Transportation Impact Study

356 University
DRI #4431

City of Atlanta, Georgia

July 2025

Prepared for:

Atlanta Beltline, Inc.

Prepared by:

Kimley-Horn and Associates, Inc.
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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *356 University Ave* development located in Atlanta, Georgia. The approximate 13.7-acre site is located east of Metropolitan Parkway, west of I-75/85, south of University Avenue, and north of the Beltline Trail. The site is currently vacant.

A DRI application was triggered by rezoning from I-1 to I-Mix. The *356 University Ave* development is proposed to study 180,000 SF light industrial, 364 multifamily residential units (mid-rise units), 156 affordable housing units (minimum 30% affordable units for the development), and 102,000 SF retail space/potential grocery with three site driveways along University Avenue.

The proposed development will consist of the following land uses and densities contained in **Table 1**. The project is expected to be completed by 2032 (approximately 7 years).

Table 1: Proposed Land Use and Density

Land Use	Proposed
General Light Industrial	180,000 SF
Multifamily Residential (Mid-Rise)	364 dwelling units
Affordable Housing	156 dwelling units
Retail/Commercial (including potential Grocery)	102,000 SF

The DRI analysis includes an estimation of the overall trips projected to be generated by the development, also known as gross trips. Mixed-use, and pass-by reductions to gross trips are included in the trip generation following ITE methodologies, and alternative mode reductions are included as determined by stakeholders during the Methodology Meeting and outlined in the Georgia Regional Transportation Authority (GRTA) Letter of Understanding (dated May 27, 2025).

Capacity analyses were performed for the study intersections under the Existing 2025 conditions, the Projected 2032 No-Build conditions, and the Projected 2032 Build conditions.

- Existing 2025 conditions represent current traffic volumes collected in April 2025.
- Projected 2032 No-Build conditions represent Existing 2025 traffic volumes grown for seven (7) years using a 0.5% per year growth rate.
- Projected 2032 Build conditions represent the Projected 2032 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *356 University Ave* development.

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

2025 Existing Conditions

GRTA LOS standards are satisfied for all but one intersection approach under the 2025 Existing conditions. The stop-controlled northbound approach of the intersection of University Avenue and I-75/85 Northbound Exit Ramp (Intersection 6) operates at LOS F during the both peak hours under 2025 Existing conditions. Based on GRTA guidance, since the intersection approach operates at LOS F under existing conditions, the LOS standard for future conditions at the northbound approach is LOS E. It is notable that GDOT PI # S016098 proposes to signalize Intersection 6 with an anticipated installation prior to the 2032 future year conditions, which will mitigate low levels of service and high delay at the stop-controlled approach of the I-75/85 Northbound Exit Ramp.

2032 NO-BUILD CONDITIONS *(SYSTEM IMPROVEMENTS)*

GRTA LOS standards are satisfied for all study intersections under the projected 2032 No-Build conditions. As noted, the signalization of University Avenue and I-75/85 Northbound Exit Ramp (Intersection 6) mitigated the low level-of-service identified during existing stop-controlled conditions for the Northbound Exit Ramp approach. No system improvements were identified or needed beyond the programmed improvement expected at Intersection 6.

2032 BUILD CONDITIONS (*DEVELOPMENT & SITE ACCESS IMPROVEMENTS*)

GRTA LOS standards are satisfied for all study intersections under the 2032 Build conditions. Therefore, no off-site improvements were identified to serve the development. Recommended site driveway configurations to serve the proposed development are listed below.

University Avenue at Proposed Driveway A (Intersection 7)

- Construct Proposed Driveway A to operate as full movement driveway under side-street stop-control with one (1) ingress lane and one (1) egress lane.

University Avenue at Coleman Street / Proposed Driveway B (Intersection 2)

- Construct Proposed Driveway B to operate as a full movement driveway under side-street stop-control with one (1) ingress lane and one (1) egress lane.

Potential pedestrian crossing improvements could include the following alternatives if approved by ATLDOT:

- Build Alternative 1:
    - Reconfigure the westbound approach to include an exclusive left-turn lane and a shared through/right turn lane.
    - Reconfigure the eastbound approach to provide a pedestrian refuge in the central lane opposite the exclusive westbound left-turn lane.
- Build Alternative 2:
    - Reconfigure the westbound approach to include a single shared left/through/right turn lane.
    - Reconfigure the eastbound and westbound approaches to include a pedestrian refuge to replace the center lane.

University Avenue at Hubbard Street / Proposed Driveway C (Intersection 3)

- Construct Proposed Driveway C to operate as full movement driveway under side-street stop-control with one (1) ingress lane and one (1) egress lane.

Detailed driveway conditions are shown below under the 2032 Build conditions.

University Avenue at Driveway A (Intersection 7)

Overall LOS Standard: D Approach LOS Standard: D			Driveway A Northbound (TWSC)			- Southbound			University Avenue Eastbound			University Avenue Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD (TWSC)	AM	Overall LOS	(0.7)											
		Approach LOS	B (13.5)						(0)			(0.5)		
		Storage												
		50th Queue												
		95th Queue		5								2.5		
	PM	Overall LOS	(0.9)											
		Approach LOS	C (18.5)						(0)			(0.5)		
		Storage												
		50th Queue												
		95th Queue		12.5								2.5		

The proposed two-way stop-controlled intersection of University Avenue at Proposed Driveway A (intersection 7) is projected to meet GRTA's LOS standards per approach and for the overall LOS under the 2032 Build traffic conditions during the AM and PM peak hours. The recommended lane configuration for the Proposed Driveway A is one lane entering the site and one lane exiting the site, as shown in the site plan.

University Avenue at Coleman Street / Driveway B (Intersection 2)

Overall LOS Standard: D Approach LOS Standard: D			Driveway B Northbound (TWSC)			Coleman Street Southbound (TWSC)			University Avenue Eastbound			University Avenue Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD (TWSC)	AM	Overall LOS	(1.2)											
		Approach LOS	B (14.7)			C (24)			(0)			(0.8)		
		Storage												
		50th Queue												
		95th Queue		10			2.5		0				2.5	
	PM	Overall LOS	(1.9)											
		Approach LOS	C (18.5)			D (32.3)			(0.1)			(0.9)		
		Storage												
		50th Queue												
		95th Queue		27.5			5		0				5	

Proposed Driveway B will become the fourth leg to the existing two-way stop-controlled intersection of University Avenue and Coleman Street in the City of Atlanta. The two-way stop-controlled intersection of University Avenue at Coleman Street/Proposed Driveway B (Intersection 2) is projected to meet GRTA's LOS standards per approach and for the overall LOS under the 2025 Existing, 2032 No-Build, and 2032 Build traffic conditions during the AM and PM peak hours. The recommended lane configuration for the Proposed Driveway B is one lane entering the site and one lane exiting the site, as shown in the site plan.

It is notable that Intersection 2 provides a direct link to the Atlanta Beltline Southside Trail through a plaza connection. There is potential for enhancing pedestrian crossings at this intersection to provide a gateway to the Beltline. Based upon FHWA guidance, a road diet may be appropriate for the westbound two-lane configuration. In addition to potential installation of pedestrian refuge islands, the uncontrolled crossing could be improved by the installation of a Rectangular Rapid-Flashing Beacon (RRFB) or a Pedestrian Hybrid Beacon (PHB).

Two alternatives were evaluated, both of which meet GRTA's LOS standards:

Build Alternative 1:

- Reconfigure the westbound approach to include an exclusive left-turn lane and a shared through/right turn lane.
- Reconfigure the eastbound approach to provide a pedestrian refuge in the central lane opposite the exclusive westbound left-turn lane.

Build Alternative 2:

- Reconfigure the westbound approach to include a single shared left/through/right turn lane.
- Reconfigure the eastbound and westbound approaches to include a pedestrian refuge to replace the center lane.

Overall LOS Standard: D Approach LOS Standard: D			Driveway B Northbound (TWSC)			Coleman Street Southbound (TWSC)			University Avenue Eastbound			University Avenue Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD ALTERNATIVE 1 (TWSC)	AM	Overall LOS	(1.2)											
		Approach LOS	C (17.9)			C (23.2)			(0)			(0.6)		
		Storage												
		50th Queue												
		95th Queue		12.5		2.5			0			2.5		
	PM	Overall LOS	(2)											
		Approach LOS	C (22.9)			C (30.9)			(0.1)			(0.6)		
		Storage												
		50th Queue												
		95th Queue		35			5		0			5		
2032 BUILD ALTERNATIVE 2 (TWSC)	AM	Overall LOS	(1.2)											
		Approach LOS	C (18.1)			C (23.4)			(0)			(0.6)		
		Storage												
		50th Queue												
		95th Queue		12.5			2.5		0				2.5	
	PM	Overall LOS	(2.1)											
		Approach LOS	C (23.2)			D (31.5)			(0.1)			(0.6)		
		Storage												
		50th Queue												
		95th Queue		35			5		0				5	

The alternative configurations for the two-way stop-controlled intersection of University Avenue at Coleman Street (Intersection 2) are projected to meet GRTA's LOS standards for the overall intersection and for individual approaches under the 2032 Build conditions during the AM and PM peak hours.

University Avenue at Hubbard Street/ Driveway C (Intersection 3)

Overall LOS Standard: D Approach LOS Standard: D			Driveway C Northbound (TWSC)			Hubbard Street Southbound (TWSC)			University Avenue Eastbound			University Avenue Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD (TWSC)	AM	Overall LOS	(1.3)											
		Approach LOS	B (13.2)			D (30.4)			(0)			(1.2)		
		Storage												
		50th Queue												
		95th Queue		10			0			0			5	
	PM	Overall LOS	(2.4)											
		Approach LOS	D (25.6)			D (34.8)			(0)			(1.6)		
		Storage												
		50th Queue												
		95th Queue		37.5			2.5			0			7.5	

Proposed Driveway C will become the 4th leg to the existing two-way stop-controlled intersection of University Avenue and Hubbard Street in the City of Atlanta. The modified two-way stop-controlled intersection of University Avenue at Hubbard Street/Proposed Driveway C (Intersection 3) is projected to meet GRTA's LOS standards per approach and for the overall LOS under the 2025 Existing, 2032 No-Build, and 2032 Build traffic conditions during the AM and PM peak hours. The recommended lane configuration for the Proposed Driveway 3 is one lane entering the site and one lane exiting the site, as shown in the site plan.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *356 University Ave* development located in Atlanta, Georgia. The approximate 13.7-acre site is located east of Metropolitan Parkway, west of I-85, south of University Avenue, and north of the Beltline Trail. The project site is currently zoned I-1 (Light Industrial), Beltline Overlay. A DRI application was triggered by rezoning from I-1 to I-Mix. The Rezoning Application to rezone the site as I-Mix was filed with the City of Atlanta Zoning Review Board in February 2025 (Permit #Z-25-07). **Figure 1** provides a location map of the project site. **Figure 2** provides an aerial view of the project site and surrounding area.

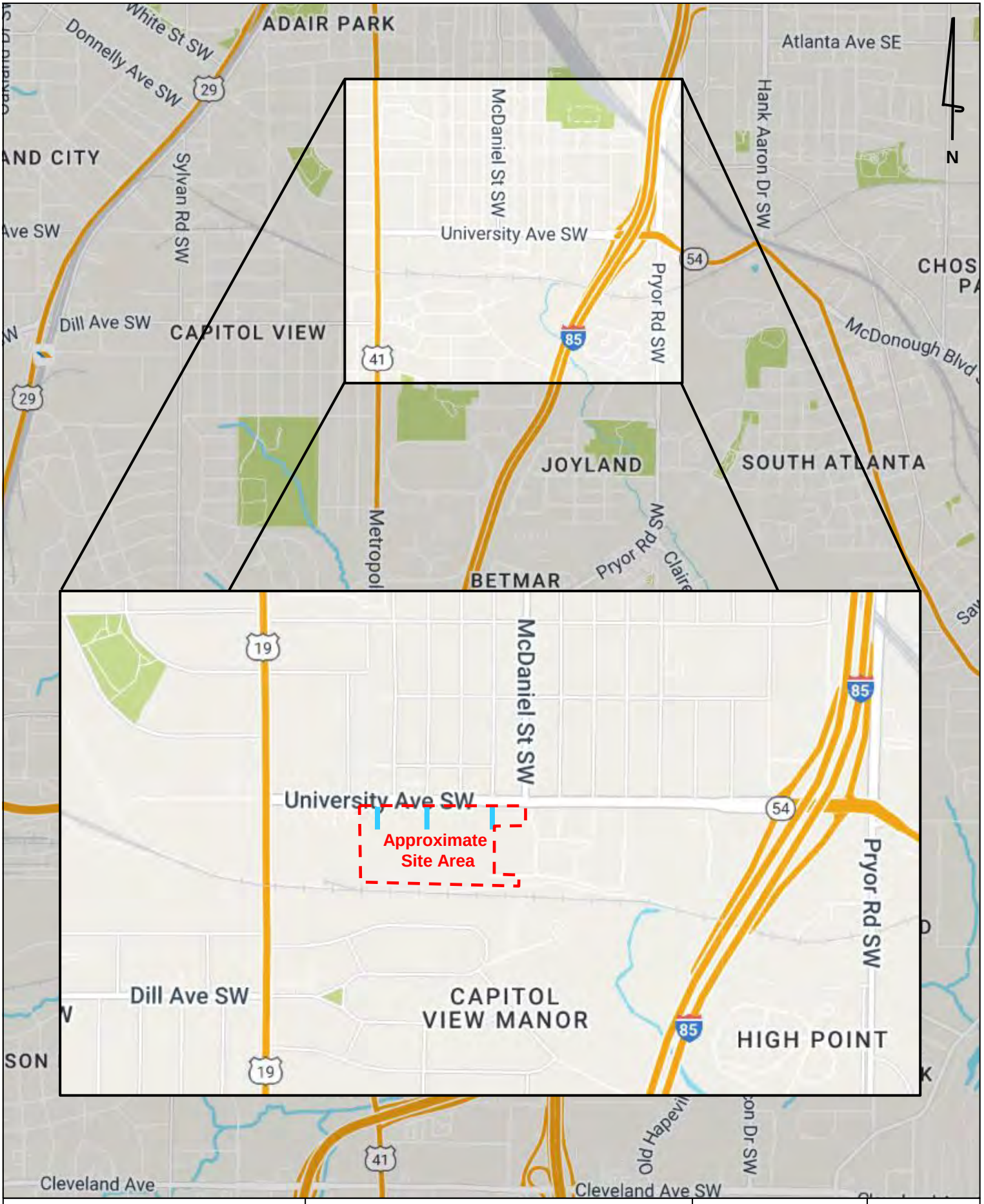
The site is currently vacant. The proposed development will consist of the following land uses and densities contained in **Table 2**. The project is expected to be completed by 2032 (approximately 7 years).

Table 2: Proposed Land Use and Density

Land Use	Proposed
General Light Industrial	180,000 SF
Multifamily Residential (Mid-Rise)	364 dwelling units
Affordable Housing	156 dwelling units
Retail/Commercial (including potential Grocery)	102,000 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 I-1 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 27, 2025.



Kimley»Horn	***365 University Ave*** ***DRI #4431*** ***Transportation Analysis***	**Site Location Map**	**Figure 1** **Page 6**

Kimley»Horn	*365 University Ave* *DRI #4431* *Transportation Analysis*	Site Aerial (zoomed out)	Figure 2
			Page 7

Kimley»Horn	*365 University Ave* *DRI #4431* *Transportation Analysis*	**Site Aerial (zoomed in)**	**Figure 3**
			Page 8

1.2 Site Access

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

1. **Site Driveway A –** a proposed driveway, which is to be constructed as a full-movement driveway located along University Avenue, approximately 160 feet east of Maryland Circle NW that is proposed to operate under side-street stop control
2. **Site Driveway B** – a proposed driveway, which is to be constructed along University Avenue at Coleman Street that is proposed to operate under side-street stop control
3. **Site Driveway C** – a proposed driveway, which is to be constructed as a full-movement driveway located along University Avenue at Hubbard Street that is proposed to operate under side-street stop control

In addition to site driveways proposed for the development along University Avenue, there is existing cross-parcel access from the site to McDaniel Street, which is expected to serve development traffic.

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 I-Mix 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 (I-Mix/Beltline Overlay)	Maximum (I-Mix/Beltline Overlay)	Proposed*
Min: 408	Max: 2,328	1,120 spaces*

** Parking numbers are approximate based on current information in the rezoning and are subject to change pending final development plans.*

Vehicle parking provided will be shared, where possible. Alternative fuel vehicle charging stations, or similar facilities, will be provided to meet city code. The development program is exploring providing on-site bike-share and other incentives to increase alternative mode participation.

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

1.5 Alternative Transportation Facilities

The Southside Beltline Trail, spanning 0.5 miles, serves as a crucial link to the southern end of the proposed development. This trail connects to the Southwest portion of the Beltline, which extends 1.5 miles and will integrate with the 1.8-mile Southeast segment upon the completion of construction.

Sidewalks are present along the north side of University Avenue adjacent to the proposed development. Both the western and eastern sections of University Avenue feature sidewalks on both sides, as does Metropolitan Parkway. Crosswalks are available at the intersections with Metropolitan Parkway and McDaniel Street. Existing bicycle facilities are available along the Southside Beltline Trail.

MARTA Bus Route 155 has stops adjacent to the project site on University Avenue and McDaniel Street. Additionally, Route 95 has a stop approximately 0.25 miles from the site along Metropolitan Parkway. The nearest MARTA station, West End Station, is accessible via the MARTA Bus Route followed by a 0.24-mile walk along

University Avenue sidewalks. This station is approximately 1.8 miles from the proposed development or roughly a 40-minute walk.

1.6 Dense Urban Environments Enhanced Focus Area

Per Section 3.2.4.2 of the GRTA Development of Regional Impact Review Procedures, the *356 University Avenue* 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, industrial projects with significant truck traffic should be considered for a Heavy Vehicle Enhanced Focus Area evaluation. As discussed in the Methodology Meeting, while there is an industrial component of the *356 University Ave* development the target tenants for this development are not anticipated to generate significant heavy vehicles, and therefore an Enhanced Focus Area for Heavy Vehicles is not required for this DRI review. Supporting information is below, and trip generation is shown in **Table 4**.

Per the City of Atlanta municipal code for the I-Mix category, a wide range of permitted industrial uses include many uses that are low or no-truck land uses. The intent of the light industrial land uses for this particular site within the I-Mix zoning category is focused on uses unlikely to have significant truck traffic, including maker/artist spaces that will not include levels of truck traffic otherwise common with traditional industrial/manufacturing sites.

Per the ITE 11th Edition truck generation rates and equations, the 180,000 SF Light Industrial component is a low truck trip generator overall. Less than one percent of Daily, and approximately half a percent of peak hour traffic (2 total truck trips) for the development is projected to be truck trips per ITE trip generation data available for the light industrial land use (ITE 110), which includes surveys from light industrial sites that are likely to be oriented less to the makers/artists spaces intended for this site and more to the light industrial manufacturing uses that would generate more truck trips.

Table 4: Trip Generation – Heavy Vehicle and Car Trips

Trip Generation Summary	Daily Total	AM Peak Hour	PM Peak Hour
Net New Mixed-Use Total Development Trips	5,690	428	454
Net New Car Trips	5,644	426	452
Net new Industrial Truck Trips *(Percent of total development Trips)*	46 (0.8%)	2 (0.5%)	2 (0.4%)

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 four (4) off-site intersections described in **Table 5** and shown in **Figure 4**.

Table 5: Intersection Control Summary		
Intersection	**Jurisdiction**	**Control**
1. Metropolitan Parkway/SR 3 and University Avenue	City of Atlanta/GDOT	Signalized
2. University Avenue and McDaniel Street	City of Atlanta	Signalized
3. University Avenue and I-75/85 SB Ramp	City of Atlanta/GDOT	Signalized
4. University Avenue/SR 54 and I-75/85 NB Ramp	City of Atlanta/GDOT	Ramp Stop Controlled*

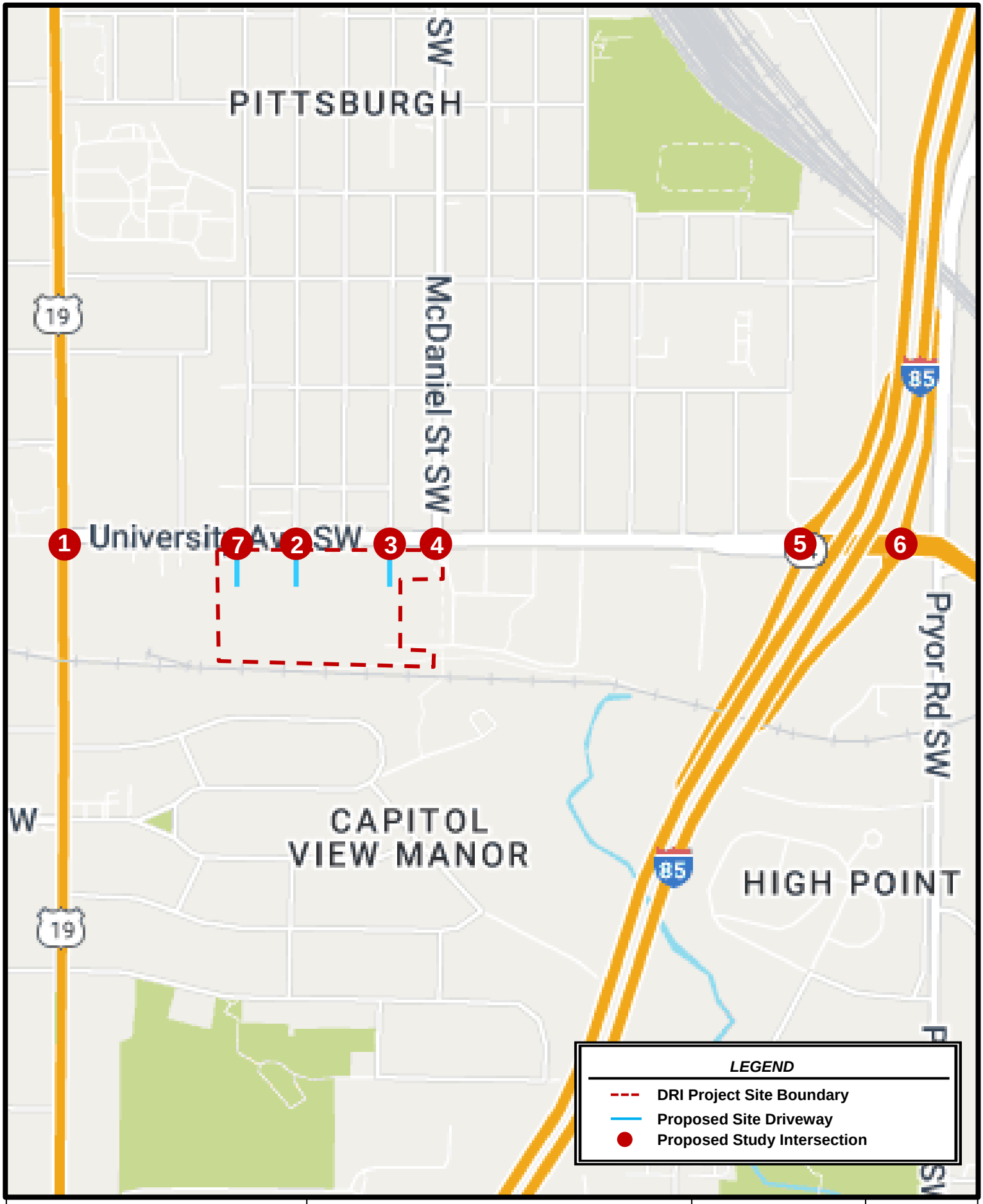
*Stop-controlled I-75/85 NB Ramp is programmed to be signalized per GDOT PI #S016098.

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 6** (bolded roadways are adjacent to the site).

Table 6: Roadway Classifications				
Roadway	**Lanes**	**Posted Speed Limit**	**AADT (GDOT, 2023)**	**GDOT Functional Classification**
University Avenue	**3**	**35 MPH**	**13,600**	**Major Collector**
Metropolitan Parkway/SR 3	4	35 MPH	17,200	Minor Arterial
McDonough Boulevard	2	30 MPH	8,460	Minor Arterial
Dill Avenue	2	25 MPH	5,730	Local Road
Hank Aaron Drive	2	25 MPH*	9,300	Minor Arterial
McDaniel Street	2	30 MPH	-	Local Road

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



Kimley»Horn	*365 University Ave* *DRI #4431* *Transportation Analysis*	Site Intersections	Figure 4
			Page 12

2.3 Traffic Data Collection

Traffic counts were collected at the six (6) existing study intersections on Thursday, April 24, 2024, during the AM and PM peak periods. Traffic count peak hours for all the study intersections are shown in **Table 7**. The collected peak hour turning movement traffic counts are available upon request.

Table 7: Traffic Count Summary

Intersection	Count Date	AM Peak Hour	PM Peak Hour
1. University Avenue at Metropolitan Parkway	4/2025	7:30 – 8:30 AM	4:45 – 5:45 PM
2. University Avenue at Coleman Street	4/2025	8:00 – 9:00 AM	4:45 – 5:45 PM
3. University Avenue at Hubbard Street	4/2025	7:45 – 8:45 AM	4:45 – 5:45 PM
4. University Avenue at McDaniel Street	4/2025	7:45 – 8:45 AM	4:45 – 5:45 PM
5. University Avenue and I-75/85 SB Ramp	4/2025	7:30 – 8:30 AM	4:00 – 5:00 PM
6. University Avenue/SR 54 and I-75/85 NB Ramp	4/2025	7:30 – 8:30 AM	4:00 – 5:00 PM

2.4 Background Growth

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed *356 University Ave* 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 0.5 percent per year background traffic growth rate from 2025 to 2032 (7 years) was used for all roadways.

The Projected 2032 No-Build conditions represent the Existing 2025 traffic volumes grown for seven (7) years at 0.5% per year throughout the study network. The Projected 2032 Build conditions represent the project trips generated by the *356 University Ave* development (discussed in Section 3.0 and 4.0) added to the Projected 2032 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 8** are programmed to occur near the development.

