



Transportation Analysis

30 Ted Turner Drive DRI #2758

Atlanta, Georgia

Report Prepared:

December 2017

Prepared for:

Perkins + Will

CIM Atlanta Developer, LLC

Prepared by:

Kimley»»Horn

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817 West Peachtree Street, Suite 601
Atlanta, Georgia 30308
Project #015170030

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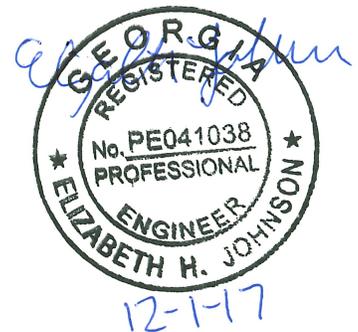


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Raw Traffic Count Data
 Synchro Capacity Analyses

EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed 30 Ted Turner Drive conceptual unified development plan located in the City of Atlanta, Georgia. The approximate 27-acre property is bordered by Centennial Olympic Park Drive, Mitchell Street, Richard B. Russell Plaza, Martin Luther King Jr. Drive, Ted Turner Drive, and portions of Marietta Street and Forsyth Street. The property proposes a development over structured parking to create a robust transit-oriented development adjacent to two MARTA stations: Five Points and Dome/GWCC/Philips Arena/CNN Center. This development provides the opportunity to connect the Downtown core and provide direct pedestrian connections between Philips Arena, Mercedes Benz Stadium, GWCC, CNN Center and Castleberry Hills with the Five Points MARTA station and downtown Atlanta. The project site currently consists primarily of surface parking lots, the CNN Center deck, and freight rail right-of-way. The lack of current development and the limited connectivity of streets within the project site leads to poor vehicular and pedestrian connectivity.

The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 600,000 SF of mixed-use development in a Regional Center area type, as determined by the Atlanta Regional Commission's *Unified Growth Policy Map (UGPM)*. The DRI trigger for this development was the submittal of the special administrative permit (SAP) with the City of Atlanta on November 20, 2017. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on November 29, 2017 by the City of Atlanta. The DRI Pre-Review/Methodology meeting occurred on August 28, 2017 with a follow-up meeting on October 3, 2017.

The proposed project is expected to be completed by 2027. The development will sit over structured parking and provide the opportunity to create an elevated street grid that connects the surrounding areas. The project program will consist of the following land uses and densities:

Residential:	1,000 units
Hotel:	1,500 rooms
Office:	9,350,000 SF
Shopping Center:	1,000,000 SF

The DRI analysis includes an estimation of the overall trips projected to be generated by the development, also known as gross trips. Reductions to gross trips are also considered in the analysis, including mixed-use reductions, alternative transportation mode reductions, and pass-by trip reductions.

Mixed-use reductions occur when a site has a combination of different land uses that interact with one another. For example, people working in an office development or people living in the residential development may walk to the retail and restaurants instead of driving off-site. This reduces the number of vehicle trips that will be made on the roadway, thus reducing traffic congestion. These types of interactions are expected at the 30 Ted Turner Drive development.

Alternative mode reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). As the 30 Ted Turner Drive development is located in close proximity to transit with increased pedestrian facilities, a 31.1% alternative mode reduction was taken for residential and retail land uses, and a 36.4% alternative mode reduction was taken for the office land use. These reductions are consistent with GRTA's Letter of Understanding (LOU) dated November 1, 2017. The center of the project site is located less than 0.2 miles from the Dome/GWCC/Philips Arena/CNN Center MARTA Rail Station, which is served by the Blue and Green lines. The center of the project site is located approximately 0.25 miles from the Five Points MARTA Rail Station, which is served by the Blue, Green, Red and Gold lines, MARTA Bus Route #3, #14, #32, #42, #49, #51, #74,

and #155 with service seven days a week. The proposed development will provide a direct pedestrian connection between the two previously mentioned MARTA Rail Stations. The proposed development is anticipated to significantly improve pedestrian connectivity both on-site and between multiple adjacent properties, creating a safe and expanded pedestrian environment.

Pass-by reductions are taken for retail trips only. Traffic normally traveling along a roadway may choose to visit a retail establishment that is along the vehicle's original path. These trips were already on the road and would therefore only be new trips at the driveways. It is anticipated that there will be vehicular pass-by trips for retail only.

Capacity analyses were performed throughout the study network for the Existing 2017 conditions, the Projected 2027 No-Build conditions, and the Projected 2027 Build conditions.

- Existing 2017 conditions represent traffic volumes that were collected in August 2017, September 2017, and November 2017 by performing AM and PM peak hour turning movement counts.
- Projected 2027 No-Build conditions represent the existing traffic volumes grown for ten (10) years at 1.0 percent per year throughout the study network.
- Projected 2027 Build conditions represent the Projected 2027 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the 30 Ted Turner Drive development. Also included are the eighteen (18) site access driveways in addition to the existing study network intersections.

Findings of the Traffic Study

The traffic study was completed with the baseline conditions as previously mentioned, as well as an alternatives analysis that provides options for mitigation by means of Transportation Demand Management and roadway improvements (addressed in Section 6.4). The alternative analysis incorporates the following changes:

- Increased alternative mode reduction of 46.4% for the office land use and 41.1% for residential and retail land uses (increase of 10% from the baseline conditions).
- 25% reduction of the AM/PM peak hour trip generation for the office land use.

The increase in alternative mode reduction acknowledges the expanded transit promotion that will be a part of this development as well as the increased pedestrian connectivity. A 10% increase in alternative modes is considered to be a conservative assumption.

The reduction of the AM and PM peak hour trip generation for the office land use acknowledges the promotion of alternative work schedules through flex days and flexible hours. Flexible days may include telecommuting or condensed work weeks. Flexible hours lead to a spreading out of peak hour traffic as commuters may arrive and leave early or late to avoid the times of peak congestions.

Based on the analysis of Projected 2027 Build Alternative conditions (includes background traffic growth and includes the projected 30 Ted Turner Drive project traffic with the alternative methodology as discussed above), the following geometric intersection improvements would be needed in order for all study intersections to operate at or above acceptable levels-of-service:

- Intersection #5: Ted Turner Drive at Martin Luther King Jr. Drive
 - Restripe south leg of intersection to include one (1) shared left-turn/through lane, two (2) exclusive through lanes and one (1) southbound egress lane.
 - Restripe east leg of intersection to include one (1) westbound shared left-turn/through lane, one (1) westbound exclusive through lane, and one (1) westbound exclusive right-turn lane.
- Intersection #9: Forsyth Street at Alabama Street
 - Add protected/permissive phasing for the northbound left-turn movement.
- Intersection #11: Forsyth Street at Marietta Street
 - Construct one (1) exclusive eastbound left-turn lane.
- Intersection #12: Ted Turner Drive at Peters Street / Trinity Avenue
 - Restripe east leg of intersection to include one (1) exclusive westbound left-turn lane, one (1) westbound through lane, one (1) westbound channelized right-turn lane, and one (1) eastbound egress lane.
- Intersection #13: Ted Turner Drive at Mitchell Street
 - Restripe the southbound approach to provide an exclusive left-turn lane and a shared through/right-turn lane.

Additional Considerations

The DRI traffic study was performed with the assumption that the existing traffic signal infrastructure would still be in place at the build-out of the 30 Ted Turner Drive development. It is anticipated that intelligent transportation system improvements may be added to the traffic signal infrastructure in the vicinity of the development that would help mitigate future congestion. The City of Atlanta, under the leadership of the Renew Atlanta bond program, is implementing state of the art traffic management control to improve traffic operations during peak activity. While the advancements to traffic control were initially implemented in response to special events at Philips Arena, Mercedes Benz Stadium, and the Georgia World Conference Center, peak hour travel will experience benefits as well. A memorandum from Renew Atlanta is included in Appendix F.

1.0 PROJECT DESCRIPTION

1.1 Introduction

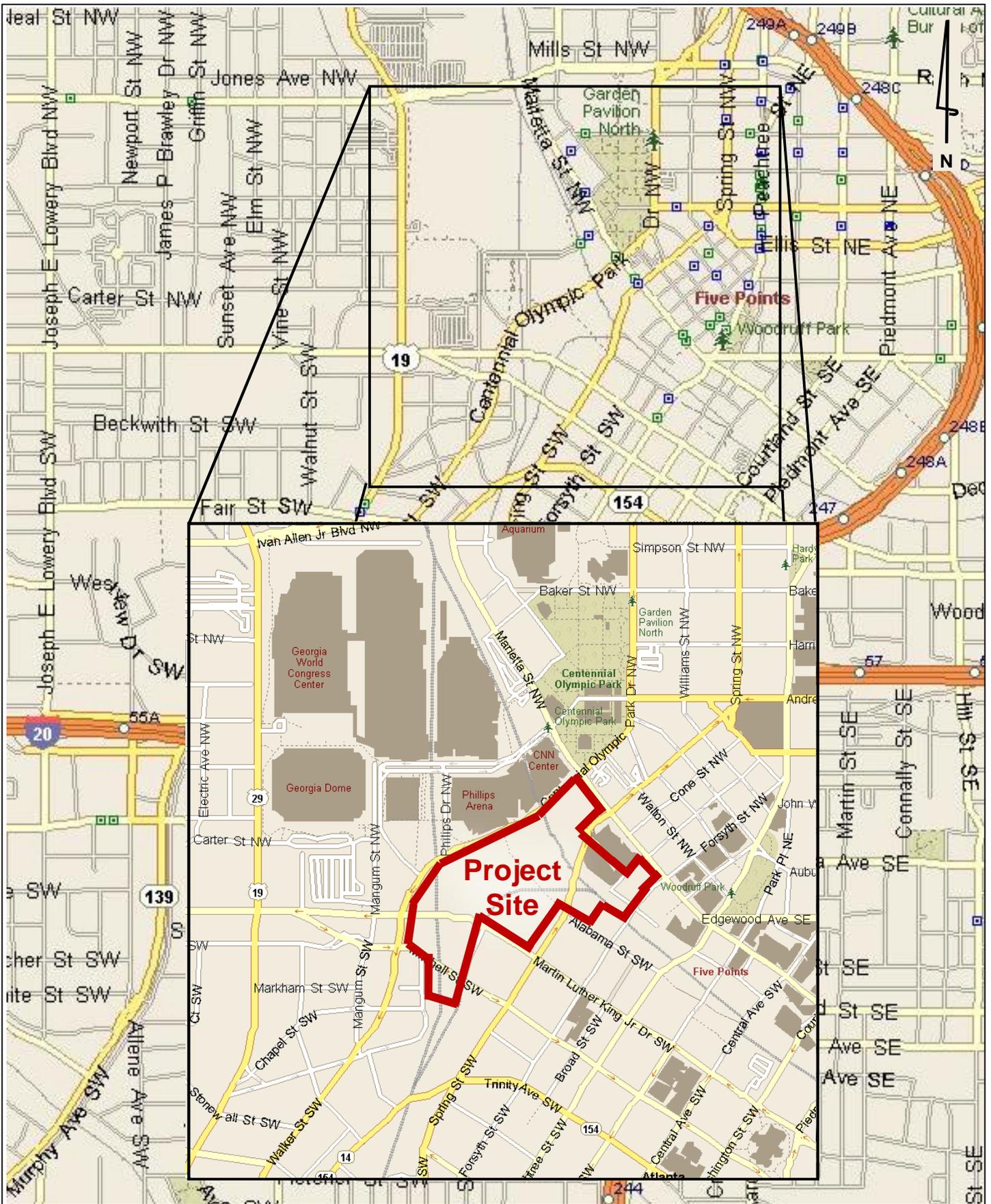
This report presents the analysis of the anticipated traffic impacts of the proposed 30 Ted Turner Drive mixed-use development located in the City of Atlanta, Georgia. The approximate 27-acre site currently consists of surface parking lots, the CNN Center deck, and other parking facilities.

