Transportation Impact Study

1060 Donald Lee Hollowell
DRI #4187

City of Atlanta, Georgia

June 2024

Prepared for:

1060 DLH, LLC c/o The Allen Morris Co.

Prepared by:

Kimley-Horn and Associates, Inc.
1200 Peachtree Street NE, Suite 800
Atlanta, GA 30309

013134008

Kimley»Horn

Transportation Impact Study

1060 Donald Lee Hollowell
DRI #4187

City of Atlanta, Georgia

June 2024

Prepared for:

1060 DLH, LLC c/o The Allen Morris Co.

Prepared by:

Kimley-Horn and Associates, Inc.
1200 Peachtree Street NE, Suite 800
Atlanta, GA 30309

013134008

Kimley»Horn

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

LIST OF APPENDICES

Available Upon Request
Raw Traffic Count Data
Synchro Capacity Analyses

EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *1060 DLH* development located in Atlanta, Georgia. The approximate 15.49-acre site is located south of Donald Lee Hollowell Parkway/SR 8, west of Finley Avenue, and north of North Avenue (West). The site currently consists of 86,472 SF warehousing that has been considered vacant for this study, though current lease agreements are in place for special events outside of peak hours.

The site was previously reviewed as the *1060 Hollowell DRI #2815* in May 2018. The project analyzed 700 multifamily residential units, 150 hotel rooms, 385,000 SF of office space, and 120,000 SF restaurant and retail space. The 1060 Hollowell DRI #2815 development studied one driveway along Donald Lee Hollowell Parkway/SR 8, one driveway along Finley Avenue, and two driveways along North Avenue (West). At that time, the project was Approved with Conditions through the DRI review with the Atlanta Regional Commission (ARC) and Georgia Regional Transportation Authority (GRTA). The ARC Final Report was issued on June 1, 2018, and the GRTA Notice of Decision was issued on June 6, 2018. Upon review of the updated proposed *1060 DLH* site plan in 2024, the City of Atlanta and ARC determined that a new DRI review would be required for the proposed mixed-use development, due to differences in the proposed land use, trip generation, and site driveways from the previously reviewed DRI and the currently proposed development. The *1060 DLH* development is proposed to study 1,600 multifamily residential units, 575,000 SF of office space, and 125,000 SF restaurant and retail space with one site driveway along Donald Lee Hollowell Parkway/SR 8, one driveway along Finley Avenue, and one driveway along North Avenue (West).

The proposed development will consist of the following land uses and densities contained in **Table 1**. The project is expected to be completed by 2031 (approximately 7 years).

Table 1: Proposed Land Use and Density	
Multifamily Residential	1,600 dwelling units
General Office Building	575,000 SF
Retail/Commercial	125,000 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 May 21, 2024).

Capacity analyses were performed for the study intersections under the Existing 2024 conditions, the Projected 2031 No-Build conditions, and the Projected 2031 Build conditions.

- Existing 2024 conditions represent current traffic volumes collected in April 2024.
- Projected 2031 No-Build conditions represent the Existing 2024 traffic volumes grown for seven (7) years using a 2.0% per year growth rate, plus development trips from the *Chappell Road DRI #3096*.
- Projected 2031 Build conditions represent the Projected 2031 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *1060 DLH* development.

A brief summary of system (background/No-Build) and development (Build condition) improvements and recommendations are noted below; additional details follow.

2031 NO-BUILD CONDITIONS *(SYSTEM IMPROVEMENTS)*

Donald Lee Hollowell Parkway/SR 8 at Marietta Boulevard/North Avenue (South) (Intersection 1)

- GRTA's LOS standards are not met under the 2031 No-Build conditions. The following system improvement is recommended for further study based on Existing and No-Build conditions:
  - Construct one (1) additional southbound lane and restripe the approach to consist of one (1) left-turn lane, one (1) shared through/right-turn lane, and one (1) exclusive right-turn lane along Marietta Boulevard, if right-of-way is available, and as approved by GDOT and the City of Atlanta

Donald Lee Hollowell Parkway/SR 8 at Finley Avenue/Robert Smalls Way (Intersection 2)

- GRTA's LOS standards are not met under the 2031 No-Build conditions. The following system improvements are recommended for further study, including future pedestrian activity anticipated from the BeltLine connection to Donald Lee Hollowell Parkway/SR 8 nearby:
  - Install a traffic signal if and when warranted and as approved by GDOT and the City of Atlanta.

Donald Lee Hollowell Parkway/SR 8 at Joseph E Lowery Boulevard (Intersection 3)

- GRTA's LOS standards are not met under the 2031 No-Build conditions. System improvements were identified to meet GRTA LOS standards to serve background traffic, but are not recommended due to geometric constraints at the intersection:
  - Continue to monitor the intersection for future improvements.

Northside Drive/SR 3 at Donald Lee Hollowell Parkway/SR 8 and Bankhead Avenue (Intersection 4)

- GRTA's LOS standards are not met under the 2031 No-Build conditions. The following system improvement is recommended for further study:
  - Construct one (1) additional right-turn lane to include dual (2) eastbound right-turn lanes along Donald Lee Hollowell Parkway/SR 8, as approved by GDOT and the City of Atlanta.
  - Modify signal operations to include a right-turn overlap with protected/permissive eastbound right-turn phasing, as approved by GDOT and the City of Atlanta.

2031 BUILD CONDITIONS (*DEVELOPMENT IMPROVEMENTS*)

Donald Lee Hollowell Parkway/SR 8 at Site Driveway A (Intersection 9)

- Reconstruct Driveway A to operate as a right-in/right-out driveway with one (1) ingress lane and one (1) egress lane, as approved by GDOT.
- *Alternative Condition*: Reconstruct the existing driveway to operate as a right-in-left-in/right-out driveway with one lane (1) entering and one lane (1) exiting the site, as approved by GDOT.

Finley Avenue at Pelham Street/Site Driveway B (Intersection 10)

- Construct Driveway B to operate as full movement with one (1) ingress lane and one (1) egress lane.
  - Modify the existing free-flow intersection of Finley Avenue at Pelham Street to operate with all-way stop-control, or a preferred intersection control condition by the City of Atlanta.
- *Alternative Condition*: In addition to constructing Driveway B as described above, extend Finley Avenue into the unimproved City right-of-way south of Pelham Street to include one (1) lane northbound and one (1) lane southbound with all-way stop-control at the four-legged intersection, or a preferred intersection control condition by the City of Atlanta.

North Avenue (West) at Site Driveway C (Intersection 11)

- Construct Driveway C to include one (1) ingress lane and one (1) egress lane along the existing unimproved North Avenue (West) right-of-way.

Donald Lee Hollowell Parkway/SR 8 at Marietta Boulevard/North Avenue (South) (Intersection 1)

The existing signalized intersection of Donald Lee Hollowell Parkway/SR 8 at Marietta Boulevard/North Avenue (South) (Intersection 1) is not projected to meet GRTA's standards for the overall LOS under the 2024 Existing conditions during the AM and PM peak hours. The intersection is projected to operate at an LOS F for the southbound approach during the AM and PM peak hours.

Similarly, the intersection is not projected to meet GRTA's standards for the overall LOS under the 2031 No-Build and Build conditions for the AM and PM peak hours. The intersection is projected to operate at an LOS F for the southbound approach during the AM and PM peak hours.

Note: per GRTA's guidelines, *"the [Transportation Impact Study] shall utilize the GDOT Intersection Control Evaluation (ICE) – Stage 1 tool for GDOT maintained intersections with a failing approach if an approach is not meeting the LOS standard and the Project is increasing trips to that approach by twenty (20) percent or more."*

The *1060 DLH* development adds less than 20% of traffic volume to the failing approach (southbound) and less than 20% to the overall Intersection 1, therefore GDOT ICE was not utilized.

It is notable that per GDOT turn lane warrants, an eastbound right-turn lane is warranted under Existing 2024 conditions (>100 right turning vehicles per day). However, an eastbound right-turn lane is not needed to improve intersection LOS and has not been studied or recommended.

In order to meet GRTA's LOS requirements under the 2031 No-Build conditions, the system improvement listed below is needed (to serve background traffic) and is recommended for further study as a system improvement (to serve Existing and No-Build Conditions) assuming right-of-way is available at the intersection (shown in red on **Figure 7**):

- Construct one (1) additional southbound lane and restripe the approach to consist of one (1) left-turn lane, one (1) shared through/right lane, and one (1) exclusive right-turn lane along Marietta Boulevard.

With the implementation of the proposed system improvements noted above that are required to serve No-Build conditions, the intersection is projected to continue to operate at acceptable overall and approach LOS under 2031 Build conditions. The analysis results shown in the table below are for the improved conditions at Donald Lee Hollowell Parkway/SR 8 at Marietta Boulevard/North Avenue (South) (Intersection 1), which assume the noted geometric changes.

Overall LOS Standard: E Approach LOS Standard: E			North Avenue (South)			Marietta Boulevard			Donald Lee Hollowell Parkway/SR 8			Donald Lee Hollowell Parkway/SR 8		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2031 NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	C (31.3)											
		Approach LOS	D (49.0)			E (61.8)			C (20.0)			D (37.2)		
		Storage						225	275			175		550
		50th Queue		23		258	11	0	129	428		8	103	0
		95th Queue		69		356	57	13	209	570		21	160	46
	PM	Overall LOS	D (45.3)											
		Approach LOS	D (41.1)			E (62.3)			C (23.5)			D (47.6)		
		Storage						225	275			175		550
		50th Queue		12		386	158	78	91	260		40	467	0
		95th Queue		49		677	283	187	122	270		67	528	56
2031 BUILD IMPROVED (SIGNAL)	AM	Overall LOS	D (36.5)											
		Approach LOS	D (43.5)			E (62.9)			C (25.9)			D (42.7)		
		Storage						225	275			175		550
		50th Queue		20		313	10	0	160	552		12	156	24
		95th Queue		69		513	57	13	209	618		23	214	94
	PM	Overall LOS	D (44.0)											
		Approach LOS	D (41.1)			E (71.2)			C (23.9)			D (37.9)		
		Storage						225	275			175		550
		50th Queue		13		455	167	93	84	261		30	473	13
		95th Queue		50		772	289	202	149	277		28	457	17

Donald Lee Hollowell Parkway/SR 8 at Finley Avenue/Robert Smalls Way (Intersection 2)

The existing intersection of Donald Lee Hollowell Parkway/SR 8 at Finley Avenue/Robert Smalls Way (Intersection 2) is projected to meet GRTA's approach LOS standards under the 2024 Existing conditions during the AM and PM peak hours.

However, the intersection is not projected to meet GRTA's standards for the approach LOS under the 2031 No-Build conditions for the AM peak hour. The intersection is projected to operate at an LOS F for the northbound approach during the AM peak hour.

Similarly, with the addition of development traffic along Finley Avenue south of Donald Lee Hollowell Parkway/SR 8, both the northbound and southbound side-street stop-controlled approaches of Finley Avenue and Robert Smalls Way are expected to operate at LOS F under 2031 Build conditions.

In order to meet GRTA's LOS requirements under the 2031 No-Build conditions, the installation of a traffic signal would improve the LOS to meet GRTA's LOS requirement for the side street approach. A traffic signal may be warranted under 2031 No-Build conditions from future pedestrian activity associated with the BeltLine pedestrian ramp connection to Donald Lee Hollowell Parkway/SR 8. However, a traffic signal is unlikely to be warranted based on minimal traffic volumes entering and exiting the side streets of Finley Avenue and Robert Smalls Way under No-Build Conditions.

The implementation of the proposed improvements listed below would improve side-street stop-controlled delay and would meet GRTA LOS standards under No-Build conditions (shown in red on **Figure 7**):

- Install a traffic signal if and when warranted and as approved by GDOT and the City of Atlanta.
- Construct one (1) northbound left-turn lane in addition to the (1) northbound through/right-turn lane to meet GDOT's recommended laneage at a new traffic signal, where right-of-way is available.

With the proposed improvements noted above, the intersection is projected to operate at acceptable overall and approach LOS under 2031 Build conditions. The analysis results shown in the table below are for the improved conditions at Donald Lee Hollowell Parkway/SR 8 at Finley Avenue/Robert Smalls Way (Intersection 2), which assume the noted geometric changes. The recommended build improvements are shown in **Figure 9.**

It is notable that a signal is unlikely to be warranted at this intersection under No-Build conditions based on side street vehicular volumes. However, the ongoing construction of the BeltLine trail connection ramp between the trail and Donald Lee Hollowell Parkway/SR 8 just west of Finley Avenue is likely to increase pedestrian activity and may warrant a signalized crossing of Donald Lee Hollowell Parkway/SR 8 based on pedestrian volumes. Additionally, based on a preliminary review of projected peak hour volumes, the intersection is expected to meet signal warrants based on the 2031 Build conditions. It is notable that the signal warrant condition is likely met based on the westbound (mainline) left-turning volumes conflicting with the opposing eastbound mainline through volumes.

Per GDOT turn lane warrants, a westbound left-turn lane is likely warranted under projected Build 2031 conditions (>300 left-turning vehicles per day), and an eastbound right-turn lane is likely warranted under projected Build 2031 conditions (>100 right turning vehicles per day). Coordination between GDOT, the City of Atlanta, and the Atlanta BeltLine is recommended to determine the appropriate laneage to serve the multimodal traveling public at this intersection.

See **Appendix E** for GDOT Intersection Control Evaluation (ICE) Stage 1.

Overall LOS Standard: E Approach LOS Standard: E			Finley Avenue			Robert Smalls Way			Donald Lee Hollowell Parkway/SR 8			Donald Lee Hollowell Parkway/SR 8		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2031 NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	A (2.6)											
		Approach LOS	E (76.1)			E (78.0)			A (2.3)			A (1.2)		
		Storage	100											125
		50th Queue	1	0			0			25			0	0
		95th Queue	8	0			22			528			40	0
	PM	Overall LOS	A (2.5)											
		Approach LOS	E (75.9)			E (76.3)			A (1.8)			A (1.9)		
		Storage	100											125
		50th Queue	6	0			0			0			0	0
		95th Queue	24	0			13			124			113	1
2031 BUILD IMPROVED (SIGNAL)	AM	Overall LOS	C (29.5)											
		Approach LOS	E (78.2)			E (67.4)			A (7.3)			E (60.7)		
		Storage	100											125
		50th Queue	65	104			0			525			124	0
		95th Queue	113	179			19			736			226	0
	PM	Overall LOS	C (23.6)											
		Approach LOS	E (76.7)			E (56.9)			A (8.1)			C (21.9)		
		Storage	100											125
		50th Queue	187	47			0			129			577	0
		95th Queue	310	133			12			112			880	3

Advisory Intersection 2 2031 Build Improved Alternative Condition

Results of the below analysis represent the same 2031 Build Improved roadway geometry and intersection control conditions described above, but with alternative traffic volume. Proposed Site Driveway A was identified in the GRTA Letter of Understanding as a right-in/right-out only access for the development based on existing pavement markings along Donald Lee Hollowell Parkway/SR 8. However, the existing site access has an easement agreement with GDOT that does not expressly state the required access condition of the curb cut. If the driveway is allowed by GDOT to operate as a right-in-left-in/right-out only driveway as an alternative to right-in/right-out only, then a portion of the Intersection 2 westbound left-turning traffic is likely to turn westbound left into Site Driveway A instead. The below 2031 Build Improved Alternative condition is provided based on the Site Driveway A/Intersection 9 Alternative conditions, discussed in **Section 5.9 Donald Lee Hollowell Parkway/SR 8 at Site Driveway A (Intersection 9)**.

Overall LOS Standard: E Approach LOS Standard: E			Finley Avenue			Robert Smalls Way			Donald Lee Hollowell Parkway/SR 8			Donald Lee Hollowell Parkway/SR 8		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2031 BUILD IMPROVED *Alternative* (SIGNAL)	AM	Overall LOS	B (15.6)											
		Approach LOS	E (78.2)			E (67.4)			A (7.3)			B (14.3)		
		Storage	100											125
		50th Queue	65	104			0			163			123	0
		95th Queue	113	179			19			353			223	0
	PM	Overall LOS	C (20.4)											
		Approach LOS	E (76.7)			E (56.9)			A (8.1)			B (15.2)		
		Storage	100											125
		50th Queue	187	47			0			128			524	0
		95th Queue	310	133			12			105			704	3

Donald Lee Hollowell Parkway/SR 8 at Joseph E Lowery Boulevard (Intersection 3)

The existing signalized intersection of Donald Lee Hollowell Parkway/SR 8 at Joseph E Lowery Boulevard (Intersection 3) is projected to meet GRTA's standards for the overall LOS under the 2024 Existing conditions during the AM and PM peak hours.

However, the intersection is not projected to meet GRTA's standards for the approach LOS requirements under the 2031 No-Build conditions for the AM and PM peak hours. The intersection is projected to operate at an LOS F for the northbound approach during the AM peak hour and LOS F for the westbound approach during the PM peak hour.

Per GDOT turn lane warrants, both eastbound and westbound left-turn lanes are warranted based on Existing 2024 conditions (>300 left turning vehicles per day), but do not exist. Additionally, both eastbound and westbound right-turn lanes are warranted based on Existing 2024 conditions (>100 right turning vehicles per day) with an existing short eastbound right-turn lane only. For this intersection the addition of left- and right-turn lanes would provide a significant operational improvement if right-of-way was not constrained.

In order to meet GRTA's LOS requirements under the 2031 No-Build conditions, the system improvements listed below are needed (to serve background traffic) but not recommended due to geometric constraints at the intersection:

- Construct an additional eastbound lane and restripe the eastbound approach to consist of one (1) left turn lane, two (2) through lanes, one (1) right-turn lane, and two (2) receiving lanes along Donald Lee Hollowell Parkway/SR 8.
- Construct one (1) westbound left-turn lane along Donald Lee Hollowell Parkway/SR 8.
- Construct one (1) northbound right-turn lane along Joseph E Lowery Boulevard.

With the proposed system improvements noted above, the intersection is projected to operate at acceptable overall and approach LOS under 2031 Build conditions.

The analysis results shown in the table below are for the improved conditions to meet the LOS requirement at Donald Lee Hollowell at Joseph E Lowery Boulevard (Intersection 3), which assume the noted geometric changes that are not constructable due to geometric constraints. The intersection should continue to be monitored for future traffic conditions.

See **Appendix E** for GDOT Intersection Control Evaluation (ICE) Stage 1.

Overall LOS Standard: E Approach LOS Standard: E			Joseph E Lowery Boulevard			Joseph E Lowery Boulevard			Donald Lee Hollowell Parkway/SR 8			Donald Lee Hollowell Parkway/SR 8		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2031 NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	D (42.6)											
		Approach LOS	E (68.3)			E (61.6)			C (27.4)			D (35.0)		
		Storage			100	200			50		50	75		
		50th Queue	134	408	17	86	152		15	481	14	9	52	
		95th Queue	204	631	70	204	234		33	572	50	17	71	
	PM	Overall LOS	D (41.8)											
		Approach LOS	E (66.7)			E (78.7)			C (23.5)			C (26.3)		
		Storage			100	200			50		50	75		
		50th Queue	106	331	0	116	366		13	268	39	35	375	
		95th Queue	253	496	45	226	573		29	326	86	61	451	
2031 BUILD IMPROVED (SIGNAL)	AM	Overall LOS	D (48.1)											
		Approach LOS	E (76.1)			E (66.5)			C (33.6)			D (41.0)		
		Storage			100	200			50		50	75		
		50th Queue	134	463	55	86	186		15	630	14	55	96	
		95th Queue	204	682	125	204	277		33	741	50	122	104	
	PM	Overall LOS	D (43.6)											
		Approach LOS	E (67.3)			E (79.4)			C (27.8)			C (30.5)		
		Storage			100	200			50		50	75		
		50th Queue	106	359	51	112	377		14	414	41	58	498	
		95th Queue	251	524	118	240	572		31	493	90	116	591	

Northside Drive/SR 3 at Donald Lee Hollowell Parkway/SR 8 and Bankhead Avenue (Intersection 4)

The existing signalized intersection of Northside Drive/SR 3 at Donald Lee Hollowell Parkway/SR 8 and Bankhead Avenue (Intersection 4) is not projected to meet GRTA's approach LOS standards under the 2024 Existing conditions during the PM peak hour. The intersection is projected to operate at an LOS F for the eastbound approach during the PM peak hour.

Similarly, the intersection is not projected to meet GRTA's standards for the approach LOS under the 2031 No-Build and Build conditions for the AM and PM peak hours. The intersection is projected to continue to operate at an LOS F for the eastbound approach during the AM and PM peak hours.

Per GDOT turn lane requirements, eastbound left- and right-turn lanes already exist and meet warrants under 2024 Existing conditions. Westbound turn lanes are not likely warranted based on the low volume Bankhead Avenue approach.

In order to meet GRTA's LOS requirements under the 2031 No-Build conditions, the system improvements listed below are needed (to serve existing traffic) at the intersection (shown in red on **Figure 7**):

- Construct one (1) additional right-turn lane to include dual (2) eastbound right-turn lanes along Donald Lee Hollowell Parkway/SR 8.
- Modify signal operations to include a right-turn overlap with protected/permissive eastbound right-turn phasing.

With the implementation of the proposed system improvement noted above, the intersection is projected to continue to operate at acceptable overall and approach LOS under 2031 Build conditions.

The analysis results shown in the table below are for the improved conditions at Northside Drive/SR 3 at Donald Lee Hollowell Parkway/SR 8 and Bankhead Avenue (Intersection 4), which assume the noted system improvement geometric changes.

See **Appendix E** for GDOT Intersection Control Evaluation (ICE) Stage 1.

Overall LOS Standard: E Approach LOS Standard: E			Northside Drive/SR 3			Northside Drive/SR 3			Donald Lee Hollowell Parkway/SR 8			Donald Lee Hollowell Parkway/SR 8		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2031 NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	D (38.3)											
		Approach LOS	C (29.9)			C (27.9)			D (49.4)			C (30.5)		
		Storage	100					225			50			
		50th Queue	104	292			236	0	173	173	7		0	
		95th Queue	149	341			293	9	773	773	38		0	
	PM	Overall LOS	D (37.2)											
		Approach LOS	C (32.3)			C (33.2)			D (50.7)			D (52.0)		
		Storage	100					225			50			
		50th Queue	259	225			705	98	242	240	197		15	
		95th Queue	306	268			961	162	397	402	238		44	
2031 BUILD IMPROVED (SIGNAL)	AM	Overall LOS	E (55.7)											
		Approach LOS	D (50.0)			C (32.4)			E (72.2)			C (30.5)		
		Storage	100					225			50			
		50th Queue	211	280			230	0	374	394	35		0	
		95th Queue	319	341			293	11	875	876	65		0	
	PM	Overall LOS	D (43.6)											
		Approach LOS	D (35.6)			D (39.3)			E (58.4)			D (52.4)		
		Storage	100					225			50			
		50th Queue	312	225			806	161	391	416	269		15	
		95th Queue	372	268			994	228	601	628	327		44	

2031 BUILD CONDITIONS *(SITE ACCESS IMPROVEMENTS)*

In addition to the system improvements associated with 2031 No-Build conditions, the following should be considered to serve the 2031 Build Conditions:

- Donald Lee Hollowell Parkway/SR 8 at Site Driveway A (Intersection 9)
  - Reconstruct Driveway A to operate as a right-in/right-out driveway to consist of one (1) ingress lane and one (1) egress lane.
  - *Alternative*: Reconstruct Site Driveway A to operate as a right-in-left-in/right-out driveway to consist of one (1) ingress lane and one (1) egress lane.
- Finley Avenue at Pelham Street/Site Driveway B (Intersection 10)
  - Construct Driveway B to operate as full movement with one (1) ingress lane and one (1) egress lane with all-way stop-control at its intersection with Finley Avenue and Pelham Street.
  - *Alternative*: In addition to constructing Driveway B, extend Finley Avenue into the unimproved City right-of-way south of Pelham Street to include one (1) lane northbound and one (1) lane southbound with all-way stop-control at the four-legged intersection.
- North Avenue (West) at Site Driveway C (Intersection 11)
  - Construct Site Driveway C to consist of one (1) ingress lane and one (1) egress lane.

Donald Lee Hollowell Parkway/SR 8 at Site Driveway A (Intersection 9)

Overall LOS Standard: D Approach LOS Standard: D			Site Driveway A						Donald Lee Hollowell Parkway/SR 8			Donald Lee Hollowell Parkway/SR 8		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2031 BUILD (RIRO)	AM	Overall LOS	(0.7)											
		Approach LOS	C (20.4)						A (0.0)					
		Storage												
		50th Queue												
		95th Queue			23						0			
	PM	Overall LOS	(0.7)											
		Approach LOS	C (15.3)						A (0.0)					
		Storage												
		50th Queue												
		95th Queue			25						0			

Alternative Intersection 9 – Donald Lee Hollowell Parkway/SR 8 at Site Driveway A

Overall LOS Standard: D Approach LOS Standard: D			Site Driveway A						Donald Lee Hollowell Parkway/SR 8			Donald Lee Hollowell Parkway/SR 8		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2031 BUILD *Alternative* (RIRO)	AM	Overall LOS	(1.7)											
		Approach LOS	C (20.4)						C (17.1)					
		Storage												
		50th Queue												
		95th Queue			23						20			
	PM	Overall LOS	(1.9)											
		Approach LOS	C (15.3)						B (11.6)					
		Storage												
		50th Queue												
		95th Queue			25						8			

Finley Avenue at Pelham Street/Site Driveway B (Intersection 10)

Overall LOS Standard: D
Approach LOS Standard: D

			Finley Avenue			Site Driveway B			Pelham Street					
			Southbound			Eastbound			Westbound					
			L	T	R	L	T	R	L	T	R	L	T	R
2031 BUILD (AWSC)	AM	Overall LOS	B (12.3)											
		Approach LOS				B (11.2)			B (14.1)			B (10.4)		
		Storage												
		50th Queue												
		95th Queue					50			83			30	
	PM	Overall LOS	C (16.8)											
		Approach LOS				B (10.7)			C (21.2)			A (9.6)		
		Storage												
		50th Queue												
		95th Queue					38			173			18	

Alternative Intersection 10 – Finley Avenue at Pelham Street/Site Driveway B

Overall LOS Standard: D
Approach LOS Standard: D

			Finley Avenue			Finley Avenue			Site Driveway B			Pelham Street		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2031 BUILD *Alternative* (AWSC)	AM	Overall LOS	B (11.5)											
		Approach LOS	A (9.9)			B (11.9)			B (12.0)			B (11.1)		
		Storage												
		50th Queue												
		95th Queue		18			55			45			33	
	PM	Overall LOS	B (13.2)											
		Approach LOS	B (10.6)			B (11.3)			C (16.4)			B (10.3)		
		Storage												
		50th Queue												
		95th Queue		23			40			103			20	

North Avenue (West) at Site Driveway C (Intersection 11)

Overall LOS Standard: D
Approach LOS Standard: D

			Site Driveway C			North Avenue (West)			North Avenue (West)					
			Southbound			Eastbound			Westbound					
			L	T	R	L	T	R	L	T	R	L	T	R
2031 BUILD (TWSC)	AM	Overall LOS	(3.3)											
		Approach LOS				A (9.4)			A (0.0)			A (0.0)		
		Storage												
		50th Queue												
		95th Queue					8			0			0	
	PM	Overall LOS	(5.6)											
		Approach LOS				A (9.4)			A (0.0)			A (0.0)		
		Storage												
		50th Queue												
		95th Queue					13			0			0	

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *1060 DLH* development located in Atlanta, Georgia. The approximate 15.49-acre site is located along the south side of Donald Lee Hollowell Parkway/SR 8, west of Finley Avenue, and north of North Avenue (West). The project site is currently zoned MRC-3-C (Mixed Residential Commercial District with Conditions), BeltLine Overlay. The Rezoning Application to rezone the site as MRC-3 (change in zoning conditions) was filed with the City of Atlanta Zoning Review Board in March 2024 (Permit #Z-24-019). **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 was previously reviewed as the *1060 Hollowell DRI #2815* in May 2018. The project analyzed 700 multifamily residential units, 150 hotel rooms, 385,000 SF of office space, and 120,000 SF restaurant and retail space. The 1060 Hollowell DRI #2815 development studied one driveway along Donald Lee Hollowell Parkway/SR 8, one driveway along Finley Avenue, and two driveways along North Avenue. At that time, the project was Approved with Conditions through the DRI review with the Atlanta Regional Commission (ARC) and Georgia Regional Transportation Authority (GRTA). The ARC Final Report was issued on June 1, 2018, and the GRTA Notice of Decision was issued on June 6, 2018. Upon review of the updated proposed *1060 DLH* site plan in 2024, the City of Atlanta and ARC determined that a new DRI review would be required for the proposed mixed-use development, due to differences in the proposed land use, trip generation, and site driveways from the previously reviewed DRI and the currently proposed development. The *1060 DLH* development is proposed to study 1,600 multifamily residential units, 575,000 SF of office space, and 125,000 SF restaurant and retail space with one site driveway along Donald Lee Hollowell Parkway/SR 8, one driveway along Finley Avenue, and one driveway along North Avenue.

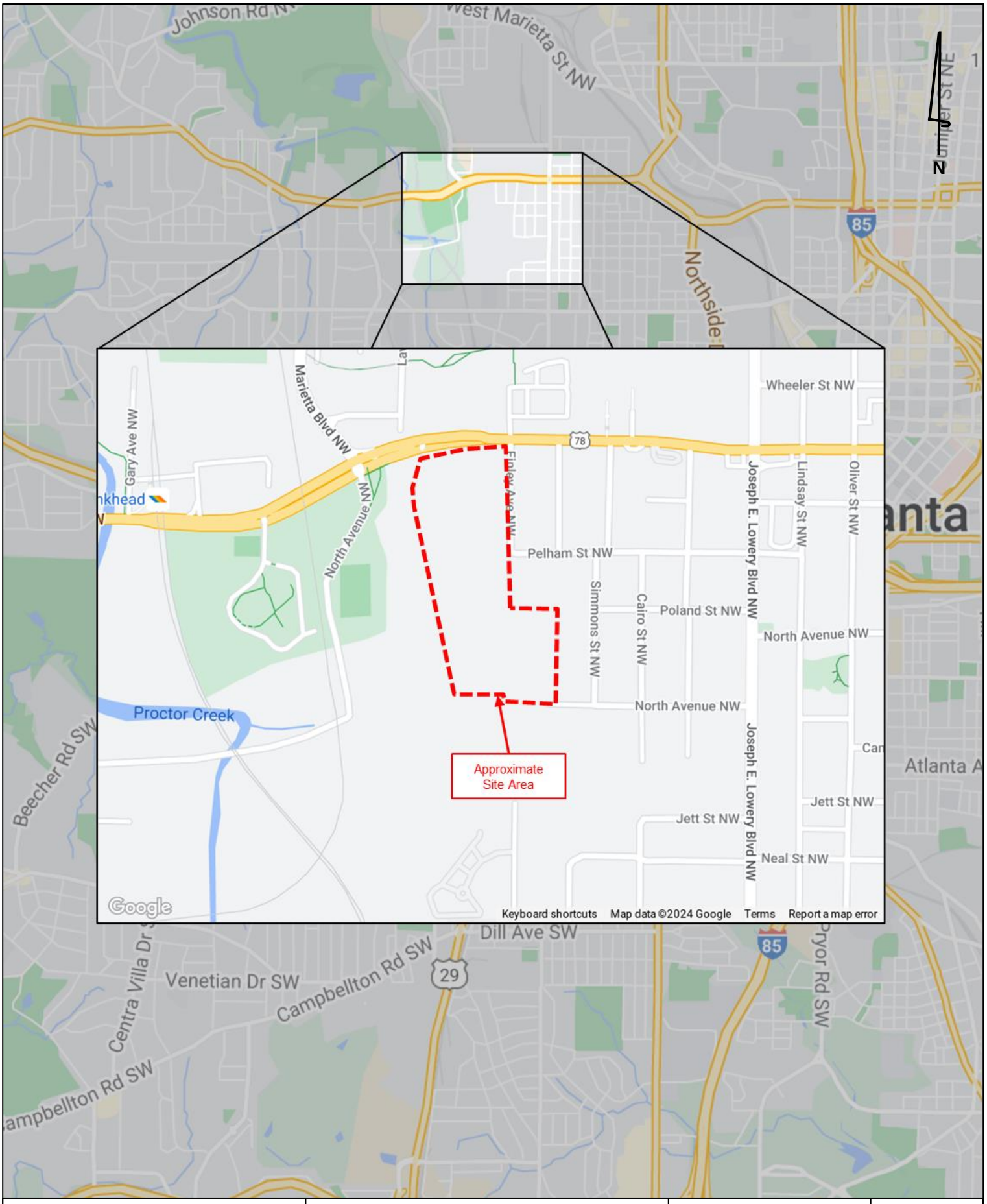
The site currently contains warehouse buildings, consisting of 86,472 SF that is considered vacant for the purposes of this study, though current lease agreements are in place for special events outside of peak hours. The proposed development will consist of the following land uses and densities contained in **Table 2**. The project is expected to be completed by 2031 (approximately 7 years).

Table 2: Proposed Land Use and Density

Land Use	Proposed
Multifamily Residential	1,600 dwelling units
General Office Building	575,000 SF
Retail/Commercial	125,000 SF

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 DRI 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 to change the zoning conditions of the current MRC-3 zoning. This Transportation Impact Study (TIS) analysis includes all inputs and methodologies discussed at the DRI Methodology Meeting with GRTA, ARC, and other stakeholders. The inputs and methodologies are outlined in the GRTA Letter of Understanding (LOU) dated May 21, 2024.



