heavy Vehicle %	2%	3%	3%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	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
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2023 Volumes	**0**	**347**	**528**	**0**	**0**	**0**	**519**	**216**	**0**	**244**	**0**	**186**	**0**	**0**	**0**	**0**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	18	27	0	0	0	26	11	0	12	0	9	0	0	0	0
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028 No-Build Traffic	**0**	**365**	**555**	**0**	**0**	**0**	**545**	**227**	**0**	**256**	**0**	**195**	**0**	**0**	**0**	**0**
2028 No-Build Heavy Vehicle %	**2%**	**3%**	**3%**	**2%**	**2%**	**2%**	**4%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**
Trip Distribution IN			30%							10%						
Trip Distribution OUT							(30%)	(10%)								
Balancing Adjustment																
Residential Trips	0	0	14	0	0	0	43	14	0	5	0	0	0	0	0	0
Trip Distribution IN			45%							10%						
Trip Distribution OUT							(45%)	(10%)								
Balancing Adjustment																
Office Trips	0	0	114	0	0	0	12	3	0	25	0	0	0	0	0	0
Trip Distribution IN			31%							15%						
Trip Distribution OUT							(31%)	(15%)								
Balancing Adjustment																
Retail Trips	0	0	13	0	0	0	7	3	0	6	0	0	0	0	0	0
Total Primary Site Trips	0	0	141	0	0	0	62	20	0	36	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	141	0	0	0	62	20	0	36	0	0	0	0	0	0
2028 Build Traffic	**0**	**365**	**696**	**0**	**0**	**0**	**607**	**247**	**0**	**292**	**0**	**195**	**0**	**0**	**0**	**0**
2028 Build Heavy Vehicle %	**2%**	**3%**	**2%**	**2%**	**2%**	**2%**	**4%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**

PM PEAK HOUR

	Monroe Dr NE (South) Northbound				Monroe Dr NE (North) Southbound				10th St Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	236	588	0	0	0	720	159	0	234	0	300	0	0	0	0
Pedestrians		20				265				18				0		
Conflicting Pedestrians		18		0		0		18		265		20		20		265
Heavy Vehicles	0	7	8	0	0	0	9	1	0	1	0	0	0	0	0	0
Heavy Vehicle %	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2023 Volumes	**0**	**236**	**588**	**0**	**0**	**0**	**720**	**159**	**0**	**234**	**0**	**300**	**0**	**0**	**0**	**0**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	12	30	0	0	0	37	8	0	12	0	15	0	0	0	0
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028 No-Build Traffic	**0**	**248**	**618**	**0**	**0**	**0**	**757**	**167**	**0**	**246**	**0**	**315**	**0**	**0**	**0**	**0**
2028 No-Build Heavy Vehicle %	**2%**	**3%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**
Trip Distribution IN			30%							10%						
Trip Distribution OUT							(30%)	(10%)								
Balancing Adjustment																
Residential Trips	0	0	19	0	0	0	14	5	0	6	0	0	0	0	0	0
Trip Distribution IN			45%							10%						
Trip Distribution OUT							(45%)	(10%)								
Balancing Adjustment																
Office Trips	0	0	15	0	0	0	81	18	0	3	0	0	0	0	0	0
Trip Distribution IN			31%							15%						
Trip Distribution OUT							(31%)	(15%)								
Balancing Adjustment																
Retail Trips	0	0	10	0	0	0	8	4	0	5	0	0	0	0	0	0
Total Primary Site Trips	0	0	44	0	0	0	103	27	0	14	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	44	0	0	0	103	27	0	14	0	0	0	0	0	0
2028 Build Traffic	**0**	**248**	**662**	**0**	**0**	**0**	**860**	**194**	**0**	**260**	**0**	**315**	**0**	**0**	**0**	**0**
2028 Build Heavy Vehicle %	**2%**	**3%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #8

10th St NE (West)/10th St NE (East) at Piedmont Ave NE (South)/Piedmont Ave NE (North)

AM PEAK HOUR

	Piedmont Ave NE (South) Northbound				Piedmont Ave NE (North) Southbound				10th St NE (West) Eastbound				10th St NE (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	183	579	57	0	0	0	0	0	137	297	0	0	0	133	53
Pedestrians		73				26				28				38		
Conflicting Pedestrians		28		38		38		28		26		73		73		26
Heavy Vehicles	0	4	10	0	0	0	0	0	0	7	15	0	0	0	0	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	5%	2%	2%	2%	2%	2%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2023 Volumes	**0**	**183**	**579**	**57**	**0**	**0**	**0**	**0**	**0**	**137**	**297**	**0**	**0**	**0**	**133**	**53**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	9	30	3	0	0	0	0	0	7	15	0	0	0	7	3
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028 No-Build Traffic	**0**	**192**	**609**	**60**	**0**	**0**	**0**	**0**	**0**	**144**	**312**	**0**	**0**	**0**	**140**	**56**
2028 No-Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**5%**	**5%**	**2%**	**2%**	**2%**	**2%**	**2%**
Trip Distribution IN											10%					
Trip Distribution OUT															(10%)	
Balancing Adjustment																
Residential Trips	0	0	0	0	0	0	0	0	0	0	5	0	0	0	14	0
Trip Distribution IN											10%					
Trip Distribution OUT															(10%)	
Balancing Adjustment																
Office Trips	0	0	0	0	0	0	0	0	0	0	25	0	0	0	3	0
Trip Distribution IN											15%					
Trip Distribution OUT															(15%)	
Balancing Adjustment																
Retail Trips	0	0	0	0	0	0	0	0	0	0	6	0	0	0	3	0
Total Primary Site Trips	0	0	0	0	0	0	0	0	0	0	36	0	0	0	20	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	0	0	0	36	0	0	0	20	0
2028 Build Traffic	**0**	**192**	**609**	**60**	**0**	**0**	**0**	**0**	**0**	**144**	**348**	**0**	**0**	**0**	**160**	**56**
2028 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**5%**	**5%**	**2%**	**2%**	**2%**	**2%**	**2%**