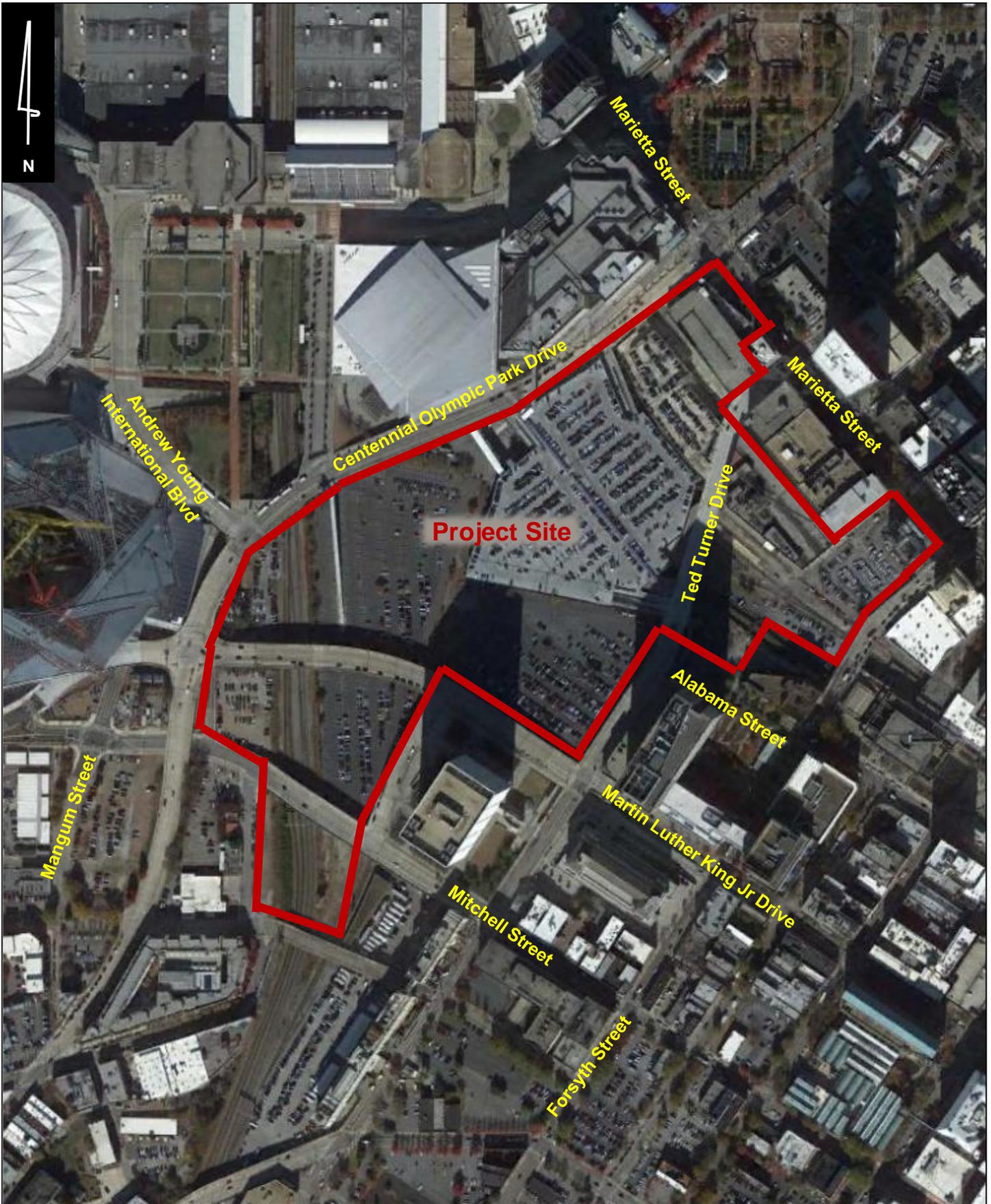
The project will exceed 600,000 square feet of mixed-use development within a Region Center area type and therefore, the proposed development is a Development of Regional Impact (DRI) and is subject to Atlanta Regional Commission (ARC) and Georgia Regional Transportation Authority (GRTA) review.

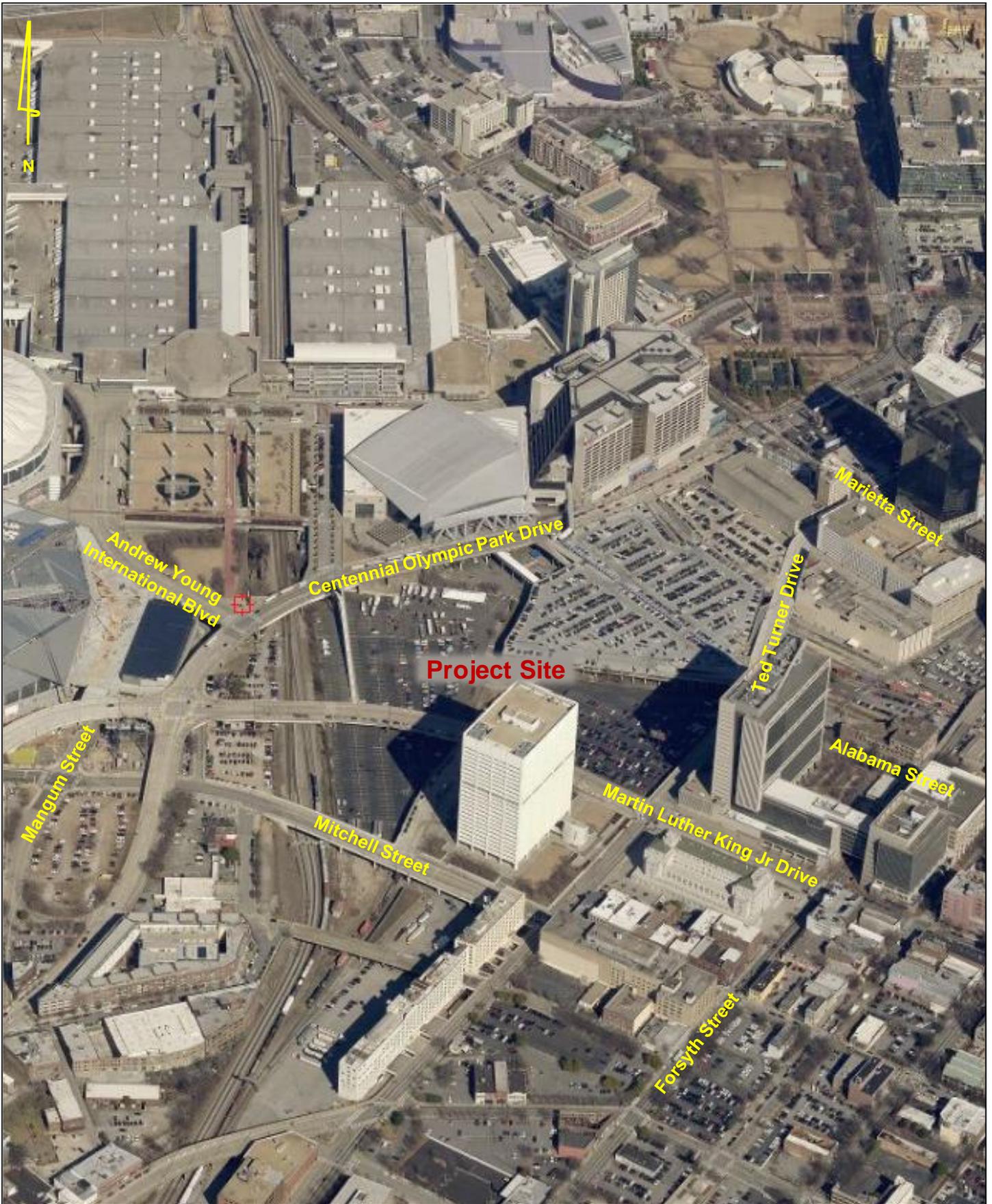
Figure 1 provides the location map of the 30 Ted Turner Drive development, **Figure 2** provides a site aerial showing the project site and surrounding area, and **Figure 3** provides a zoomed-in bird's eye view of the project site. The City of Atlanta Zoning Ordinance Map and ARC's *Unified Growth Policy Map (UGPM)* are included in Appendix A.