Table 8: Programmed Projects

Project Name	From / To Points:	Sponsor	GDOT PI #	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY
Beltline Southside Trails 2 and 3	W of I-75/85 to Boulevard Dr	GDOT	0009397	AR-450C	2018	2021	2024
I-75/85 from I-285/Clayton to SR 54/Fulton Resurfacing	I-75/85 from I-285 to SR 54	GDOT	M006448	-	-	-	2024
I-75/85 from CSX #050315P to Brookwood Interchange Resurfacing	I-75/85 from CSX #050315P to Brookwood Interchange	GDOT	M006682	-	-	-	2025
Signal Enhancement Projects Phase 2	**Its on Ralph D Abernathy/ Georgia Ave, Atlanta Ave, Hosea Williams Dr, Boulevard, McDaniel St & Glenwood Ave**	**ATL**	0018033	AT-377	2022	2026	2027
Install Traffic Signal and Pedestrian Facilities	**SR 54 at I-75/85 NB Exit Ramp**	**GDOT**	S016098	-	-	-	2025
Erin Ave Sidewalk Replacement and Beltline Connection	Erin Ave from Sylvan Rd to Manford Rd	ATLDOT	-	-	2026	-	2028
McDaniel St Traffic Combo 2	McDaniel St from Peachtree St to University Ave	ATLDOT	-	-	2026	-	2027
Local District Sidewalk Additions	University Ave from Maryland Cir to Booker Ave	ATLDOT	-	-	2025	-	2026
Cleveland Avenue and Metropolitan Pkwy ART (Arterial Rapid Transit)	Metropolitan Pkwy from Ralph David Abernathy Blvd to Cleveland Ave	MARTA			2023		2025
MARTA Campbellton BRT project	Barge Rd to Lee St	MARTA	-	-	2031		

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

The following programmed projects impacted intersection operations and were incorporated in the future scenarios:

- GDOT PI 0018033/AT-377 - Signal Enhancement Projects Phase 2
    - Proposed intersection upgrade at McDaniel Street and University Avenue includes signal equipment upgrades, detection upgrades, pavement marking improvements, pedestrian signal improvements, and Fiber optic communication cables. Signal timing improvements were considered for future No-Build and Build analysis, as applicable.

- GDOT PI S016908 – University Avenue/SR 54 at I-75/85 NB Exit Ramp
    - Proposed improvement includes signalizing the current stop-controlled northbound exit ramp from I-75/85. A new signal was modeled for No-Build and Build analyses based on available plans.

The following projects shown in **Table 9** are planned to occur near the development.

Table 9: Planned Projects

Project Name	From / To Points:	Potential Sponsor	GDOT PI #	ARC ID # (TIP)	Project Timeline	Planning Document
Northside Drive Corridor BRT	Atlanta Metropolitan College to I-75 North	MARTA		AR-491C	2041-2050	ARC TIP/MTP
Atlanta Streetcar – Southeast Beltline Corridor	Irwin Street to University Avenue	MARTA		AR-490G	2041-2050	ARC TIP/MTP
University Avenue Multiuse Trail	Metropolitan Parkway to McDonough Boulevard	Atlanta Beltline		-	TBD	Atlanta Beltline Subarea Master Plan 2
University Avenue Improvements at I-75/I-85 Interchange and McDonough Boulevard	University Avenue at I-75/I-85 Interchange and McDonough Boulevard	Atlanta Beltline		-	TBD	Atlanta Beltline Subarea Master Plan 2
High Capacity Transit Corridor	Metropolitan Parkway	Atlanta Beltline		-	TBD	Atlanta Beltline Subarea Master Plan 2
Streetscape Improvements	University Avenue	Atlanta Beltline		-	TBD	Atlanta Beltline Subarea Master Plan 2
Proposed Mobility Hub	Metropolitan Parkway at Southside Beltline Trail	Atlanta Beltline		-	TBD	Atlanta Beltline Subarea Master Plan 2
Mechanicsville Infill Station	At McDaniel Street between Garnett and West End Stations	MARTA		-	TBD	
Murphy Crossing Infill Station	Near Murphy Crossing Between West End and Oakland City Stations	MARTA		-	TBD	
Oakland + Murphy Connector Trail	Oakland City Station/Murphy Avenue to Existing Beltine	Atlanta Beltline	-	-	TBD	

**Project information was obtained from MARTA and Atlanta Beltline*

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 all-way stop control is reported for all approaches.

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

2.7 Level-of-Service Standards

All study intersections are located in the 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 intersections per section 3.2.2.1 of the GRTA *Development of Regional Impact Review Procedures,* and as specified in the LOU. However, per GRTA guidance, if an intersection or individual approach is failing (LOS F) under existing conditions, the LOS standard for future conditions becomes LOS E.

GDOT Intersection Control Evaluation (ICE) Stage 1 is required for GDOT-maintaining intersections or approaches that do not meet LOS standards and where the project is increasing trips to the approach by twenty (20) percent or more.

- It is notable that GDOT-maintained intersections studied for this DRI meet LOS standards and therefore do not require GDOT ICE Stage 1.

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 based on the ITE methodologies per the LOU.

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). A 20% alternative mode reduction was 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 based on ITE methodologies, which do not exceed the GRTA 15% rule, were taken in this analysis per the LOU.

Table 10 summarizes the gross trip generation, reductions, net trip generation, and driveway volumes for the proposed *356 University Ave DRI* development.

Table 10: Trip Generation

Land Use (LUC)	Density	Daily Traffic			AM Peak Hour			PM Peak Hour		
		Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Proposed Project Trips										
General Light Industrial (110)	180,000 SF	728	364	364	126	111	15	61	9	52
Multifamily Housing Mid-Rise (221)	364 Units	1,690	845	845	149	34	115	142	87	55
Affordable Housing (223)	156 Units	722	361	361	50	15	35	72	42	30
Retail/ Commercial (821)	67,000 SF	4,524	2,262	2,262	116	72	44	348	171	177
Supermarket (850)	35,000 SF	3,284	1,642	1,642	100	59	41	313	157	156
Gross Project Trips		**10,948**	**5,474**	**5,474**	**541**	**291**	**250**	**936**	**466**	**470**
Mixed-Use Reductions		*-1,500*	*-750*	*-750*	*-6*	*-3*	*-3*	*-184*	*-92*	*-92*
Alternative Mode Reductions (20%)		*-1,880*	*-940*	*-940*	*-107*	*-58*	*-50*	*-150*	*-75*	*-75*
Pass-by Reductions (per ITE)		*-1,878*	*-939*	*-939*	*0*	*0*	*0*	*-148*	*-74*	*-74*
Net New Trips		**5,690**	**2,845**	**2,845**	**428**	**230**	**197**	**454**	**225**	**229**

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 5.** The anticipated distribution and assignment of the trips throughout the study roadway network for residential land uses is shown in **Figure 6**. The anticipated distribution and assignment of the trips throughout the study roadway network for industrial uses is shown in **Figure 7**. 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 8**.

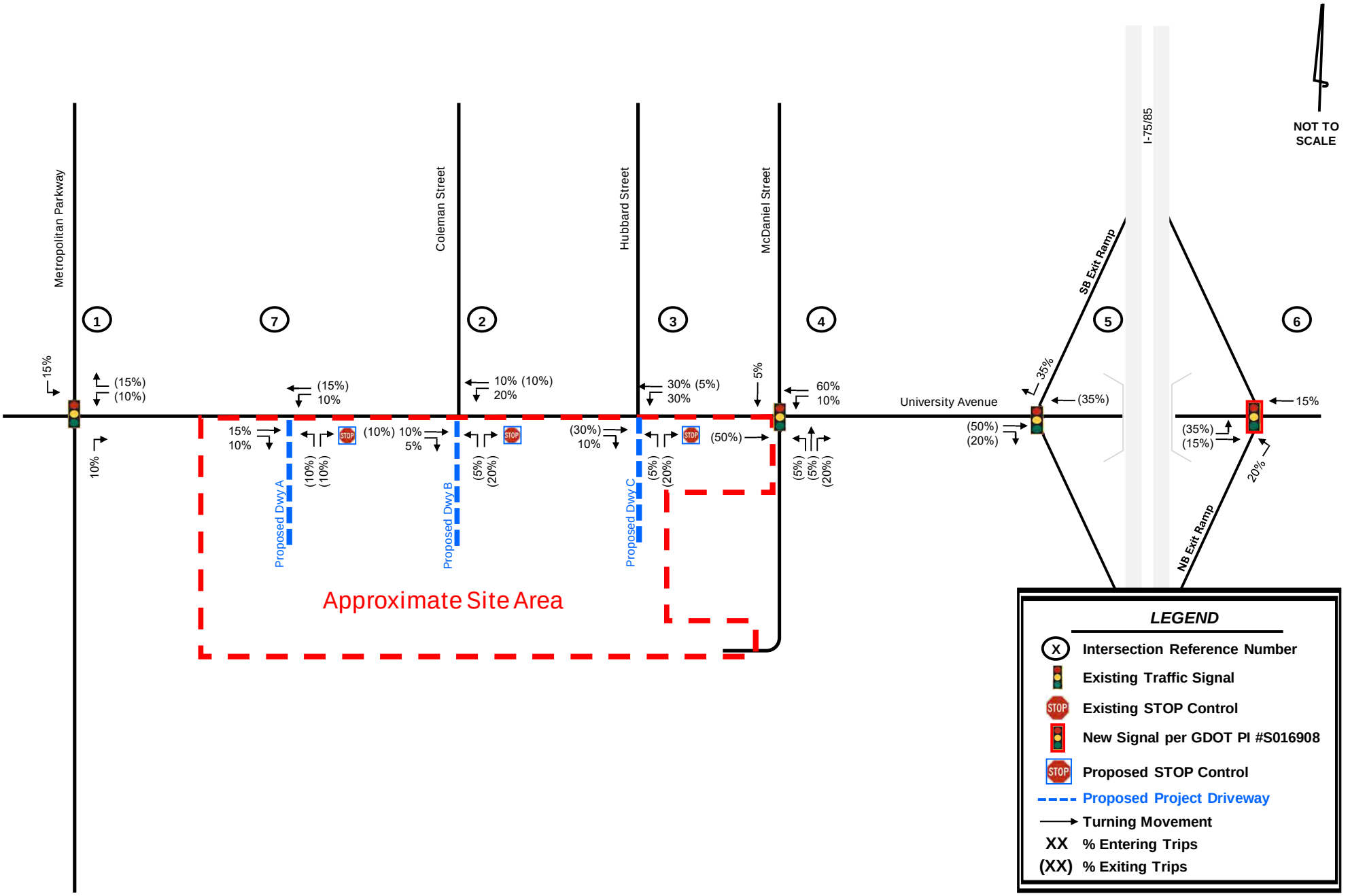
Detailed intersection volume worksheets are provided in **Appendix C**.

5.0 TRAFFIC ANALYSIS

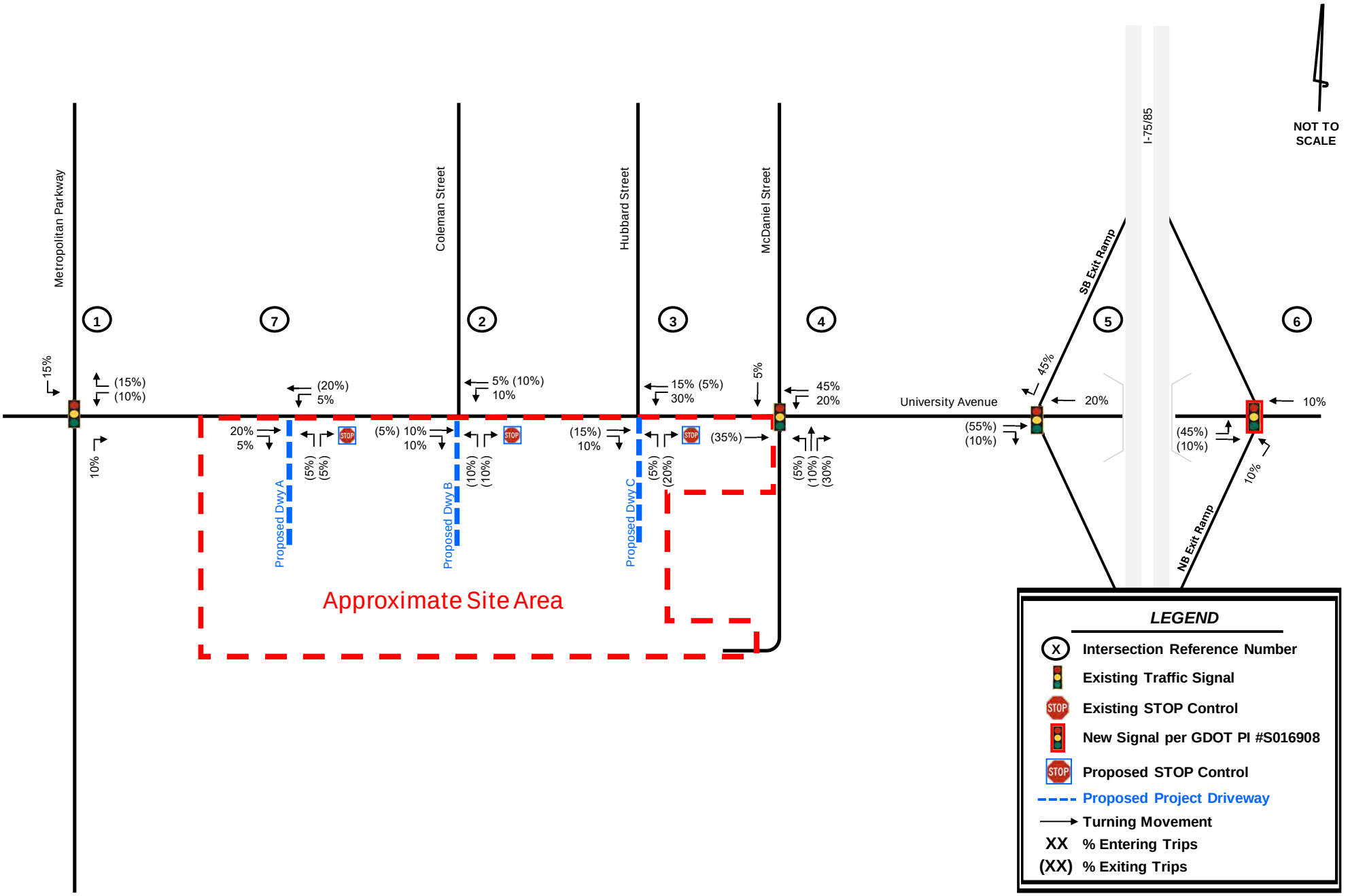
Capacity analyses were performed using *Synchro 12* for the AM and PM peak hours under the Existing 2025 conditions, 2032 No-Build conditions, and 2032 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM), 6th Edition* unless otherwise noted.

For the No-Build and Build scenarios, the analyses adjusted the roadway laneage to reflect the upgrades from the GDOT PI 0018033/AT-377 project at University Avenue and McDaniel Street and the programmed GDOT PI S016908 project at University Avenue and I-75/85 NB. The traffic volumes and roadway laneage used for each scenario are shown in **Figure 10** for Existing 2025 conditions, **Figure 11** for 2032 No-Build conditions, and **Figure 12** for 2032 Build conditions.

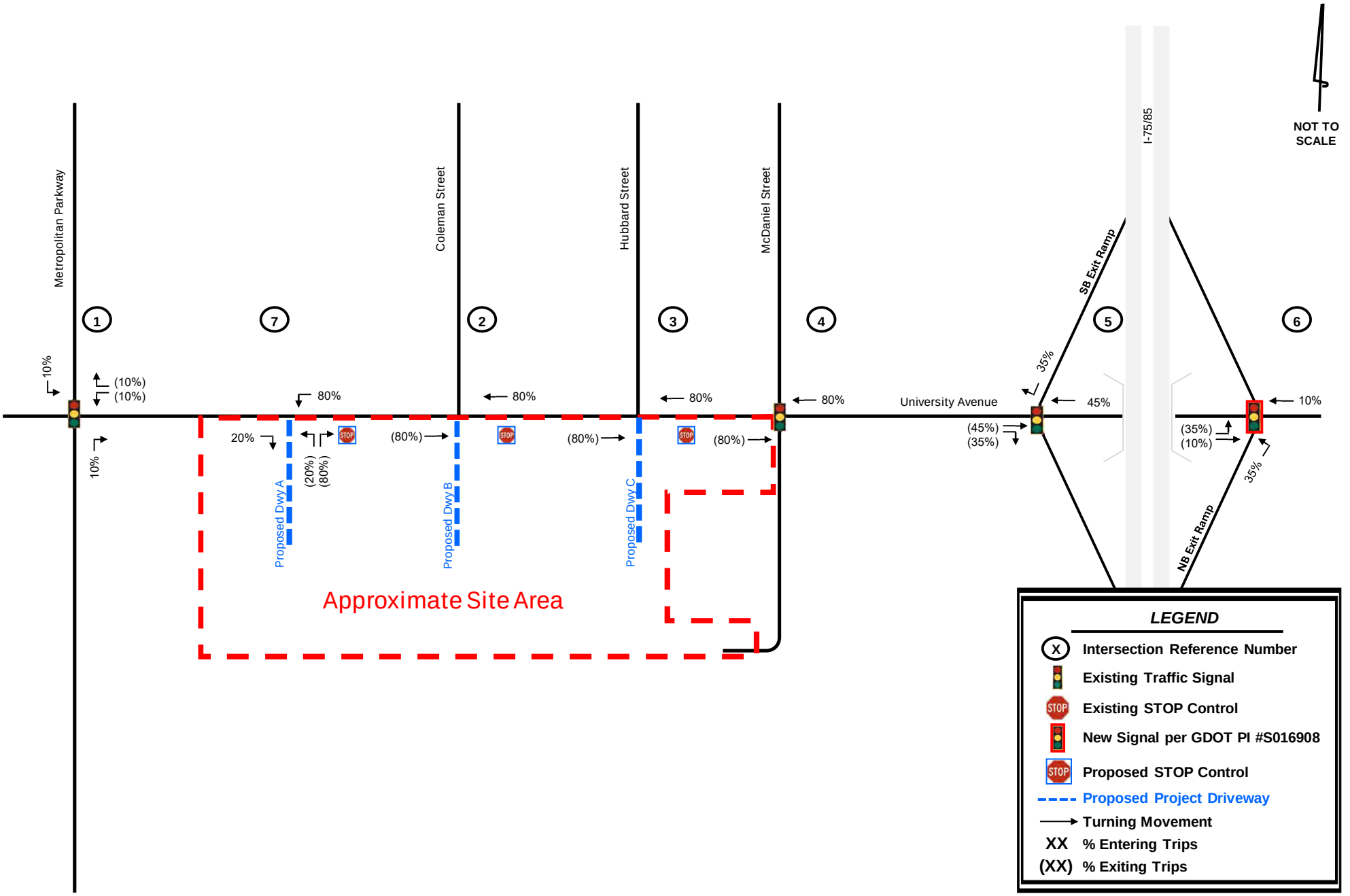
Sections 5.1 – 5.7 provide the results of the capacity analyses are presented for each study intersection and site driveway including projected LOS, delay, and queue lengths.



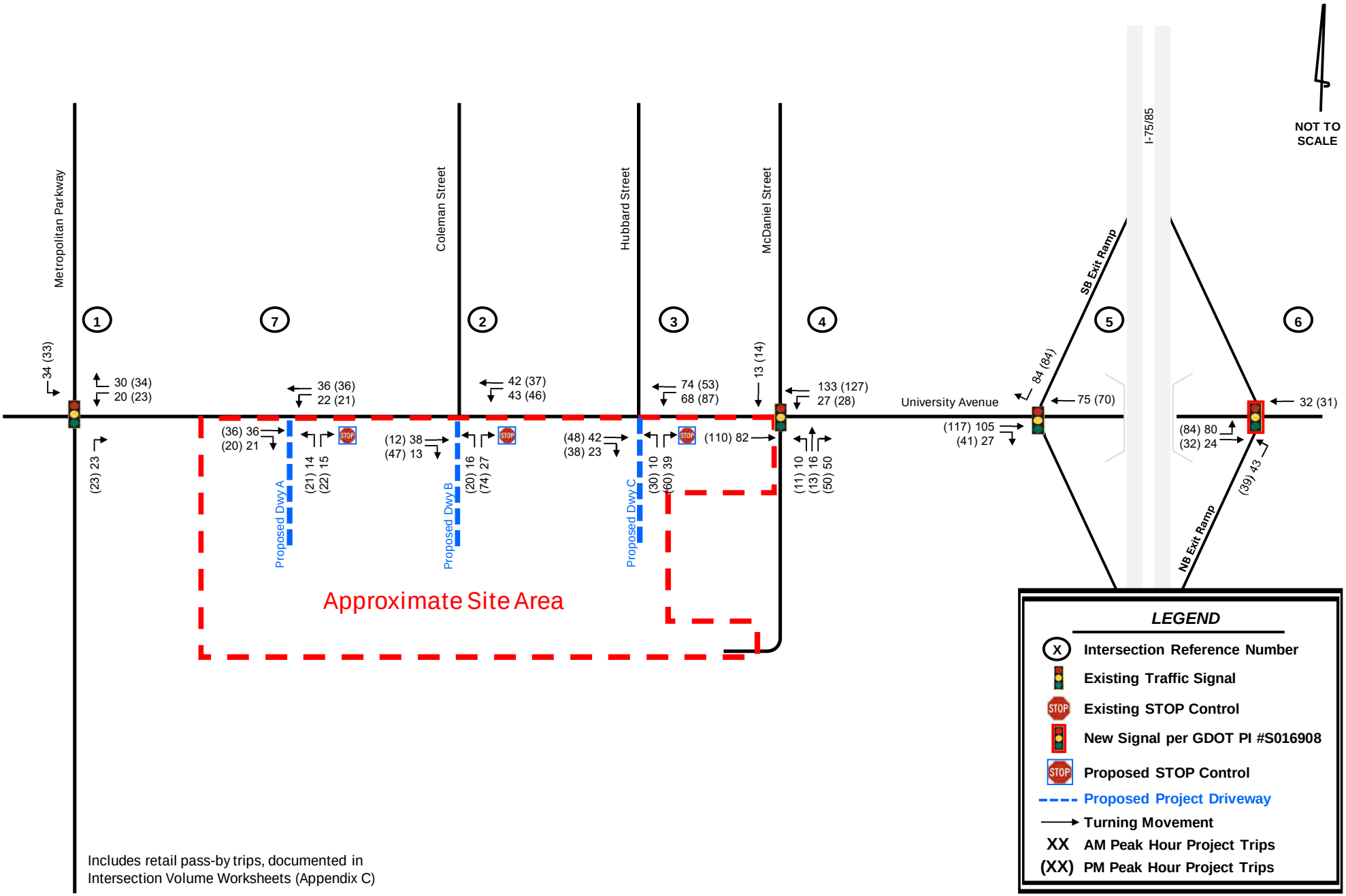
Kimley»Horn	356 University Ave DRI #4431 Transportation Analysis	Non-Residential Trip Distribution and Assignment	Figure 5 Page 19



Kimley»Horn	356 University Ave DRI #4431 Transportation Analysis	Residential Trip Distribution and Assignment	Figure 6
			Page 20



Kimley»Horn	356 University Ave DRI #4431 Transportation Analysis	Light Industrial Truck Trip Distribution and Assignment	Figure 7
			Page 21



Includes retail pass-by trips, documented in Intersection Volume Worksheets (Appendix C)

5.1 University Avenue at Metropolitan Parkway/SR 3 (Intersection 1)

Overall LOS Standard: D Approach LOS Standard: D			Metropolitan Parkway			Metropolitan Parkway			University Avenue			University Avenue		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2025 EXISTING (Signal)	**AM**	Overall LOS	B (17.5)											
		Approach LOS	B (12.2)			A (7.3)			C (30.1)			D (39.9)		
		Storage												
		50th Queue		252			34			12		141	4	
		95th Queue		407			67			30		208	55	
	PM	Overall LOS	C (21)											
		Approach LOS	B (11.8)			B (16.8)			C (26.4)			D (39.3)		
		Storage												
		50th Queue		135			203			24		182	7	
		95th Queue		196			315			54		286	63	
2032 NO-BUILD (Signal)	**AM**	Overall LOS	B (18)											
		Approach LOS	B (12.9)			A (7.6)			C (29.8)			D (40.1)		
		Storage												
		50th Queue		273			36			12		146	4	
		95th Queue		433			71			30		215	55	
	PM	Overall LOS	C (22)											
		Approach LOS	B (12.4)			B (18.8)			C (25.9)			D (39.4)		
		Storage												
		50th Queue		146			224			24		188	7	
		95th Queue		205			345			53		315	64	
2032 BUILD (Signal)	**AM**	Overall LOS	C (20.9)											
		Approach LOS	B (19.9)			B (11.3)			C (24.3)			C (29.6)		
		Storage												
		50th Queue		350			52			11		145	12	
		95th Queue		445			80			30		237	68	
	PM	Overall LOS	C (24.9)											
		Approach LOS	B (13.2)			C (22)			C (25.2)			D (40)		
		Storage												
		50th Queue		157			261			24		209	6	
		95th Queue		211			415			53		348	67	

The existing signalized intersection of University Avenue at Metropolitan Parkway (Intersection 1) is projected to meet GRTA's standards per approach and for the overall LOS under the 2025 Existing conditions, 2032 No-Build conditions, and 2032 Build conditions during the AM and PM peak hours.

