DEVELOPMENTS OF REGIONAL IMPACT (DRI)
METHODOLOGY MEETING PACKET FOR:

TYLER PERRY ENTERTAINMENT DISTRICT

SUBMITTAL DATE:
March 31, 2025

DRI NAME & NUMBER:
Tyler Perry Entertainment District DRI 4411– DRI # 4411

PRE-REVIEW / METHODOLOGY MEETING DATE:
Methodology Meeting Date: Monday, April 7, 2025.

LOCATION:
Atlanta, Fulton County, Georgia

PREPARED FOR:
TPS at Fort Mac, LLC
One Tyler Perry Studios Way
Atlanta, GA 30318

PREPARED BY:
NV5 Engineers and Consultants, Inc.
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Alpharetta, GA 30009

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A. Project Orientation

Permitting Local Government: City of Atlanta

Additional Local Government(s) with development approval authority:

Development Authority of Fulton County (DAFC)

Atlanta Regional Commission (ARC)

Georgia Regional Transportation Authority (GRTA)/State Road and Tollway Authority (SRTA)

Georgia Department of Transportation (GDOT) District 7, Chamblee Area 1

DRI Trigger: Permit

DRI Trigger Application / Permit #: DRI # 4411

Qualifying DRI Threshold Exceeded:

DEVELOPMENTS OF REGIONAL IMPACT DEVELOPMENT THRESHOLDS		
ARC Category	Type of Development	Maturing Neighborhoods, Established Suburbs, or Developing Suburbs
8	Mixed-Use	700,000 gross square feet (With residential units calculated at 1,000 square feet per unit)

Existing Zoning:

I-1 (Light Industrial) Studio Side & SPI-2 (Ft. McPherson Special Public Interest District) Office/Retail Side (Figure 3)

Proposed Zoning: Rezoning Not Proposed

Project Information:

Land Use Type	Variable	Land Use Area (square feet)
Office	Square Feet	1,108,800
Warehouse	Square Feet	265,000
Sound Stages	Square Feet	878,100
Retail	Square Feet	95,000
Cinema/Entertainment	Square Feet	140,000
TOTAL		**2,486,900**

Project Location:

GPS Coordinates:

33° 42' 2.2932" N -84° 25' 58.7562" W (33.7006367716985, -84.43298767939665)

(Figure 1)

Location Description:

A new master-planned mixed-use development is proposed for construction on the Tyler Perry Studios site and on a portion of the old Fort McPherson site. The site is on the west side of Lee Street (SR 14/139/154/US 29) between Tyler Perry Studios Way/Astor Avenue and the primary Fort McPherson entrance, and on the north side of Tyler Perry Studios Way between Womack Avenue and Lee Street in Atlanta, Georgia (see Appendix A for site plan detail). The proposed development will consist of 1,108,800 square feet of office, 95,000 square feet of retail space, 265,000 square feet of warehouse space, and 878,100 square feet of space reserved for sound stages. The development will contain three (3) access points:

- One (1) existing full-access point along One Tyler Perry Studios Way that will connect via the existing on-site roundabout prior to the controlled entry gate to the west, and
- Two (2) full-access points along Lee Street, just north of Tyler Perry Studios Way/Astor Avenue.

The purpose of this assessment is to identify the traffic expected to be generated by new vehicular trips when the development is complete in the year 2028. The full traffic study will include existing traffic volumes (2024), future background traffic volumes (2028), trip generation, directional distribution, and anticipated traffic impacts at all study intersections.

Unified Growth Policy Map land use area designation: Regional Centers (Figure 4)

Neighboring Jurisdiction(s): City of East Point

Project Driveways & Access Points:

Site access will be via three (3) outlets shown in Figure 2 and mentioned below. One (1) access point will connect to the existing One Tyler Perry Studios Way via the existing on-site roundabout prior to the controlled entry gate to the west, and the remaining two (2) site driveways are proposed to connect to Lee Street just north of Tyler Perry Studios Way/Astor Avenue. The proposed site plan is provided in Appendix A.

i. Site Driveway at One Tyler Perry Studios Way
ii. Site Driveway North at Lee Street
iii. Site Driveway South at Lee Street

Project Build Out Year & Phase(s):

2028, 1 Phase

Net Average Daily Trips (ADT) & Requested Review Schedule:

27,828 Net ADT, Non-Expedited Review

Figure 1: Vicinity Map

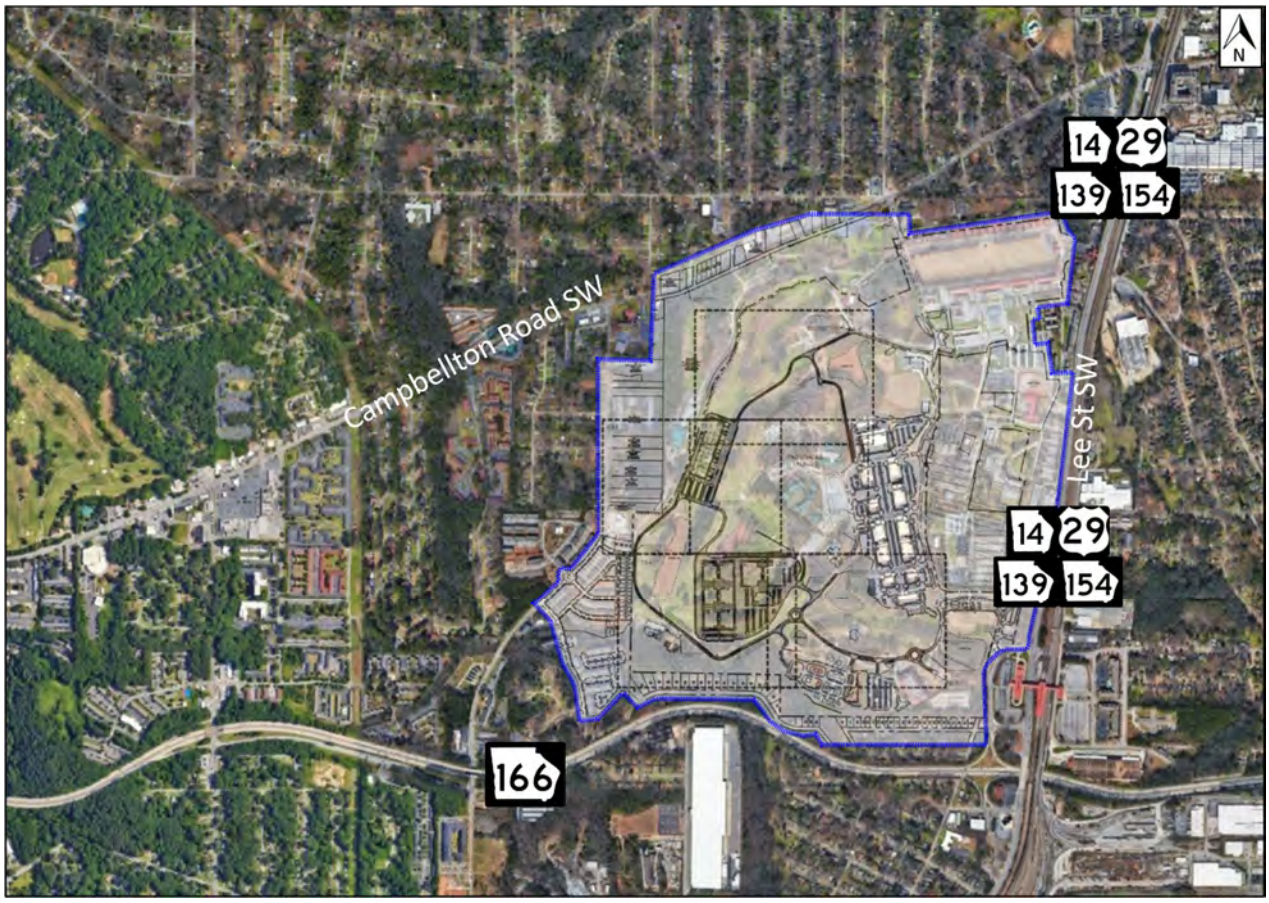


Figure 2: Site Location Aerial

Figure 3: Existing Zoning

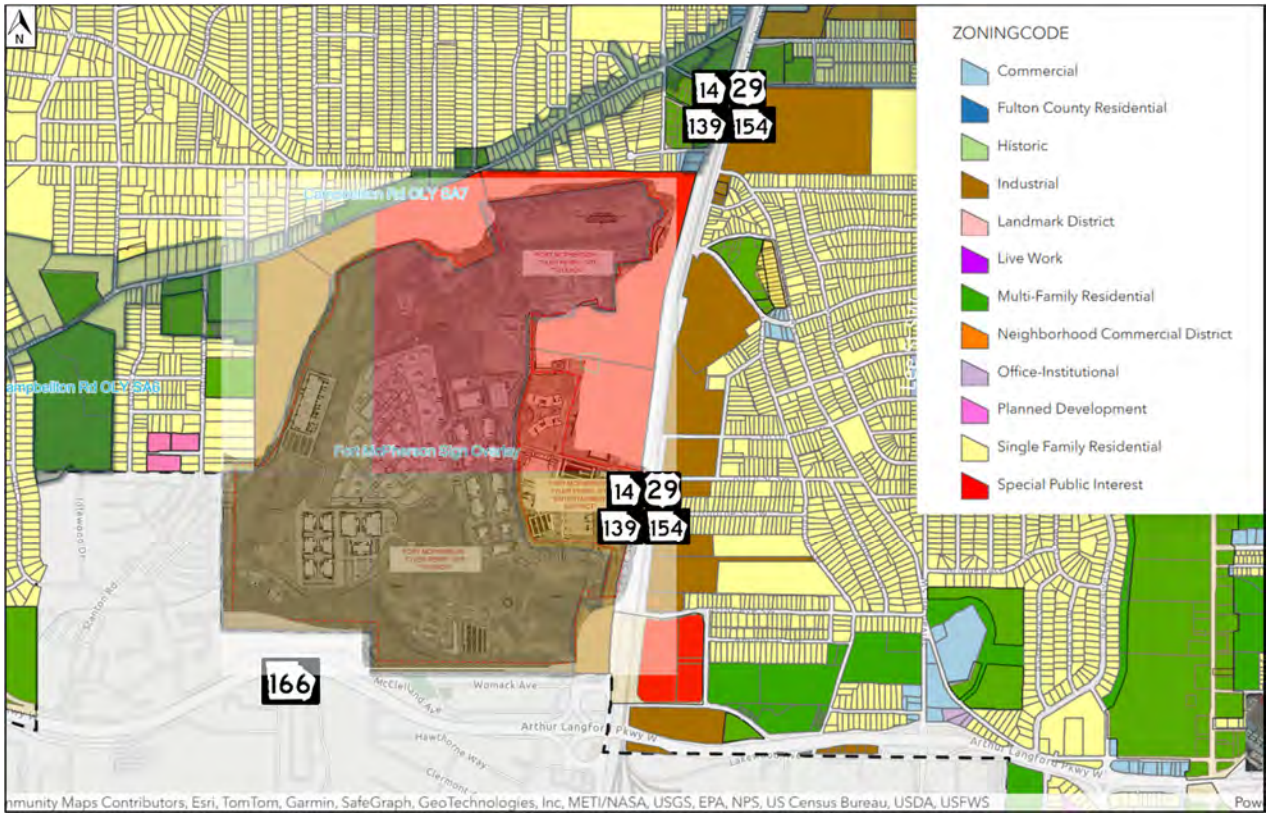
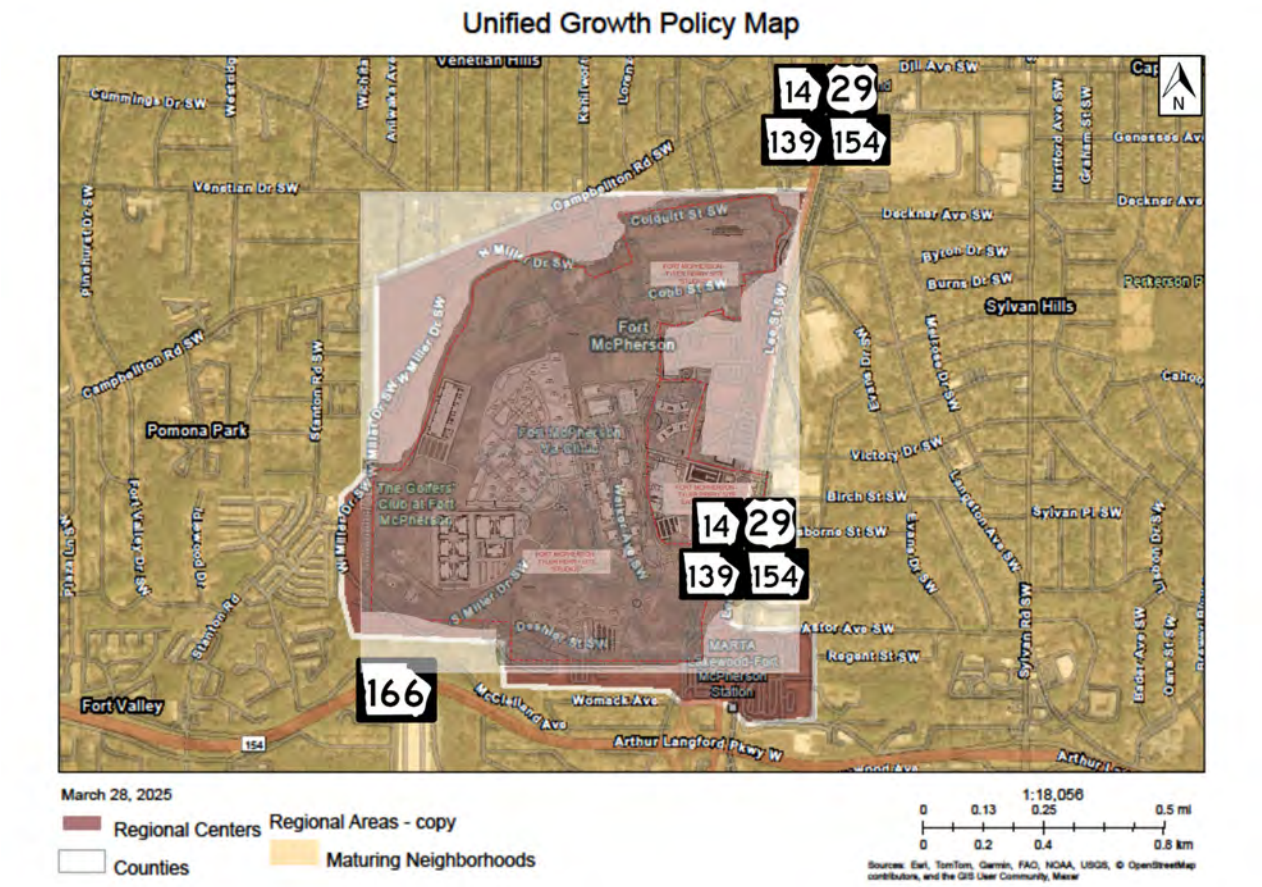


Figure 4: Unified Growth Policy Map (UGPM) Designation



Government Stakeholders:

- City of Atlanta
- Fulton County Development Authority
- GDOT District 7, Chamblee Area 1
- Atlanta Regional Commission
- Georgia Regional Transportation Authority/State Road and Tollway Authority (GRTA/SRTA)

Applicant Stakeholders:

Developer:

TPS at Fort Mac, LLC
One Tyler Perry Studios Way
Atlanta, GA 30318

Site Engineer:

Eberly & Associates
2951 Flowers Road South, Suite 119
Atlanta, GA 30341

Design Engineer:

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Traffic Engineer:

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Applicant Email & Mailing Address:

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B. Planning Context

Programmed Projects:

Table 1: Programmed Projects

Project Name	From / To Points:	Sponsor	Project No./ID	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY
SR 14/SR 154 @ 9 Locs & SR 154 @ 1 Loc in Fulton County	SR 154 @ Lee St Connector To SR 154 @ S Fulton Pkwy	GDOT	GDOT P.I. No. 0013207	N/A	2014	2020	2024
City of Atlanta Accessibility Improvements	Neighborhoods of Sylvan Hills, Capitol View, Fort McPherson, Venetian Hills, Oakland City	ATL DOT	ATL DOT 3026	N/A	N/A	N/A	2026
Atlanta Traffic Signal Enhancement Program – Phase 1	Various Intersections Greenbriar Pkwy, Sylvan Rd, 10th Street, State Street, North Ave	City of Atlanta	GDOT P.I. No. 017802	AT-320	2021	2028	2028
Fort Mac Mile	Oakland City to East Point	Fort Mac LRA	N/A	N/A	N/A	N/A	N/A
East Point Multimodal Path	Norman Berry Dr/ Bobby Brown Pkwy from Sumner Park to Virginia Ave	City of East Point	GDOT P.I. No. 0019886	FS-354	2024	2026	2028
Lee Street Trail	West End to Oakland City	ATL DOT	ATL DOT 3010, GDOT P.I. No. 0014997	AT-299	2017	2018	2018

Programmed Project Attached Design Documents:

Attached in Appendix B

Planned Projects:

Table 2: Planned Projects

Project Name	From / To Points:	Sponsor	Project No./ID	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY
Campbellton Corridor	Campbellton Road – Greenbriar Mall to Oakland City Station	MARTA	N/A	AR-459	LR 2031-2040	LR 2031-2040	LR 2031-2040
Atlanta Streetcar	Atlanta Beltline SW Corridor from Westview Dr/Langhorn St to MARTA South Rail Line Between West End & Oakland City Rail Stations	City of Atlanta	N/A	AR-490D	LR 2031-2040	LR 2031-2040	LR 2031-2040

Transportation Project Interaction with DRI:

The DRI prioritizes incorporation of the Lee Street Trail, the Fort Mac Mile, and the MARTA Campbellton Corridor that proposes to install Bus Rapit Transit (BRT) along Campbellton Road within the study area. The portion of this DRI site that fronts Lee Road plans to continue a trail system within the development that emphasizes safe street crossings and interaction with storefronts.

Land Use and Zoning:

Existing Zoning:

I-1 (Light Industrial) Studio Side & SPI-2 (Ft. McPherson Special Public Interest District) Office/Retail Side

Future Land Use Map Zoning:

SPI-2 (Special Public Interest)

Land Use Vision & Goals:

The proposed development promotes the infill of mixed-use redevelopment on the balance of the Fort McPherson site. This project, in conjunction with the TD Jakes redevelopment, includes a mix of office and retail and educational uses to activate the existing site.

The SP1-2 zoning district was established to preserve, protect, and foster the redevelopment of Fort McPherson through the integration of transportation and land planning in a way that balances local, regional, and state economic development.