The proposed project is expected to be completed by 2027, and this analysis considers the full build-out of the proposed site in 2027. A summary of the proposed land-uses and densities is provided below in **Table 1**.

Table 1 Proposed Land Uses and Densities	
High-Rise Apartments	1,000 units
Hotel	1,500 rooms
Office	9,350,000 SF
Retail	1,000,000 SF







1.2 Site Plan Review

The project site currently consists of surface parking lots, the CNN Center deck, and other parking facilities. Per the City of Atlanta Zoning Ordinance Map, the majority of the project site is zoned Special Public Interest (SPI) 1-Sub-area 1 with two parcels zoned Mixed residential and commercial (MRC-2-C and MRC-3-C). Per ARC's Unified Growth Policy Map (UGPM), the project site is located in a Regional Center area type. Additionally, the project site is within and adheres to the recommendations of the most recent Downtown Atlanta LCI (2009) program and is consistent with the Downtown Atlanta Transportation Plan.

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

1.3 Site Access

The site will be served by five (5) driveways along Centennial Olympic Park Drive (one of which will be aligned with Andrew Young International), four (4) driveways along Ted Turner Drive, two (2) driveways along Forsyth Street (one of which is the Alabama Street access to the parking deck), four (4) driveways along Martin Luther King Jr. Drive, two (2) driveways along Mitchell Street, and one (1) driveway along Marietta Street. Proposed site driveways and parking deck entrances are shown on the site plan.

The site driveways mentioned above provide access to all parking for the site and serve the internal elevated and grade level street network. A considerable portion of the existing parking facilities within the study network will be replaced as a part of this development, most significantly the CNN Center parking deck. Parking will be replaced on-site in proposed parking decks. Parking decks will largely be below the elevated street level. The proposed parking will serve the proposed development as well as replace a considerable portion of the current parking uses being displaced. As currently envisioned, approximately 8,000 spaces will be provided within the parking structures for the 30 Ted Turner Drive development. The intent is to provide minimal parking to promote use of alternative modes of transportation, reducing the need for single occupancy vehicle use. The 30 Ted Turner Drive development is located in a Region Center area type and shared parking will be utilized on the project site where permitted.

The master plan is still in a very conceptual stage. As such, there is still potential for the number and location of driveways to change. The intent of this study is to present a conservative analysis of the major driveways planned for the site. Additionally, minor driveways may be added to the site as the project evolves.

1.4 Bicycle and Pedestrian Facilities

The project site is located in Downtown Atlanta, adjacent to Philips Arena, Mercedes Benz Stadium, GWCC, CNN Center and Castleberry Hills in an area with continuing increase in pedestrian and bicyclist facilities. Pedestrian facilities (sidewalks) currently exist along the project site frontage. The development will provide pedestrian connectivity throughout the area, most notably a direct pedestrian connection between the Dome/GWCC/Phillips Arena/CNN Center MARTA Rail Station and the Five Points MARTA Rail Station at street level. The development will sit over structured parking and provide the opportunity to create an elevated street grid and an on-site pedestrian grid that connects the surrounding areas.

1.5 Transit Facilities

The center of the project site is located less than 0.2 miles from the Dome/GWCC/Phillips Arena/CNN Center MARTA Rail Station, which is served by the Blue and Green lines. The center of the project site is located approximately 0.25 miles from the Five Points MARTA Rail Station, which is served by the

Blue, Green, Red and Gold lines, MARTA Bus Route #3, #14, #32, #42, #49, #51, #74, and #155 with service seven days a week. The proposed development will provide a pedestrian connection between the two previously mentioned MARTA Rail Stations and enhanced pedestrian access directly from the site to each MARTA station. The project site will have pedestrian facilities internal and along the perimeter and the proposed development is anticipated to significantly improve pedestrian connectivity, creating a safe and expanded pedestrian environment. The direct connections to both the Five Points MARTA Rail Station and the Dome MARTA Rail Station provides the potential to create a robust transit-oriented mixed-use development by bringing a high level of density to the urban core.

2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

2.1 Growth Rate

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed project. Background traffic can include a base growth rate based on historical count data as well as population growth data and estimates as well as trips anticipated from nearby or adjacent other projects. Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 1.0 percent per year for ten (10) years background traffic growth rate was used for all roadways. This background growth rate was used to account for other development activity in the area.

2.2 Traffic Data Collection

Weekday peak hour turning movement counts were collected on Tuesday, August 22, 2017, Wednesday, August 30, 2017, Tuesday, September 19, 2017, and Wednesday, November 1, 2017 at the study intersections from 7:00 AM – 9:00 AM for the AM peak period and from 4:00 PM to 6:00 PM for the PM peak period. The morning and afternoon peak hours varied slightly between the intersections. Peak hours for all intersections are shown in **Table 2**.

Table 2 Peak Hour Summary		
Intersection	AM Peak Hour	PM Peak Hour
1. Centennial Olympic Park Drive at Marietta Street	8:00 – 9:00	4:30 – 5:30
2. Centennial Olympic Park Drive at Andrew Young International Blvd	8:00 – 9:00	4:45 – 5:45
3. Centennial Olympic Park Drive at Martin Luther King Jr. Drive	8:00 – 9:00	4:45 – 5:45
4. Richard B. Russell Plaza at Martin Luther King Jr. Drive	8:00 – 9:00	4:45 – 5:45
5. Ted Turner Drive at Martin Luther King Jr. Drive	8:00 – 9:00	4:45 – 5:45
6. Forsyth Street at Martin Luther King Jr. Drive	7:45 – 8:45	4:45 – 5:45
7. Richard B. Russell Plaza at Mitchell Street	8:00 – 9:00	4:45 – 5:45
8. Mangum Street at Mitchell Street	8:00 – 9:00	4:15 – 5:15
9. Forsyth Street at Alabama Street	8:00 – 9:00	4:30 – 5:30
10. Spring Street at Marietta Street	7:45 – 8:45	5:00 – 6:00
11. Forsyth Street at Marietta Street	8:00 – 9:00	5:00 – 6:00
12. Ted Turner Drive at Peters Street / Trinity Avenue	8:00 – 9:00	4:30 – 5:30
13. Ted Turner Drive at Mitchell Street	7:45 – 8:45	4:45 – 5:45
14. Northside Drive at Martin Luther King Jr. Drive / Mitchell Street	8:00 – 9:00	5:00 – 6:00

The collected peak hour turning movement traffic counts are available upon request.

2.3 Detailed Intersection Analysis

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels-of-service, LOS A through LOS F, with A being the best and F being the worst. Level-of-service analyses were conducted at all intersections within the study network using *Synchro Professional, Version 9.0*.

Existing traffic signal phasing and timing data were retrieved from the Downtown Traffic Operations Program (DTOP) for signalized intersections. Existing traffic signal timing data was used in the Existing 2017 conditions. Signal timings were optimized using *Synchro Professional, Version 9.0* for Projected 2027 Build conditions, and all improved conditions.

Levels-of-service for signalized intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a lower level-of-service, while the intersection as a whole may operate acceptably. Levels-of-service for unsignalized intersections, with stop control on the minor street only, are reported for the side street approaches and the major street left-turn movements. Low levels-of-service for side street approaches are not uncommon, as vehicles may experience significant delays in turning onto a major roadway.

3.0 STUDY NETWORK

3.1 Gross Trip Generation

Traffic for the proposed land uses and densities were calculated using methodology contained in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Ninth Edition*. Gross trips generated are displayed below in **Table 3**.

Land Use (Intensity)	ITE Code	Daily Traffic			AM Peak Hour			PM Peak Hour		
		Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
High-Rise Apartment (1,000 units)	222	3,766	1,883	1,883	298	75	223	332	203	129
Hotel (1,500 rooms)	310	13,052	6,526	6,526	795	469	326	900	459	441
General Office Building (9,350,000 SF)	710	41,308	20,654	20,654	7,219	6,353	866	10,550	1,794	8,756
Shopping Center (1,000,000 SF)	820	30,334	15,167	15,167	635	394	241	2,802	1,345	1,457
Total Gross Trips		88,460	44,230	44,230	8,947	7,291	1,656	14,584	3,801	10,783

3.2 Trip Distribution

The directional distribution and assignment of new project trips was based on the project land uses, a review of the land use densities and road facilities in the area, engineering judgment, and methodology discussions with the Georgia Regional Transportation Authority (GRTA), Atlanta Regional Commission (ARC), Georgia Department of Transportation (GDOT), and the City of Atlanta.

3.3 Level-of-Service Standards

For the purposes of this traffic analysis, a level-of-service standard of E was assumed for all intersections and segments within the study network. Consistent with the Letter of Understanding, this LOS standard is due to the location in the Regional Center, City Center and Region Core according to the Atlanta Regional Commission's Unified Growth Policy Map.