5.2 University Avenue at Coleman Street / Driveway B (Intersection 2)

Overall LOS Standard: D Approach LOS Standard: D			Driveway B Northbound (TWSC)			Coleman Street Southbound (TWSC)			University Avenue Eastbound			University Avenue Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2025 EXISTING (TWSC)	AM	Overall LOS	(0.1)											
		Approach LOS				C (15.4)			(0)			(0)		
		Storage												
		50th Queue												
		95th Queue					0		0					
	PM	Overall LOS	(0.2)											
		Approach LOS				C (17.6)			(0)			(0.1)		
		Storage												
		50th Queue												
		95th Queue					2.5		2.5					
2032 NO-BUILD (TWSC)	AM	Overall LOS	(0.1)											
		Approach LOS				C (15.8)			(0)			(0)		
		Storage												
		50th Queue												
		95th Queue					0		0					
	PM	Overall LOS	(0.2)											
		Approach LOS				C (18.2)			(0)			(0.1)		
		Storage												
		50th Queue												
		95th Queue					2.5		0					
2032 BUILD (TWSC)	AM	Overall LOS	(1.2)											
		Approach LOS	B (14.7)			C (24)			(0)			(0.8)		
		Storage												
		50th Queue												
		95th Queue		10			2.5		0				2.5	
	PM	Overall LOS	(1.9)											
		Approach LOS	C (18.5)			D (32.3)			(0.1)			(0.9)		
		Storage												
		50th Queue												
		95th Queue		27.5			5		0				5	

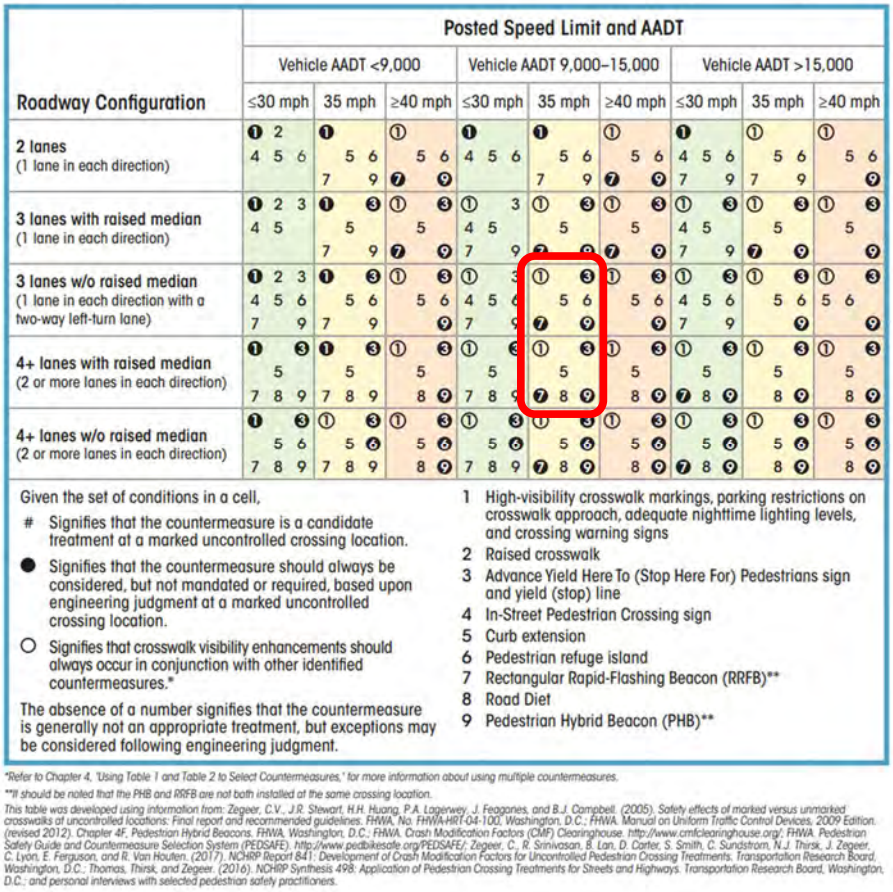
The existing two-way stop-controlled intersection of University Avenue at Coleman Street (Intersection 2) is projected to meet GRTA's LOS standards for the overall intersection and for individual approaches under the 2025 Existing conditions, 2032 No-Build conditions, and 2032 Build conditions during the AM and PM peak hours. Under the 2032 Build condition, the site driveway was studied and is recommended to be configured as follows:

- Construct Proposed Driveway B to operate as a full movement driveway under side-street stop-control with one (1) ingress lane and one (1) egress lane.

Intersection 2 provides a direct link to the Atlanta Beltline Southside Trail through a plaza connection. There is potential for enhancing pedestrian crossings at this intersection to provide a gateway to the Beltline.

The Federal Highway Administration (FHWA)'s *2018 Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations* provides guidance on applications of pedestrian crash countermeasures, which is based on roadway geometric features, speed limits, and vehicular average annual daily traffic (AADT). **Figure 9** outlines the possible countermeasure options. Each matrix cell indicates possibilities that may be appropriate for designated pedestrian crossings. Not all of the treatments listed in the matrix cell should necessarily be installed at a crossing. The red box indicates the most applicable treatments for the study area. The roadway conditions that exist today include an AADT of 13,600 vehicles per day on a 35-MPH corridor with a three-lane section that consists of two lanes westbound and one lane eastbound. Therefore, this table considered the 3- and 4-lane configurations to consider potential treatments appropriate to the intersection.

Figure 9: Application of Pedestrian Crash Countermeasures by Roadway Feature



Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	● 1 2 4 5 6 7 9	● 1 5 6 7 9	○ 1 5 6 ● 7 9	● 1 4 5 6	● 1 5 6 7 9	○ 1 5 6 ● 7 9	● 1 4 5 6 7 9	○ 1 5 6 7 9	○ 1 5 6 ● 7 9
3 lanes with raised median (1 lane in each direction)	● 1 2 3 4 5 7 9	● 1 3 5 7 9	○ 1 3 5 ● 7 9	○ 1 3 4 5 7 9	○ 1 3 5 ● 7 9	○ 1 3 5 ● 7 9	○ 1 3 4 5 7 9	○ 1 3 5 ● 7 9	○ 1 3 5 ● 7 9
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	● 1 2 3 4 5 6 7 9	● 1 3 5 6 7 9	○ 1 3 5 6 ● 7 9	○ 1 3 4 5 6 7 9	○ 1 3 5 6 ● 7 9	○ 1 3 5 6 ● 7 9	○ 1 3 4 5 6 7 9	○ 1 3 5 6 ● 7 9	○ 1 3 5 6 ● 7 9
4+ lanes with raised median (2 or more lanes in each direction)	● 1 3 5 7 8 9	● 1 3 5 7 8 9	○ 1 3 5 ● 8 9	○ 1 3 5 7 8 9	○ 1 3 5 ● 7 8 9	○ 1 3 5 ● 8 9	○ 1 3 5 ● 7 8 9	○ 1 3 5 ● 8 9	○ 1 3 5 ● 8 9
4+ lanes w/o raised median (2 or more lanes in each direction)	● 1 3 5 6 7 8 9	○ 1 3 5 6 7 8 9	○ 1 3 5 6 ● 8 9	○ 1 3 5 6 7 8 9	○ 1 3 5 6 ● 7 8 9	○ 1 3 5 6 ● 8 9	○ 1 3 5 6 ● 7 8 9	○ 1 3 5 6 ● 8 9	○ 1 3 5 6 ● 8 9

Given the set of conditions in a cell,

\# Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.

● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.

○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
2 Raised crosswalk
3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
4 In-Street Pedestrian Crossing sign
5 Curb extension
6 Pedestrian refuge island
7 Rectangular Rapid-Flashing Beacon (RRFB)**
8 Road Diet
9 Pedestrian Hybrid Beacon (PHB)**

*Refer to Chapter 4, 'Using Table 1 and Table 2 to Select Countermeasures,' for more information about using multiple countermeasures.

**It should be noted that the PHB and RRFB are not both installed at the same crossing location.

This table was developed using information from: Zegeer, C.V., J.R. Stewart, H.H. Huang, P.A. Lagerwey, J. Feaganes, and B.J. Campbell. (2005). Safety effects of marked versus unmarked crosswalks at uncontrolled locations: Final report and recommended guidelines. FHWA, No. FHWA-HRT-04-100. Washington, D.C.: FHWA. Manual on Uniform Traffic Control Devices, 2009 Edition. (revised 2012). Chapter 4F, Pedestrian Hybrid Beacons. FHWA. Washington, D.C.: FHWA. Crash Modification Factors (CMF) Clearinghouse. http://www.cmfclearinghouse.org/. FHWA. Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE). http://www.pedbikesafe.org/PEDSAFE/. Zegeer, C., R. Srinivasan, B. Lan, D. Carter, S. Smith, C. Sundstrom, N.J. Thirsk, J. Zegeer, C. Lyon, E. Ferguson, and R. Van Houten. (2017). NCHRP Report 841: Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments. Transportation Research Board, Washington, D.C.: Thomas, Thirsk, and Zegeer. (2016). NCHRP Synthesis 498: Application of Pedestrian Crossing Treatments for Streets and Highways. Transportation Research Board, Washington, D.C.; and personal interviews with selected pedestrian safety practitioners.

Based upon FHWA guidance, a road diet may be appropriate for the westbound two lane configuration. In addition to potential installation of pedestrian refuge islands, the uncontrolled crossing could be improved by the installation of a Rectangular Rapid-Flashing Beacon (RRFB) or a Pedestrian Hybrid Beacon (PHB).

Two alternatives were evaluated, both of which meet GRTA's LOS standards:

Build Alternative 1:

- Reconfigure the westbound approach to include an exclusive left-turn lane and a shared through/right turn lane.
- Reconfigure the eastbound approach to provide a pedestrian refuge in the central lane opposite the exclusive westbound left-turn lane.

Build Alternative 2:

- Reconfigure the westbound approach to include a single shared left/through/right turn lane.
- Reconfigure the eastbound and westbound approaches to include a pedestrian refuge to replace the center lane.

Overall LOS Standard: D Approach LOS Standard: D			Driveway B			Coleman Street			University Avenue			University Avenue		
			Northbound (TWSC)			Southbound (TWSC)			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD ALTERNATIVE 1 (TWSC)	AM	Overall LOS	(1.2)											
		Approach LOS	C (17.9)			C (23.2)			(0)			(0.6)		
		Storage												
		50th Queue												
		95th Queue		12.5		2.5			0			2.5		
	PM	Overall LOS	(2)											
		Approach LOS	C (22.9)			C (30.9)			(0.1)			(0.6)		
		Storage												
		50th Queue												
		95th Queue		35			5		0			5		
2032 BUILD ALTERNATIVE 2 (TWSC)	AM	Overall LOS	(1.2)											
		Approach LOS	C (18.1)			C (23.4)			(0)			(0.6)		
		Storage												
		50th Queue												
		95th Queue		12.5			2.5		0				2.5	
	PM	Overall LOS	(2.1)											
		Approach LOS	C (23.2)			D (31.5)			(0.1)			(0.6)		
		Storage												
		50th Queue												
		95th Queue		35			5		0				5	

The alternative configurations for the two-way stop-controlled intersection of University Avenue at Coleman Street (Intersection 2) are projected to meet GRTA's LOS standards for the overall intersection and for individual approaches under the 2032 Build conditions during the AM and PM peak hours.

5.3 University Avenue at Hubbard Street / Driveway C (Intersection 3)

Overall LOS Standard: D Approach LOS Standard: D			Driveway C Northbound (TWSC)			Hubbard Street Southbound (TWSC)			University Avenue Eastbound			University Avenue Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2025 EXISTING (TWSC)	AM	Overall LOS	(0)											
		Approach LOS				C (15.9)			(0)			(0)		
		Storage												
		50th Queue												
		95th Queue					0		0					
	PM	Overall LOS	(0)											
		Approach LOS				C (16.4)			(0)			(0)		
		Storage												
		50th Queue												
		95th Queue					0		0					
2032 NO-BUILD (TWSC)	AM	Overall LOS	(0)											
		Approach LOS				C (16.4)			(0)			(0)		
		Storage												
		50th Queue												
		95th Queue					0			0				
	PM	Overall LOS	(0)											
		Approach LOS				C (16.9)			(0)			(0)		
		Storage												
		50th Queue												
		95th Queue					0			0				
2032 BUILD (TWSC)	AM	Overall LOS	(1.3)											
		Approach LOS	B (13.2)			D (30.4)			(0)			(1.2)		
		Storage												
		50th Queue												
		95th Queue		10			0			0			5	
	PM	Overall LOS	(2.4)											
		Approach LOS	D (25.6)			D (34.8)			(0)			(1.6)		
		Storage												
		50th Queue												
		95th Queue		37.5			2.5			0			7.5	

The existing two-way stop-controlled intersection of University Avenue at Hubbard Street (Intersection 2) is projected to meet GRTA's LOS standards for the overall intersection and for individual approaches under the 2025 Existing conditions, 2032 No-Build conditions, and 2032 Build conditions during the AM and PM peak hours. Under the 2032 Build condition, the site driveway was studied and is recommended to be configured as follows:

- Construct Proposed Driveway C to operate as a full movement driveway under side-street stop-control with one (1) ingress lane and one (1) egress lane.

No additional improvements were identified to serve existing or future traffic at the intersection.

5.4 University Avenue and McDaniel Street (Intersection 4)

Overall LOS Standard: D Approach LOS Standard: D			McDaniel Street			McDaniel Street			University Avenue			University Avenue		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2025 EXISTING (Signal)	AM	Overall LOS	A (4.1)											
		Approach LOS	B (19.9)			C (21.9)			A (4.7)			A (0.6)		
		Storage			100									
		50th Queue		0			29			40			61	
		95th Queue		3			62			92			54	
	PM	Overall LOS	A (5.8)											
		Approach LOS	C (21.8)			C (24.4)			A (6)			A (2)		
		Storage			100									
		50th Queue		2			36			88			43	
		95th Queue		11			74			194			101	
2032 NO-BUILD (Signal)	AM	Overall LOS	A (4.1)											
		Approach LOS	B (19.9)			C (22)			A (4.8)			A (0.7)		
		Storage			100									
		50th Queue		0			30			42			73	
		95th Queue		3			63			97			83	
	PM	Overall LOS	A (5.9)											
		Approach LOS	C (21.8)			C (24.6)			A (6.2)			A (2.1)		
		Storage			100									
		50th Queue		2	0		37			94			35	
		95th Queue		11	0		75			208			141	
2032 BUILD (Signal)	AM	Overall LOS	A (5.2)											
		Approach LOS	C (20.8)			C (22.5)			A (5.3)			A (0.9)		
		Storage			100									
		50th Queue		8	0		34			58			92	
		95th Queue		22	19		68			133			157	
	PM	Overall LOS	A (6.3)											
		Approach LOS	C (22.4)			C (24.9)			A (7.3)			A (1.1)		
		Storage			100									
		50th Queue		10	0		42			129			41	
		95th Queue		26	22		82			288			192	

The existing signalized intersection of University Avenue and McDaniel Street (Intersection 4) is projected to meet GRTA's LOS standards for the overall intersection and for individual approaches under the 2025 Existing conditions, 2032 No-Build conditions, and 2032 Build conditions during the AM and PM peak hours. No improvements were identified to serve existing or future traffic at the intersection.

5.5 University Avenue and I-75/85 SB (Intersection 5)

Overall LOS Standard: D Approach LOS Standard: D			I-75/85						University Avenue			University Avenue		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2025 EXISTING (Signal)	AM	Overall LOS	C (20.3)											
		Approach LOS				D (45.6)			A (0.7)			A (6.9)		
		Storage									300	150		
		50th Queue				173		0		91		69	50	
		95th Queue				218		49		183		128	82	
	PM	Overall LOS	C (20.3)											
		Approach LOS				D (47.9)			A (1.4)			A (8.7)		
		Storage									300	150		
		50th Queue				197		0		122		84	70	
		95th Queue				244		56		180		148	111	
2032 NO-BUILD (Signal)	AM	Overall LOS	B (18.9)											
		Approach LOS				D (45.5)			A (0.8)			A (3.2)		
		Storage									300	150		
		50th Queue				179		0		103		47	35	
		95th Queue				225		50		191		112	54	
	PM	Overall LOS	C (23.6)											
		Approach LOS				D (47.7)			A (1.5)			B (18)		
		Storage									300	150		
		50th Queue				205		0		132		88	58	
		95th Queue				251		59		187		60	10	
2032 BUILD (Signal)	AM	Overall LOS	B (18.8)											
		Approach LOS				D (44.2)			A (3.8)			A (3.8)		
		Storage									300	150		
		50th Queue				179		0		169		82	74	
		95th Queue				225		56		249		192	111	
	PM	Overall LOS	C (20.4)											
		Approach LOS				D (47.1)			A (8.3)			A (4.7)		
		Storage									300	150		
		50th Queue				205		0		200		124	119	
		95th Queue				251		65		287		147	84	

The existing signalized intersection of University Avenue and I-75/85 SB (Intersection 5) is projected to meet GRTA's LOS standards per approach and for the overall LOS under the 2054 Existing conditions, 2032 No-Build conditions, and 2032 Build conditions during the AM and PM peak hours.

5.6 *University Avenue/SR 54 and I-75/85 NB (Intersection 6)*

Overall LOS Standard: D Approach LOS Standard: D			I-75/85 Northbound				Southbound			University Avenue Eastbound			University Avenue Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2025 EXISTING (TWSC)	AM	Overall LOS	(13.2)											
		Approach LOS	F (67.6)						(1.7)			(0)		
		Storage							150					
		50th Queue												
		95th Queue		250					15					
	PM	Overall LOS	(47.6)											
		Approach LOS	F (218.2)						(1.7)			(0)		
		Storage							150					
		50th Queue												
		95th Queue		547.5					17.5					
2032 NO-BUILD (Programmed Signal)	AM	Overall LOS	C (29.9)											
		Approach LOS	D (49)						B (11.2)			D (38.6)		
		Storage							150					
		50th Queue	109		0				10	2			175	
		95th Queue	169		41				18	10			266	
	PM	Overall LOS	C (22.2)											
		Approach LOS	D (51.9)						A (8.9)			B (19.1)		
		Storage							150					
		50th Queue	174		0				26	35			223	
		95th Queue	245		52				79	113			370	
2032 BUILD (Programmed Signal)	AM	Overall LOS	C (31)											
		Approach LOS	D (48.5)						B (13.3)			D (40.3)		
		Storage							150					
		50th Queue	138		0				26	35			223	
		95th Queue	204		52				79	113			370	
	PM	Overall LOS	C (23.6)											
		Approach LOS	D (51.8)						B (10.2)			C (22.2)		
		Storage							150					
		50th Queue	204		0				94	78			302	
		95th Queue	278		59				209	102			448	

The existing side-street stop-controlled intersection of University Avenue and I-75/85 NB (Intersection 6) operates at LOS F for the stop-controlled I-75/85 northbound exit ramp during the 2025 Existing AM and PM peak hour. Under 2032 No-Build Conditions, programmed GDOT PI S016908 – University Avenue/SR 54 at I-75/85 NB Exit Ramp will signalize the intersection. With the programmed signalization of Intersection 6, the intersection approaches and overall LOS meet GRTA's LOS standards under both the 2032 No-Build and 2032 Build conditions.

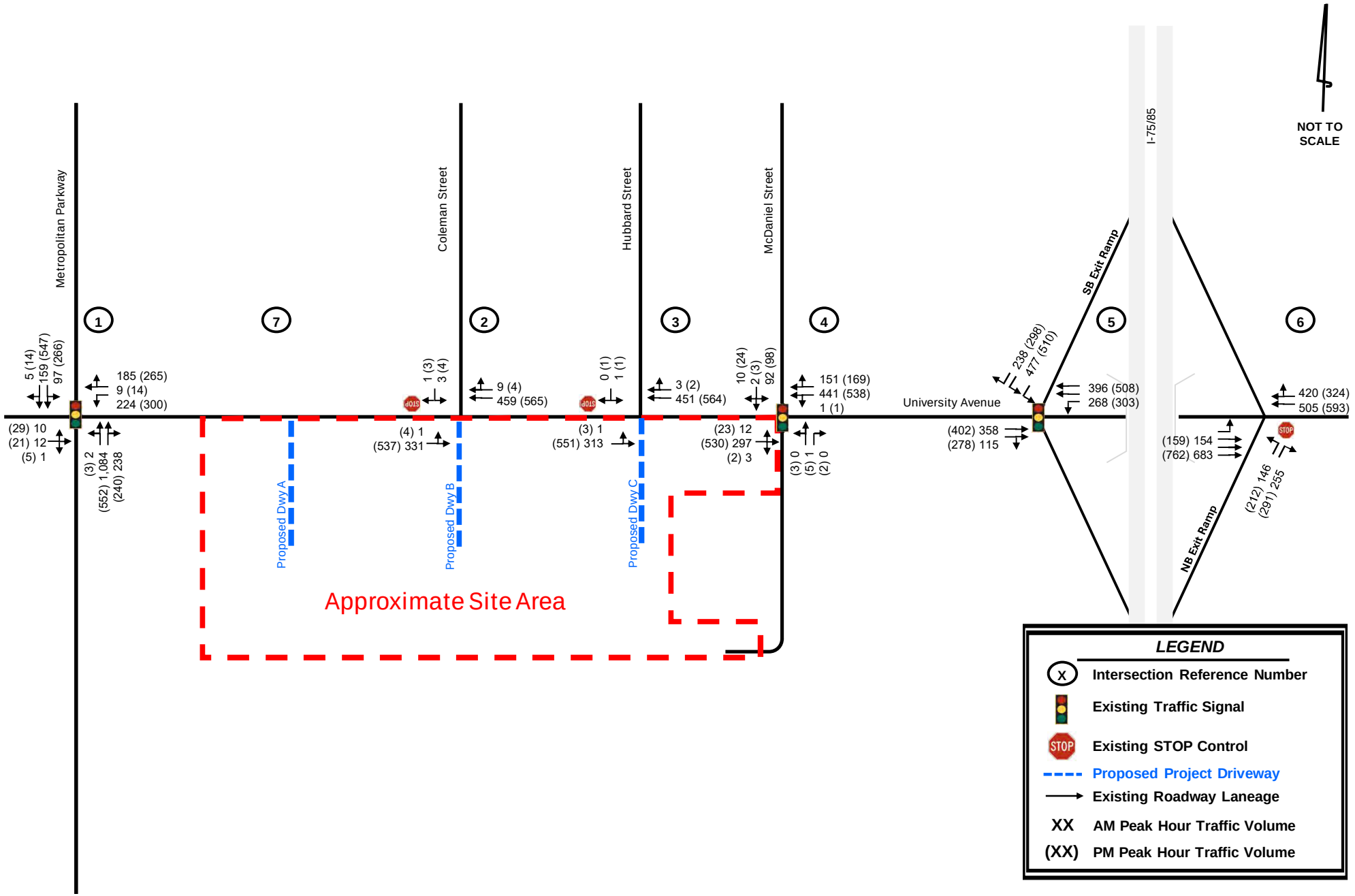
5.7 University Avenue and Driveway A (Intersection 7)

Overall LOS Standard: D Approach LOS Standard: D			Driveway A			-			University Avenue			University Avenue		
			Northbound (TWSC)			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2032 BUILD (TWSC)	AM	Overall LOS	(0.7)											
		Approach LOS	B (13.5)						(0)			(0.5)		
		Storage												
		50th Queue												
		95th Queue		5								2.5		
	PM	Overall LOS	(0.9)											
		Approach LOS	C (18.5)						(0)			(0.5)		
		Storage												
		50th Queue												
		95th Queue		12.5								2.5		

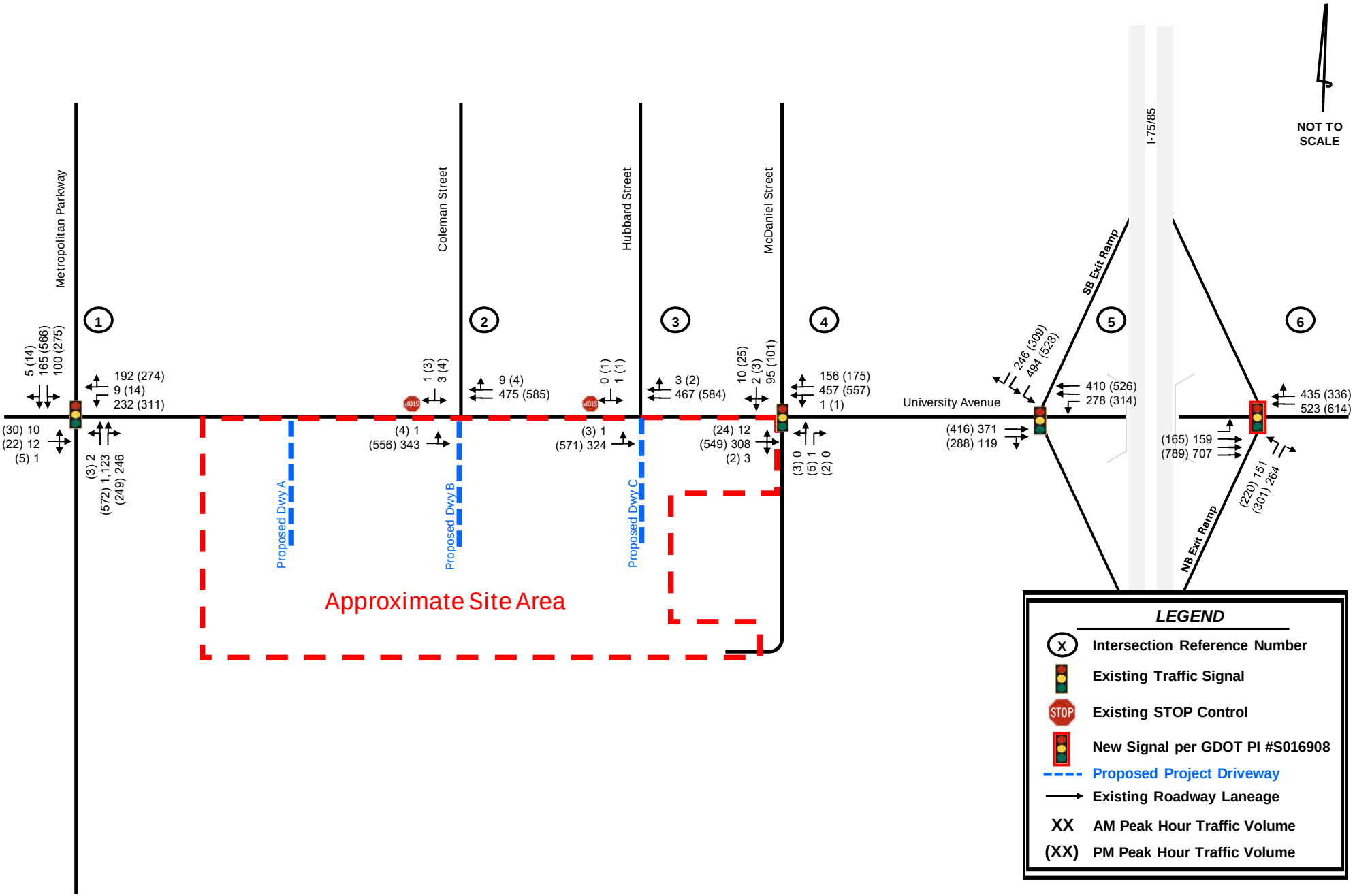
The proposed two-way stop-controlled intersection of University Avenue and the Site Driveway (Intersection 7) is projected to meet GRTA's LOS standards per approach and for the overall LOS under the 2032 Build conditions during the AM and PM peak hours. Under the 2032 Build condition, the site driveway was studied and is recommended to be configured as follows:

- Construct Proposed Driveway A to operate as a full movement driveway under side-street stop-control with one (1) ingress lane and one (1) egress lane.