In addition, the combined development encourages a compatible mix of residential, commercial, industrial, cultural, and recreational uses. It also encourages the use of MARTA and other public transit services and prioritizes pedestrian safety by providing convenient sidewalk level pedestrian circulation that minimizes vehicular impediments.

Relation to Existing Land Use Plans:

Acceptable – new development will support the future land use characteristic features in the area.

Chattahoochee River / Metropolitan River Protection Act:

N/A; not a DRI property within the MRPA Chattahoochee River 2,000-foot buffer.

C. Alternative Mode Access

Bicycle and Pedestrian Context:

Description of Existing Infrastructure:

There is existing pedestrian sidewalk infrastructure and multi-use path infrastructure presence surrounding the planned development. Refer to Figure 5 for existing pedestrian and multi-use path infrastructure. Refer to Figure 6 for existing and proposed share the road streets.

Sidewalk & Streetscape Ordinance Standards:

The GDOT Pedestrian and Streetscape Guide will be used for Streetscape Ordinance Standards as well as additional Sidewalk Ordinance Standards.

Potential Pedestrian & Bicycle Destinations:

The Rev. James Orange Park at Oakland City, Metropolitan Atlanta Rapid Transit Authority (MARTA) Lakewood-Fort McPherson and Oakland City railway stations.

Transit Accommodations:

Existing Transit Routes

MARTA Gold/Red concurrent rail transit line, with nearby stops at Oakland City and Lakewood/Fort McPherson. MARTA Bus Routes 42, 83, 162, 79, and 172 are also serving the nearby network and the nearby Oakland City and Lakewood-Fort McPherson railway transit stations.

Existing High-Capacity Transit Stations: N/A

Existing Transit Service Details:

Share the Road Surface Streets are present in and around the site area. MARTA Lakewood-Fort McPherson station is located less than 1 mile from the site driveways of the proposed site, and MARTA Oakland City station is also located less than 1 mile from the site driveways of the proposed site. Refer to Figure 3 for existing and proposed transit infrastructure context, in relation to the site location.

Proposed Pedestrian Route to Access Transit:

There are sidewalks on either side of Lee Street that access both the MARTA bus routes and rail stations within the vicinity of the proposed site. A non-motorized trail is also proposed within the site as a connection/continuation of the Lee Street Trail.

Transit Stop Ridership: N/A

Transit Stop Amenity Standards: N/A

Figure 5: Alternative Transportation Map – Pedestrian & Multi-Use Path Infrastructure

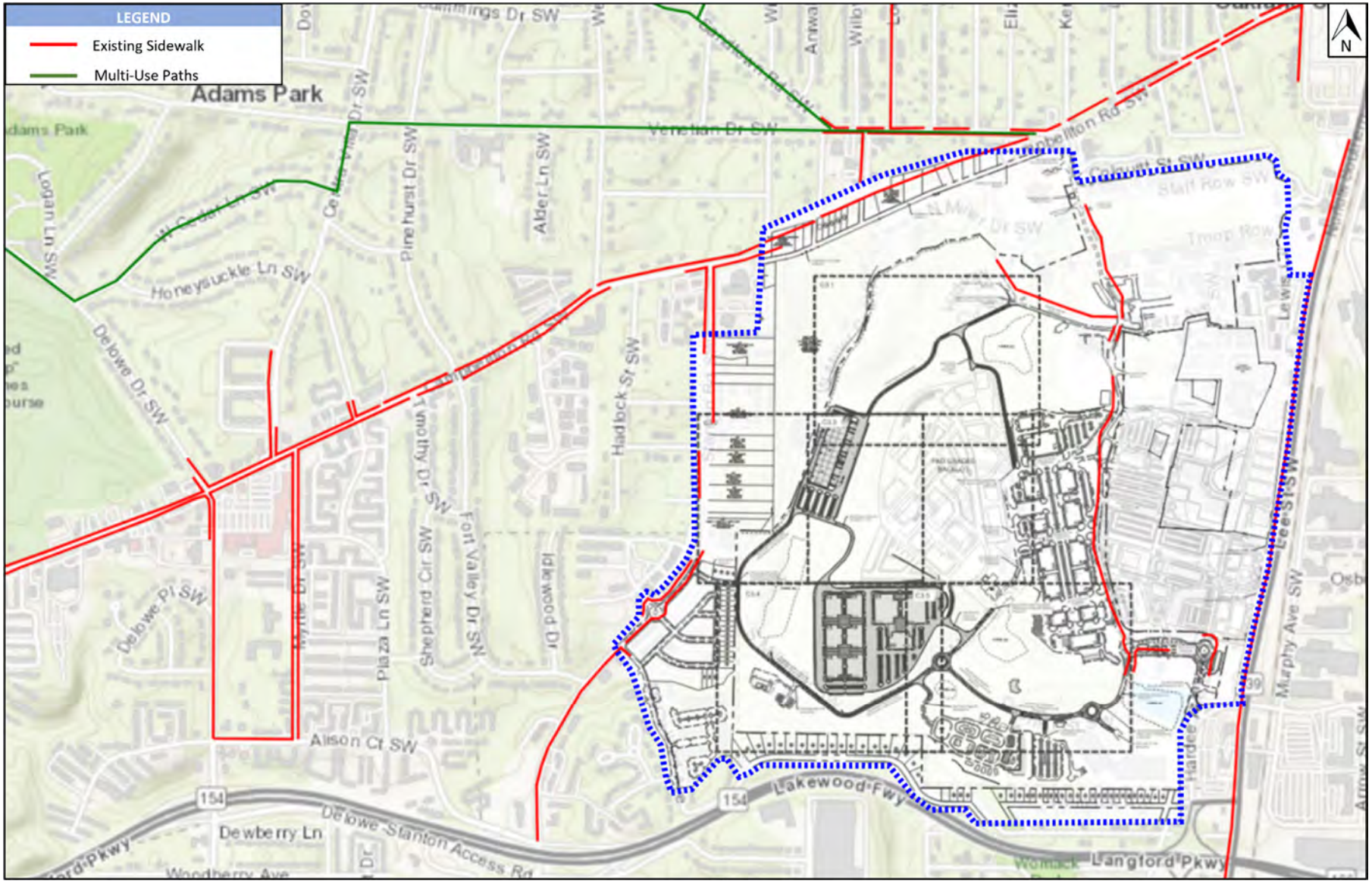
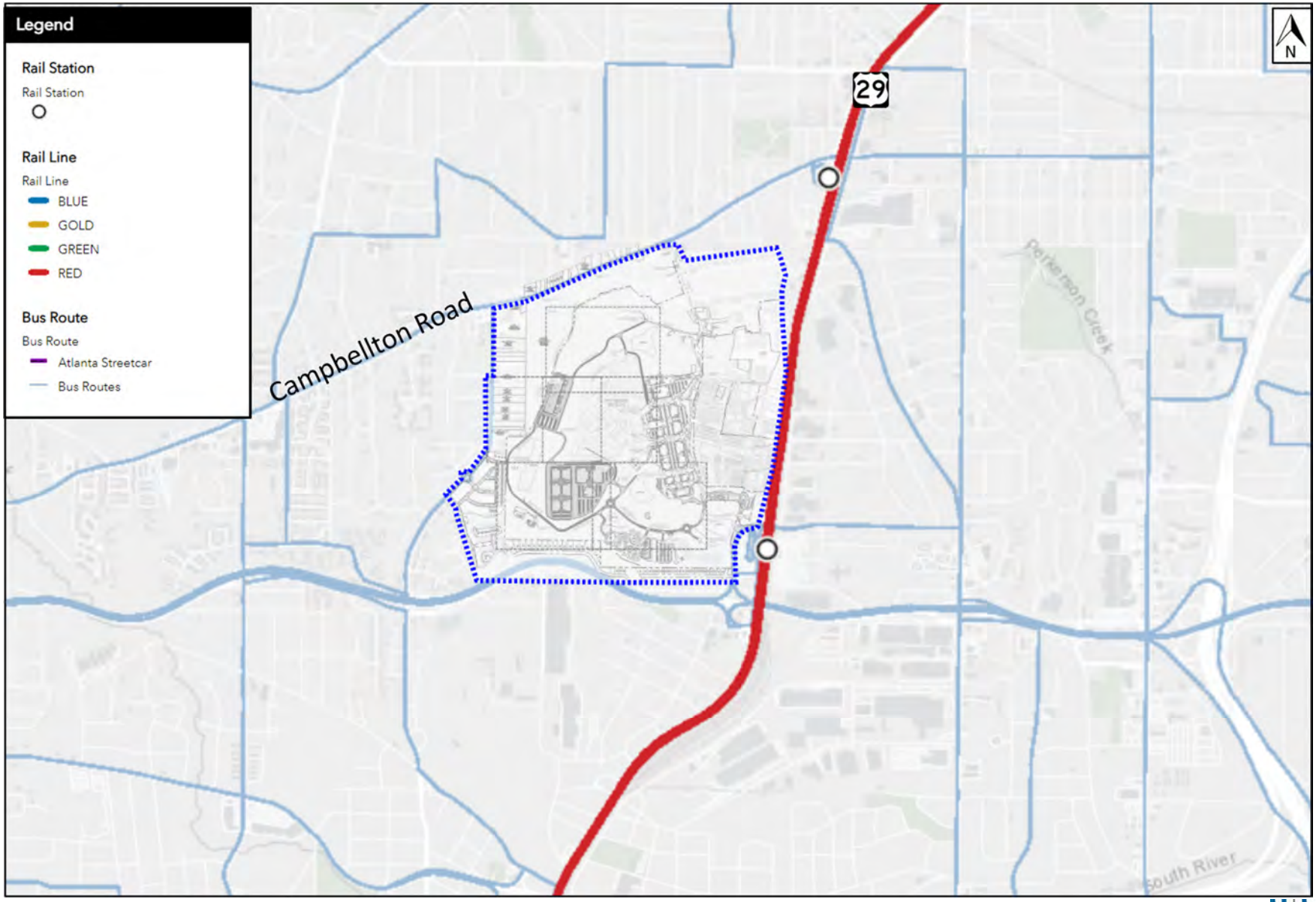


Figure 6: Alternative Transportation Map – Transit & Rail Infrastructure Services



D. Trip Generation & Adjustments

Trip Generation Inputs:

ITE Trip Generation Manual Used:

Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Ed., 2021.

ITE Land Use Code(s):

Independently Generated – Sound Stages (see Appendix D)

ITE LUC 150 – Warehousing

ITE LUC 445 – Movie Theater

ITE LUC 710 – General Office Building

ITE LUC 821 – Shopping Center (40-150k)

ITE Independent Variable Inputs for each Land Use Code:

Sound Stages – 878,100 Total Square Feet (Trips per Square Foot)

Office – 1,108,800 Total Square Feet (Trips per Square Foot)

Industrial – 265,000 Total Square Feet (Trips per Square Foot)

Recreational – 140,000 Total Square Feet (Trips per Square Foot)

Retail – 95,000 Total Square Feet (Trips per Square Foot)

Day & Time of Day of ITE Surveys:

Weekday – Daily, AM and PM peak Hour of Adjacent Street Traffic

ITE Trip Generation Formula Used:

Fitted Curve Equations:

Daily:	T = 10.43 * (X/1000)	(Sound Stages)
	Ln(T) = 0.87* Ln(X/1,000) + 3.05	(LUC 710)
	T = 1.58 * (X/1000) + 38.29	(LUC 150)
	T = 78.09 * (X/1000)	(LUC 445)
	T = 67.52 * (X/1000)	(LUC 821)
AM Peak Hour:	T = 0.73 * (X/1000)	(Sound Stages)

	Ln(T) = 0.86 Ln(X/1,000) + 1.16	(LUC 710)
	T = 0.12 * (X/1000) + 23.62	(LUC 150)
	T = 6.17 * (X/1000)	(LUC 445)
	T = 1.73 * (X/1000)	(LUC 821)
PM Peak Hour:	T = 0.83 * (X/1000)	(Sound Stages)
	Ln(T) = 0.83 Ln(X/1,000) + 1.29	(LUC 710)
	T = 0.12 * (X/1000) + 26.48	(LUC 150)
	T = 5.53 * (X/1000) – 44.3	(LUC 445)
	T = 5.19 * (X/1000)	(LUC 821)

Trip Generation Calculation Alternative Approaches:

Alternative trip generation reductions were determined to account for public transit uses in the immediate area based on existing Share the Road Streets and MARTA bus and rail transit which surround the planned development.

Trip Generation Reductions:

Redeveloped Square Footage: N/A

Alternative Mode Reduction:

Contributing Factors:

Summary of Existing and Proposed Bicycle / Pedestrian / Transit:

There is pedestrian sidewalk infrastructure and MARTA rail transit surrounding the planned development and several bus-routes servicing the area.

Parking Requirements & Proposed Amount:

Required Commercial: XX - 1 per 4 fixed seats.

Required Commercial: 171,638 - 3 spaces per 1,000 square feet of gross area to 250,000 square feet. 2.8 per 1,000 square feet all exceeding 250,000 square feet (3 X 250) + (2.8 X 228)

Provided Commercial: 622 - 5.5 spaces per 1,000 square feet of gross floor area (113 x 5.5)

Alternative Parking Provided: N/A

Affordable Housing: N/A

Transportation Demand Management:

The Atlanta Regional TDM 2021 Annual Report is available online.

Supplemental Commuter Data: N/A

Proposed Reduction Percentage: 15% reduction for alternative mode/transit

Proposed Reduction Justification Explanation: ARC 2019 Regional Transit Survey

Internal Capture / Mixed Use Reduction:

Yes, approximately 5% AM, 3% PM, and 3% Daily based on NCHRP 684 Internal Capture Estimation Tool

Pass-by Trips Reduction:

Table 3: Proposed Pass-By Trip Reductions

Land Use	Square Feet	Estimated # Pass-by Trips	Pass-by Access Roadway	Roadway Type	# of Lanes	Design Volume	15% of Design Volume
821	95,000	2,566	Lee Street	Minor Arterial	5	34,390	5,158

Trip Generation Summary Tables:

Table 4: ITE Trip Generation Summaries – Tyler Perry Entertainment District

	Trips
Gross Trips	36,370
Alt. Mode	5,230
Mixed Use	1,094
Pass-by	2,566
Net Trips	**27,480**

Land Use (ITE Code)	Variable	Daily	AM Peak		PM Peak	
			IN	OUT	IN	OUT
Sound Stages	878,100 SF	9,158	519	122	160	569
150	265,000 SF	456	42	13	16	42
445	140,000 SF	10,932	812	52	511	219
710	1,108,800 SF	9,410	1,166	159	208	1,015
821	95,000 SF	6,414	102	62	242	251
Gross New Trips		36,370	1,829	356	1,137	2,096
Internal/Non-Motorized Trips		*-6,324*	*-337*	*-101*	*-196*	*-350*
Pass-By Trips		*-2,566*	*0*	*0*	*-99*	*-99*
Net New Trips		**27,480**	**1,492**	**255**	**842**	**1,647**

E. Trip Assignment & Study Network

Description of Trip Assignment Methodology:

The Trip Assignment Methodology is based on existing roadway capacities and/or truck restrictions identified on roadways within the study area boundary. Roadways surrounding the site as potential travel routes include Campbellton Road, Lee Street, Tyler Perry Studios Way, Womack Avenue, Knotts Avenue, Stanton Road, Venetian Drive, Kenilworth Drive, Oakland Drive, Dill Avenue, Astor Avenue, and SR 166/Arthur B. Langford Jr. Parkway.

Major Roadways:

Campbellton Road is a two-lane undivided Urban Minor Arterial roadway that runs east-west. Campbellton Road connects with Lee Street to the east and with SR 166/Arthur B. Langford Jr. Parkway to the west. Campbellton Road has a posted speed limit of 35 MPH and provides access to adjacent residential neighborhoods, commercial land uses, industrial land uses, and institutional land uses.

SR 14/139/154/US 29/ Lee Street (Lee Street) is a five-lane undivided Urban Minor Arterial that runs north-south in the study area with dedicated left turn lanes and right turn lanes to side streets. Lee Street connects with West Whitehall Street to the north and connects with SR 166/Arthur B. Langford, Jr. Parkway and SR 6/Camp Creek Parkway to the south. Lee Street provides direct site access to two (2) proposed site driveways. Additional site access is provided along Tyler Perry Studios Way. Lee Street has a posted speed limit of 40 MPH. Lee Street provides access to adjacent residential neighborhoods, and commercial/retail land uses.

Venetian Drive SW is a two-lane undivided Major Collector that runs east-west and intersects with Campbellton Road at its eastern terminus. Venetian Drive SW has a posted speed limit of 30 MPH. Venetian Drive SW provides access to commercial/retail, institutional, and some residential land uses.

Kenilworth Drive is a two-lane undivided local road that runs north-south and intersects with Campbellton Road at its southern terminus. Kenilworth Drive has a posted speed limit of 25 MPH. Kenilworth Drive provides access to residential and some commercial land uses.

SR 166/Arthur B. Langford Jr. Parkway (SR 166) is a four-lane divided Urban Principal Arterial Freeway/Expressway that runs east-west, connecting Interstate 75/85 (I-75/85) to the east with I-285 to the west. SR 166 has an interchange with Womack Avenue and Knotts Avenue, respectively, that serve as access to Lee Street approximately 0.5 miles south of the planned development. SR 166 has a posted speed limit of 55 MPH.

Oakland Drive is a two-lane undivided Urban Major Collector that runs north-south and intersects with Van Buren Street at its southern terminus. Oakland Drive connects to Donnelly Avenue in the north. Oakland Drive has a posted speed limit of 35 MPH. Oakland Drive provides access to residential and some commercia land uses.

Dill Avenue is a two-lane undivided local road that runs east/west, connecting Metropolitan

Parkway in the east with Lee Street in the west. Dill Avenue has a posted speed limit of 25 MPH. No trucks are allowed on Dill Avenue east of Murphy Avenue. Dill Avenue provides access to residential and some commercial land uses.

Stanton Road is a two-lane undivided Urban Major Collector that runs north-south, connecting SR 166 to the south with Campbellton road to the north. Stanton Road has a posted speed limit of 35 MPH and through trucks are not allowed. Stanton Road provides access to residential and some commercial land uses.

Womack Avenue is a two-lane undivided local road that runs east-west, connecting Lee Street in the east to Tyler Perry Studios Way and the SR 166 westbound ramps, before serving isolated single-family homes to the west before its terminus. Womack Avenue has a posted speed limit of 25 MPH and serves residential and commercial land uses. Trucks are not allowed west of the SR 166 westbound ramps/Tyler Perry Studios Way.