Kimley»Horn	*1060 DLH DRI #4187* *Transportation Analysis*	**Site Location Map**	**Figure 1**
			Page 13

Kimley»Horn	*1060 DLH DRI #4187 Transportation Analysis*	Site Aerial	Figure 2
			Page 14

1.2 Site Access

As currently envisioned, the proposed development will be accessible by vehicle via three (3) access points:

1. **Site Driveway A** – an existing driveway which is to be reconstructed as a right-in/right-out driveway, or alternatively as a right-in-left-in/right-out driveway located along Donald Lee Hollowell Parkway/SR 8 approximately 125 feet west of Finley Avenue that will continue to operate under side-street stop control**.**
2. **Site Driveway B** – a proposed driveway which is to be constructed as a full-movement driveway located along Finley Avenue, aligning with Pelham Street that is proposed to operate under all-way stop control.
    a. **Note**: Finley Avenue currently terminates at the intersection with Pelham Street, though there is unimproved right-of-way that would extend Finley Avenue south of Pelham Street. Access at Site Driveway B has been shown under two alternatives – a three-legged intersection including Site Driveway B, Pelham Street, and Finley Avenue, and a four-legged intersection with Finley Avenue extending south of Pelham Street and accessing the site.
3. **Site Driveway C** – a proposed driveway which is to be constructed as a full-movement driveway located along North Avenue (West), approximately 350 feet west of Simmons Street that is proposed to operate under side-street stop control.

It is notable that North Avenue (West) currently exists as unimproved right-of-way in the vicinity of the proposed Site Driveway C. There are a number of unimproved right-of-way alignments in the vicinity of the proposed development that have been included as potential future street extensions identified in the BeltLine Subarea 10 Master Plan. Additionally, the City of Atlanta has considered opportunities to extend North Avenue (West) across the BeltLine alignment to reconnect the roadway network. These plans were discussed in a separate DRI meeting between the GRTA, ARC, the City of Atlanta, and Atlanta BeltLine Inc. on Monday, May 6, 2024; consideration for these potential future connections are not included in the DRI based on limited information at this time and a lack of any specific plans or funded projects to extend North Avenue or other unimproved right-of-way alignments in the vicinity. More details are discussed in **Section 2.5 Programmed and Planned Projects**.

1.3 Internal Circulation Analysis

Internal private roadways throughout the site will provide access to all of the buildings and parking facilities.

1.4 Parking

The current required and proposed estimated number of site parking spaces to be provided are listed below in **Table 3**. Code requirements applicable to the site include City of Atlanta MRC-3 Zoning and BeltLine Overlay minimum and maximum parking requirements. Proposed parking is an estimate and may change based on market demand. Proposed parking will be within the allowable minimum and maximum limits established by code.

Table 3: Required and Proposed Vehicle Parking

Minimum (MRC-3/BeltLine Overlay)	Maximum (MRC-3/BeltLine Overlay)	Proposed*
Min: 237	Max: 4,133	3,828 spaces*

** Proposed parking is an estimate and may change based on market demand. Proposed parking will be within the allowable maximum and maximum limits established by code.*

Vehicle parking provided will be shared, where possible. Carpool and vanpool parking spaces and alternative fuel vehicle charging stations, or similar facilities, will be provided to meet city code.

Bicycle parking will also be provided on-site in addition to commuter showering facilities to meet city code.

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

1.5 Alternative Transportation Facilities

Bicycle facilities run along Donald Lee Hollowell Parkway/SR 8 spanning west of the site to the MARTA Bankhead station and along Joseph E Boone Boulevard east of Joseph E Lowery Boulevard. There are sidewalks that exist on both sides of Donald Lee Hollowell Parkway/SR 8, Joseph E Boone Boulevard, Joseph E Lowery Boulevard, and Northside Drive/SR 3 and on one side of Marietta Boulevard for pedestrians.

Trail networks in the vicinity are significant and include the Proctor Creek Greenway, Atlanta BeltLine, and future Spur Trail that will be completed by a partnership between the PATH Foundation and the Upper Westside CID. The Atlanta BeltLine is currently under construction along the western site frontage, which will provide additional access for bicycles and pedestrian to access the development and will connect with the existing BeltLine trail network and future Spur Trail. Existing bicycle facilities along Donald Lee Hollowell Parkway/SR 8 will connect the BeltLine alignment with the Bankhead MARTA rail station and to the Proctor Creek Greenway trail beyond.

MARTA Route 50 currently serves Donald Lee Hollowell Parkway/SR 8, which stops along the site frontage. MARTA Route 1 which serves Marietta Boulevard/Joseph E Lowery Boulevard (approx. 730 feet to Marietta Boulevard), Route 26 which serves Marietta Street/Perry Boulevard (approx. 1-mile to Marietta Street), Route 51 which serves Joseph E Boone Boulevard (approx. 3/4-mile to Joseph E Boone Boulevard), Route 94 which serves Northside Drive/SR 3 (approx. 3/4-mile to Northside Drive/SR 3), and Route 853 which serves Center Hill (approx. 3/4-mile to Chappell Road) have stops located within walking distance to the project site.

1.6 Dense Urban Environments Enhanced Focus Area

Per Section 3.2.4.2 of the GRTA Development of Regional Impact Review Procedures, the *1060 DLH* development is not located in dense urban environment. A Dense Urban Environment Area is defined as areas within the Midtown Community Improvement District (CID), the Central Atlanta Progress CID, or the Buckhead CID, or additional area meeting the criteria as determined by the Regional Commission or Local Government.

1.7 Heavy Vehicle Enhanced Focus Area

Per Section 3.2.4.1 of the GRTA Development of Regional Impact Review Procedures, the *1060 DLH* development does not qualify for a “Heavy Vehicle Enhanced Focus Area” review as the proposed land usage is not industrial in nature and does not generate significant heavy vehicle traffic. Therefore a “Heavy Vehicle Enhanced Focus Area” is not required for the *1060 DLH* mixed-use development.

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**.

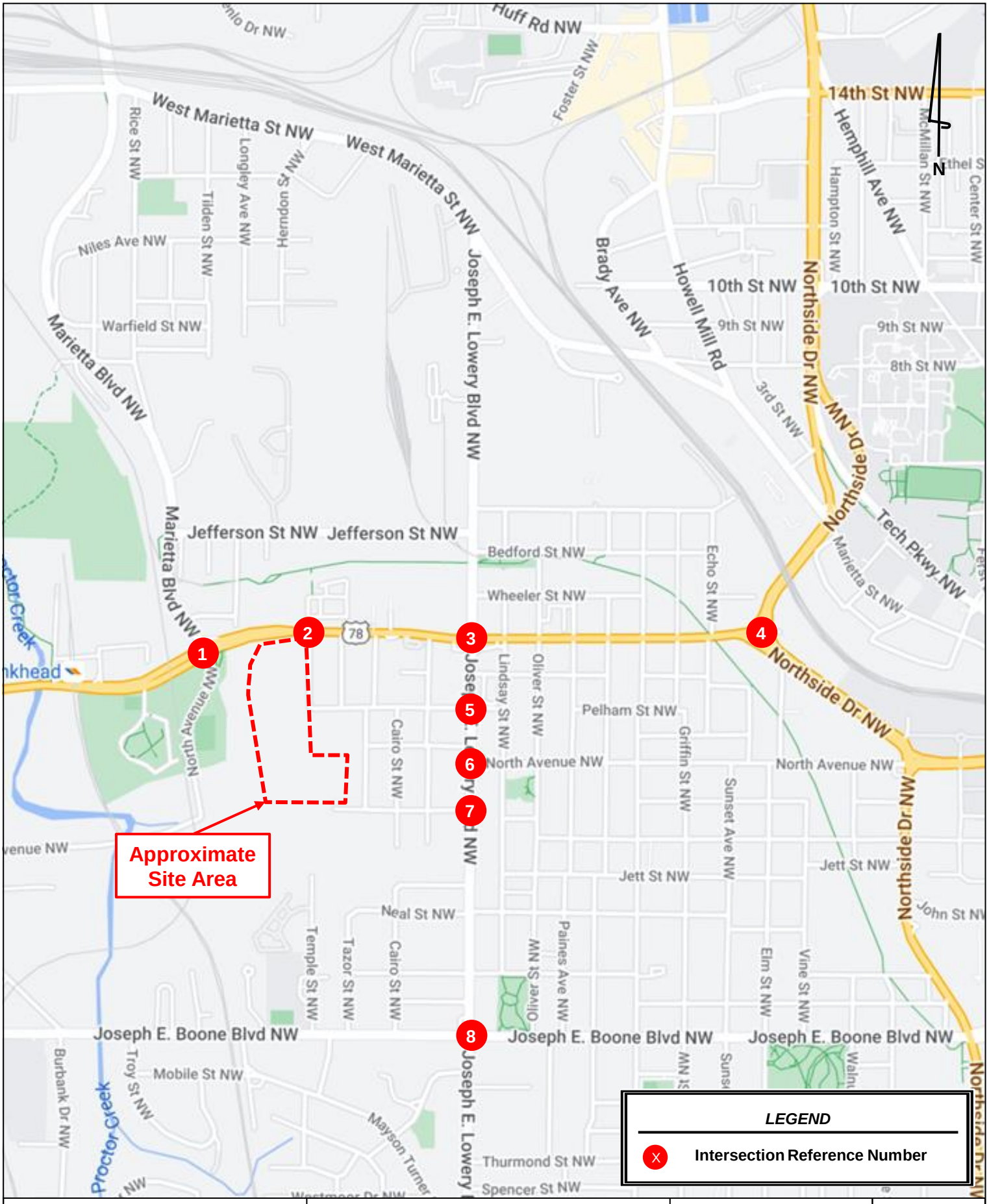
Table 4: Intersection Control Summary		
Intersection	**Jurisdiction**	**Control**
1. Donald Lee Hollowell Parkway/SR 8 at Marietta Boulevard/North Avenue (South)	City of Atlanta/GDOT	Signalized
2. Donald Lee Hollowell Parkway/SR 8 at Finley Avenue	City of Atlanta/GDOT	Side-Street Control
3. Donald Lee Hollowell Parkway/SR 8 at Joseph E Lowery Boulevard	City of Atlanta/GDOT	Signalized
4. Northside Drive/SR 3 at Donald Lee Hollowell Parkway/SR 8 and Bankhead Avenue	City of Atlanta/GDOT	Signalized
5. Joseph E Lowery Boulevard at Pelham Street	City of Atlanta	Side-Street Control
6. Joseph E Lowery Boulevard at North Avenue (East)	City of Atlanta	Side-Street Control
7. Joseph E Lowery Boulevard at North Avenue (West)	City of Atlanta	Side-Street Control
8. Joseph E Boone Boulevard at Joseph E Lowery Boulevard	City of Atlanta	Signalized

2.2 Existing Roadway Facilities

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

Table 5: Roadway Classifications				
Roadway	**Lanes**	**Posted Speed Limit**	**AADT (GDOT, 2022)**	**GDOT Functional Classification**
Donald Lee Hollowell Parkway/ SR 8	**4**	**35 MPH**	**26,700**	**Principal Arterial**
Finley Avenue	**2**	**25 MPH***	**-**	**Local**
North Avenue NW (East/West)	**2**	**25 MPH**	**-**	**Local**
Pelham Street	**2**	**25 MPH**	**-**	**Local**
Joseph E Lowery Boulevard	3	35 MPH	11,600	Major Collector
Northside Drive/ SR 3	5/6	35 MPH	30,200	Principal Arterial
North Avenue NW (South)	2	25 MPH*	1,760	Local
Marietta Boulevard	4	30 MPH	12,100	Minor Arterial
Joseph E Boone Boulevard	2	35 MPH	6,490	Major Collector
Bankhead Avenue	2	25 MPH*	-	Local

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



Kimley»Horn	*1060 DLH DRI #4187* *Transportation Analysis*	Study Intersections	Figure 3
			Page 18

2.3 Traffic Data Collection and Calibration

Traffic counts were collected at the eight (8) existing study intersections on Wednesday, April 10, 2024, 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. Donald Lee Hollowell Parkway/SR 8 at Marietta Boulevard/North Avenue (South)	4/2024	7:45 – 8:45 AM	4:45 – 5:45 PM
2. Donald Lee Hollowell Parkway/SR 8 at Finley Avenue	4/2024	7:45 – 8:45 AM	4:45 – 5:45 PM
3. Donald Lee Hollowell Parkway/SR 8 at Joseph E Lowery Boulevard	4/2024	8:00 – 9:00 AM	4:45 – 5:45 PM
4. Northside Drive/SR 3 at Donald Lee Hollowell Parkway/SR 8 and Bankhead Avenue	4/2024	8:00 – 9:00 AM	4:30 – 5:30 PM
5. Joseph E Lowery Boulevard at Pelham Street	4/2024	8:00 – 9:00 AM	4:30 – 5:30 PM
6. Joseph E Lowery Boulevard at North Avenue (East)	4/2024	8:00 – 9:00 AM	4:45 – 5:45 PM
7. Joseph E Lowery Boulevard at North Avenue (West)	4/2024	8:00 – 9:00 AM	4:45 – 5:45 PM
8. Joseph E Boone Boulevard at Joseph E Lowery Boulevard	4/2024	8:00 – 9:00 AM	4:45 – 5:45 PM

2.4 Background Growth

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed *1060 DLH* 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 2.0 percent per year background traffic growth rate from 2024 to 2031 (7 years) was used for all roadways.

The Projected 2031 No-Build conditions represent the Existing 2024 traffic volumes grown for seven (7) years at 2.0% per year throughout the study network. In addition, project traffic from *Chappell Road DRI #3096* was included in background traffic calculations.

The Projected 20231 Build conditions represent the project trips generated by the *1060 DLH* development (discussed in Section 3.0 and 4.0) added to the Projected 2031 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 expected to be installed 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
SR 3/US 19 From Greensferry Ave to Joseph E Boone Blvd	Greensferry Avenue to Joseph E Boone Boulevard	GDOT	0018302	-	2022	2028	2030
SR 3 at 8 Locations and SR 70 at 4 Locations in Fulton	Intersection of Northside Drive at North Avenue	GDOT	0012823	-	2018	2020	2023
SR 3/US 41 at SR 8	Intersection of SR 3/US 41 at SR 8	GDOT	0018298	AT-003G	2022	2028/ 2030	2030
SR 3 Northside Drive from Whitehall Street/I-20 to I-75	Whitehall Street/ I-20 to I-75	GDOT	0007557	-	2017	-	-
SR 3 at 4 Locations and SR 8 at 4 Locations in Fulton	Intersections of Donald Lee Hollowell Parkway at Joseph E Lowery Boulevard and Donald Lee Hollowell Parkway at Northside Drive	GDOT	0012821	-	2018	2020	2022
SR 8/US 278 from SR 280 to CS 6701/Stiff Street	SR 280 to CS 6701/Stiff Street	GDOT	0017926	-	2022	-	2023
SR 3/US 19 (Northside Drive)	I-75 Southbound Ramp to South of Holmes Street	GDOT	0018305	AT-003F	2022	2028	2028
Westside Trail of Atlanta BeltLine (Segment 4)	Lena Street/Washington Park to Law Street	GDOT	-	-	-	-	2023
DL Hollowell Sidewalks	Proctor Creek Greenway to W Lake Avenue NW	ATL	-	-	2022	-	-
SR 8 from Proctor Creek Greenway to Atlanta BeltLine - VRU	Proctor Creek Greenway to Atlanta Beltline	GDOT	0020200	-	-	-	-
Bankhead Station Improvements/ Platform Extension	Bankhead MARTA Station	MARTA	-	-	2024	-	2027

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

The following programmed projects were considered in the analysis under the specified scenarios for roadway geometry and vehicular analysis parameters:

- SR 3/US 41 at SR 8 (PI #0018298): No-Build condition – project in design, construction anticipated for 2030
  - *Note*: no details were available regarding roadway laneage changes or significant signal infrastructure or timing changes; this project was not included in the future analysis.
- SR 3 at 4 locations and SR 8 at 4 locations (PI #0012821): No-Build condition - project under construction
- SR 8/US 278 from SR 280 to CS 6701/Stiff Street (PI #0017926): Existing condition – project under construction/nearing completion

It should be noted that none of these programmed projects are anticipated to impact the roadway geometry or signal timings that are currently in place. Thus, no updates were made from the Existing to the No-Build synchro model.

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

Table 8: Planned Projects

Project Name	From / To Points:	Potential Sponsor	GDOT PI #	ARC ID # (TIP)	Project Timeline	Planning Document
North Avenue Corridor Bus Rapid Transit	MARTA North Avenue Rail Station to MARTA Bankhead Rail Station	MARTA	-	AR-491B	2041-5050	ARC Document
Atlanta Streetcar – Northwest Beltline Corridor	Near Intersection of Westview Drive at Langhorn Street to MARTA Bankhead Rail Station	MARTA	-	AR-490F	2041-2050	ARC Document
Northside Drive Corridor Bus Rapid Transit	Atlanta Metropolitan State College to I-75 North	MARTA	-	AR-491C	2041-2050	ARC Document
Atlanta BeltLine Street Framework Plan – Subarea 10	Multiple new roadway connections/ alignments in the vicinity of the project	Atlanta BeltLine	-	N/A	TBD	Atlanta BeltLine Subarea 10 Master Plan

It is notable that per the BeltLine Subarea 10 Master Plan, there are a number of unimproved right-of-way alignments in the vicinity of the proposed development that have been included as potential future street extensions. Additionally, the City of Atlanta has considered opportunities to extend North Avenue (West) across the BeltLine alignment that is currently under construction to reconnect the roadway network. These plans were discussed in a separate DRI meeting between the GRTA, ARC, the City of Atlanta, and Atlanta BeltLine Inc. on Monday, May 6, 2024. Based on the discussion, at this time there are no direct plans nor funding identified to expand the street network in the vicinity of the development. This study will consider a the current, less connected roadway network, which will concentrate traffic expected from the development of *1060 DLH* to fewer intersections than an expanded roadway grid would allow, thus, providing a more conservative analysis than if the street network provided alternative routes and options. With the new connections (if they ever occur), the expanded grid will improve traffic operations, so the DRI will evaluate worst case conditions.

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

2.6 Level-of-Service Overview

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels-of-service, LOS A through LOS F, with A being the best and F being the worst. LOS analyses were conducted at all intersections within the study network using *Synchro 12*.

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

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

2.7 Level-of-Service Standards

Per GRTA Development of Regional Impact Review Procedures, a LOS standard of 'E' is applicable to the following intersections based on Study Network intersections located in Region Core per the Atlanta Regional Commission's Unified Growth Policy Map:

- Donald Lee Hollowell Parkway/SR 8 at Joseph E Lowery Boulevard
- Northside Drive/SR 3 at Donald Lee Hollowell Parkway/SR 8 and Bankhead Avenue

Additionally, per GRTA, a LOS standard of 'E' is applicable to the following intersections based on Study Network located within ½-mile of the Bankhead MARTA rail station:

- Donald Lee Hollowell Parkway/SR 8 at Finley Avenue/Robert Smalls Way
- Donald Lee Hollowell Parkway/SR 8 at Mariette Boulevard/North Avenue (South)

All other study intersections are located in the Maturing Neighborhoods area as specified in the Atlanta Regional Commission's Unified Growth Policy Map. Therefore, for the purposes of this traffic analysis, a LOS standard of D was assumed for all other intersections not listed above per section 3.2.2.1 of the GRTA *Development of Regional Impact Review Procedures,* and as specified in the LOU.

3.0 TRIP GENERATION

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition*, using equations and rates as documented in the Methodology Meeting Packet and discussed in the Methodology Meeting. Reductions to gross trips including mixed-use reductions, alternative transportation mode reductions, and pass-by reductions for retail uses 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 considered when traffic already 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 continue to travel the same route regardless of the build-out of the new development. Therefore, the pass-by trips visiting retail and restaurants would not be a new trip on the adjacent roadway but would contribute to new trips on the driveways. Pass-by reductions were taken in this analysis per the LOU.

Table 9 summarizes the gross trip generation, reductions, net trip generation, and driveway volumes for the proposed *1060 DLH DRI* development.

Table 9: Trip Generation

Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
Proposed Project Trips								
221 - Multifamily Housing (Mid-Rise)	1,600 dwelling units	7,586	3,793	3,793	159	533	381	243
710 – General Office Building	575,000 SF	5,316	2,658	2,658	664	90	121	588
821 – Shopping Plaza (40-150K)	125,000 SF	8,440	4,220	4,220	134	82	318	331
Gross Project Trips		**21,342**	**10,671**	**10,671**	**957**	**705**	**820**	**1,162**
Mixed-Use Reductions		*-2,384*	*-1,192*	*-1,192*	*-68*	*-68*	*-172*	*-172*
Alternative Mode Reductions (20%)		*-3,792*	*-1,896*	*-1,896*	*-178*	*-127*	*-130*	*-198*
Pass-by Reductions (40%)		*-2,336*	*-1,168*	*-1,168*	*0*	*0*	*-80*	*-80*
New Trips		**12,830**	**6,415**	**6,415**	**711**	**510**	**438**	**712**

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

4.0 TRIP DISTRIBUTION AND ASSIGNMENT

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

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

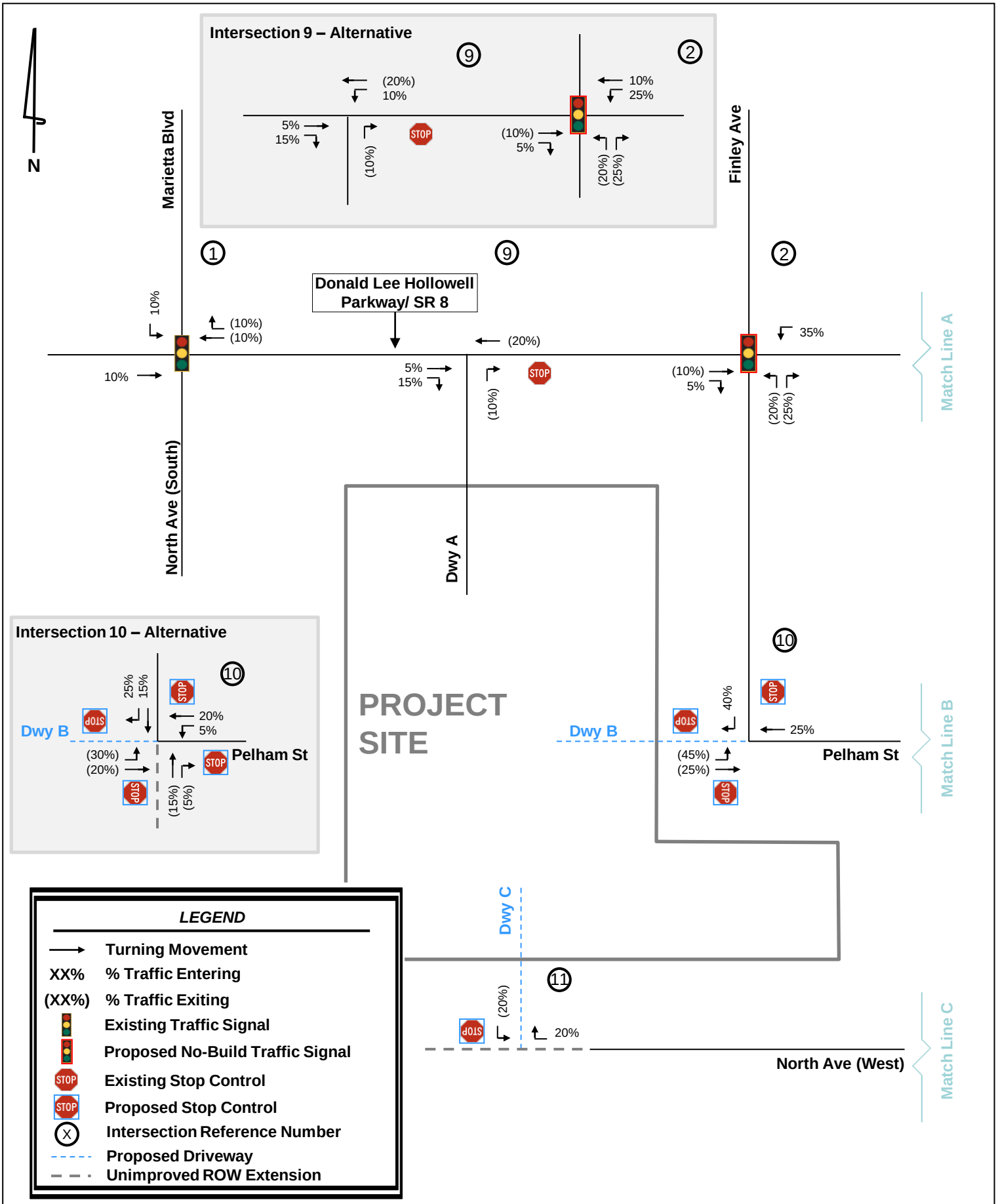
Detailed intersection volume worksheets are provided in **Appendix C**.

5.0 TRAFFIC ANALYSIS

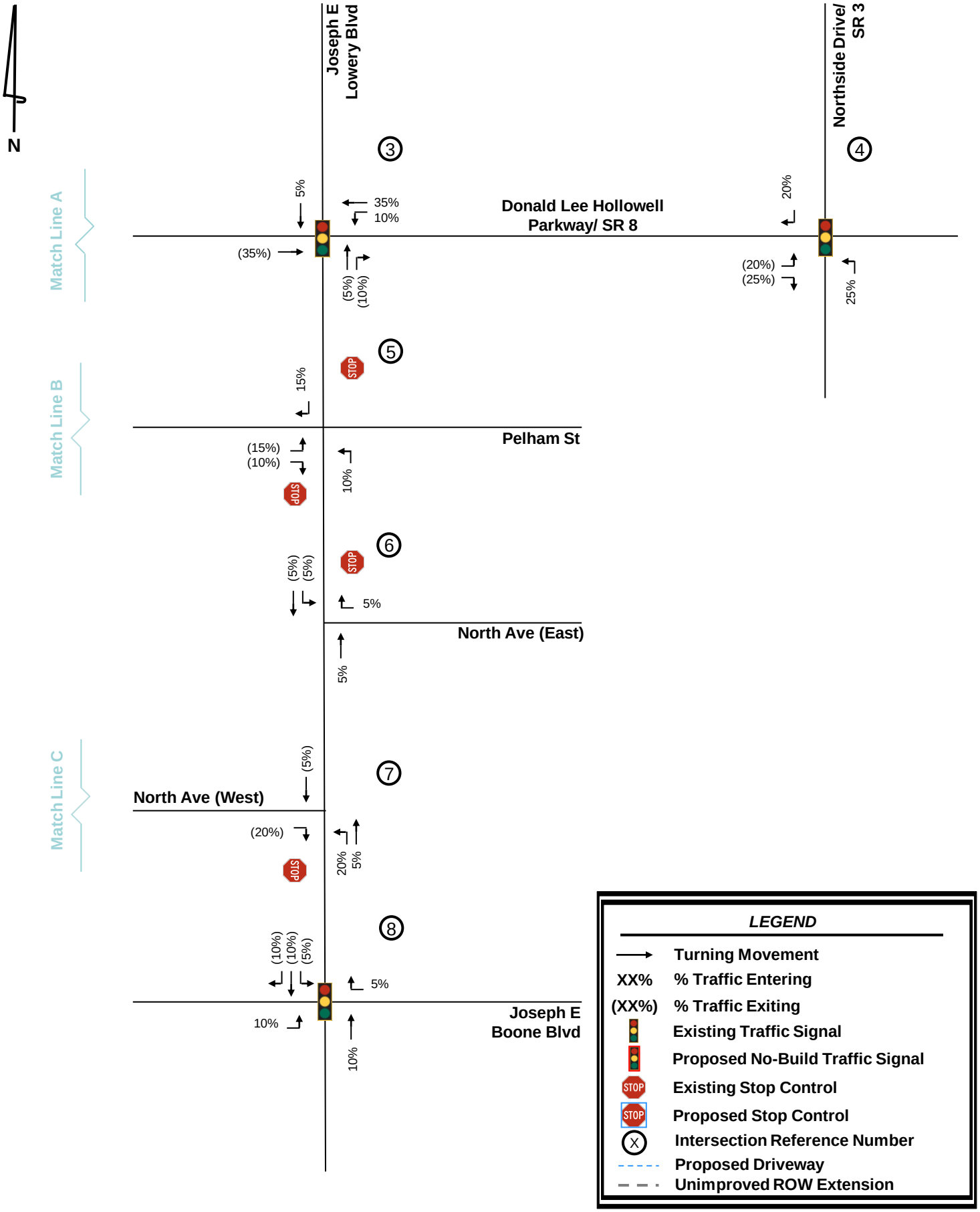
Capacity analyses were performed using *Synchro 12* for the AM and PM peak hours under the Existing 2024 conditions, 2031 No-Build conditions, and 2031 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM), 6th Edition* unless otherwise noted.

These analyses included existing roadway laneage for each of the scenarios because no programmed roadway geometry changes were identified that would be installed prior to the 2031 build out of the development. The traffic volumes and roadway laneage used for each scenario are shown in **Figure 7** for Existing 2024 conditions, **Figure 8** for 2031 No-Build conditions, and **Figure 9** for 2031 Build conditions.

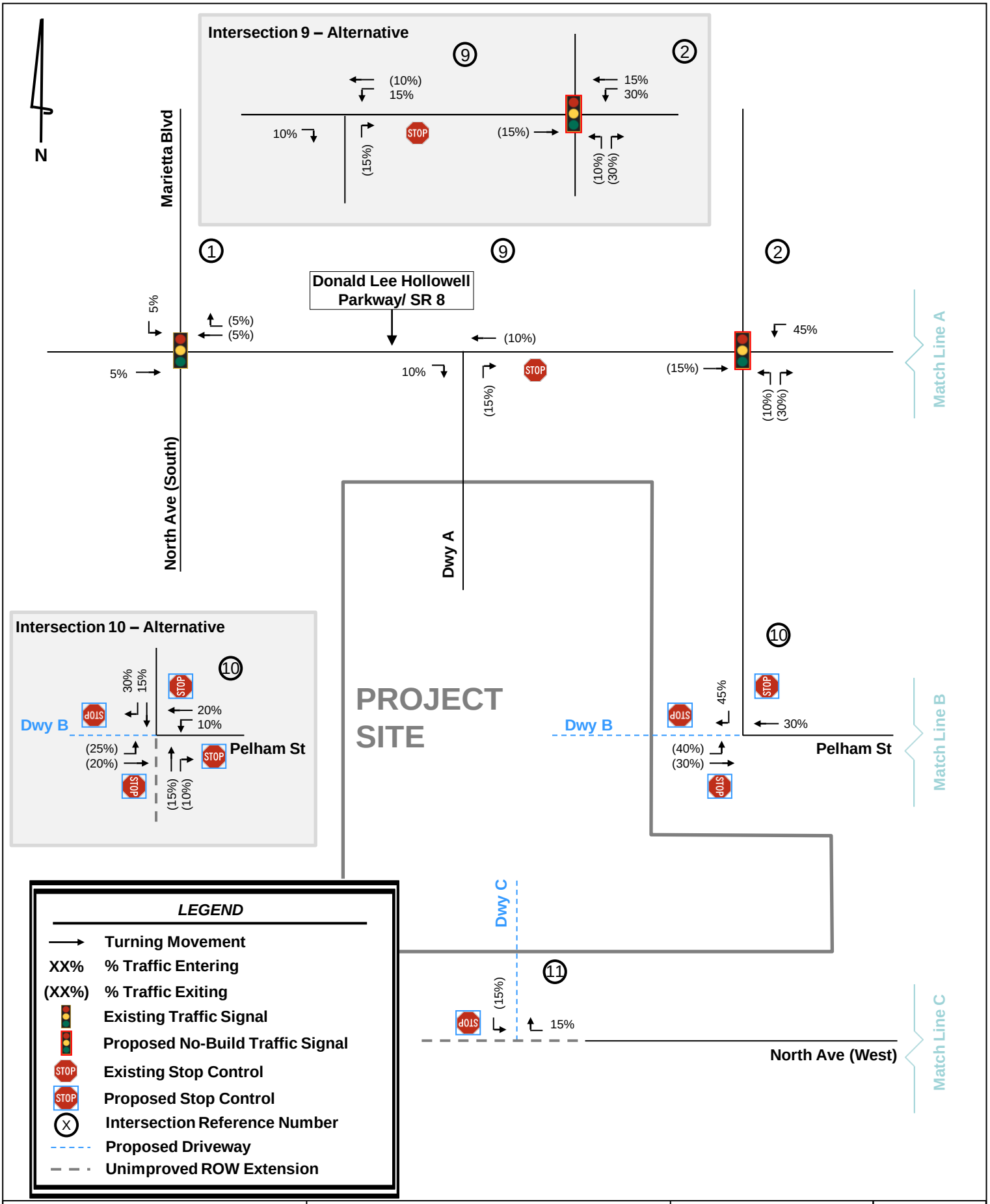
Sections 5.1 – 5.11 provide the results of the capacity analyses are presented for each study intersection and site driveway including projected LOS, delay, and queue lengths.