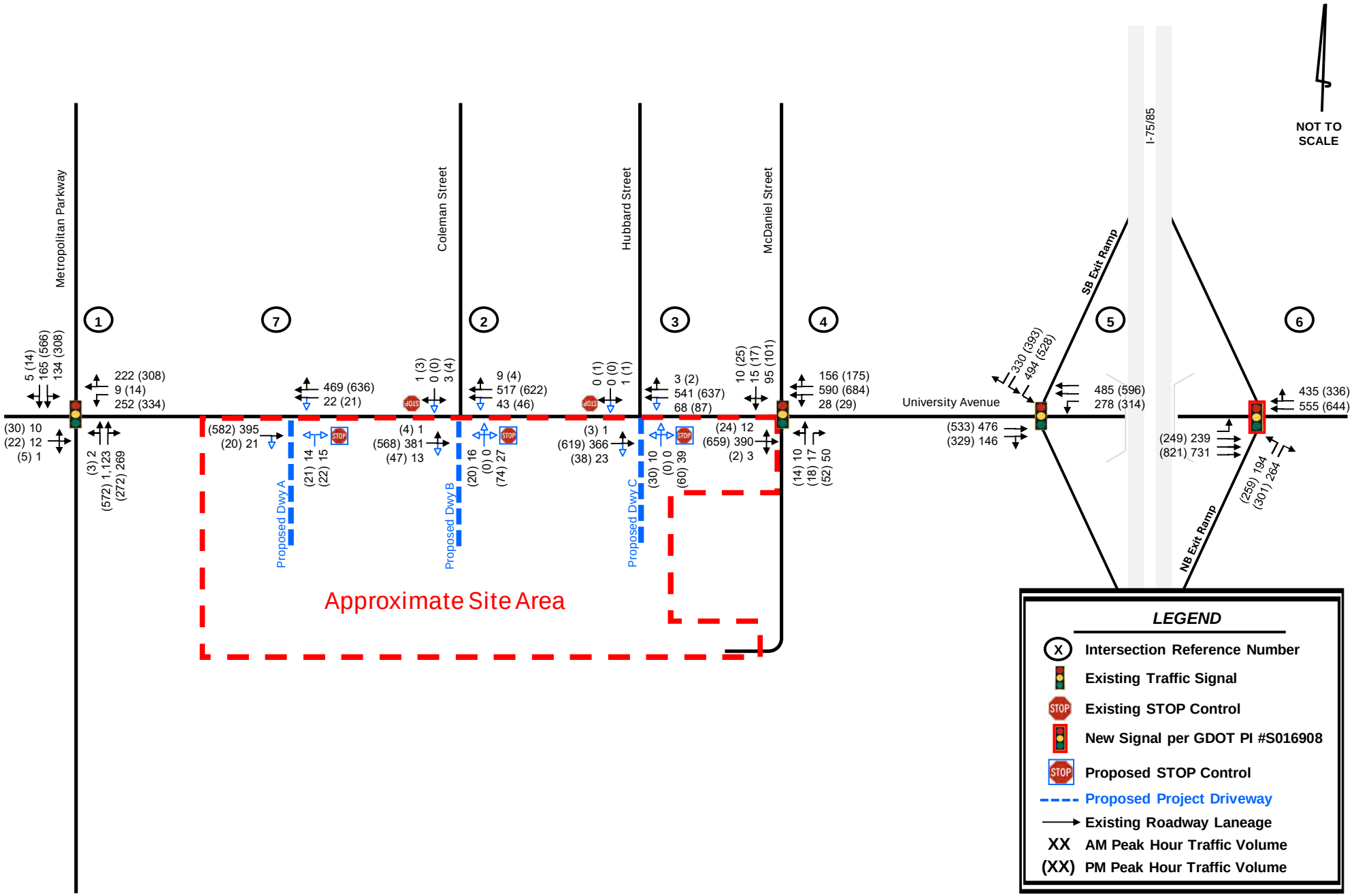
No additional improvements were identified to serve existing or future traffic at the intersection.



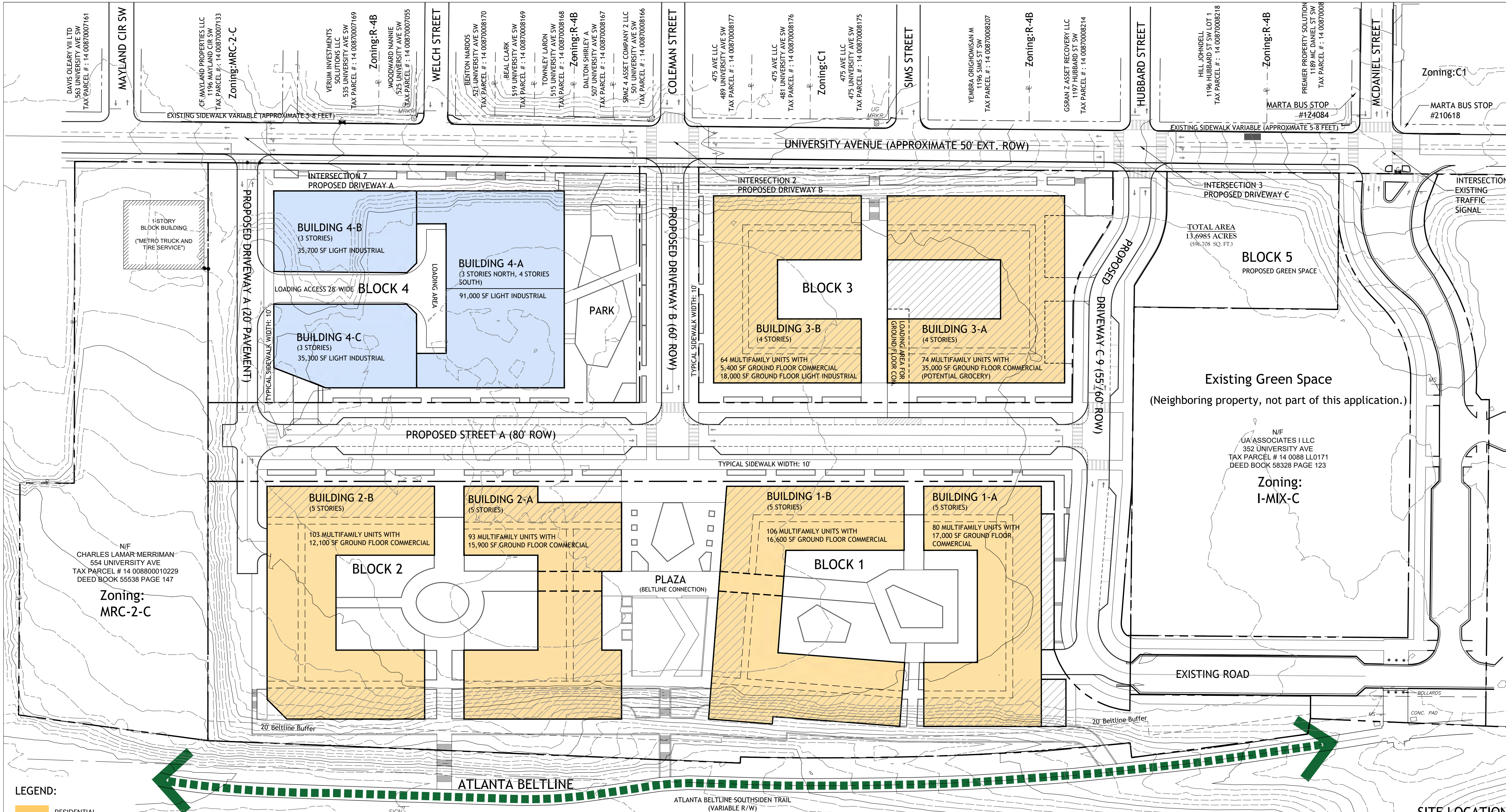
Kimley»Horn	356 University Ave DRI #4431 Transportation Analysis	2025 Existing Traffic Conditions	Figure 10
			Page 32



Kimley»Horn	356 University Ave DRI #4431 Transportation Analysis	2032 No-Build Traffic Conditions	Figure 11
			Page 33


NOT TO SCALE
I-75/85
Metropolitan Parkway
Coleman Street
Hubbard Street
McDaniel Street
University Avenue
SB Exit Ramp
NB Exit Ramp
1
2
3
4
5
6
7
5 (14)
165 (566)
134 (308)
222 (308)
9 (14)
252 (334)
(30) 10
(22) 12
(5) 1
(3) 2
(572) 1,123
(272) 269
469 (636)
22 (21)
(582) 395
(20) 21
(21) 14
(22) 15
Proposed Dwy A
1 (3)
0 (0)
3 (4)
(4) 1
(568) 381
(47) 13
9 (4)
517 (622)
43 (46)
(20) 16
(0) 0
(74) 27
Proposed Dwy B
0 (1)
0 (0)
1 (1)
(3) 1
(619) 366
(38) 23
3 (2)
541 (637)
68 (87)
(30) 10
(0) 0
(60) 39
Proposed Dwy C
10 (25)
15 (17)
95 (101)
(24) 12
(659) 390
(2) 3
156 (175)
590 (684)
28 (29)
(14) 10
(18) 17
(52) 50
330 (393)
494 (528)
485 (596)
278 (314)
(533) 476
(329) 146
435 (336)
555 (644)
(249) 239
(821) 731
(259) 194
(301) 264
Approximate Site Area
LEGEND
X Intersection Reference Number
Existing Traffic Signal
Existing STOP Control
New Signal per GDOT PI #S016908
Proposed STOP Control
Proposed Project Driveway
Existing Roadway Laneage
XX AM Peak Hour Traffic Volume
(XX) PM Peak Hour Traffic Volume

Proposed Site Plan



356 UNIVERSITY AVENUE
SITE PLAN
DRI NUMBER: #4431

SITE NOTES:

DRI NUMBER: #4431
CURRENT ADDRESS: 356 UNIVERSITY AVENUE
CURRENT ZONING: I-1
OVERALL SITE AREA: 13.7 ACRES
PROPOSED ZONING: I-MIX

PROGRAM:

BUILDING 1-A:
- MULTIFAMILY: 80 UNITS
- COMMERCIAL: 17,000 SF
- HEIGHT: 5 STORIES

BUILDING 1-B:
- MULTIFAMILY: 106 UNITS
- COMMERCIAL: 16,600 SF
- HEIGHT: 5 STORIES

BUILDING 2-A:
- MULTIFAMILY: 93 UNITS
- COMMERCIAL: 15,900 SF
- HEIGHT: 5 STORIES

BUILDING 2-B:
- MULTIFAMILY: 103 UNITS
- COMMERCIAL: 12,100 SF
- HEIGHT: 5 STORIES

BUILDING 3-A:
- MULTIFAMILY: 74 UNITS
- COMMERCIAL: 35,000 SF (POTENTIAL GROCERY)
- HEIGHT: 4 STORIES

BUILDING 3-B:
- MULTIFAMILY: 64 UNITS
- COMMERCIAL: 5,400 SF
- LIGHT INDUSTRIAL: 18,000 SF
- HEIGHT: 4 STORIES

BUILDING 4-A:
- LIGHT INDUSTRIAL: 91,000 SF
- HEIGHT: 4 STORIES

BUILDING 4-B:
- LIGHT INDUSTRIAL: 35,700 UNITS
- HEIGHT: 3 STORIES

BUILDING 4-C:
- LIGHT INDUSTRIAL: 35,300 SF
- HEIGHT: 3 STORIES

TOTAL BUILDING FOOTPRINTS AREA: 289,545 SF (49%) AREA EXCLUDING FOOTPRINTS:307,163 SF(51%)

OPEN SPACE (INCLUDING COURTYARD SPACE IN EACH BLOCK ON TOP OF PARKING PODIUM): 243,505 SF (41%)

PROPOSED LAND USES & DENSITIES

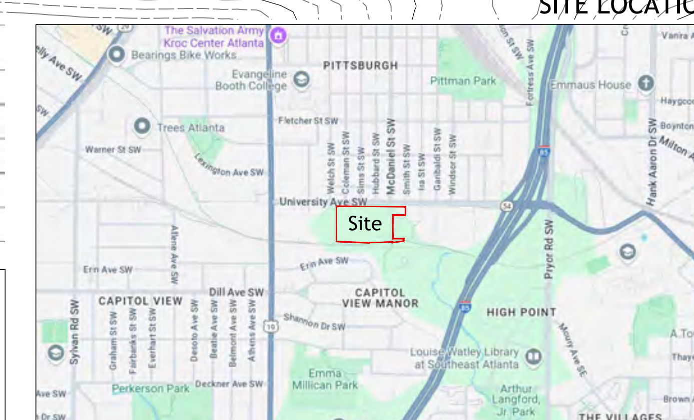
NET LOT AREA	596,708 SF	13.70 AC
LAND USES	DENSITIES	FLOOR AREA RATIO
MULTIFAMILY	520 UNITS/ 570,700 SF	0.96
COMMERCIAL	102,000 SF	0.17
LIGHT INDUSTRIAL	180,000 SF	0.30

PARKING:
MIN. REQUIRED: 408 MAX. ALLOWED: 2,328
PROPOSED: 1,120 SPACES

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

NOTE:
THE BUILDING FOOTPRINTS AND STREET LOCATIONS, OPEN SPACE LOCATIONS, SIDEWALK DESIGNS AND LOCATIONS, AND PARKING LOCATIONS ON THIS CONCEPTUAL SITE PLAN ARE FOR ILLUSTRATIVE PURPOSES. THEIR SHAPES, LOCATIONS, AND AMOUNTS MAY VARY AS ALLOWED FOR BY DISTRICT REGULATIONS.

SITE LOCATION



Atlanta BeltLine

project address
356 University Avenue
Atlanta, GA

client information
Atlanta Beltline, Inc
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Chelsea Arkin
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carkin@atlbeltline.org

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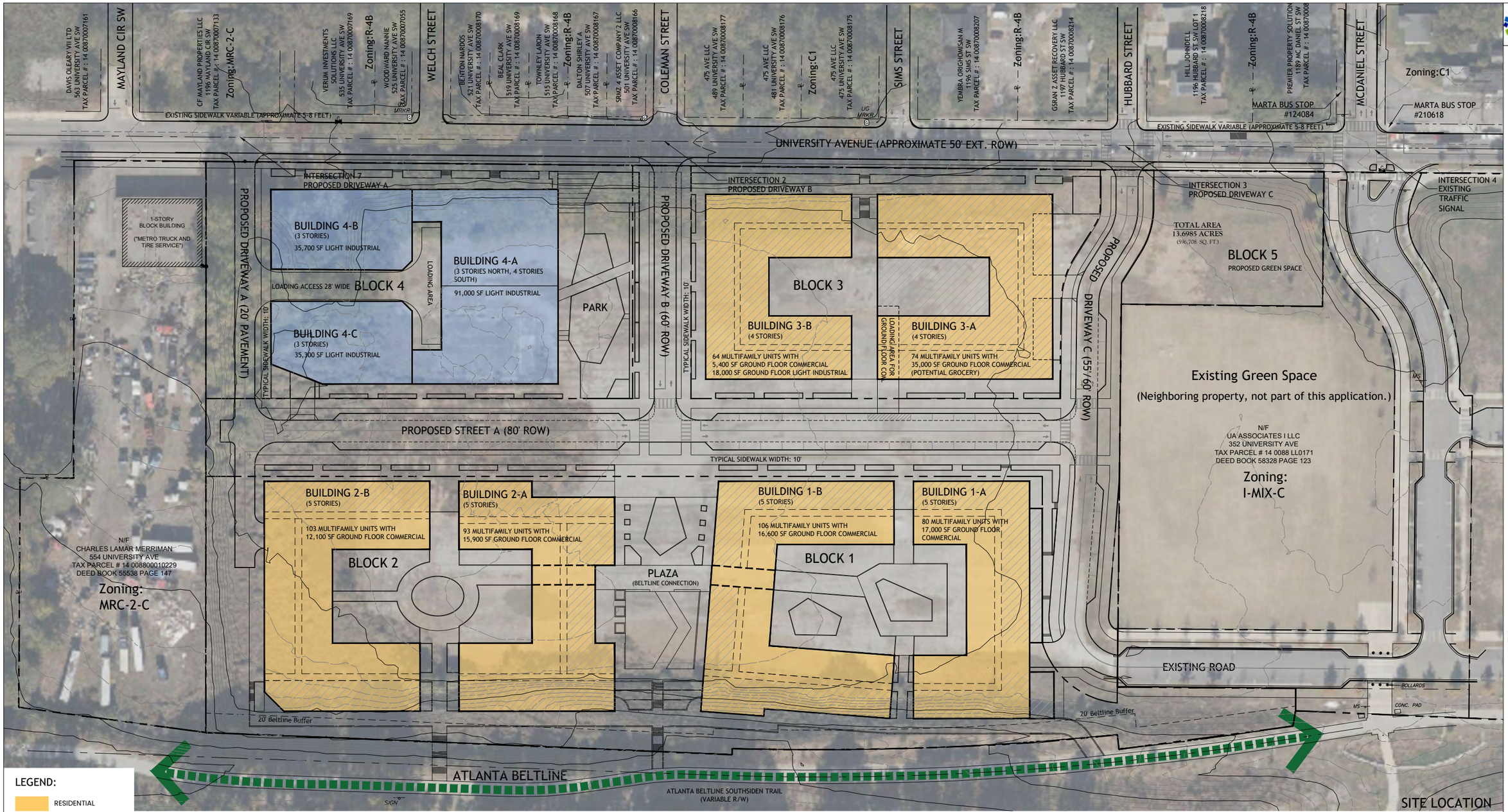
470.751.2521
jli@tsw-design.com

Traffic Consultant:
Ana Eisenman
Kimley Horn and Assoicates, Inc.
404.201.6155
ana.eisenman@kimley-horn.com

drawing date
May 13, 2025
July 3, 2025 (Rev 1)

north arrow + scale
North
1"= 50'
0 25 50 100ft



LEGEND:

- RESIDENTIAL
- GROUND FLOOR NON-RESIDENTIAL
- LIGHT INDUSTRIAL

SITE NOTES:

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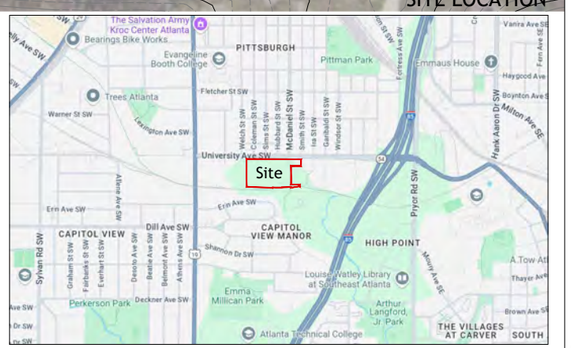

Atlanta BeltLine

356 UNIVERSITY AVENUE
SITE PLAN
DRI NUMBER: #4431

project address

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client information

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Traffic Consultant:
Ana Eisenman
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drawing date

May 13, 2025
July 3, 2025 (Rev 1)

north arrow + scale

North 1"= 50' 0 25 50 100ft

Trip Generation Analysis

Trip Generation Analysis (11th Ed. With *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
356 University DRI #4431
City of Atlanta, Fulton County, Georgia

Land Use		Setting	Density		Daily Trips			AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out	Total	In	Out
Proposed Project Trips													
110	General Light Industrial	General Urban/Suburban	180,000	Sq. Ft. GFA	728	364	364	126	111	15	61	9	52
221	Multifamily Housing (Mid-Rise)	General Urban/Suburban	364	dwelling units	1,690	845	845	149	34	115	142	87	55
223	Affordable Housing	General Urban/Suburban	156	dwelling units	722	361	361	50	15	35	72	42	30
821	Shopping Plaza (40-150k) - No Supermarket	General Urban/Suburban	67,000	Sq. Ft. GFA	4,524	2,262	2,262	116	72	44	348	171	177
850	Supermarket	General Urban/Suburban	35,000	Sq. Ft. GFA	3,284	1,642	1,642	100	59	41	313	157	156
Gross Project Trips					**10,948**	**5,474**	**5,474**	**541**	**291**	**250**	**936**	**466**	**470**
Light Industrial Trips					728	364	364	126	111	15	61	9	52
	Truck Trips per ITE Supplement (ITE 110 - General Light Industrial)				46	23	23	2	1	1	2	1	1
	Car Trips				682	341	341	124	110	14	59	8	51
	Alternative Mode Reductions				*-136*	*-68*	*-68*	*-25*	*-22*	*-3*	*-12*	*-2*	*-10*
	Adjusted Car Trips				*546*	273	273	99	88	11	47	6	41
Residential Trips					2,412	1,206	1,206	199	49	150	214	129	85
	Mixed-Use Reductions				*-750*	*-375*	*-375*	*-3*	*-1*	*-2*	*-92*	*-59*	*-33*
	Alternative Mode Reductions				*-332*	*-166*	*-166*	*-39*	*-10*	*-30*	*-24*	*-14*	*-10*
	Adjusted Residential Trips				1,330	665	665	157	38	118	98	56	42
Retail Trips					7,808	3,904	3,904	216	131	85	661	328	333
	Mixed-Use Reductions				*-750*	*-375*	*-375*	*-3*	*-2*	*-1*	*-92*	*-33*	*-59*
	Alternative Mode Reductions				*-1,412*	*-706*	*-706*	*-43*	*-26*	*-17*	*-114*	*-59*	*-55*
	Pass By Reductions (Based on ITE Rates)				*-1,878*	*-939*	*-939*	*0*	*0*	*0*	*-148*	*-74*	*-74*
	Adjusted Retail Trips				3,768	1,884	1,884	170	103	67	307	162	145
Mixed-Use Reductions - TOTAL					*-1,500*	*-750*	*-750*	*-6*	*-3*	*-3*	*-184*	*-92*	*-92*
Alternative Mode Reductions - TOTAL					*-1,880*	*-940*	*-940*	*-107*	*-58*	*-50*	*-150*	*-75*	*-75*
Pass-By Reductions - TOTAL					*-1,878*	*-939*	*-939*	*0*	*0*	*0*	*-148*	*-74*	*-74*
New Trips					**5,690**	**2,845**	**2,845**	**428**	**230**	**197**	**454**	**225**	**229**
Driveway Volumes					**7,568**	**3,784**	**3,784**	**428**	**230**	**197**	**602**	**299**	**303**

APPENDIX C

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #1

University Ave SW (West)/University Ave SW (East) at Metropolitan Parkway/SR 3

AM PEAK HOUR

	Metropolitan Parkway/SR 3 Northbound				Metropolitan Parkway/SR 3 Southbound				University Ave SW (West) Eastbound				University Ave SW (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	2	1,084	238	0	97	159	5	0	10	12	1	0	224	9	185
Count Balancing																
Pedestrians		2				2				6				0		
Conflicting Pedestrians		6		0		0		6		2		2		2		2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	26	15	0	10	14	0	0	1	1	0	0	16	0	9
Heavy Vehicle %	2%	2%	2%	6%	2%	10%	9%	2%	2%	10%	8%	2%	2%	7%	2%	5%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	**0**	**2**	**1,084**	**238**	**0**	**97**	**159**	**5**	**0**	**10**	**12**	**1**	**0**	**224**	**9**	**185**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth Trips	0	0	39	8	0	3	6	0	0	0	0	0	0	8	0	7
2032 No-Build Traffic	**0**	**2**	**1,123**	**246**	**0**	**100**	**165**	**5**	**0**	**10**	**12**	**1**	**0**	**232**	**9**	**192**
2032 No-Build Heavy Vehicle %	**2%**	**2%**	**2%**	**6%**	**2%**	**10%**	**9%**	**2%**	**2%**	**10%**	**8%**	**2%**	**2%**	**7%**	**2%**	**5%**
Trip Distribution IN				10%		10%										
Trip Distribution OUT														(10%)		(10%)
Balancing Adjustment																
Warehouse Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN				10%		15%										
Trip Distribution OUT														(10%)		(15%)
Balancing Adjustment																
Warehouse Car Trips	0	0	0	9	0	13	0	0	0	0	0	0	0	1	0	2
Trip Distribution IN				10%		15%										
Trip Distribution OUT														(10%)		(15%)
Balancing Adjustment																
Residential Trips	0	0	0	4	0	6	0	0	0	0	0	0	0	12	0	18
Trip Distribution IN				10%		15%										
Trip Distribution OUT														(10%)		(15%)
Balancing Adjustment																
Retail Trips	0	0	0	10	0	15	0	0	0	0	0	0	0	7	0	10
Total Primary Site Trips	0	0	0	23	0	34	0	0	0	0	0	0	0	20	0	30
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	23	0	34	0	0	0	0	0	0	0	20	0	30
2032 Build Traffic	**0**	**2**	**1,123**	**269**	**0**	**134**	**165**	**5**	**0**	**10**	**12**	**1**	**0**	**252**	**9**	**222**
2032 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**6%**	**2%**	**8%**	**9%**	**2%**	**2%**	**10%**	**9%**	**2%**	**2%**	**7%**	**2%**	**4%**

PM PEAK HOUR

	Metropolitan Parkway/SR 3 Northbound				Metropolitan Parkway/SR 3 Southbound				University Ave SW (West) Eastbound				University Ave SW (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	3	552	240	0	266	547	14	0	29	21	5	0	300	14	265
Count Balancing																
Pedestrians		5				11				5				3		
Conflicting Pedestrians		5		3		3		5		11		5		5		11
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	9	5	0	5	19	0	0	0	0	0	0	20	1	4
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	7%	7%	2%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	**0**	**3**	**552**	**240**	**0**	**266**	**547**	**14**	**0**	**29**	**21**	**5**	**0**	**300**	**14**	**265**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth Trips	0	0	20	9	0	9	19	0	0	1	1	0	0	11	0	9
2032 No-Build Traffic	**0**	**3**	**572**	**249**	**0**	**275**	**566**	**14**	**0**	**30**	**22**	**5**	**0**	**311**	**14**	**274**
2032 No-Build Heavy Vehicle %	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Trip Distribution IN				10%		10%										
Trip Distribution OUT														(10%)		(10%)
Balancing Adjustment																
Warehouse Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN				10%		15%										
Trip Distribution OUT														(10%)		(15%)
Balancing Adjustment																
Warehouse Car Trips	0	0	0	1	0	1	0	0	0	0	0	0	0	4	0	6
Trip Distribution IN				10%		15%										
Trip Distribution OUT														(10%)		(15%)
Balancing Adjustment																
Residential Trips	0	0	0	6	0	8	0	0	0	0	0	0	0	4	0	6
Trip Distribution IN				10%		15%										
Trip Distribution OUT														(10%)		(15%)
Balancing Adjustment																
Retail Trips	0	0	0	16	0	24	0	0	0	0	0	0	0	15	0	22
Total Primary Site Trips	0	0	0	23	0	33	0	0	0	0	0	0	0	23	0	34
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	23	0	33	0	0	0	0	0	0	0	23	0	34
2032 Build Traffic	**0**	**3**	**572**	**272**	**0**	**308**	**566**	**14**	**0**	**30**	**22**	**5**	**0**	**334**	**14**	**308**
2032 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**3%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**6%**	**7%**	**2%**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #2