Knotts Avenue is a two-lane undivided local road that runs east-west, connecting Lee Street in the east to the SR 166 eastbound ramps, before its terminus shortly to the west at Newnan Street. Knotts Avenue has no posted speed limit and serves residential and commercial land uses. Trucks are not allowed west of the SR 166 eastbound ramps.

Trip Assignment Map(s):

See the figures on the following pages to review the site traffic distributions and trip assignment details.

Figure 7: Traffic Distribution, New Trips

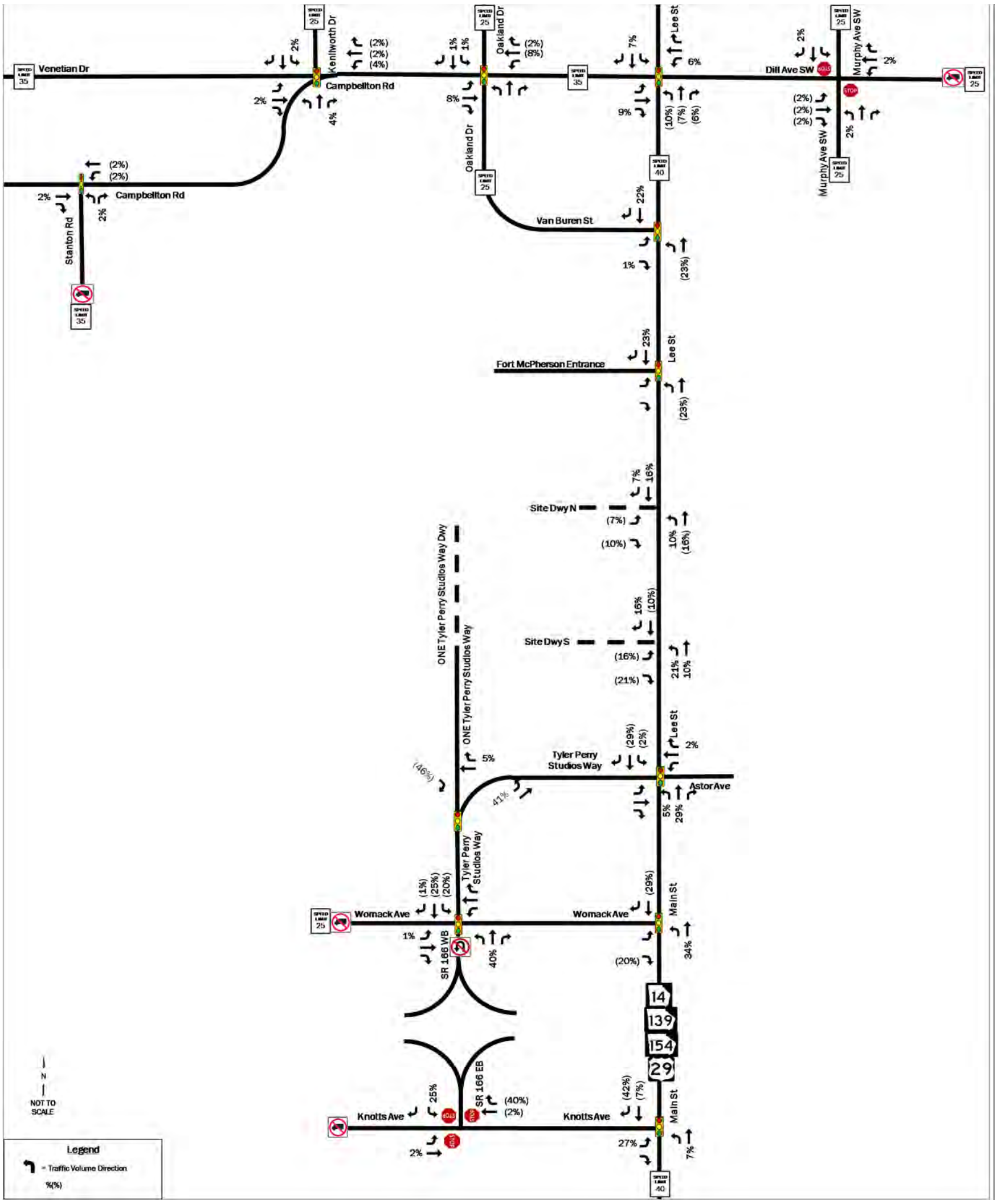


Figure 8: Trip Assignment, New Trips

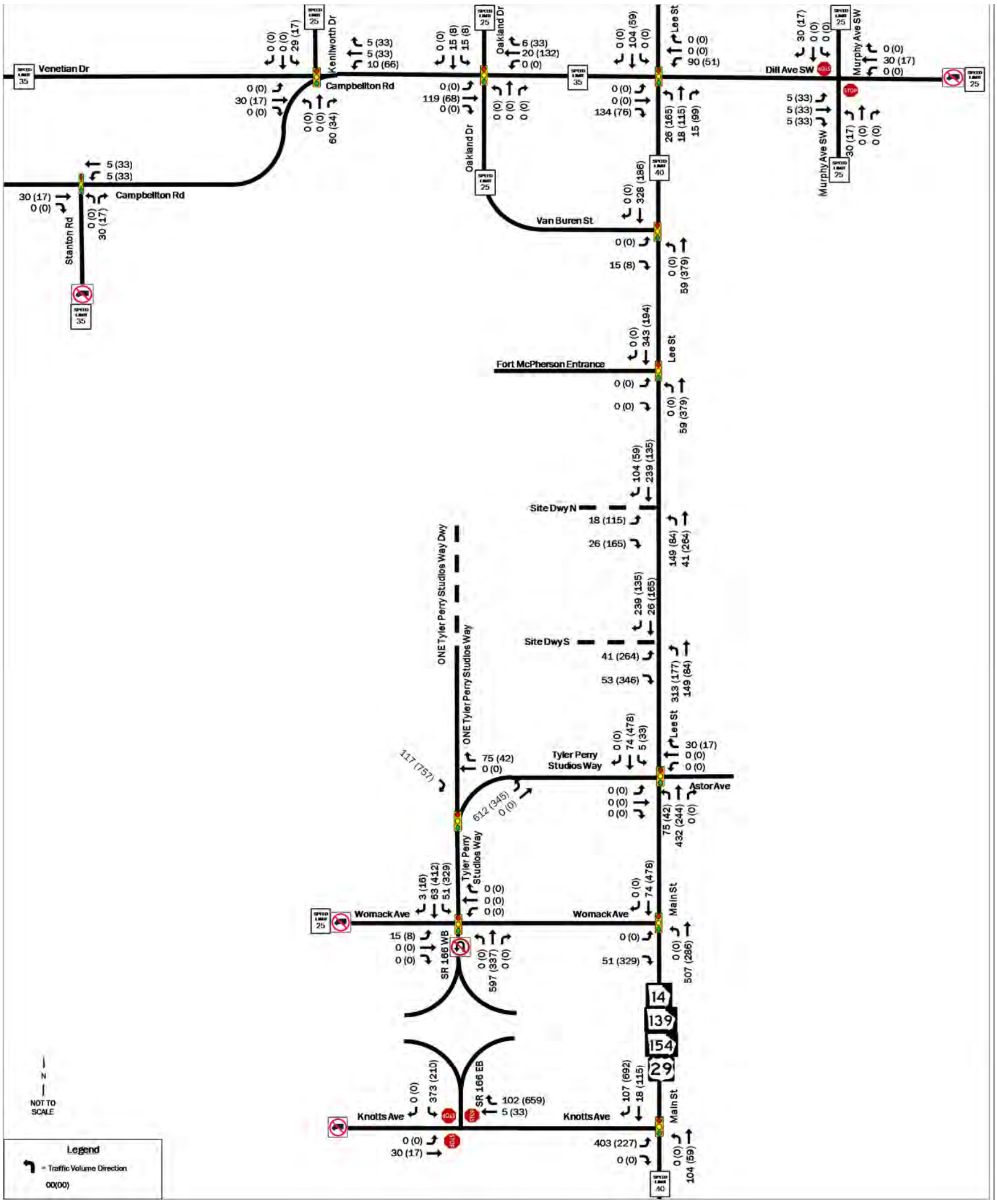


Figure 9: Traffic Distribution, Pass-By

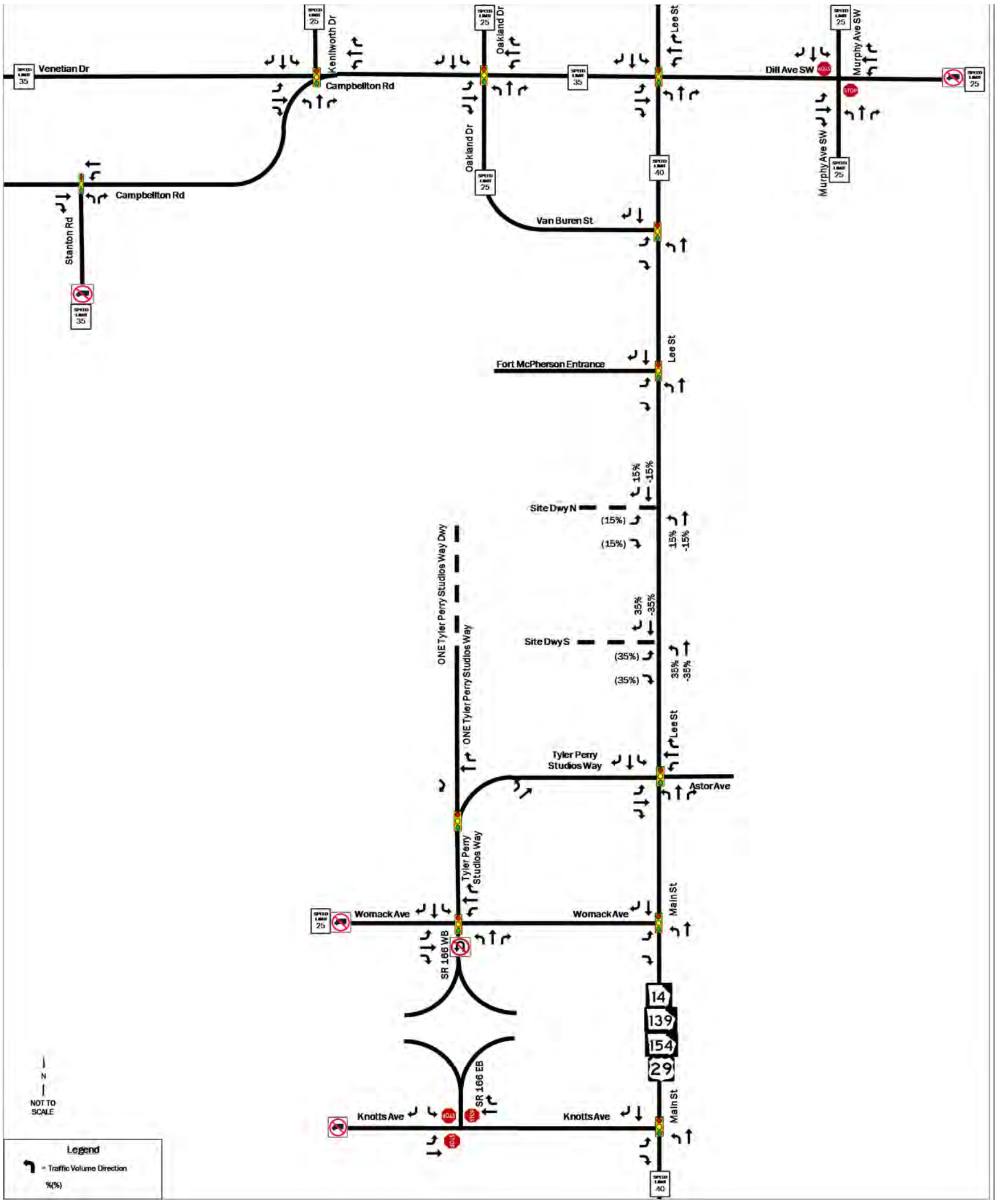


Figure 10: Trip Assignment, Pass-By

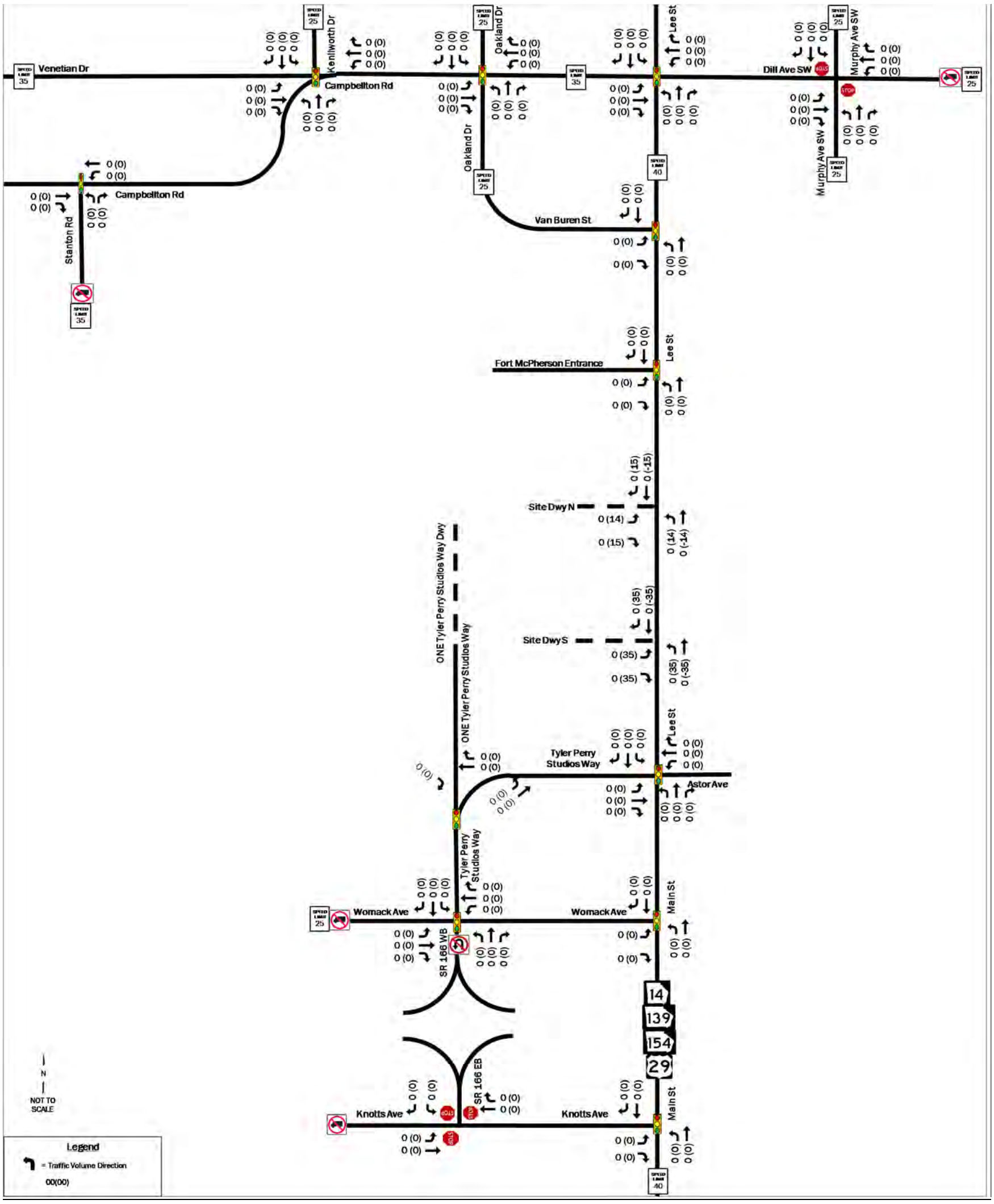


Figure 11: Combined Trip Assignment, Site Traffic (New Trips + Pass-By)