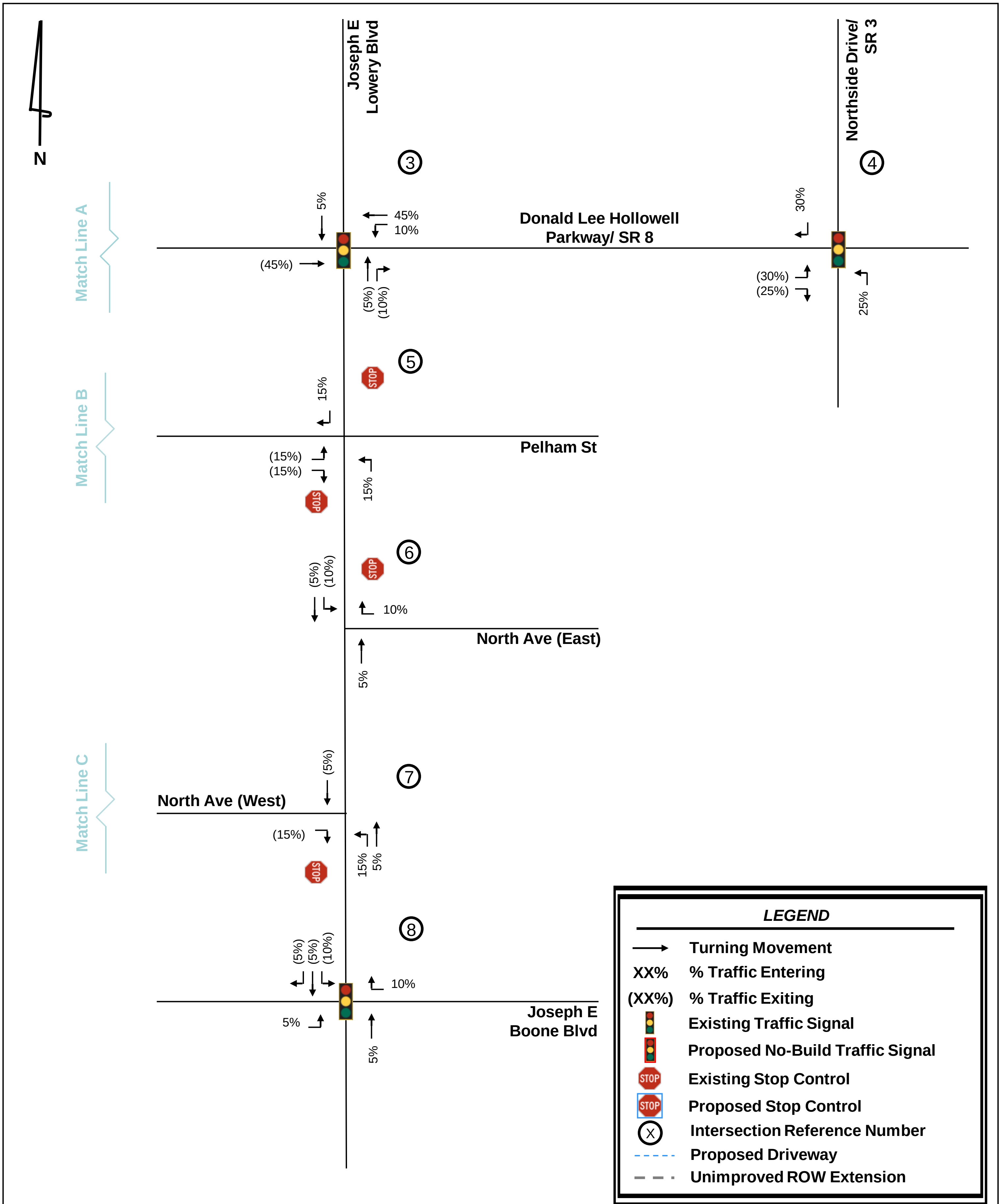
Kimley»Horn	*1060 DLH DRI #4187 Transportation Analysis*	**Non-Residential Trip Distribution & Assignment**	**Figure 4A**
			Page 25



Kimley»Horn	*1060 DLH DRI #4187* *Transportation Analysis*	**Non-Residential Trip Distribution & Assignment**	**Figure 4B**
			Page 26



Kimley»Horn	*1060 DLH DRI #4187* *Transportation Analysis*	**Residential Trip Distribution & Assignment**	**Figure 5A** **Page 27**

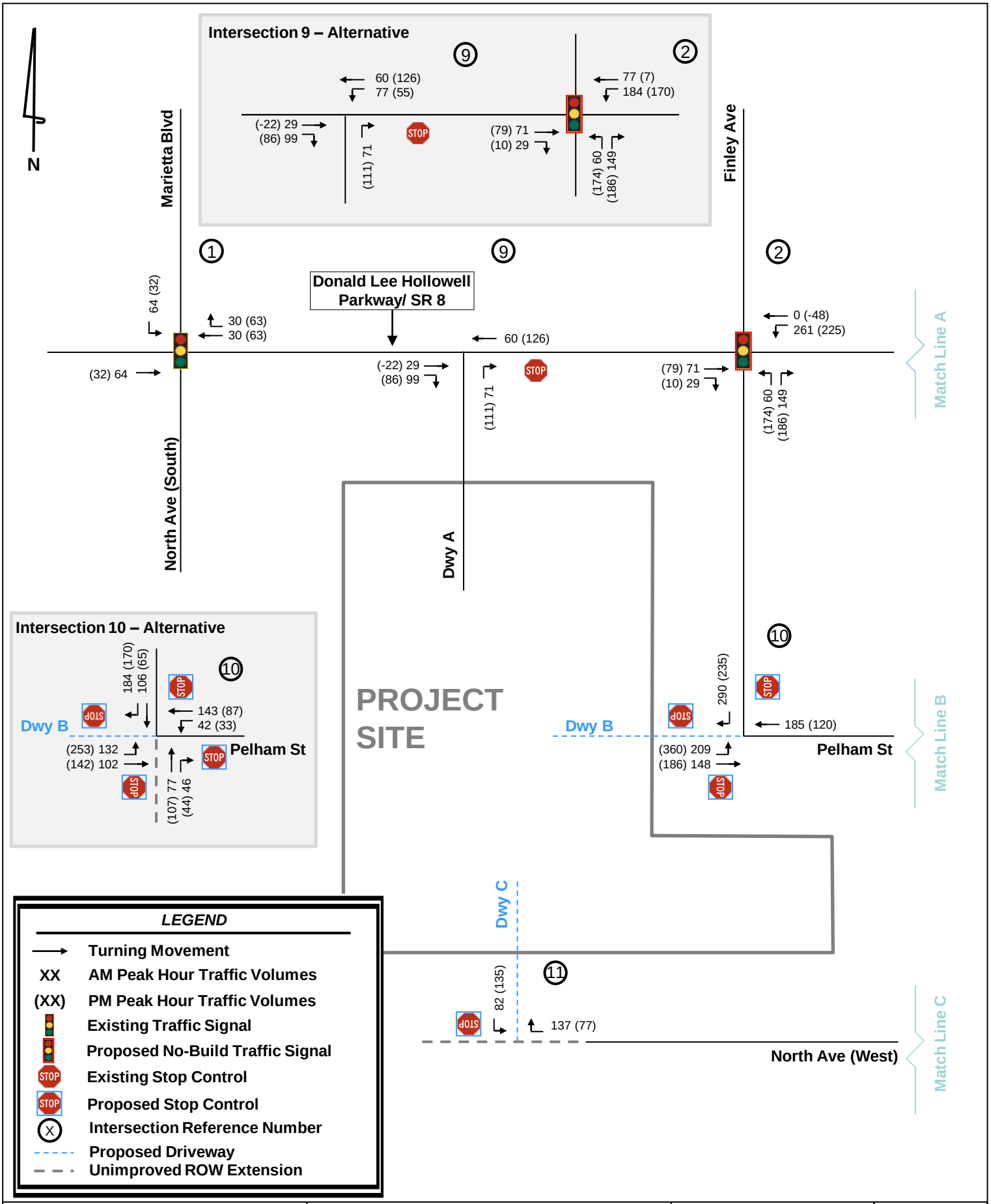

N
Joseph E Lowery Blvd
Northside Drive/ SR 3
Donald Lee Hollowell Parkway/ SR 8
Match Line A
Match Line B
Match Line C
Pelham St
North Ave (East)
North Ave (West)
Joseph E Boone Blvd
5%
45%
10%
(45%)
(5%)
(10%)
30%
(30%)
(25%)
25%
15%
(15%)
(15%)
15%
(5%)
(10%)
10%
5%
(5%)
(15%)
15%
5%
(5%)
(5%)
(10%)
10%
5%
5%
LEGEND
Turning Movement
XX% % Traffic Entering
(XX%) % Traffic Exiting
Existing Traffic Signal
Proposed No-Build Traffic Signal
Existing Stop Control
Proposed Stop Control
Intersection Reference Number
Proposed Driveway
Unimproved ROW Extension

Kimley»Horn

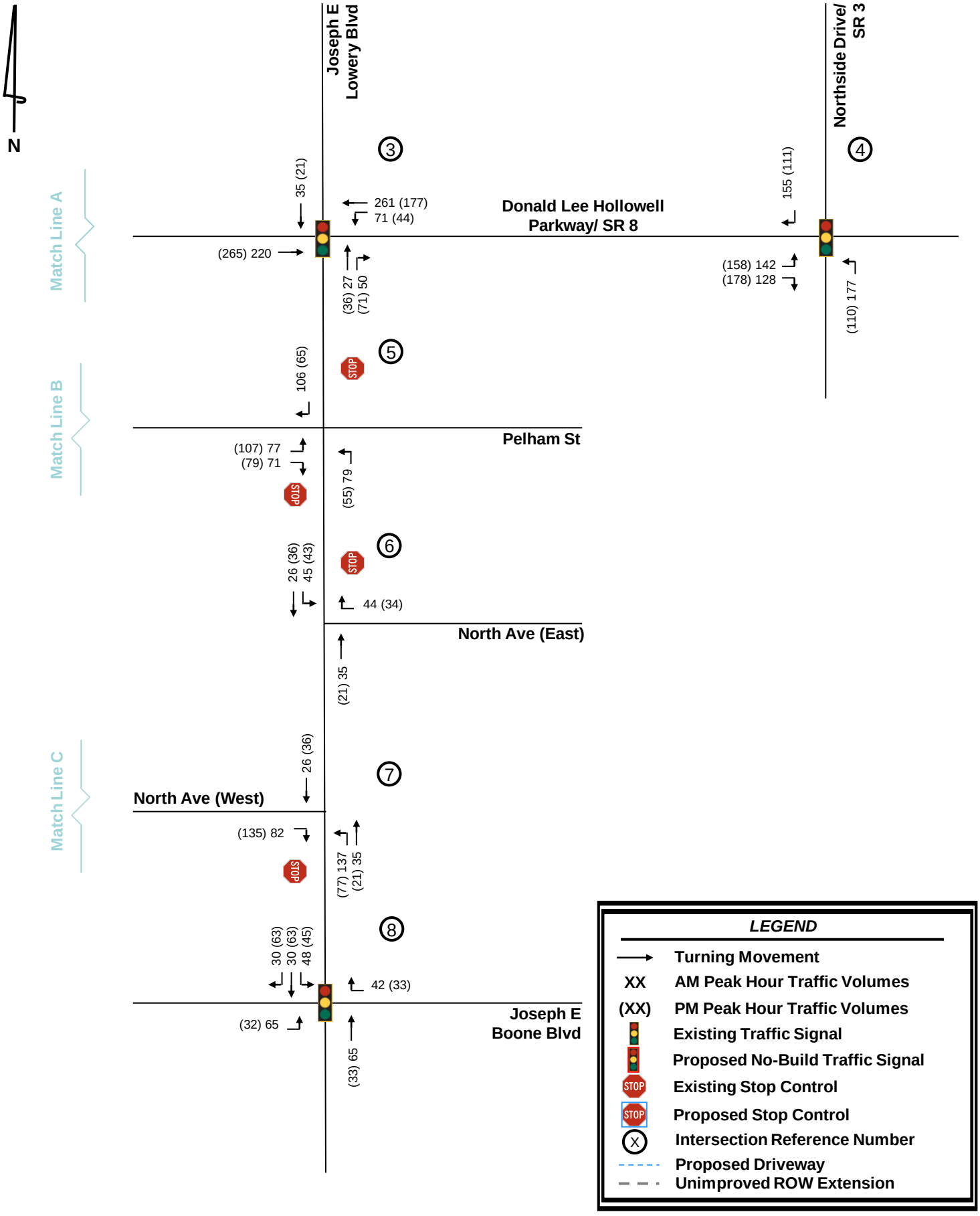
1060 DLH DRI #4187
Transportation Analysis

Residential Trip Distribution & Assignment

Figure 5B



Kimley»Horn	*1060 DLH DRI #4187 Transportation Analysis*	**Project Trips**	**Figure 6A**
			Page 29



Kimley»Horn	*1060 DLH DRI #4187* *Transportation Analysis*	**Project Trips**	**Figure 6B** **Page 30**

5.1 Donald Lee Hollowell Parkway/SR 8 at Marietta Boulevard/North Avenue (South) (Intersection 1)

Overall LOS Standard: E Approach LOS Standard: E			North Avenue (South)			Marietta Boulevard			Donald Lee Hollowell Parkway/SR 8			Donald Lee Hollowell Parkway/SR 8		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2024 EXISTING (SIGNAL)	AM	Overall LOS	F (108.7)											
		Approach LOS	D (42.5)			F (538.3)			C (22.4)			C (24.5)		
		Storage							275			175		550
		50th Queue		15			230	0	103	248		4	79	0
		95th Queue		52			305	51	185	461		15	140	45
	PM	Overall LOS	F (132.0)											
		Approach LOS	D (47.9)			F (368.1)			C (20.7)			C (24.5)		
		Storage							275			175		550
		50th Queue		8			399	166	78	213		27	373	0
		95th Queue		33			602	284	117	256		49	433	44
2031 NO-BUILD (SIGNAL)	AM	Overall LOS	F (129.3)											
		Approach LOS	D (43.1)			F (661.6)			C (25.3)			C (26.4)		
		Storage							275			175		550
		50th Queue		22			269	0	140	456		8	110	0
		95th Queue		69			410	55	209	570		21	159	45
	PM	Overall LOS	F (206.1)											
		Approach LOS	D (48.0)			F (612.8)			C (21.7)			C (26.0)		
		Storage							275			175		550
		50th Queue		12			509	261	91	259		40	466	0
		95th Queue		49			867	448	139	270		58	472	41
2031 BUILD (SIGNAL)	AM	Overall LOS	F (187.6)											
		Approach LOS	D (43.1)			F (945.4)			C (26.4)			C (26.9)		
		Storage							275			175		550
		50th Queue		20			331	0	164	566		10	138	0
		95th Queue		69			559	55	209	618		21	173	49
	PM	Overall LOS	F (223.2)											
		Approach LOS	D (48.0)			F (684.5)			C (22.5)			C (26.7)		
		Storage							275			175		550
		50th Queue		13			638	285	84	260		37	482	0
		95th Queue		51			971	499	140	274		55	494	45

The existing signalized intersection of Donald Lee Hollowell Parkway/SR 8 at Marietta Boulevard/North Avenue (South) (Intersection 1) is not projected to meet GRTA's standards for the overall LOS under the 2024 Existing conditions during the AM and PM peak hours. The intersection is projected to operate at an LOS F for the southbound approach during the AM and PM peak hours.

Similarly, the intersection is not projected to meet GRTA's standards for the overall LOS under the 2031 No-Build and Build conditions for the AM and PM peak hours. The intersection is projected to operate at an LOS F for the southbound approach during the AM and PM peak hours.

Note: per GRTA's guidelines, *"the [Transportation Impact Study] shall utilize the GDOT Intersection Control Evaluation (ICE) – Stage 1 tool for GDOT maintained intersections with a failing approach if an approach is not meeting the LOS standard and the Project is increasing trips to that approach by twenty (20) percent or more."*

The *1060 DLH* development adds less than 20% of traffic volume to the failing approach (southbound) and less than 20% to the overall Intersection 1, therefore GDOT ICE was not utilized.

It is notable that per GDOT turn lane warrants, an eastbound right-turn lane is warranted under Existing 2024 conditions (>100 right turning vehicles per day). However, an eastbound right-turn lane is not needed to improve intersection LOS and has not been studied or recommended.

In order to meet GRTA's LOS requirements under the 2031 No-Build conditions, the system improvement listed below is needed (to serve background traffic) and is recommended for further study as a system improvement (to serve Existing and No-Build Conditions) assuming right-of-way is available at the intersection (shown in red on **Figure 7**):

- Construct one (1) additional southbound lane and restripe the approach to consist of one (1) left-turn lane, one (1) shared through/right lane, and one (1) exclusive right-turn lane along Marietta Boulevard.

With the implementation of the proposed system improvements noted above that are required to serve No-Build conditions, the intersection is projected to continue to operate at acceptable overall and approach LOS under 2031 Build conditions. The analysis results shown in the table below are for the improved conditions at Donald Lee Hollowell Parkway/SR 8 at Marietta Boulevard/North Avenue (South) (Intersection 1), which assume the noted geometric changes.

Overall LOS Standard: E Approach LOS Standard: E			North Avenue (South)			Marietta Boulevard			Donald Lee Hollowell Parkway/SR 8			Donald Lee Hollowell Parkway/SR 8		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2031 NO-BUILD IMPROVED (SIGNAL)	**AM**	Overall LOS	C (31.3)											
		Approach LOS	D (49.0)			E (61.8)			C (20.0)			D (37.2)		
		Storage						225	275			175		550
		50th Queue		23		258	11	0	129	428		8	103	0
		95th Queue		69		356	57	13	209	570		21	160	46
	PM	Overall LOS	D (45.3)											
		Approach LOS	D (41.1)			E (62.3)			C (23.5)			D (47.6)		
		Storage						225	275			175		550
		50th Queue		12		386	158	78	91	260		40	467	0
		95th Queue		49		677	283	187	122	270		67	528	56
2031 BUILD IMPROVED (SIGNAL)	**AM**	Overall LOS	D (36.5)											
		Approach LOS	D (43.5)			E (62.9)			C (25.9)			D (42.7)		
		Storage						225	275			175		550
		50th Queue		20		313	10	0	160	552		12	156	24
		95th Queue		69		513	57	13	209	618		23	214	94
	PM	Overall LOS	D (44.0)											
		Approach LOS	D (41.1)			E (71.2)			C (23.9)			D (37.9)		
		Storage						225	275			175		550
		50th Queue		13		455	167	93	84	261		30	473	13
		95th Queue		50		772	289	202	149	277		28	457	17

5.2 Donald Lee Hollowell Parkway/SR 8 at Finley Avenue/Robert Smalls Way (Intersection 2)

Overall LOS Standard: E Approach LOS Standard: E			Finley Avenue			Robert Smalls Way			Donald Lee Hollowell Parkway/SR 8			Donald Lee Hollowell Parkway/SR 8		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2024 EXISTING (TWSC)	AM	Overall LOS	(0.2)											
		Approach LOS	E (39.6)			C (16.6)			A (7.6)			B (11.8)		
		Storage												
		50th Queue												
		95th Queue		0			3		0			0		
	PM	Overall LOS	(0.1)											
		Approach LOS	C (15.5)			C (16.2)			A (9.1)			A (9.9)		
		Storage												
		50th Queue												
		95th Queue		3			3		0			0		
2031 NO-BUILD (TWSC)	AM	Overall LOS	(0.3)											
		Approach LOS	F (65.1)			C (20.9)			A (7.8)			B (13.4)		
		Storage												
		50th Queue												
		95th Queue		3			5		0			0		
	PM	Overall LOS	(0.2)											
		Approach LOS	C (19.1)			C (20.9)			A (9.7)			B (10.7)		
		Storage												
		50th Queue												
		95th Queue		3			3		0			0		
2031 BUILD (TWSC)	AM	Overall LOS	(5.3)											
		Approach LOS	F (>300)			F (>300)			A (7.8)			D (34.4)		
		Storage												
		50th Queue												
		95th Queue							0			138		
	PM	Overall LOS	(3.3)											
		Approach LOS	F (>300)			F (>300)			A (9.5)			C (15.0)		
		Storage												
		50th Queue												
		95th Queue							0			48		

Note: Synchro 12 reports indicate delay exceeds 300 seconds for the northbound and southbound stop-controlled approaches under Build 2031 conditions.

The existing intersection of Donald Lee Hollowell Parkway/SR 8 at Finley Avenue/Robert Smalls Way (Intersection 2) is projected to meet GRTA's approach LOS standards under the 2024 Existing conditions during the AM and PM peak hours.

However, the intersection is not projected to meet GRTA's standards for the approach LOS under the 2031 No-Build conditions for the AM peak hour. The intersection is projected to operate at an LOS F for the northbound approach during the AM peak hour.

Similarly, with the addition of development traffic along Finley Avenue south of Donald Lee Hollowell Parkway/SR 8, both the northbound and southbound side-street stop-controlled approaches of Finley Avenue and Robert Smalls Way are expected to operate at LOS F under 2031 Build conditions.

In order to meet GRTA's LOS requirements under the 2031 No-Build conditions, the installation of a traffic signal would improve the LOS to meet GRTA's LOS requirement for the side street approach. A traffic signal may be warranted under 2031 No-Build conditions from future pedestrian activity associated with the BeltLine pedestrian ramp connection to Donald Lee Hollowell Parkway/SR 8. However, a traffic signal is unlikely to be warranted based on minimal traffic volumes entering and exiting the side streets of Finley Avenue and Robert Smalls Way under No-Build Conditions.

The implementation of the proposed improvements listed below would improve side-street stop-controlled delay and would meet GRTA LOS standards under No-Build conditions (shown in red on **Figure 7**):

- Install a traffic signal if and when warranted and as approved by GDOT and the City of Atlanta.
- Construct one (1) northbound left-turn lane in addition to the (1) northbound through/right-turn lane to meet GDOT's recommended laneage at a new traffic signal, where right-of-way is available.

With the proposed improvements noted above, the intersection is projected to operate at acceptable overall and approach LOS under 2031 Build conditions. The analysis results shown in the table below are for the improved conditions at Donald Lee Hollowell Parkway/SR 8 at Finley Avenue/Robert Smalls Way (Intersection 2), which assume the noted geometric changes. The recommended build improvements are shown in **Figure 9.**

It is notable that a signal is unlikely to be warranted at this intersection under No-Build conditions based on side street vehicular volumes. However, the ongoing construction of the BeltLine trail connection ramp between the trail and Donald Lee Hollowell Parkway/SR 8 just west of Finley Avenue is likely to increase pedestrian activity and may warrant a signalized crossing of Donald Lee Hollowell Parkway/SR 8 based on pedestrian volumes. Additionally, based on a preliminary review of projected peak hour volumes, the intersection is expected to meet signal warrants based on the 2031 Build conditions. It is notable that the signal warrant condition is likely met based on the westbound (mainline) left-turning volumes conflicting with the opposing eastbound mainline through volumes.

Per GDOT turn lane warrants, a westbound left-turn lane is likely warranted under projected Build 2031 conditions (>300 left-turning vehicles per day), and an eastbound right-turn lane is likely warranted under projected Build 2031 conditions (>100 right turning vehicles per day). Coordination between GDOT, the City of Atlanta, and the Atlanta BeltLine is recommended to determine the appropriate laneage to serve the multimodal traveling public at this intersection.

See **Appendix E** for GDOT Intersection Control Evaluation (ICE) Stage 1.

Overall LOS Standard: E Approach LOS Standard: E			Finley Avenue			Robert Smalls Way			Donald Lee Hollowell Parkway/SR 8			Donald Lee Hollowell Parkway/SR 8		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2031 NO-BUILD IMPROVED (SIGNAL)	**AM**	Overall LOS	A (2.6)											
		Approach LOS	E (76.1)			E (78.0)			A (2.3)			A (1.2)		
		Storage	100											125
		50th Queue	1	0			0			25			0	0
		95th Queue	8	0			22			528			40	0
	PM	Overall LOS	A (2.5)											
		Approach LOS	E (75.9)			E (76.3)			A (1.8)			A (1.9)		
		Storage	100											125
		50th Queue	6	0			0			0			0	0
		95th Queue	24	0			13			124			113	1
2031 BUILD IMPROVED (SIGNAL)	**AM**	Overall LOS	C (29.5)											
		Approach LOS	E (78.2)			E (67.4)			A (7.3)			E (60.7)		
		Storage	100											125
		50th Queue	65	104			0			525			124	0
		95th Queue	113	179			19			736			226	0
	PM	Overall LOS	C (23.6)											
		Approach LOS	E (76.7)			E (56.9)			A (8.1)			C (21.9)		
		Storage	100											125
		50th Queue	187	47			0			129			577	0
		95th Queue	310	133			12			112			880	3

Advisory Intersection 2 2031 Build Improved Alternative Condition

Results of the below analysis represent the same 2031 Build Improved roadway geometry and intersection control conditions described above, but with alternative traffic volume. Proposed Site Driveway A was identified in the GRTA Letter of Understanding as a right-in/right-out only access for the development based on existing pavement markings along Donald Lee Hollowell Parkway/SR 8. However, the existing site access has an easement agreement with GDOT that does not expressly state the required access condition of the curb cut. If the driveway is allowed by GDOT to operate as a right-in-left-in/right-out only driveway as an alternative to right-in/right-out only, then a portion of the Intersection 2 westbound left-turning traffic is likely to turn westbound left into Site Driveway A instead. The below 2031 Build Improved Alternative condition is provided based on the Site Driveway A/Intersection 9 Alternative conditions, discussed in **Section 5.9 Donald Lee Hollowell Parkway/SR 8 at Site Driveway A (Intersection 9)**.

Overall LOS Standard: E Approach LOS Standard: E			Finley Avenue			Robert Smalls Way			Donald Lee Hollowell Parkway/SR 8			Donald Lee Hollowell Parkway/SR 8		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2031 BUILD IMPROVED *Alternative* (SIGNAL)	AM	Overall LOS	B (15.6)											
		Approach LOS	E (78.2)			E (67.4)			A (7.3)			B (14.3)		
		Storage	100											125
		50th Queue	65	104			0			163			123	0
		95th Queue	113	179			19			353			223	0
	PM	Overall LOS	C (20.4)											
		Approach LOS	E (76.7)			E (56.9)			A (8.1)			B (15.2)		
		Storage	100											125
		50th Queue	187	47			0			128			524	0
		95th Queue	310	133			12			105			704	3

With the proposed improvements noted above, and the alternative traffic pattern Intersection 9/Site Driveway A Alternative conditions, the intersection is projected to operate at acceptable overall and approach LOS under 2031 Build Alternative (Advisory) conditions.

5.3 Donald Lee Hollowell Parkway/SR 8 at Joseph E Lowery Boulevard (Intersection 3)

Overall LOS Standard: E Approach LOS Standard: E			Joseph E Lowery Boulevard			Joseph E Lowery Boulevard			Donald Lee Hollowell Parkway/SR 8			Donald Lee Hollowell Parkway/SR 8		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2024 EXISTING (SIGNAL)	AM	Overall LOS	D (42.2)											
		Approach LOS	E (76.4)			D (43.1)			C (24.7)			D (38.3)		
		Storage				200					50			
		50th Queue	100	424		64	120			407	21		50	
		95th Queue	156	681		107	190			491	56		70	
	PM	Overall LOS	D (35.4)											
		Approach LOS	E (62.4)			D (52.3)			B (19.4)			C (26.2)		
		Storage				200					50			
		50th Queue	84	355		92	293			222	42		354	
		95th Queue	121	466		130	393			315	96		504	
2031 NO-BUILD (SIGNAL)	AM	Overall LOS	E (56.1)											
		Approach LOS	F (112.2)			D (45.6)			C (32.1)			D (46.9)		
		Storage				200					50			
		50th Queue	117	557		75	142			545	29		66	
		95th Queue	178	831		140	218			654	67		234	
	PM	Overall LOS	E (58.7)											
		Approach LOS	E (64.8)			D (53.3)			C (28.1)			F (86.0)		
		Storage				200					50			
		50th Queue	90	403		98	331			329	60		628	
		95th Queue	137	608		172	467			422	115		787	
2031 BUILD (SIGNAL)	AM	Overall LOS	F (166.3)											
		Approach LOS	F (165.7)			D (46.4)			F (101.8)			F (350.0)		
		Storage				200					50			
		50th Queue	117	706		75	173			803	29		424	
		95th Queue	178	990		140	258			943	67		482	
	PM	Overall LOS	F (532.5)											
		Approach LOS	F (106.2)			D (55.0)			F (190.4)			F (1293.0)		
		Storage				200					50			
		50th Queue	87	570		108	346			627	62		998	
		95th Queue	137	838		204	524			765	115		1140	

The existing signalized intersection of Donald Lee Hollowell Parkway/SR 8 at Joseph E Lowery Boulevard (Intersection 3) is projected to meet GRTA's standards for the overall LOS under the 2024 Existing conditions during the AM and PM peak hours.

However, the intersection is not projected to meet GRTA's standards for the approach LOS requirements under the 2031 No-Build conditions for the AM and PM peak hours. The intersection is projected to operate at an LOS F for the northbound approach during the AM peak hour and LOS F for the westbound approach during the PM peak hour.

Per GDOT turn lane warrants, both eastbound and westbound left-turn lanes are warranted based on Existing 2024 conditions (>300 left turning vehicles per day), but do not exist. Additionally, both eastbound and westbound right-turn lanes are warranted based on Existing 2024 conditions (>100 right turning vehicles per day) with an existing short eastbound right-turn lane only. For this intersection the addition of left- and right-turn lanes would provide a significant operational improvement if right-of-way was not constrained.

In order to meet GRTA's LOS requirements under the 2031 No-Build conditions, the system improvements listed below are needed (to serve background traffic) but not recommended due to geometric constraints at the intersection:

- Construct an additional eastbound lane and restripe the eastbound approach to consist of one (1) left turn lane, two (2) through lanes, one (1) right-turn lane, and two (2) receiving lanes along Donald Lee Hollowell Parkway/SR 8.
- Construct one (1) westbound left-turn lane along Donald Lee Hollowell Parkway/SR 8.
- Construct one (1) northbound right-turn lane along Joseph E Lowery Boulevard.

With the proposed system improvements noted above, the intersection is projected to operate at acceptable overall and approach LOS under 2031 Build conditions.

The analysis results shown in the table below are for the improved conditions to meet the LOS requirement at Donald Lee Hollowell at Joseph E Lowery Boulevard (Intersection 3), which assume the noted geometric changes that are not constructable due to geometric constraints. The intersection should continue to be monitored for future traffic conditions.

See **Appendix E** for GDOT Intersection Control Evaluation (ICE) Stage 1.

Overall LOS Standard: E Approach LOS Standard: E			Joseph E Lowery Boulevard			Joseph E Lowery Boulevard			Donald Lee Hollowell Parkway/SR 8			Donald Lee Hollowell Parkway/SR 8		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2031 NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	D (42.6)											
		Approach LOS	E (68.3)			E (61.6)			C (27.4)			D (35.0)		
		Storage			100	200			50		50	75		
		50th Queue	134	408	17	86	152		15	481	14	9	52	
		95th Queue	204	631	70	204	234		33	572	50	17	71	
	PM	Overall LOS	D (41.8)											
		Approach LOS	E (66.7)			E (78.7)			C (23.5)			C (26.3)		
		Storage			100	200			50		50	75		
		50th Queue	106	331	0	116	366		13	268	39	35	375	
		95th Queue	253	496	45	226	573		29	326	86	61	451	
2031 BUILD IMPROVED (SIGNAL)	AM	Overall LOS	D (48.1)											
		Approach LOS	E (76.1)			E (66.5)			C (33.6)			D (41.0)		
		Storage			100	200			50		50	75		
		50th Queue	134	463	55	86	186		15	630	14	55	96	
		95th Queue	204	682	125	204	277		33	741	50	122	104	
	PM	Overall LOS	D (43.6)											
		Approach LOS	E (67.3)			E (79.4)			C (27.8)			C (30.5)		
		Storage			100	200			50		50	75		
		50th Queue	106	359	51	112	377		14	414	41	58	498	
		95th Queue	251	524	118	240	572		31	493	90	116	591	

5.4 Northside Drive/SR 3 at Donald Lee Hollowell Parkway/SR 8 and Bankhead Avenue (Intersection 4)

Overall LOS Standard: E Approach LOS Standard: E			Northside Drive/SR 3			Northside Drive/SR 3			Donald Lee Hollowell Parkway/SR 8			Bankhead Avenue		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2024 EXISTING (SIGNAL)	AM	Overall LOS	D (38.2)											
		Approach LOS	C (24.9)			C (20.8)			E (68.5)			D (36.0)		
		Storage	100					225			50			
		50th Queue	88	265			208	0	142	142	96		0	
		95th Queue	127	323			274	9	555	555	375		0	
	PM	Overall LOS	C (29.5)											
		Approach LOS	C (29.0)			B (19.2)			F (81.4)			E (61.5)		
		Storage	100					225			50			
		50th Queue	219	150			466	38	190	188	464		13	
		95th Queue	269	181			589	68	416	416	824		40	
2031 NO-BUILD (SIGNAL)	AM	Overall LOS	E (56.8)											
		Approach LOS	C (26.4)			C (22.4)			F (120.1)			D (36.0)		
		Storage	100					225			50			
		50th Queue	104	313			246	0	207	207	176		0	
		95th Queue	149	381			318	9	667	667	715		0	
	PM	Overall LOS	C (34.7)											
		Approach LOS	C (29.9)			C (23.8)			F (101.5)			E (61.7)		
		Storage	100					225			50			
		50th Queue	262	179			607	85	321	321	803		15	
		95th Queue	314	214			764	141	510	510	1055		44	
2031 BUILD (SIGNAL)	AM	Overall LOS	F (88.0)											
		Approach LOS	D (47.0)			C (26.3)			F (189.4)			D (36.0)		
		Storage	100					225			50			
		50th Queue	211	313			250	0	295	296	308		0	
		95th Queue	319	381			318	11	630	632	737		0	
	PM	Overall LOS	E (57.4)											
		Approach LOS	C (33.4)			C (28.6)			F (224.0)			E (61.7)		
		Storage	100					225			50			
		50th Queue	321	179			647	150	494	515	1237		15	
		95th Queue	372	214			862	228	704	727	1500		44	

The existing signalized intersection of Northside Drive/SR 3 at Donald Lee Hollowell Parkway/SR 8 and Bankhead Avenue (Intersection 4) is not projected to meet GRTA's approach LOS standards under the 2024 Existing conditions during the PM peak hour. The intersection is projected to operate at an LOS F for the eastbound approach during the PM peak hour.

Similarly, the intersection is not projected to meet GRTA's standards for the approach LOS under the 2031 No-Build and Build conditions for the AM and PM peak hours. The intersection is projected to continue to operate at an LOS F for the eastbound approach during the AM and PM peak hours.

Per GDOT turn lane requirements, eastbound left- and right-turn lanes already exist and meet warrants under 2024 Existing conditions. Westbound turn lanes are not likely warranted based on the low volume Bankhead Avenue approach.