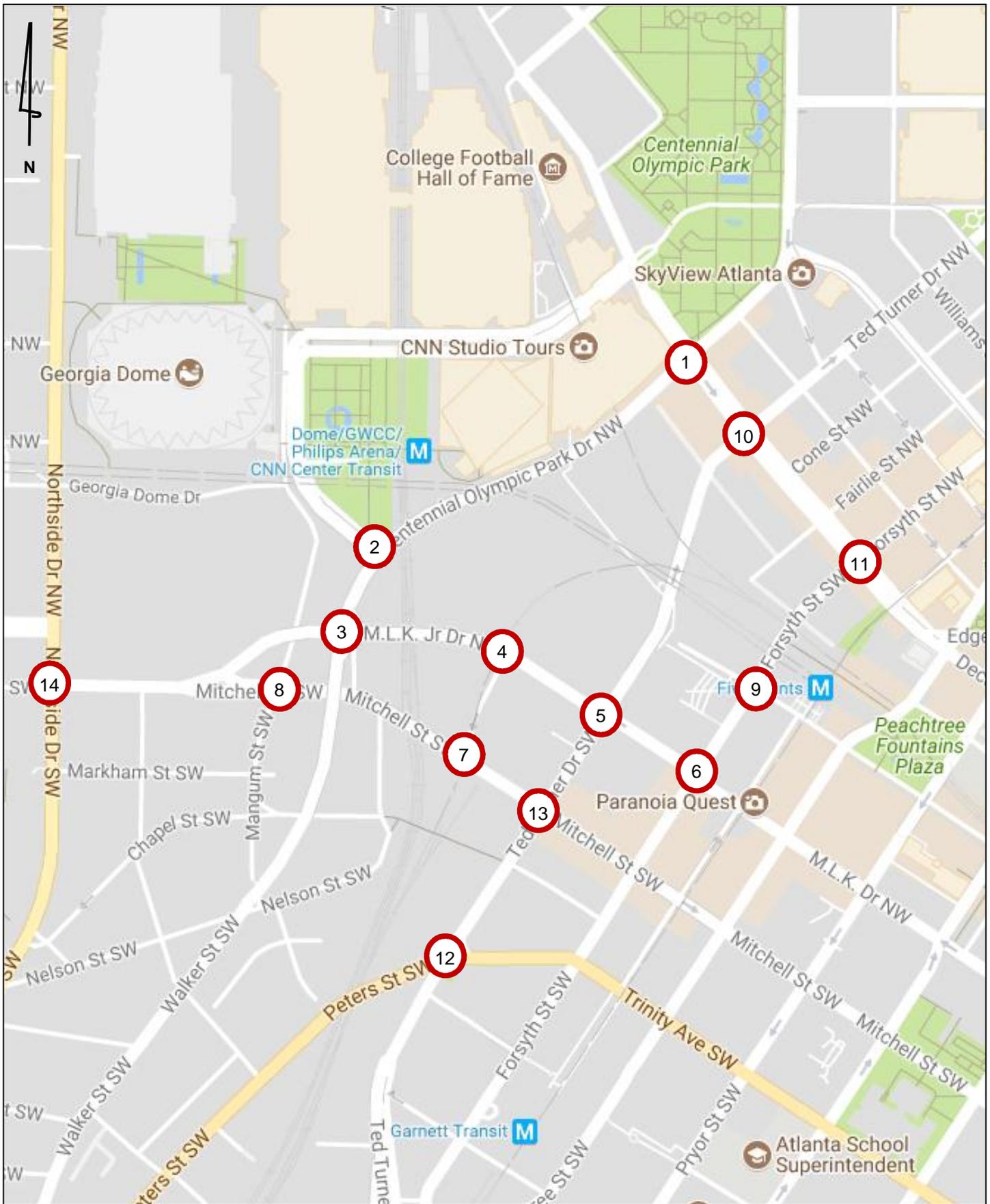
3.4 Study Network Determination

A general study area was determined based on a review of land uses and population densities in the area as well as a review of peak hour traffic counts and engineering judgement. The study area was agreed upon during methodology discussions with GRTA, ARC, GDOT, and City of Atlanta staff, and includes the following fourteen (14) intersections described in **Table 4**.

The study network includes thirteen (13) signalized intersection and one (1) unsignalized intersection as noted in **Table 4**. The study intersections are shown in **Figure 4**.

Table 4 Intersection Control Summary	
Intersection	Control
1. Centennial Olympic Park Drive at Marietta Street	Signalized
2. Centennial Olympic Park Drive at Andrew Young International Blvd	Signalized
3. Centennial Olympic Park Drive at Martin Luther King Jr. Drive	Signalized
4. Richard B. Russell Plaza at Martin Luther King Jr. Drive	Unsignalized
5. Ted Turner Drive at Martin Luther King Jr. Drive	Signalized
6. Forsyth Street at Martin Luther King Jr. Drive	Signalized
7. Richard B. Russell Plaza at Mitchell Street	Signalized
8. Mangum Street at Mitchell Street	Signalized
9. Forsyth Street at Alabama Street	Signalized
10. Spring Street at Marietta Street	Signalized
11. Forsyth Street at Marietta Street	Signalized
12. Ted Turner Drive at Peters Street / Trinity Avenue	Signalized
13. Ted Turner Drive at Mitchell Street	Signalized
14. Northside Drive at Martin Luther King Jr. Drive / Mitchell Street	Signalized

Each of the above listed intersections was analyzed for the Existing 2017 conditions, the Projected 2027 No-Build conditions, and the Projected 2027 Build conditions. The Projected 2027 No-Build conditions represent the existing traffic volumes grown for ten (10) years at 1.0 percent per year throughout the study network. The Projected 2027 Build conditions represent the existing traffic volumes grown for ten (10) years at 1.0 percent per year throughout the study network and the project trips associated with the 30 Ted Turner Drive Development.



3.5 Existing Roadway Facilities

Roadway classification descriptions and estimated Average Daily Traffic (ADT) for the entire study area are provided in **Table 5**.

Table 5 Roadway Classification and ADTs				
Roadway	No. of Lanes	ADT	Posted Speed Limit (MPH)	GDOT Classification
Centennial Olympic Park Drive	4	3,380	25	Minor Arterial
Ted Turner Drive	3	7,940	25	Minor Arterial
Martin Luther King Jr. Drive	4	11,100	25	Minor Arterial – Regional Thoroughfares Network
Mitchell Street	3	3,440	25	Major Collector – Regional Thoroughfares Network
Marietta Street	6	16,500	25	Minor Arterial – Regional Thoroughfares Network
Northside Drive	5	30,300	35	Principal Arterial – Regional Thoroughfares Network

4.0 TRIP GENERATION

As stated previously, gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers’ (ITE) Trip Generation Manual, Ninth Edition, 2012*, using equations where available. Trip generation for this proposed development is calculated based upon the following land uses: High-Rise Apartment (ITE #222), Hotel (ITE #310), General Office Building (ITE #710), and Shopping Center (ITE #820).

Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook, Third Edition, 2014*. Because the Third Edition does not include guidance on daily internal capture, the Second Edition, 2004 was used. Total internal capture and vehicle trip reduction between the land uses is expected to be 9.8% daily, 9.2% for the AM peak hour and 5.5% for the PM peak hour as a result of the anticipated interaction between the residential, office, and retail land uses within the proposed development.

Due to the 30 Ted Turner Drive development being located in close proximity to transit, pedestrian, and bicycle facilities, an alternative transportation (walking, bicycle, and transit) reduction was applied for the 30 Ted Turner Drive project trips. An alternative transportation mode reduction of 31.1% and 36.4%, was applied to residential and retail land uses and office land use, respectively, consistent with GRTA’s Letter of Understanding.

In accordance with the GRTA LOU, pass-by reductions were taken according to the *ITE Trip Generation Handbook, Third Edition, 2014* for the retail land use.

The total (net) trips generated and analyzed in this report are listed in **Table 6**.

Table 6 Net Trip Generation									
	Daily Traffic			AM Peak Hour			PM Peak Hour		
	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Gross Project Trips	88,460	44,230	44,230	8,947	7,291	1,656	14,584	3,801	10,783
<i>Mixed-Use Reduction</i>	-8,694	-4,347	-4,347	-410	-205	-205	-402	-201	-201
<i>Alternative Mode Reduction</i>	-26,926	-13,463	-13,463	-3,026	-2,533	-493	-4,965	-1,213	-3,752
<i>Pass-By Reduction</i>	-6,148	-3,074	-3,074	0	0	0	-612	-306	-306
Net New Trips	46,692	23,346	23,346	5,511	4,553	958	8,605	2,081	6,524

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

5.0 TRIP DISTRIBUTION AND ASSIGNMENT

New trips were distributed onto the roadway network using the percentages developed as described in Section 3.2 of this report, and as agreed to during methodology discussions with GRTA, ARC, GDOT, and City of Atlanta staff.

Figure 5A and **Figure 5B** display the anticipated distribution and assignment of the residential project trips and **Figure 5C** and **Figure 5D** display the anticipated distribution and assignment of the non-residential project trips throughout the study roadway network. These trip assignment percentages were applied to the net new trips expected to be generated by the development, and the volumes were assigned to the roadway network. The combined peak hour project trips by turning movement throughout the study network, anticipated to be generated by the proposed 30 Ted Turner Drive development, are shown in **Figure 6A** and **Figure 6B**.

Detailed intersection volume worksheets are provided in Appendix D.