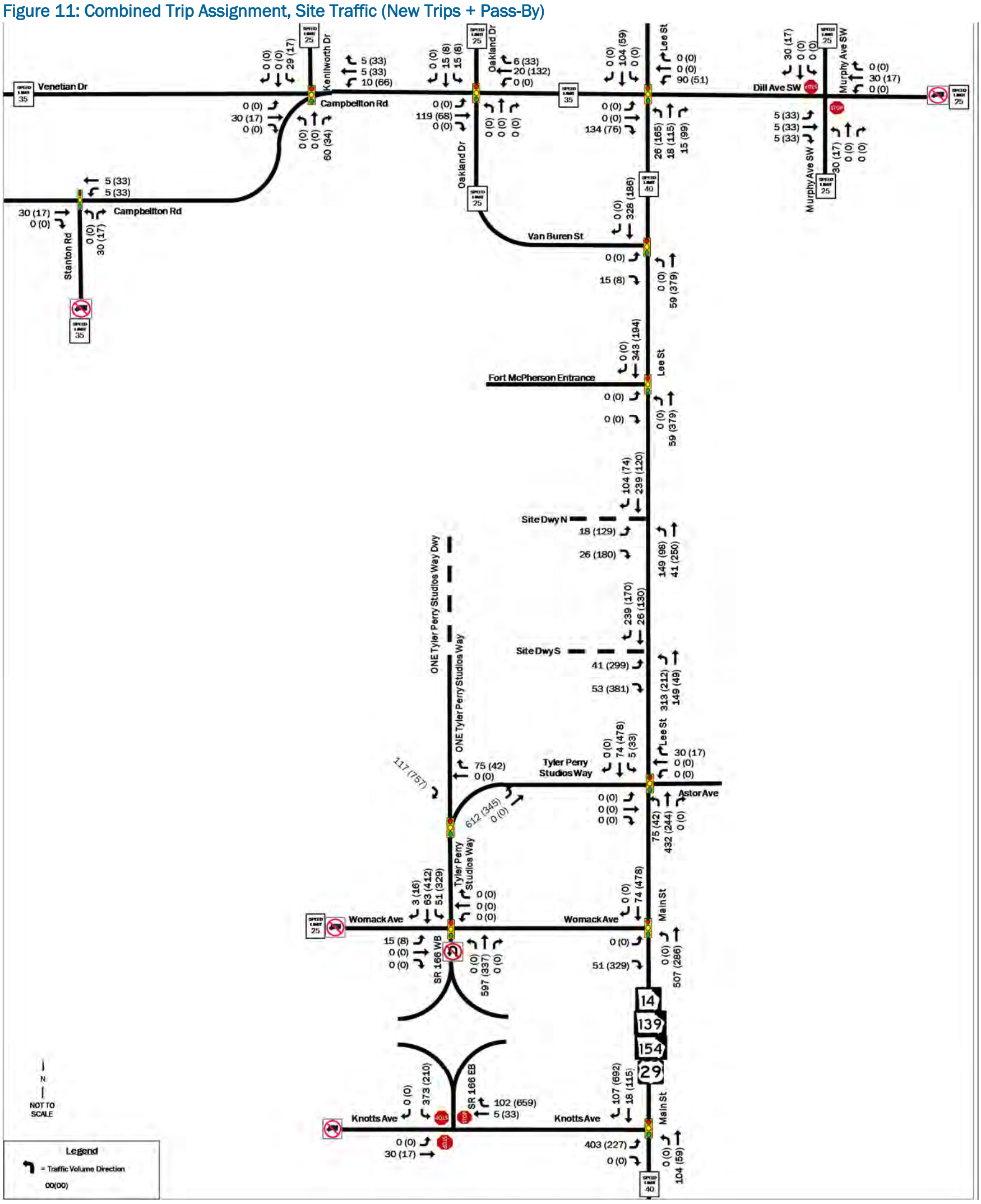


Table 5: Study Network 7% Table

Roadway	Segment	Facility Type	Median Divided/ Undivided	Left Turn Lanes	Right Turn Lanes	Functional Classification	Signals/ Mile	Volume of Closest Count (vpd)	Facility LOS Standard	Facility Service Volume at Standard (vpd)	Adjustments	Adjusted Service Volume at Standard (vpd)	Retail/ Office Distribution	Other Land Use Distribution	Project Trips Assigned	Percent Available Service Volume Consumed	(>7%)?
Main St/Lee St	Harold Sheats Pkwy to Knotts Ave	4U	U	Y	N	Minor Arterial	3.2	21,527	D	36,200	-5%	34,390	7%	7%	2,366	6.88%	No
	Knotts Ave to Womack Ave	4U	U	Y	Y	Minor Arterial	3.2	21,527	D	36,200	5%	38,010	41.5%	41.5%	14,029	36.91%	Yes
	Womack Ave to Deshler St/Astor Ave	4U	U	Y	Y	Minor Arterial	3.2	18,658	D	36,200	5%	38,010	34%	34%	11,493	30.24%	Yes
	Deshler St/Astor Ave to Thorne Ave	4U	U	Y	N	Minor Arterial	3.2	18,658	D	36,200	-5%	34,390	31%	31%	10,479	30.47%	Yes
	Thorne Ave to Van Buren St	4U	U	Y	N	Minor Arterial	3.2	18,658	D	36,200	-5%	34,390	23%	23%	7,775	22.61%	Yes
	Van Buren St to Campbellton Rd/Dill Ave	4U	U	Y	N	Minor Arterial	3.2	18,658	D	36,200	-5%	34,390	23%	23%	7,775	22.61%	Yes
	Campbellton Rd/Dill Ave to Avon Ave	4U	U	Y	Y	Minor Arterial	3.2	22,032	D	36,200	-5%	34,390	7%	7%	2,366	6.88%	No
Stanton Rd	Bayrose Cir/Headland Dr to Campbellton Rd	5U	U	N	N	Major Collector	2.0	6,256	D	13,900	-20%	11,120	2%	2%	676	6.08%	No
Campbellton Rd	QLS Haven apartments dwy to Stanton Rd	4U	U	N	N	Minor Arterial	4.0	9,096	D	13,900	-20%	11,120	2%	2%	676	6.08%	No
	Stanton Rd to Venetian Dr/Kenilworth Dr	4U	U	Y	N	Minor Arterial	4.0	12,351	D	13,900	-5%	13,205	4%	4%	1,352	10.24%	Yes
	Venetian Dr/Kenilworth Dr to Oakland Dr	4U	U	Y	N	Minor Arterial	4.0	12,351	D	28,100	-5%	26,695	8%	8%	2,704	10.13%	Yes
	Oakland Dr to Lee St	4U	U	N	N	Minor Arterial	4.0	12,351	D	28,100	-25%	21,075	9%	9%	3,042	14.44%	Yes
	Lee St to Murphy Ave	4U	U	N	N	Minor Arterial	4.0	12,351	D	13,900	-5%	13,205	6%	6%	2,028	15.36%	Yes
	Murphy Ave to Sylvan Rd	4U	U	Y	N	Minor Arterial	4.0	12,351	D	13,900	-5%	13,205	2%	2%	676	5.12%	No
Murphy Ave	Dill Ave to Sylvan Rd	5U	U	N	N	Local Road	0.0	3,630	D	13,900	-20%	11,120	2%	2%	676	6.08%	No
	Dill Ave to Evans Dr	5U	U	N	N	Local Road	0.0	1,730	D	13,900	-20%	11,120	2%	2%	676	6.08%	No
Oakland Dr	Campbellton Rd to Avon Ave	5U	U	N	N	Major Collector	5.0	2,986	D	13,900	-20%	11,120	2%	2%	676	6.08%	No
	Lee St to Campbellton Rd	5U	U	N	N	Major Collector	5.0	2,986	D	13,900	-20%	11,120	1%	1%	338	3.04%	No
Venetian Dr	Willowbrook Dr/Westridge Rd to Campbellton Rd	5U	U	N	N	Local Road	1.4	280	D	13,900	-20%	11,120	2%	2%	676	6.08%	No
Kenilworth Dr	Avon Ave to Campbellton Rd	5U	U	N	N	Local Road	2.0	650	D	13,900	-20%	11,120	2%	2%	676	6.08%	No
Womack Ave	terminus to Tyler Perry Studios Way/SR 166	5U	U	N	N	Local Road	6.7	7,786	D	13,900	-20%	11,120	1%	1%	338	3.04%	No
	Tyler Perry Studios Way/SR 166 to Lee St	5U	U	Y	Y	Local Road	6.7	7,786	D	13,900	0%	13,900	0%	0%	0	0.00%	No
Tyler Perry Studios Way/ Astor Ave	Womack Ave to Deshler St/1 TPS Way	5U	D	Y	N	Local Road	5.0	N/A	D	28,100	-5%	26,695	43.5%	43.5%	14,705	55.08%	Yes
	Deshler St/1 TPS Way to Lee St	5U	D	N	N	Local Road	5.0	N/A	D	28,100	-25%	21,075	5%	5%	1,690	8.02%	Yes
	Lee St to Sylvan Rd	5U	U	N	N	Local Road	5.0	N/A	D	13,900	-20%	11,120	2%	2%	676	6.08%	No
Knotts Ave	Newnan St to SR 166	5U	D	N	N	Local Road	10.0	40,867	D	13,900	-20%	11,120	2%	2%	676	6.08%	No
	SR 166 to Main St	5U	D	Y	Y	Local Road	10.0	32,700	D	13,900	0%	13,900	34.5%	34.5%	11,662	83.90%	Yes

Study Network Map:

Figure 12: Study Network Map

Proposed Study Network Additions or Deletions:

The initial study intersections are the only recommended intersections to be evaluated in this DRI.

Level of Service Standard(s):

Adjustments for Unified Growth Policy Map or ½ mi. of High-Capacity Transit Station:

To be determined.

F. Scenario Modeling

Background Growth:

Proposed Background Growth Rate:

1.5% - See Appendix B for calculated growth rate.

Historic Traffic Count Growth Data:

The GDOT Traffic Analysis & Data Application (TADA) will be used as a guide to identify potential traffic flow patterns and growth rates based on historic traffic count data.

Nearby Developments or DRIs Underway:

DRI #4370 – TD Jakes Fort Mac Village One

DRI #3716 – 1400 Murphy Avenue

Multiple Growth Rate Accommodations:

None proposed – 1 phase only

Programmed Transportation Project Modeling:

MARTA Campbellton Corridor – 2028 No-Build and Build conditions

Pedestrian Crosswalk Adjustment Factor:

None

Vehicle Delay Factor for Transit Vehicles and/or Other Curbside Usage:

None

Enhanced Focus Area for Dense Urban Environments:

N/A – no truck traffic volumes

Enhanced Focus Area for Heavy Vehicles:

N/A – no truck traffic volumes

G. Draft Schedule

Proposed Traffic Count Approach:

Proposed Collection Date(s):

Weekday AM and PM peak period turning movement traffic counts were collected while schools were in session at the intersections 1-13 identified in Figure 12 on Wednesday, May 15, 2024.

Local School Schedule(s):

Sylvan Middle School – 9:05 AM to 4:05 PM

Existing Counts:

Weekday AM and PM peak period turning movement traffic counts were collected while schools were in session at the intersections 1-13 identified in Figure 12 on Wednesday, May 15, 2024.

COVID-19 Approach:

To be determined; only if required by the local jurisdiction.

Draft Transportation Study Submittal Date:

TBD; at latest 3 months after Pre-Review/Methodology Meeting (Monday, July 7, 2025).

Anticipated GRTA Review Schedule:

Non-Expedited Review; pending summer holidays (Memorial Day, July 4).

DCA DRI 'Initial Form' & 'Additional Form' Submittal Date(s):

Initial Form Submittal: To be determined.

Additional Form Submittal: TBD; at latest with TIS submittal (Monday, July 7, 2025).

Key Permitting Local Government Review Board Date(s):

To be determined.

APPENDIX A – Site Plan

APPENDIX B – Programmed Transportation Projects

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Advertisement #4

NOTICE OF LOCATION AND DESIGN APPROVAL

CATEGORY	Public Meeting GA
AD NUMBER	0000470671-01

P. I. 0013207
FULTON COUNTY

Notice is hereby given in compliance with Georgia Code 22-2-109 and 32-3-5 that the Georgia Department of Transportation has approved the Location and Design of this project.
The date of location and design approval is:
May 13, 2020

The project consists of upgrading ten traffic signals along State Route 154 in Fulton County to meet GDOT standards and federal guidelines. Items to be upgraded include signal heads, pedestrian facilities, ADA compliance and striping if needed. The following intersections are included in the project:
1. SR 154 @ Astor Ave/Deshler Dr
2. SR 154 @ Thorne Ave.
3. SR 154 @ Van Buren St.
4. SR 154 @ Avon Ave.
5. SR 154 @ White Oak Ave.
6. SR 154 @ Sylvan Rd.
7. SR 54 @ Donnelly Ave.
8. SR 154 @ White St.
9. SR 154 @ Lee Street Connector
10. SR 154 @ S Fulton Pkwy

All intersections are in Land District 14.
Drawings or maps or plats of the proposed project, as approved, are on file

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and are available for public inspection at the Georgia Department of Transportation:
Lankston Johnson, Area Engineer
District 7, Area 3
lajohnson@dot.ga.gov
4125 Roosevelt Highway
College Park, GA 30349
(404) 559-6699

NOTE: Ordinarily the maps or plats would be available for public review at our area office. Due to current COVID-19 measures, members of the public are not allowed to enter state buildings at this time. We apologize for the inconvenience. Anyone with questions or concerns about the project should call or email the area engineer listed above. To obtain copies of the drawings, maps or plats, please follow the instructions outlined below.
Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:
Kimberly Nesbitt
Office of Program Delivery
Attn: Shannon Dodd
SDodd@dot.ga.gov
600 West Peachtree St NW, Suite 1550
Atlanta, GA 30308
404-865-3482

Any written request or communication in reference to this project or notice SHOULD include the P. I. Number as noted at the top of this notice.
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6/2/2020

Advertisement #3

NOTICE OF LOCATION AND DESIGN APPROVAL

CATEGORY	Public Meeting GA
AD NUMBER	0000470671-01

P. I. 0013207
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lajohnson@dot.ga.gov
4125 Roosevelt Highway

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THE AMERICAN LAWYER (/AMERICANLAWYER/)

3 **Officer Charged in Rayshard Brooks Killing Sues Mayor, Police Chief Over Firing (/dailyreportonline/2020/08/04/officer-charged-in-rayshard-brooks-killing-sues-mayor-police-chief-over-firing/)**
DAILY REPORT ONLINE (/DAILYREPORTONLINE/)

4 **Pay Cuts, Layoffs, and More: How Law Firms Are Managing the Pandemic (/americanlawyer/2020/07/31/pay-cuts-layoffs-and-more-how-law-firms-are-managing-the-pandemic/)**
THE AMERICAN LAWYER (/AMERICANLAWYER/)

5 **How COVID-19 Is Impacting California Courts: Roundup of Services (/therecorder/2020/07/13/how-covid-19-is-impacting-california-courts-roundup-of-services/)**
THE RECORDER (/THERECORDER/)

College Park, GA 30349
(404) 559-6699

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Atlanta, GA 30308
404-865-3482

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5/26/2020

Advertisement #2

NOTICE OF LOCATION AND DESIGN APPROVAL

CATEGORY	Public Meeting GA
AD NUMBER	0000470671-01

P. I. 0013207
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10. SR 154 @ S Fulton Pkwy

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lajohnson@dot.ga.gov
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Advertisement #1

NOTICE OF LOCATION AND DESIGN APPROVAL

CATEGORY	Public Meeting GA
AD NUMBER	0000470671-01

P. I. 0013207
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Atlanta, GA 30308
404-865-3482

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AT-299

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	LEE STREET TRAIL FROM WEST END MARTA STATION TO LAKEWOOD/FORT MCPHERSON MARTA STATION
GDOT Project No.	0014997
Federal ID No.	N/A
Status	Completed
Service Type	Last Mile Connectivity / Sidepaths and Trails
Sponsor	City of Atlanta
Jurisdiction	City of Atlanta
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane	N/A	**LCI**	X	**Network Year**	TBD
Planned Thru Lane	N/A	**Flex**	X	**Corridor Length**	2.6 miles

Detailed Description and Justification

The proposed 2.60 mile long segment of the Lee Street trail will run along the east side of Lee Street, connecting West End and the Atlanta Beltline Corridor to the Oakland City and Lakewood-Fort McPherson MARTA Rapid Rail Stations. The trail will run along the east side of Lee Street and reconfigure Lee from five to four travel lanes with turn lanes at signalized intersections. The trail cross section will vary based on available right-of-way. The trail width will range from 8 to 12 feet wide. Where space permits, the trail would be raised and made of concrete with a landscaped buffer protecting trail users from the vehicle lanes. The landscaped buffer will include street trees, ground cover plantings and green stormwater infrastructure designed as a bio-retention swale. In segments with constrained right-of-way the trail will have a three-foot wide cast-in-place concrete buffer with high-visibility, rigid bollards and the trail surface will be made of asphalt. The project includes intersection improvements at each street crossing and a new pedestrian activated HAWK signal to connect trail users to the Atlanta Beltline Corridor between Donnelly and White Streets. The project includes wayfinding throughout.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	AUTH	2017	**$330,000**	~~$264,000~~	~~$0,000~~	~~$0,000~~	~~$66,000~~
ROW	Local Jurisdiction/Municipality Funds	AUTH	2018	**$50,000**	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$50,000~~
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2018	**$7,816,300**	~~$6,253,040~~	~~$0,000~~	~~$0,000~~	~~$1,563,260~~
				$8,196,300	**$6,517,040**	**$0,000**	**$0,000**	**$1,679,260**

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.

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AT-320

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

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

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

Detailed Description and Justification

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

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

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

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

Report Generated: 1/9/2023

FS-354

2050 MTP PROJECT FACT SHEET

Short Title	EAST POINT MULTIMODAL PATH FROM NORMAN BERRY DRIVE/BOBBY BROWN PARKWAY FROM SUMNER PARK TO VIRGINIA AVENUE
GDOT Project No.	0019886
Federal ID No.	N/A
Status	Programmed
Service Type	Last Mile Connectivity / Sidepaths and Trails
Sponsor	City of East Point
Jurisdiction	Fulton County (South)
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**	2.8 miles

Detailed Description and Justification

This project will connect Sumner Park to Virigina Avenue by way of a multiuse path along Bobby Brown Parkway and Norman Berry Drive. This project is partially funded by a $1,750,000 earmark (FY 2023 Congressionally Directed Spending). DEMO ID: GA360

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Congressionally Directed Spending - FY 2023	AUTH	2024	**$2,187,500**	~~$1,750,000~~	~~$0,000~~	~~$0,000~~	~~$437,500~~
ROW	Local Jurisdiction/Municipality Funds		2026	**$364,652**	$0,000	$0,000	$0,000	$364,652
CST	Local Jurisdiction/Municipality Funds		2028	**$5,101,126**	$0,000	$0,000	$0,000	$5,101,126
				$7,653,278	**$1,750,000**	**$0,000**	**$0,000**	**$5,903,278**

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.