University Ave SW (West)/University Ave SW (East) at Driveway/Coleman St SW

AM PEAK HOUR

	Driveway Northbound				Coleman St SW Southbound				University Ave SW (West) Eastbound				University Ave SW (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	0	0	0	3	0	1	0	1	331	0	0	0	459	9
Count Balancing																
Pedestrians		0				0				0				0		
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	21	0	0	0	33	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	2%	2%	2%	7%	2%
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
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**0**	**1**	**331**	**0**	**0**	**0**	**459**	**9**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	12	0	0	0	16	0
2032 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**0**	**1**	**343**	**0**	**0**	**0**	**475**	**9**
2032 No-Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**6%**	**2%**	**2%**	**2%**	**7%**	**2%**
Trip Distribution IN															80%	
Trip Distribution OUT											(80%)					
Balancing Adjustment																
Warehouse Truck Trips	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Trip Distribution IN											10%	5%		20%	10%	
Trip Distribution OUT		(5%)		(20%)							(10%)				(10%)	
Balancing Adjustment																
Warehouse Car Trips	0	1	0	2	0	0	0	0	0	0	10	4	0	18	10	0
Trip Distribution IN											10%	10%		10%	5%	
Trip Distribution OUT		(10%)		(10%)							(5%)				(10%)	
Balancing Adjustment																
Residential Trips	0	12	0	12	0	0	0	0	0	0	10	4	0	4	14	0
Trip Distribution IN											10%	5%		20%	10%	
Trip Distribution OUT		(5%)		(20%)							(10%)				(10%)	
Balancing Adjustment																
Retail Trips	0	3	0	13	0	0	0	0	0	0	17	5	0	21	17	0
Total Primary Site Trips	0	16	0	27	0	0	0	0	0	0	38	13	0	43	42	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	16	0	27	0	0	0	0	0	0	38	13	0	43	42	0
2032 Build Traffic	**0**	**16**	**0**	**27**	**0**	**3**	**0**	**1**	**0**	**1**	**381**	**13**	**0**	**43**	**517**	**9**
2032 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**6%**	**2%**	**2%**	**2%**	**7%**	**2%**

PM PEAK HOUR

	Driveway Northbound				Coleman St SW Southbound				University Ave SW (West) Eastbound				University Ave SW (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	0	0	0	4	0	3	0	4	537	0	0	0	565	4
Count Balancing																
Pedestrians		0				0				1				0		
Conflicting Pedestrians		1		0		0		1		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	11	0	0	0	25	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	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
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**3**	**0**	**4**	**537**	**0**	**0**	**0**	**565**	**4**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	19	0	0	0	20	0
2032 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**3**	**0**	**4**	**556**	**0**	**0**	**0**	**585**	**4**
2032 No-Build Heavy Vehicle %	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Trip Distribution IN															80%	
Trip Distribution OUT											(80%)					
Balancing Adjustment																
Warehouse Truck Trips	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Trip Distribution IN											10%	5%		20%	10%	
Trip Distribution OUT		(5%)		(20%)							(10%)				(10%)	
Balancing Adjustment																
Warehouse Car Trips	0	2	0	8	0	0	0	0	0	0	5	0	0	1	5	0
Trip Distribution IN											10%	10%		10%	5%	
Trip Distribution OUT		(10%)		(10%)							(5%)				(10%)	
Balancing Adjustment																
Residential Trips	0	4	0	4	0	0	0	0	0	0	8	6	0	6	7	0
Trip Distribution IN											10%	5%		20%	10%	
Trip Distribution OUT		(5%)		(20%)							(10%)				(10%)	
Balancing Adjustment																
Retail Trips	0	7	0	29	0	0	0	0	0	0	31	8	0	32	31	0
Total Primary Site Trips	0	13	0	41	0	0	0	0	0	0	45	14	0	39	44	0
Pass-By Trips	0	7	0	33	0	0	0	0	0	0	-33	33	0	7	-7	0
Total Vehicular Project Trips		20	0	74	0	0	0	0	0	0	12	47	0	46	37	0
2032 Build Traffic	**0**	**20**	**0**	**74**	**0**	**4**	**0**	**3**	**0**	**4**	**568**	**47**	**0**	**46**	**622**	**4**
2032 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**4%**	**2%**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #3

University Ave SW (West)/University Ave SW (East) at Driveway/Hubbard St SW

AM PEAK HOUR

	Driveway Northbound				Hubbard St SW Southbound				University Ave SW (West) Eastbound				University Ave SW (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	0	0	0	1	0	0	0	1	313	0	0	0	451	3
Count Balancing																
Pedestrians		0				0				0				0		
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	27	0	0	0	24	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	9%	2%	2%	2%	5%	2%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**313**	**0**	**0**	**0**	**451**	**3**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	11	0	0	0	16	0
2032 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**324**	**0**	**0**	**0**	**467**	**3**
2032 No-Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**9%**	**2%**	**2%**	**2%**	**5%**	**2%**
Trip Distribution IN															80%	
Trip Distribution OUT											(80%)					
Balancing Adjustment																
Warehouse Truck Trips	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Trip Distribution IN												10%		30%	30%	
Trip Distribution OUT		(5%)		(20%)							(30%)				(5%)	
Balancing Adjustment																
Warehouse Car Trips	0	1	0	2	0	0	0	0	0	0	3	9	0	26	27	0
Trip Distribution IN												10%		30%	15%	
Trip Distribution OUT		(5%)		(20%)							(15%)				(5%)	
Balancing Adjustment																
Residential Trips	0	6	0	24	0	0	0	0	0	0	18	4	0	11	12	0
Trip Distribution IN												10%		30%	30%	
Trip Distribution OUT		(5%)		(20%)							(30%)				(5%)	
Balancing Adjustment																
Retail Trips	0	3	0	13	0	0	0	0	0	0	20	10	0	31	34	0
Total Primary Site Trips	0	10	0	39	0	0	0	0	0	0	42	23	0	68	74	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	10	0	39	0	0	0	0	0	0	42	23	0	68	74	0
2032 Build Traffic	**0**	**10**	**0**	**39**	**0**	**1**	**0**	**0**	**0**	**1**	**366**	**23**	**0**	**68**	**541**	**3**
2032 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**8%**	**2%**	**2%**	**2%**	**5%**	**2%**

PM PEAK HOUR

	Driveway Northbound				Hubbard St SW Southbound				University Ave SW (West) Eastbound				University Ave SW (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	0	0	0	1	0	1	0	3	551	0	0	0	564	2
Count Balancing																
Pedestrians		0				0				0				0		
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	11	0	0	0	25	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**3**	**551**	**0**	**0**	**0**	**564**	**2**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	20	0	0	0	20	0
2032 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**3**	**571**	**0**	**0**	**0**	**584**	**2**
2032 No-Build Heavy Vehicle %	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Trip Distribution IN															80%	
Trip Distribution OUT											(80%)					
Balancing Adjustment																
Warehouse Truck Trips	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Trip Distribution IN												10%		30%	30%	
Trip Distribution OUT		(5%)		(20%)							(30%)				(5%)	
Balancing Adjustment																
Warehouse Car Trips	0	2	0	8	0	0	0	0	0	0	12	1	0	2	4	0
Trip Distribution IN												10%		30%	15%	
Trip Distribution OUT		(5%)		(20%)							(15%)				(5%)	
Balancing Adjustment																
Residential Trips	0	2	0	8	0	0	0	0	0	0	6	6	0	17	11	0
Trip Distribution IN												10%		30%	30%	
Trip Distribution OUT		(5%)		(20%)							(30%)				(5%)	
Balancing Adjustment																
Retail Trips	0	7	0	29	0	0	0	0	0	0	44	16	0	49	56	0
Total Primary Site Trips	0	11	0	45	0	0	0	0	0	0	63	23	0	68	72	0
Pass-By Trips	0	19	0	15	0	0	0	0	0	0	-15	15	0	19	-19	0
Total Vehicular Project Trips		30	0	60	0	0	0	0	0	0	48	38	0	87	53	0
2032 Build Traffic	**0**	**30**	**0**	**60**	**0**	**1**	**0**	**1**	**0**	**3**	**619**	**38**	**0**	**87**	**637**	**2**
2032 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**4%**	**2%**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #4

University Ave SW (West)/University Ave SW (East) at McDaniel Yards/McDaniel St SW

AM PEAK HOUR

	McDaniel Yards Northbound				McDaniel St SW Southbound				University Ave SW (West) Eastbound				University Ave SW (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	1	0	0	92	2	10	0	12	297	3	0	1	441	151
Count Balancing																
Pedestrians		0				2				2				0		
Conflicting Pedestrians		2		0		0		2		2		0		0		2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	3	0	1	0	2	25	0	0	0	23	9
Heavy Vehicle %	2%	2%	2%	2%	2%	3%	2%	10%	2%	17%	8%	2%	2%	2%	5%	6%
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
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	**0**	**0**	**1**	**0**	**0**	**92**	**2**	**10**	**0**	**12**	**297**	**3**	**0**	**1**	**441**	**151**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth Trips	0	0	0	0	0	3	0	0	0	0	11	0	0	0	16	5
2032 No-Build Traffic	**0**	**0**	**1**	**0**	**0**	**95**	**2**	**10**	**0**	**12**	**308**	**3**	**0**	**1**	**457**	**156**
2032 No-Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**3%**	**2%**	**10%**	**2%**	**17%**	**8%**	**2%**	**2%**	**2%**	**5%**	**6%**
Trip Distribution IN															80%	
Trip Distribution OUT											(80%)					
Balancing Adjustment																
Warehouse Truck Trips	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Trip Distribution IN							5%							10%	60%	
Trip Distribution OUT		(5%)	(5%)	(20%)							(50%)					
Balancing Adjustment																
Warehouse Car Trips	0	1	1	2	0	0	4	0	0	0	6	0	0	9	53	0
Trip Distribution IN							10%							20%	45%	
Trip Distribution OUT		(5%)	(10%)	(30%)							(35%)					
Balancing Adjustment																
Residential Trips	0	6	12	35	0	0	4	0	0	0	41	0	0	8	17	0
Trip Distribution IN							5%							10%	60%	
Trip Distribution OUT		(5%)	(5%)	(20%)							(50%)					
Balancing Adjustment																
Retail Trips	0	3	3	13	0	0	5	0	0	0	34	0	0	10	62	0
Total Primary Site Trips	0	10	16	50	0	0	13	0	0	0	82	0	0	27	133	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	10	16	50	0	0	13	0	0	0	82	0	0	27	133	0
2032 Build Traffic	**0**	**10**	**17**	**50**	**0**	**95**	**15**	**10**	**0**	**12**	**390**	**3**	**0**	**28**	**590**	**156**
2032 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**3%**	**2%**	**10%**	**2%**	**17%**	**7%**	**2%**	**2%**	**2%**	**4%**	**6%**

PM PEAK HOUR

	McDaniel Yards Northbound				McDaniel St SW Southbound				University Ave SW (West) Eastbound				University Ave SW (East) Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	3	5	2	0	98	3	24	0	23	530	2	0	1	538	169
Count Balancing																
Pedestrians		0				2				5				8		
Conflicting Pedestrians		5		8		8		5		2		0		0		2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	3	0	1	0	0	11	0	0	0	24	2
Heavy Vehicle %	2%	2%	2%	2%	2%	3%	2%	4%	2%	2%	2%	2%	2%	2%	4%	2%
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	**0**	**3**	**5**	**2**	**0**	**98**	**3**	**24**	**0**	**23**	**530**	**2**	**0**	**1**	**538**	**169**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth Trips	0	0	0	0	0	3	0	1	0	1	19	0	0	0	19	6
2032 No-Build Traffic	**0**	**3**	**5**	**2**	**0**	**101**	**3**	**25**	**0**	**24**	**549**	**2**	**0**	**1**	**557**	**175**
2032 No-Build Heavy Vehicle %	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Trip Distribution IN															80%	
Trip Distribution OUT											(80%)					
Balancing Adjustment																
Warehouse Truck Trips	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Trip Distribution IN							5%							10%	60%	
Trip Distribution OUT		(5%)	(5%)	(20%)							(50%)					
Balancing Adjustment																
Warehouse Car Trips	0	2	2	8	0	0	0	0	0	0	21	0	0	1	4	0
Trip Distribution IN							10%							20%	45%	
Trip Distribution OUT		(5%)	(10%)	(30%)							(35%)					
Balancing Adjustment																
Residential Trips	0	2	4	13	0	0	6	0	0	0	15	0	0	11	25	0
Trip Distribution IN							5%							10%	60%	
Trip Distribution OUT		(5%)	(5%)	(20%)							(50%)					
Balancing Adjustment																
Retail Trips	0	7	7	29	0	0	8	0	0	0	73	0	0	16	97	0
Total Primary Site Trips	0	11	13	50	0	0	14	0	0	0	110	0	0	28	127	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		11	13	50	0	0	14	0	0	0	110	0	0	28	127	0
2032 Build Traffic	**0**	**14**	**18**	**52**	**0**	**101**	**17**	**25**	**0**	**24**	**659**	**2**	**0**	**29**	**684**	**175**
2032 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**3%**	**2%**	**4%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**4%**	**2%**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #5

University Ave SW/GA-54 University Ave SW at I-75/85 Southbound Ramp

AM PEAK HOUR

	I-75/85 Southbound Ramp (Northbound)				I-75/85 Southbound Ramp (Southbound)				University Ave SW (Eastbound)				GA-54 University Ave SW (Westbound)			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	0	0	0	477	0	238	0	0	358	115	0	268	396	0
Count Balancing																
Pedestrians		2				0				1				0		
Conflicting Pedestrians		1		0		0		1		0		2		2		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	23	0	9	0	0	22	7	0	16	24	0
Heavy Vehicle %	2%	2%	2%	2%	2%	5%	2%	4%	2%	2%	6%	6%	2%	6%	6%	2%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	**0**	**0**	**0**	**0**	**0**	**477**	**0**	**238**	**0**	**0**	**358**	**115**	**0**	**268**	**396**	**0**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth Trips	0	0	0	0	0	17	0	8	0	0	13	4	0	10	14	0
2032 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**494**	**0**	**246**	**0**	**0**	**371**	**119**	**0**	**278**	**410**	**0**
2032 No-Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**5%**	**2%**	**4%**	**2%**	**2%**	**6%**	**6%**	**2%**	**6%**	**6%**	**2%**
Trip Distribution IN								35%							45%	
Trip Distribution OUT											(45%)	(35%)				
Balancing Adjustment																
Warehouse Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN								35%							35%	
Trip Distribution OUT											(50%)	(20%)				
Balancing Adjustment																
Warehouse Car Trips	0	0	0	0	0	0	0	31	0	0	6	2	0	0	31	0
Trip Distribution IN								45%							20%	
Trip Distribution OUT											(55%)	(10%)				
Balancing Adjustment																
Residential Trips	0	0	0	0	0	0	0	17	0	0	65	12	0	0	8	0
Trip Distribution IN								35%							35%	
Trip Distribution OUT											(50%)	(20%)				
Balancing Adjustment																
Retail Trips	0	0	0	0	0	0	0	36	0	0	34	13	0	0	36	0
Total Primary Site Trips	0	0	0	0	0	0	0	84	0	0	105	27	0	0	75	0
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	84	0	0	105	27	0	0	75	0
2032 Build Traffic	**0**	**0**	**0**	**0**	**0**	**494**	**0**	**330**	**0**	**0**	**476**	**146**	**0**	**278**	**485**	**0**
2032 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**5%**	**2%**	**3%**	**2%**	**2%**	**5%**	**5%**	**2%**	**6%**	**5%**	**2%**

PM PEAK HOUR

	I-75/85 Southbound Ramp (Northbound)				I-75/85 Southbound Ramp (Southbound)				University Ave SW (Eastbound)				GA-54 University Ave SW (Westbound)			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	0	0	0	509	1	298	0	0	402	278	1	302	508	0
Count Balancing																
Pedestrians		2				7				1				0		
Conflicting Pedestrians		1		0		0		1		7		2		2		7
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	29	0	13	0	0	12	2	0	7	20	0
Heavy Vehicle %	2%	2%	2%	2%	2%	6%	2%	4%	2%	2%	3%	2%	2%	2%	4%	2%
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	**0**	**0**	**0**	**0**	**0**	**509**	**1**	**298**	**0**	**0**	**402**	**278**	**1**	**302**	**508**	**0**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth Trips	0	0	0	0	0	18	0	11	0	0	14	10	0	11	18	0
2032 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**527**	**1**	**309**	**0**	**0**	**416**	**288**	**1**	**313**	**526**	**0**
2032 No-Build Heavy Vehicle %	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Trip Distribution IN								35%							45%	
Trip Distribution OUT											(45%)	(35%)				
Balancing Adjustment																
Warehouse Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN								35%							35%	
Trip Distribution OUT											(50%)	(20%)				
Balancing Adjustment																
Warehouse Car Trips	0	0	0	0	0	0	0	2	0	0	21	8	0	0	2	0
Trip Distribution IN								45%							20%	
Trip Distribution OUT											(55%)	(10%)				
Balancing Adjustment																
Residential Trips	0	0	0	0	0	0	0	25	0	0	23	4	0	0	11	0
Trip Distribution IN								35%							35%	
Trip Distribution OUT											(50%)	(20%)				
Balancing Adjustment																
Retail Trips	0	0	0	0	0	0	0	57	0	0	73	29	0	0	57	0
Total Primary Site Trips	0	0	0	0	0	0	0	84	0	0	117	41	0	0	70	0
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	84	0	0	117	41	0	0	70	0
2032 Build Traffic	**0**	**0**	**0**	**0**	**0**	**527**	**1**	**393**	**0**	**0**	**533**	**329**	**1**	**313**	**596**	**0**
2032 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**6%**	**2%**	**3%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**3%**	**2%**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #6

GA-54 University Ave SW (West)/GA-54 University Ave SW (East) at I-75/85 Northbound Ramp

AM PEAK HOUR

	I-75/85 Northbound Ramp				I-75/85 Northbound Ramp				GA-54 University Ave SW (West)				GA-54 University Ave SW (East)			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	145	1	255	0	0	0	0	0	154	683	0	0	0	505	420
Count Balancing																
Pedestrians			3				4				0				0	
Conflicting Pedestrians		0		0		0		0		4		3		3		4
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	5	1	9	0	0	0	0	0	3	42	0	0	0	35	46
Heavy Vehicle %	2%	3%	100%	4%	2%	2%	2%	2%	2%	2%	6%	2%	2%	2%	7%	11%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	**0**	**145**	**1**	**255**	**0**	**0**	**0**	**0**	**0**	**154**	**683**	**0**	**0**	**0**	**505**	**420**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth Trips	0	5	0	9	0	0	0	0	0	5	24	0	0	0	18	15
2032 No-Build Traffic	**0**	**150**	**1**	**264**	**0**	**0**	**0**	**0**	**0**	**159**	**707**	**0**	**0**	**0**	**523**	**435**
2032 No-Build Heavy Vehicle %	**2%**	**3%**	**100%**	**4%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**6%**	**2%**	**2%**	**2%**	**7%**	**11%**
Trip Distribution IN		35%													10%	
Trip Distribution OUT										(35%)	(10%)					
Balancing Adjustment																
Warehouse Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		20%													15%	
Trip Distribution OUT										(35%)	(15%)					
Balancing Adjustment																
Warehouse Car Trips	0	18	0	0	0	0	0	0	0	4	2	0	0	0	13	0
Trip Distribution IN		10%													10%	
Trip Distribution OUT										(45%)	(10%)					
Balancing Adjustment																
Residential Trips	0	4	0	0	0	0	0	0	0	53	12	0	0	0	4	0
Trip Distribution IN		20%													15%	
Trip Distribution OUT										(35%)	(15%)					
Balancing Adjustment																
Retail Trips	0	21	0	0	0	0	0	0	0	23	10	0	0	0	15	0
Total Primary Site Trips	0	43	0	0	0	0	0	0	0	80	24	0	0	0	32	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	43	0	0	0	0	0	0	0	80	24	0	0	0	32	0
2032 Build Traffic	**0**	**193**	**1**	**264**	**0**	**0**	**0**	**0**	**0**	**239**	**731**	**0**	**0**	**0**	**555**	**435**
2032 Build Heavy Vehicle %	**2%**	**3%**	**104%**	**4%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**6%**	**2%**	**2%**	**2%**	**7%**	**11%**

PM PEAK HOUR

	I-75/85 Northbound Ramp				I-75/85 Northbound Ramp				GA-54 University Ave SW (West)				GA-54 University Ave SW (East)			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	212	0	291	0	0	0	0	0	159	762	0	1	0	592	324
Count Balancing																
Pedestrians			4				5				0				0	
Conflicting Pedestrians		0		0		0		0		5		4		4		5
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	2	0	4	0	0	0	0	0	2	39	0	0	0	25	13
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	4%	4%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	**0**	**212**	**0**	**291**	**0**	**0**	**0**	**0**	**0**	**159**	**762**	**0**	**1**	**0**	**592**	**324**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth Trips	0	8	0	10	0	0	0	0	0	6	27	0	0	0	21	12
2032 No-Build Traffic	**0**	**220**	**0**	**301**	**0**	**0**	**0**	**0**	**0**	**165**	**789**	**0**	**1**	**0**	**613**	**336**
2032 No-Build Heavy Vehicle %	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Trip Distribution IN		35%													10%	
Trip Distribution OUT										(35%)	(10%)					
Balancing Adjustment																
Warehouse Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		20%													15%	
Trip Distribution OUT										(35%)	(15%)					
Balancing Adjustment																
Warehouse Car Trips	0	1	0	0	0	0	0	0	0	14	6	0	0	0	1	0
Trip Distribution IN		10%													10%	
Trip Distribution OUT										(45%)	(10%)					
Balancing Adjustment																
Residential Trips	0	6	0	0	0	0	0	0	0	19	4	0	0	0	6	0
Trip Distribution IN		20%													15%	
Trip Distribution OUT										(35%)	(15%)					
Balancing Adjustment																
Retail Trips	0	32	0	0	0	0	0	0	0	51	22	0	0	0	24	0
Total Primary Site Trips	0	39	0	0	0	0	0	0	0	84	32	0	0	0	31	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		39	0	0	0	0	0	0	0	84	32	0	0	0	31	0
2032 Build Traffic	**0**	**259**	**0**	**301**	**0**	**0**	**0**	**0**	**0**	**249**	**821**	**0**	**1**	**0**	**644**	**336**
2032 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**5%**	**2%**	**2%**	**2%**	**4%**	**4%**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #7

University Avenue at Driveway A

AM PEAK HOUR

	Driveway A Northbound				Southbound				University Avenue Eastbound				University Avenue Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	347	0	0	0	418	0
Count Balancing																
Pedestrians																
Conflicting Pedestrians																
Bicycles																
Conflicting Bicycles																
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor																
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**347**	**0**	**0**	**0**	**418**	**0**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	12	0	0	0	15	0
2032 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**359**	**0**	**0**	**0**	**433**	**0**
2032 No-Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**
Trip Distribution IN												20%		80%		
Trip Distribution OUT		(20%)		(80%)												
Balancing Adjustment																
Warehouse Truck Trips	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Trip Distribution IN											15%	10%		10%		
Trip Distribution OUT		(10%)		(10%)											(15%)	
Balancing Adjustment																
Warehouse Car Trips	0	1	0	1	0	0	0	0	0	0	13	9	0	9	2	0
Trip Distribution IN											20%	5%		5%		
Trip Distribution OUT		(5%)		(5%)											(20%)	
Balancing Adjustment																
Residential Trips	0	6	0	6	0	0	0	0	0	0	8	2	0	2	24	0
Trip Distribution IN											15%	10%		10%		
Trip Distribution OUT		(10%)		(10%)											(15%)	
Balancing Adjustment																
Retail Trips	0	7	0	7	0	0	0	0	0	0	15	10	0	10	10	0
Total Primary Site Trips	0	14	0	15	0	0	0	0	0	0	36	21	0	22	36	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	14	0	15	0	0	0	0	0	0	36	21	0	22	36	0
2032 Build Traffic	**0**	**14**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**395**	**21**	**0**	**22**	**469**	**0**
2032 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**

PM PEAK HOUR

	Driveway A Northbound				Southbound				University Avenue Eastbound				University Avenue Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes											527				579	
Count Balancing																
Pedestrians																
Conflicting Pedestrians																
Bicycles																
Conflicting Bicycles																
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor																
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**527**	**0**	**0**	**0**	**579**	**0**
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	19	0	0	0	21	0
2032 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**546**	**0**	**0**	**0**	**600**	**0**
2032 No-Build Heavy Vehicle %	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Trip Distribution IN												20%		80%		
Trip Distribution OUT		(20%)		(80%)												
Balancing Adjustment																
Warehouse Truck Trips	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Trip Distribution IN											15%	10%		10%		
Trip Distribution OUT		(10%)		(10%)											(15%)	
Balancing Adjustment																
Warehouse Car Trips	0	4	0	4	0	0	0	0	0	0	1	1	0	1	6	0
Trip Distribution IN											20%	5%		5%		
Trip Distribution OUT		(5%)		(5%)											(20%)	
Balancing Adjustment																
Residential Trips	0	2	0	2	0	0	0	0	0	0	11	3	0	3	8	0
Trip Distribution IN											15%	10%		10%		
Trip Distribution OUT		(10%)		(10%)											(15%)	
Balancing Adjustment																
Retail Trips	0	15	0	15	0	0	0	0	0	0	24	16	0	16	22	0
Total Primary Site Trips	0	21	0	22	0	0	0	0	0	0	36	20	0	21	36	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		21	0	22	0	0	0	0	0	0	36	20	0	21	36	0
2032 Build Traffic	**0**	**21**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**582**	**20**	**0**	**21**	**636**	**0**
2032 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**

Programmed and Planned Projects Fact Sheets

AR-450C

2050 MTP PROJECT FACT SHEET

Short Title	BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES FROM APPROXIMATELY 400 FEET WEST OF I-75/I-85 TO BOULEVARD
GDOT Project No.	0009397
Federal ID No.	CSSTP000900397
Status	Completed
Service Type	Last Mile Connectivity / Sidepaths and Trails
Sponsor	Atlanta Development Authority,City of Atlanta
Jurisdiction	City of Atlanta
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane	N/A	**LCI**		**Network Year**	TBD
Planned Thru Lane	N/A	**Flex**		**Corridor Length**	1.89 miles