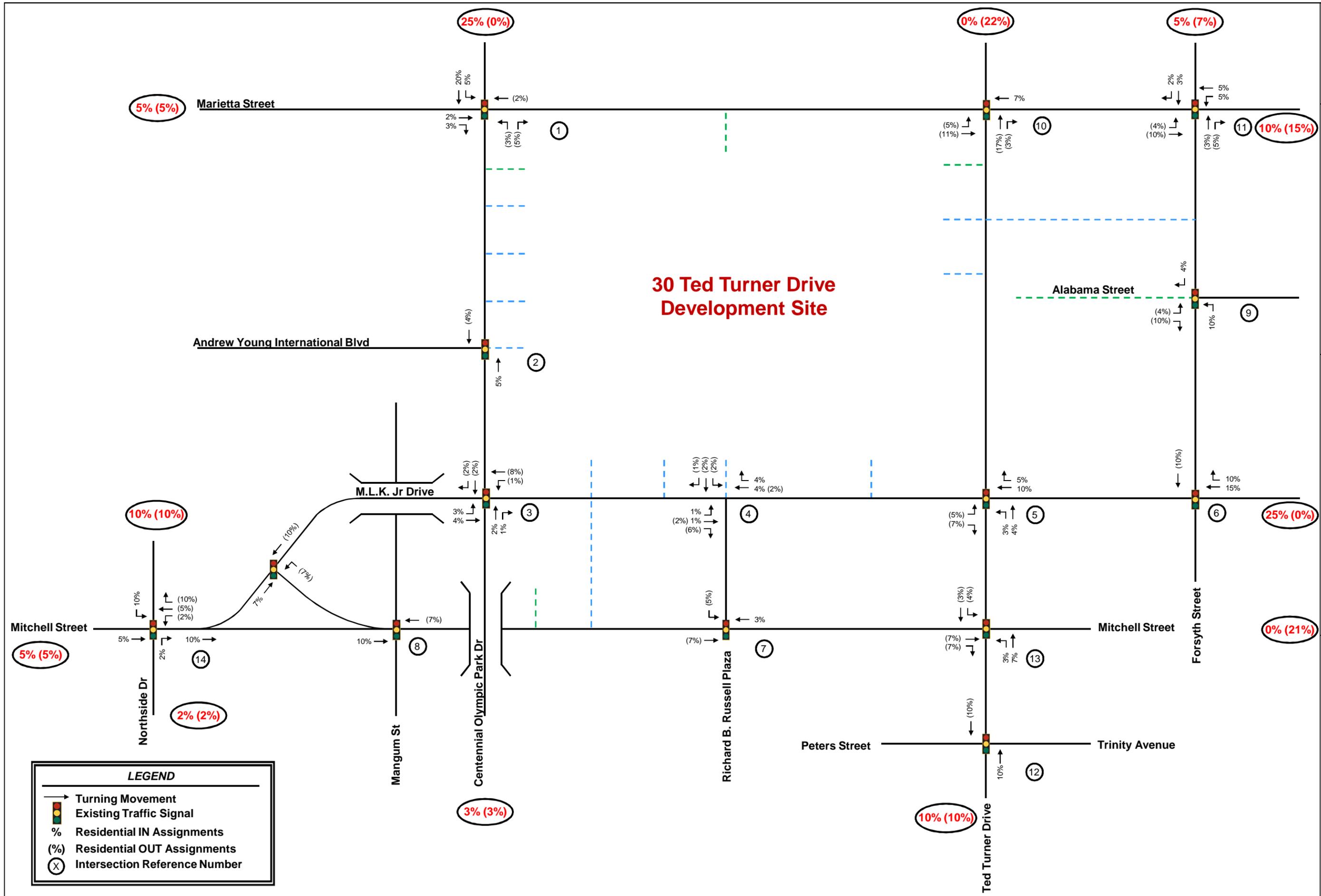


Figure 5A

Residential Trip Distribution & Assignment

30 Ted Turner Drive DRI Transportation Analysis

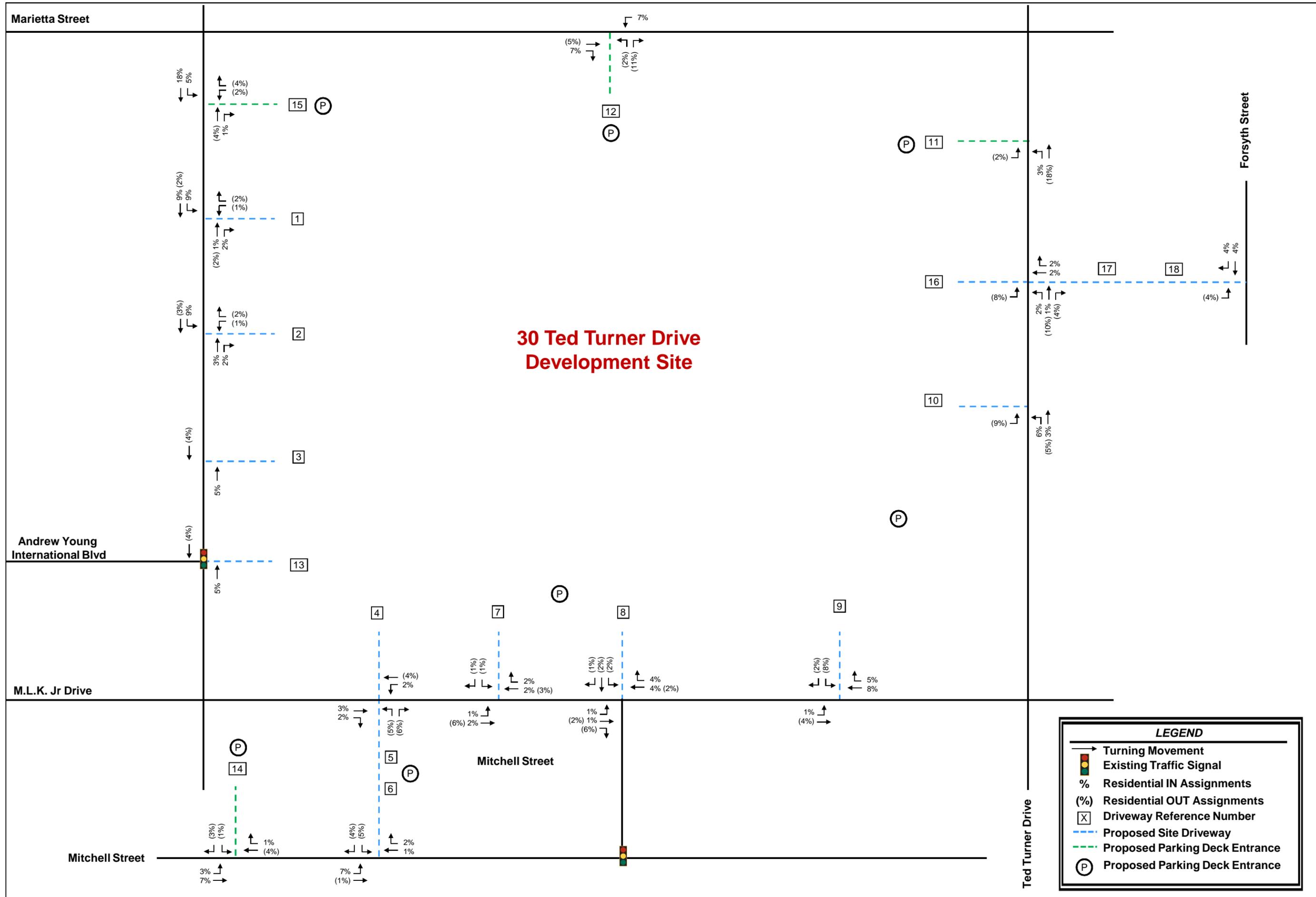


Figure 5B

Residential Trip Distribution & Assignment (Site Driveways)