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SR 14/SR 154 @ 9 LOCS & SR 154 @ 1 LOC IN FULTON COUNTY

Project ID:	**0013207**	Notice to Proceed Date:	
Project Manager:	Shannon Dodd	Construction Percent Complete:	%
Office:	Program Delivery	Current Completion Date:	
County:	Fulton	Work Completion Date:	
Congressional District:	005, 013	Construction Contract Amount:	
State Senate District.:	035, 036	Construction Contractor:	
State House District:	057, 058, 065	**Preconstruction Status Report**	
Project Type:	Reconstruction/Rehabilitation	**Construction Status Report**	
Project Status:	Construction Work Program		
Right of Way Authorization:	3/25/2020	Contact Us	

Project Description:

The project will upgrade equipment, accomodate pedestrians, and update pedestrian facilities to meet current ADA standards. The Office of Traffic Operations has justified these upgrades based ib tge following deficiencies: Ped Accomdations, ADA compliance, old conductor cable, 332 cabinet w/2070, support poles/mast arms, utility issues, and signal interconnect. The following intersections are in this project: 1.) SR 154 @ Lee St Connector 2.) SR 154 @ White St 3.) SR 154 @ Donnelly Ave 4.) SR 154 @ Sylvan Rd 5.) SR 154 @ White Oak Ave 6.) SR 154 @ Avon Ave 7.) SR 154 @ Van Buren St 8.) SR 154 @ Thorne Ave 9.) SR 154 @ Astor Ave/Deshler St 10.) SR 154/Cascade Palmetto Hwy @ South Fulton Pkwy

Activity	Program Year	Cost Estimate	Date of Last Estimate
UTL (Utilities)		$70,000.00	7/1/2020
CST (Construction)		$1,818,906.08	7/1/2020
PE (Preliminary Engineering)	2014	$445,650.31	
ROW (Right of Way)	2020	$630,000.00	1/28/2020

Project Documents
Approved Concept Reports
0013207_L&D_AD_JUN2020.pdf
0013207_L&D_MAY2020.pdf

Georgia Department of Transportation

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

Contact Us

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APPENDIX C – Planned Transportation Projects

AR-459

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

Short Title	CAMPBELLTON ROAD CORRIDOR HIGH CAPACITY PREMIUM TRANSIT SERVICE FROM MARTA OAKLAND CITY STATION TO GREENBRIAR MALL AREA
GDOT Project No.	N/A
Federal ID No.	N/A
Status	Long Range
Service Type	Transit / Rail 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**	2040
Planned Thru Lane	N/A	**Flex**		**Corridor Length**	N/A miles

Detailed Description and Justification

This project will provide high capacity premium transit service on the Campbellton Road Corridor from the MARTA Oakland City heavy rail station to the Greenbriar Mall area.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	New Starts		LR 2031-2040	**$337,000,000**	$117,950,000	$0,000	$0,000	$219,050,000
				$337,000,000	**$117,950,000**	**$0,000**	**$0,000**	**$219,050,000**

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: 1/9/2023

AR-490D

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

Short Title	ATLANTA STREETCAR - ATLANTA BELTLINE SOUTHWEST CORRIDOR FROM NEAR INTERSECTION OF WESTVIEW DRIVE AT LANGHORN STREET TO MARTA SOUTH RAIL LINE BETWEEN WEST END AND OAKLAND CITY RAIL STATIONS
GDOT Project No.	N/A
Federal ID No.	N/A
Status	Long Range
Service Type	Transit / Rail Capital
Sponsor	City of Atlanta
Jurisdiction	City of Atlanta
Analysis Level	In the Region's Air Quality Conformity Analysis

Existing Thru Lane	N/A	**LCI**		**Network Year**	2040
Planned Thru Lane	N/A	**Flex**		**Corridor Length**	4.6 miles

Detailed Description and Justification

Construction of Phase 1 of the Atlanta Streetcar Expansion Strategy has been broken down into 5 smaller sections. This section is the 4.6 miles along the BeltLine West Corridor.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	New Starts		LR 2031-2040	**$180,000,000**	$63,000,000	$0,000	$0,000	$117,000,000
				$180,000,000	**$63,000,000**	**$0,000**	**$0,000**	**$117,000,000**

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: 1/9/2023

APPENDIX D – Trip Generation Calculations

Warehousing (150)

Based upon methodology from ITE's Trip Generation, 11th Edition (2021)

Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used[1]	In/Out Distribution		Average Rate
		Total	Inbound	Outbound						
Warehousing	165,000 S.F.				150	1000 S.F				
Daily		**298**	149	149			T = 1.58 * X/1000 + 38.29	50%	50%	1.71
AM Peak Hour		**43**	33	10			T = 0.12 * X/1000 + 23.62	77%	23%	0.17
PM Peak Hour		**46**	13	33			T = 0.12 * X/1000 + 26.48	28%	72%	0.18
Reductions for Pass-By Trips										
Daily		**0**	0	0						
AM Peak Hour		**0**	0	0						
PM Peak Hour		**0**	0	0						
TOTAL PROJECT TRIPS										
Daily		**298**	149	149						
AM Peak Hour		**43**	33	10						
PM Peak Hour		**46**	13	33						

Note:

[1] Where: T = Trips; X = Density by Variable

Warehousing (150)

Based upon methodology from ITE's Trip Generation, 11th Edition (2021)

Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used[1]	In/Out Distribution		Average Rate
		Total	Inbound	Outbound						
Warehousing	265,000 S.F.				150	1000 S.F				
Daily		**456**	228	228			T = 1.58 * X/1000 + 38.29	50%	50%	1.71
AM Peak Hour		**55**	42	13			T = 0.12 * X/1000 + 23.62	77%	23%	0.17
PM Peak Hour		**58**	16	42			T = 0.12 * X/1000 + 26.48	28%	72%	0.18
Reductions for Pass-By Trips										
Daily		**0**	0	0						
AM Peak Hour		**0**	0	0						
PM Peak Hour		**0**	0	0						
TOTAL PROJECT TRIPS										
Daily		**456**	228	228						
AM Peak Hour		**55**	42	13						
PM Peak Hour		**58**	16	42						

Note:

[1] Where: T = Trips; X = Density by Variable

Movie Theater (445)

Based upon methodology from ITE's Trip Generation, 11th Edition (2021)

Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used[1]	In/Out Distribution		Average Rate
		Total	Inbound	Outbound						
Movie Theater	140,000 SF				445	1000 SF				
Daily		**10,932**	5,466	5,466			T = 78.09 * X/1000	50%	50%	78.09
PM Peak Hour		**864**	812	52			T = 6.17 * X/1000	94%	6%	6.17
(Friday) PM Peak Hour		**730**	511	219			T = 5.53 * X/1000 - 44.3	62%	38%	4.80
Reductions for Pass-By Trips										
Daily		**0**	0	0						
AM Peak Hour		**0**	0	0						
PM Peak Hour		**0**	0	0						
TOTAL PROJECT TRIPS										
Daily		**10,932**	5,466	5,466						
PM Peak Hour		**864**	812	52						
(Friday) PM Peak Hour		**730**	511	219						

Note:

[1] Where: T = Trips; X = Density by Variable

General Office Building (710)

Based upon methodology from ITE's Trip Generation, 11th Edition (2021)

Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used[1]	In/Out Distribution		Average Rate
		Total	Inbound	Outbound						
General Office Building	1,108,800 S.F.				710	1,000 S.F.				
Daily		**9,410**	4,705	4,705			LN(T) = 0.87 * LN(X/1000) + 3.05	50%	50%	10.84
AM Peak Hour		**1,325**	1,166	159			LN(T) = 0.86 * LN(X/1000) + 1.16	88%	12%	1.52
PM Peak Hour		**1,223**	208	1,015			LN(T) = 0.83 * LN(X/1000) + 1.29	17%	83%	1.44
Reductions for Pass-By Trips										
Daily		**0**	0	0						
AM Peak Hour		**0**	0	0						
PM Peak Hour		**0**	0	0						
TOTAL PROJECT TRIPS										
Daily		**9,410**	4,705	4,705						
AM Peak Hour		**1,325**	1,166	159						
PM Peak Hour		**1,223**	208	1,015						

Note:

[1] Where: T = Trips; X = Density by Variable

Shopping Plaza (40-150K) (821)

Based upon methodology from ITE's Trip Generation, 11th Edition (2021)

Without Supermarket Project Land Use	Project Density	Project Trips Total	Inbound	Outbound	ITE Code	Variable	Equation Used[1]	In/Out Distribution		Average Rate
Shopping Plaza (40-150K)	95,000 SF				821	1,000 SF				
Daily		**6,414**	3,207	3,207			T = 67.52 * X/1000	50%	50%	67.52
AM Peak Hour		**164**	102	62			T = 1.73 * X/1000	62%	38%	1.73
PM Peak Hour		**493**	242	251			T = 5.19 * X/1000	49%	51%	5.19
Reductions for Pass-By Trips*										
Daily	40%	**2,566**	1,283	1,283						
AM Peak Hour		**0**	0	0						
PM Peak Hour	40%	**198**	99	99						
TOTAL PROJECT TRIPS										
Daily		**3,848**	1,924	1,924						
AM Peak Hour		**164**	102	62						
PM Peak Hour		**295**	143	152						

Note: Pass-By Percentages are from the ITE 11th Edition Apendices (2021)

[1] Where: T = Trips; X = Density by Variable

Sound Stages

Based upon independent study

Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used[1]	In/Out Distribution		Average Rate
		Total	Inbound	Outbound						
Sound Stages	878,100 S.F.				N/A	1000 S.F				
Daily		**9,158**	4,579	4,579			T = 10.43 * X/1000	50%	50%	10.43
AM Peak Hour		**641**	519	122			T = 0.73 * X/1000	81%	19%	0.73
PM Peak Hour		**729**	160	569			T = 0.83 * X/1000	22%	78%	0.83
Reductions for Pass-By Trips										
Daily		**0**	0	0						
AM Peak Hour		**0**	0	0						
PM Peak Hour		**0**	0	0						
TOTAL PROJECT TRIPS										
Daily		**9,158**	4,579	4,579						
AM Peak Hour		**641**	519	122						
PM Peak Hour		**729**	160	569						

Note:

[1] Where: T = Trips; X = Density by Variable

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Fort Mac Tyler Perry Site	**Organization:**	NV5
Project Location:	Atlanta,GA	**Performed By:**	JP
Scenario Description:	Build	**Date:**	6/14/2024
Analysis Year:	2032	**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710	1,108,800	SF	1,325	1,166	159
Retail	821	95,000	SF	164	102	62
Restaurant				0		
Cinema/Entertainment	Stages, 445	1,158,100	SF	641	519	122
Residential				0		
Hotel				0		
All Other Land Uses[2]	150	265,000	SF	55	42	13
				2,185	1,829	356

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.00	8%	8%	1.00	8%	8%
Retail	1.00	8%	8%	1.00	8%	8%
Restaurant	1.00	8%	8%	1.00	8%	8%
Cinema/Entertainment	1.00	8%	8%	1.00	8%	8%
Residential	1.00	8%	8%	1.00	8%	8%
Hotel	1.00	8%	8%	1.00	8%	8%
All Other Land Uses[2]	1.00	8%	8%	1.00	8%	8%

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		33	0	0	0	0
Retail	18		0	0	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	2,185	1,829	356
Internal Capture Percentage	5%	3%	14%
External Vehicle-Trips[5]	1,747	1,492	255
External Transit-Trips[6]	168	143	25
External Non-Motorized Trips[6]	168	143	25

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	2%	21%
Retail	32%	29%
Restaurant	N/A	N/A
Cinema/Entertainment	0%	0%
Residential	N/A	N/A
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Fort Mac Tyler Perry Site
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	1166	1166	1.00	159	159
Retail	1.00	102	102	1.00	62	62
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	519	519	1.00	122	122
Residential	1.00	0	0	1.00	0	0
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		45	100	0	2	0
Retail	18		8	0	9	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		33	0	0	0	0
Retail	47		0	0	0	0
Restaurant	163	8		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	35	17	0	0		0
Hotel	35	4	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	18	1148	1166	964	92	92
Retail	33	69	102	57	6	6
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	519	519	435	42	42
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	42	42	36	3	3

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	33	126	159	106	10	10
Retail	18	44	62	36	4	4
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	122	122	102	10	10
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	13	13	11	1	1

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Fort Mac Tyler Perry Site	**Organization:**	NV5
Project Location:	Atlanta,GA	**Performed By:**	JP
Scenario Description:	Build	**Date:**	6/14/2024
Analysis Year:	2032	**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710	1,108,800	SF	1,223	208	1,015
Retail	821	95,000	SF	295	143	152
Restaurant				0		
Cinema/Entertainment	Stages, 445	1,158,100	SF	1,459	671	788
Residential				0		
Hotel				0		
All Other Land Uses[2]	150	165,000	SF	58	16	42
				3,035	1,038	1,997

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.00	8%	8%	1.00	8%	8%
Retail	1.00	8%	8%	1.00	8%	8%
Restaurant	1.00	8%	8%	1.00	8%	8%
Cinema/Entertainment	1.00	8%	8%	1.00	8%	8%
Residential	1.00	8%	8%	1.00	8%	8%
Hotel	1.00	8%	8%	1.00	8%	8%
All Other Land Uses[2]	1.00	8%	8%	1.00	8%	8%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		11	0	0	0	0
Retail	3		0	6	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	12	6	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	3,035	1,038	1,997
Internal Capture Percentage	3%	4%	2%
External Vehicle-Trips[5]	2,489	842	1,647
External Transit-Trips[6]	235	79	156
External Non-Motorized Trips[6]	235	79	156

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	7%	1%
Retail	12%	6%
Restaurant	N/A	N/A
Cinema/Entertainment	1%	2%
Residential	N/A	N/A
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Fort Mac Tyler Perry Site
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	208	208	1.00	1015	1015
Retail	1.00	143	143	1.00	152	152
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	671	671	1.00	788	788
Residential	1.00	0	0	1.00	0	0
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		203	41	0	20	0
Retail	3		44	6	40	8
Restaurant	0	0		0	0	0
Cinema/Entertainment	16	165	244		63	16
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		11	0	7	0	0
Retail	64		0	174	0	0
Restaurant	62	72		215	0	0
Cinema/Entertainment	12	6	0		0	0
Residential	119	14	0	0		0
Hotel	0	3	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	15	193	208	163	15	15
Retail	17	126	143	106	10	10
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	6	665	671	559	53	53
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	16	16	14	1	1

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	11	1004	1015	844	80	80
Retail	9	143	152	121	11	11
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	18	770	788	646	62	62
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	42	42	36	3	3

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Fort Mac Tyler Perry Site	**Organization:**	NV5
Project Location:	Atlanta,GA	**Performed By:**	JP
Scenario Description:	Build	**Date:**	6/14/2024
Analysis Year:	2032	**Checked By:**	
Analysis Period:	**Daily**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710	1,108,800	SF	9,410	4,705	4,705
Retail	821	95,000	SF	3,848	1,924	1,924
Restaurant				0		
Cinema/Entertainment	Stages, 445	1,158,100	SF	20,090	10,045	10,045
Residential				0		
Hotel				0		
All Other Land Uses[2]	150	165,000	SF	456	228	228
				33,804	16,902	16,902

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.00	8%	8%	1.00	8%	8%
Retail	1.00	8%	8%	1.00	8%	8%
Restaurant	1.00	8%	8%	1.00	8%	8%
Cinema/Entertainment	1.00	8%	8%	1.00	8%	8%
Residential	1.00	8%	8%	1.00	8%	8%
Hotel	1.00	8%	8%	1.00	8%	8%
All Other Land Uses[2]	1.00	8%	8%	1.00	8%	8%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		154	0	0	0	0
Retail	38		0	77	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	201	77	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	33,804	16,902	16,902
Internal Capture Percentage	3%	3%	3%
External Vehicle-Trips[5]	27,480	13,741	13,739
External Transit-Trips[6]	2,615	1,307	1,308
External Non-Motorized Trips[6]	2,615	1,307	1,308

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	5%	3%
Retail	12%	6%
Restaurant	N/A	N/A
Cinema/Entertainment	1%	3%
Residential	N/A	N/A
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Fort Mac Tyler Perry Site
Analysis Period:	**Daily**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	4705	4705	1.00	4705	4705
Retail	1.00	1924	1924	1.00	1924	1924
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	10045	10045	1.00	10045	10045
Residential	1.00	0	0	1.00	0	0
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		941	188	0	94	0
Retail	38		558	77	500	96
Restaurant	0	0		0	0	0
Cinema/Entertainment	201	2109	3114		804	201
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		154	0	100	0	0
Retail	1459		0	2612	0	0
Restaurant	1412	962		3214	0	0
Cinema/Entertainment	282	77	0		0	0
Residential	2682	192	0	0		0
Hotel	0	38	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	239	4466	4705	3752	357	357
Retail	231	1693	1924	1423	135	135
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	77	9968	10045	8374	797	797
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	228	228	192	18	18

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	154	4551	4705	3823	364	364
Retail	115	1809	1924	1519	145	145
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	278	9767	10045	8205	781	781
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	228	228	192	18	18

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

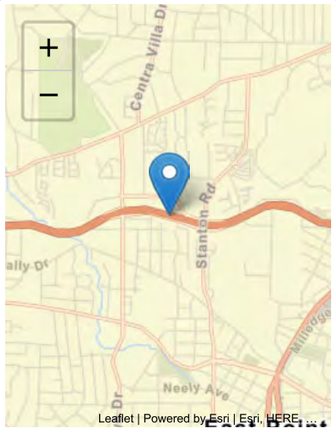
*Indicates computation that has been rounded to the nearest whole number.

APPENDIX E – Historic Traffic Count Data

0000121_5417 - 121-5417

Description: SR154/Langford Pkwy E of Delowe Dr
City: Atlanta **County:** Fulton
Route number: 00015400
LRS section: 1211015400
Functional class: 2U - Principal Arterial - Other Freeways & Expressways (Urban)

Site Data



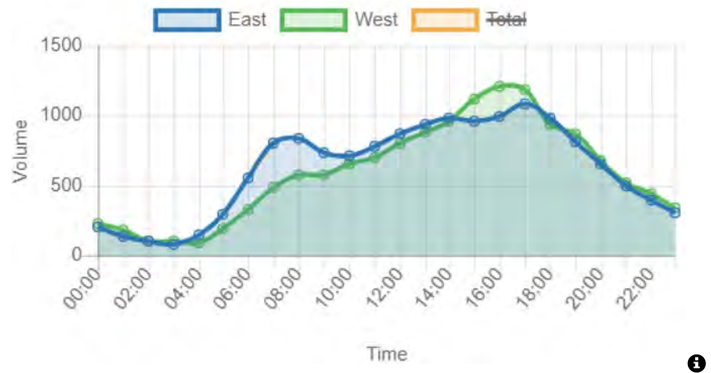
Count History

Year	Month	Count type	Duration	Count
2020	October	Class	48 hours	43,507
2019	October	Class	48 hours	52,797
2014	April	Class	48 hours	36,906
2012	April	Class	48 hours	37,409

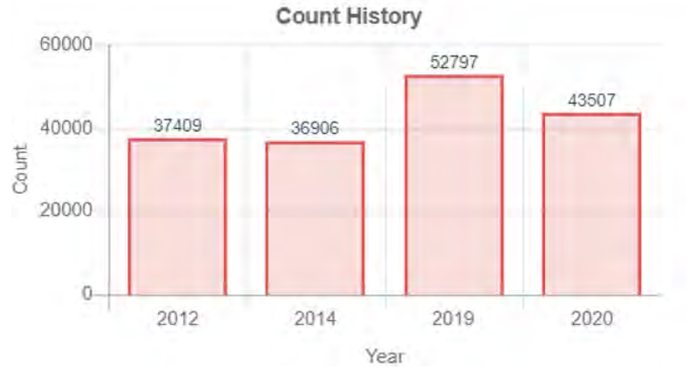
Annual Statistics

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020
Statistics type	-	-	-	Estimated	Estimated	Estimated	Estimated	Estimated	Actual
AADT	36,100	36,500	21,100	21,800	22,600	23,700	23,600	24,200	39,700
K-Factor	-	-	0.150	0.150	0.150	-	-	-	0.087
D-Factor	-	-	0.600	0.600	0.600	-	-	-	0.520
Future AADT	-	-	-	-	29,800	24,200	29,700	30,400	50,100