PM PEAK HOUR

	Piedmont Ave NE (South) Northbound				Piedmont Ave NE (North) Southbound				10th St NE (West) Eastbound				10th St NE (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	0	145	752	48	0	0	0	0	0	233	494	0	0	0	101	83
Pedestrians		63				37				18				33		
Conflicting Pedestrians		18		33		33		18		37		63		63		37
Heavy Vehicles	0	2	6	0	0	0	0	0	0	1	2	0	0	0	1	3
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%
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	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2023 Volumes	**0**	**145**	**752**	**48**	**0**	**0**	**0**	**0**	**0**	**233**	**494**	**0**	**0**	**0**	**101**	**83**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	7	38	2	0	0	0	0	0	12	25	0	0	0	5	4
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2028 No-Build Traffic	**0**	**152**	**790**	**50**	**0**	**0**	**0**	**0**	**0**	**245**	**519**	**0**	**0**	**0**	**106**	**87**
2028 No-Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**4%**
Trip Distribution IN											10%					
Trip Distribution OUT															(10%)	
Balancing Adjustment																
Residential Trips	0	0	0	0	0	0	0	0	0	0	6	0	0	0	5	0
Trip Distribution IN											10%					
Trip Distribution OUT															(10%)	
Balancing Adjustment																
Office Trips	0	0	0	0	0	0	0	0	0	0	3	0	0	0	18	0
Trip Distribution IN											15%					
Trip Distribution OUT															(15%)	
Balancing Adjustment																
Retail Trips	0	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0
Total Primary Site Trips	0	0	0	0	0	0	0	0	0	0	14	0	0	0	27	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	0	0	14	0	0	0	27	0
2028 Build Traffic	**0**	**152**	**790**	**50**	**0**	**0**	**0**	**0**	**0**	**245**	**533**	**0**	**0**	**0**	**133**	**87**
2028 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**4%**

Programmed Project Fact Sheets and Design Documents

AT-320

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

Short Title	ATLANTA TRAFFIC SIGNAL ENHANCEMENT PROGRAM - PHASE 1 AT VARIOUS INTERSECTIONS ON GREENBRIAR PARKWAY, SYLVAN ROAD, 10TH STREET, STATE STREET AND NORTH AVENUE
GDOT Project No.	0017802
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / Operations & Safety
Sponsor	City of Atlanta
Jurisdiction	City of Atlanta
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)

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

Detailed Description and Justification

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

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2021	**$400,000**	~~$320,000~~	~~$0,000~~	~~$0,000~~	~~$80,000~~
UTL	Congestion Mitigation & Air Quality Improvement (CMAQ)		2024	**$187,000**	$149,600	$0,000	$0,000	$37,400
CST	Congestion Mitigation & Air Quality Improvement (CMAQ)		2024	**$3,282,656**	$2,626,125	$0,000	$0,000	$656,531
				$3,869,656	**$3,095,725**	**$0,000**	**$0,000**	**$773,931**

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

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

Report Generated: 6/1/2023

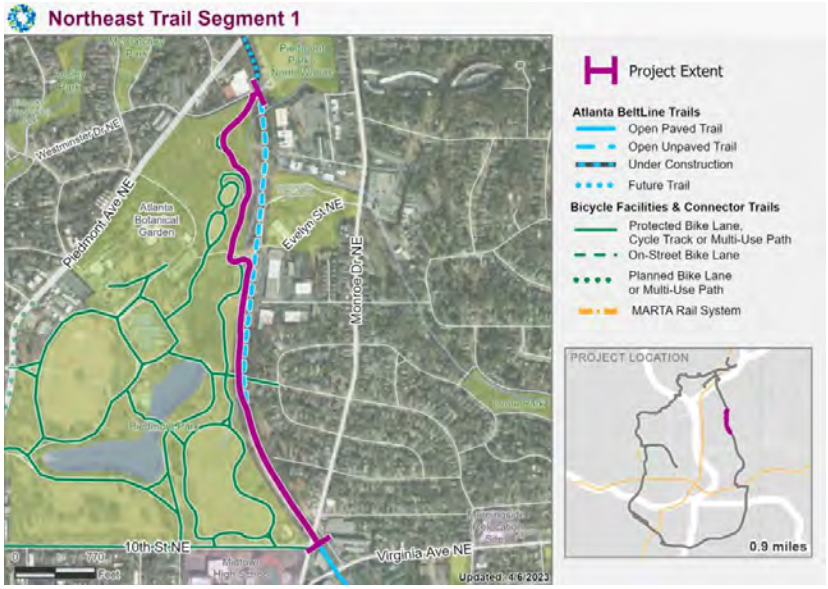
Atlanta BeltLine

DESIGN

Northeast Trail – Segment 1 (Piedmont Park)

Piedmont Park (Monroe Drive to Westminster Drive) // Subarea 6

The Northeast Trail – Segment 1 runs 0.9 miles from Monroe Drive to Westminster Drive with a portion through Piedmont Park. This trail closed for construction in August 2023.