Detailed Description and Justification

The BeltLine SE Trail is located within former CSX Atlanta-Westpoint railroad corridor. The project has been segmented to create smaller projects with logical termini and access points that can be delivered over time as funding becomes available. The modified PI 0009397 project limits (Segments 2 and 3) will begin approximately 400′ west of I-75/85 and end at Boulevard for a total length of 1.89 miles. Segment 1 (University Avenue to approx. 400′ west of I-75/85) completed construction in 2021 with 100% local funds. Segments 4 and 5 (Boulevard to Glenwood Avenue) will begin construction in 2022 and is 100% locally funded.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2011	**$1,261,126**	~~$1,008,901~~	~~$0,000~~	~~$0,000~~	~~$252,225~~
PE	TAP - Urban (>200K) (ARC)	AUTH	2014	**$898,750**	~~$719,000~~	~~$0,000~~	~~$0,000~~	~~$179,750~~
PE	STP - Urban (>200K) (ARC)	AUTH	2016	**$925,000**	~~$740,000~~	~~$0,000~~	~~$0,000~~	~~$185,000~~
PE	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	AUTH	2016	**$1,875,000**	~~$1,500,000~~	~~$0,000~~	~~$0,000~~	~~$375,000~~
PE	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	AUTH	2018	**$3,000,000**	~~$2,400,000~~	~~$0,000~~	~~$0,000~~	~~$600,000~~
ROW	Local Jurisdiction/Municipality Funds	AUTH	2021	**$41,531,000**	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$41,531,000~~
UTL	Local Jurisdiction/Municipality Funds	AUTH	2024	**$1,225,500**	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$1,225,500~~
CST	Carbon Reduction Program - Urbanized Areas With Population Over 200K	AUTH	2024	**$12,500,000**	~~$10,000,000~~	~~$0,000~~	~~$0,000~~	~~$2,500,000~~
CST	Congressionally Directed Spending - FY 2022	AUTH	2024	**$6,250,000**	~~$5,000,000~~	~~$0,000~~	~~$0,000~~	~~$1,250,000~~
CST	RAISE Discretionary Grants	AUTH	2024	**$20,575,000**	~~$16,460,000~~	~~$0,000~~	~~$0,000~~	~~$4,115,000~~
				$90,041,376	**$37,827,901**	**$0,000**	**$0,000**	**$52,213,475**

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

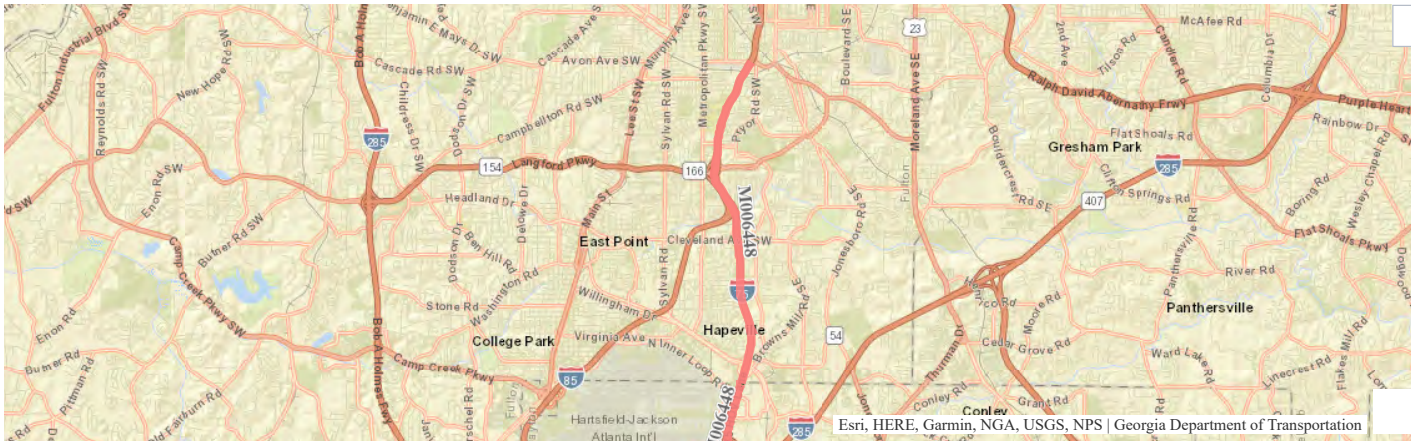
Report Generated: 6/7/2024

I-75 FROM I-285/CLAYTON TO SR 54/FULTON

Project ID:	**M006448**	Notice to Proceed Date:	7/26/2024
Project Manager:	Kevin Matthew Bailey	Construction Percent Complete:	58.83%
Office:	Maintenance	Current Completion Date:	7/31/2025
County:	Clayton, Fulton	Work Completion Date:	
Congressional District:	005	Construction Contract Amount:	
State Senate District.:	034, 036	Construction Contractor:	C. W. MATTHEWS CONTRACTING CO., INC.
State House District:	059, 062, 063, 077	**Preconstruction Status Report**	
Project Type:	Maintenance	**Construction Status Report**	
Project Status:	Under Construction		
Right of Way Authorization:		Contact Us	

Project Description:
This project, selected by the District Maintenance Office, is the resurfacing of I-75 to improve the roadways current low PACES rating.

Activity	Program Year	Cost Estimate	Date of Last Estimate
MCST (Maintenance Construction)	2024	$43,832,379.48	1/10/2024



Project Documents

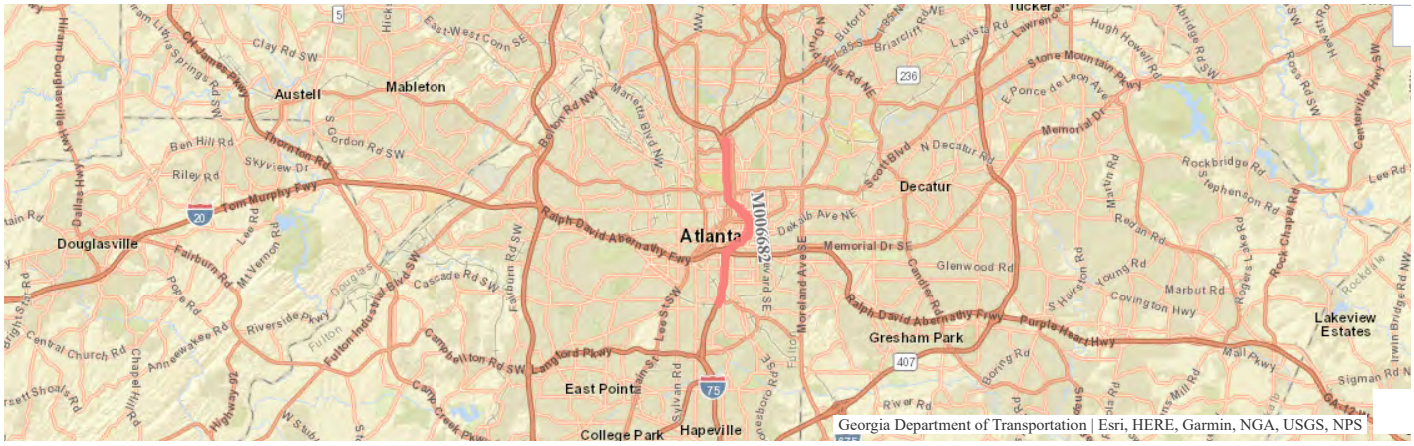
There are no items to show in this view.

I-75/I-85 FROM CSX #050315P TO BROOKWOOD INTERCHANGE

Project ID:	**M006682**	Notice to Proceed Date:	4/23/2025
Project Manager:	Kevin Matthew Bailey	Construction Percent Complete:	0.00%
Office:	Maintenance	Current Completion Date:	2/28/2026
County:	Fulton	Work Completion Date:	
Congressional District:	005	Construction Contract Amount:	
State Senate District.:	036, 039	Construction Contractor:	BALDWIN PAVING COMPANY, INC.
State House District:	056, 058, 059	**Preconstruction Status Report**	
Project Type:	Maintenance	**Construction Status Report**	
Project Status:	Under Construction		
Right of Way Authorization:		Contact Us	

Project Description:
This project, selected by the District Maintenance Office, is the resurfacing of SR 401 to improve the roadways current low OCI score. It was last resurfaced in 2016.

Activity	Program Year	Cost Estimate	Date of Last Estimate
MCST (Maintenance Construction)	2025		



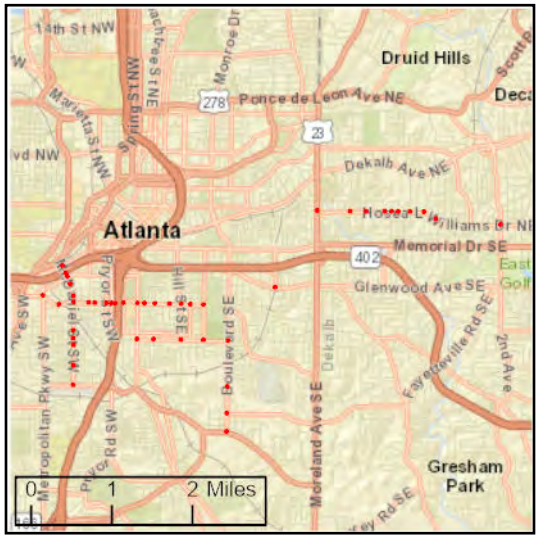
Project Documents

There are no items to show in this view.

AT-377

2050 MTP PROJECT FACT SHEET

Short Title	SIGNAL ENHANCEMENT PROJECTS - PHASE II
GDOT Project No.	0018033
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / Operations & Safety
Sponsor	City of Atlanta
Jurisdiction	City of Atlanta
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)



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

Detailed Description and Justification

This project upgrades signal enhancements at intersections on Ralph D Abernathy/Georgia Ave, Atlanta Ave, Hosea Williams Dr, Boulevard, McDaniel St and Glenwood Ave. The signal enhancements include but are not limited to signal equipment upgrades,detection upgrades, pavement marking improvements, ADA ramps, 4G or Fiber traffic communications installation and signal timing optimization to reduce over all corridor delay and improve progression.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Local Jurisdiction/Municipality Funds	AUTH	2022	**$350,000**	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$350,000~~
ROW	Local Jurisdiction/Municipality Funds		2026	**$57,800**	$0,000	$0,000	$0,000	$57,800
UTL	Local Jurisdiction/Municipality Funds		2027	**$231,200**	$0,000	$0,000	$0,000	$231,200
CST	Congestion Mitigation & Air Quality Improvement (CMAQ)		2027	**$5,491,000**	$4,392,800	$0,000	$0,000	$1,098,200
				$6,130,000	**$4,392,800**	**$0,000**	**$0,000**	**$1,737,200**

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

Install Traffic Sig & Ped Fac on SR 54 @ I-75/85 NB Off Ramp

Project ID:	**S016098**	Notice to Proceed Date:	
Project Manager:	Bill Wright Jr	Construction Percent Complete:	%
Office:	Local Grants Office	Current Completion Date:	
County:	Fulton	Work Completion Date:	
Congressional District:	005	Construction Contract Amount:	
State Senate District.:	036	Construction Contractor:	
State House District:	059	**Preconstruction Status Report**	
Project Type:	Operating	**Construction Status Report**	
Project Status:	Under Construction		
Right of Way Authorization:		Contact Us	

Project Description:

Activity	Program Year	Cost Estimate	Date of Last Estimate
TSA (TSAP Projects)	2025	$175,429.65	

Project Documents

There are no items to show in this view.

PHASING DIAGRAM

OFF RAMP SIGNAL

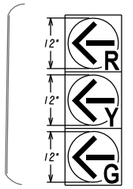
Ø1	Ø2 W — — -W	Ø3	Ø4 W W
Ø5 OMIT	Ø6 W — — -W	Ø7 OMIT	Ø8
OL1	OL2 W — — -W	OL3 OMIT	OL4 OMIT
OL5 OMIT	OL6 W — — -W	OL7 OMIT	OL8

APPROVED
SEP 17 2020
TMC
GEORGIA D.O.T.

INSTALL: TYPE I ARROW (TYP)
REMOVE: EXISTING PEDESTRIAN ISLAND
INSTALL: CONCRETE BASE WITH ASPHALTIC OVERLAY MATCHING SURROUNDING SURFACE LEVEL
ERADICATE: EXISTING CROSSWALK
ERADICATE: EXISTING CROSSWALK
ERADICATE: EXISTING STRIPING
ERADICATE: EXISTING TYPE 2 ARROW
OFFSET FROM EOP: 12' INSTALL: STRAIN POLE, TP IV
INSTALL: 5" SKIP YELLOW THERMOPLASTIC (3' SEG. 9' GAP)
INSTALL: R9-3 & R9-3BR W/ TP 7 POST
OFFSET FROM EOP: 12' INSTALL: STRAIN POLE, TP IV LED PEDESTRIAN COUNTDOWN SIGNAL HEAD P4 PUSHBUTTON AND SIGN (R10-3E(R)) PULL BOX, TP 2
INSTALL: CONDUIT, NONMETAL, TP 2, 2 IN (3 EA)
INSTALL: R9-3 & R9-3BR W/ TP 7 POST
INSTALL: PEDESTAL POLE LED PEDESTRIAN COUNTDOWN SIGNAL HEAD P4 PUSHBUTTON AND SIGN (R10-3E(L)) PULL BOX, TP 2
INSTALL: 7" DIRECTIONAL BORE CONDUIT, NONMETAL, TP 3, 2 IN (3 EA)
INSTALL: 5" SKIP WHITE THERMOPLASTIC
INSTALL: CONDUIT, NONMETAL, TP 3, 2 IN (3 EA)
INSTALL: ATC CABINET W/ 18 CHANNELS
PRYOR RD (35 MPH)
UNIVERSITY AVE (35 MPH)
R10-5A
ONLY
L6A L6B L6C
INSTALL: 6'x6' PULSE LOOP 260' BACK FROM STOPBAR
INSTALL: PULL BOX, TP 2
INSTALL: 3" DIRECTIONAL BORE CONDUIT, NONMETAL, TP 3, 2 IN
INSTALL: PULL BOX, TP 2
INSTALL: 3" DIRECTIONAL BORE CONDUIT, NONMETAL, TP 3, 2 IN
INSTALL: R9-3 & R9-3BL W/ TP 7 POST
INSTALL: PEDESTAL POLE LED PEDESTRIAN COUNTDOWN SIGNAL HEAD P6 PUSHBUTTON AND SIGN (R10-3E(L)) PULL BOX, TP2
INSTALL: 5" DIRECTIONAL BORE CONDUIT, NONMETAL, TP 3, 2 IN (2 EA)
INSTALL: 223 SQ. YDS. THERMOPLASTIC TRAFFIC STRIPING, YELLOW, DETAIL "C" PER GDOT DETAIL (T-14)
INSTALL: 5" SOLID, DOUBLE, YELLOW THERMOPLASTIC (215 LF)
R8A R8B
I-75/85 OFF-RAMP
INSTALL: TYPE 2 ARROW (TYP)
INSTALL: 5" SOLID WHITE THERMOPLASTIC (TYPE 3 CL/RD RPMS @ 20' SPACING)
INSTALL: TYPE I WORD (TYP)
INSTALL: STOPBAR, 24" SOLID WHITE THERMOPLASTIC (TYP)
INSTALL: CROSSWALK, 8" SOLID WHITE THERMOPLASTIC PER GDOT DETAIL (T-11A)
INSTALL: R10-11 W/ TP 7 POST
OFFSET FROM EOP: 12' INSTALL: STRAIN POLE, TP IV RADAR DETECTION ASSEMBLY (2 EA) PULL BOX, TP 2
INSTALL: PEDESTAL POLE LED PEDESTRIAN COUNTDOWN SIGNAL HEAD P6 PUSHBUTTON AND SIGN (R10-3E(R)) PULL BOX, TP 2
RETAIN EXISTING: 5" SOLID, WHITE, STRIPING
INSTALL: R9-3 & R9-3BL W/ TP 7 POST
P2 P6 3S OL8 3B OL8 3A OL8 2 OL2 2A OL2 1 OL1 6B OL6 6 OL6 6B OL6

NOTE: THIS WORK IS ONLY UPGRADING THE INTERSECTION OF UNIVERSITY AVE AND I-75/85 NB EXIT RAMP. SIGNAL HEADS AT PRYOR STREET WILL BE UPGRADED AS PART OF PI 0013212.

LED SIGNAL HEAD
TYPE IX RETROREFLECTIVE TAPE SHALL BE INSTALLED ON ALL BACKPLATES



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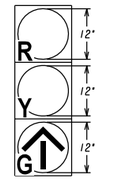

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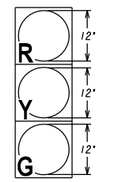

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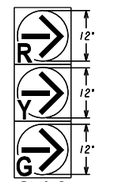
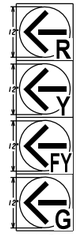
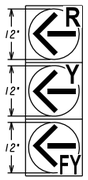


3A/0L8

P2, P6



1A, 3A



4A

N

REGULATORY SIGN


R9-3
18"X18"

R10-11
(24"X30")

R9-3BL
18"X12"

R9-3BR
18"X12"

EXISTING REGULATORY SIGN

R10-5A
30"X36"

SIGNAL LEGEND

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

DETECTION LEGEND

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

ATKINS
Member of the SNC-Lavalin Group
1600 RiverEdge Parkway, NW
Suite 700
Atlanta, GA 30328
Tel: (770)933-0280
Fax: (770)933-1920

SCALE IN FEET
0 30 60 120

REVISION DATES

SIGNAL PLANS

SIGNAL INSTALLATION NO. 1

I-75/85/ PRYOR ST @ UNIVERSITY AVE

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		27-0003
CORRECTED:		DATE:		
VERIFIED:		DATE:		

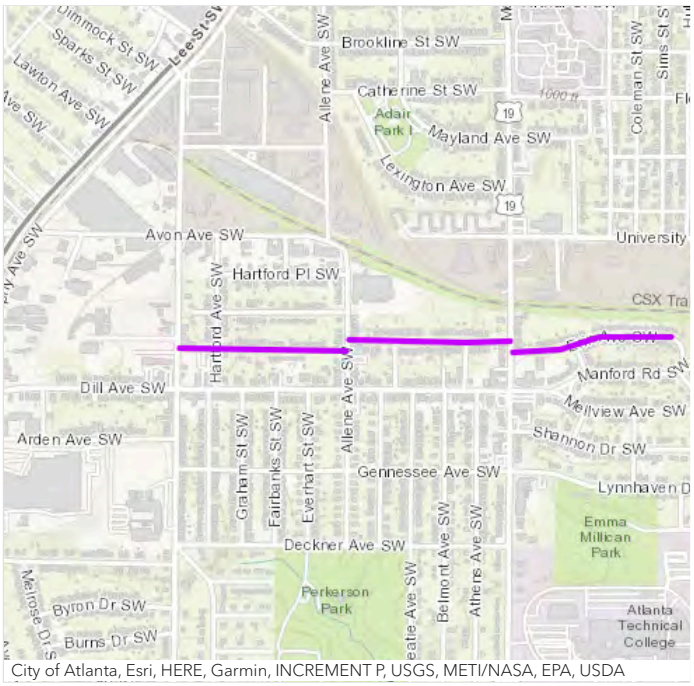
10/23/2015 GPLN

Erin Ave Sidewalk Replacement & Beltline Connection

TYPE	COUNCIL DISTRICTS
SIDEWALKS	12

Scope

Installation of sidewalks where needed to provide contiguous sidewalk coverage on both sides of the roadway, and construction of a connection to the Southside BeltLine Trail at the eastern extent of the corridor.



City of Atlanta, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA

PAID	**$0**
PROJECT START	**Mar 2024**
DESIGN FINISH	**Nov 2026**
CONSTRUCTION START	**Feb 2027**
CONSTRUCTION FINISH	**May 2028**

Disclaimer: Project schedules and scopes are subject to change.

Additional Project Information

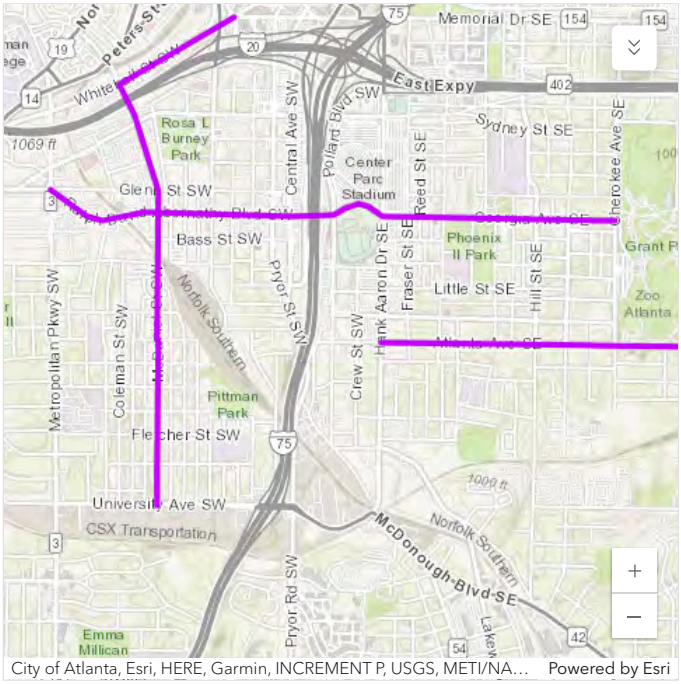
Project Videos

Traffic Combo 2

TYPE	COUNCIL DISTRICTS
SIGNALS	**01, 02, 04, 05**

Scope

Will include fiber installation, minor signal upgrades, installation of bicycle signs, and signal removals on several corridors, signal cabinet upgrades, vehicle detection, ADA ramps, and pedestrian push-button upgrades. Corridors include R D Abernathy Blvd/Georgia Ave, Atlanta Ave, Hosea Williams Dr, Boulevard, McDaniels St, and Glenwood Ave. Atlanta Ave includes signage to support one-way to two-way conversion.



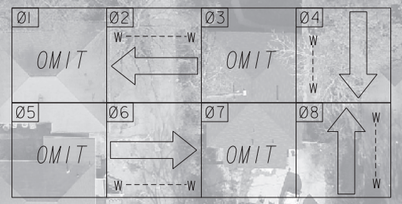
PAID	**$736,963**
PROJECT START	**Apr 2016**
DESIGN FINISH	**Nov 2027**
CONSTRUCTION START	**Jun 2028**
CONSTRUCTION FINISH	**May 2029**

Disclaimer: Project schedules and scopes are subject to change.

Additional Project Information

Project Videos

PHASING DIAGRAM



LED SIGNAL HEADS WITH RETROREFLECTIVE BACKPLATES

2, 4, 6, 8

P2, P4, P6, P8

INSTALL:
TRAFFIC SIGNAL CABINET, TYPE 332
2070LX CONTROLLER
4G ROUTER
PULL BOX, TP 3
REQUIRED CONDUIT PER GDOT DETAIL

INSTALL:
10' PEDESTAL POLE WITH
LED PEDESTRIAN SIGNAL HEADS P2 & P4
PUSHBUTTONS & SIGNS, (R10-3E(L)) & (R10-3E(R))
REQUIRED CONDUIT PER GDOT DETAIL

STA: 4+53, 29.1' LT
JOINT USE POLE, TO BE INSTALLED BY OTHERS
INSTALL:
10' LUMINAIRE ARM

INSTALL:
24" SOLID WHITE (TYP)

INSTALL:
5" SOLID DOUBLE YELLOW (TYP)

STA. 5+12, 29.3' LT
INSTALL:
STRAIN POLE, TP IV
RADAR DETECTION SYSTEMS (2 EA) (R2, R4)
LED PEDESTRIAN SIGNAL HEADS P2 & P8
PUSHBUTTONS & SIGNS, (R10-3E(L)) & (R10-3E(R))
PULL BOX, TP 2
REQUIRED CONDUIT PER GDOT DETAIL

REMOVE:
8" SOLID WHITE (TYP)

REMOVE:
24" SOLID WHITE

REMOVE:
24" SOLID WHITE

INSTALL:
8" SOLID WHITE (TYP)

STA: 4+57, 26.8' RT
JOINT USE POLE, TO BE INSTALLED BY OTHERS
INSTALL:
RADAR DETECTION SYSTEM (2 EA) (R6, R8)
PULL BOX, TP 2
REQUIRED CONDUIT PER GDOT DETAIL

INSTALL:
10' PEDESTAL POLE WITH
LED PEDESTRIAN SIGNAL HEADS P4 & P6
PUSHBUTTONS & SIGNS, (R10-3E(L)) & (R10-3E(R))
REQUIRED CONDUIT PER GDOT DETAIL

INSTALL:
10' PEDESTAL POLE WITH
LED PEDESTRIAN SIGNAL HEADS P6 & P8
PUSHBUTTONS & SIGNS, (R10-3E(L)) & (R10-3E(R))
REQUIRED CONDUIT PER GDOT DETAIL

STA. 5+8, 24.2' RT
JOINT USE POLE, TO BE INSTALLED BY OTHERS
INSTALL:
PULL BOX, TP 2
REQUIRED CONDUIT PER GDOT DETAIL

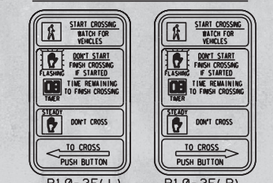
INSTALL:
6' X 40' RADAR DETECTION ZONE (TYP)

MCDANIEL ST

UNIVERSITY AVE

UNIVERSITY AVE

PEDESTRIAN SIGNS



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

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

NOTE:
1. SR 54/UNIVERSITY AVE SET BACK DETECTION ZONES ARE NOT SHOWN. BUT 6'X6' RADAR DETECTION ZONES SHALL BE INSTALLED 260' FROM BACK OF STOP BAR.
2. POLE LOCATIONS ARE SUBJECT TO CHANGE FOLLOWING PFPR DUE TO AN ONGOING UTILITY RELOCATION PROJECT AT THIS INTERSECTION.

SIGNAL LEGEND

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

Jacobs

SCALE IN FEET
0 30 60 120

REVISION DATES

SIGNAL PLANS
UNIVERSITY AVE
@ MCDANIEL ST

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		27-065
CORRECTED:		DATE:		
VERIFIED:		DATE:		

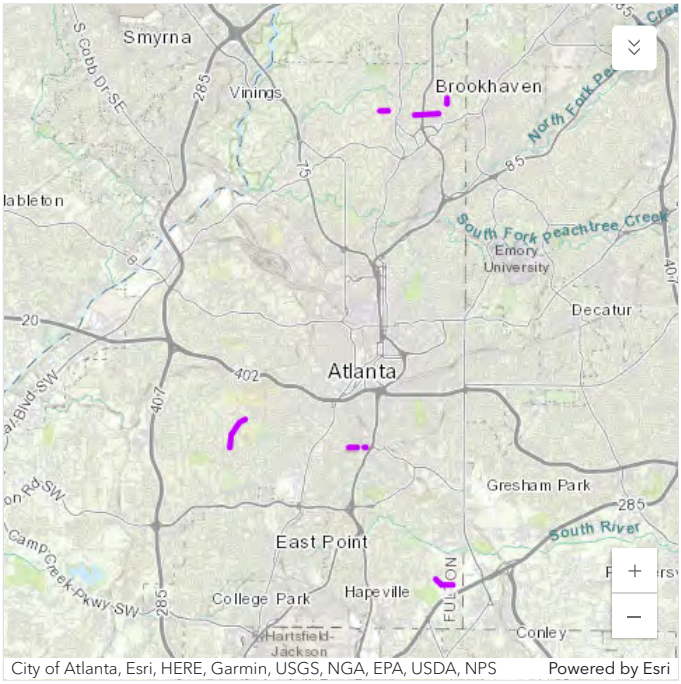
Local District Sidewalk Additions

TYPE	COUNCIL DISTRICTS
SIDEWALKS	**02, 05, 07, 08, 10, 11**

Scope

Includes the construction of sidewalks along segments of Putman Drive, Old Ivy Rd, Hutchens Rd and University Avenue

PAID	**$57,000**
PROJECT START	**Jul 2020**
DESIGN FINISH	**Sep 2025**
CONSTRUCTION START	**Aug 2026**
CONSTRUCTION FINISH	**May 2027**



Disclaimer: Project schedules and scopes are subject to change.