30 Ted Turner Drive DRI Transportation Analysis

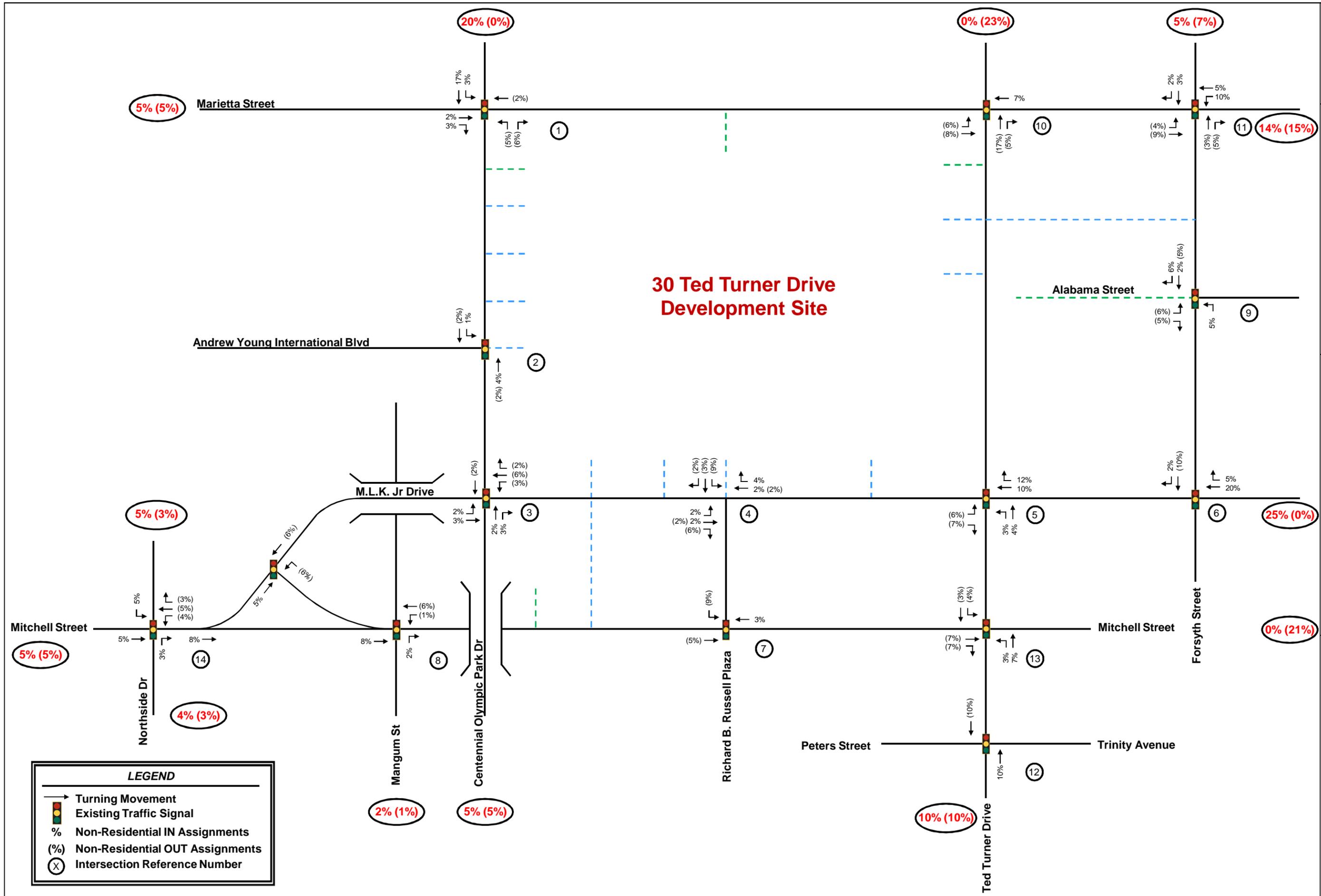


Figure 5C

Non-Residential Trip Distribution & Assignment

30 Ted Turner Drive DRI Transportation Analysis

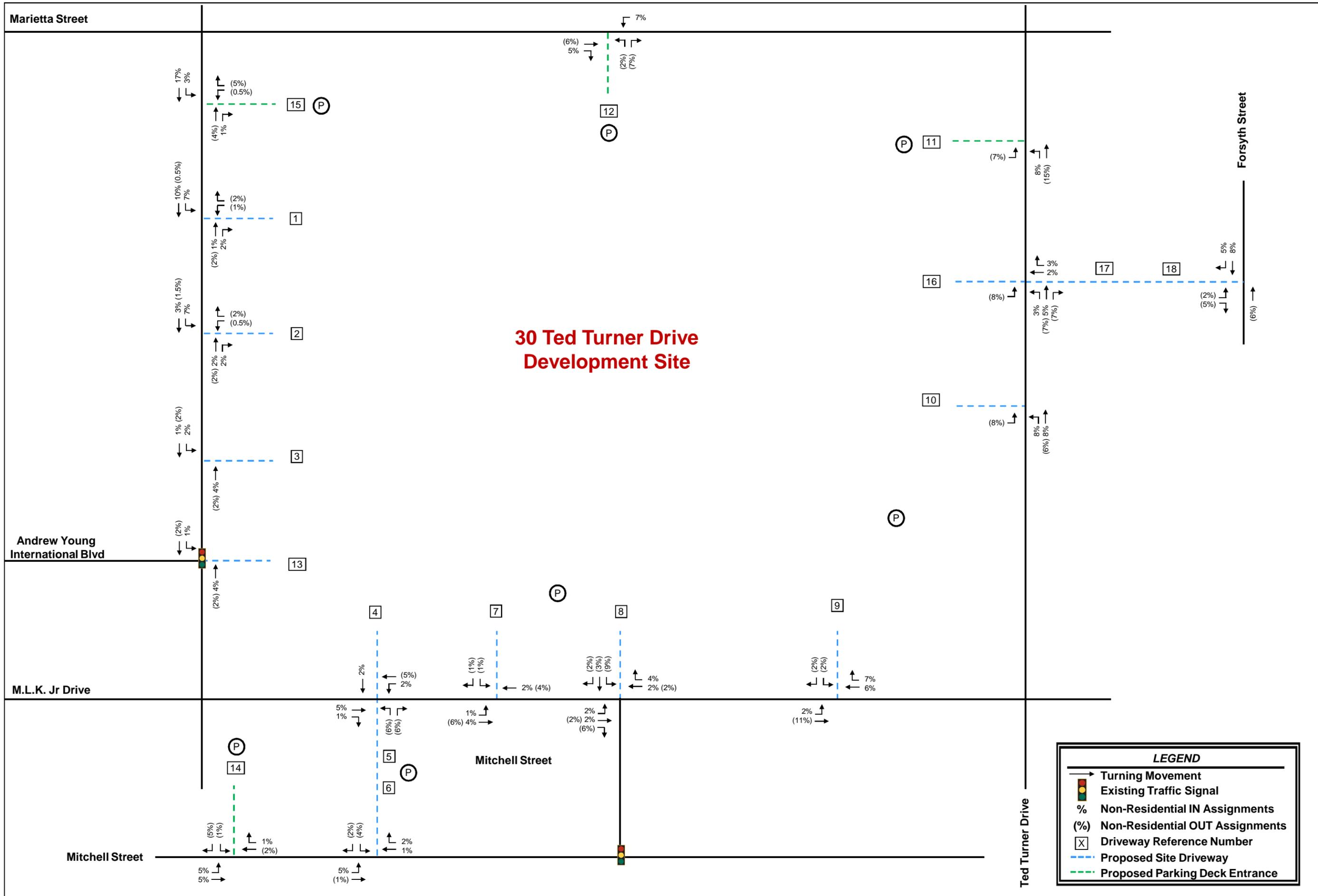


Figure 5D

Non-Residential Trip Distribution & Assignment (Site Driveways)