PROJECT STATUS

A groundbreaking ceremony took place on Friday, August 4 with community members, Mayor Andre Dickens, elected officials, and honored guests!

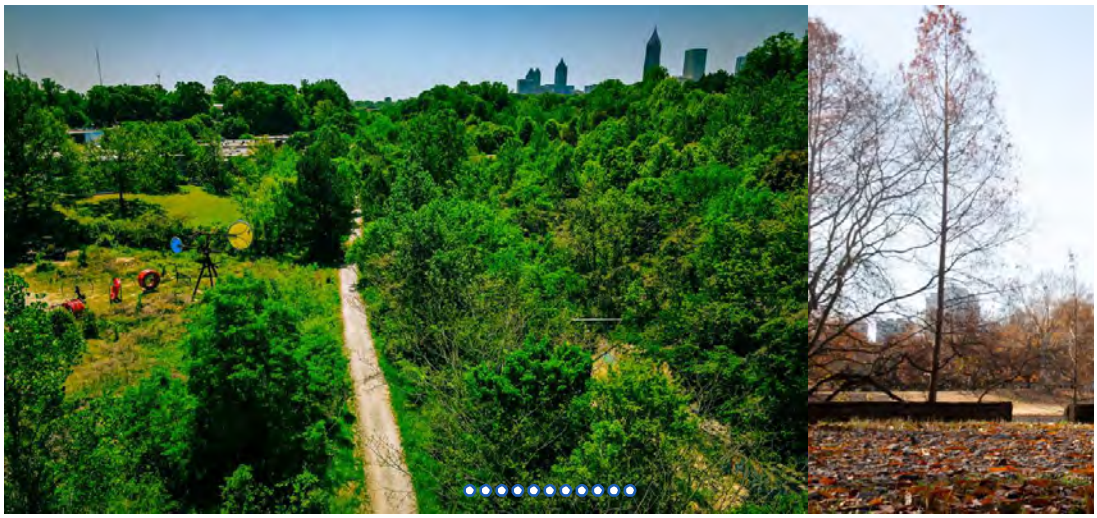
The trail runs from the northern end of the Eastside Trail to Westminster Drive with a portion through Piedmont Park. The BeltLine continues to work alongside Piedmont Park Conservancy, City of Atlanta Parks Department, and Atlanta Department of Transportation. ABI is working jointly with ATLDOT to complete additional pedestrian safety improvements at the intersection of 10th and Monroe Dr. in conjunction with the trail construction project as it crosses Monroe Drive. The schedule to complete construction is approximately 14 months, followed by landscaping.

A virtual community meeting took place on July 27. View the meeting recording and download the presentation.

PROJECT TIMELINE

May 2020 – July 2021	Alternatives analysis and concept validation
July 2021	Locally Preferred Alternative as part of the federally funded, full length of the Northeast Trail design project
July 2021	Execute contract for design phase services
September – October 2021	Gravel installation along unpaved path
August 2023	Groundbreaking and construction start
Fall 2024	Construction expected to be complete

LAST UPDATED: AUGUST 14, 2023



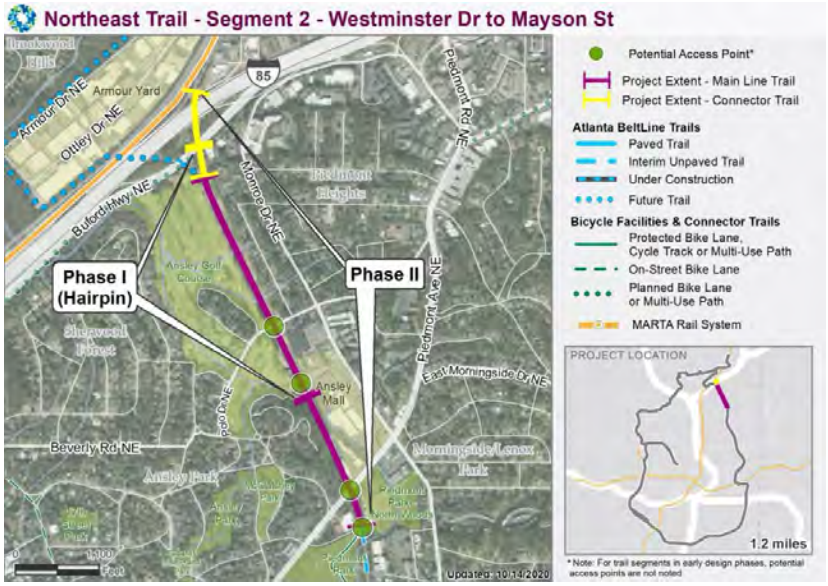
Atlanta BeltLine

CONSTRUCTION

Northeast Trail – Segment 2 (Central / Hairpin)

Westminster Drive to Mayson Street // Subarea 6

The Northeast Trail – Segment 2 will ultimately be 1.2 miles in length and run from Westminster to Mayson Street / Plasters Avenue connection. A portion of the trail between Ansley Mall and the Buford Spring Connector is open to the public. The remainder of the trail to the south, between Ansley Mall and Westminster Drive, is closed for construction.