Additional Project Information

Project Videos

Capital Projects

Go to...

Cleveland Avenue and Metropolitan Parkway Arterial Rapid Transit (ART)

Image Description: The rendering above shows a proposed bus stop for Cleveland Avenue and Metropolitan Parkway Arterial Rapid Transit (ART). The enlarged structure shelters customers from the elements and includes real-time arrival signage, a concrete pad, trash and recycling receptacles, bike racks, and solar panels where applicable.

Current Status

Final design complete. Currently in procurement. Construction scheduled to begin in Fall 2025.

Project Overview:

MARTA, in collaboration with the City of Atlanta through the More MARTA program, is investing in Arterial Rapid Transit (ART) in the Cleveland Avenue and Metropolitan Parkway corridors. This will provide fast, frequent, and reliable service with upgraded station amenities designed to enhance the rider experience.

- These investments are being made to improve connectivity, accessibility, and mobility in this high-ridership area.
- The corridors serve the East Point and West End rail stations and are home to 70% of riders who are transit dependent.
- Key destinations include Atlanta Technical College, Atlanta Metropolitan State College, Citi Center Shopping Center, Wellstar Atlanta Medical Center South, and the Atlanta BeltLine.

Image Description: The image above shows a map of the proposed Metropolitan and Cleveland ART routes with stops and bus transfer points. The map also includes major points of interest including the MET, WellStar Medical Center, and grocery stores. Both ARTs connect to Red/Gold Lines with Metropolitain ART servicing West End Station in the north and Cleveland ART servicing East Point Station in the south.

Timeline

- August 2023: Design Complete
- September 2023: MARTA issues an invitation to bid on construction of the project.
- November 2023: One bid response received, but it is deemed non-responsive.
- January 2024: MARTA and City of Atlanta regroup to add additional sidewalk improvements to the project, in order to make the project more attractive to bidders. As a result, this project's construction start date has been pushed out from Fall 2023.
- Fall 2025: Planned construction start date.

Resources/Documents

Industry Day 2023 (for contractors)

- 2023 Industry Day Presentation

Public Meeting Video

- 2020 Public Meeting Video
- 2022 Public Meeting #1 Video
- 2022 Public Meeting #2 Video

2022 Meeting Documents

- 2022 Meeting Presentation
- Cleveland Avenue Stops
- Metropolitan Parkway Stops
- Stop Shelters and Amenities

2020 Meeting Documents

- 2020 Public Meeting Presentation
- Learning about ART in Los Angeles

Image Description: The image above shows renderings of the proposed, protected crosswalks complete with accessible ramps, flashing signals, and new concrete pads at the intersection of Cleveland Avenue and Elsinore Street.

Stay Informed

Please submit comments regarding the project via email to:
Joshua Pisani
Project Manager II
jpisani-ctr@itsmarta.com

Go Back

Rider Alerts:
Bus detours will begin on May 17 at Five Points Station. Use Forsyth Street entrance for bus and station access.
No changes to rail service or transfers. | Learn more

MENU

41 Bus Alerts

Streetcar Alerts

Restroom Alerts

2 Train Alerts

6 Escalator Elevator

Capital Projects

Go to...

MARTA *RAPID* A-Line

MARTA Rapid | Summerhill Bus Rapid Transit

Current Status (May 2025):

Under Construction!
Follow our progress! Sign up for newsletters and construction alerts here by selecting Rapid A-Line under Expansion Projects.

Notice

Through ongoing roadwork improvements, the team has found existing utilities are too shallow to meet City of Atlanta standards on the route section of Hank Aaron Drive between Ormond Street and Ridge Avenue. To make these corrections, the team will work with utility agencies section by section in this area to lower infrastructure to the correct depth.

The team is coordinating with utility agencies and the City of Atlanta to finalize the details of this work, but here's what we do know now:

- The work is estimated to be completed in phases over several months
- All vehicular traffic on affected blocks will be rerouted from Hank Aaron and active construction areas to parallel roads. Once traffic shifts are finalized, bus stops will be shifted as well.
- There will be no on-street parking allowed.
- Homeowners and businesses in this area will maintain access to their properties at all times (Including mail and emergency medical services).
- 72-hour notice will be given to properties that may experience periodic, off-peak hour disruptions to water service.

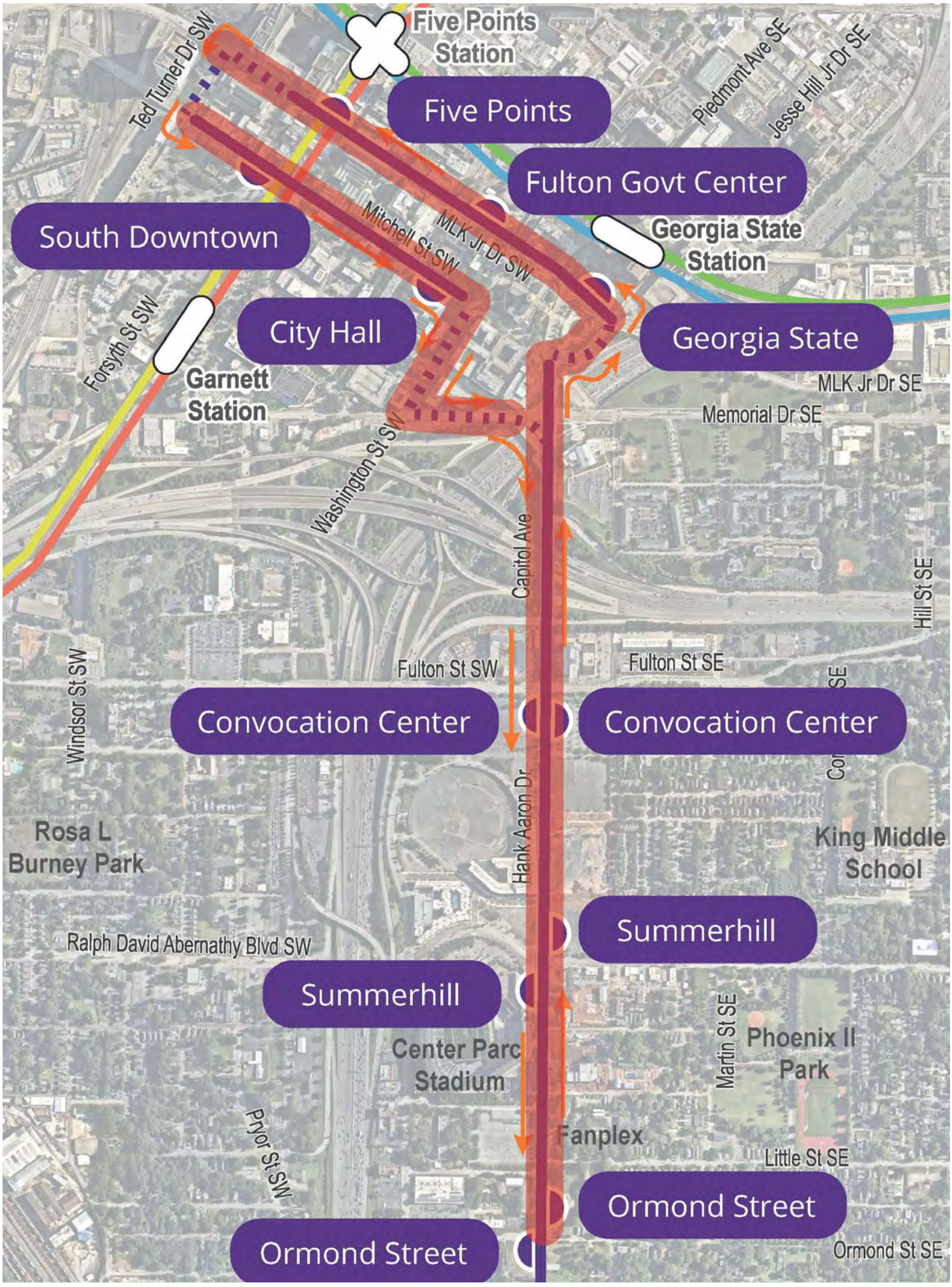
Stay tuned for more information on this upcoming construction phase via the project website, newsletter, MARTA social channels, and community meetings.

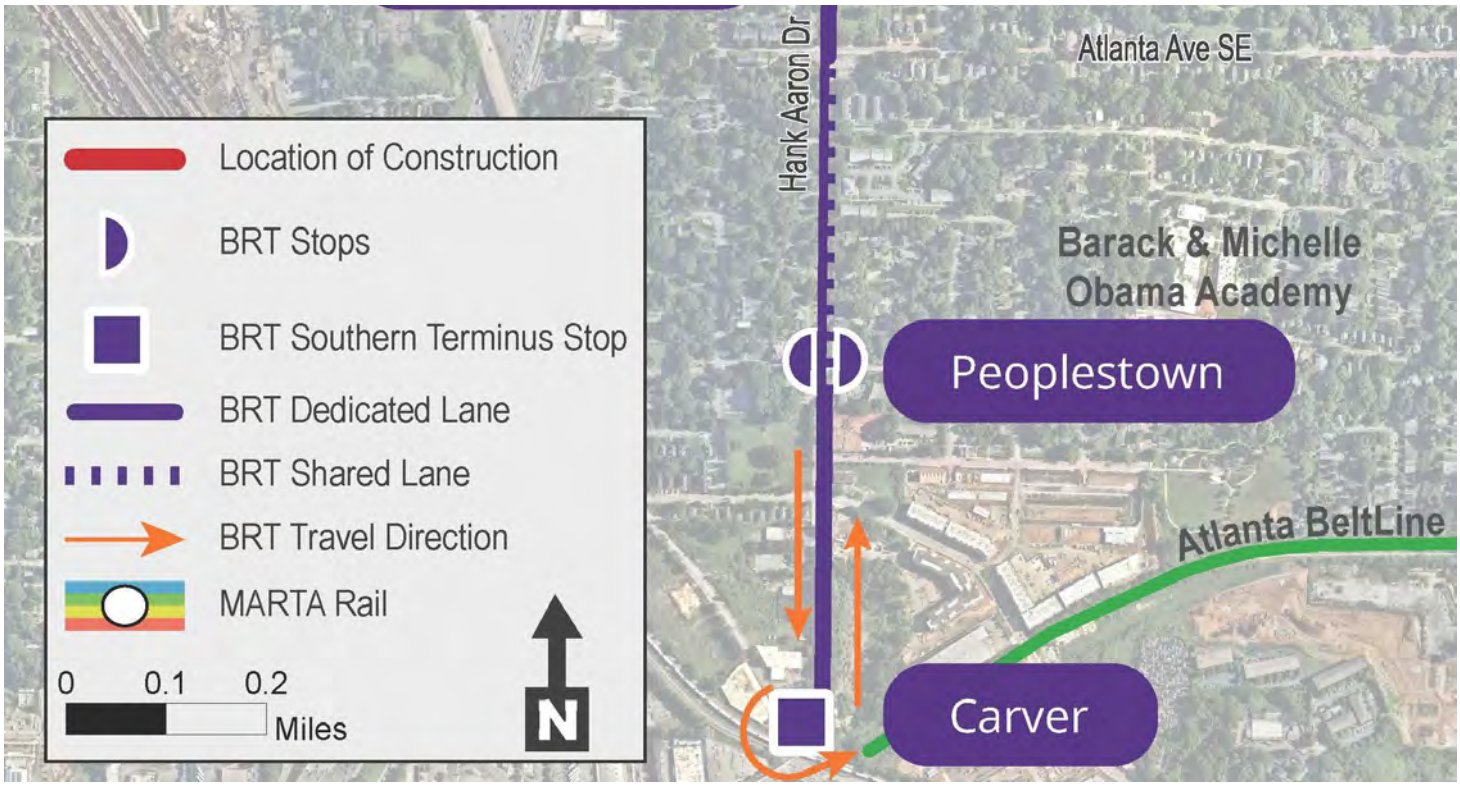
Construction Impacts

Construction will impact the travel routes in several ways. Please see information below on what you can expect during construction working hours from 7:00 AM to 4:00 PM:

Construction activity will cause periodic lane reductions along key streets in downtown Atlanta. Specifically, there will be times when travel lanes along MLK Jr. Drive and Mitchell Street will be reduced to just one lane. We encourage you to plan accordingly, as these lane closures may cause some delays. This will impact on-street parking and sidewalk access in this area. Please reach out if you have any questions about the project or impacts. Some lane closures won't begin until the end of this year's legislative session. Please review the information linked below under the 'Vehicular Impacts' section of this website for more details. Please plan accordingly as these lane closures will impact travel times, sidewalks, cycle tracks and parking lanes.

Location of Construction Map:


Five Points Station
Five Points
Ted Turner Dr SW
Piedmont Ave SE
Jesse Hill Jr Dr SE
Fulton Govt Center
South Downtown
Mitchell St SW
MLK Jr Dr SW
Georgia State Station
City Hall
Georgia State
Forsyth St SW
Garnett Station
MLK Jr Dr SE
Memorial Dr SE
Washington St SW
Capitol Ave
Hill St SE
Windsor St SW
Fulton St SW
Fulton St SE
Convocation Center
Convocation Center
Hank Aaron Dr
Rosa L Burney Park
King Middle School
Summerhill
Ralph David Abernathy Blvd SW
Summerhill
Martin St SE
Phoenix II Park
Center Parc Stadium
Pryor St SW
Fanplex
Little St SE
Ormond Street
Ormond Street
Ormond St SE



This map displays the current area where project construction is underway.

Vehicular Impacts:

- Periodic lane closures
- New traffic patterns
- Traffic delays
- Asphalt paving
- Relocation of Utilities
- **Onstreet parking spots will be closed in the following locations:**
  - MLK Jr. Drive between Central Avenue and Pryor Street
  - Mitchell Street starting mid-block between Pryor Street and Central Avenue and ending mid-block between
  - Central Avenue and Washington Street
  - Central Avenue between Trinity Avenue and Mitchell Street
  - The intersection of Mitchell Street and Forsyth Street

Click below for more information on traffic shifts and lane closures along the route:

- Lane Closures: Mitchell Street between Pryor Street and Central Avenue
- Lane Closures: MLK Jr Drive at Pryor Street
- Lane Closures: Capital Avenue
- Lane Closures: Trinity Avenue between Central Avenue and Washington Street

Pedestrian Impacts:

- Periodic sidewalk closures for reconstruction along MLK Jr Drive and Mitchell Street
- Periodic and partial sidewalk closures for construction efforts can be expected along Mitchell Street between Peachtree Street and Central Avenue
- ADA ramp improvements

Low impact construction may continue after scheduled hours when traffic is at its lowest, but these jobs will comply with local noise ordinances. The construction crew may also work during weekends to maintain the project schedule during periods of inclement weather. **Please note all posted signage for detailed parking and lane restriction instructions when traveling the corridor.**

Bus Stop Impacts:

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

AR-490G

2050 MTP PROJECT FACT SHEET

Short Title	ATLANTA STREETCAR - SOUTHEAST BELTLINE CORRIDOR FROM IRWIN STREET TO UNIVERSITY AVENUE
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 will provide streetcar transit service along the southeastern quadrant of the Beltline corridor between Irwin Street and University Avenue.

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	**$282,540,000**	$127,143,000	$0,000	$0,000	$155,397,000
				$282,540,000	**$127,143,000**	**$0,000**	**$0,000**	**$155,397,000**

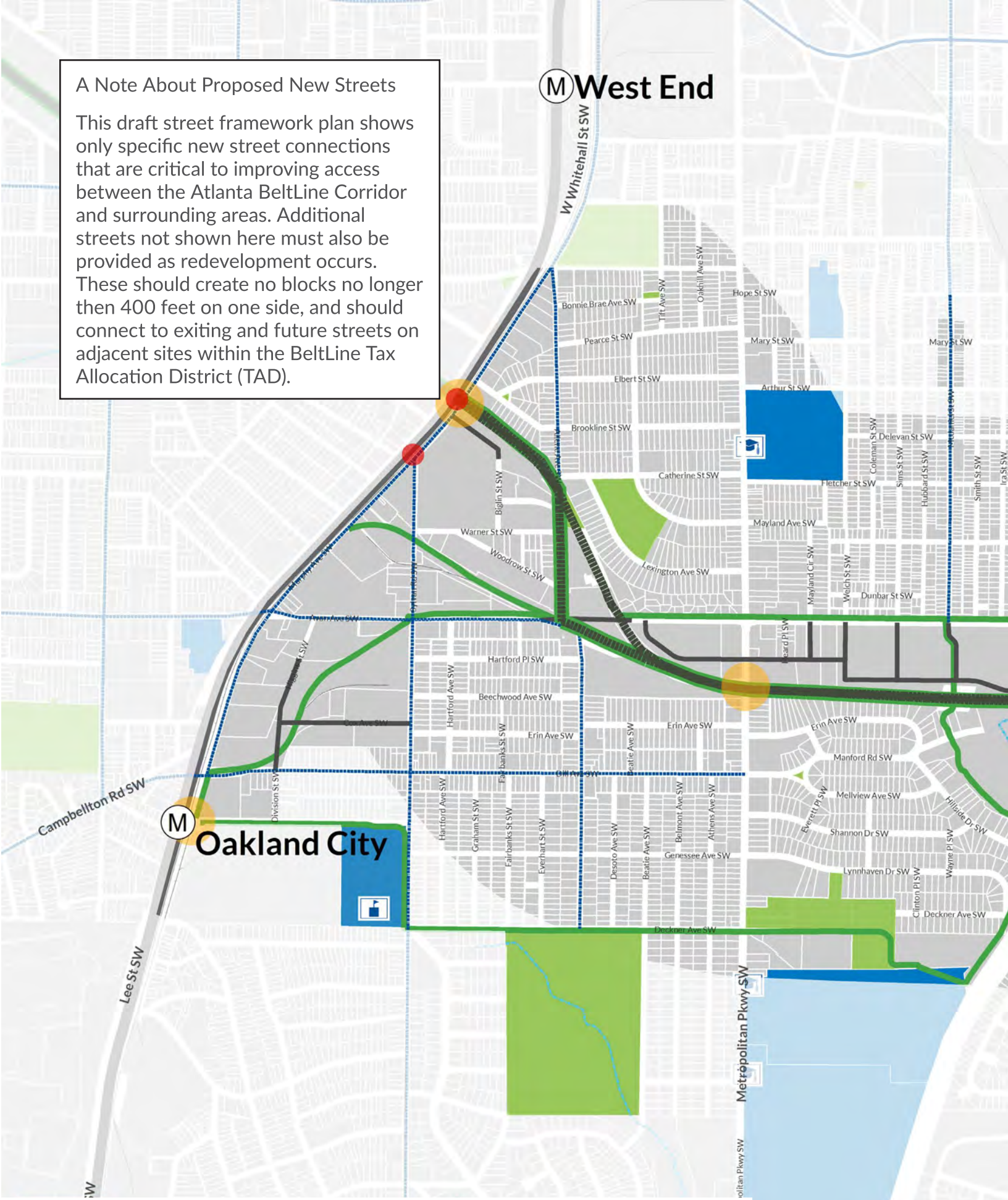
SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

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

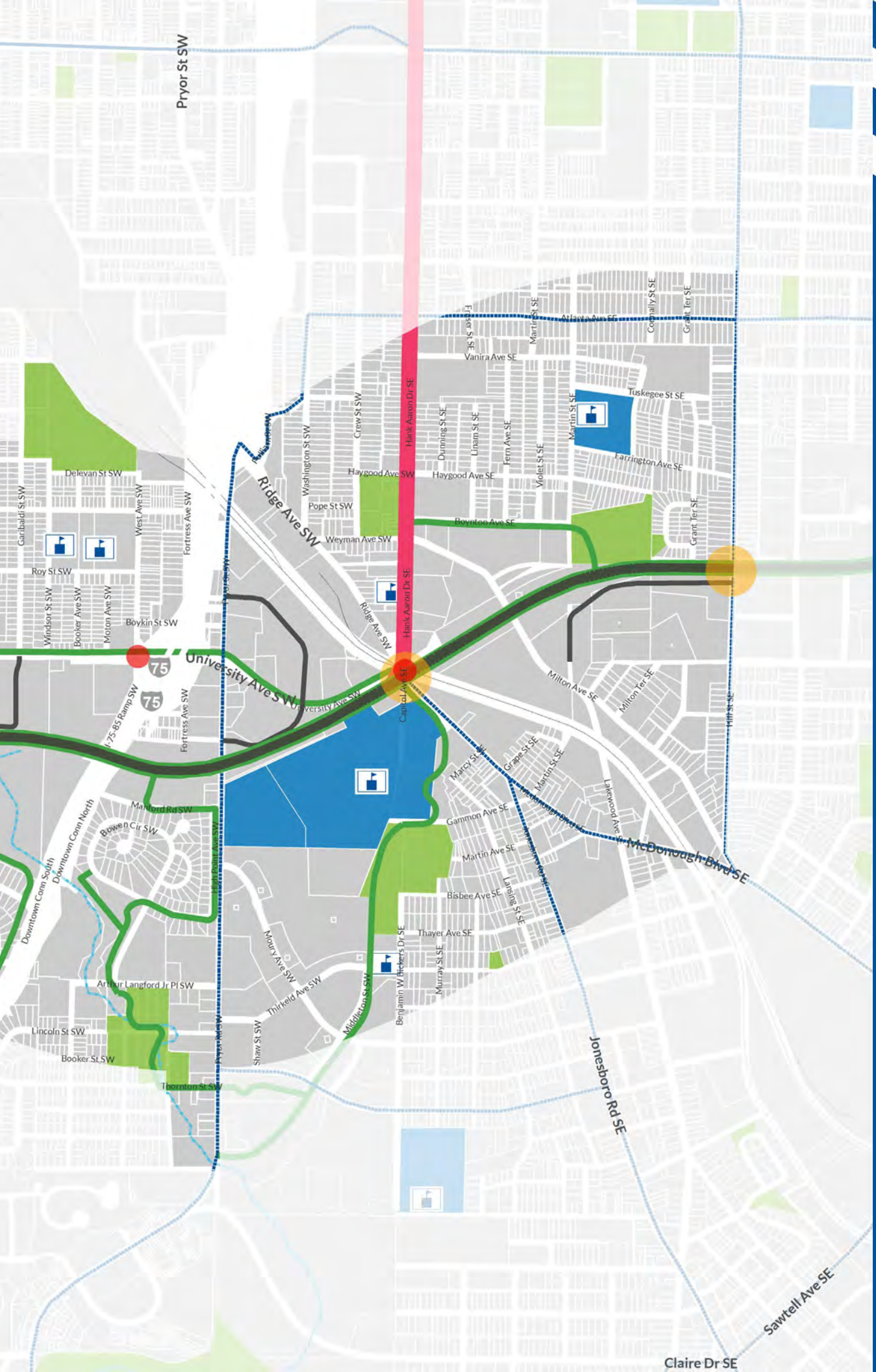
Report Generated: 6/7/2024

A Note About Proposed New Streets

This draft street framework plan shows only specific new street connections that are critical to improving access between the Atlanta BeltLine Corridor and surrounding areas. Additional streets not shown here must also be provided as redevelopment occurs. These should create no blocks no longer then 400 feet on one side, and should connect to exiting and future streets on adjacent sites within the BeltLine Tax Allocation District (TAD).



This map was prepared by TSW in 2018 and produced for the Atlanta BeltLine Subarea 2 Master Plan Update using data supplied by the City of Atlanta, Atlanta Regional Commission, Fulton County, and Atlanta BeltLine Inc. Updated by ABI in 2021. Data are not guaranteed.



Circulation Plan - Transit, Bike & Pedestrian

Atlanta BeltLine Subarea 2

- Atlanta BeltLine
- Proposed Mobility Hub
- Proposed Multiuse Trail
- ATP* Bike Facility
- Subarea Street Framework Plan
- Adopted Atlanta Streetcar System Plan Pink Line
- Adopted Atlanta Streetcar System Plan Green Line
- Public School

Map 13

Scale: 1" - 900'

0' 225' 450' 900'

Atlanta BeltLine

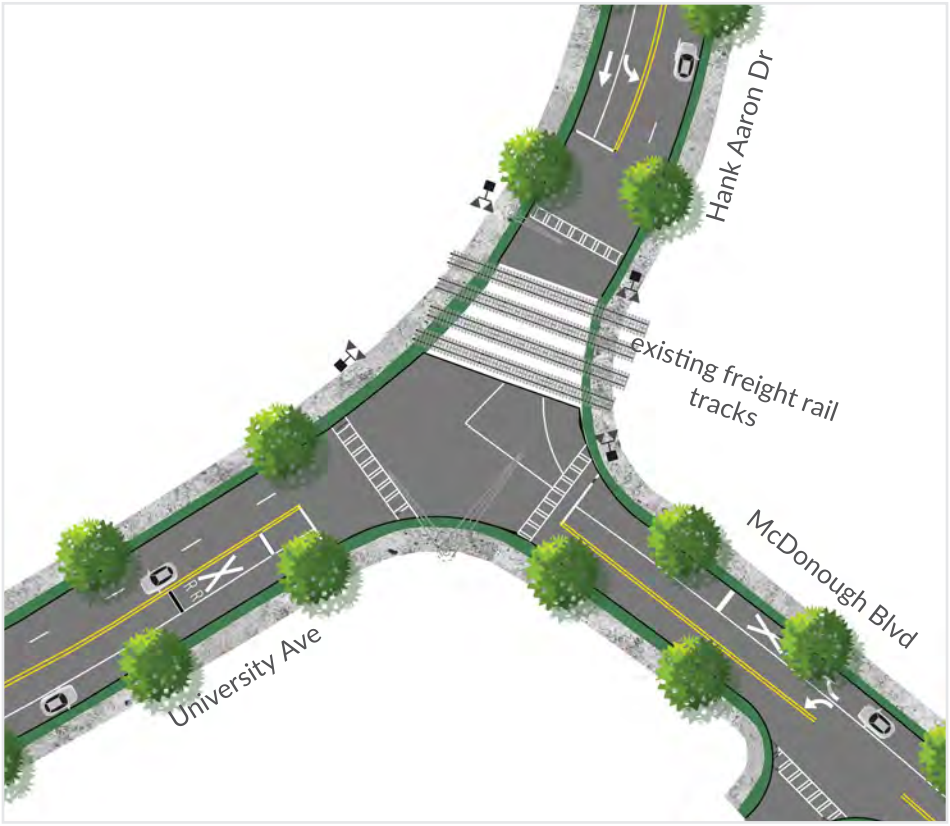
NORTH

INTERSECTION IMPROVEMENTS

Safety improvements are recommended at two major intersections within the Subarea.