30 Ted Turner Drive DRI Transportation Analysis

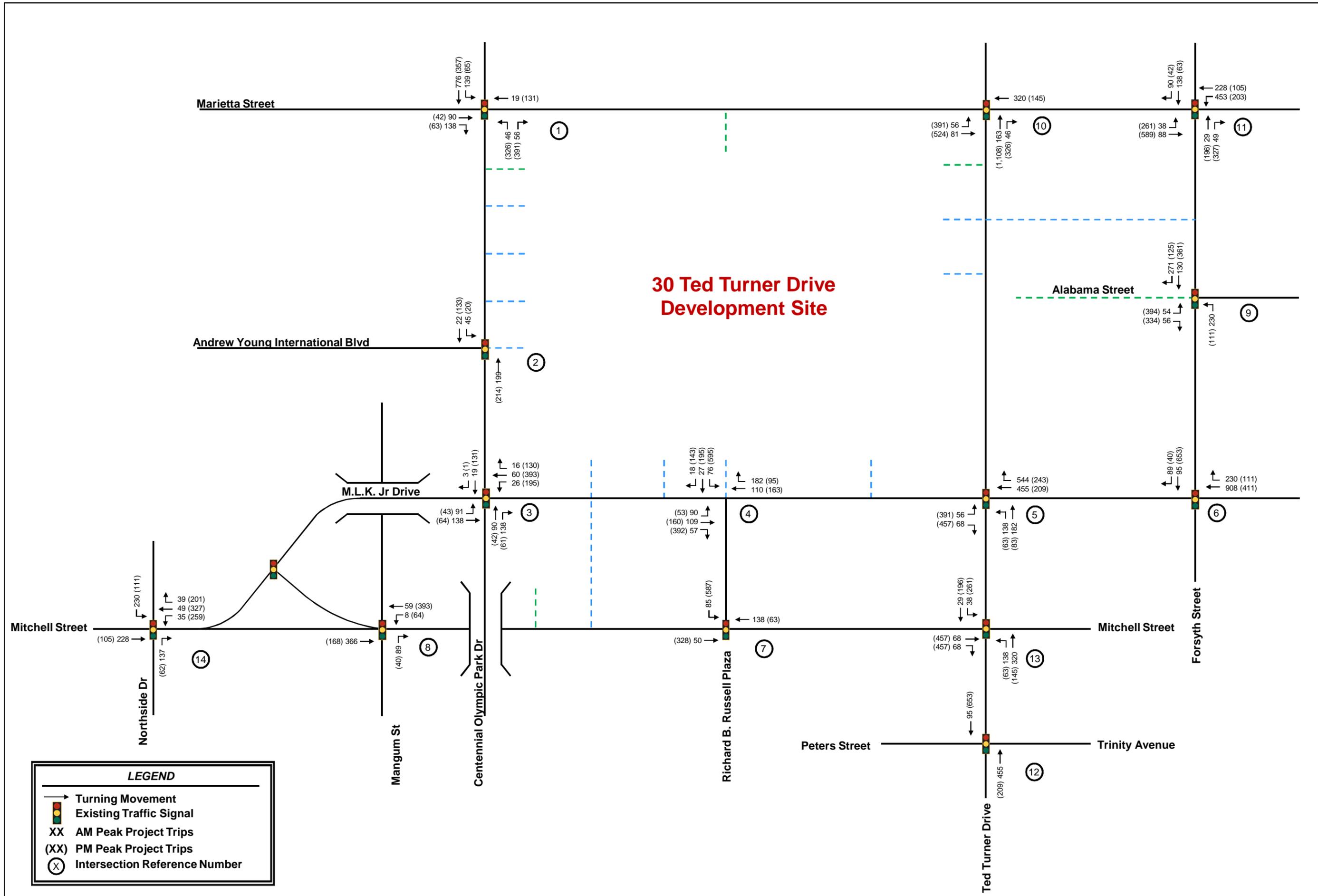


Figure 6A

Project Trips

30 Ted Turner Drive DRI Transportation Analysis

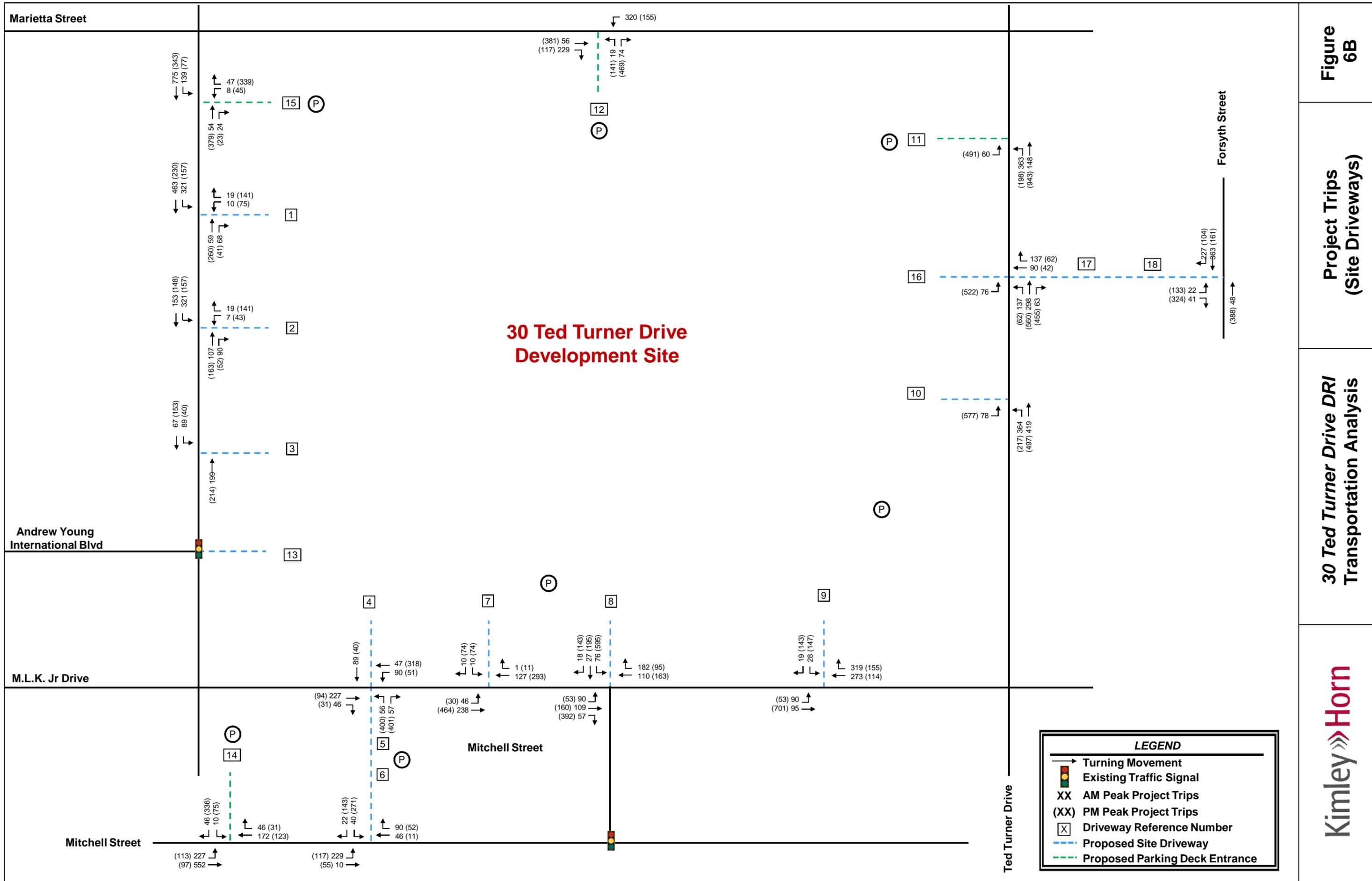


Figure 6B

Project Trips (Site Driveways)

30 Ted Turner Drive DRI Transportation Analysis

6.0 TRAFFIC ANALYSIS

6.1 Existing 2017 Conditions

The observed existing peak hour traffic volumes were entered into *Synchro 9.0*, and capacity analyses were performed for the AM and PM peak hours. The existing peak hour traffic volumes are displayed in **Figure 7**, and the results of the capacity analyses for the Existing 2017 conditions are shown in **Table 7**. Detailed *Synchro* analysis reports are available upon request.

Table 7 Existing 2017 Intersection Levels-of-Service LOS (delay in seconds)				
Intersection	LOS Std.	Existing 2017 Conditions		
		Control/ Movement	AM Peak Hour	PM Peak Hour
1. Centennial Olympic Park Drive at Marietta Street	E	Signalized	C (27.0)	C (29.3)
2. Centennial Olympic Park Drive at Andrew Young International Blvd	E	Signalized	B (17.7)	B (13.4)
3. Centennial Olympic Park Drive at Martin Luther King Jr. Drive	E	Signalized	D (35.0)	C (21.2)
4. Richard B. Russell Plaza at Martin Luther King Jr. Drive	E	WBL	A (4.0)	A (0.3)
5. Ted Turner Drive at Martin Luther King Jr. Drive	E	Signalized	C (29.1)	E (66.0)
6. Forsyth Street at Martin Luther King Jr. Drive	E	Signalized	C (27.6)	C (28.5)
7. Richard B. Russell Plaza at Mitchell Street	E	Signalized	A (3.4)	A (9.5)
8. Mangum Street at Mitchell Street	E	Signalized	B (11.8)	B (11.6)
9. Forsyth Street at Alabama Street	E	Signalized	B (10.7)	B (17.7)
10. Spring Street at Marietta Street	E	Signalized	C (32.9)	C (30.5)
11. Forsyth Street at Marietta Street	E	Signalized	D (37.0)	C (27.9)
12. Ted Turner Drive at Peters Street / Trinity Avenue	E	Signalized	D (35.0)	D (50.5)
13. Ted Turner Drive at Mitchell Street	E	Signalized	B (18.2)	B (18.5)
14. Northside Drive at Martin Luther King Jr. Drive / Mitchell Street	E	Signalized	C (27.8)	C (27.9)

As shown in **Table 7**, all study intersections currently operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours in the Existing 2017 conditions. Therefore, no intersection improvements are recommended in the Existing 2017 conditions.

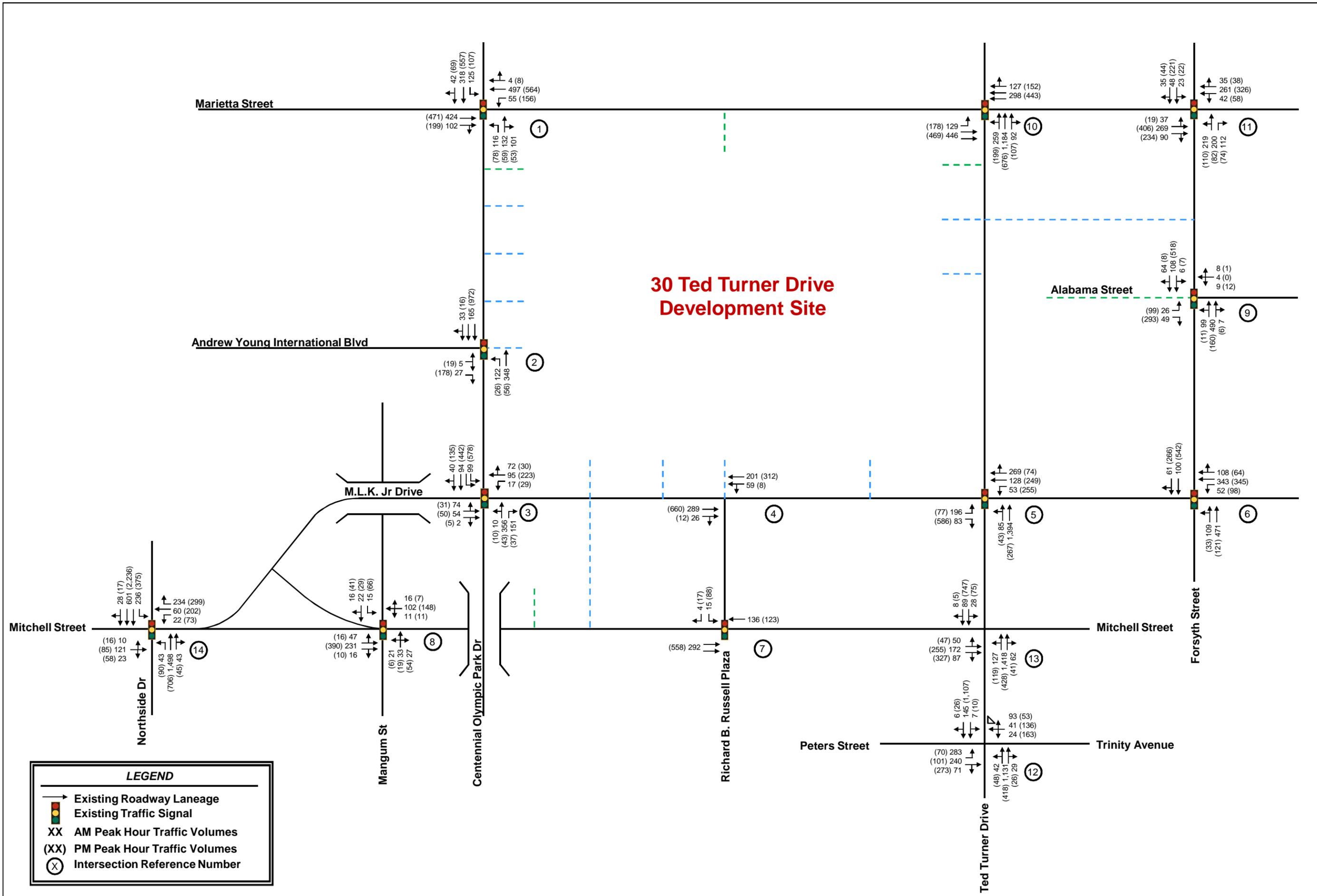


Figure 7

Existing 2017 Traffic Conditions

30 Ted Turner Drive DRI Transportation Analysis

6.2 Projected 2027 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes were grown for ten (10) years at 1.0 percent per year throughout the study network. These volumes were entered into *Synchro 9.0*, and capacity analyses were performed.

The intersection laneage and traffic volumes for the Projected 2027 No-Build conditions are shown in **Figure 8**. The results of the capacity analyses for the Projected 2027 No-Build conditions with existing laneage and control types are shown in **Table 8**. Detailed *Synchro* analysis reports are available upon request.