PROJECT STATUS

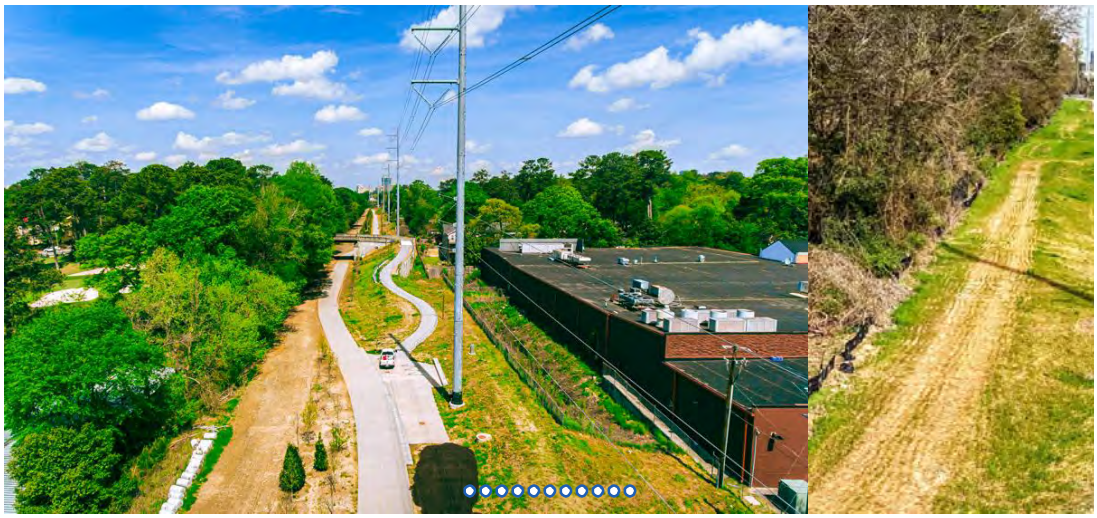
Work to pour the concrete trails is moving forward rapidly. A final GDOT permit has been received, allowing work along the Buford–Spring Connector bridge crossing to move forward. This construction work is currently scheduled to be completed in the fall of 2023, with final landscaping to follow in late 2023 and early 2024.

Phase I, which included trail design and construction between Clear Creek/ Ansley Mall and the Buford Spring Connector, was executed under an agreement with Georgia Power for work within the Georgia Power Transmission line easement. It was completed in March 2021 and opened to the public in an advanced interim state.

PROJECT TIMELINE

September 2019	Phase I – LDP Issued from COA + Construction Start
April 2021	Phase I complete. Trail opened in an advanced interim state.
September – October 2021	Gravel installation along unpaved path
February 2022	Bids received for Phase II construction
June 2022	Trail closed down between Westminster Drive and Ansley Mall for construction
Fall 2023	Construction work slated to be complete
Early 2024	Landscaping anticipated to be complete

LAST UPDATED: JULY 14, 2023



AR-450A

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

Short Title	BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES FROM LINDBERGH CENTER TO 10TH STREET / MONROE DRIVE
GDOT Project No.	0009395
Federal ID No.	CSSTP000900395
Status	Programmed
Service Type	Last Mile Connectivity / Sidepaths and Trails
Sponsor	Atlanta Development Authority
Jurisdiction	City of Atlanta
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane	N/A	**LCI**		**Network Year**	TBD
Planned Thru Lane	N/A	**Flex**		**Corridor Length**	3.4 miles

Detailed Description and Justification

The BeltLine NE Trail, Lindbergh MARTA to 10th Street/Monroe Street is 3.4 miles long and is entirely within the Northeast Zone of the BeltLine project. It would utilize a combination of railroad right-of-way sections with street and private right-of-way segments. It would include a concrete trail up to 16' wide and associated access stairs, ramps and amenities including seating areas and landscaping. The project would connect neighborhoods, retail areas, an existing MARTA station and several proposed BeltLine stations.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2013	**$1,433,485**	~~$1,146,788~~	~~$0,000~~	~~$0,000~~	~~$286,697~~
PE	TAP - Urban (>200K) (ARC)	AUTH	2016	**$7,114,389**	~~$856,374~~	~~$0,000~~	~~$0,000~~	~~$6,258,015~~
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2018	**$3,375,000**	~~$2,700,000~~	~~$0,000~~	~~$0,000~~	~~$675,000~~
PE	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	AUTH	2018	**$1,625,000**	~~$1,300,000~~	~~$0,000~~	~~$0,000~~	~~$325,000~~
ROW	Local Jurisdiction/Municipality Funds		2023	**$15,000,000**	$0,000	$0,000	$0,000	$15,000,000
UTL	Local Jurisdiction/Municipality Funds		2025	**$1,557,570**	$0,000	$0,000	$0,000	$1,557,570
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2025	**$59,973,674**	$12,970,000	$0,000	$0,000	$47,003,674
				$90,079,118	**$18,973,162**	**$0,000**	**$0,000**	**$71,105,956**