- **University at McDonough.** This intersection does not have adequate sidewalks, especially across the train tracks, but is located immediately adjacent to the BeltLine. It should be improved as shown to the right.
- **Sylvan Road railroad crossing.** This intersection is also unsafe and lacks adequate pedestrian facilities. It should include an improved pedestrian and bicycle crossing of the railroad tracks, better lighting, and a traffic light (if warranted by a traffic study). Alternatives like at-grade improvements, vertical connections, tunnels, or other best management practices should be explored to determine the safest and most feasible option.

In addition to these two intersection projects, improvements to the interchange between University Avenue and I-75/I-85 should be considered as part of future planning efforts.



The above are illustrative plans only. Any improvements would require engineered drawings and public input.

HIGH CAPACITY TRANSIT

High capacity public transportation is important to ensure that people move efficiently through the City without a car. This plan incorporates the recommendations of other City plans to provide high capacity transit service along the following corridors or streets:

- Atlanta BeltLine
- Metropolitan Parkway
- Hank Aaron Drive

Bus stops should also be added at all BeltLine crossings once the trail is completed.

STREETSCAPES

Improvements to key streets are recommended by a number of City plans and will be important to provide increased and safe access to the BeltLine. These include the following streets:

- University Avenue
- Boynton Avenue
- Hank Aaron Drive
- McDonough Boulevard
- Jonesboro Road
- Murphy Avenue

SIDEWALKS

A sidewalk evaluation was not a part of this Master Plan update, but deteriorated and missing sidewalks are common throughout Subarea 2. Improved and/or new sidewalks are encouraged along major corridors and connecting to the adjacent communities. New sidewalks will help pedestrians navigate safely through the community.

The City of Atlanta is performing a citywide street and sidewalk analysis, projected to be completed in 2021, to help identify and prioritize sidewalks throughout the City. Also, as new development happen in the Subarea Area, they will be required to provide sidewalks as part of the BeltLine Overlay District regulations, which will help to further the sidewalk network.

OTHER PROJECTS

A traffic signal warrant study should be conducted to see if a traffic signal is needed based on traffic data and safety conditions at the intersection of Murphy Avenue and Dill Avenue.

Traffic signal optimization should be conducted throughout the Subarea to improve traffic flows.

Traffic calming measures should also be implemented in the Subarea where needed to slow traffic and improve safety. All traffic calming must conform to city code requirements and procedures.

Improvements along major streets will provide safer access to the BeltLine for pedestrians and bicyclists

Project Overview

MARTA, in collaboration with the City of Atlanta, is investing in high-capacity transit in the Campbellton Corridor to improve connectivity, accessibility, and mobility in southwest Atlanta. The corridor, which links the Greenbriar Mall area to the Oakland City MARTA Station, is currently served by one of MARTA's busiest bus routes – 83 Campbellton Road. This historic multimodal investment will greatly enhance the service area and transform how residents travel to jobs, services, and other points of interest while supporting the community's growth and development for years to come. Project elements include new transit supportive infrastructure along Campbellton Road, including sidewalks, bike lanes and streetscape improvements. The center-running BRT is 5 miles long with 100% dedicated lanes and will include a transit hub at Greenbriar Mall. This project is currently in the preliminary engineering phase and is projected for completion in 2030.

Check out our Virtual Meeting Room

Project Goals

- Increase access to high-capacity transit
- Improve travel times and reliability
- Promote transit-supportive development

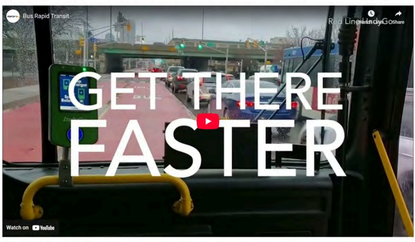
Translate »

Project Map

Click on this link to view a map of the project area's city council districts.

More About Bus Rapid Transit

Learn more about the features of Bus Rapid Transit (BRT), including uses in other cities and testimonials or watch the short video below.



Activity Timeline

- Coordinated with stakeholders to refine proposed station area concepts (February 2021-April 2021)
- Presented results of alternatives analysis for public feedback (June 2021)
- Addressed feedback and incorporated public comments (June 2021-February 2022)
- MARTA Board adopted center-running BRT as the Locally Preferred Alternative (LPA) (July 2022)
- Public and stakeholder outreach (Ongoing)
- Completed Transit-Oriented Development (TOD) Master Plan
- MARTA amended and approved the LPA (August 2023)

AFTER LPA

- Environmental studies and engineering activities started (2024)
- Transit-Oriented Development (TOD) implementation (2023 - 2028)
- Construction to begin (2028)
- Begin service (2030)

Federal Funding

The Campbellton Corridor Transit Project is paid for through the More MARTA Atlanta half-penny sales tax, but additional federal funding is also being considered, including the Federal Transit Administration (FTA)'s Small Starts Discretionary Grant Program, a Capital Investment Grant. The City of Atlanta submitted a Multimodal Project Discretionary Grant (MEGA) application to USDOT in May 2022 to implement center-running BRT for the MARTA Rapid Campbellton.

What is the Federal Transit Administration and the Small Starts Discretionary Grant Program?

The Federal Transit Administration (FTA) is an agency within the United States Department of Transportation (USDOT) that provides financial and technical assistance to local public transportation systems including buses, subways, light rail, commuter rail, trolleys, and ferries.

The FTA oversees grants to state and local transit providers primarily through its 10 regional offices. These providers are responsible for managing their programs in accordance with federal requirements, and the FTA is responsible for ensuring that grantees follow federal mandates along with statutory and administrative requirements. The FTA also oversees safety measures and helps develop next-generation technology research.

The Small Starts Grant Agreement (SSGA) is provided as part of the FTA's Capital Investment Grants (CIG) program that funds transit capital investments including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit.

In 2008, nearly one half of the FTA's pipeline of projects were light rail transit (LRT), and there were only seven bus rapid transit (BRT) projects being considered for funding. Since 2018, FTA has funded 23 BRT projects and as of January 2022, almost two-thirds of the pipeline are BRT projects. Meanwhile, only six light rail projects are under development in the US.

Land Use and Design

MARTA is also considering opportunities for investment, such as underutilized and vacant properties in the corridor that can support new investment in Transit-Oriented Development (TOD). In April 2024, MARTA was awarded a $750k TOD study grant by the Federal Transit Association (FTA). Transit station locations were identified by studying previous plans and studies along the corridor, analyzing community feedback and existing/future zoning land use and activity centers to meet the connectivity and mobility needs in the corridor – bus route 83 has performed as one of the top three routes within the system for the past decade.

Public Feedback

The public provided feedback on land-use barriers for the MARTA Rapid Campbellton/Greenbriar Transit Hub. Key components include:

- Love that rapid transit will enhance connectivity
- Wider, safer sidewalks are a priority
- Implement rapid transit as fast as possible
- Stakeholders want to see the Livable Centers Initiative (LCI) plan visions come to fruition. Projects should help build neighborhoods
- Many stakeholders in the area are open to redevelopment
- There should be a range of policy options and collaborative partners
- The community is excited and optimistic about transit

Transit-Oriented Development

Transit-oriented or "TOD" means development around transit stations that is compact, vibrant, pedestrian-friendly, and seamlessly integrated with transit. There are four principles of TOD:

1. Station area development is compact and dense relative to its surroundings
2. A rich mix of land uses
3. A great public realm
4. A new approach to parking

While the overall scale of development around each station may vary, successful TODs share several key concepts:

- Development adjacent to the station is dense and compact compared to its surroundings, and includes a rich mix of land uses at a variety of affordability levels so people can work, shop, or go to school within walking distance of transit
- Development of a great public realm, walkability with sidewalks, amenities such as lighting, street trees, seating, or bicycle transit, and a grid of streets
- While TOD is centered around a transit station, it also integrates a variety of other mobility options, including pedestrian, bicycle, and vehicular transportation. Transit does not mean "no cars," but it does require less parking than similar development in non-transit-oriented locations

Key components from land use/TOD analyses:

- Corridor Assessment evaluated the potential for TOD along the corridor
- Station-Area Analysis evaluated barriers and opportunities at each potential station
- Land-Use Framework established development character and scale
- Market Evaluation studied development opportunities and potential to prioritize station development and phasing
- Station-Area Concept Plans identified framework plans for future TOD development around station areas
- Catalyst Stations identify key stations to focus early development along the corridor and catalyze economic development paired with more detailed station plans
- Implementation Strategies identified necessary policies and strategies to implement successful TOD along Campbellton Corridor

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Meetings and Other Resources

- August 13, 2024 Public Meeting
- Fact Sheet – August 2024
- Campbellton flyover video

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Email Address *

First Name

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Four red stars represent a rough approximation of where MARTA infill stations will be located, per the mayor's executive order.

MARTA/UA

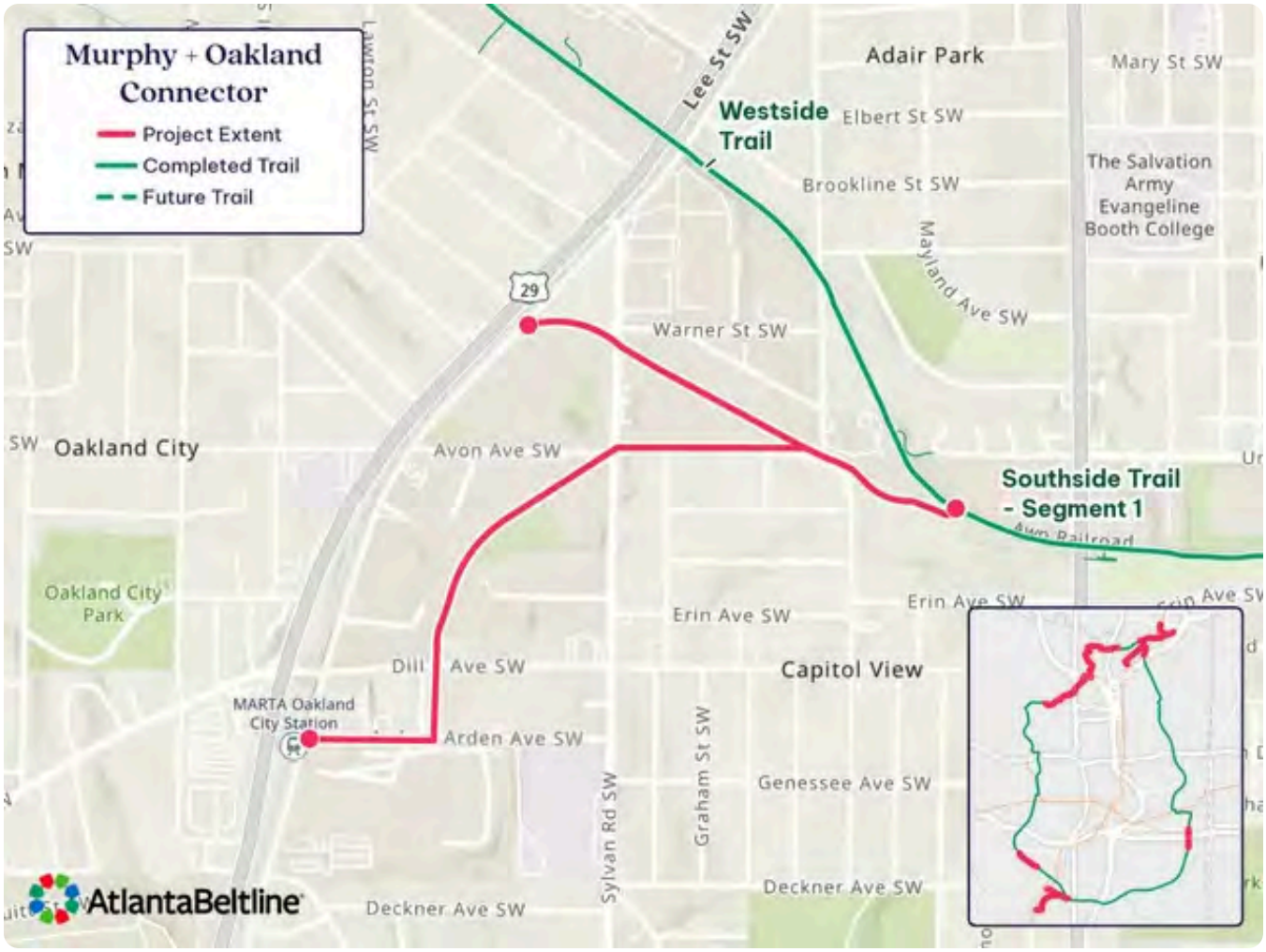
The order mentions that funding could come from both public and private sources, but no timelines are provided.

In a press statement, Dickens calls Atlanta's transportation landscape "dynamic" in a way that mirrors "the diverse growth and evolution of Atlanta's neighborhoods."

"Both legacy and emerging communities have immediate transportation needs that deserve effective solutions," Dickens' statement continues. "It is imperative that our transportation investments are strategically and equitably deployed to increase ridership on MARTA's heavy rail network and bus system fostering a more connected and unified Atlanta."

CONSTRUCTION

Oakland + Murphy Connector Trail



Once complete, this 1.31-mile section of trail will begin at the existing Southside Trail - Segment 1 access point at Allene Avenue SW and split into two segments. The first 0.45-mile segment will cross over Sylvan Road SW and end at Murphy Avenue. The second 0.86-mile segment will run adjacent to Avon Ave, crossing over Sylvan Road and Dill Ave before ending at the Murphy Oakland City MARTA station. This project includes the design of a 12-foot-wide concrete multi-use path with 2-foot soft shoulders, as well as landscaping, retaining walls, vertical connections to surrounding streets, stainless steel handrails and guardrails, storm drainage with green infrastructure solutions, environmental remediation, lighting, and security cameras.

Project Status & Timeline

Solicitation of a design firm is complete, and contract execution is underway. Design is expected to run through early 2026 and construction to be complete in mid-2028. Landscaping work will extend into the winter months of 2028. This project is funded through design in the most recent Beltline Strategic Implementation Plan; construction funding has not yet been identified.

October 2024: Procurement for design and engineering services.

2025: Design starts.

2026: Design is completed. Construction begins.

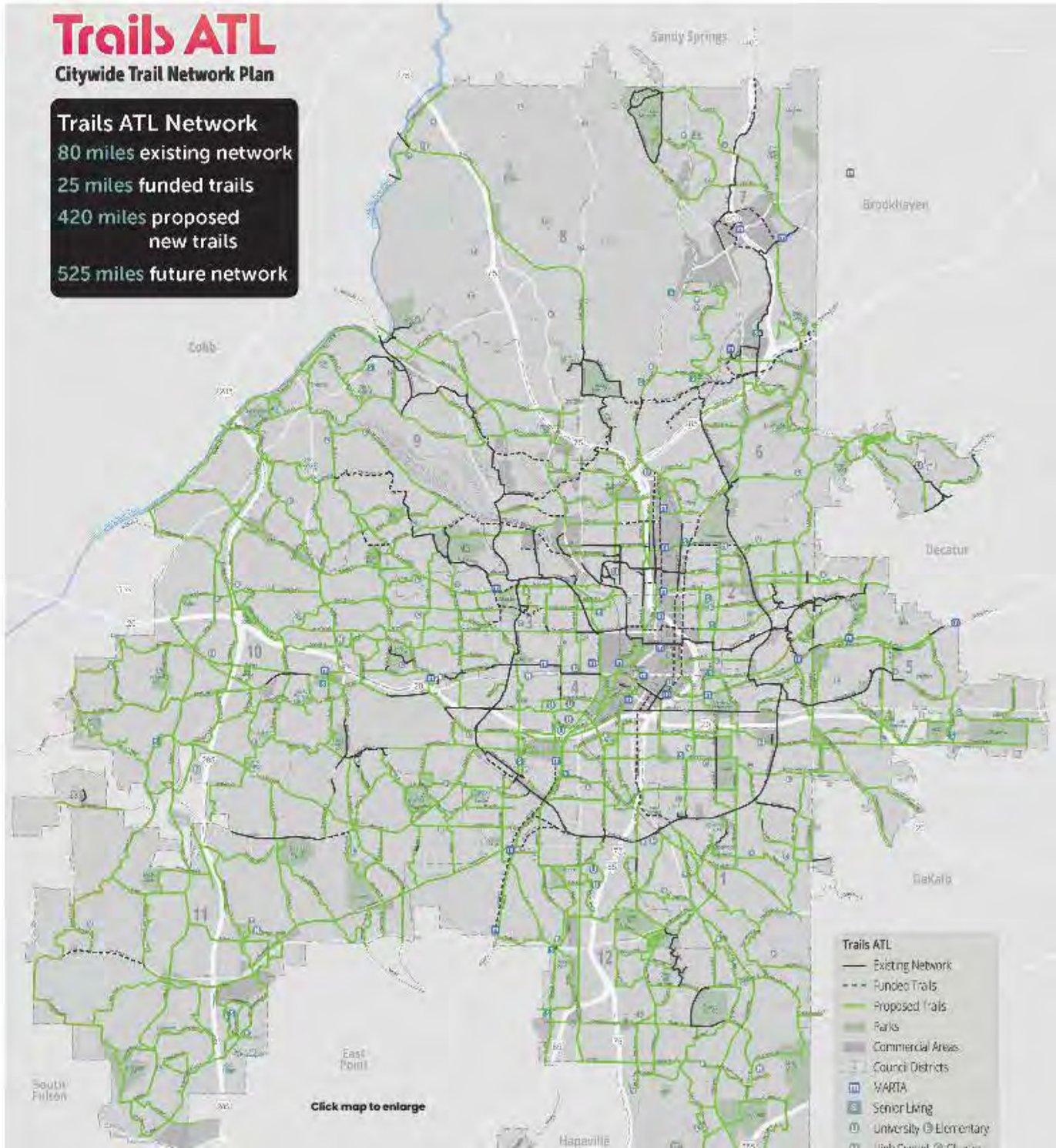
2028: Construction is completed.

Atlantans love trails and want more. The City has responded by partnering with the PATH Foundation to create a city-wide trail plan called **Trails ATL.**

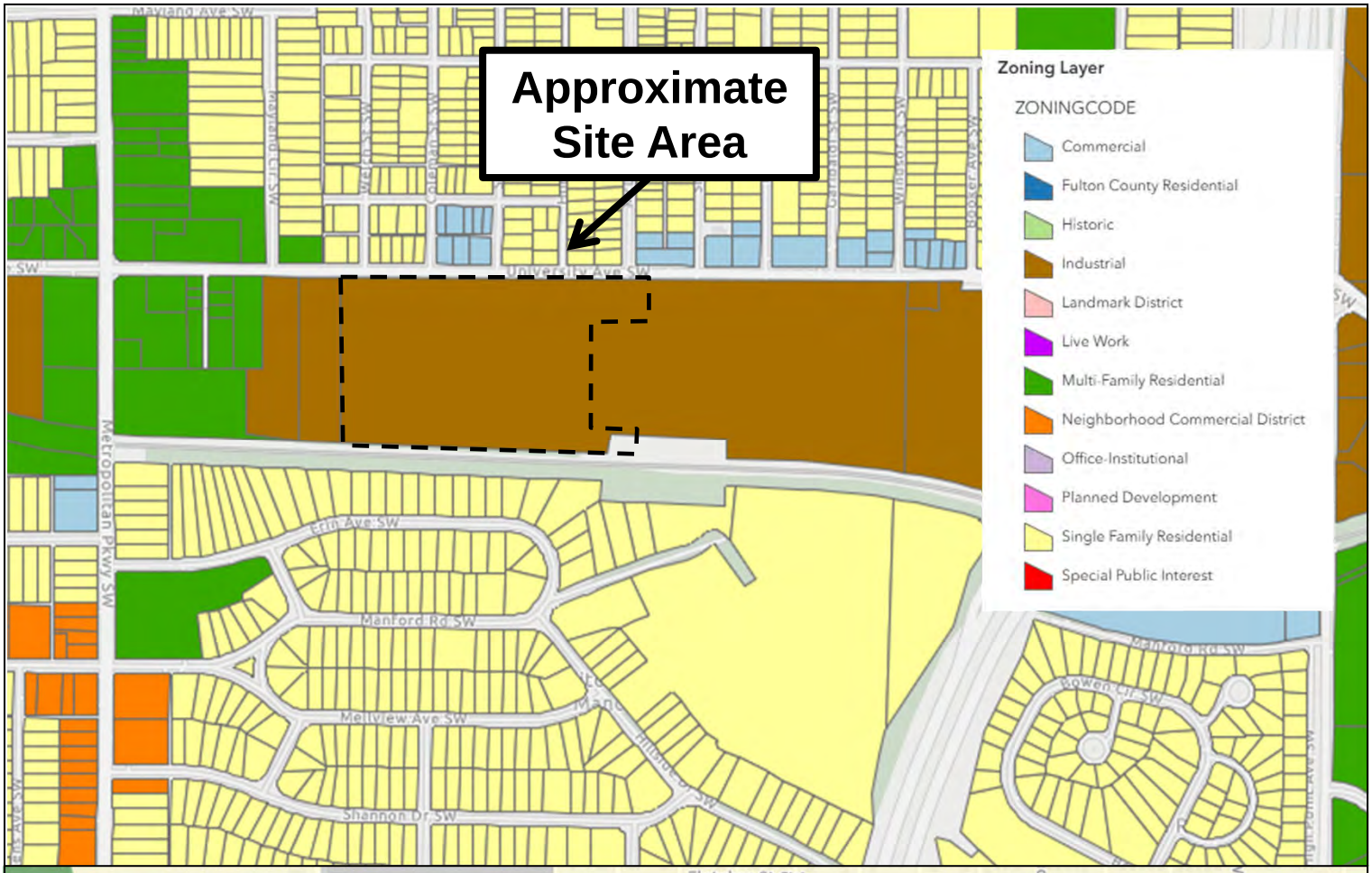
After 18 months of listening carefully to what types of trail the community wants *and* where they want them to go; and after substantial broad-based community engagement regarding possible trail opportunities; the recommended trail network expansion can be seen here.

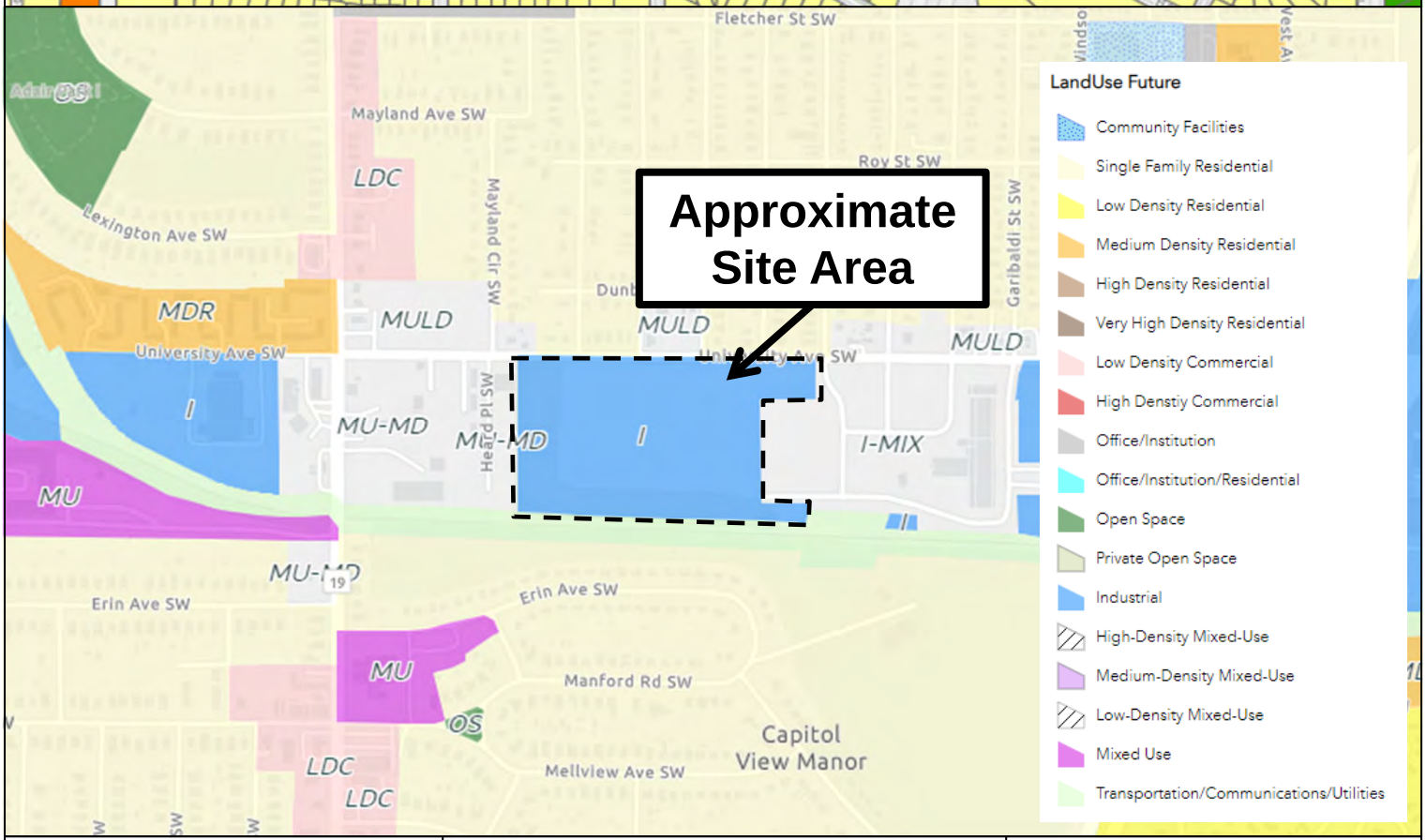
Once complete, the trail network expansion will provide 10-minute walk/wheelchair access to safe and inviting trails for 94% of Atlantans. Details regarding the map and supporting analyses are available in the **Trails ATL** Report.

Please review the report and explore this website to learn how we engaged the community to produce this plan.



Land Use and Zoning Maps





Kimley»Horn

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Transportation Analysis

Land Use and Zoning Map