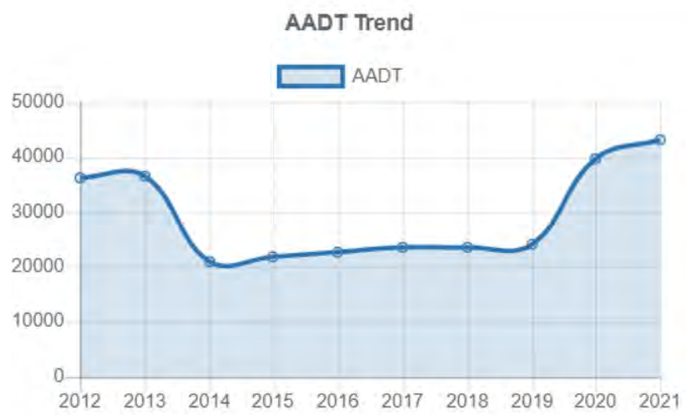
Average Hourly Volume



Count History

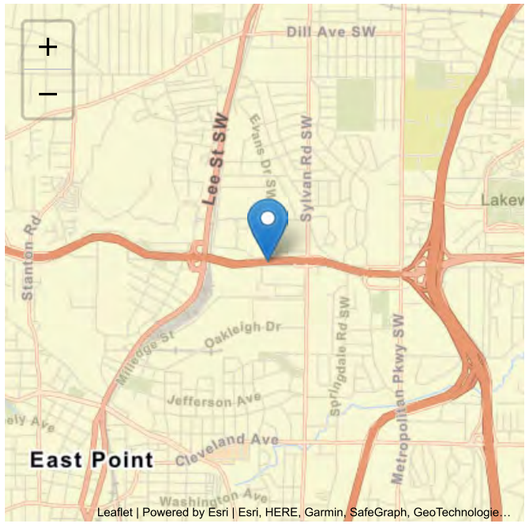


AADT Trend



Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.	**0.11%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**83.64%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**12.36%**
4. Buses 2- or 3-axle, full length.	**0.41%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**1.74%**
6. Single-unit trucks 3-axle, single-unit trucks.	**0.50%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**0.01%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**0.31%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**0.87%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**0.01%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0.01%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0.01%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0.00%**



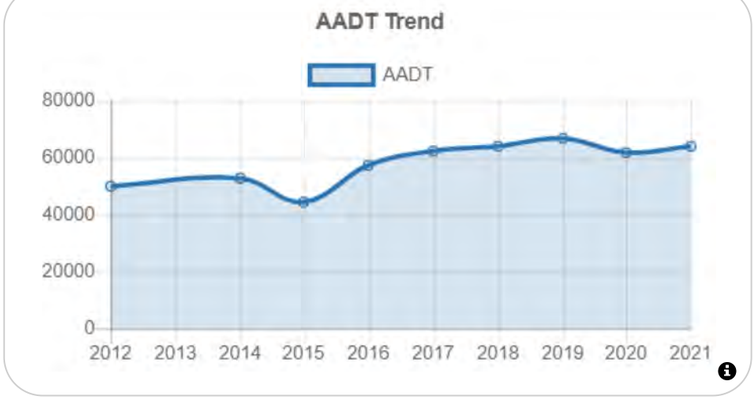
000001215419 - 121-5419

Description: SR 166 BTWN LEE ST & SLYVAN RD(Vol-Roadwork)
City: EAST POINT **County:** Fulton
Route number: 00000166
LRS section: 1211016600
Functional class: 2U - Principal Arterial - Other Freeways & Expresswavs (Urban)

7-day 85th %le Speed 2023
69.9 mph

7-day Average Speed 2023
44.9 mph

Site Data

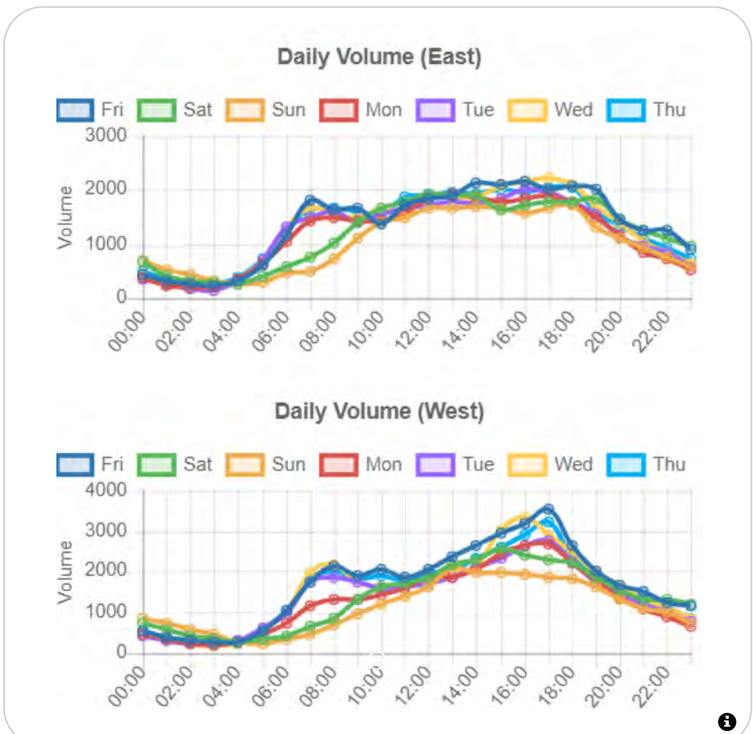


Traffic Statistics by Direction

Direction	Weekday average total traffic	7-day average traffic	Weekly traffic total
East	30,433	29,351	205,456
West	35,744	34,077	238,538

Annual Statistics

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	-	-	Actual	-	Actual	Actual	Actual	Actual	**Actual**
AADT	50,100	-	53,000	44,700	57,100	62,100	63,700	66,500	61,900	**64,000**
K-Factor	-	-	0.096	0.092	0.085	0.086	0.089	0.089	0.091	**0.085**
D-Factor	-	-	0.500	0.700	0.600	0.600	0.620	0.580	0.590	**0.600**
Future AADT	-	-	-	-	-	78,200	80,200	89,300	89,300	**125,000**



Weekday Average Traffic Count
66,177

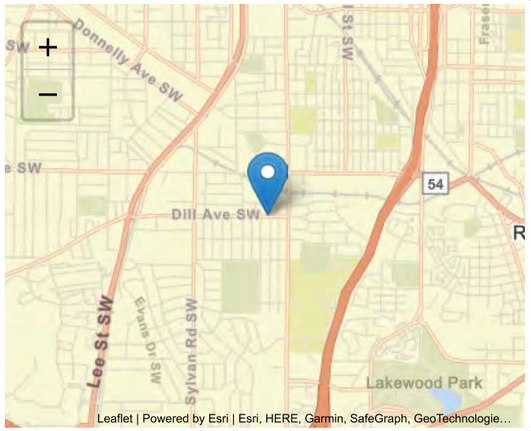
Weekly Traffic Count
443,994

7-day Average Traffic Count
63,428

0000121_8395 - 121-8395

Description: Dill Ave SW
County: Fulton
Route number: 00117003
LRS section: 1213117003
Functional class: 7U - Local (Urban)
Coordinates: 33.7182812883069, -84.4102726581562

Site Data

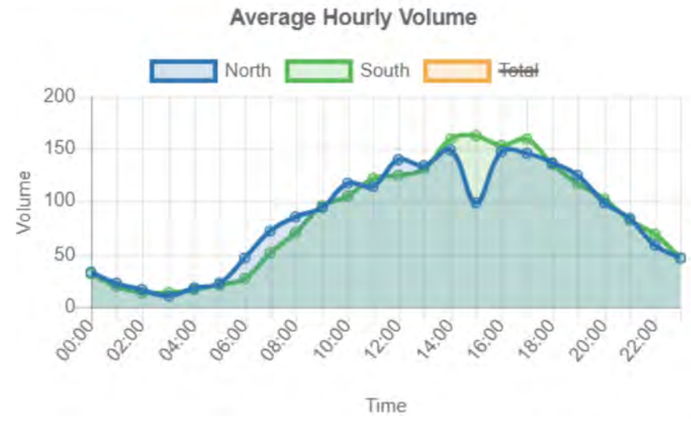


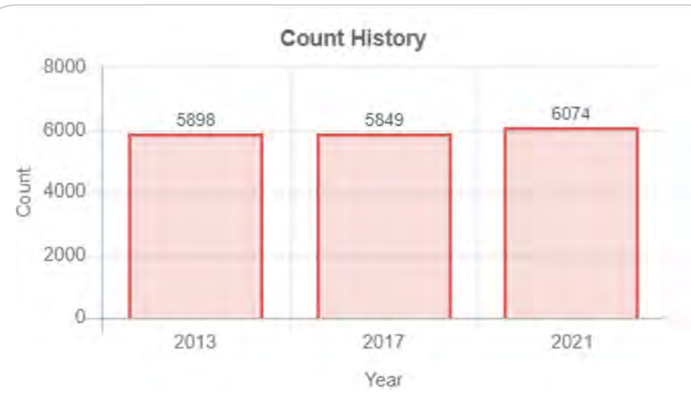
Count History

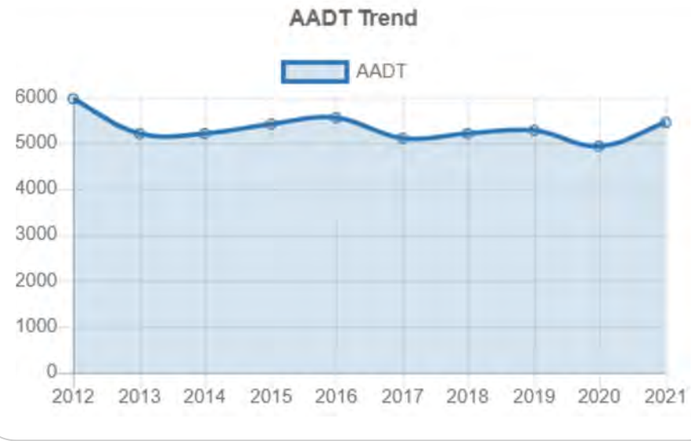
Year	Month	Count type	Duration	Count
2021	April	Volume	48 hours	6,074
2017	February	Volume	48 hours	5,849
2013	March	Volume	48 hours	5,898

Annual Statistics

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	-	-	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	**Actual**
AADT	5,960	5,200	5,200	5,410	5,540	5,110	5,190	5,290	4,920	**5,450**
K-Factor	-	0.080	0.080	0.080	0.080	0.092	0.092	0.092	0.092	**0.086**
D-Factor	-	-	-	-	-	0.500	0.500	0.500	0.500	**0.510**
Future AADT	-	-	-	-	6,220	6,440	6,540	6,670	6,670	**6,870**



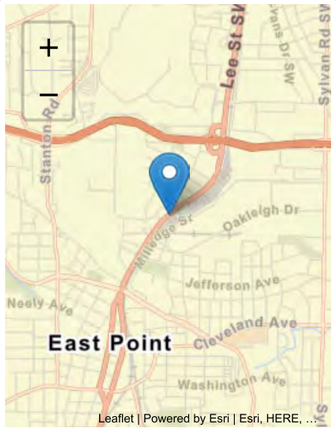




0000121_5210 - 121-5210

Description: SRY 0014SO L
County: Fulton
Route number: 00001400
LRS section: 1211001400
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 33.69120721, -84.43539443

Site Data

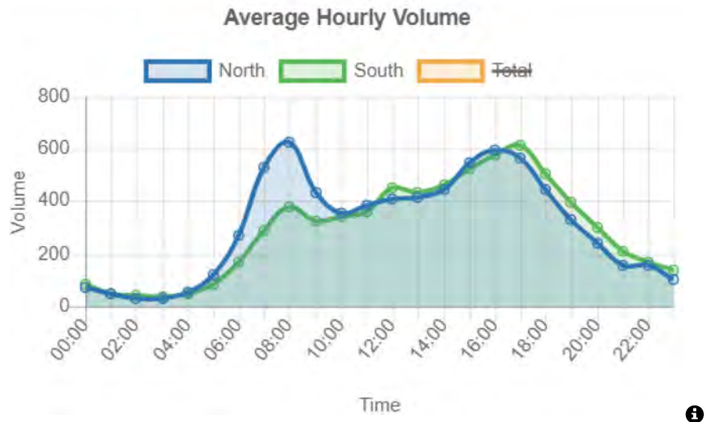


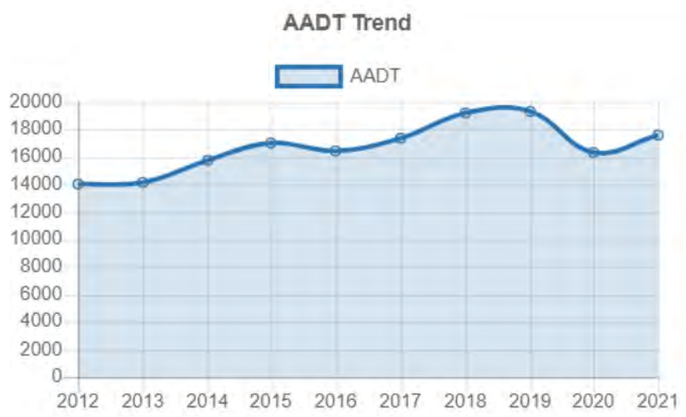
Count History

Year	Month	Count type	Duration	Count
2022	October	Class	48 hours	21,527
2020	October	Class	48 hours	17,871
2018	March	Class	48 hours	21,262
2016	March	Class	48 hours	18,406
2014	April	Volume	48 hours	17,292
2012	February	Volume	48 hours	15,087
2010	February	Volume	48 hours	17,321

Annual Statistics

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	-	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	**Esti**
AADT	14,000	14,100	15,800	17,000	16,400	17,400	19,200	19,300	16,300	**17,6**
K-Factor	-	-	0.095	0.095	0.096	-	0.089	0.089	0.095	**0.09**
D-Factor	-	-	0.700	0.700	0.600	-	0.540	0.540	0.540	**0.54**
Future AADT	-	-	-	-	18,800	20,000	25,500	28,400	28,400	**37,0**





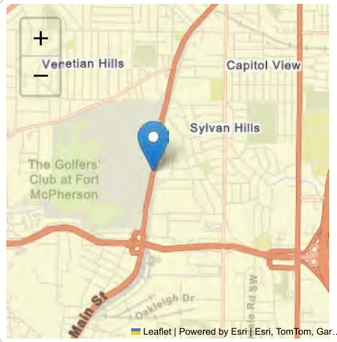
Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.		**0.27%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.		**86.61%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		**9.39%**
4. Buses 2- or 3-axle, full length.		**0.63%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		**1.71%**
6. Single-unit trucks 3-axle, single-unit trucks.		**0.34%**
7. Single-unit trucks 4 or more axle, single-unit trucks.		**0%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		**0.23%**
9. Single-trailer trucks 5-axle, single-trailer trucks.		**0.77%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		**0.03%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		**0%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		**0%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		**0.02%**

0000121_5212 - 121-5212

- CST 630207 L
County: Fulton
Route number: 00001400
LRS section: 1211001400
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 33.7063381719063, -84.4280190430134

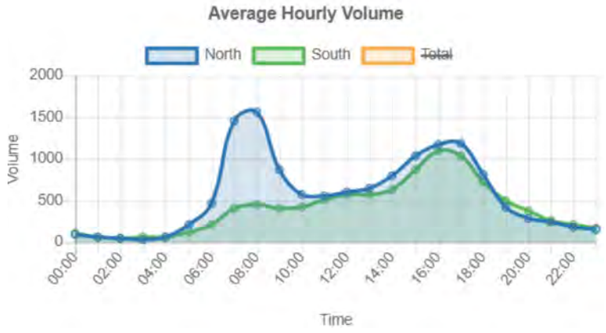
Site Data

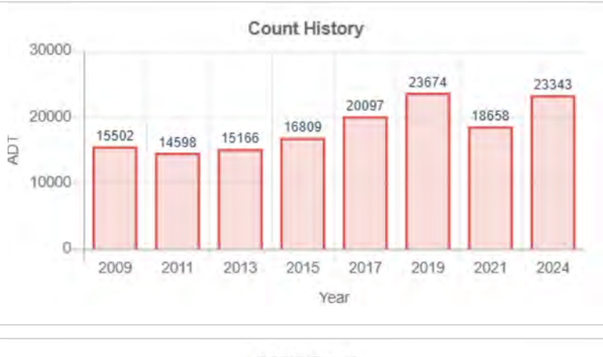


Year	Month	Count type	Duration	Count	ADT
2024	February	Class	48 hours	46,686	23,343
2021	June	Class	48 hours	37,317	18,658
2019	June	Class	48 hours	47,349	23,674
2017	May	Class	48 hours	40,194	20,097
2015	March	Volume	48 hours	33,618	16,809
2013	May	Class	48 hours	30,331	15,166
2011	March	Class	48 hours	29,196	14,598
2009	May	Class	48 hours	31,005	15,502

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	**Estimated**
AADT	13,200	15,100	15,600	18,100	18,100	21,600	19,900	16,700	17,400	**17,600**
K-Factor	0.100	0.106	0.106	0.089	0.089	0.100	0.100	0.104	0.104	**0.104**
D-Factor	0.800	0.800	0.800	0.800	0.800	0.790	0.790	0.550	0.550	**0.550**
Future AADT	-	-	16,700	18,700	29,100	35,000	35,000	45,900	34,800	**28,100**





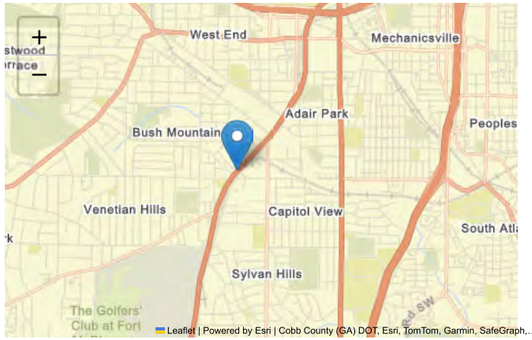
Vehicle Classification 2024

1. Motorcycles 2 axles, 2 or 3 wheels.		**0.10%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.		**85.61%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		**10.79%**
4. Buses 2- or 3-axle, full length.		**0.75%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		**1.66%**
6. Single-unit trucks 3-axle, single-unit trucks.		**0.48%**
7. Single-unit trucks 4 or more axle, single-unit trucks.		**0.00%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		**0.18%**
9. Single-trailer trucks 5-axle, single-trailer trucks.		**0.41%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		**0.01%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		**0%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		**0%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		**0%**

0000121_5214 - 121-5214

- CSX 139403LCS1170R
County: Fulton
Route number: 00001400
LRS section: 1211001400
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 33.72315847, -84.42214592