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

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

Report Generated: 6/1/2023

Monroe Dr / Boulevard Complete Street

TYPE	PROJECT NUMBER	COUNCIL DISTRICTS
SAFE STREETS	1012	01, 02, 05, 06

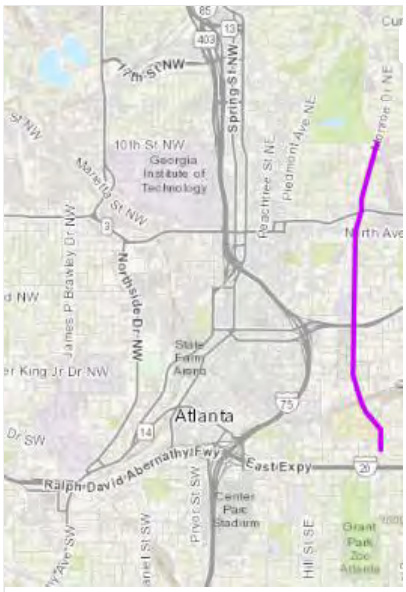
Scope

Includes resurfacing and pedestrian improvements between 10th St and Woodward Ave. Signal improvements at intersections include replacement of traffic signal LEDs, cabinets, controller monitors, signal wiring, communications, and signal timing. Considerations for bicycles throughout to be included throughout.

PAID	$1,044,579

PROJECT START	May 2016
DESIGN FINISH	Feb 2025
CONSTRUCTION START	Apr 2025
CONSTRUCTION FINISH	Jul 2027

Disclaimer: Project schedules and scopes are subject to change.



PHASE

Not Started | Preconstruction | Procurement | Construction | Complete

Additional Project Information

ATLANTA DEPARTMENT OF TRANSPORTATION (ATLDOT)

Atlanta Department of Transportation (ATLDOT)
Atlanta City Hall
55 Trinity Avenue SW, Suite 4400
Atlanta, GA 30303
By Appointment Only

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Monroe Dr Complete Street

TYPE	PROJECT NUMBER	COUNCIL DISTRICTS
SAFE STREETS	1013	6

Scope

Includes resurfacing, pedestrian safety improvements, and bicycle infrastructure between Piedmont Circle and 10th St. Signal improvements at intersections to include replacement of traffic signal LEDs, cabinets, controller monitors, signal wiring, communications, and signal timing.

PAID	**$376,954**
PROJECT START	**May 2016**
DESIGN FINISH	**Oct 2024**
CONSTRUCTION START	**Sep 2023**
CONSTRUCTION FINISH	**Dec 2025**

Disclaimer: Project schedules and scopes are subject to change.

PHASE

Not Started Preconstruction Procurement Construction Complete

Additional Project Information

Renew ATL Monroe Blvd Fact Sheet 02-28-17

Welcome Letter Comment Card Monroe Blvd 06-18

Welcome Letter Comment Card Monroe Blvd 06-18 1

06-28-18 South Blvd welcome Letter Comment Card

2021 LMIG Resurfacing

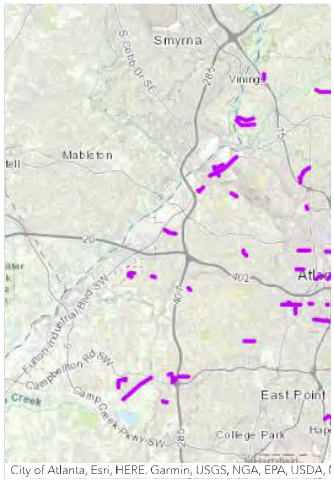
TYPE	PROJECT NUMBER	COUNCIL DISTRICTS
STREET REPAIRS	3057	ALL

Scope

Asphalt street resurfacing, milling, and point repairs; roadway striping, ADA-compliant ramp upgrades and installation; drainage, utility and other miscellaneous structure adjustments; and concrete work in the ROW at various locations throughout the City.

PAID	$0
PROJECT START	Jan 2022
CONSTRUCTION START	Jul 2023
CONSTRUCTION FINISH	Dec 2023

Disclaimer: Project schedules and scopes are subject to change.