In order to meet GRTA's LOS requirements under the 2031 No-Build conditions, the system improvements listed below are needed (to serve existing traffic) at the intersection (shown in red on **Figure 7**):

- Construct one (1) additional right-turn lane to include dual (2) eastbound right-turn lanes along Donald Lee Hollowell Parkway/SR 8.
- Modify signal operations to include a right-turn overlap with protected/permissive eastbound right-turn phasing.

With the implementation of the proposed system improvement noted above, the intersection is projected to continue to operate at acceptable overall and approach LOS under 2031 Build conditions.

The analysis results shown in the table below are for the improved conditions at Northside Drive/SR 3 at Donald Lee Hollowell Parkway/SR 8 and Bankhead Avenue (Intersection 4), which assume the noted system improvement geometric changes.

See **Appendix E** for GDOT Intersection Control Evaluation (ICE) Stage 1.

Overall LOS Standard: E Approach LOS Standard: E			Northside Drive/SR 3			Northside Drive/SR 3			Donald Lee Hollowell Parkway/SR 8			Donald Lee Hollowell Parkway/SR 8		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2031 NO-BUILD IMPROVED (SIGNAL)	**AM**	Overall LOS	D (38.3)											
		Approach LOS	C (29.9)			C (27.9)			D (49.4)			C (30.5)		
		Storage	100					225			50			
		50th Queue	104	292			236	0	173	173	7		0	
		95th Queue	149	341			293	9	773	773	38		0	
	PM	Overall LOS	D (37.2)											
		Approach LOS	C (32.3)			C (33.2)			D (50.7)			D (52.0)		
		Storage	100					225			50			
		50th Queue	259	225			705	98	242	240	197		15	
		95th Queue	306	268			961	162	397	402	238		44	
2031 BUILD IMPROVED (SIGNAL)	**AM**	Overall LOS	E (55.7)											
		Approach LOS	D (50.0)			C (32.4)			E (72.2)			C (30.5)		
		Storage	100					225			50			
		50th Queue	211	280			230	0	374	394	35		0	
		95th Queue	319	341			293	11	875	876	65		0	
	PM	Overall LOS	D (43.6)											
		Approach LOS	D (35.6)			D (39.3)			E (58.4)			D (52.4)		
		Storage	100					225			50			
		50th Queue	312	225			806	161	391	416	269		15	
		95th Queue	372	268			994	228	601	628	327		44	

5.5 Joseph E Lowery Boulevard at Pelham Street (Intersection 5)

Overall LOS Standard: D Approach LOS Standard: D			Joseph E Lowery Boulevard			Joseph E Lowery Boulevard			Pelham Street			Pelham Street		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2024 EXISTING (TWSC)	**AM**	Overall LOS	(0.4)											
		Approach LOS	A (8.0)			A (0.0)			A (9.8)			B (14.6)		
		Storage												
		50th Queue												
		95th Queue	0			0				5			0	
	PM	Overall LOS	(0.4)											
		Approach LOS	A (9.0)			A (0.0)			B (11.4)			B (11.8)		
		Storage												
		50th Queue												
		95th Queue	0			0				3			0	
2031 NO-BUILD (TWSC)	**AM**	Overall LOS	(0.5)											
		Approach LOS	A (8.1)			A (0.0)			B (10.1)			C (16.6)		
		Storage												
		50th Queue												
		95th Queue	0			0				5			0	
	PM	Overall LOS	(0.4)											
		Approach LOS	A (9.5)			A (0.0)			B (12.3)			B (12.7)		
		Storage												
		50th Queue												
		95th Queue	3			0				5			0	
2031 BUILD (TWSC)	**AM**	Overall LOS	(3.0)											
		Approach LOS	A (8.2)			A (0.0)			C (17.9)			D (27.5)		
		Storage												
		50th Queue												
		95th Queue	8			0				55			0	
	PM	Overall LOS	(3.0)											
		Approach LOS	A (9.9)			A (0.0)			C (18.4)			C (18.6)		
		Storage												
		50th Queue												
		95th Queue	8			0				58			0	

The existing side-street stop-controlled intersection of Joseph E Lowery Boulevard at Pelham Street (Intersection 5) is projected to operate at an acceptable overall LOS under the 2024 Existing, 2031 No-Build, and 2031 Build conditions. Each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours of all studied scenarios.

5.6 Joseph E Lowery Boulevard at North Avenue (East) (Intersection 6)

Overall LOS Standard: D Approach LOS Standard: D			Joseph E Lowery Boulevard			Joseph E Lowery Boulevard						North Avenue (East)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2024 EXISTING (TWSC)	**AM**	Overall LOS	(1.2)											
		Approach LOS	A (0.0)			A (9.9)						C (20.9)		
		Storage												
		50th Queue												
		95th Queue	0			5							18	
	PM	Overall LOS	(0.9)											
		Approach LOS	A (0.0)			A (9.0)						B (12.0)		
		Storage												
		50th Queue												
		95th Queue	0			3							10	
2031 NO-BUILD (TWSC)	**AM**	Overall LOS	(1.5)											
		Approach LOS	A (0.0)			B (10.6)						D (27.2)		
		Storage												
		50th Queue												
		95th Queue	0			8							25	
	PM	Overall LOS	(1.0)											
		Approach LOS	A (0.0)			A (9.3)						B (13.4)		
		Storage												
		50th Queue												
		95th Queue	0			3							15	
2031 BUILD (TWSC)	**AM**	Overall LOS	(3.0)											
		Approach LOS	A (0.0)			B (11.3)						D (34.4)		
		Storage												
		50th Queue												
		95th Queue	0			13							58	
	PM	Overall LOS	(1.6)											
		Approach LOS	A (0.0)			A (9.6)						C (15.1)		
		Storage												
		50th Queue												
		95th Queue	0			8							25	

The existing side-street stop-controlled intersection of Joseph E Lowery Boulevard at North Avenue (East) (Intersection 6) is projected to operate at an acceptable overall LOS under the 2024 Existing, 2031 No-Build, and 2031 Build conditions. Each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours of all studied scenarios.

5.7 Joseph E Lowery at North Avenue (West) (Intersection 7)

Overall LOS Standard: D Approach LOS Standard: D			Joseph E Lowery Boulevard			Joseph E Lowery Boulevard			North Avenue (West)					
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2024 EXISTING (TWSC)	AM	Overall LOS	(0.4)											
		Approach LOS	A (7.8)			A (0.0)			B (10.2)					
		Storage												
		50th Queue												
		95th Queue	0			0				3				
	PM	Overall LOS	(0.3)											
		Approach LOS	A (9.1)			A (0.0)			B (11.5)					
		Storage												
		50th Queue												
		95th Queue	3			0				3				
2031 NO-BUILD (TWSC)	AM	Overall LOS	(0.4)											
		Approach LOS	A (8.0)			A (0.0)			B (10.5)					
		Storage												
		50th Queue												
		95th Queue	0			0				5				
	PM	Overall LOS	(0.4)											
		Approach LOS	A (9.7)			A (0.0)			B (12.4)					
		Storage												
		50th Queue												
		95th Queue	3			0				3				
2031 BUILD (TWSC)	AM	Overall LOS	(2.4)											
		Approach LOS	A (8.5)			A (0.0)			B (12.2)					
		Storage												
		50th Queue												
		95th Queue	13			0				20				
	PM	Overall LOS	(2.5)											
		Approach LOS	B (10.7)			A (0.0)			C (16.4)					
		Storage												
		50th Queue												
		95th Queue	13			0				38				

The existing side-street stop-controlled intersection of Joseph E Lowery Boulevard at North Avenue (West) (Intersection 7) is projected to operate at an acceptable overall LOS under the 2024 Existing, 2031 No-Build, and 2031 Build conditions. Each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours of all studied scenarios.

5.8 Joseph E Boone Boulevard at Joseph E Lowery Boulevard (Intersection 8)

Overall LOS Standard: D Approach LOS Standard: D			Joseph E Lowery Boulevard			Joseph E Lowery Boulevard			Joseph E Boone Boulevard			Joseph E Boone Boulevard		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2024 EXISTING (SIGNAL)	AM	Overall LOS	C (21.7)											
		Approach LOS	C (27.9)			C (24.2)			B (12.5)			B (12.1)		
		Storage							75			75		
		50th Queue		182			121		24	92		17	35	
		95th Queue		216			173		60	178		45	80	
	PM	Overall LOS	C (25.2)											
		Approach LOS	C (25.5)			C (33.7)			B (16.4)			B (17.2)		
		Storage							75			75		
		50th Queue		165			320		15	90		33	100	
		95th Queue		177			378		43	176		80	193	
2031 NO-BUILD (SIGNAL)	AM	Overall LOS	C (22.5)											
		Approach LOS	C (27.9)			C (23.2)			B (16.3)			B (15.3)		
		Storage							75			75		
		50th Queue		205			135		31	144		22	55	
		95th Queue		261			206		68	246		54	106	
	PM	Overall LOS	C (25.5)											
		Approach LOS	C (22.6)			C (32.9)			C (21.4)			C (22.8)		
		Storage							75			75		
		50th Queue		178			356		19	136		44	162	
		95th Queue		207			460		50	233		96	271	
2031 BUILD (SIGNAL)	AM	Overall LOS	C (23.3)											
		Approach LOS	B (17.7)			C (29.8)			C (27.5)			C (23.8)		
		Storage							75			75		
		50th Queue		185			206		69	174		27	78	
		95th Queue		244			403		136	283		63	144	
	PM	Overall LOS	C (24.0)											
		Approach LOS	B (12.2)			C (33.1)			C (25.7)			C (27.0)		
		Storage							75			75		
		50th Queue		141			454		45	164		54	220	
		95th Queue		186			764		120	257		110	344	

The existing signalized intersection of Joseph E Boone Boulevard at Joseph E Lowery Boulevard (Intersection 8) is projected to operate at an acceptable overall LOS under the 2024 Existing, 2031 No-Build, and 2031 Build conditions. Each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours of all studied scenarios.

5.9 Donald Lee Hollowell Parkway/SR 8 at Site Driveway A (Intersection 9)

Overall LOS Standard: D Approach LOS Standard: D			Site Driveway A						Donald Lee Hollowell Parkway/SR 8			Donald Lee Hollowell Parkway/SR 8		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2031 BUILD (RIRO)	AM	Overall LOS	(0.7)											
		Approach LOS	C (20.4)						A (0.0)					
		Storage												
		50th Queue												
		95th Queue			23						0			
	PM	Overall LOS	(0.7)											
		Approach LOS	C (15.3)						A (0.0)					
		Storage												
		50th Queue												
		95th Queue			25						0			

The existing driveway at the intersection of Donald Lee Hollowell Parkway/SR 8 at Site Driveway A (Intersection 9) is projected to operate at an acceptable LOS under the 2031 Build scenario with a right-in/right-out configuration. Each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours.

Alternative Intersection 9 – Donald Lee Hollowell Parkway/SR 8 at Site Driveway A

Proposed Site Driveway A was identified in the GRTA Letter of Understanding as a right-in/right-out only access for the development based on existing pavement markings along Donald Lee Hollowell Parkway/SR 8. However, the existing site access has an easement agreement with GDOT that does not expressly state the required access condition of the curb cut. If the driveway is allowed by GDOT to operate as a right-in-left-in/right-out only driveway as an alternative to right-in/right-out only, then some Intersection 2 westbound left-turning traffic may shift and use Site Driveway A instead.

Overall LOS Standard: D Approach LOS Standard: D			Site Driveway A						Donald Lee Hollowell Parkway/SR 8			Donald Lee Hollowell Parkway/SR 8		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2031 BUILD *Alternative* (RIRO)	AM	Overall LOS	(1.7)											
		Approach LOS	C (20.4)						C (17.1)					
		Storage												
		50th Queue												
		95th Queue			23						20			
	PM	Overall LOS	(1.9)											
		Approach LOS	C (15.3)						B (11.6)					
		Storage												
		50th Queue												
		95th Queue			25						8			

Per GDOT turn lane requirements, a right-turn lane is likely warranted at this intersection based on the projected 2031 Build and Build Alternative conditions (>100 right turning vehicles per day). Under the 2031 Build Alternative condition, a left-turn lane is also likely to be warranted based on projected 2031 Build Alternative conditions (>300 left turning vehicles per day). Coordination between GDOT, the City of Atlanta, and the Atlanta BeltLine is recommended to determine the appropriate laneage to serve the multimodal traveling public at this intersection.

Note: per GRTA's guidelines, *"the [Transportation Impact Study] shall utilize the GDOT Intersection Control Evaluation (ICE) – Stage 1 tool for GDOT maintained intersections with a failing approach if an approach is not meeting the LOS standard and the Project is increasing trips to that approach by twenty (20) percent or more."* Intersection 9 operates acceptably, therefore GDOT ICE was not utilized.

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

5.10 Finley Avenue at Pelham Street/Site Driveway B (Intersection 10)

Finley Avenue currently terminates at its intersection with Pelham Street, though there is unimproved right-of-way that would extend Finley Avenue to the south. Access at Site Driveway B has been shown under two alternatives. Under the primary condition, Driveway B is located at a three-legged intersection including Site Driveway B, Pelham Street, and Finley Avenue and is proposed to operate under all-way stop-control.

Overall LOS Standard: D Approach LOS Standard: D			Finley Avenue Southbound						Site Driveway B Eastbound			Pelham Street Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2031 BUILD (AWSC)	AM	Overall LOS	B (12.3)											
		Approach LOS				B (11.2)			B (14.1)			B (10.4)		
		Storage												
		50th Queue												
		95th Queue					50			83			30	
	PM	Overall LOS	C (16.8)											
		Approach LOS				B (10.7)			C (21.2)			A (9.6)		
		Storage												
		50th Queue												
		95th Queue					38			173			18	

The proposed all-way stop-controlled driveway at the intersection of Finley Avenue at Pelham Street/Site Driveway B (Intersection 10) is projected to operate at an acceptable LOS under the 2031 Build scenario. Each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours.

Alternative Intersection 10 – Finley Avenue at Pelham Street/Site Driveway B

Access at Site Driveway B under the Alternative condition considers a four-legged intersection Site Driveway B, Pelham Street, the existing Finley Avenue north of Pelham Street, and with Finley Avenue extending into the unimproved right-of-way south of Pelham Street. Under the Alternative condition, the intersection is proposed to operate under all-way stop-control.

Overall LOS Standard: D Approach LOS Standard: D			Finley Avenue Northbound			Finley Avenue Southbound			Site Driveway B Eastbound			Pelham Street Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2031 BUILD *Alternative* (AWSC)	AM	Overall LOS	B (11.5)											
		Approach LOS	A (9.9)			B (11.9)			B (12.0)			B (11.1)		
		Storage												
		50th Queue												
		95th Queue		18			55			45			33	
	PM	Overall LOS	B (13.2)											
		Approach LOS	B (10.6)			B (11.3)			C (16.4)			B (10.3)		
		Storage												
		50th Queue												
		95th Queue		23			40			103			20	

The proposed all-way stop-controlled driveway at the intersection of Finley Avenue at Pelham Street/Site Driveway B (Intersection 10, Alternative) is projected to operate at an acceptable LOS under the 2031 Build scenario. Each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours.

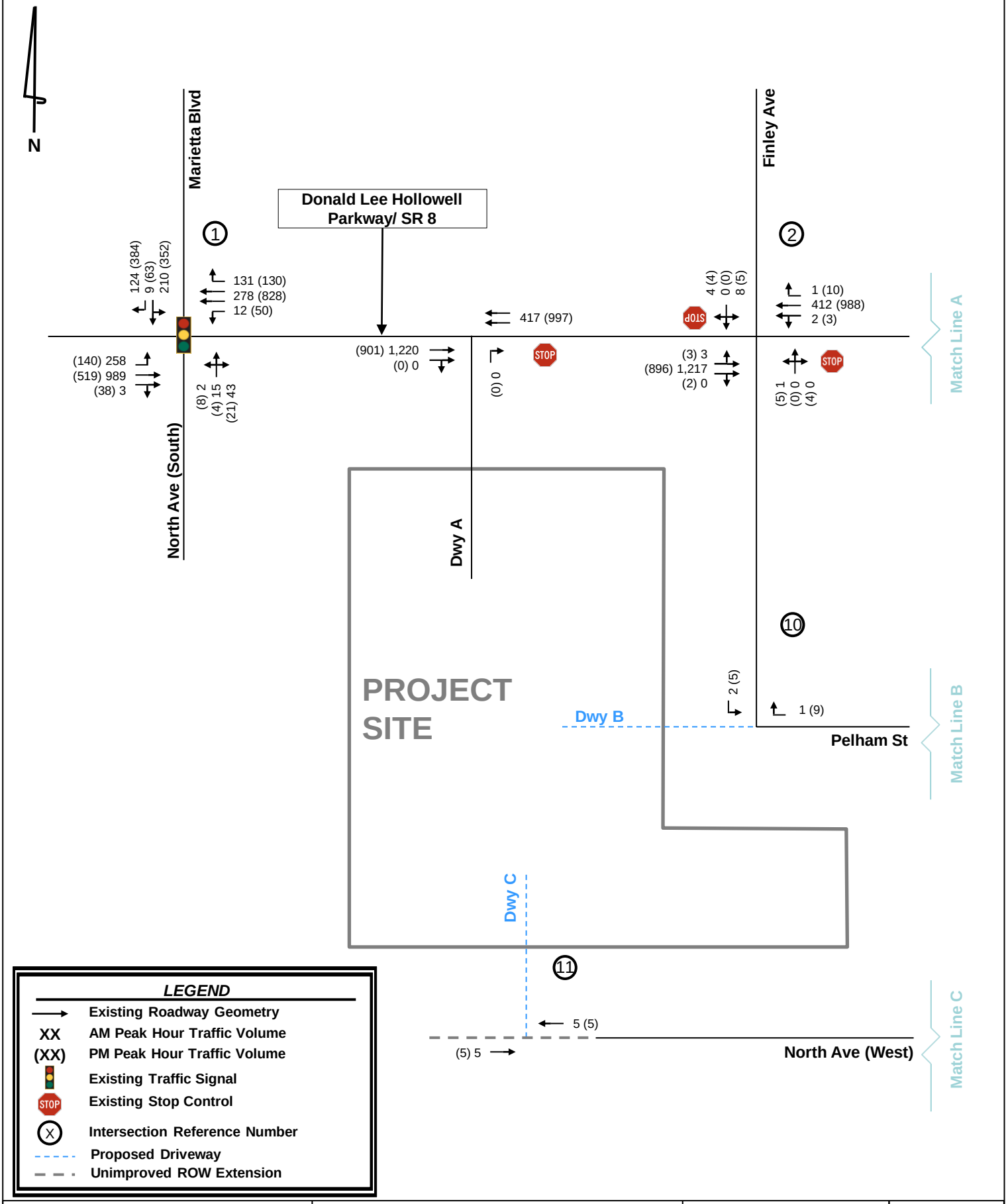
The recommended lane configuration for Site Driveway B is one lane entering the site and one lane exiting the site, as shown in the site plan. The recommended build improvements for each alternative are shown in **Figure 9.**

5.11 North Avenue (West) at Site Driveway C (Intersection 11)

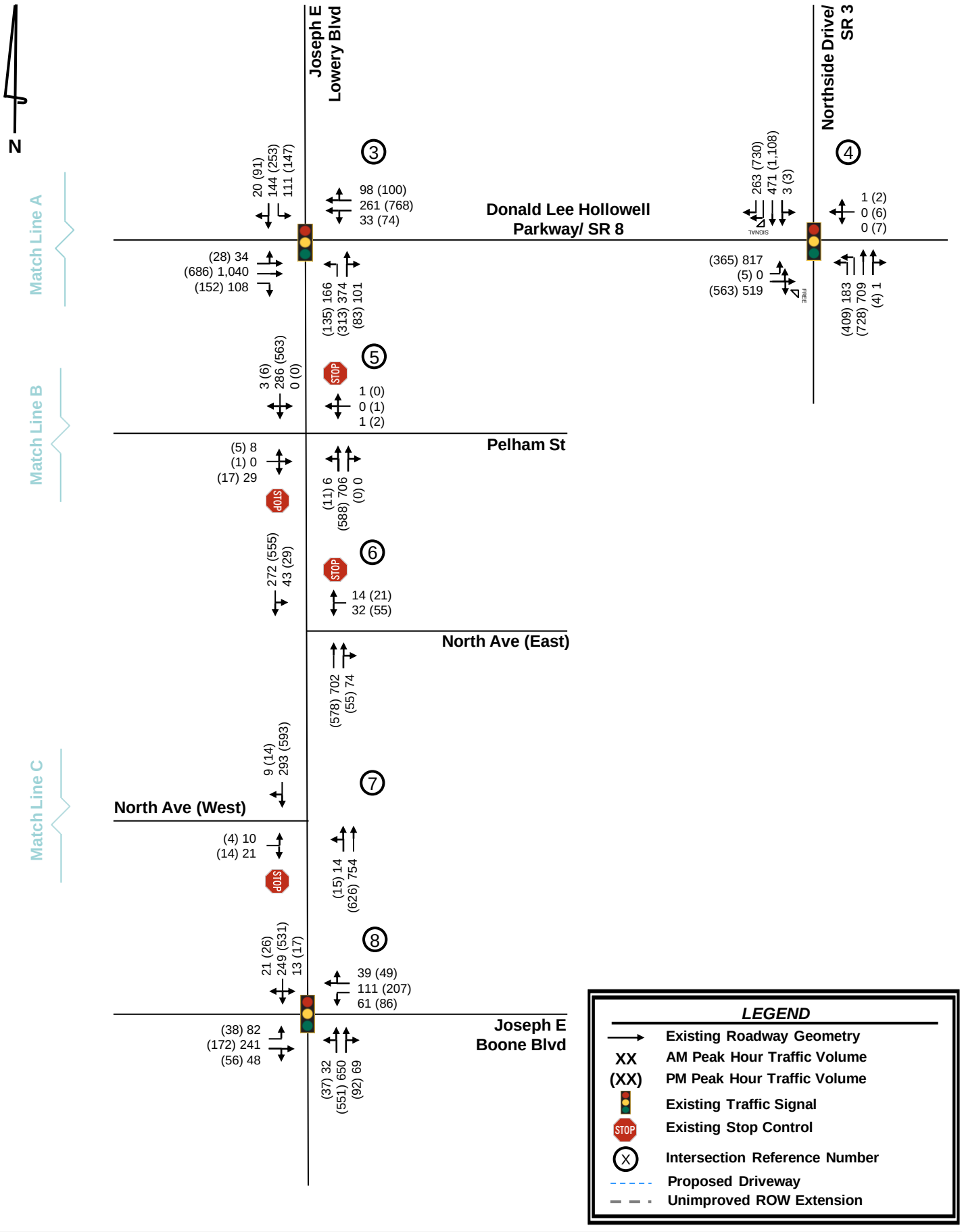
Overall LOS Standard: D Approach LOS Standard: D						Site Driveway C			North Avenue (West)			North Avenue (West)		
						Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2031 BUILD (TWSC)	AM	Overall LOS	(3.3)											
		Approach LOS				A (9.4)			A (0.0)			A (0.0)		
		Storage												
		50th Queue												
		95th Queue					8			0			0	
	PM	Overall LOS	(5.7)											
		Approach LOS				A (9.4)			A (0.0)			A (0.0)		
		Storage												
		50th Queue												
		95th Queue					13			0			0	

The proposed side-street stop-controlled driveway at the intersection of North Avenue (West) at Site Driveway C (Intersection 11) is projected to operate at an acceptable LOS under the 2031 Build scenario. Each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours.

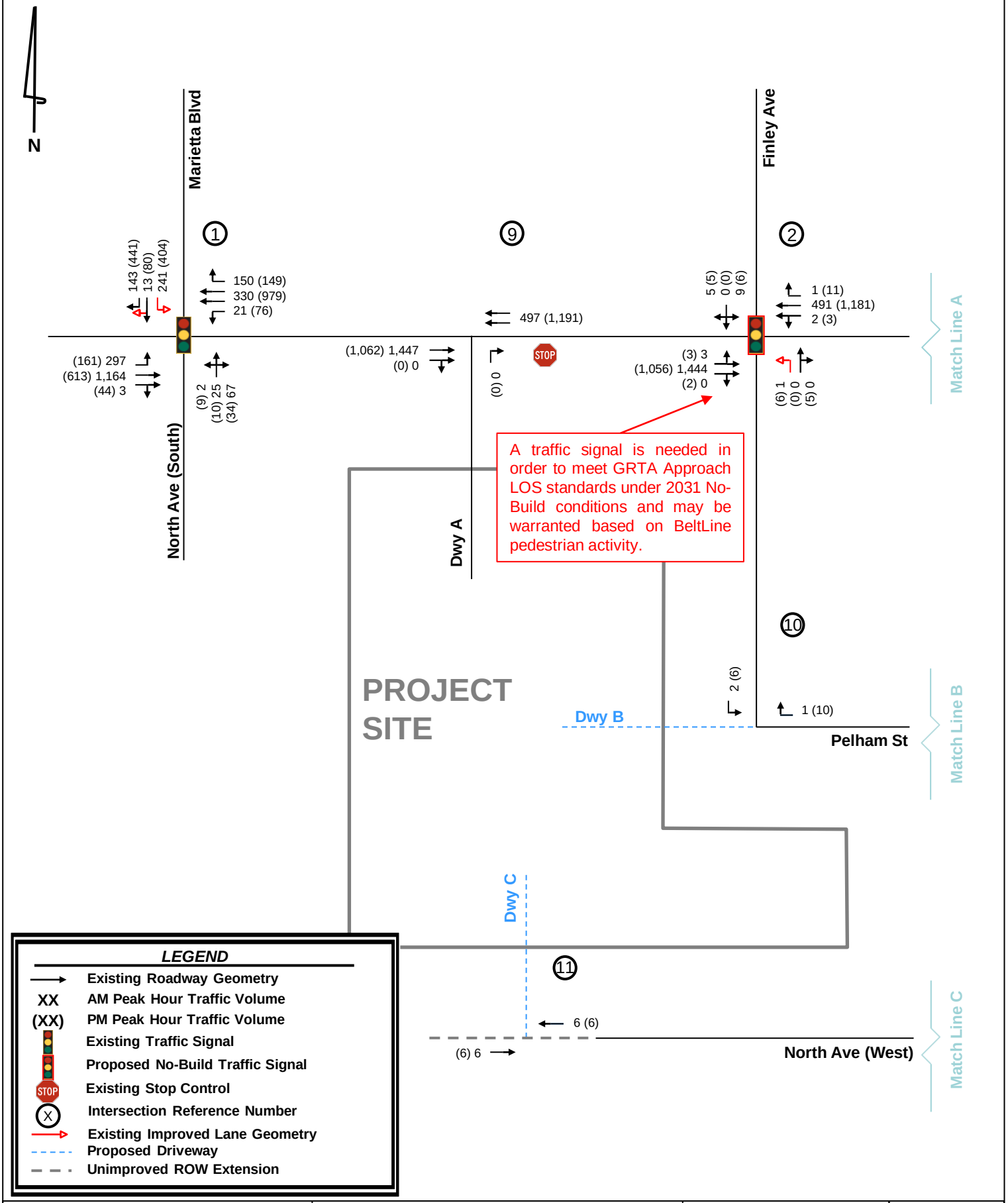
The recommended lane configuration for Site Driveway C is one lane entering the site and one lane exiting the site, as shown in the site plan. The recommended build improvements are shown in **Figure 9.**



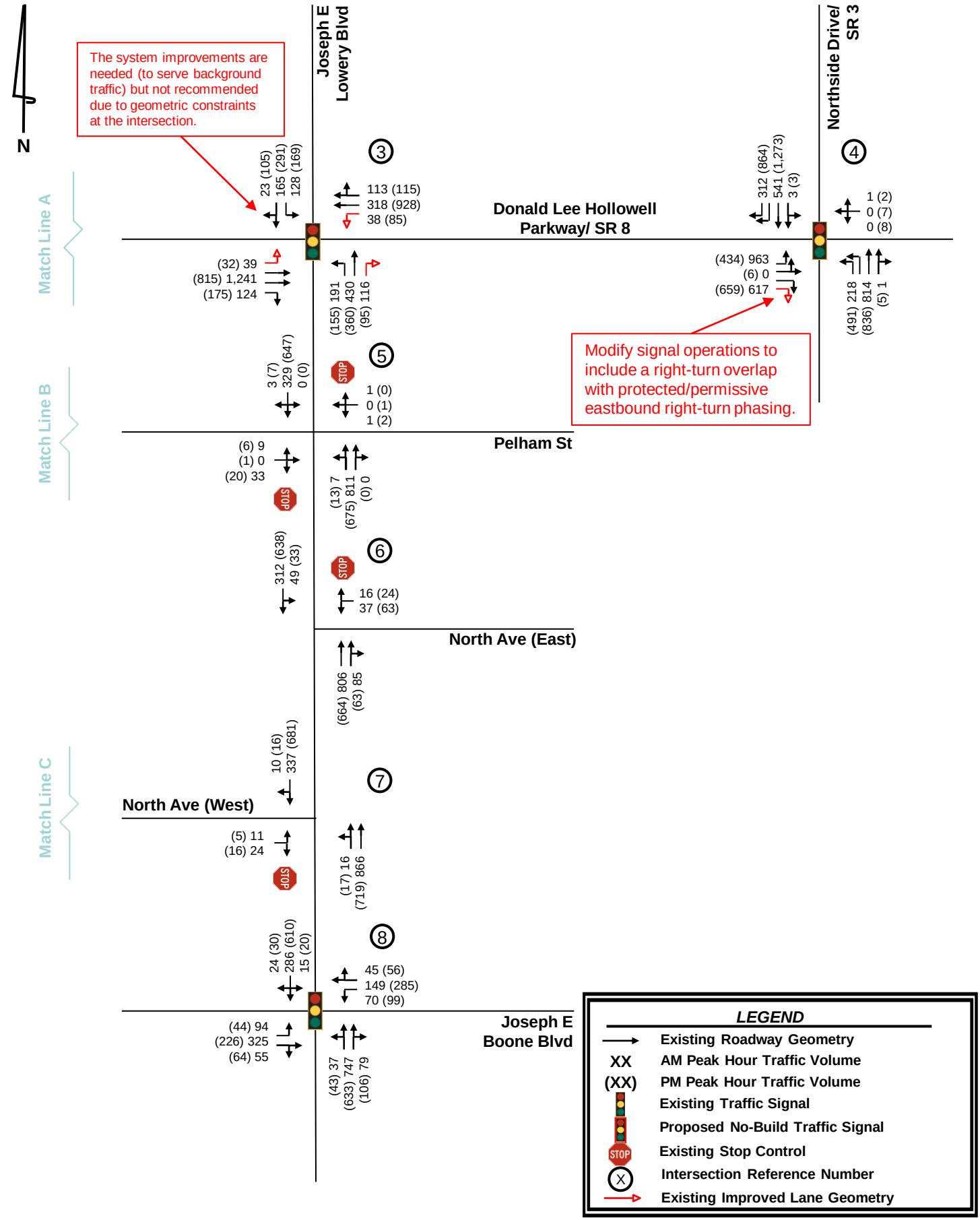
Kimley»Horn	*1060 DLH DRI #4187 Transportation Analysis*	**Existing 2024 Traffic Conditions**	**Figure 7A**
			Page 48



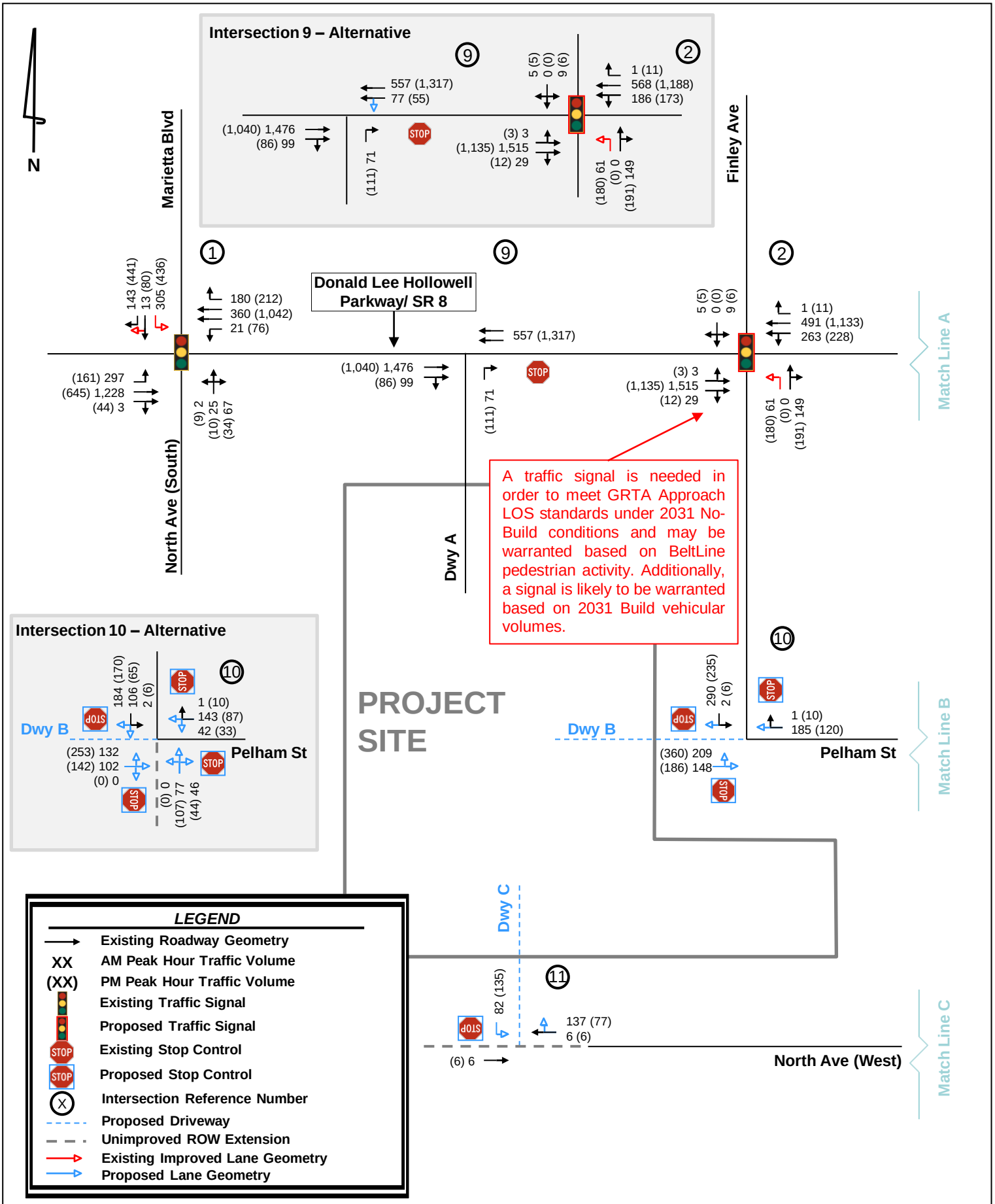
Kimley»Horn	*1060 DLH DRI #4187 Transportation Analysis*	**Existing 2024 Traffic Conditions**	**Figure 7B**
			Page 49