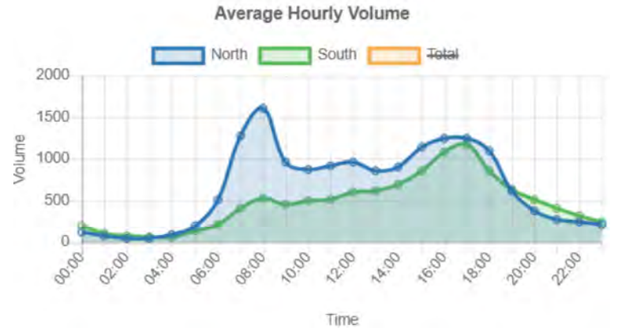
Site Data

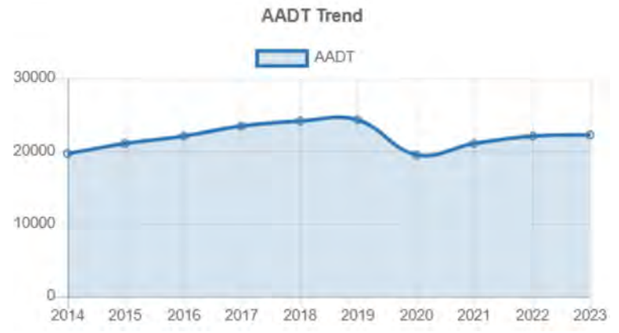


Year	Month	Count type	Duration	Count	ADT
2023	December	Volume	48 hours	54,265	27,132
2020	October	Volume	48 hours	44,064	22,032
2018	March	Class	48 hours	53,385	26,692
2017	April	Volume	48 hours	9,890	4,945
2016	April	Volume	48 hours	49,515	24,758
2014	April	Volume	48 hours	43,001	21,500
2012	February	Volume	48 hours	35,986	17,993
2010	February	Volume	48 hours	40,305	20,152

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Estimated	**Estimated**
AADT	19,600	21,100	22,100	23,400	24,100	24,300	19,500	21,100	22,000	**22,200**
K-Factor	0.099	0.099	0.096	-	0.096	0.096	0.092	0.092	0.092	**0.092**
D-Factor	0.800	0.800	0.800	-	0.640	0.640	0.590	0.590	0.590	**0.590**
Future AADT	-	-	23,100	30,000	32,900	41,700	41,700	51,600	36,700	**28,000**

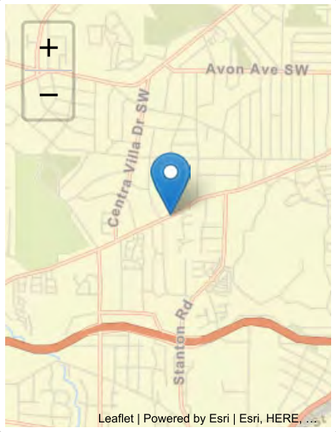




0000121_5708 - 121-5708

Description: CST 121103 L
County: Fulton
Route number: 00139403
LRS section: 1213139403
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 33.709397038142, -84.4498995681587

Site Data



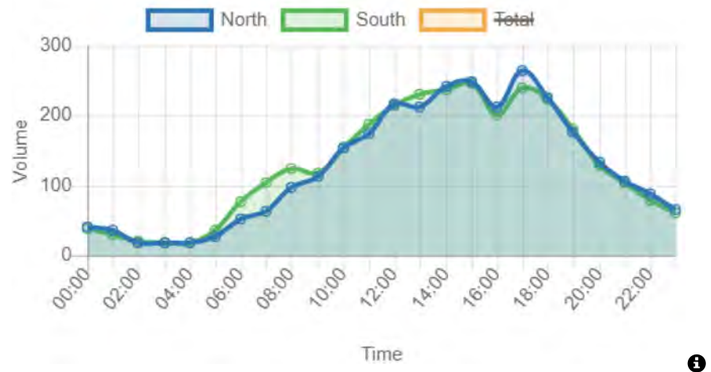
Count History

Year	Month	Count type	Duration	Count
2021	February	Class	48 hours	9,096
2017	May	Volume	48 hours	10,722
2013	March	Volume	48 hours	9,749
2009	June	Volume	48 hours	11,565

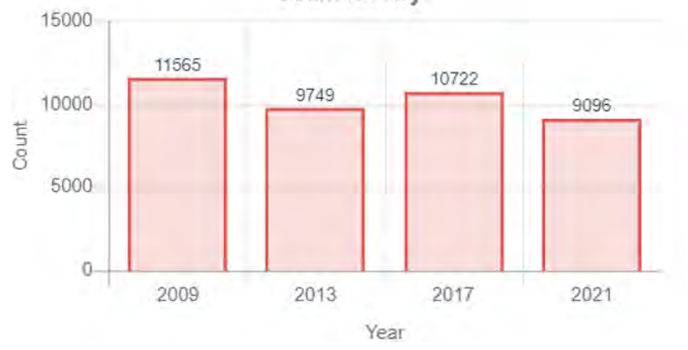
Annual Statistics

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020
Statistics type	-	-	-	Estimated	Estimated	Actual	Estimated	Estimated	Estimated
AADT	10,700	8,470	8,470	9,110	9,410	9,680	9,660	9,730	8,970
K-Factor	-	0.080	0.080	0.080	0.080	0.092	0.092	0.092	0.092
D-Factor	-	-	-	-	-	0.500	0.500	0.500	0.500
Future AADT	-	-	-	-	10,500	12,200	12,200	12,300	12,300

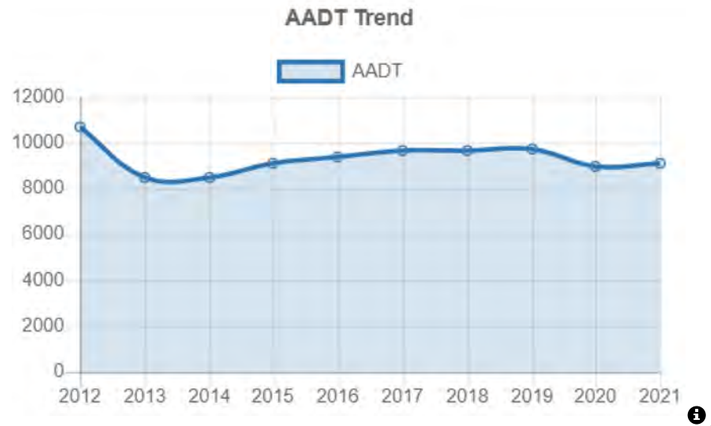
Average Hourly Volume



Count History



AADT Trend



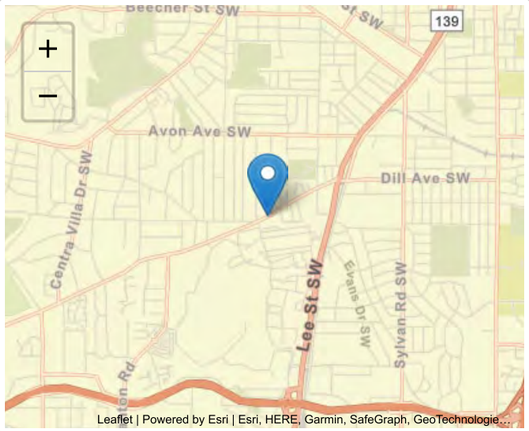
Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.		**0.14%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.		**86.49%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		**8.98%**
4. Buses 2- or 3-axle, full length.		**2.52%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		**1.62%**
6. Single-unit trucks 3-axle, single-unit trucks.		**0.10%**
7. Single-unit trucks 4 or more axle, single-unit trucks.		**0.05%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		**0.08%**
9. Single-trailer trucks 5-axle, single-trailer trucks.		**0.02%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		**0%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		**0%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		**0%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		**0%**

0000121_5709 - 121-5709

Description: SR 001400 BEG AT
County: Fulton
Route number: 00139403
LRS section: 1213139403
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 33.71490156, -84.4330278

Site Data

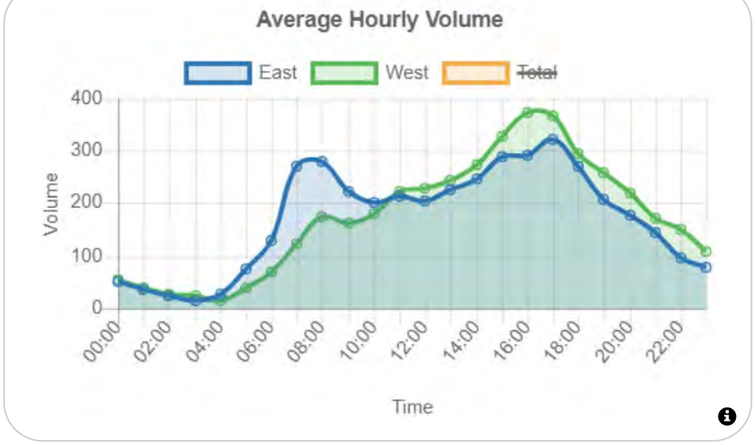


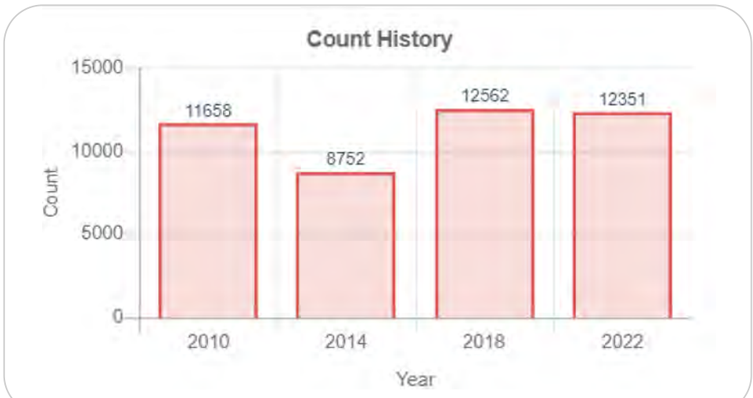
Count History

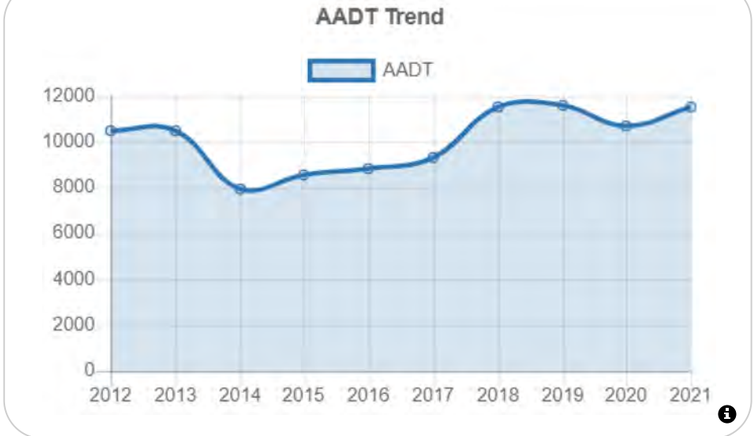
Year	Month	Count type	Duration	Count
2022	August	Volume	48 hours	12,351
2018	October	Volume	48 hours	12,562
2014	April	Volume	48 hours	8,752
2010	June	Class	48 hours	11,658

Annual Statistics

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	-	-	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	**Estimated**
AADT	10,500	10,500	7,930	8,530	8,810	9,330	11,500	11,600	10,700	**11,500**
K-Factor	-	-	0.092	0.092	0.092	-	0.084	0.084	0.084	**0.084**
D-Factor	-	-	0.700	0.700	0.700	-	0.580	0.580	0.580	**0.580**
Future AADT	-	-	-	-	9,800	11,800	14,500	14,600	14,600	**15,000**



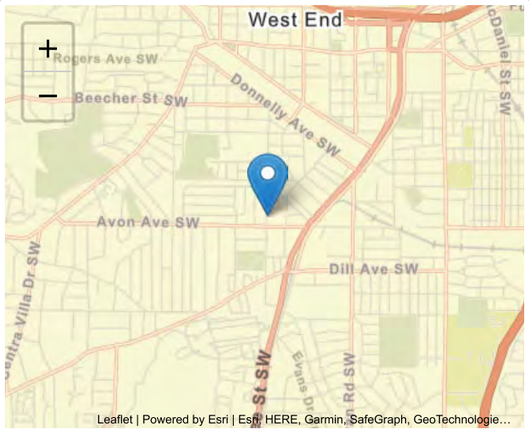




0000121_6160 - 121-6160

Description: CSX 328103LCS1146R
County: Fulton
Route number: 00112503
LRS section: 1213112503
Functional class: 5U - Major Collector (Urban)
Coordinates: 33.72311173, -84.4274111

Site Data

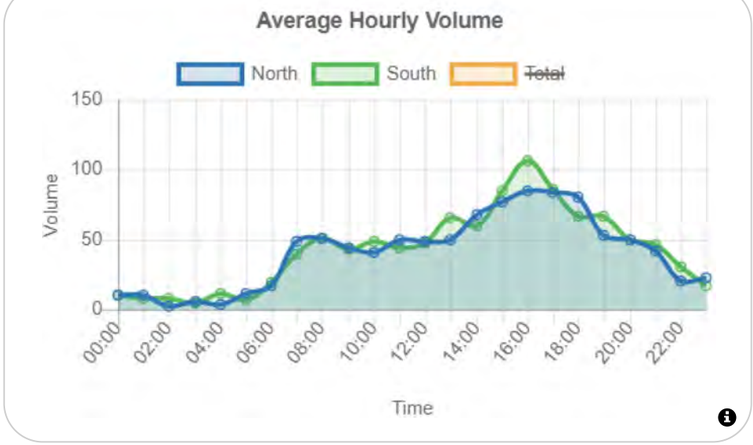


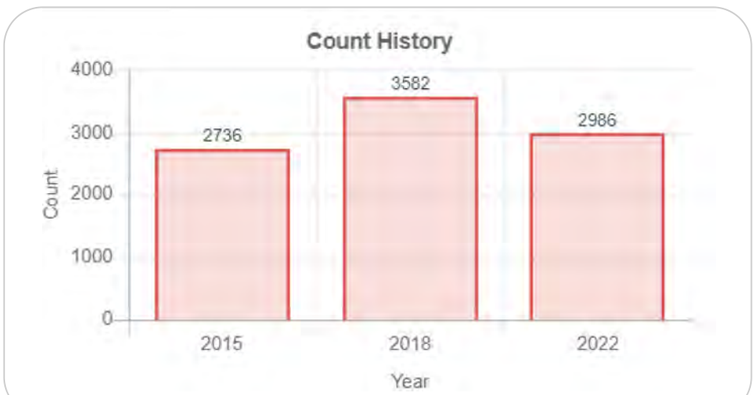
Count History

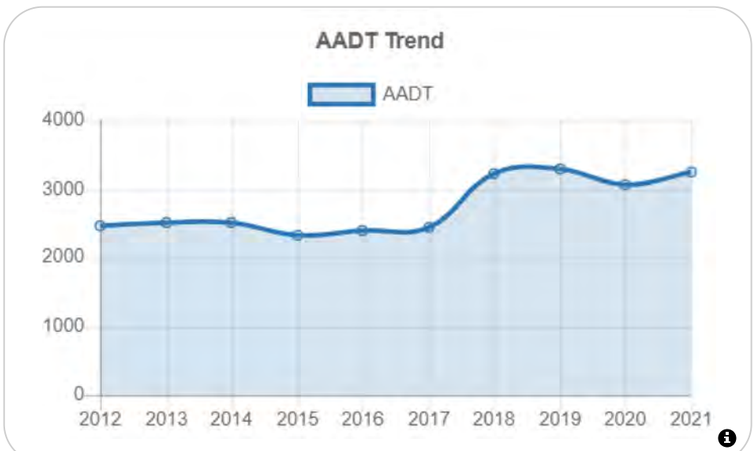
Year	Month	Count type	Duration	Count
2022	August	Volume	48 hours	2,986
2018	October	Volume	48 hours	3,582
2015	March	Volume	48 hours	2,736

Annual Statistics

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	-	-	Actual	Estimated	Estimated	Actual	Estimated	Estimated	**Estimated**
AADT	2,450	2,500	2,500	2,330	2,390	2,440	3,220	3,280	3,050	**3,240**
K-Factor	-	-	-	0.100	0.100	-	0.102	0.102	0.102	**0.102**
D-Factor	-	-	-	0.500	0.500	-	0.510	0.510	0.510	**0.510**
Future AADT	-	-	-	-	2,560	3,070	4,060	4,380	4,380	**5,460**



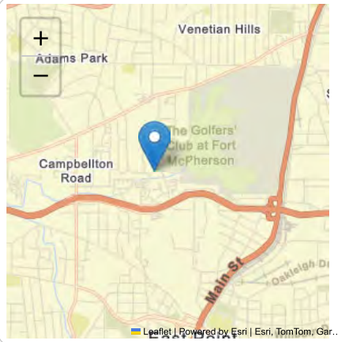




0000121_6172 - 121-6172

- CSR 646907 BEG AT
County: Fulton
Route number: 00121107
LRS section: 1213121107
Functional class: 5U - Major Collector (Urban)
Coordinates: 33.7024255954137, -84.4467623482455

Site Data

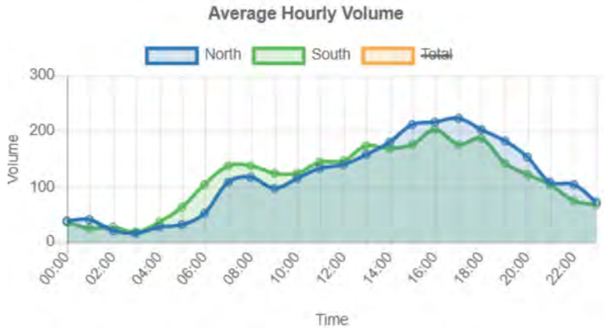


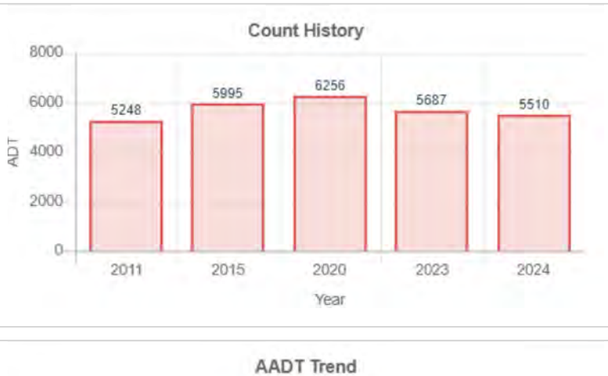
Count History

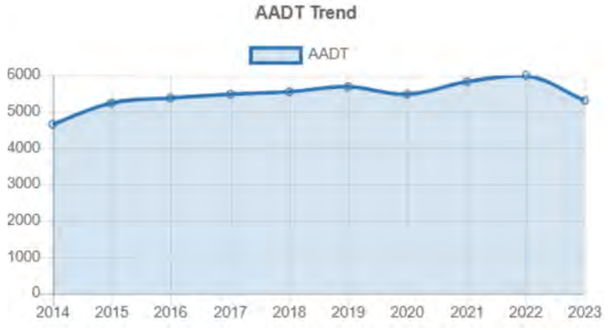
Year	Month	Count type	Duration	Count	ADT
2024	January	Class	48 hours	11,021	5,510
2023	September	Class	48 hours	11,374	5,687
2020	October	Class	48 hours	12,511	6,256
2015	March	Volume	48 hours	11,990	5,995
2011	February	Volume	48 hours	10,496	5,248