PHASE

Not Started Preconstruction Procurement Construction Complete

Additional Project Information

Oglethorpe Avenue LMIG Public Meeting Recording – 02/23/23
5th Street LMIG Public Meeting Recording – 02/23/23
Woodward Avenue Public Meeting Recording - 11/15/22
Oglethorpe Avenue Public Meeting Recording - 11/16/22
5th Street Public Meeting Recording – 11/17/22

LMIG 21 - Woodward Ave - Project Fact Sheet 2023-02-24
LMIG 21 - Oglethorpe Ave - Project Fact Sheet 2023-02-24
LMIG 21 - 5th St - Project Fact Sheet 2023-02-24
LMIG 21 - 2nd Ave - Project Fact Sheet 2023-02-24
ATLDOT Presentation - LMIG Redesign Projects - February 2023

Citywide ITS/Signal

TYPE	PROJECT NUMBER	COUNCIL DISTRICTS
SIGNALS	1071	01, 02, 03, 05, 06, 07, 08

Scope

Includes the replacement of traffic signal cabinets, minor signal upgrades, controllers, signal wiring, ADA ramps, fiber installation, and signal timing at multiple intersections. Locations include: 14th St, Courtland Ave, Juniper St, Linden Ave, Monroe Dr at Park Dr, Monroe Dr, Pine St, Ponce De Leon Ave, Spring St, Ted Turner Dr signal, W Peachtree St, Juniper St, Roxboro Rd, Monroe Dr, 10th St, Northside Dr at Marietta St, and Piedmont Ave. Mount Paran Rd at Northside Pkwy scope also includes intersection improvements.

PAID	**$585,963**
PROJECT START	**Mar 2016**
DESIGN FINISH	**Aug 2018**
CONSTRUCTION START	**Jul 2023**
CONSTRUCTION FINISH	**Aug 2024**

Disclaimer: Project schedules and scopes are subject to change.

PHASE

Not Started | Preconstruction | Procurement | Construction | Complete

Additional Project Information

ATLANTA DEPARTMENT OF TRANSPORTATION (ATLDOT)

Atlanta Department of Transportation (ATLDOT)
Atlanta City Hall
55 Trinity Avenue SW, Suite 4400
Atlanta, GA 30303
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AR-490B

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

Short Title	ATLANTA STREETCAR - ATLANTA BELTLINE EAST CORRIDOR FROM PONCE CITY MARKET TO LINDBERGH/ARMOUR AREA
GDOT Project No.	N/A
Federal ID No.	N/A
Status	Long Range
Service Type	Transit / Rail Capital
Sponsor	City of Atlanta
Jurisdiction	City of Atlanta
Analysis Level	In the Region's Air Quality Conformity Analysis

Existing Thru Lane	N/A	**LCI**		**Network Year**	2040
Planned Thru Lane	N/A	**Flex**		**Corridor Length**	5.1 miles

Detailed Description and Justification

This project will provide streetcar service along the eastern portion of the Beltline corridor between Ponce City Market near Ponce De Leon Avenue and the Lindbergh Center / Armour Yard area.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	New Starts		LR 2031-2040	**$174,000,000**	$60,900,000	$0,000	$0,000	$113,100,000
				$174,000,000	**$60,900,000**	**$0,000**	**$0,000**	**$113,100,000**

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

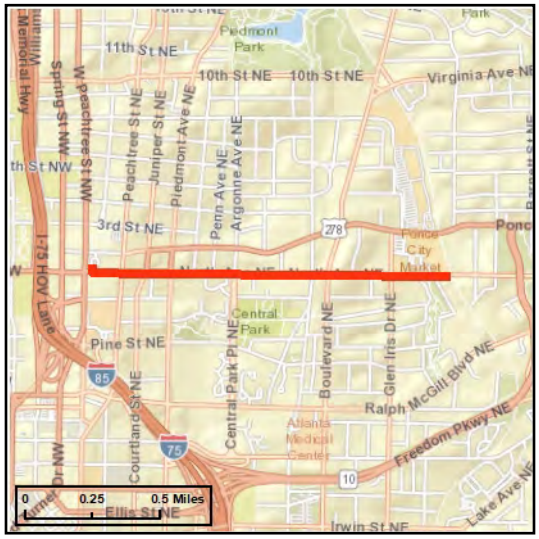
? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

Report Generated: 6/1/2023

AR-457

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

Short Title	NORTH AVENUE CORRIDOR HIGH CAPACITY PREMIUM TRANSIT SERVICE - PHASE 1 FROM MARTA NORTH AVENUE RAIL STATION TO ATLANTA BELTLINE EAST / PONCE CITY MARKET
GDOT Project No.	N/A
Federal ID No.	N/A
Status	Long Range
Service Type	Transit / Bus Capital
Sponsor	MARTA
Jurisdiction	City of Atlanta
Analysis Level	In the Region's Air Quality Conformity Analysis



Existing Thru Lane	N/A	**LCI**		**Network Year**	2030
Planned Thru Lane	N/A	**Flex**		**Corridor Length**	N/A miles

Detailed Description and Justification

This project will provide high capacity premium transit service on the North Avenue corridor from the MARTA North Avenue heavy rail station to Beltline/Ponce City Market area.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	Local Jurisdiction/Municipality Funds		LR 2029-2030	**$36,400,000**	$0,000	$0,000	$0,000	$36,400,000
				$36,400,000	**$0,000**	**$0,000**	**$0,000**	**$36,400,000**

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

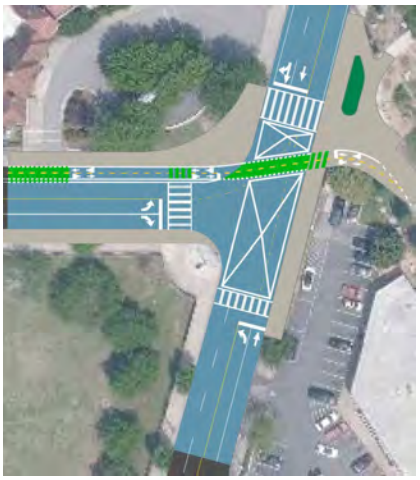
? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