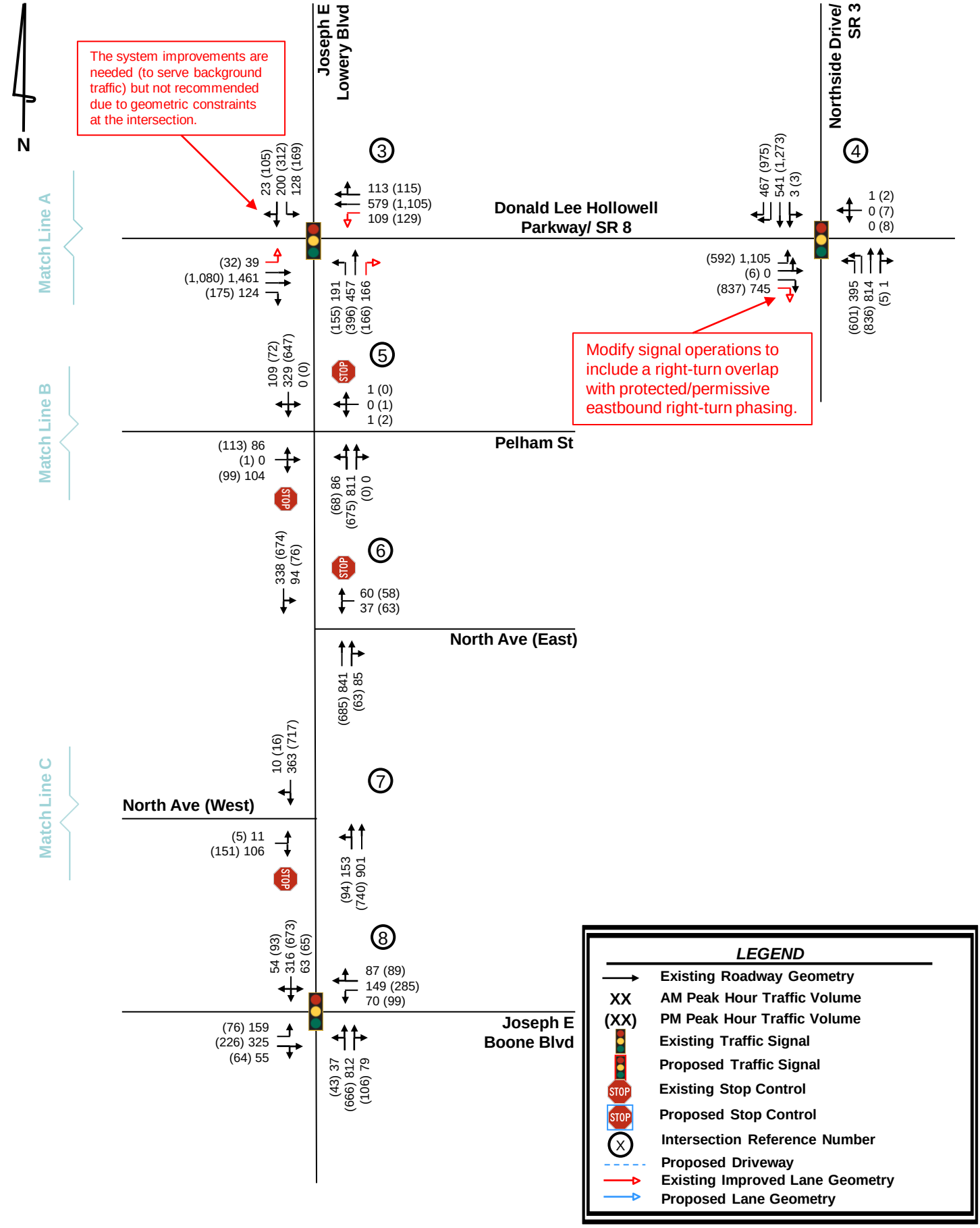


Kimley»Horn	*1060 DLH DRI #4187* *Transportation Analysis*	**No-Build 2031 Traffic Conditions**	**Figure 8A**
			Page 50



Kimley»Horn	*1060 DLH DRI #4187 Transportation Analysis*	**No-Build 2031 Traffic Conditions**	**Figure 8B**
			Page 51


Intersection 9 – Alternative
9
2
557 (1,317)
77 (55)
5 (5)
0 (0)
9 (6)
1 (11)
568 (1,188)
186 (173)
(1,040) 1,476
(86) 99
STOP
(111) 71
(3) 3
(1,135) 1,515
(12) 29
(180) 61
(0) 0
(191) 149
N
Marietta Blvd
Finley Ave
1
9
2
Donald Lee Hollowell Parkway/ SR 8
143 (441)
13 (80)
305 (436)
180 (212)
360 (1,042)
21 (76)
557 (1,317)
5 (5)
0 (0)
9 (6)
1 (11)
491 (1,133)
263 (228)
Match Line A
(161) 297
(645) 1,228
(44) 3
(9) 2
(10) 25
(34) 67
(1,040) 1,476
(86) 99
(111) 71
STOP
(3) 3
(1,135) 1,515
(12) 29
(180) 61
(0) 0
(191) 149
North Ave (South)
Dwy A
A traffic signal is needed in order to meet GRTA Approach LOS standards under 2031 No-Build conditions and may be warranted based on BeltLine pedestrian activity. Additionally, a signal is likely to be warranted based on 2031 Build vehicular volumes.
Intersection 10 – Alternative
10
184 (170)
106 (65)
2 (6)
1 (10)
143 (87)
42 (33)
Dwy B
(253) 132
(142) 102
(0) 0
Pelham St
(0) 0
(107) 77
(44) 46
PROJECT SITE
10
290 (235)
2 (6)
1 (10)
185 (120)
Dwy B
(360) 209
(186) 148
Pelham St
Match Line B
Dwy C
11
82 (135)
137 (77)
6 (6)
(6) 6
North Ave (West)
Match Line C
LEGEND
Existing Roadway Geometry
XX
AM Peak Hour Traffic Volume
(XX)
PM Peak Hour Traffic Volume
Existing Traffic Signal
Proposed Traffic Signal
STOP
Existing Stop Control
STOP
Proposed Stop Control
X
Intersection Reference Number
Proposed Driveway
Unimproved ROW Extension
Existing Improved Lane Geometry
Proposed Lane Geometry


N
The system improvements are needed (to serve background traffic) but not recommended due to geometric constraints at the intersection.
Joseph E Lowery Blvd
Northside Drive/ SR 3
Donald Lee Hollowell Parkway/ SR 8
Pelham St
North Ave (East)
North Ave (West)
Joseph E Boone Blvd
Match Line A
Match Line B
Match Line C
Modify signal operations to include a right-turn overlap with protected/permissive eastbound right-turn phasing.
STOP
LEGEND
Existing Roadway Geometry
XX AM Peak Hour Traffic Volume
(XX) PM Peak Hour Traffic Volume
Existing Traffic Signal
Proposed Traffic Signal
Existing Stop Control
Proposed Stop Control
Intersection Reference Number
Proposed Driveway
Existing Improved Lane Geometry
Proposed Lane Geometry

Proposed Site Plan

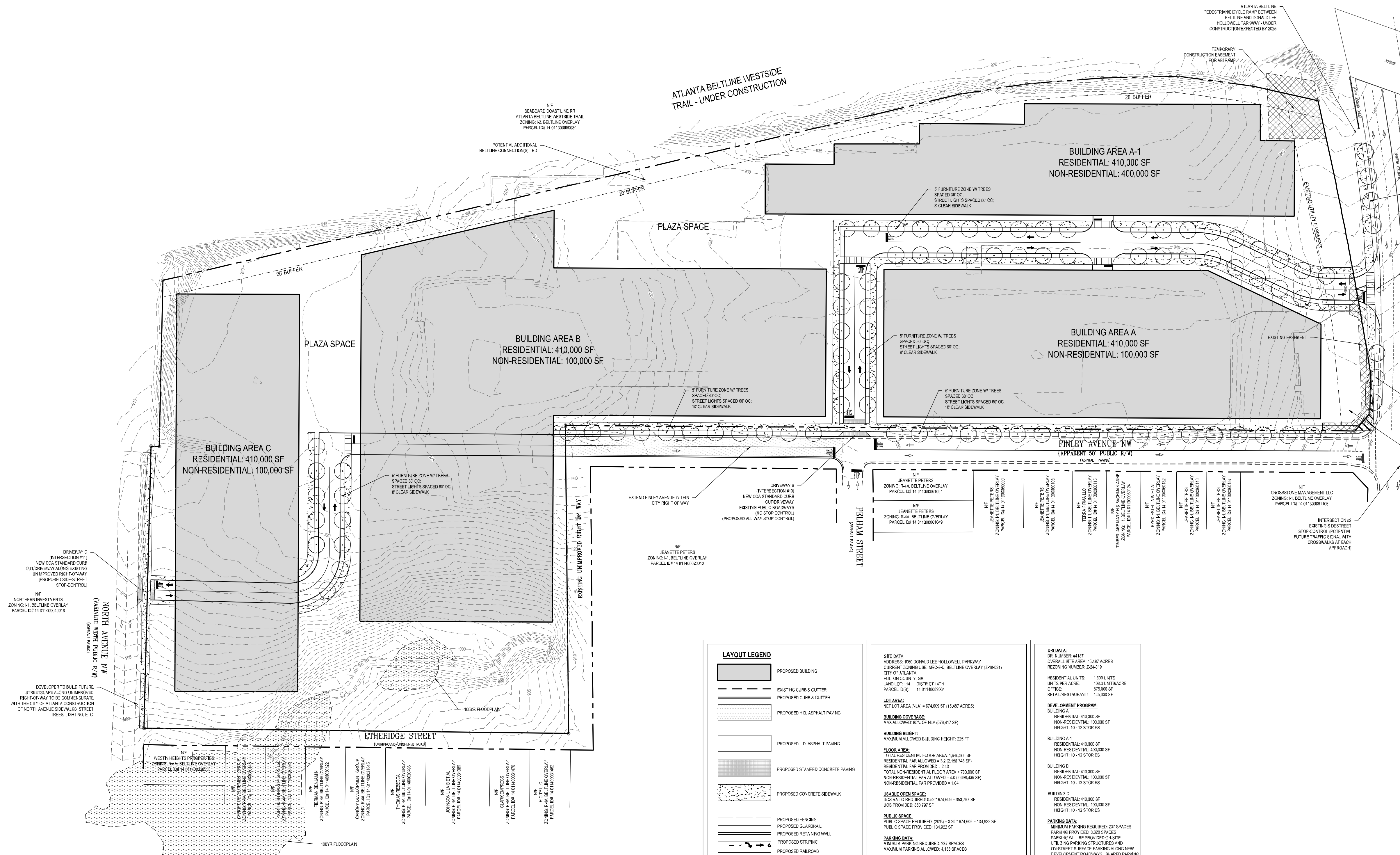
DRI #: 4187

WESTSIDE TRAIL - SEGMENT 4

WESTSIDE TRAIL - SEGMENT 4

LOCATION MAP - N.T.S.

EBERLY & ASSOCIATES
TEL770.452.7849 FAX770.452.0086
2951 FLOWERS ROAD SOUTH, STE 119 ATLANTA, GEORGIA 30341
WWW.EBERLY.NET
LAND PLANNING
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE



SITE DATA
ADDRESS: 1060 DONALD LEE HOLLOWELL PARKWAY
CURRENT ZONING USE: MRC-3-C, BELTLINE OVERLAY (Z-18-031)
CITY OF ATLANTA
FULTON COUNTY, GA
LAND LOT: 114 DISTRICT 14TH
PARCEL ID(S): 14 01140002004

LOT AREA:
NET LOT AREA (NLA) = 674,609 SF (15.487 ACRES)

BUILDING COVERAGE:
MAX ALLOWED: 85% OF NLA (573,417 SF)

BUILDING HEIGHT:
MAXIMUM ALLOWED BUILDING HEIGHT: 225 FT

FLOOR AREA:
TOTAL RESIDENTIAL FLOOR AREA: 1,640,000 SF
RESIDENTIAL FAR ALLOWED = 3.2 (2,158,748 SF)
RESIDENTIAL FAR PROVIDED = 2.43
TOTAL NON-RESIDENTIAL FLOOR AREA = 700,000 SF
NON-RESIDENTIAL FAR ALLOWED = 4.0 (2,698,436 SF)
NON-RESIDENTIAL FAR PROVIDED = 1.04

USABLE OPEN SPACE:
UOS RATIO REQUIRED: 0.52 * 674,609 = 350,797 SF
UOS PROVIDED: 350,797 SF

PUBLIC SPACE:
PUBLIC SPACE REQUIRED: (20%) = 0.20 * 674,609 = 134,922 SF
PUBLIC SPACE PROVIDED: 134,922 SF

PARKING DATA:
MINIMUM PARKING REQUIRED: 237 SPACES
MAXIMUM PARKING ALLOWED: 4,133 SPACES

BICYCLE PARKING REQUIRED: 50 SPACES
BICYCLE PARKING PROVIDED: 50 SPACES

RESIDENTIAL LOADING SPACES REQUIRED: 2 SPACES
NON-RESIDENTIAL LOADING SPACES REQUIRED: 2 SPACES

TOTAL LOADING SPACES PROVIDED: 4 SPACES

DRI DATA:
DRI NUMBER: #4187
OVERALL SITE AREA: 15.487 ACRES
REZONING NUMBER: Z-24-019

RESIDENTIAL UNITS: 1,600 UNITS
UNITS PER ACRE: 103.3 UNITS/ACRE
OFFICE: 575,000 SF
RETAIL/RESTAURANT: 125,000 SF

DEVELOPMENT PROGRAM:
BUILDING A
RESIDENTIAL: 410,000 SF
NON-RESIDENTIAL: 100,000 SF
HEIGHT: 10 - 12 STORIES

BUILDING A-1
RESIDENTIAL: 410,000 SF
NON-RESIDENTIAL: 400,000 SF
HEIGHT: 10 - 12 STORIES

BUILDING B
RESIDENTIAL: 410,000 SF
NON-RESIDENTIAL: 100,000 SF
HEIGHT: 10 - 12 STORIES

BUILDING C
RESIDENTIAL: 410,000 SF
NON-RESIDENTIAL: 100,000 SF
HEIGHT: 10 - 12 STORIES

PARKING DATA:
MINIMUM PARKING REQUIRED: 237 SPACES
PARKING PROVIDED: 3,828 SPACES
PARKING WILL BE PROVIDED ON-SITE UTILIZING PARKING STRUCTURES AND ON-STREET SURFACE PARKING ALONG NEW DEVELOPMENT ROADWAYS. SHARED PARKING STRATEGIES WILL BE USED WHERE POSSIBLE TO REDUCE TOTAL PARKING SPACES PROVIDED.
BICYCLE, CAR/VANPOOL & EV PARKING WILL BE PROVIDED TO MEET OR EXCEED CITY OF ATLANTA REQUIREMENTS

DEVELOPER/APPLICANT:
1060 DLH, LLC C/O THE ALLEN MORRIS COMPANY
1055 HOWELL MILL ROAD
SUITE 800
ATLANTA, GA 30318
678-462-6875
1060DLH@ALLENMORRIS.COM

TRAFFIC ENGINEER
ANA EISENMAN
KIMLEY-HORN & ASSOCIATES, INC.
1200 PEACHTREE STREET
SUITE 800
ATLANTA, GA 30309
(404) 201-6155
ANA.EISENMAN@KIMLEY-HORN.COM

CIVIL ENGINEER
JEREMIAH PHILLIPS
EBERLY & ASSOCIATES, INC.
2951 FLOWERS ROAD SOUTH
SUITE 119
ATLANTA, GEORGIA 30341
(770) 452-7849
JPHILLIPS@EBERLY.NET

1060 DONALD LEE HOLLOWELL
LAND LOT 113 & 114
14TH DISTRICT
FULTON COUNTY, GEORGIA
1060 DONALD LEE HOLLOWELL PARKWAY

REVISION

DRI SITE PLAN

EBERLY PROJECT NUMBER
24-032

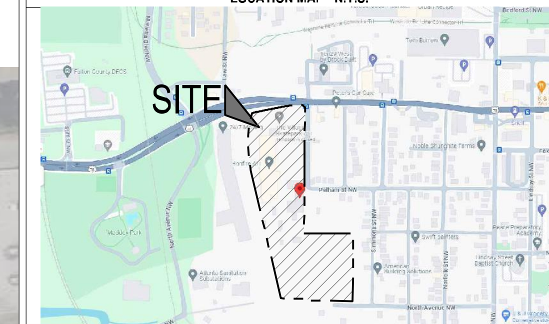
SHEET NUMBER
DRI1.0
NOT ISSUED FOR CONSTRUCTION

DRI #: 4187

WESTSIDE TRAIL - SEGMENT 4

WESTSIDE TRAIL - SEGMENT 4

LOCATION MAP - N.T.S.



EBERLY & ASSOCIATES

TEL770.452.7849 FAX770.452.0086
2951 FLOWERS ROAD SOUTH, STE 119 ATLANTA, GEORGIA 30341
WWW.EBERLY.NET

LAND PLANNING
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE

1060 DONALD LEE HOLLOWELL

LAND LOT 113 & 114
14TH DISTRICT
FULTON COUNTY, GEORGIA
1060 DONALD LEE HOLLOWELL PARKWAY

LAYOUT LEGEND

- PROPOSED BUILDING
- EXISTING CURB & GUTTER
- PROPOSED CURB & GUTTER
- PROPOSED H.D. ASPHALT PAVING
- PROPOSED L.D. ASPHALT PAVING
- PROPOSED STAMPED CONCRETE PAVING
- PROPOSED CONCRETE SIDEWALK
- PROPOSED FENCING
- PROPOSED GUARDRAIL
- PROPOSED RETAINING WALL
- PROPOSED STRIPING
- PROPOSED RAILROAD
- EXISTING RAILROAD
- BUILDING SETBACK LINE
- EXISTING BUFFER
- PROPOSED BUFFER
- EXISTING 100-YR. FLOODPLAIN

SITE DATA
ADDRESS: 1060 DONALD LEE HOLLOWELL PARKWAY
CURRENT ZONING USE: MRC-3-C, BELTLINE OVERLAY (Z-18-031)
CITY OF ATLANTA
FULTON COUNTY, GA
LAND LOT: 114 DISTRICT 14TH
PARCEL ID(S): 14 01140002004

LOT AREA:
NET LOT AREA (NLA) = 674,609 SF (15.487 ACRES)

BUILDING COVERAGE:
MAX ALLOWED: 85% OF NLA (573,417 SF)

BUILDING HEIGHT:
MAXIMUM ALLOWED BUILDING HEIGHT: 225 FT

FLOOR AREA:
TOTAL RESIDENTIAL FLOOR AREA: 1,640,000 SF
RESIDENTIAL FAR ALLOWED = 3.2 (2,158,748 SF)
RESIDENTIAL FAR PROVIDED = 2.43
TOTAL NON-RESIDENTIAL FLOOR AREA = 700,000 SF
NON-RESIDENTIAL FAR ALLOWED = 4.0 (2,698,436 SF)
NON-RESIDENTIAL FAR PROVIDED = 1.04

USABLE OPEN SPACE:
UOS RATIO REQUIRED: 0.52 * 674,609 = 350,797 SF
UOS PROVIDED: 350,797 SF

PUBLIC SPACE:
PUBLIC SPACE REQUIRED: (20%) = 0.20 * 674,609 = 134,922 SF
PUBLIC SPACE PROVIDED: 134,922 SF

PARKING DATA:
MINIMUM PARKING REQUIRED: 237 SPACES
MAXIMUM PARKING ALLOWED: 4,133 SPACES

BICYCLE PARKING REQUIRED: 50 SPACES
BICYCLE PARKING PROVIDED: 50 SPACES

RESIDENTIAL LOADING SPACES REQUIRED: 2 SPACES
NON-RESIDENTIAL LOADING SPACES REQUIRED: 2 SPACES

TOTAL LOADING SPACES PROVIDED: 4 SPACES

DRI DATA:
DRI NUMBER: #4187
OVERALL SITE AREA: 15.487 ACRES
REZONING NUMBER: Z-24-019

RESIDENTIAL UNITS: 1,600 UNITS
UNITS PER ACRE: 103.3 UNITS/ACRE
OFFICE: 575,000 SF
RETAIL/RESTAURANT: 125,000 SF

DEVELOPMENT PROGRAM:
BUILDING A
RESIDENTIAL: 410,000 SF
NON-RESIDENTIAL: 100,000 SF
HEIGHT: 10 - 12 STORIES

BUILDING A-1
RESIDENTIAL: 410,000 SF
NON-RESIDENTIAL: 400,000 SF
HEIGHT: 10 - 12 STORIES

BUILDING B
RESIDENTIAL: 410,000 SF
NON-RESIDENTIAL: 100,000 SF
HEIGHT: 10 - 12 STORIES

BUILDING C
RESIDENTIAL: 410,000 SF
NON-RESIDENTIAL: 100,000 SF
HEIGHT: 10 - 12 STORIES

PARKING DATA:
MINIMUM PARKING REQUIRED: 237 SPACES
PARKING PROVIDED: 3,828 SPACES
PARKING WILL BE PROVIDED ON-SITE UTILIZING PARKING STRUCTURES AND ON-STREET SURFACE PARKING ALONG NEW DEVELOPMENT ROADWAYS. SHARED PARKING STRATEGIES WILL BE USED WHERE POSSIBLE TO REDUCE TOTAL PARKING SPACES PROVIDED.
BICYCLE, CAR/VANPOOL & EV PARKING WILL BE PROVIDED TO MEET OR EXCEED CITY OF ATLANTA REQUIREMENTS

GRAPHIC SCALE
(IN FEET)
1 INCH = 50 FT.

DEVELOPER/APPLICANT:
1060 DLH, LLC C/O THE ALLEN MORRIS COMPANY
1055 HOWELL MILL ROAD
SUITE 800
ATLANTA, GA 30318
678-462-6875
1060DLH@ALLENMORRIS.COM

TRAFFIC ENGINEER
ANA EISENMAN
KIMLEY-HORN & ASSOCIATES, INC.
1200 PEACHTREE STREET
SUITE 800
ATLANTA, GA 30309
(404) 201-6155
ANA.EISENMAN@KIMLEY-HORN.COM

CIVIL ENGINEER
JEREMIAH PHILLIPS
EBERLY & ASSOCIATES, INC.
2951 FLOWERS ROAD SOUTH
SUITE 119
ATLANTA, GEORGIA 30341
(770) 452-7849
JPHILLIPS@EBERLY.NET

GEORGIA811
www.Georgia811.com
Know what's below. Call before you dig.
CALL 811
FREE THROUGHOUT THE U.S.A.
3 WORKING DAYS BEFORE YOU DIG

REVISION

DRI SITE PLAN WITH AERIAL

EBERLY PROJECT NUMBER
24-032

SHEET NUMBER
DRI2.0

NOT ISSUED FOR CONSTRUCTION

APPENDIX B

Trip Generation Analysis

Trip Generation Analysis (11th Ed. With *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
1060 DLH DRI #4187
Atlanta, GA

Land Use		Setting	Density		Daily Trips			AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out	Total	In	Out
Proposed Project Trips													
221	Multifamily Housing (Mid-Rise)	General Urban/Suburban	1,600	dwelling units	7,586	3,793	3,793	692	159	533	624	381	243
710	General Office Building	General Urban/Suburban	575,000	Sq. Ft. GFA	5,316	2,658	2,658	754	664	90	709	121	588
821	Shopping Plaza (40-150k) - No Supermarket	General Urban/Suburban	125,000	Sq. Ft. GFA	8,440	4,220	4,220	216	134	82	649	318	331
Gross Project Trips					**21,342**	**10,671**	**10,671**	**1,662**	**957**	**705**	**1,982**	**820**	**1,162**
Residential Trips					7,586	3,793	3,793	692	159	533	624	381	243
Mixed-Use Reductions					*-898*	*-449*	*-449*	*-19*	*-3*	*-16*	*-140*	*-98*	*-42*
Alternative Mode Reductions					*-1,338*	*-669*	*-669*	*-135*	*-31*	*-103*	*-97*	*-57*	*-40*
Adjusted Residential Trips					5,350	2,675	2,675	538	125	414	387	226	161
Office Trips					5,316	2,658	2,658	754	664	90	709	121	588
Mixed-Use Reductions					*-348*	*-174*	*-174*	*-60*	*-35*	*-25*	*-54*	*-17*	*-37*
Alternative Mode Reductions					*-994*	*-497*	*-497*	*-139*	*-126*	*-13*	*-131*	*-21*	*-110*
Adjusted Office Trips					3,974	1,987	1,987	555	503	52	524	83	441
Retail Trips					8,440	4,220	4,220	216	134	82	649	318	331
Mixed-Use Reductions					*-1,138*	*-569*	*-569*	*-57*	*-30*	*-27*	*-150*	*-57*	*-93*
Alternative Mode Reductions					*-1,460*	*-730*	*-730*	*-32*	*-21*	*-11*	*-100*	*-52*	*-48*
Pass By Reductions (Based on ITE Rates)					*-2,336*	*-1,168*	*-1,168*	*0*	*0*	*0*	*-160*	*-80*	*-80*
Adjusted Retail Trips					3,506	1,753	1,753	127	83	44	239	129	110
Mixed-Use Reductions - TOTAL					*-2,384*	*-1,192*	*-1,192*	*-136*	*-68*	*-68*	*-344*	*-172*	*-172*
Alternative Mode Reductions - TOTAL					*-3,792*	*-1,896*	*-1,896*	*-306*	*-178*	*-127*	*-328*	*-130*	*-198*
Pass-By Reductions - TOTAL					*-2,336*	*-1,168*	*-1,168*	*0*	*0*	*0*	*-160*	*-80*	*-80*
New Trips					**12,830**	**6,415**	**6,415**	**1,220**	**711**	**510**	**1,150**	**438**	**712**
Driveway Volumes					**15,166**	**7,583**	**7,583**	**1,220**	**711**	**510**	**1,310**	**518**	**792**

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #1

GA-8 Donald Lee Hollowell Pkwy NW (West)/GA-8 Donald Lee Hollowell Pkwy NW (East) at North Avenue NW/Marietta Blvd NW

AM PEAK HOUR

	North Avenue NW Northbound				Marietta Blvd NW Southbound				GA-8 Donald Lee Hollowell Pkwy NW (West) Eastbound				GA-8 Donald Lee Hollowell Pkwy NW (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	2	15	43	0	210	9	124	0	258	989	3	4	8	278	131
Count Balancing																
Pedestrians			1				4				1				0	
Conflicting Pedestrians		1		0		0		1		4		1		1		4
Heavy Vehicles	0	1	3	4	0	23	2	7	0	29	37	2	0	1	14	15
Heavy Vehicle %	2%	50%	20%	9%	2%	11%	22%	6%	2%	11%	4%	67%	2%	13%	5%	11%
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
Existing 2024 Volumes	0	2	15	43	0	210	9	124	0	258	989	3	4	8	278	131
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips	0	0	2	6	0	31	1	18	0	38	147	0	1	1	41	19
Chappell Road DRI			8	18			3	1		1	28			7	11	
Total Approved Development Trips	0	0	8	18	0	0	3	1	0	1	28	0	0	7	11	0
2031 No-Build Traffic	0	2	25	67	0	241	13	143	0	297	1,164	3	5	16	330	150
2031 No-Build Heavy Vehicle %	2%	50%	12%	7%	2%	11%	15%	6%	2%	11%	4%	67%	2%	6%	5%	11%
Trip Distribution IN						5%					5%					
Trip Distribution OUT															(5%)	(5%)
Balancing Adjustment																
Residential Trips	0	0	0	0	0	6	0	0	0	0	6	0	0	0	21	21
Trip Distribution IN						10%					10%					
Trip Distribution OUT															(10%)	(10%)
Balancing Adjustment																
Office Trips	0	0	0	0	0	50	0	0	0	0	50	0	0	0	5	5
Trip Distribution IN						10%					10%					
Trip Distribution OUT															(10%)	(10%)
Balancing Adjustment																
Retail Trips	0	0	0	0	0	8	0	0	0	0	8	0	0	0	4	4
Total Primary Site Trips	0	0	0	0	0	64	0	0	0	0	64	0	0	0	30	30
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
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	64	0	0	0	0	64	0	0	0	30	30
2031 Build Traffic	0	2	25	67	0	305	13	143	0	297	1,228	3	5	16	360	180
2031 Build Heavy Vehicle %	2%	50%	12%	7%	2%	9%	15%	6%	2%	11%	4%	67%	2%	6%	4%	9%

PM PEAK HOUR

	North Avenue NW Northbound				Marietta Blvd NW Southbound				GA-8 Donald Lee Hollowell Pkwy NW (West) Eastbound				GA-8 Donald Lee Hollowell Pkwy NW (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	8	4	21	0	352	63	384	0	140	519	38	4	46	828	130
Count Balancing																
Pedestrians			4				11				0				0	
Conflicting Pedestrians		0		0		0		0		11		4		4		11
Heavy Vehicles	0	0	0	0	0	12	3	20	0	19	11	3	2	0	20	9
Heavy Vehicle %	2%	2%	2%	2%	2%	3%	5%	5%	2%	14%	2%	8%	50%	2%	2%	7%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Existing 2024 Volumes	0	8	4	21	0	352	63	384	0	140	519	38	4	46	828	130
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips	0	1	1	3	0	52	9	57	0	21	77	6	1	7	123	19
Chappell Road DRI			5	10			8				17			18	28	
Total Approved Development Trips	0	0	5	10	0	0	8	0	0	0	17	0	0	18	28	0
2031 No-Build Traffic	0	9	10	34	0	404	80	441	0	161	613	44	5	71	979	149
2031 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	3%	4%	5%	2%	14%	2%	7%	40%	2%	2%	7%
Trip Distribution IN						5%					5%					
Trip Distribution OUT															(5%)	(5%)
Balancing Adjustment																
Residential Trips	0	0	0	0	0	11	0	0	0	0	11	0	0	0	8	8
Trip Distribution IN						10%					10%					
Trip Distribution OUT															(10%)	(10%)
Balancing Adjustment																
Office Trips	0	0	0	0	0	8	0	0	0	0	8	0	0	0	44	44
Trip Distribution IN						10%					10%					
Trip Distribution OUT															(10%)	(10%)
Balancing Adjustment																
Retail Trips	0	0	0	0	0	13	0	0	0	0	13	0	0	0	11	11
Total Primary Site Trips	0	0	0	0	0	32	0	0	0	0	32	0	0	0	63	63
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
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	32	0	0	0	0	32	0	0	0	63	63
2031 Build Traffic	0	9	10	34	0	436	80	441	0	161	645	44	5	71	1,042	212
2031 Build Heavy Vehicle %	2%	2%	2%	2%	2%	3%	4%	5%	2%	14%	2%	7%	40%	2%	2%	5%

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #2

GA-8 Donald Lee Hollowell Pkwy NW (West)/GA-8 Donald Lee Hollowell Pkwy NW (East) at Finley Ave NW/Robert Smalls Wy

AM PEAK HOUR

	Finley Ave NW Northbound				Robert Smalls Wy Southbound				GA-8 Donald Lee Hollowell Pkwy NW (West) Eastbound				GA-8 Donald Lee Hollowell Pkwy NW (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	1	0	0	0	8	0	4	0	3	1,217	0	0	2	412	1
Count Balancing																
Pedestrians			0				4				0				0	
Conflicting Pedestrians		0		0		0		0		4		0		0		4
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	62	0	0	0	31	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	8%	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
Existing 2024 Volumes	0	1	0	0	0	8	0	4	0	3	1,217	0	0	2	412	1
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips	0	0	0	0	0	1	0	1	0	0	181	0	0	0	61	0
Chappell Road DRI											46				18	
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	46	0	0	0	18	0
2031 No-Build Traffic	0	1	0	0	0	9	0	5	0	3	1,444	0	0	2	491	1
2031 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	7%	2%
Trip Distribution IN														45%		
Trip Distribution OUT		(10%)		(30%)							(15%)					
Balancing Adjustment				1.00												
Residential Trips	0	41	0	125	0	0	0	0	0	0	62	0	0	56	0	0
Trip Distribution IN												5%		35%		
Trip Distribution OUT		(20%)		(25%)							(10%)					
Balancing Adjustment																
Office Trips	0	10	0	13	0	0	0	0	0	0	5	25	0	176	0	0
Trip Distribution IN												5%		35%		
Trip Distribution OUT		(20%)		(25%)							(10%)					
Balancing Adjustment																
Retail Trips	0	9	0	11	0	0	0	0	0	0	4	4	0	29	0	0
Total Primary Site Trips	0	60	0	149	0	0	0	0	0	0	71	29	0	261	0	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN														60%	-60%	
Pass-By Distribution OUT		(60%)														
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	60	0	149	0	0	0	0	0	0	71	29	0	261	0	0
2031 Build Traffic	0	61	0	149	0	9	0	5	0	3	1,515	29	0	263	491	1
2031 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	7%	2%