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Actual	Estimated	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	**Actual**
AADT	4,670	5,240	5,370	5,480	5,560	5,680	5,500	5,840	5,990	**5,310**
K-Factor	-	0.085	0.085	-	-	-	0.088	0.088	0.088	**0.084**
D-Factor	-	0.500	0.500	-	-	-	0.510	0.510	0.510	**0.570**
Future AADT	-	-	7,280	5,700	7,210	8,150	8,150	9,630	9,140	**7,340**







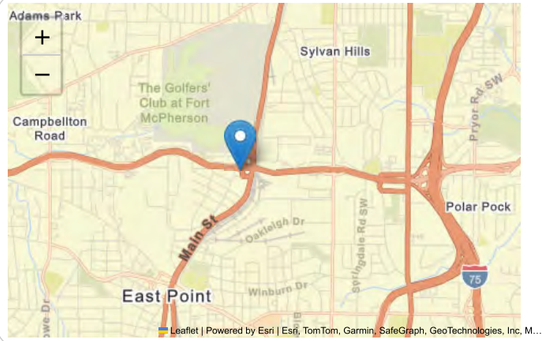
Vehicle Classification 2024

1. Motorcycles 2 axles, 2 or 3 wheels.	**0.11%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**88.45%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**8.06%**
4. Buses 2- or 3-axle, full length.	**0.68%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**2.42%**
6. Single-unit trucks 3-axle, single-unit trucks.	**0.14%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**0%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**0.15%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**0%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**0%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0%**

0000121_R874 - 121-r874

- SR154 EB To Knotts Ave
County: Fulton
LRS section: 1216154009
Functional class: 2U - Principal Arterial - Other Freeways & Expressways (Urban)
Coordinates: 33.6977, -84.431116

Site Data

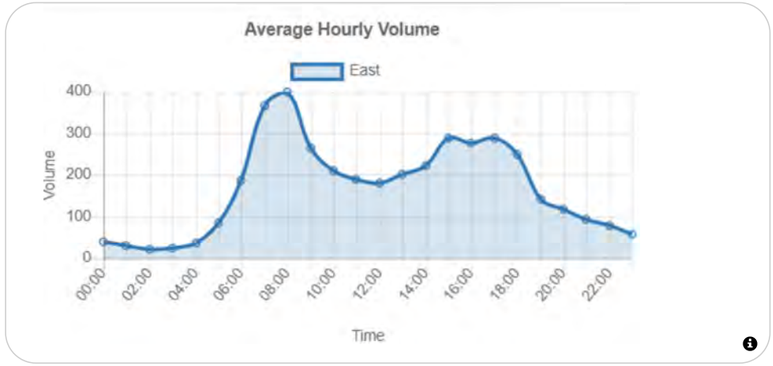


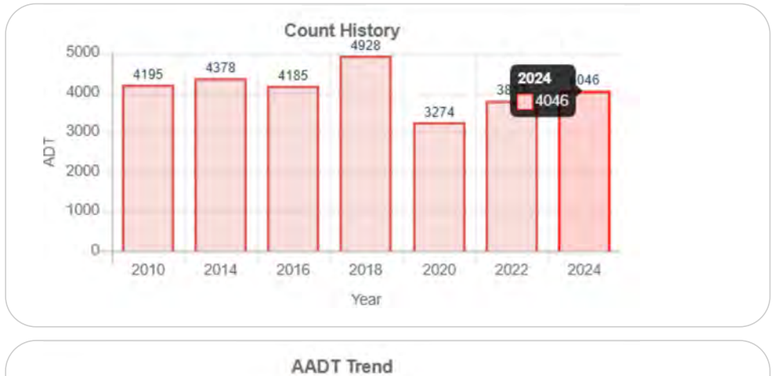
Count History

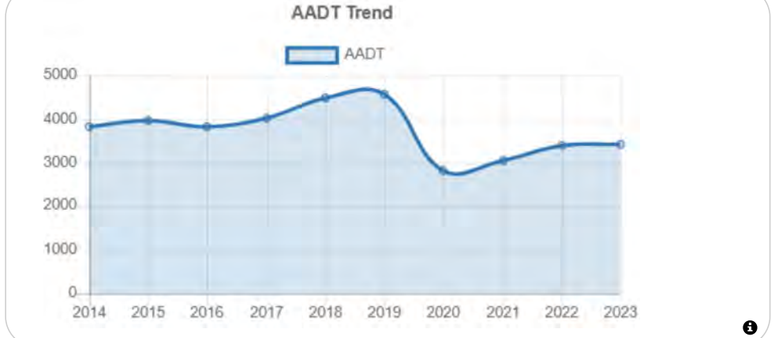
Year	Month	Count type	Duration	Count	ADT
2024	July	Volume	48 hours	8,091	4,046
2022	August	Volume	48 hours	7,626	3,813
2020	October	Volume	48 hours	6,547	3,274
2018	March	Volume	48 hours	9,857	4,928
2016	March	Volume	48 hours	8,370	4,185
2014	March	Volume	48 hours	8,756	4,378
2010	December	Class	48 hours	8,390	4,195

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	**Estimated**
AADT	3,830	3,960	3,830	4,010	4,470	4,570	2,820	3,060	3,380	**3,430**
K-Factor	0.228	0.228	0.176	-	0.205	0.119	0.077	0.077	0.135	**0.135**
D-Factor	-	-	-	-	1.00	1.00	1.00	1.00	1.00	**1.00**
Future AADT	-	-	4,630	-	5,630	5,760	5,760	5,690	4,260	**4,320**



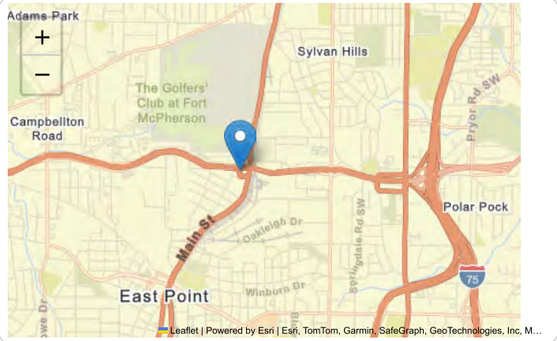




0000121_R875 - 121-r875

- Knotts Ave To SR154 EB
County: Fulton
LRS section: 1216154010
Functional class: 2U - Principal Arterial - Other Freeways & Expressways (Urban)
Coordinates: 33.697714, -84.43076

Site Data

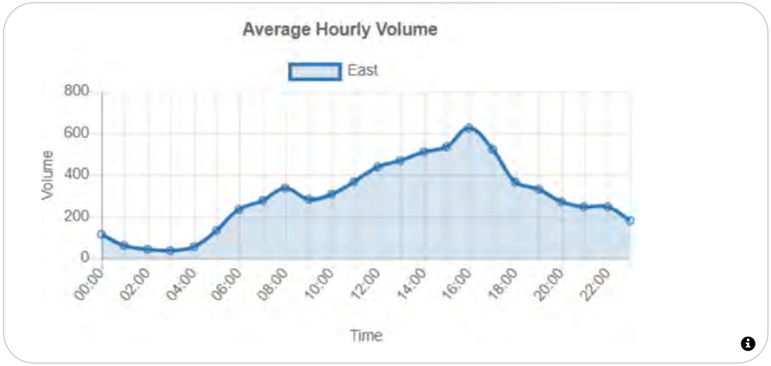


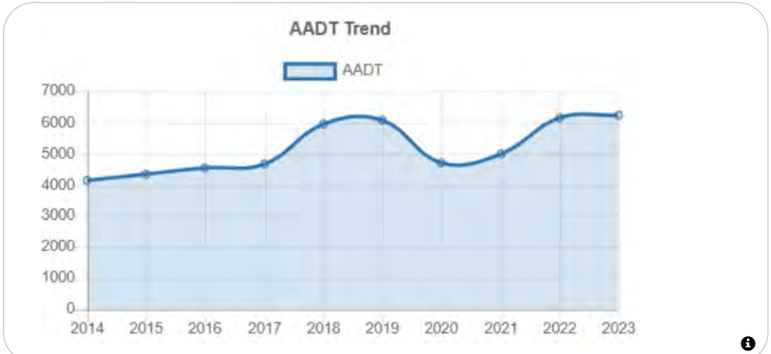
Count History

Year	Month	Count type	Duration	Count	ADT
2024	December	Volume	48 hours	13,967	6,984
2022	October	Volume	48 hours	14,158	7,079
2020	October	Volume	48 hours	11,801	5,900
2018	March	Volume	48 hours	13,312	6,656
2016	March	Volume	48 hours	10,614	5,307
2014	May	Volume	48 hours	9,510	4,755
2010	November	Class	48 hours	13,385	6,692

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	**Estimated**
AADT	4,160	4,330	4,560	4,650	5,960	6,080	4,710	5,000	6,160	**6,250**
K-Factor	0.087	0.087	0.103	-	0.098	0.098	0.105	0.105	0.080	**0.080**
D-Factor	-	-	-	-	1.00	1.00	1.00	1.00	1.00	**1.00**
Future AADT	-	-	5,100	-	7,510	7,670	7,670	6,300	8,580	**11,700**

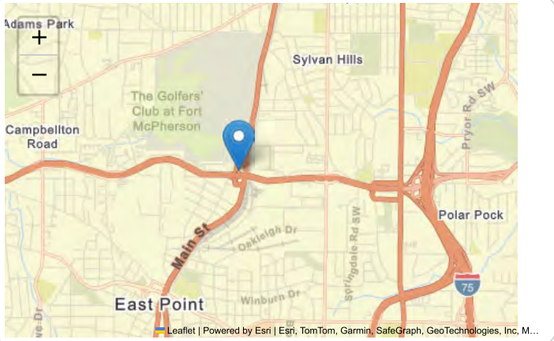




0000121_R876 - 121-r876

- SR166 WB To Womack/Hardee Ave
County: Fulton
LRS section: 1216154011
Functional class: 2U - Principal Arterial - Other Freeways & Expressways (Urban)
Coordinates: 33.69864222, -84.43050818

Site Data

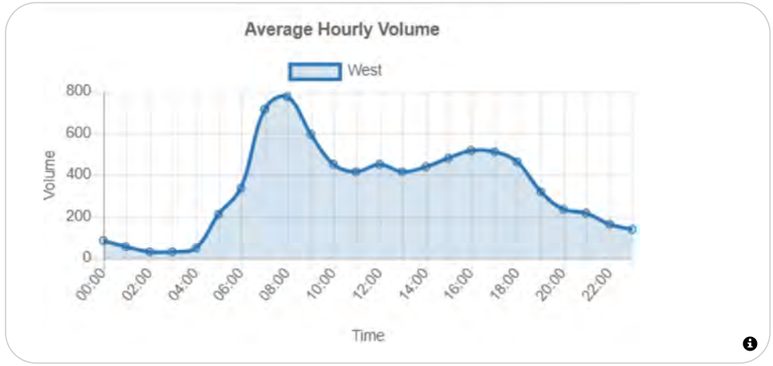


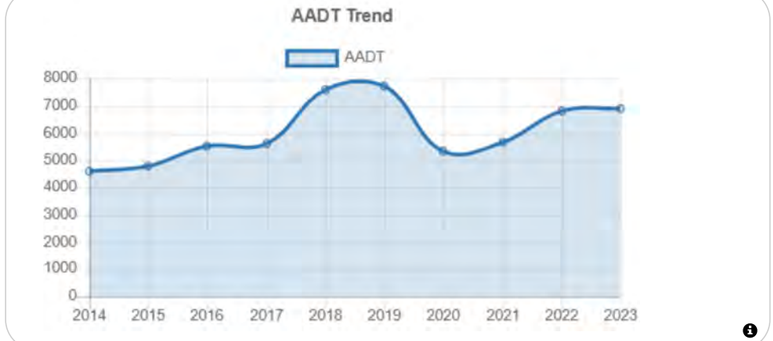
Count History

Year	Month	Count type	Duration	Count	ADT
2024	December	Volume	48 hours	16,206	8,103
2022	August	Volume	48 hours	15,573	7,786
2020	October	Volume	48 hours	13,294	6,647
2018	October	Volume	48 hours	16,829	8,414
2016	March	Volume	48 hours	12,872	6,436
2014	March	Volume	48 hours	10,483	5,242
2010	December	Class	48 hours	14,744	7,372

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	**Estimated**
AADT	4,590	4,780	5,500	5,610	7,580	7,730	5,330	5,660	6,790	**6,890**
K-Factor	0.118	0.118	0.133	-	0.124	0.124	0.086	0.086	0.087	**0.087**
D-Factor	-	-	-	-	1.00	1.00	1.00	1.00	1.00	**1.00**
Future AADT	-	-	5,880	-	9,550	9,740	9,740	8,900	11,000	**13,100**

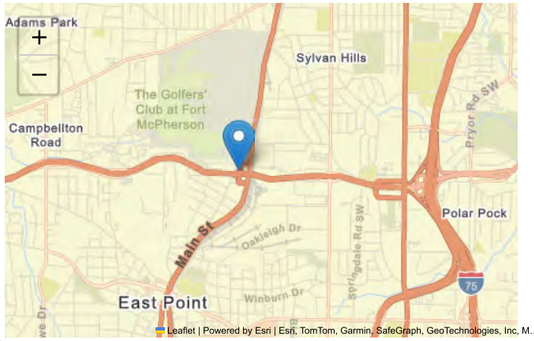




0000121_R877 - 121-r877

- Womack/Hardee Ave To SR154 WB
County: Fulton
LRS section: 1216154012
Functional class: 2U - Principal Arterial - Other Freeways & Expressways (Urban)
Coordinates: 33.698452, -84.431001

Site Data

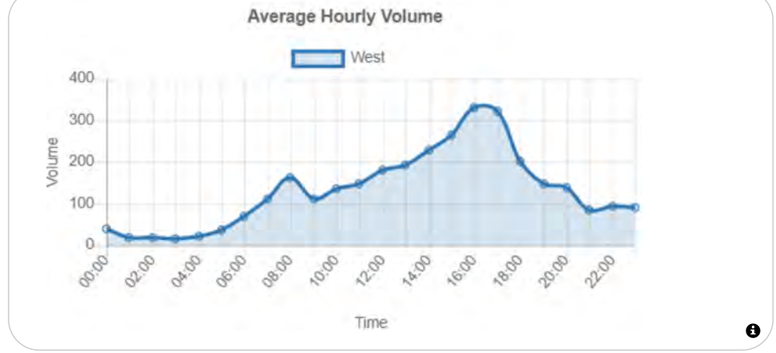


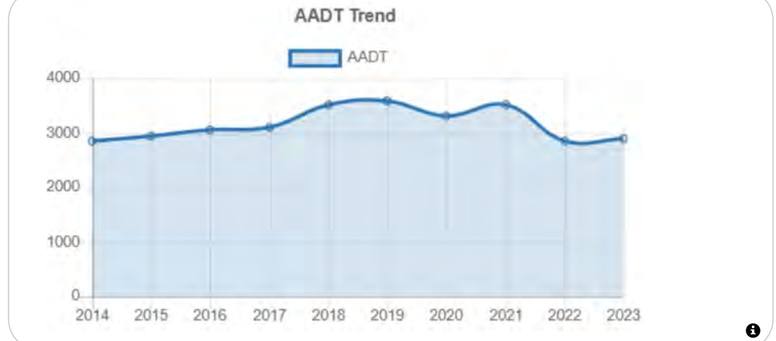
Count History

Year	Month	Count type	Duration	Count	ADT
2024	December	Volume	48 hours	6,319	3,160
2022	August	Volume	48 hours	6,560	3,280
2020	October	Volume	48 hours	8,319	4,160
2018	March	Volume	48 hours	7,835	3,918
2016	March	Volume	48 hours	7,086	3,543
2014	March	Volume	48 hours	6,490	3,245
2010	December	Class	48 hours	8,621	4,310

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	**Estimated**
AADT	2,840	2,950	3,050	3,110	3,520	3,590	3,320	3,520	2,860	**2,900**
K-Factor	0.154	0.154	0.147	-	0.152	0.152	0.104	0.104	0.111	**0.111**
D-Factor	-	-	-	-	1.00	1.00	1.00	1.00	1.00	**1.00**
Future AADT	-	-	3,450	-	4,430	4,520	4,520	4,440	3,600	**3,650**





HISTORICAL TRAFFIC COUNTS
DRI 4411 Tyler Perry Entertainment District
Atlanta, Georgia

Location	Counter ID	Georgia DOT AADT															Forecast		Compounded Growth Rate	
		2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2028	2025-2028	Percent
SR 14/139/154/US 29/Main St S/O SR 166	121-5210		17,321		15,087		17,292		18,406		21,262				21,527			23,325	24,828	2.10%	17.30%
SR 14/139/154/US 29/Lee St N/O Deshler St	121-5212	15,502		14,598		15,166		16,809		20,097		23,674					23,343	25,086	27,165	2.69%	18.92%
SR 14/139/154/US 29/Lee St N/O Avon Ave SW	121-5214		20,152		17,993		21,500		24,758		26,692					27,132		29,802	31,938	2.33%	22.25%
Campbellton Rd W/O Stanton Rd SW	121-5708	11,565				9,749				10,722								9,414	9,098	-1.13%	6.34%
Campbellton Rd E/O Venetian Dr/Kenilworth Dr	121-5709		11,658				8,752				12,562				12,351			12,656	13,097	1.15%	9.12%
Oakland Dr N/O Avon Ave	121-6160							2,736			3,582				2,986			3,273	3,350	0.78%	2.33%
Stanton Rd N/O Fort Valley Dr	121-6172			5,248				5,995								5,687	5,510	5,676	5,706	0.18%	3.98%
Dill Ave W/O Metropolitan Pkwy	121-8395					5,898				5,849								5,751	5,714	-0.21%	3.98%
SR 166 EB off-ramp to Knotts Ave	121-R874		4,195				4,378		4,185		4,928				3,813		4,046	4,092	4,027	-0.53%	2.81%
SR 166 EB on-ramp from Knotts Ave	121-R875		6,692				4,755		5,307		6,656				7,079		6,984	6,937	7,208	1.29%	5.02%
SR 166 WB off-ramp to Womack Ave	121-R876		7,372				5,242		6,436		8,414				7,786		8,103	8,137	8,493	1.44%	5.92%
SR 166 WB on-ramp from Womack Ave	121-R877		4,310				3,245		3,543		3,918				3,280		3,160	3,107	2,923	-2.01%	2.04%
																		137,256	**143,547**	**1.5%**	**100.00%**