Report Generated: 6/1/2023

Monroe Drive Complete Streets Project - Concept (Not for Construction)

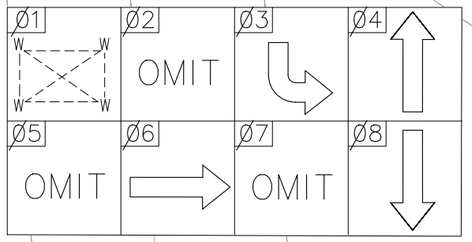
ID	Project Name	Project Type	Project Description	Schematic Layout
5	Monroe Drive Lane Reconfiguration (Piedmont Avenue to 10th Street)	Lane Reconfiguration	The project proposes to reduce the existing four lane cross section to three lanes with Two-Way-Left-Turn-Lane (TWLTL) on Monroe Drive from Piedmont Avenue to 10th Street. It will improve pedestrian and vehicular safety by reducing crossing distances and through traffic calming effect. The lane reconfiguration is expected to have minimal impact on the operations of the corridor, but is anticipated to increase demand on alternative adjacent routes.	
6	Westminster Drive Signal	Intersection Control	This concept proposes installation of a traffic signal on Monroe Drive at Westminster Drive (a gravel roadway that is soon to be paved) to accommodate pedestrian demand for the Piedmont Park access point between Hillpine Drive and Yorkshire Road. The signal would be coordinated to help set reasonable platoon speeds along Monroe Drive. With the proposed lane reconfiguration on Monroe Drive at Westminster Driver, which reduces number of lanes crossed by pedestrians, rectangular flashing beacon (RRFB) may be considered at this intersection rather than a signal.	
7	Worchester Dr and Dutch Valley Rd Crossing	Striping	This concept would add pedestrian crossings to existing signalized intersections along Monroe Drive in the Virginia-Highland and Morningside-Lenox neighborhoods (Worchester Drive and Dutch Valley Road). As part of this project, the sidewalk on the east side of Monroe Drive should be widened.	 
8	Single-Lane Roundabout at Park Drive	Intersection Control	Park Drive provides direct access to Piedmont Park, west of the intersection. Proposed roundabout will provide for safer pedestrian crossings by decreasing the crossing distances and expected to reduce crash frequency and severity. It will improve the capacity and the travel time on Monroe Drive northbound by removing control delay from traffic signal. However, this concept may potentially add delays on Park Drive. Raised crosswalks and RRFB may be considered.	

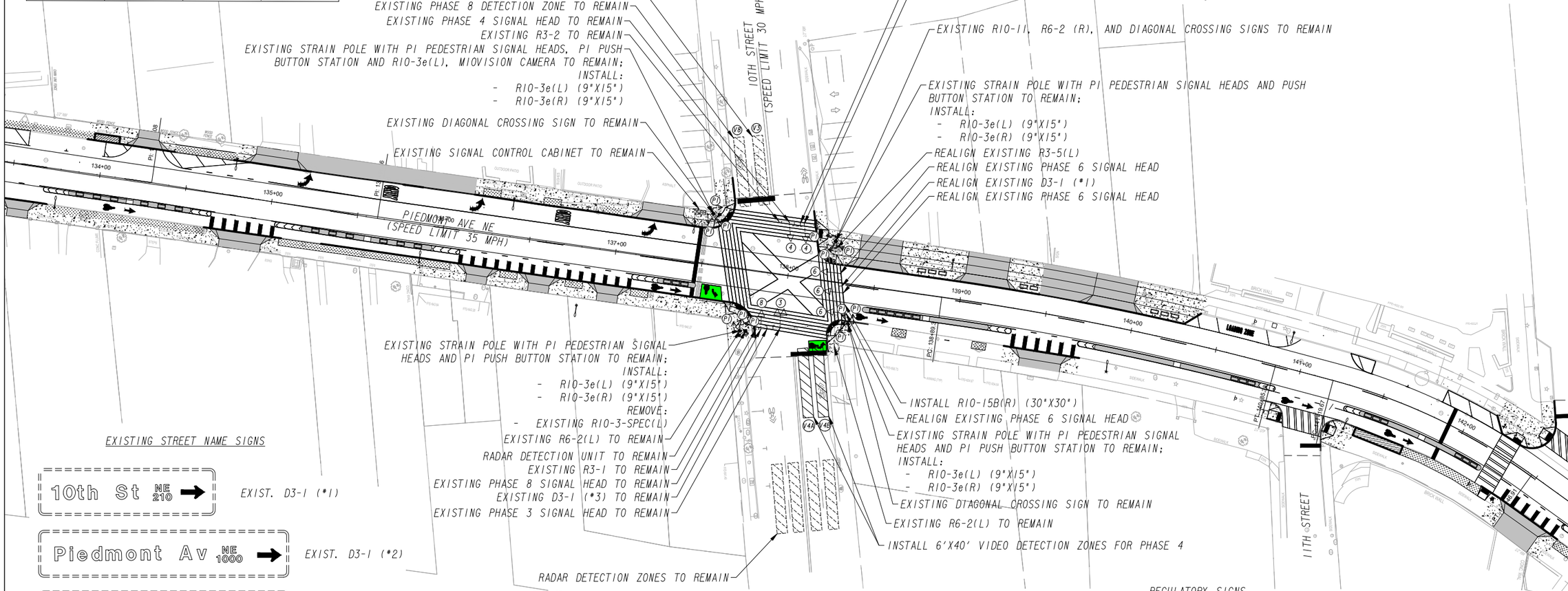
Monroe Drive Complete Streets Project - Concept (Not for Construction)