PM PEAK HOUR

	Finley Ave NW Northbound				Robert Smalls Wy Southbound				GA-8 Donald Lee Hollowell Pkwy NW (West) Eastbound				GA-8 Donald Lee Hollowell Pkwy NW (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	5	0	4	0	5	0	4	0	3	896	2	0	3	988	10
Count Balancing																
Pedestrians			4				7				0				0	
Conflicting Pedestrians		0		0		0		0		7		4		4		7
Heavy Vehicles	0	0	0	0	0	0	0	1	0	1	24	0	0	0	30	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	25%	2%	33%	3%	2%	2%	2%	3%	2%
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Existing 2024 Volumes	0	5	0	4	0	5	0	4	0	3	896	2	0	3	988	10
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips	0	1	0	1	0	1	0	1	0	0	133	0	0	0	147	1
Chappell Road DRI											27				46	
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	27	0	0	0	46	0
2031 No-Build Traffic	0	6	0	5	0	6	0	5	0	3	1,056	2	0	3	1,181	11
2031 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	20%	2%	33%	3%	2%	2%	2%	3%	2%
Trip Distribution IN														45%		
Trip Distribution OUT		(10%)		(30%)							(15%)					
Balancing Adjustment														1.00		
Residential Trips	0	16	0	48	0	0	0	0	0	0	24	0	0	103	0	0
Trip Distribution IN												5%		35%		
Trip Distribution OUT		(20%)		(25%)							(10%)					
Balancing Adjustment																
Office Trips	0	88	0	110	0	0	0	0	0	0	44	4	0	29	0	0
Trip Distribution IN												5%		35%		
Trip Distribution OUT		(20%)		(25%)							(10%)					
Balancing Adjustment																
Retail Trips	0	22	0	28	0	0	0	0	0	0	11	6	0	45	0	0
Total Primary Site Trips	0	126	0	186	0	0	0	0	0	0	79	10	0	177	0	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN														60%	-60%	
Pass-By Distribution OUT		(60%)														
Balancing Adjustment																
Pass-By Trips	0	48	0	0	0	0	0	0	0	0	0	0	0	48	-48	0
Total Vehicular Project Trips		174	0	186	0	0	0	0	0	0	79	10	0	225	-48	0
2031 Build Traffic	0	180	0	191	0	6	0	5	0	3	1,135	12	0	228	1,133	11
2031 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	20%	2%	33%	2%	2%	2%	2%	3%	2%

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #2 - ALTERNATIVE

GA-8 Donald Lee Hollowell Pkwy NW (West)/GA-8 Donald Lee Hollowell Pkwy NW (East) at Finley Ave NW/Robert Smalls Wy

AM PEAK HOUR

	Finley Ave NW Northbound				Robert Smalls Wy Southbound				GA-8 Donald Lee Hollowell Pkwy NW (West) Eastbound				GA-8 Donald Lee Hollowell Pkwy NW (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	1	0	0	0	8	0	4	0	3	1,217	0	0	2	412	1
Count Balancing																
Pedestrians			0				4				0				0	
Conflicting Pedestrians		0		0		0		0		4		0		0		4
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	62	0	0	0	31	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	8%	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
Existing 2024 Volumes	0	1	0	0	0	8	0	4	0	3	1,217	0	0	2	412	1
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips	0	0	0	0	0	1	0	1	0	0	181	0	0	0	61	0
Chappell Road DRI											46				18	
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	46	0	0	0	18	0
2031 No-Build Traffic	0	1	0	0	0	9	0	5	0	3	1,444	0	0	2	491	1
2031 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	7%	2%
Trip Distribution IN														30%	15%	
Trip Distribution OUT		(10%)		(30%)							(15%)					
Balancing Adjustment				1.00												
Residential Trips	0	41	0	125	0	0	0	0	0	0	62	0	0	38	19	0
Trip Distribution IN												5%		25%	10%	
Trip Distribution OUT		(20%)		(25%)							(10%)					
Balancing Adjustment														-1		
Office Trips	0	10	0	13	0	0	0	0	0	0	5	25	0	125	50	0
Trip Distribution IN												5%		25%	10%	
Trip Distribution OUT		(20%)		(25%)							(10%)					
Balancing Adjustment																
Retail Trips	0	9	0	11	0	0	0	0	0	0	4	4	0	21	8	0
Total Primary Site Trips	0	60	0	149	0	0	0	0	0	0	71	29	0	184	77	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN														60%	-60%	
Pass-By Distribution OUT		(60%)														
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	60	0	149	0	0	0	0	0	0	71	29	0	184	77	0
2031 Build Traffic	0	61	0	149	0	9	0	5	0	3	1,515	29	0	186	568	1
2031 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	6%	2%

PM PEAK HOUR

	Finley Ave NW Northbound				Robert Smalls Wy Southbound				GA-8 Donald Lee Hollowell Pkwy NW (West) Eastbound				GA-8 Donald Lee Hollowell Pkwy NW (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	5	0	4	0	5	0	4	0	3	896	2	0	3	988	10
Count Balancing																
Pedestrians			4				7				0				0	
Conflicting Pedestrians		0		0		0		0		7		4		4		7
Heavy Vehicles	0	0	0	0	0	0	0	1	0	1	24	0	0	0	30	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	25%	2%	33%	3%	2%	2%	2%	3%	2%
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Existing 2024 Volumes	0	5	0	4	0	5	0	4	0	3	896	2	0	3	988	10
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips	0	1	0	1	0	1	0	1	0	0	133	0	0	0	147	1
Chappell Road DRI											27				46	
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	27	0	0	0	46	0
2031 No-Build Traffic	0	6	0	5	0	6	0	5	0	3	1,056	2	0	3	1,181	11
2031 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	20%	2%	33%	3%	2%	2%	2%	3%	2%
Trip Distribution IN														30%	15%	
Trip Distribution OUT		(10%)		(30%)							(15%)					
Balancing Adjustment														1.00		
Residential Trips	0	16	0	48	0	0	0	0	0	0	24	0	0	69	34	0
Trip Distribution IN												5%		25%	10%	
Trip Distribution OUT		(20%)		(25%)							(10%)					
Balancing Adjustment																
Office Trips	0	88	0	110	0	0	0	0	0	0	44	4	0	21	8	0
Trip Distribution IN												5%		25%	10%	
Trip Distribution OUT		(20%)		(25%)							(10%)					
Balancing Adjustment																
Retail Trips	0	22	0	28	0	0	0	0	0	0	11	6	0	32	13	0
Total Primary Site Trips	0	126	0	186	0	0	0	0	0	0	79	10	0	122	55	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN														60%	-60%	
Pass-By Distribution OUT		(60%)														
Balancing Adjustment																
Pass-By Trips	0	48	0	0	0	0	0	0	0	0	0	0	0	48	-48	0
Total Vehicular Project Trips		174	0	186	0	0	0	0	0	0	79	10	0	170	7	0
2031 Build Traffic	0	180	0	191	0	6	0	5	0	3	1,135	12	0	173	1,188	11
2031 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	20%	2%	33%	2%	2%	2%	2%	3%	2%

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #3

GA-8 Donald Lee Hollowell Pkwy NW (West)/GA-8 Donald Lee Hollowell Pkwy NW (East) at Joseph E. Lowery Blvd NW (South)/Joseph E. Lowery Blvd NW (North)

AM PEAK HOUR

	Joseph E. Lowery Blvd NW (South) Northbound				Joseph E. Lowery Blvd NW (North) Southbound				GA-8 Donald Lee Hollowell Pkwy NW (West) Eastbound				GA-8 Donald Lee Hollowell Pkwy NW (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	166	374	101	0	111	144	20	0	34	1,040	108	0	33	261	98
Count Balancing																
Pedestrians			4				2				4				3	
Conflicting Pedestrians		4		3		3		4		2		4		4		2
Heavy Vehicles	0	9	17	2	0	8	13	3	0	1	52	4	0	4	33	4
Heavy Vehicle %	2%	5%	5%	2%	2%	7%	9%	15%	2%	3%	5%	4%	2%	12%	13%	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
Existing 2024 Volumes	0	166	374	101	0	111	144	20	0	34	1,040	108	0	33	261	98
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips	0	25	56	15	0	17	21	3	0	5	155	16	0	5	39	15
Chappell Road DRI											46				18	
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	46	0	0	0	18	0
2031 No-Build Traffic	0	191	430	116	0	128	165	23	0	39	1,241	124	0	38	318	113
2031 No-Build Heavy Vehicle %	2%	5%	5%	2%	2%	7%	9%	13%	2%	3%	5%	4%	2%	13%	12%	4%
Trip Distribution IN							5%							10%	45%	
Trip Distribution OUT			(5%)	(10%)							(45%)					
Balancing Adjustment			1.00								1.00					
Residential Trips	0	0	22	41	0	0	6	0	0	0	187	0	0	13	56	0
Trip Distribution IN							5%							10%	35%	
Trip Distribution OUT			(5%)	(10%)							(35%)					
Balancing Adjustment																
Office Trips	0	0	3	5	0	0	25	0	0	0	18	0	0	50	176	0
Trip Distribution IN							5%							10%	35%	
Trip Distribution OUT			(5%)	(10%)							(35%)					
Balancing Adjustment																
Retail Trips	0	0	2	4	0	0	4	0	0	0	15	0	0	8	29	0
Total Primary Site Trips	0	0	27	50	0	0	35	0	0	0	220	0	0	71	261	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
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	27	50	0	0	35	0	0	0	220	0	0	71	261	0
2031 Build Traffic	0	191	457	166	0	128	200	23	0	39	1,461	124	0	109	579	113
2031 Build Heavy Vehicle %	2%	5%	4%	2%	2%	7%	8%	13%	2%	3%	4%	4%	2%	5%	7%	4%

PM PEAK HOUR

	Joseph E. Lowery Blvd NW (South) Northbound				Joseph E. Lowery Blvd NW (North) Southbound				GA-8 Donald Lee Hollowell Pkwy NW (West) Eastbound				GA-8 Donald Lee Hollowell Pkwy NW (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	135	313	83	0	147	253	91	0	28	686	152	0	74	768	100
Count Balancing																
Pedestrians			15				4				8				3	
Conflicting Pedestrians		8		3		3		8		4		15		15		4
Heavy Vehicles	0	5	14	1	0	5	9	1	0	2	18	4	0	1	23	0
Heavy Vehicle %	2%	4%	4%	2%	2%	3%	4%	2%	2%	7%	3%	3%	2%	2%	3%	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
Existing 2024 Volumes	0	135	313	83	0	147	253	91	0	28	686	152	0	74	768	100
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips	0	20	47	12	0	22	38	14	0	4	102	23	0	11	114	15
Chappell Road DRI											27				46	
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	27	0	0	0	46	0
2031 No-Build Traffic	0	155	360	95	0	169	291	105	0	32	815	175	0	85	928	115
2031 No-Build Heavy Vehicle %	2%	4%	4%	2%	2%	4%	3%	2%	2%	6%	3%	3%	2%	2%	3%	2%
Trip Distribution IN							5%							10%	45%	
Trip Distribution OUT			(5%)	(10%)							(45%)					
Balancing Adjustment															1.00	
Residential Trips	0	0	8	16	0	0	11	0	0	0	72	0	0	23	103	0
Trip Distribution IN							5%							10%	35%	
Trip Distribution OUT			(5%)	(10%)							(35%)					
Balancing Adjustment																
Office Trips	0	0	22	44	0	0	4	0	0	0	154	0	0	8	29	0
Trip Distribution IN							5%							10%	35%	
Trip Distribution OUT			(5%)	(10%)							(35%)					
Balancing Adjustment																
Retail Trips	0	0	6	11	0	0	6	0	0	0	39	0	0	13	45	0
Total Primary Site Trips	0	0	36	71	0	0	21	0	0	0	265	0	0	44	177	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		0	36	71	0	0	21	0	0	0	265	0	0	44	177	0
2031 Build Traffic	0	155	396	166	0	169	312	105	0	32	1,080	175	0	129	1,105	115
2031 Build Heavy Vehicle %	2%	4%	4%	2%	2%	4%	3%	2%	2%	6%	2%	3%	2%	2%	2%	2%

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #4

GA-8 Donald Lee Hollowell Pkwy NW/Bankhead Ave NW at GA-3 Northside Dr NW (South)/GA-3 Northside Dr NW (North)

AM PEAK HOUR

	GA-3 Northside Dr NW (South) Northbound				GA-3 Northside Dr NW (North) Southbound				GA-8 Donald Lee Hollowell Pkwy NW Eastbound				Bankhead Ave NW Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	183	709	1	2	1	471	263	0	817	0	519	0	0	0	1
Count Balancing																
Pedestrians		4				0				0				3		
Conflicting Pedestrians		0		3		3		0		0		4		4		0
Heavy Vehicles	0	23	19	0	0	0	34	19	0	27	0	36	0	0	0	0
Heavy Vehicle %	2%	13%	3%	2%	2%	2%	7%	7%	2%	3%	2%	7%	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
Existing 2024 Volumes	0	183	709	1	2	1	471	263	0	817	0	519	0	0	0	1
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips	0	27	105	0	0	0	70	39	0	121	0	77	0	0	0	0
Chappell Road DRI		8						10		25		21				
Total Approved Development Trips	0	8	0	0	0	0	0	10	0	25	0	21	0	0	0	0
2031 No-Build Traffic	0	218	814	1	2	1	541	312	0	963	0	617	0	0	0	1
2031 No-Build Heavy Vehicle %	2%	12%	3%	2%	2%	2%	7%	7%	2%	3%	2%	7%	2%	2%	2%	2%
Trip Distribution IN		25%						30%								
Trip Distribution OUT										(30%)		(25%)				
Balancing Adjustment										-1.00						
Residential Trips	0	31	0	0	0	0	0	38	0	123	0	104	0	0	0	0
Trip Distribution IN		25%						20%								
Trip Distribution OUT										(20%)		(25%)				
Balancing Adjustment		-1.00						-1.00								
Office Trips	0	125	0	0	0	0	0	100	0	10	0	13	0	0	0	0
Trip Distribution IN		25%						20%								
Trip Distribution OUT										(20%)		(25%)				
Balancing Adjustment																
Retail Trips	0	21	0	0	0	0	0	17	0	9	0	11	0	0	0	0
Total Primary Site Trips	0	177	0	0	0	0	0	155	0	142	0	128	0	0	0	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	177	0	0	0	0	0	155	0	142	0	128	0	0	0	0
2031 Build Traffic	0	395	814	1	2	1	541	467	0	1,105	0	745	0	0	0	1
2031 Build Heavy Vehicle %	2%	7%	3%	2%	2%	2%	7%	5%	2%	3%	2%	6%	2%	2%	2%	2%

PM PEAK HOUR

	GA-3 Northside Dr NW (South) Northbound				GA-3 Northside Dr NW (North) Southbound				GA-8 Donald Lee Hollowell Pkwy NW Eastbound				Bankhead Ave NW Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	409	728	4	2	1	1,108	730	0	365	5	563	0	7	6	2
Count Balancing																
Pedestrians		4				1				1				3		
Conflicting Pedestrians		1		3		3		1		1		4		4		1
Heavy Vehicles	0	15	11	0	0	0	23	14	0	2	0	24	0	0	0	0
Heavy Vehicle %	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Existing 2024 Volumes	0	409	728	4	2	1	1,108	730	0	365	5	563	0	7	6	2
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips	0	61	108	1	0	0	165	109	0	54	1	84	0	1	1	0
Chappell Road DRI		21						25		15		12				
Total Approved Development Trips	0	21	0	0	0	0	0	25	0	15	0	12	0	0	0	0
2031 No-Build Traffic	0	491	836	5	2	1	1,273	864	0	434	6	659	0	8	7	2
2031 No-Build Heavy Vehicle %	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%
Trip Distribution IN		25%						30%								
Trip Distribution OUT										(30%)		(25%)				
Balancing Adjustment																
Residential Trips	0	57	0	0	0	0	0	68	0	48	0	40	0	0	0	0
Trip Distribution IN		25%						20%								
Trip Distribution OUT										(20%)		(25%)				
Balancing Adjustment																
Office Trips	0	21	0	0	0	0	0	17	0	88	0	110	0	0	0	0
Trip Distribution IN		25%						20%								
Trip Distribution OUT										(20%)		(25%)				
Balancing Adjustment																
Retail Trips	0	32	0	0	0	0	0	26	0	22	0	28	0	0	0	0
Total Primary Site Trips	0	110	0	0	0	0	0	111	0	158	0	178	0	0	0	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		110	0	0	0	0	0	111	0	158	0	178	0	0	0	0
2031 Build Traffic	0	601	836	5	2	1	1,273	975	0	592	6	837	0	8	7	2
2031 Build Heavy Vehicle %	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #5

Joseph E. Lowery Blvd NW (South)/Joseph E. Lowery Blvd NW (North) at Pelham St NW (West)/Pelham St NW (East)

AM PEAK HOUR

	Joseph E. Lowery Blvd NW (South) Northbound				Joseph E. Lowery Blvd NW (North) Southbound				Pelham St NW (West) Eastbound				Pelham St NW (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	6	706	0	0	0	286	3	0	8	0	29	0	1	0	1
Count Balancing																
Pedestrians			0				0				4				0	
Conflicting Pedestrians		4		0		0		4		0		0		0		0
Heavy Vehicles	0	1	29	0	0	0	21	0	0	0	0	1	0	0	0	0
Heavy Vehicle %	2%	17%	4%	2%	2%	2%	7%	2%	2%	2%	2%	3%	2%	2%	2%	2%
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Existing 2024 Volumes	0	6	706	0	0	0	286	3	0	8	0	29	0	1	0	1
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips	0	1	105	0	0	0	43	0	0	1	0	4	0	0	0	0
Chappell Road DRI																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2031 No-Build Traffic	0	7	811	0	0	0	329	3	0	9	0	33	0	1	0	1
2031 No-Build Heavy Vehicle %	2%	14%	4%	2%	2%	2%	7%	2%	2%	2%	2%	3%	2%	2%	2%	2%
Trip Distribution IN		15%						15%								
Trip Distribution OUT										(15%)		(15%)				
Balancing Adjustment																
Residential Trips	0	19	0	0	0	0	0	19	0	62	0	62	0	0	0	0
Trip Distribution IN		10%						15%								
Trip Distribution OUT										(15%)		(10%)				
Balancing Adjustment		2.00														
Office Trips	0	52	0	0	0	0	0	75	0	8	0	5	0	0	0	0
Trip Distribution IN		10%						15%								
Trip Distribution OUT										(15%)		(10%)				
Balancing Adjustment																
Retail Trips	0	8	0	0	0	0	0	12	0	7	0	4	0	0	0	0
Total Primary Site Trips	0	79	0	0	0	0	0	106	0	77	0	71	0	0	0	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	79	0	0	0	0	0	106	0	77	0	71	0	0	0	0
2031 Build Traffic	0	86	811	0	0	0	329	109	0	86	0	104	0	1	0	1
2031 Build Heavy Vehicle %	2%	2%	4%	2%	2%	2%	7%	2%	2%	2%	2%	2%	2%	2%	2%	2%

PM PEAK HOUR

	Joseph E. Lowery Blvd NW (South) Northbound				Joseph E. Lowery Blvd NW (North) Southbound				Pelham St NW (West) Eastbound				Pelham St NW (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	11	588	0	0	0	563	6	0	5	1	17	0	2	1	0
Count Balancing																
Pedestrians			0				2				22				1	
Conflicting Pedestrians		22		1		1		22		2		0		0		2
Heavy Vehicles	0	0	22	0	0	0	15	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	4%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Existing 2024 Volumes	0	11	588	0	0	0	563	6	0	5	1	17	0	2	1	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips	0	2	87	0	0	0	84	1	0	1	0	3	0	0	0	0
Chappell Road DRI																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2031 No-Build Traffic	0	13	675	0	0	0	647	7	0	6	1	20	0	2	1	0
2031 No-Build Heavy Vehicle %	2%	2%	4%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Trip Distribution IN		15%						15%								
Trip Distribution OUT										(15%)		(15%)				
Balancing Adjustment																
Residential Trips	0	34	0	0	0	0	0	34	0	24	0	24	0	0	0	0
Trip Distribution IN		10%						15%								
Trip Distribution OUT										(15%)		(10%)				
Balancing Adjustment																
Office Trips	0	8	0	0	0	0	0	12	0	66	0	44	0	0	0	0
Trip Distribution IN		10%						15%								
Trip Distribution OUT										(15%)		(10%)				
Balancing Adjustment																
Retail Trips	0	13	0	0	0	0	0	19	0	17	0	11	0	0	0	0
Total Primary Site Trips	0	55	0	0	0	0	0	65	0	107	0	79	0	0	0	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		55	0	0	0	0	0	65	0	107	0	79	0	0	0	0
2031 Build Traffic	0	68	675	0	0	0	647	72	0	113	1	99	0	2	1	0
2031 Build Heavy Vehicle %	2%	2%	4%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #6

Joseph E. Lowery Blvd NW (South)/Joseph E. Lowery Blvd NW (North) at North Avenue NW

AM PEAK HOUR

	Joseph E. Lowery Blvd NW (South) Northbound				Joseph E. Lowery Blvd NW (North) Southbound				Eastbound				North Avenue NW Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	702	74	0	43	272	0	0	0	0	0	0	32	0	14
Count Balancing																
Pedestrians			1				2				0				0	
Conflicting Pedestrians		0		0		0		0		2		1		1		2
Heavy Vehicles	0	0	29	4	0	1	21	0	0	0	0	0	0	7	0	1
Heavy Vehicle %	2%	2%	4%	5%	2%	2%	8%	2%	2%	2%	2%	2%	2%	22%	2%	7%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Existing 2024 Volumes	0	0	702	74	0	43	272	0	0	0	0	0	0	32	0	14
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips	0	0	104	11	0	6	40	0	0	0	0	0	0	5	0	2
Chappell Road DRI																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2031 No-Build Traffic	0	0	806	85	0	49	312	0	0	0	0	0	0	37	0	16
2031 No-Build Heavy Vehicle %	2%	2%	4%	6%	2%	2%	8%	2%	2%	2%	2%	2%	2%	22%	2%	6%
Trip Distribution IN			5%													10%
Trip Distribution OUT						(10%)	(5%)									
Balancing Adjustment						-1.00										
Residential Trips	0	0	6	0	0	40	21	0	0	0	0	0	0	0	0	13
Trip Distribution IN			5%													5%
Trip Distribution OUT						(5%)	(5%)									
Balancing Adjustment																2.00
Office Trips	0	0	25	0	0	3	3	0	0	0	0	0	0	0	0	27
Trip Distribution IN			5%													5%
Trip Distribution OUT						(5%)	(5%)									
Balancing Adjustment																
Retail Trips	0	0	4	0	0	2	2	0	0	0	0	0	0	0	0	4
Total Primary Site Trips	0	0	35	0	0	45	26	0	0	0	0	0	0	0	0	44
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
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	35	0	0	45	26	0	0	0	0	0	0	0	0	44
2031 Build Traffic	0	0	841	85	0	94	338	0	0	0	0	0	0	37	0	60
2031 Build Heavy Vehicle %	2%	2%	4%	6%	2%	2%	7%	2%	2%	2%	2%	2%	2%	22%	2%	2%

PM PEAK HOUR

	Joseph E. Lowery Blvd NW (South) Northbound				Joseph E. Lowery Blvd NW (North) Southbound				Eastbound				North Avenue NW Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	578	55	0	29	555	0	0	0	0	0	0	55	0	21
Count Balancing																
Pedestrians			3				0				0				0	
Conflicting Pedestrians		0		0		0		0		0		3		3		0
Heavy Vehicles	0	0	20	1	0	1	13	0	0	0	0	0	0	3	0	1
Heavy Vehicle %	2%	2%	3%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	5%	2%	5%
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Existing 2024 Volumes	0	0	578	55	0	29	555	0	0	0	0	0	0	55	0	21
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips	0	0	86	8	0	4	83	0	0	0	0	0	0	8	0	3
Chappell Road DRI																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2031 No-Build Traffic	0	0	664	63	0	33	638	0	0	0	0	0	0	63	0	24
2031 No-Build Heavy Vehicle %	2%	2%	3%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	5%	2%	4%
Trip Distribution IN			5%													10%
Trip Distribution OUT						(10%)	(5%)									
Balancing Adjustment																1.00
Residential Trips	0	0	11	0	0	16	8	0	0	0	0	0	0	0	0	24
Trip Distribution IN			5%													5%
Trip Distribution OUT						(5%)	(5%)									
Balancing Adjustment						-1.00										
Office Trips	0	0	4	0	0	21	22	0	0	0	0	0	0	0	0	4
Trip Distribution IN			5%													5%
Trip Distribution OUT						(5%)	(5%)									
Balancing Adjustment																
Retail Trips	0	0	6	0	0	6	6	0	0	0	0	0	0	0	0	6
Total Primary Site Trips	0	0	21	0	0	43	36	0	0	0	0	0	0	0	0	34
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		0	21	0	0	43	36	0	0	0	0	0	0	0	0	34
2031 Build Traffic	0	0	685	63	0	76	674	0	0	0	0	0	0	63	0	58
2031 Build Heavy Vehicle %	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #7

Joseph E. Lowery Blvd NW (South)/Joseph E. Lowery Blvd NW (North) at North Avenue NW

AM PEAK HOUR

	Joseph E. Lowery Blvd NW (South) Northbound				Joseph E. Lowery Blvd NW (North) Southbound				North Avenue NW Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	14	754	0	0	0	293	9	0	10	0	21	0	0	0	0
Count Balancing																
Pedestrians		1				6				0				0		
Conflicting Pedestrians		0		0		0		0		6		1		1		6
Heavy Vehicles	0	0	30	0	0	0	24	4	0	3	0	1	0	0	0	0
Heavy Vehicle %	2%	2%	4%	2%	2%	2%	8%	44%	2%	30%	2%	5%	2%	2%	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
Existing 2024 Volumes	0	14	754	0	0	0	293	9	0	10	0	21	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips	0	2	112	0	0	0	44	1	0	1	0	3	0	0	0	0
Chappell Road DRI																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2031 No-Build Traffic	0	16	866	0	0	0	337	10	0	11	0	24	0	0	0	0
2031 No-Build Heavy Vehicle %	2%	2%	4%	2%	2%	2%	8%	50%	2%	27%	2%	4%	2%	2%	2%	2%
Trip Distribution IN		15%	5%													
Trip Distribution OUT							(5%)					(15%)				
Balancing Adjustment												1.00				
Residential Trips	0	19	6	0	0	0	21	0	0	0	0	63	0	0	0	0
Trip Distribution IN		20%	5%													
Trip Distribution OUT							(5%)					(20%)				
Balancing Adjustment																
Office Trips	0	101	25	0	0	0	3	0	0	0	0	10	0	0	0	0
Trip Distribution IN		20%	5%													
Trip Distribution OUT							(5%)					(20%)				
Balancing Adjustment																
Retail Trips	0	17	4	0	0	0	2	0	0	0	0	9	0	0	0	0
Total Primary Site Trips	0	137	35	0	0	0	26	0	0	0	0	82	0	0	0	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	137	35	0	0	0	26	0	0	0	0	82	0	0	0	0
2031 Build Traffic	0	153	901	0	0	0	363	10	0	11	0	106	0	0	0	0
2031 Build Heavy Vehicle %	2%	2%	4%	2%	2%	2%	8%	50%	2%	27%	2%	2%	2%	2%	2%	2%

PM PEAK HOUR

	Joseph E. Lowery Blvd NW (South) Northbound				Joseph E. Lowery Blvd NW (North) Southbound				North Avenue NW Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	15	626	0	0	0	593	14	0	4	0	14	0	0	0	0
Count Balancing																
Pedestrians		1				13				1				0		
Conflicting Pedestrians		1		0		0		1		13		1		1		13
Heavy Vehicles	0	0	21	0	0	0	16	0	0	1	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	3%	2%	2%	2%	3%	2%	2%	25%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Existing 2024 Volumes	0	15	626	0	0	0	593	14	0	4	0	14	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips	0	2	93	0	0	0	88	2	0	1	0	2	0	0	0	0
Chappell Road DRI																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2031 No-Build Traffic	0	17	719	0	0	0	681	16	0	5	0	16	0	0	0	0
2031 No-Build Heavy Vehicle %	2%	2%	3%	2%	2%	2%	3%	2%	2%	20%	2%	2%	2%	2%	2%	2%
Trip Distribution IN		15%	5%													
Trip Distribution OUT							(5%)					(15%)				
Balancing Adjustment																
Residential Trips	0	34	11	0	0	0	8	0	0	0	0	24	0	0	0	0
Trip Distribution IN		20%	5%													
Trip Distribution OUT							(5%)					(20%)				
Balancing Adjustment												1.00				
Office Trips	0	17	4	0	0	0	22	0	0	0	0	89	0	0	0	0
Trip Distribution IN		20%	5%													
Trip Distribution OUT							(5%)					(20%)				
Balancing Adjustment																
Retail Trips	0	26	6	0	0	0	6	0	0	0	0	22	0	0	0	0
Total Primary Site Trips	0	77	21	0	0	0	36	0	0	0	0	135	0	0	0	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		77	21	0	0	0	36	0	0	0	0	135	0	0	0	0
2031 Build Traffic	0	94	740	0	0	0	717	16	0	5	0	151	0	0	0	0
2031 Build Heavy Vehicle %	2%	2%	3%	2%	2%	2%	3%	2%	2%	20%	2%	2%	2%	2%	2%	2%

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #8

Joseph E. Boone Blvd NW (West)/Joseph E. Boone Blvd NW (East) at Joseph E. Lowery Blvd NW (South)/Joseph E. Lowery Blvd NW (North)

AM PEAK HOUR

	Joseph E. Lowery Blvd NW (South) Northbound				Joseph E. Lowery Blvd NW (North) Southbound				Joseph E. Boone Blvd NW (West) Eastbound				Joseph E. Boone Blvd NW (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	32	650	69	0	13	249	21	0	82	241	48	0	61	111	39
Count Balancing																
Pedestrians			6				9				4				8	
Conflicting Pedestrians		4		8		8		4		9		6		6		9
Heavy Vehicles	0	2	24	0	0	1	22	1	0	3	16	1	0	2	5	3
Heavy Vehicle %	2%	6%	4%	2%	2%	8%	9%	5%	2%	4%	7%	2%	2%	3%	5%	8%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Existing 2024 Volumes	0	32	650	69	0	13	249	21	0	82	241	48	0	61	111	39
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips	0	5	97	10	0	2	37	3	0	12	36	7	0	9	17	6
Chappell Road DRI											48				21	
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	48	0	0	0	21	0
2031 No-Build Traffic	0	37	747	79	0	15	286	24	0	94	325	55	0	70	149	45
2031 No-Build Heavy Vehicle %	2%	5%	4%	2%	2%	7%	9%	4%	2%	3%	6%	2%	2%	3%	4%	7%
Trip Distribution IN			5%							5%						10%
Trip Distribution OUT						(10%)	(5%)	(5%)								
Balancing Adjustment						2.00										
Residential Trips	0	0	6	0	0	43	21	21	0	6	0	0	0	0	0	13
Trip Distribution IN			10%							10%						5%
Trip Distribution OUT						(5%)	(10%)	(10%)								
Balancing Adjustment			1.00							1.00						
Office Trips	0	0	51	0	0	3	5	5	0	51	0	0	0	0	0	25
Trip Distribution IN			10%							10%						5%
Trip Distribution OUT						(5%)	(10%)	(10%)								
Balancing Adjustment																
Retail Trips	0	0	8	0	0	2	4	4	0	8	0	0	0	0	0	4
Total Primary Site Trips	0	0	65	0	0	48	30	30	0	65	0	0	0	0	0	42
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
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	65	0	0	48	30	30	0	65	0	0	0	0	0	42
2031 Build Traffic	0	37	812	79	0	63	316	54	0	159	325	55	0	70	149	87
2031 Build Heavy Vehicle %	2%	5%	3%	2%	2%	2%	8%	2%	2%	2%	6%	2%	2%	3%	4%	3%

PM PEAK HOUR

	Joseph E. Lowery Blvd NW (South) Northbound				Joseph E. Lowery Blvd NW (North) Southbound				Joseph E. Boone Blvd NW (West) Eastbound				Joseph E. Boone Blvd NW (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	37	551	92	0	17	531	26	0	38	172	56	0	86	207	49
Count Balancing																
Pedestrians			19				35				21				37	
Conflicting Pedestrians		21		37		37		21		35		19		19		35
Heavy Vehicles	0	1	21	2	0	0	15	0	0	0	6	1	0	3	4	0
Heavy Vehicle %	2%	3%	4%	2%	2%	2%	3%	2%	2%	2%	3%	2%	2%	3%	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
Existing 2024 Volumes	0	37	551	92	0	17	531	26	0	38	172	56	0	86	207	49
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips	0	6	82	14	0	3	79	4	0	6	26	8	0	13	31	7
Chappell Road DRI											28				47	
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	28	0	0	0	47	0
2031 No-Build Traffic	0	43	633	106	0	20	610	30	0	44	226	64	0	99	285	56
2031 No-Build Heavy Vehicle %	2%	2%	4%	2%	2%	2%	3%	2%	2%	2%	3%	2%	2%	3%	2%	2%
Trip Distribution IN			5%							5%						10%
Trip Distribution OUT						(10%)	(5%)	(5%)								
Balancing Adjustment																
Residential Trips	0	0	11	0	0	16	8	8	0	11	0	0	0	0	0	23
Trip Distribution IN			10%							10%						5%
Trip Distribution OUT						(5%)	(10%)	(10%)								
Balancing Adjustment						1.00										
Office Trips	0	0	8	0	0	23	44	44	0	8	0	0	0	0	0	4
Trip Distribution IN			10%							10%						5%
Trip Distribution OUT						(5%)	(10%)	(10%)								
Balancing Adjustment			1.00													
Retail Trips	0	0	14	0	0	6	11	11	0	13	0	0	0	0	0	6
Total Primary Site Trips	0	0	33	0	0	45	63	63	0	32	0	0	0	0	0	33
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		0	33	0	0	45	63	63	0	32	0	0	0	0	0	33
2031 Build Traffic	0	43	666	106	0	65	673	93	0	76	226	64	0	99	285	89
2031 Build Heavy Vehicle %	2%	2%	4%	2%	2%	2%	3%	2%	2%	2%	3%	2%	2%	3%	2%	2%

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #9

Donald Lee Hollowell Parkway at Site Driveway A

AM PEAK HOUR

	Site Driveway A Northbound				Southbound				Donald Lee Hollowell Parkway Eastbound				Donald Lee Hollowell Parkway Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	1,220	0	0	0	417	0
Count Balancing																
Pedestrians																
Conflicting Pedestrians																
Heavy Vehicles											62				31	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	7%	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
Existing 2024 Volumes	0	0	0	0	0	0	0	0	0	0	1,220	0	0	0	417	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	181	0	0	0	62	0
Chappell Road DRI											46				18	
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	46	0	0	0	18	0
2031 No-Build Traffic	0	0	0	0	0	0	0	0	0	0	1,447	0	0	0	497	0
2031 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	7%	2%
Trip Distribution IN												10%				
Trip Distribution OUT				(15%)											(10%)	
Balancing Adjustment																
Residential Trips	0	0	0	62	0	0	0	0	0	0	0	13	0	0	41	0
Trip Distribution IN											5%	15%				
Trip Distribution OUT				(10%)											(20%)	
Balancing Adjustment												-1.00				
Office Trips	0	0	0	5	0	0	0	0	0	0	25	74	0	0	10	0
Trip Distribution IN											5%	15%				
Trip Distribution OUT				(10%)											(20%)	
Balancing Adjustment																
Retail Trips	0	0	0	4	0	0	0	0	0	0	4	12	0	0	9	0
Total Primary Site Trips	0	0	0	71	0	0	0	0	0	0	29	99	0	0	60	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN											-40%	40%				
Pass-By Distribution OUT				(40%)												
Balancing Adjustment																
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	71	0	0	0	0	0	0	29	99	0	0	60	0
2031 Build Traffic	0	0	0	71	0	0	0	0	0	0	1,476	99	0	0	557	0
2031 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	6%	2%

PM PEAK HOUR

	Site Driveway A Northbound				Southbound				Donald Lee Hollowell Parkway Eastbound				Donald Lee Hollowell Parkway Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes											901				997	
Count Balancing																
Pedestrians																
Conflicting Pedestrians																
Heavy Vehicles											25				31	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	3%	2%
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Existing 2024 Volumes	0	0	0	0	0	0	0	0	0	0	901	0	0	0	997	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	134	0	0	0	148	0
Chappell Road DRI											27				46	
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	27	0	0	0	46	0
2031 No-Build Traffic	0	0	0	0	0	0	0	0	0	0	1,062	0	0	0	1,191	0
2031 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	3%	2%
Trip Distribution IN												10%				
Trip Distribution OUT				(15%)											(10%)	
Balancing Adjustment																
Residential Trips	0	0	0	24	0	0	0	0	0	0	0	23	0	0	16	0
Trip Distribution IN											5%	15%				
Trip Distribution OUT				(10%)											(20%)	
Balancing Adjustment																
Office Trips	0	0	0	44	0	0	0	0	0	0	4	12	0	0	88	0
Trip Distribution IN											5%	15%				
Trip Distribution OUT				(10%)											(20%)	
Balancing Adjustment																
Retail Trips	0	0	0	11	0	0	0	0	0	0	6	19	0	0	22	0
Total Primary Site Trips	0	0	0	79	0	0	0	0	0	0	10	54	0	0	126	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN											-40%	40%				
Pass-By Distribution OUT				(40%)												
Balancing Adjustment																
Pass-By Trips	0	0	0	32	0	0	0	0	0	0	-32	32	0	0	0	0
Total Vehicular Project Trips		0	0	111	0	0	0	0	0	0	-22	86	0	0	126	0
2031 Build Traffic	0	0	0	111	0	0	0	0	0	0	1,040	86	0	0	1,317	0
2031 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	3%	2%

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #9 - ALTERNATIVE

Donald Lee Hollowell Parkway at Site Driveway A

AM PEAK HOUR

	Site Driveway A Northbound				Southbound				Donald Lee Hollowell Parkway Eastbound				Donald Lee Hollowell Parkway Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	1,220	0	0	0	417	0
Count Balancing																
Pedestrians																
Conflicting Pedestrians																
Heavy Vehicles											62				31	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	7%	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
Existing 2024 Volumes	0	0	0	0	0	0	0	0	0	0	1,220	0	0	0	417	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	181	0	0	0	62	0
Chappell Road DRI											46				18	
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	46	0	0	0	18	0
2031 No-Build Traffic	0	0	0	0	0	0	0	0	0	0	1,447	0	0	0	497	0
2031 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	7%	2%
Trip Distribution IN												10%		15%		
Trip Distribution OUT				(15%)											(10%)	
Balancing Adjustment																
Residential Trips	0	0	0	62	0	0	0	0	0	0	0	13	0	19	41	0
Trip Distribution IN											5%	15%		10%		
Trip Distribution OUT				(10%)											(20%)	
Balancing Adjustment												-1.00				
Office Trips	0	0	0	5	0	0	0	0	0	0	25	74	0	50	10	0
Trip Distribution IN											5%	15%		10%		
Trip Distribution OUT				(10%)											(20%)	
Balancing Adjustment																
Retail Trips	0	0	0	4	0	0	0	0	0	0	4	12	0	8	9	0
Total Primary Site Trips	0	0	0	71	0	0	0	0	0	0	29	99	0	77	60	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN											-40%	40%				
Pass-By Distribution OUT				(40%)												
Balancing Adjustment																
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	71	0	0	0	0	0	0	29	99	0	77	60	0
2031 Build Traffic	0	0	0	71	0	0	0	0	0	0	1,476	99	0	77	557	0
2031 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	6%	2%

PM PEAK HOUR

	Site Driveway A Northbound				Southbound				Donald Lee Hollowell Parkway Eastbound				Donald Lee Hollowell Parkway Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes											901				997	
Count Balancing																
Pedestrians																
Conflicting Pedestrians																
Heavy Vehicles											25				31	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	3%	2%
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Existing 2024 Volumes	0	0	0	0	0	0	0	0	0	0	901	0	0	0	997	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	134	0	0	0	148	0
Chappell Road DRI											27				46	
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	27	0	0	0	46	0
2031 No-Build Traffic	0	0	0	0	0	0	0	0	0	0	1,062	0	0	0	1,191	0
2031 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	3%	2%
Trip Distribution IN												10%		15%		
Trip Distribution OUT				(15%)											(10%)	
Balancing Adjustment																
Residential Trips	0	0	0	24	0	0	0	0	0	0	0	23	0	34	16	0
Trip Distribution IN											5%	15%		10%		
Trip Distribution OUT				(10%)											(20%)	
Balancing Adjustment																
Office Trips	0	0	0	44	0	0	0	0	0	0	4	12	0	8	88	0
Trip Distribution IN											5%	15%		10%		
Trip Distribution OUT				(10%)											(20%)	
Balancing Adjustment																
Retail Trips	0	0	0	11	0	0	0	0	0	0	6	19	0	13	22	0
Total Primary Site Trips	0	0	0	79	0	0	0	0	0	0	10	54	0	55	126	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN											-40%	40%				
Pass-By Distribution OUT				(40%)												
Balancing Adjustment																
Pass-By Trips	0	0	0	32	0	0	0	0	0	0	-32	32	0	0	0	0
Total Vehicular Project Trips		0	0	111	0	0	0	0	0	0	-22	86	0	55	126	0
2031 Build Traffic	0	0	0	111	0	0	0	0	0	0	1,040	86	0	55	1,317	0
2031 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	3%	2%

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #10

Finley Avenue at Site Driveway B/Pelham Street

AM PEAK HOUR

	Northbound				Finley Avenue Southbound				Site Driveway B Eastbound				Pelham Street Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1
Count Balancing																
Pedestrians																
Conflicting Pedestrians																
Heavy Vehicles						0										0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Existing 2024 Volumes	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chappell Road DRI																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2031 No-Build Traffic	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1
2031 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Trip Distribution IN								45%							30%	
Trip Distribution OUT										(40%)	(30%)					
Balancing Adjustment																
Residential Trips	0	0	0	0	0	0	0	56	0	166	124	0	0	0	38	0
Trip Distribution IN								40%							25%	
Trip Distribution OUT										(45%)	(25%)					
Balancing Adjustment																
Office Trips	0	0	0	0	0	0	0	201	0	23	13	0	0	0	126	0
Trip Distribution IN								40%							25%	
Trip Distribution OUT										(45%)	(25%)					
Balancing Adjustment																
Retail Trips	0	0	0	0	0	0	0	33	0	20	11	0	0	0	21	0
Total Primary Site Trips	0	0	0	0	0	0	0	290	0	209	148	0	0	0	185	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN								60%								
Pass-By Distribution OUT										(60%)						
Balancing Adjustment																
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	290	0	209	148	0	0	0	185	0
2031 Build Traffic	0	0	0	0	0	2	0	290	0	209	148	0	0	0	185	1
2031 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

PM PEAK HOUR

	Northbound				Finley Avenue Southbound				Site Driveway B Eastbound				Pelham Street Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes						5										9
Count Balancing																
Pedestrians																
Conflicting Pedestrians																
Heavy Vehicles						0										0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Existing 2024 Volumes	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	9
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Chappell Road DRI																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2031 No-Build Traffic	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	10
2031 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Trip Distribution IN								45%							30%	
Trip Distribution OUT										(40%)	(30%)					
Balancing Adjustment															-1.00	
Residential Trips	0	0	0	0	0	0	0	102	0	64	48	0	0	0	67	0
Trip Distribution IN								40%							25%	
Trip Distribution OUT										(45%)	(25%)					
Balancing Adjustment																
Office Trips	0	0	0	0	0	0	0	33	0	198	110	0	0	0	21	0
Trip Distribution IN								40%							25%	
Trip Distribution OUT										(45%)	(25%)					
Balancing Adjustment																
Retail Trips	0	0	0	0	0	0	0	52	0	50	28	0	0	0	32	0
Total Primary Site Trips	0	0	0	0	0	0	0	187	0	312	186	0	0	0	120	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN								60%								
Pass-By Distribution OUT										(60%)						
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	48	0	48	0	0	0	0	0	0
Total Vehicular Project Trips		0	0	0	0	0	0	235	0	360	186	0	0	0	120	0
2031 Build Traffic	0	0	0	0	0	6	0	235	0	360	186	0	0	0	120	10
2031 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #10 - ALTERNATIVE

Finley Avenue at Site Driveway B/Pelham Street

AM PEAK HOUR

	Northbound				Finley Avenue Southbound				Site Driveway B Eastbound				Pelham Street Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1
Count Balancing																
Pedestrians																
Conflicting Pedestrians																
Heavy Vehicles						0										0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Existing 2024 Volumes	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chappell Road DRI																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2031 No-Build Traffic	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1
2031 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Trip Distribution IN							15%	30%						10%	20%	
Trip Distribution OUT			(15%)	(10%)						(25%)	(20%)					
Balancing Adjustment										-1						
Residential Trips	0	0	62	41	0	0	19	38	0	103	83	0	0	13	25	0
Trip Distribution IN							15%	25%						5%	20%	
Trip Distribution OUT			(15%)	(5%)						(30%)	(20%)					
Balancing Adjustment																
Office Trips	0	0	8	3	0	0	75	126	0	16	10	0	0	25	101	0
Trip Distribution IN							15%	25%						5%	20%	
Trip Distribution OUT			(15%)	(5%)						(30%)	(20%)					
Balancing Adjustment																
Retail Trips	0	0	7	2	0	0	12	21	0	13	9	0	0	4	17	0
Total Primary Site Trips	0	0	77	46	0	0	106	185	0	132	102	0	0	42	143	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN								60%								
Pass-By Distribution OUT										(60%)						
Balancing Adjustment																
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	77	46	0	0	106	184	0	132	102	0	0	42	143	0
2031 Build Traffic	0	0	77	46	0	2	106	184	0	132	102	0	0	42	143	1
2031 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

PM PEAK HOUR

	Northbound				Finley Avenue Southbound				Site Driveway B Eastbound				Pelham Street Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes						5										9
Count Balancing																
Pedestrians																
Conflicting Pedestrians																
Heavy Vehicles						0										0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Existing 2024 Volumes	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	9
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Chappell Road DRI																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2031 No-Build Traffic	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	10
2031 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Trip Distribution IN							15%	30%						10%	20%	
Trip Distribution OUT			(15%)	(10%)						(25%)	(20%)					
Balancing Adjustment								1							-1.00	
Residential Trips	0	0	24	16	0	0	34	69	0	40	32	0	0	23	44	0
Trip Distribution IN							15%	25%						5%	20%	
Trip Distribution OUT			(15%)	(5%)						(30%)	(20%)					
Balancing Adjustment																
Office Trips	0	0	66	22	0	0	12	21	0	132	88	0	0	4	17	0
Trip Distribution IN							15%	25%						5%	20%	
Trip Distribution OUT			(15%)	(5%)						(30%)	(20%)					
Balancing Adjustment																
Retail Trips	0	0	17	6	0	0	19	32	0	33	22	0	0	6	26	0
Total Primary Site Trips	0	0	107	44	0	0	65	122	0	205	142	0	0	33	87	0
Pass-By Distribution REDUCTION																
Pass-By Distribution IN								60%								
Pass-By Distribution OUT										(60%)						
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	48	0	48	0	0	0	0	0	0
Total Vehicular Project Trips		0	107	44	0	0	65	170	0	253	142	0	0	33	87	0
2031 Build Traffic	0	0	107	44	0	6	65	170	0	253	142	0	0	33	87	10
2031 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #11

North Avenue at Site Driveway C

AM PEAK HOUR

	Northbound				Site Driveway C Southbound				North Avenue Eastbound				North Avenue Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0
Count Balancing																
Pedestrians																
Conflicting Pedestrians																
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	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
Existing 2024 Volumes	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Chappell Road DRI																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2031 No-Build Traffic	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0
2031 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Trip Distribution IN																15%
Trip Distribution OUT						(15%)										
Balancing Adjustment						1.00										
Residential Trips	0	0	0	0	0	63	0	0	0	0	0	0	0	0	0	19
Trip Distribution IN																20%
Trip Distribution OUT						(20%)										
Balancing Adjustment																
Office Trips	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	101
Trip Distribution IN																20%
Trip Distribution OUT						(20%)										
Balancing Adjustment																
Retail Trips	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	17
Total Primary Site Trips	0	0	0	0	0	82	0	0	0	0	0	0	0	0	0	137
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
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	82	0	0	0	0	0	0	0	0	0	137
2031 Build Traffic	0	0	0	0	0	82	0	0	0	0	6	0	0	0	6	137
2031 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

PM PEAK HOUR

	Northbound				Site Driveway C Southbound				North Avenue Eastbound				North Avenue Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes											5				5	
Count Balancing																
Pedestrians																
Conflicting Pedestrians																
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Existing 2024 Volumes	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Chappell Road DRI																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2031 No-Build Traffic	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0
2031 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Trip Distribution IN																15%
Trip Distribution OUT						(15%)										
Balancing Adjustment																
Residential Trips	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	34
Trip Distribution IN																20%
Trip Distribution OUT						(20%)										
Balancing Adjustment						1.00										
Office Trips	0	0	0	0	0	89	0	0	0	0	0	0	0	0	0	17
Trip Distribution IN																20%
Trip Distribution OUT						(20%)										
Balancing Adjustment																
Retail Trips	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	26
Total Primary Site Trips	0	0	0	0	0	135	0	0	0	0	0	0	0	0	0	77
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
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	135	0	0	0	0	0	0	0	0	0	77
2031 Build Traffic	0	0	0	0	0	135	0	0	0	0	6	0	0	0	6	77
2031 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

APPENDIX D

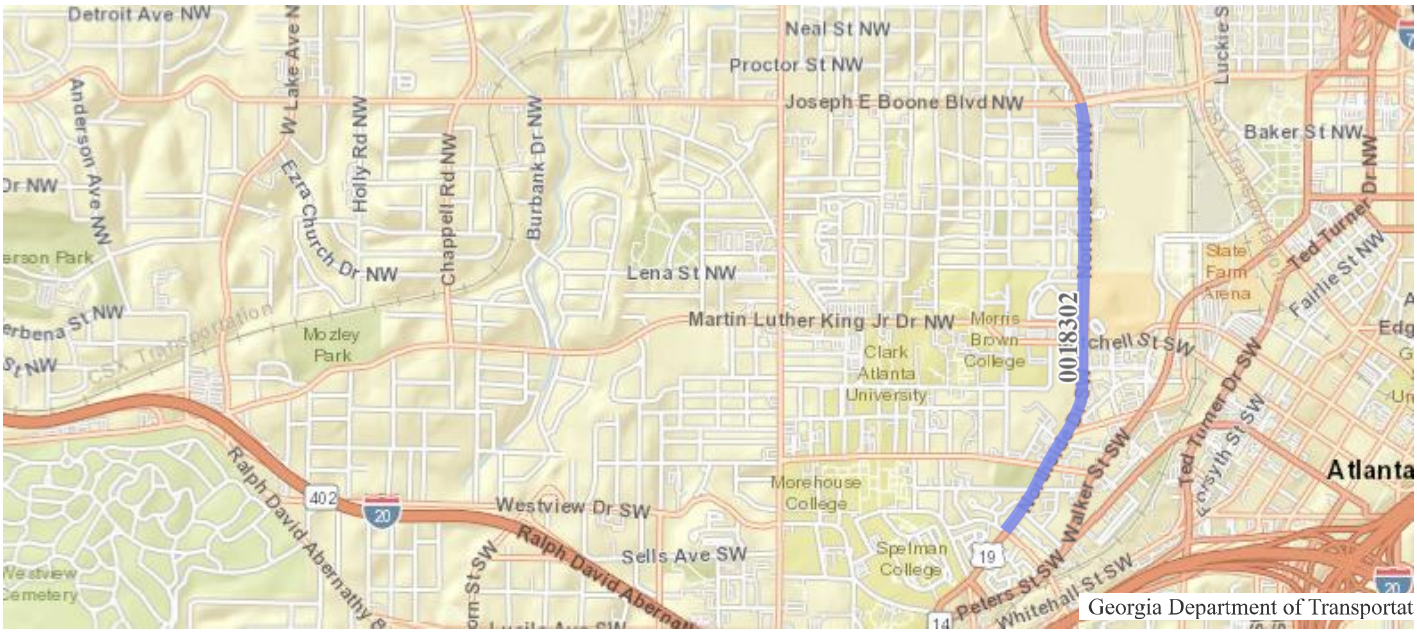
Programmed Project Fact Sheets and Design Documents

SR 3/US 19 FROM GREENSFERRY AVE TO JOSEPH E BOONE BLVD

Project ID:	**0018302**	Notice to Proceed Date:	
Project Manager:	Olusola T. Adekonojo	Construction Percent Complete:	%
Office:	Program Delivery	Current Completion Date:	
County:	Fulton	Work Completion Date:	
Congressional District:	005	Construction Contract Amount:	
State Senate District.:	036, 039	Construction Contractor:	
State House District:	056, 058	**Preconstruction Status Report**	
Project Type:	Reconstruction/Rehabilitation	**Construction Status Report**	
Project Status:	Construction Work Program		
Right of Way Authorization:	1/15/2026	Contact Us	

Project Description:
This project will improve access, intersection geometry, medians, sidewalks, signage and pedestrian crosswalks on Northside Drive from Greensferry Avenue to Joseph E Boone Boulevard.

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2022	$3,190,000.00	
ROW (Right of Way)	2028	$25,210,000.00	
CST (Construction)	2030	$6,370,000.00	



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

Georgia Department of Transportation

Georgia Department of Transportation
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office

Contact Us

Employment

Privacy Policy

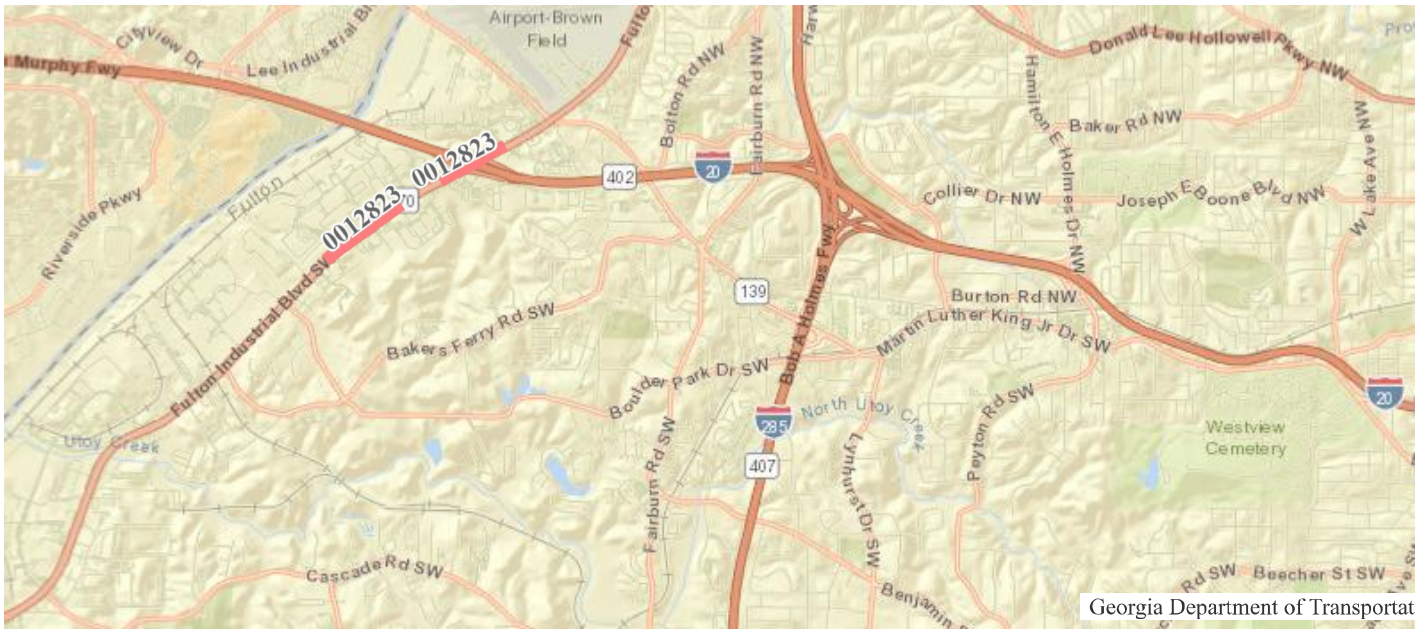
SR 3 @ 8 LOCS & SR 70 @ 4 LOCS IN FULTON

Project ID:	**0012823**	Notice to Proceed Date:	7/19/2023
Project Manager:	Jeremy Busby	Construction Percent Complete:	38.23%
Office:	Program Delivery	Current Completion Date:	11/30/2024
County:	Fulton	Work Completion Date:	
Congressional District:	005	Construction Contract Amount:	
State Senate District.:	036, 038, 039	Construction Contractor:	REEDWICK, LLC
State House District:	056, 058, 059, 060	**Preconstruction Status Report**	
Project Type:	Reconstruction/Rehabilitation	**Construction Status Report**	
Project Status:	Under Construction		
Right of Way Authorization:	5/21/2020	Contact Us	

Project Description:

The project will upgrade equipment, accommodate pedestrians, and update pedestrian facilities to meet current ADA standards. 1.) SR 3 @ Wells St 2.) SR 3 @ Whitehall St 3.) SR 3 @ Chapel St/Spellman Ln 4.) SR 3 @ McDaniel St 5.) SR 3 @ Fair St 6.) SR 3 @ Chapel St 7.) SR 3 @ Thurmond St 8.) SR 3 @ Cameron Madison Alexander Blvd 9.) SR 70 @ Marvin Miller Dr 10.) SR 70/Fulton Industrial Blvd @ Patton Drive 11.) SR 70/Fulton Industrial Blvd @ I-20 EB Ramp 12.) SR 70/Fulton Industrial Blvd @ I-20 WB Ramp

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2014	$325,000.00	5/31/2018
PE (Preliminary Engineering)	2018	$136,000.00	5/31/2018
ROW (Right of Way)	2020	$720,000.00	4/27/2020
CST (Construction)	2023	$2,851,575.41	9/9/2021



Project Documents
Approved Concept Reports
0012823_L&D_MAY2020.pdf
0012823_L&D_AD_JUN2020.pdf

Georgia Department of Transportation

Georgia Department of Transportation
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office

Contact Us

Employment

Privacy Policy

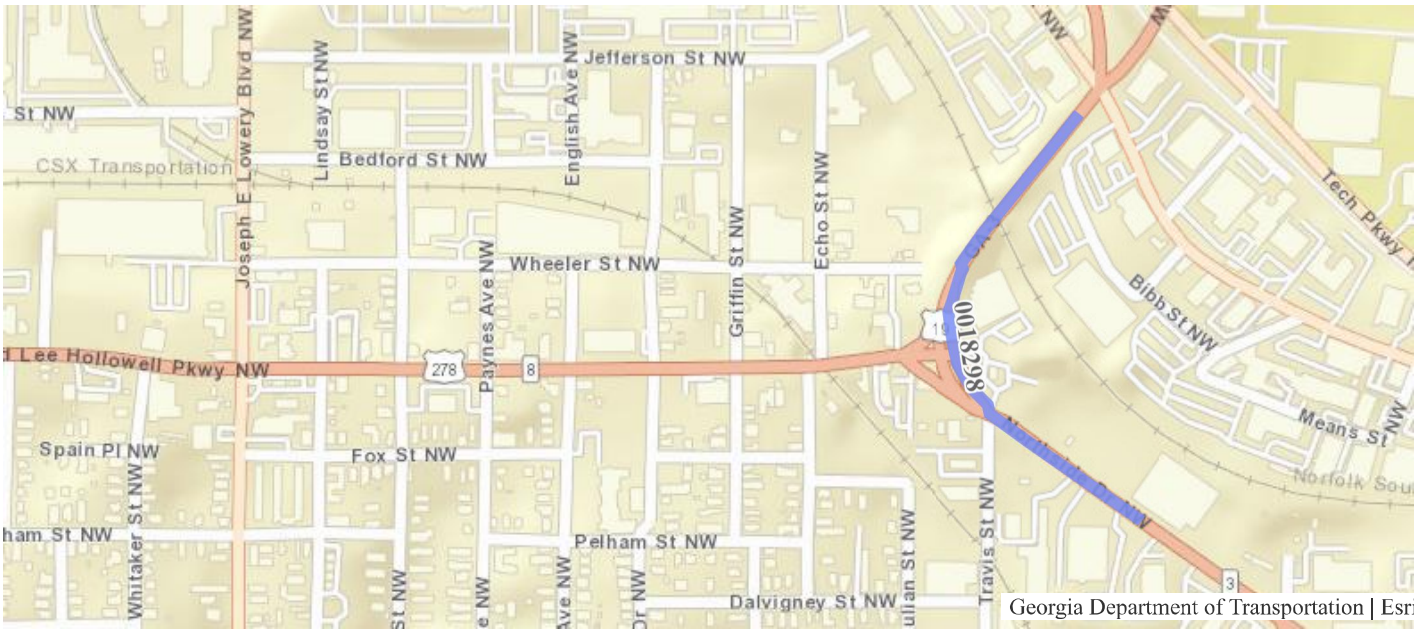
SR 3/US 41 @ SR 8

Project ID:	**0018298**	Notice to Proceed Date:	
Project Manager:	Olusola T. Adekonojo	Construction Percent Complete:	%
Office:	Program Delivery	Current Completion Date:	
County:	Fulton	Work Completion Date:	
Congressional District:	005	Construction Contract Amount:	
State Senate District.:	039	Construction Contractor:	
State House District:	056	**Preconstruction Status Report**	
Project Type:	Reconstruction/Rehabilitation	**Construction Status Report**	
Project Status:	Construction Work Program		
Right of Way Authorization:	9/12/2025	Contact Us	

Project Description:

The proposed project extends along SR 3/Northside Drive, an urban principal arterial, from just south of Donald Lee Hollowell Parkway to just north of this intersection to an existing bridge over a NS/CSX railroad. The goal of the project is to reduce instances of crashes and increase multimodal safety and level of service within the corridor with a secondary goal of improved traffic operations for an area of Atlanta frequently traveled by residents and visitors using a variety of different travel modes.

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2022	$750,000.00	
ROW (Right of Way)	2028	$4,460,000.00	
UTL (Utilities)	2030	$355,000.00	
CST (Construction)	2030	$3,130,120.00	



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

Georgia Department of Transportation

One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office

Contact Us

Employment

Privacy Policy

AT-003G

2050 MTP PROJECT FACT SHEET

Short Title	SR 3/US 41 (NORTHSIDE DRIVE) AT SR 8 (DONALD LEE HOLLOWELL PARKWAY)
GDOT Project No.	0018298
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / Operations & Safety
Sponsor	GDOT
Jurisdiction	City of Atlanta
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane	N/A	**LCI**		**Network Year**	TBD
Planned Thru Lane	N/A	**Flex**		**Corridor Length**	0.4 miles

Detailed Description and Justification

The proposed project extends along SR 3/Northside Drive, an urban principal arterial, from just south of Donald Lee Hollowell Parkway to just north of this intersection to an existing bridge over a NS/CSX railroad. The goal of the project is to reduce instances of crashes and increase multimodal safety and level of service within the corridor with a secondary goal of improved traffic operations for an area of Atlanta frequently traveled by residents and visitors using a variety of different travel modes.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	National Highway Performance Program (NHPP)	AUTH	2022	**$750,000**	~~$600,000~~	~~$150,000~~	~~$0,000~~	~~$0,000~~
ROW	National Highway Performance Program (NHPP)		2028	**$4,460,000**	$3,568,000	$892,000	$0,000	$0,000
ALL	General Federal Aid 2029-2050		LR 2029-2030	**$3,485,120**	$2,788,096	$697,024	$0,000	$0,000
				$8,695,120	**$6,956,096**	**$1,739,024**	**$0,000**	**$0,000**

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

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

Report Generated: 4/7/2024

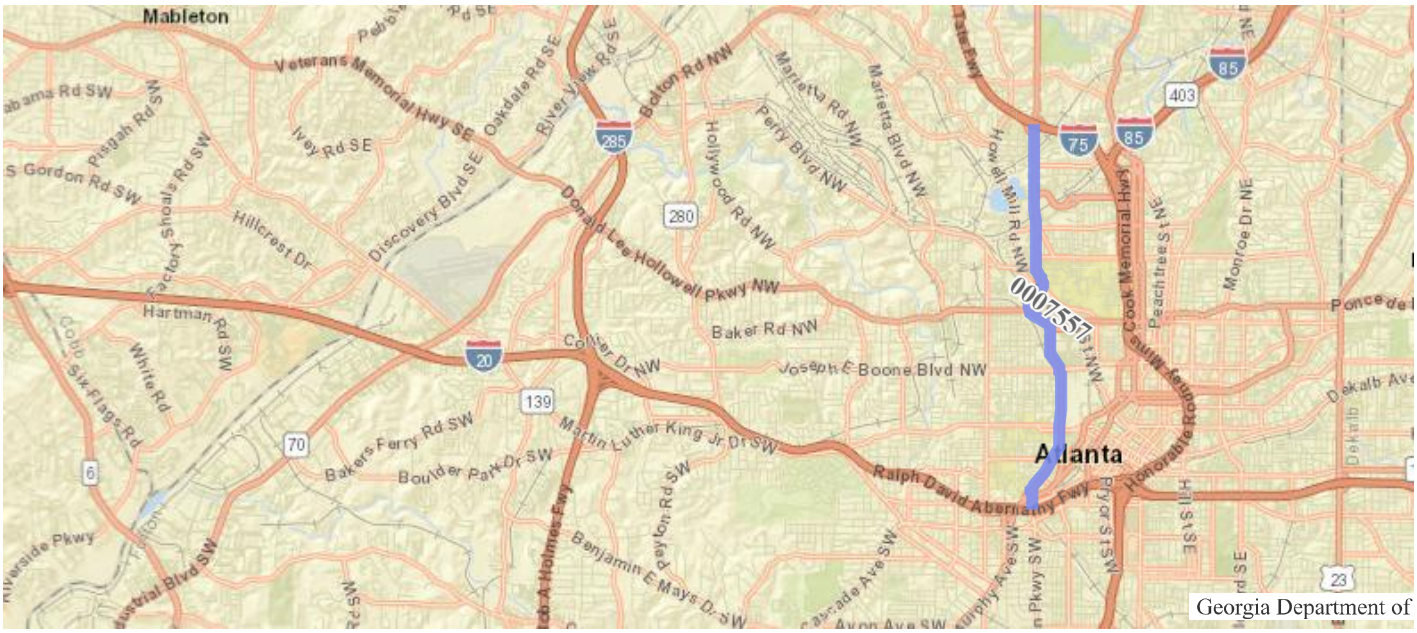
SR 3 NORTHSIDE DR FM WHITEHALL ST/I-20 TO I-75

Project ID:	**0007557**	Notice to Proceed Date:	
Project Manager:	Olusola T. Adekonojo	Construction Percent Complete:	%
Office:	Program Delivery	Current Completion Date:	
County:	Fulton	Work Completion Date:	
Congressional District:	005	Construction Contract Amount:	
State Senate District.:	036, 038, 039	Construction Contractor:	
State House District:	055, 056, 057	**Preconstruction Status Report**	
Project Type:	Planning	**Construction Status Report**	
Project Status:	Construction Work Program		
Right of Way Authorization:		Contact Us	

Project Description:

Northside Drive is a heavily traveled corridor within the City of Atlanta. Numerous Planning studies have suggested that potential projects include, but are not limited to, providing six travel lanes throughout the corridor, adequate turn lanes at intersections, a raised median, pedestrian and bicycle facilities, improved connection to I-20 and possibly a multi-modal aspect. The scoping phase will identify well defined projects for Northside Drive with adequate engineering, right-of-way, and construction cost estimates. Preliminary environmental studies will be conducted and extensive public outreach is planned.