ID	Project Name	Project Type	Project Description	Schematic Layout
9	10th Street Intersection Reconfiguration & Protected Bike Intersection	Geometric	This concept proposes reconfiguration of 10th Street eastbound from existing three lane approach to two lanes: one left-turn lane and one right-turn lane. This would provide shorter crossing distance for pedestrians and cyclists on 10th Street. However, 10th Street is expected to experience increase in queue lengths and delays. The design also includes a protected intersection on the BeltLine crossing, separation for protection from right turning vehicles, buffered areas for cyclists and pedestrians, room for stacking between crossings and adjacent travel lanes, and an added bike signal crossing to/from the BeltLine.	
10	8th Street to Ponce de Leon Avenue – Median Addition	Geometric	This concept proposes to replace the unbalanced laneage with two-way left-turn lanes and pedestrian refuge islands. A 700 foot left turn lane is recommended for the southbound approach to Ponce de Leon Avenue, ending the two-way left-turn lane just south of St Charles Avenue.	
11	Greenwood Avenue RRFB	Intersection Control	Add a RRFB at the crossing with pedestrian refuge island on Monroe Drive at Greenwood Avenue.	
12	Ponce de Leon Right turn removal	Geometric	This concept proposes to remove the westbound right turn slip lane, providing separation between the right turn movement and bicycle lane. It should be noted that there are utilities that would be impacted in the northeast corner to accommodate turning radii from the future shared / right lane on westbound Ponce de Leon Ave.	
13	Ponce de Leon Avenue Wayfinding Signs	Other	Traveling north on Boulevard, the outermost lane drops as a right-turn only within the 600 ft block between Ponce de Leon Avenue and North Avenue. Community input has indicated this to cause weaving between North Avenue and Ponce de Leon Avenue. This concept would add wayfinding signs on Boulevard to provide advanced warning of the downstream lane assessments. They are aimed at warning, informing and orienting drivers in conditions that may lead to dangerous situations.	

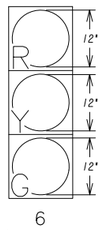
Piedmont Complete Street: 10th St at Piedmont Ave

PHASING DIAGRAM

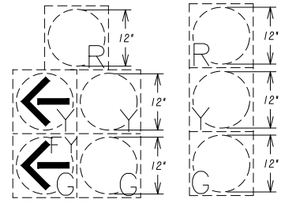


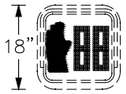


LED INCANDESCENT LOOK SIGNAL HEAD



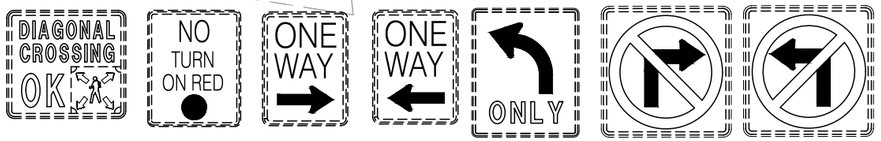
EXISTING TRAFFIC SIGNAL HEADS





EXISTING STREET NAME SIGNS

EXISTING REGULATORY SIGNS

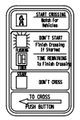


DIAGONAL CROSSING | R10-11 | R6-2 (R) | R6-2 (L) | R3-5 (L) | R3-1 | R3-2

REGULATORY SIGNS

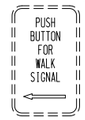
R10-15B(R) 30"X30"

PEDESTRIAN SIGNS

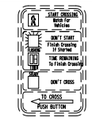


R10-3e (L) 9" X 15"

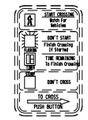
EXISTING PEDESTRIAN SIGNS



R10-3SPEC (L) 9" X 15"



R10-3e (L) 9" X 15"



R10-3e (R) 9" X 15"

LEGEND

SIGNAL LEGEND

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

DETECTION LEGEND

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

SEAL

8/31/23
GEORGIA REGISTERED No. PE043350 PROFESSIONAL ENGINEER MATTHEW ROBERT DIPIRO

LORD AECK SARGENT

Kimley»Horn
Engineering, Planning and Environmental Consultants
1200 Peachtree Street NE, Suite 800
Atlanta, GA 30309

REVISION:

SHEET TITLE: SIGNAL PLANS

JOB NAME: PIEDMONT AVENUE COMPLETE STREET
LOCATION: PIEDMONT AVENUE NE - ATLANTA, GA

ISSUE DATE: 05/05/2023
JOB. NO. 10765-01
DWG. NO. C209

TRAFFIC SIGNAL INSTALLATION No. 5

ISSUED FOR CONSTRUCTION