Activity	Program Year	Cost Estimate	Date of Last Estimate
SCP (Scoping)	2013	$1,799,800.00	
SCP (Scoping)	2014	$3,000,000.00	
PE (Preliminary Engineering)	2017	$5,000,000.00	5/20/2013



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

Georgia Department of Transportation

Georgia Department of Transportation
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office

Contact Us

Employment

Privacy Policy

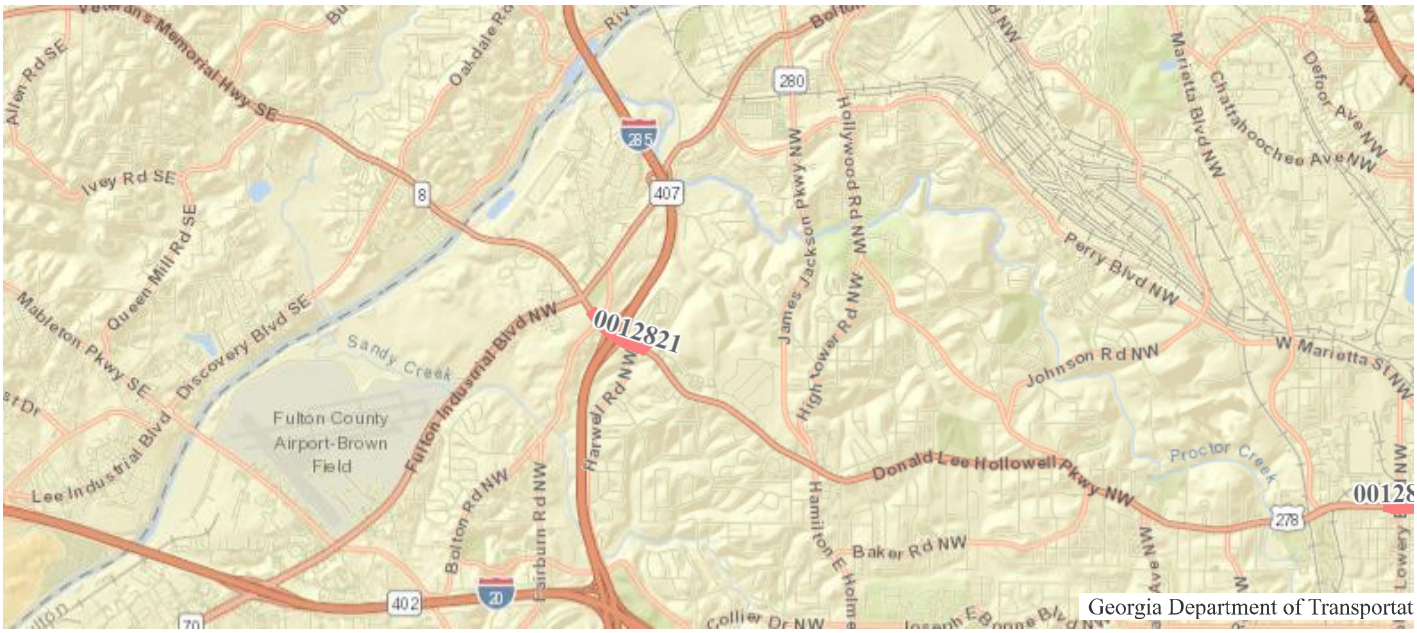
SR 3 @ 4 LOCS & SR 8 @ 4 LOCS IN FULTON

Project ID:	**0012821**	Notice to Proceed Date:	9/2/2022
Project Manager:	Carrie Claybrook Feliciano	Construction Percent Complete:	67.81%
Office:	Program Delivery	Current Completion Date:	3/31/2024
County:	Fulton	Work Completion Date:	
Congressional District:	005	Construction Contract Amount:	
State Senate District.:	006, 038, 039	Construction Contractor:	R. J. HAYNIE & ASSOCIATES, INC.
State House District:	055, 056, 060	**Preconstruction Status Report**	
Project Type:	Reconstruction/Rehabilitation	**Construction Status Report**	
Project Status:	Under Construction		
Right of Way Authorization:		Contact Us	

Project Description:

The project will upgrade equipment, accommodate pedestrians, and update pedestrian facilities to meet current ADA standards. The Office of Traffic Operations has justified these upgrade based on the following deficiencies: pedestrian Accommodations, ADA Compliance, old conductor cable, 332 cabinet w/2070, support poles/mast arms, utility issues, and signal interconnect. 1. SR 8 @ Bolton Rd 2. SR 8 @ I-285 NB Ramp 3. SR 8 @ Harwell Rd 4. SR 8 @ Joseph E Lowery 5. SR 3 @ Donald Lee Hollowell Pkwy NW 6. SR 3 @ Deering Rd 7. SR 3 @ Bellemeade Ave 8. SR 3 @ I-75 SB

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2014	$360,034.62	5/31/2018
PE (Preliminary Engineering)	2018	$139,000.00	5/31/2018
ROW (Right of Way)	2020	$1,311,000.00	4/27/2020
CST (Construction)	2022	$2,649,069.14	7/1/2020



Project Documents
Approved Concept Reports
0012821_L&D_MAY2020.pdf
0012821_TEARSHEETS_JUN2020.pdf

Georgia Department of Transportation

Georgia Department of Transportation
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office

Contact Us

Employment

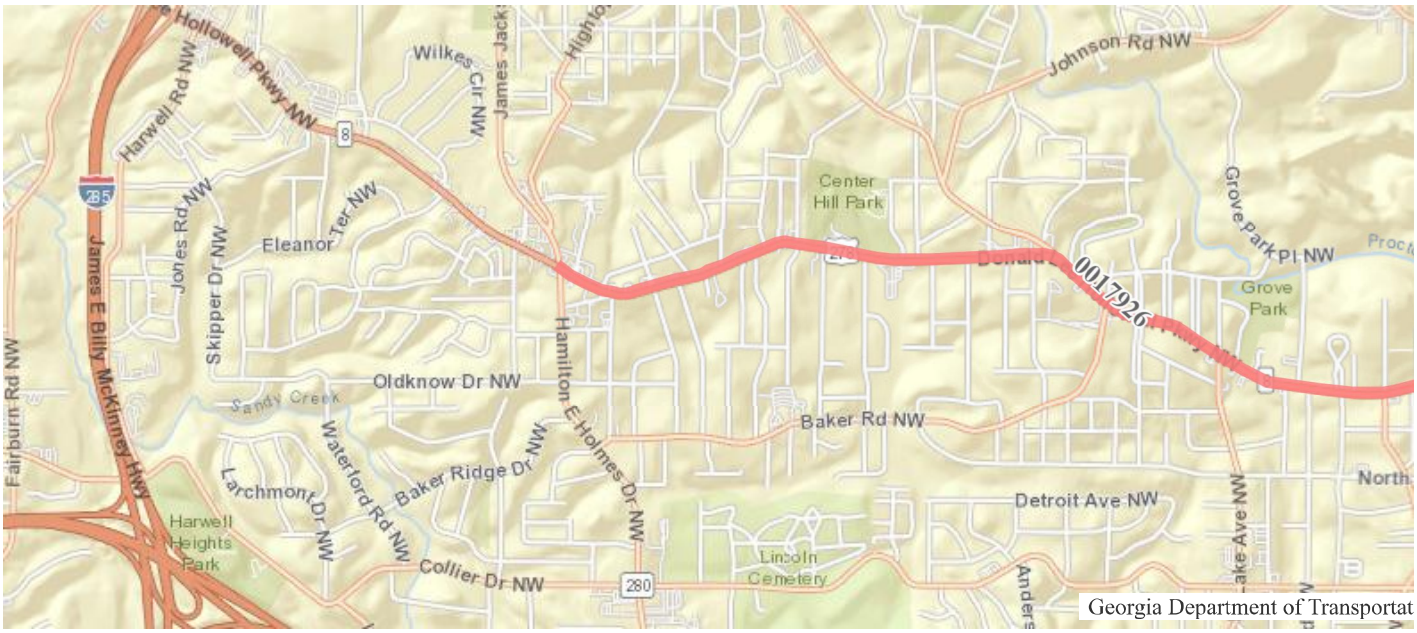
Privacy Policy

SR 8/US 278 FROM SR 280 TO CS 6701/STIFF STREET

Project ID:	**0017926**	Notice to Proceed Date:	7/3/2023
Project Manager:	Nakeeta Batson	Construction Percent Complete:	59.36%
Office:	Program Delivery	Current Completion Date:	3/31/2024
County:	Fulton	Work Completion Date:	
Congressional District:	005	Construction Contract Amount:	
State Senate District.:	006, 038	Construction Contractor:	SMART ROAD TECHNOLOGY LLC
State House District:	055, 060	**Preconstruction Status Report**	
Project Type:	Safety	**Construction Status Report**	
Project Status:	Under Construction		
Right of Way Authorization:		Contact Us	

Project Description:
The project proposes to road diet DL Hollowell from 4 to 3 lanes by re-striping and relocate signal heads within project limits.

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2022	$680,908.08	
CST (Construction)	2023	$3,303,553.05	



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

Georgia Department of Transportation

Georgia Department of Transportation
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office

Contact Us

Employment

Privacy Policy

AT-003F

2050 MTP PROJECT FACT SHEET

Short Title	SR 3/US 19 (NORTHSIDE DRIVE) FROM I-75 SOUTHBOUND RAMP TO SOUTH OF HOLMES STREET
GDOT Project No.	0018305
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / Operations & Safety
Sponsor	GDOT
Jurisdiction	City of Atlanta
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane	4/5	**LCI**		**Network Year**	TBD
Planned Thru Lane	4/5	**Flex**		**Corridor Length**	0.23 miles

Detailed Description and Justification

The proposed project extends along State Route (SR) 3/Northside Drive, an urban principal arterial, from just south of Holmes Street NW at the existing railroad bridge to the north on-ramp to I-75. The goal of the project is to reduce instances of crashes and increase multimodal safety and level of service within the corridor with a secondary goal of improved traffic operations for an area of Atlanta frequently traveled by residents and visitors using a variety of different travel modes.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	National Highway Performance Program (NHPP)	AUTH	2022	**$1,240,000**	~~$992,000~~	~~$248,000~~	~~$0,000~~	~~$0,000~~
ROW	National Highway Performance Program (NHPP)		2028	**$11,469,000**	$9,175,200	$2,293,800	$0,000	$0,000
UTL	National Highway Performance Program (NHPP)		2028	**$510,000**	$408,000	$102,000	$0,000	$0,000
CST	National Highway Performance Program (NHPP)		2028	**$4,269,174**	$3,415,339	$853,835	$0,000	$0,000
				$17,488,174	**$13,990,539**	**$3,497,635**	**$0,000**	**$0,000**

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

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

Report Generated: 4/7/2024

SR 8 FROM PROCTOR CREEK GREENWAY TO ATLANTA BELTLINE - VRU

Project ID:	**0020200**	Notice to Proceed Date:	
Project Manager:	Stenley K. Mack	Construction Percent Complete:	%
Office:	Traffic Operations	Current Completion Date:	
County:	Fulton	Work Completion Date:	
Congressional District:	005	Construction Contract Amount:	
State Senate District.:	006, 039	Construction Contractor:	
State House District:	055, 056	**Preconstruction Status Report**	
Project Type:	Safety	**Construction Status Report**	
Project Status:	Construction Work Program		
Right of Way Authorization:		Contact Us	

Project Description:

Activity	Program Year	Cost Estimate	Date of Last Estimate
UTL (Utilities)		$25,000.00	
PE (Preliminary Engineering)		$20,000.00	
CST (Construction)		$1,575,000.00	

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

Georgia Department of Transportation

Georgia Department of Transportation
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office

Contact Us

Employment

Privacy Policy

AR-491B

ARC MTP DRAFT PROJECT FACT SHEET

Short Title	NORTH AVENUE CORRIDOR BUS RAPID TRANSIT FROM MARTA NORTH AVENUE RAIL STATION TO MARTA BANKHEAD RAIL STATION
GDOT Project No.	N/A
Federal ID No.	N/A
Status	Long Range
Service Type	Transit / BRT Capital
Sponsor	MARTA
Jurisdiction	City of Atlanta
Analysis Level	In the Region's Air Quality Conformity Analysis

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

Detailed Description and Justification

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

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

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

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

Report Generated: 9/26/2023

AR-490F

ARC MTP DRAFT PROJECT FACT SHEET

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

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

Detailed Description and Justification

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

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	New Starts		LR 2041-2050	**$96,900,000**	$48,450,000	$0,000	$0,000	$48,450,000
				$96,900,000	**$48,450,000**	**$0,000**	**$0,000**	**$48,450,000**

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: 9/26/2023

AR-491C

2050 MTP PROJECT FACT SHEET

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

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

Detailed Description and Justification

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

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	New Starts		LR 2041-2050	**$167,000,000**	$75,150,000	$0,000	$0,000	$91,850,000
				$167,000,000	**$75,150,000**	**$0,000**	**$0,000**	**$91,850,000**

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: 6/7/2024

GDOT Intersection Control Evaluation (ICE)

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	N/A	Request By:	GRTA DRI Program		
County:	Fulton	GDOT District:	7 - Metro Atlanta		
Major Road:	SR 8	Road Class:	Principal Arterial	Speed Limit:	35 mph
Crossing Road:	Finley Avenue	Road Class:	Local	Speed Limit:	< 35 mph
Major Rd Direction:	East/West	Area Type:	Urban		
Intersection Control:	Conventional (Minor Stop)			Project ID:	13134008
Prepared By:	Kimley-Horn & Associates			Date:	6/14/2024
Project Purpose:	Improve intersection delay by installing a traffic signal, if and when warranted by City of Atlanta.				

Existing Data Year:	2024
Project Opening Year:	2031
Project Design Year:	2041
Annual Growth Rate:	2.0%
K Factor*:	10%

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

LEGEND:

000 = AM Peak Approach Volume

(000) = PM Peak Approach Volume

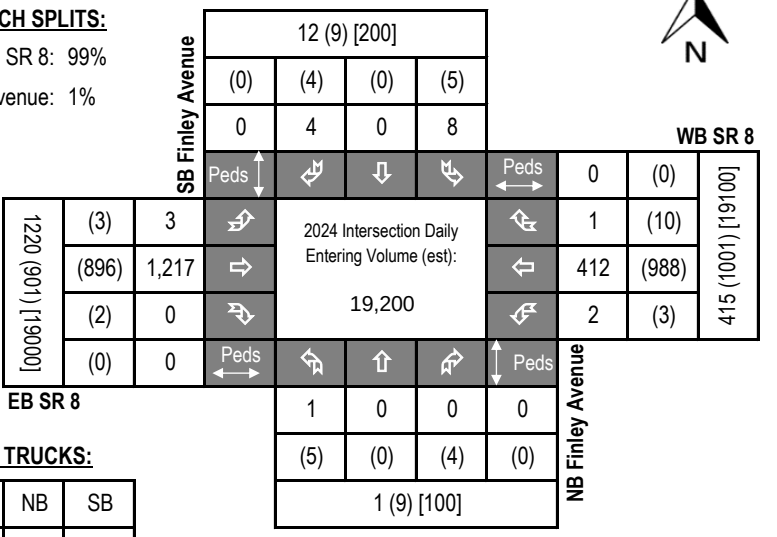
[000] = ADT Volume (Estimate)

2024 EXISTING YEAR VOLUMES

APPROACH SPLITS:

SR 8: 99%

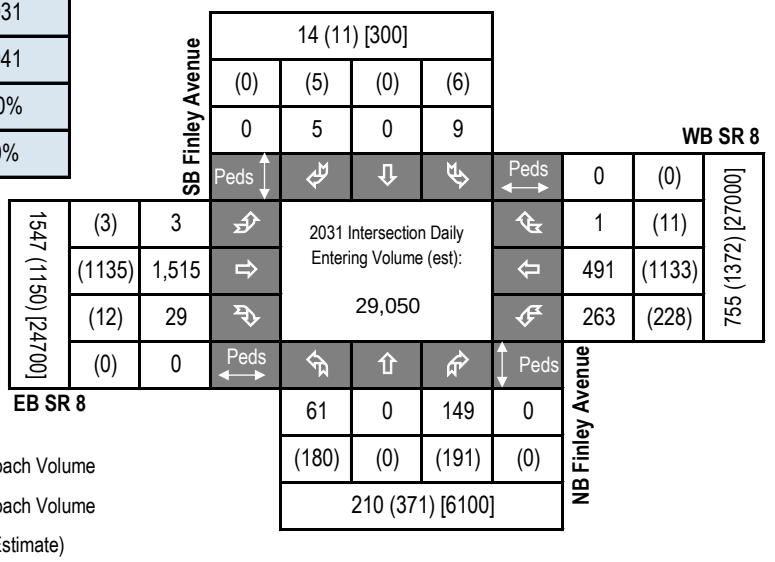
Finley Avenue: 1%



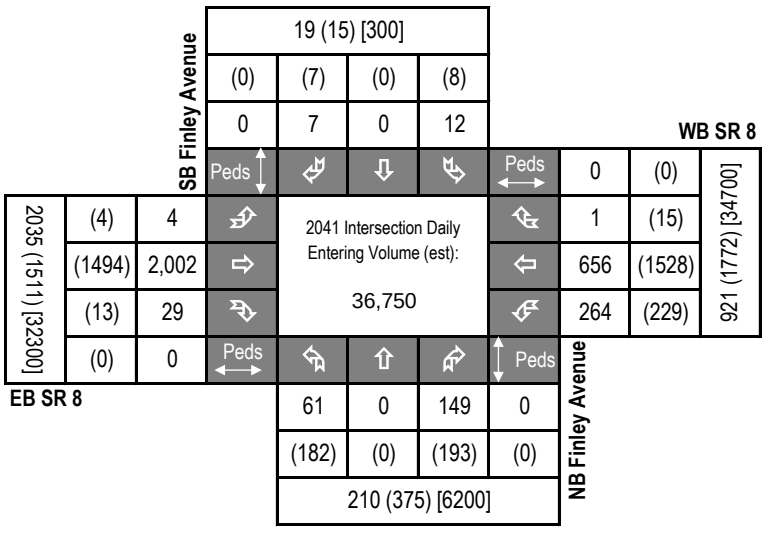
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	7%	2%	2%

2031 OPENING YEAR VOLUMES



2041 DESIGN YEAR VOLUMES



Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: **1)** the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or **2)** the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "**Waiver**" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Screening Decision Record Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to *eliminate* non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Alternative Selection Decision Record Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	N/A
Project Location:	SR 8 @ Finley Avenue
Existing Control:	Conventional (Minor Stop)
Prepared by:	Kimley-Horn & Associates
Date:	6/14/2024

Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column

Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	1. Does alternative address the project need in a balanced manner and in scale with the project?	2. Does alternative improve safety performance in terms of reducing severe crashes?	3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & location context?	6. Does alternative appear feasible with respect to other project factors?	7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?	Screening Decision Justification:
Unsignalized Intersections	Conventional (Minor Stop)	**Yes**	**No**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	No-Build Condition
	Conventional (All-Way Stop)	No	**Yes**	**Yes**	No	No	No	No	AWS not viable because high traffic of multi-lane highway
	Mini Roundabout	No	No	**Yes**	**Yes**	No	No	No	Control not appropriate for high speed multi-lane roadway
	Single Lane Roundabout	No	No	**Yes**	**Yes**	No	No	No	Does not meet 90% rule
	Multilane Roundabout	**Yes**	No	**Yes**	**Yes**	No	No	No	Does not meet 90% rule
	RCUT (stop control)	**Yes**	**Yes**	No	**Yes**	No	**Yes**	No	No feasible U-Turn location
	RIRO w/down stream U-Turn	**Yes**	**Yes**	No	**Yes**	No	**Yes**	No	No feasible U-Turn location
	High-T (unsignalized)	No	No	No	No	No	No	No	Not a T-intersection
	Offset-T Intersections	No	**Yes**	No	**Yes**	No	No	No	Not a T-intersection
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Interchange not justified at this location
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Interchange not justified at this location
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	N/A
	Other unsignalized (provide description):	No	No	No	No	No	No	No	N/A
Signalized Intersections	Traffic Signal	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**Yes**	**Yes**	Potential solution to evaluate
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	No feasible U-Turn location
	RCUT (signalized)	No	No	No	No	No	No	No	No feasible U-Turn location
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	ROW constraints
	Continuous Green-T	No	No	No	No	No	No	No	Not a T-intersection
	Jughandle	No	No	No	No	No	No	No	ROW constraints
	Quadrant Roadway	No	No	No	No	No	No	No	ROW constraints
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Interchange not justified at this location
	Diverging Diamond	No	No	No	No	No	No	No	Interchange not justified at this location
	Single Point Interchange	No	No	No	No	No	No	No	Interchange not justified at this location
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	N/A
	Other Signalized (provide description):	No	No	No	No	No	No	No	N/A

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	N/A	Request By:	GRTA DRI Program		
County:	Fulton	GDOT District: 7 - Metro Atlanta			
Major Road:	SR 8	Road Class:	Principal Arterial	Speed Limit:	35 mph
Crossing Road:	J E Lowery Blvd	Road Class:	Major Collector	Speed Limit:	35 mph
Major Rd Direction:	East/West	Area Type:	Urban		
Intersection Control:	Signal (turn lanes on mainline)			Project ID:	13134008
Prepared By:	Kimley-Horn & Associates			Date:	6/17/2024
Project Purpose:	Improve intersection delay by widening various aproaches				

Existing Data Year:	2024
Project Opening Year:	2031
Project Design Year:	2041
Annual Growth Rate:	2.0%
K Factor*:	10%

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

LEGEND:

000 = AM Peak Approach Volume

(000) = PM Peak Approach Volume

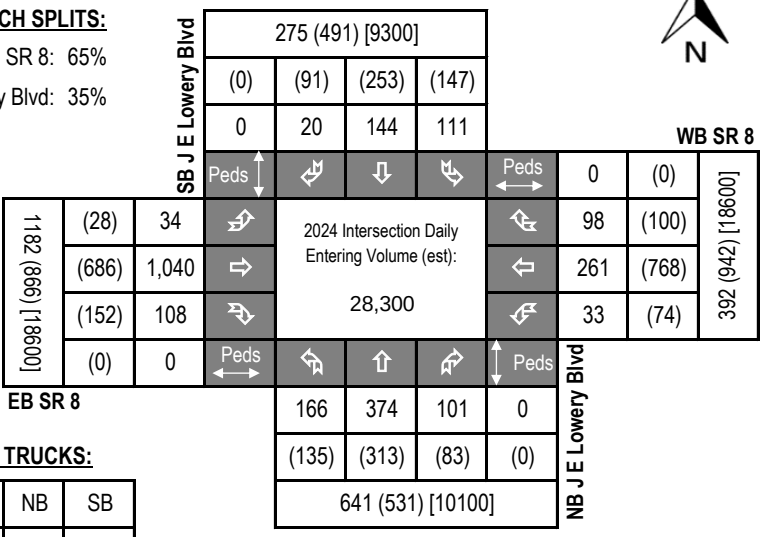
[000] = ADT Volume (Estimate)

2024 EXISTING YEAR VOLUMES

APPROACH SPLITS:

SR 8: 65%

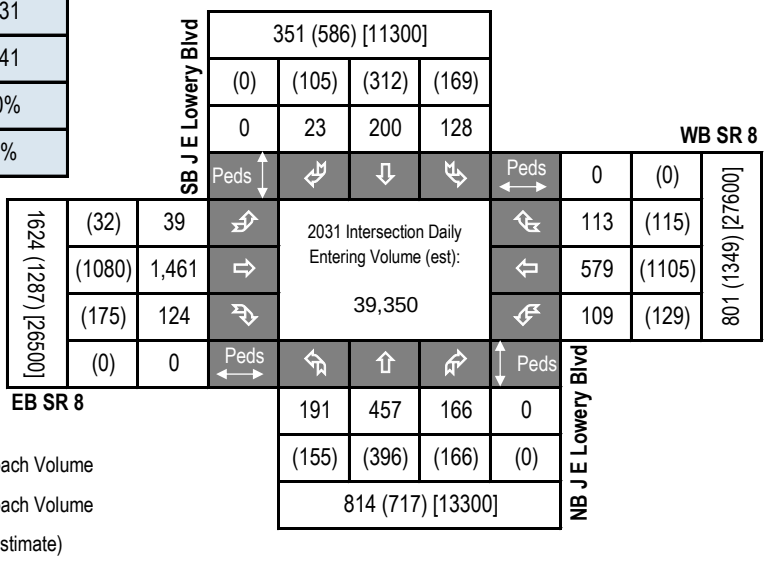
J E Lowery Blvd: 35%



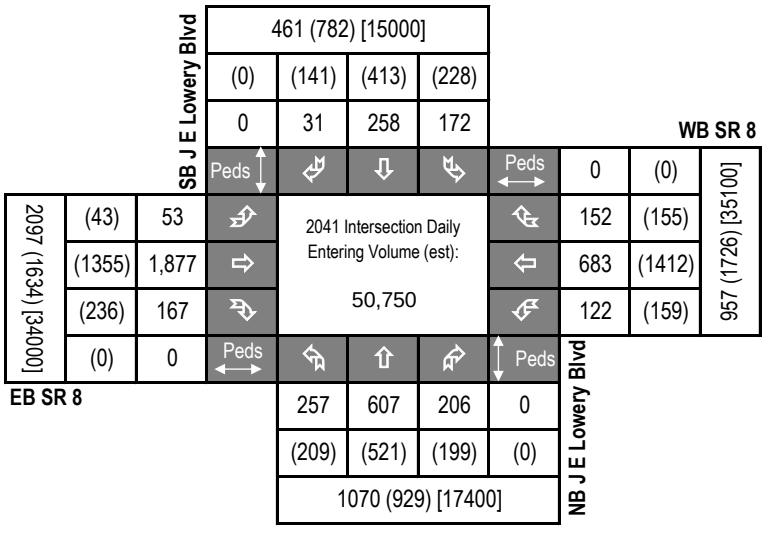
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	7%	2%	2%

2031 OPENING YEAR VOLUMES



2041 DESIGN YEAR VOLUMES



Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: **1)** the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or **2)** the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "**Waiver**" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Screening Decision Record Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to *eliminate* non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Alternative Selection Decision Record Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	N/A
Project Location:	SR 8 @ J E Lowery Blvd
Existing Control:	Signal (turn lanes on mainline)
Prepared by:	Kimley-Horn & Associates
Date:	6/17/2024

Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column

Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	1. Does alternative address the project need in a balanced manner and in scale with the project?	2. Does alternative improve safety performance in terms of reducing severe crashes?	3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & location context?	6. Does alternative appear feasible with respect to other project factors?	7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?	**Screening Decision Justification:**
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	No	Traffic on Joseph E Lowery Blvd is too high
	Conventional (All-Way Stop)	No	**Yes**	**Yes**	No	No	No	No	AWS not viable because high traffic of multi-lane highway
	Mini Roundabout	No	No	**Yes**	No	No	No	No	Control not appropriate for high speed multi-lane roadway
	Single Lane Roundabout	No	No	**Yes**	No	No	No	No	Control not appropriate for high speed multi-lane roadway
	Multilane Roundabout	**Yes**	No	**Yes**	**Yes**	No	No	No	ROW constraints
	RCUT (stop control)	No	**Yes**	No	No	No	No	No	No feasible U-Turn location
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	No feasible U-Turn location
	High-T (unsignalized)	No	No	No	No	No	No	No	Not a T-intersection
	Offset-T Intersections	No	**Yes**	No	No	No	No	No	Not a T-intersection
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Interchange not justified at this location
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Interchange not justified at this location
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	N/A
	Other unsignalized (provide description):	No	No	No	No	No	No	No	N/A
Signalized Intersections	Traffic Signal	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**Yes**	**Yes**	Existing condition
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	No feasible U-Turn location
	RCUT (signalized)	No	No	No	No	No	No	No	No feasible U-Turn location
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	ROW constraints
	Continuous Green-T	No	No	No	No	No	No	No	Not a T-intersection
	Jughandle	No	No	No	No	No	No	No	ROW constraints
	Quadrant Roadway	No	No	No	No	No	No	No	ROW constraints
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Interchange not justified at this location
	Diverging Diamond	No	No	No	No	No	No	No	Interchange not justified at this location
	Single Point Interchange	No	No	No	No	No	No	No	Interchange not justified at this location
	Add LT Lanes on SR 8 Add one RT Lane on J E Lowery Blvd	**No**	**Yes**	**No**	**Yes**	**No**	**No**	**Yes**	Potential alternative with signficiant ROW constraints
	Other Signalized (provide description):	No	No	No	No	No	No	No	N/A

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	N/A	Request By:	GRTA DRI Program		
County:	Fulton	GDOT District: 7 - Metro Atlanta			
Major Road:	SR 3	Road Class:	Principal Arterial	Speed Limit:	35 mph
Crossing Road:	SR 8	Road Class:	Principal Arterial	Speed Limit:	35 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Signal (no turn lanes on mainline)			Project ID:	13134008
Prepared By:	Kimley-Horn & Associates			Date:	6/17/2024
Project Purpose:	Improve intersection delay by widening Donald Lee Hollowell Parkway by constructing an additional right-turn lane				

Existing Data Year:	2024
Project Opening Year:	2031
Project Design Year:	2041
Annual Growth Rate:	2.0%
K Factor*:	10%

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

LEGEND:

000 = AM Peak Approach Volume

(000) = PM Peak Approach Volume

[000] = ADT Volume (Estimate)

2024 EXISTING YEAR VOLUMES

APPROACH SPLITS:

SR 3: 73%

SR 8: 27%

			737 (1841) [29400]							
			(0)	(730)	(1108)	(3)				
			0	263	471	3				WB SR 8
SB SR 3			Peds				Peds	0	(0)	1 (15) [300]
1336 (933) [20800]	(365)	817		2024 Intersection Daily Entering Volume (est): 39,350				1	(2)	
	(5)	0						0	(6)	
	(563)	519						0	(7)	
	(0)	0	Peds				Peds	NB SR 3		
EB SR 8				183	709	1	0			
				(409)	(728)	(4)	(0)			
				893 (1141) [28200]						

PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	2%	5%	7%

2031 OPENING YEAR VOLUMES

			1011 (2251) [36800]							
			(0)	(975)	(1273)	(3)				
			0	467	541	3				WB SR 8
SB SR 3			Peds				Peds	0	(0)	1 (17) [300]
1850 (1435) [30200]	(592)	1,105		2031 Intersection Daily Entering Volume (est): 51,450				1	(2)	
	(6)	0						0	(7)	
	(837)	745						0	(8)	
	(0)	0	Peds				Peds	NB SR 3		
EB SR 8				395	814	1	0			
				(601)	(836)	(5)	(0)			
				1210 (1442) [35600]						

2041 DESIGN YEAR VOLUMES

			1306 (2987) [48600]							
			(0)	(1267)	(1716)	(4)				
			0	572	730	4				WB SR 8
SB SR 3			Peds				Peds	0	(0)	1 (23) [400]
2385 (1808) [38500]	(738)	1,432		2041 Intersection Daily Entering Volume (est): 67,200				1	(3)	
	(8)	0						0	(9)	
	(1062)	953						0	(11)	
	(0)	0	Peds				Peds	NB SR 3		
EB SR 8				468	1,098	1	0			
				(765)	(1127)	(7)	(0)			
				1567 (1899) [46900]						

Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: **1)** the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or **2)** the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "**Waiver**" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Screening Decision Record Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to *eliminate* non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Alternative Selection Decision Record Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	N/A
Project Location:	SR 3 @ SR 8
Existing Control:	Signal (no turn lanes on mainline)
Prepared by:	Kimley-Horn & Associates
Date:	6/17/2024

Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column

Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	1. Does alternative address the project need in a balanced manner and in scale with the project?	2. Does alternative improve safety performance in terms of reducing severe crashes?	3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & location context?	6. Does alternative appear feasible with respect to other project factors?	7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?	**Screening Decision Justification:**
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	No	Traffic on Northside Drive is too high
	Conventional (All-Way Stop)	No	**Yes**	**Yes**	No	No	No	No	AWS not viable because high traffic of multi-lane highway
	Mini Roundabout	No	No	**Yes**	No	No	No	No	Control not appropriate for high speed multi-lane roadway
	Single Lane Roundabout	No	No	**Yes**	No	No	No	No	Control not appropriate for high speed multi-lane roadway
	Multilane Roundabout	**Yes**	No	**Yes**	No	No	No	No	ROW constraints
	RCUT (stop control)	No	No	No	No	No	No	No	No feasible U-Turn location
	RIRO w/down stream U-Turn	No	**Yes**	No	No	No	No	No	No feasible U-Turn location
	High-T (unsignalized)	No	No	No	No	No	No	No	Not a T-intersection
	Offset-T Intersections	No	**Yes**	No	No	No	No	No	Not a T-intersection
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Interchange not justified at this location
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Interchange not justified at this location
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	N/A
	Other unsignalized (provide description):	No	No	No	No	No	No	No	N/A
Signalized Intersections	Traffic Signal	**Yes**	**No**	**No**	**No**	**Yes**	**Yes**	**Yes**	Existing condition
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	No feasible U-Turn location
	RCUT (signalized)	No	No	No	No	No	No	No	No feasible U-Turn location
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	ROW constraints
	Continuous Green-T	No	No	No	No	No	No	No	Not a T-intersection
	Jughandle	No	No	No	No	No	No	No	ROW constraints
	Quadrant Roadway	No	No	No	No	No	No	No	ROW constraints
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Interchange not justified at this location
	Diverging Diamond	No	No	No	No	No	No	No	Interchange not justified at this location
	Single Point Interchange	No	No	No	No	No	No	No	Interchange not justified at this location
	No LT Lane Improvements Add one RT Lane on SR 8	**Yes**	**No**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	Feasible alternative for Stage 2
	Other Signalized (provide description):	No	No	No	No	No	No	No	N/A

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record