Table 8 Projected 2027 No-Build Intersection Levels-of-Service <i>LOS (delay in seconds)</i>				
Intersection	LOS Std.	Projected 2027 No-Build Conditions		
		Control/Movement	AM Peak Hour	PM Peak Hour
1. Centennial Olympic Park Drive at Marietta Street	E	Overall	C (28.5)	C (31.1)
2. Centennial Olympic Park Drive at Andrew Young International Blvd	E	Overall	B (18.5)	B (13.7)
3. Centennial Olympic Park Drive at Martin Luther King Jr. Drive	E	Overall	D (36.3)	C (22.0)
4. Richard B. Russell Plaza at Martin Luther King Jr. Drive	E	EB WB	A (0.0) A (4.2)	A (0.0) A (0.3)
5. Ted Turner Drive at Martin Luther King Jr. Drive	E	Overall	E (56.5)	E (69.8)
6. Forsyth Street at Martin Luther King Jr. Drive	E	Overall	C (28.9)	C (29.9)
7. Richard B. Russell Plaza at Mitchell Street	E	Overall	A (3.5)	A (9.6)
8. Mangum Street at Mitchell Street	E	Overall	B (11.9)	B (11.7)
9. Forsyth Street at Alabama Street	E	Overall	B (11.0)	B (20.1)
10. Spring Street at Marietta Street	E	Overall	D (37.6)	C (33.3)
11. Forsyth Street at Marietta Street	E	Overall	D (39.1)	C (30.1)
12. Ted Turner Drive at Peters Street / Trinity Avenue	E	Overall	D (38.5)	E (69.3)
13. Ted Turner Drive at Mitchell Street	E	Overall	C (20.6)	C (20.0)
14. Northside Drive at Martin Luther King Jr. Drive / Mitchell Street	E	Overall	D (35.8)	C (31.9)

As shown in **Table 8**, all study intersections are projected to operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours in the Projected 2027 No-Build conditions.

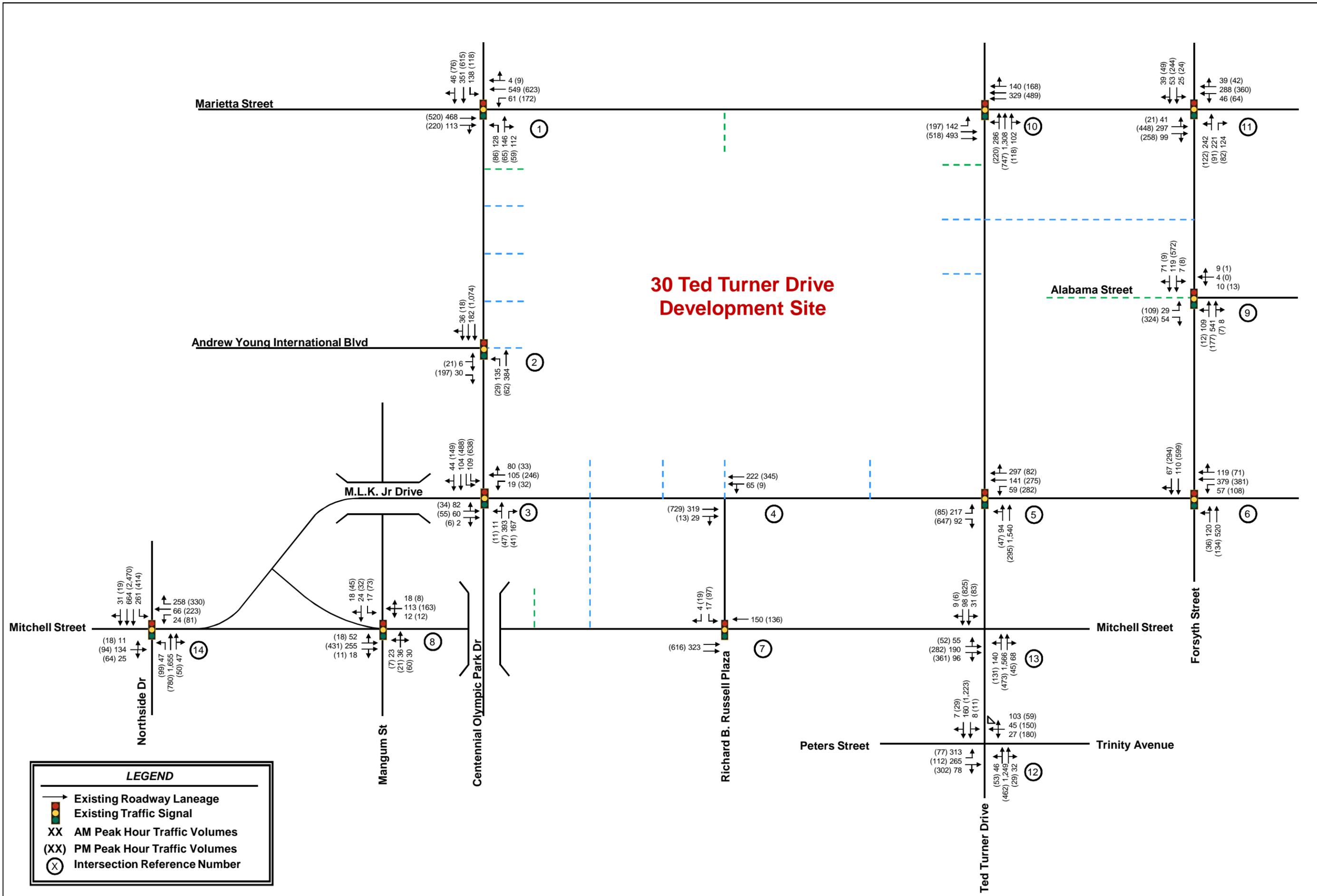


Figure 8

Projected 2027 No-Build Traffic Conditions

30 Ted Turner Drive DRI Transportation Analysis

6.3 Projected 2027 Build Conditions

The traffic associated with the proposed 30 Ted Turner Drive development was added to the Projected 2027 No-Build volumes. These volumes were then entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2027 Build conditions were analyzed using the proposed laneage and intersection control types shown in the DRI site plan.

The intersection laneage and traffic volumes used for the Projected 2027 Build conditions are shown in **Figure 9A** and **Figure 9B**. The results of the capacity analyses for the Projected 2027 Build conditions with proposed laneage and control types at the study intersections are shown in **Table 9**. Projected 2027 Build conditions with proposed laneage and control types at the site driveways are shown in **Table 10**. All Projected 2027 Build conditions were analyzed using optimized signal timings. Detailed *Synchro* analysis reports are available upon request.

Table 9 Projected 2027 Build Intersection Levels-of-Service (Study Intersections) LOS (delay in seconds)				
Intersection	LOS Std.	Projected 2027 Build Conditions		
		Control/Movement	AM Peak Hour	PM Peak Hour
1. Centennial Olympic Park Drive at Marietta Street	E	Signalized	D (49.6)	E (73.0)
2. Centennial Olympic Park Drive at Andrew Young International Blvd / Driveway #13	E	Signalized	C (22.8)	B (16.0)
3. Centennial Olympic Park Drive at Martin Luther King Jr. Drive	E	Signalized	C (37.4)	C (32.8)
4. Richard B. Russell Plaza / Driveway #8 at Martin Luther King Jr. Drive	E	Signalized*	B (14.4)	C (32.0)
5. Ted Turner Drive at Martin Luther King Jr. Drive	E	Signalized	F (207.9)	E (76.9)
6. Forsyth Street at Martin Luther King Jr. Drive	E	Signalized	C (34.3)	D (52.1)
7. Richard B. Russell Plaza at Mitchell Street	E	Signalized	B (10.1)	C (33.2)
8. Mangum Street at Mitchell Street	E	Signalized	B (13.3)	B (14.6)
9. Forsyth Street at Alabama Street	E	Signalized	C (26.7)	D (50.4)
10. Spring Street at Marietta Street	E	Signalized	C (37.8)	F (109.4)
11. Forsyth Street at Marietta Street	E	Signalized	E (77.4)	F (217.8)
12. Ted Turner Drive at Peters Street / Trinity Avenue	E	Signalized	E (59.3)	F (146.2)
13. Ted Turner Drive at Mitchell Street	E	Signalized	E (58.2)	F (170.2)
14. Northside Drive at Martin Luther King Jr. Drive / Mitchell Street	E	Signalized	F (87.3)	E (76.6)

*Proposed Traffic Signal

As shown in **Table 9**, all but six (6) study intersections are projected to operate at or above their acceptable level-of-service standard during the AM and PM peak hours in the Projected 2027 Build conditions.

Table 10 Projected 2027 Build Intersection Levels-of-Service (Site Driveways) <i>LOS (delay in seconds)</i>				
Intersection	LOS Std.	Projected 2027 Build Conditions		
		Control/ Approach	AM Peak Hour	PM Peak Hour
101. Centennial Olympic Park Drive at Driveway #1	E	Signalized*	A (8.7)	C (32.2)
102. Centennial Olympic Park Drive at Driveway #2	E	Signalized*	B (12.6)	A (7.4)
103. Centennial Olympic Park Drive at Driveway #3	E	SB	A (2.2)	A (0.5)
104. Martin Luther King Jr. Drive at Driveway #4 / Driveway #5	E	Signalized*	A (9.1)	D (43.2)
105. Mitchell Street at Driveway #6	E	SB	C (21.5)	F (167.9)
106. Martin Luther King Jr. Drive at Driveway #7	E	SB	B (13.2)	F (68.3)
4. Richard B. Russell Plaza / Driveway #8 at Martin Luther King Jr. Drive	E	Signalized*	B (14.4)	C (32.0)
107. Martin Luther King Jr. Drive at Driveway #9	E	SB	C (23.7)	F (393.0)
109. Ted Turner Drive at Driveway #10	E	Signalized*	A (1.9)	A (0.9)
111. Ted Turner Drive at Driveway #11	E	EB	F (59.1)**	F (363.3)**
112. Marietta Street at Driveway #12	E	WB	D (31.6)	B (11.9)
108. Mitchell Street at Driveway #14	E	SB	B (12.5)	C (18.1)
100. Centennial Olympic Park Drive at Driveway #15	E	WB	F (52.7)	E (47.3)
113. Ted Turner Drive at Driveway #16 / Driveway #17	E	Signalized*	D (38.6)	E (59.3)
114. Forsyth Street at Driveway #18	E	EB	C (17.1)	F (270.1)

*Proposed Traffic Signal

**Modeled as one (1) egress lane because HCM methodology does not support intersection configuration of two (2) egress lanes.

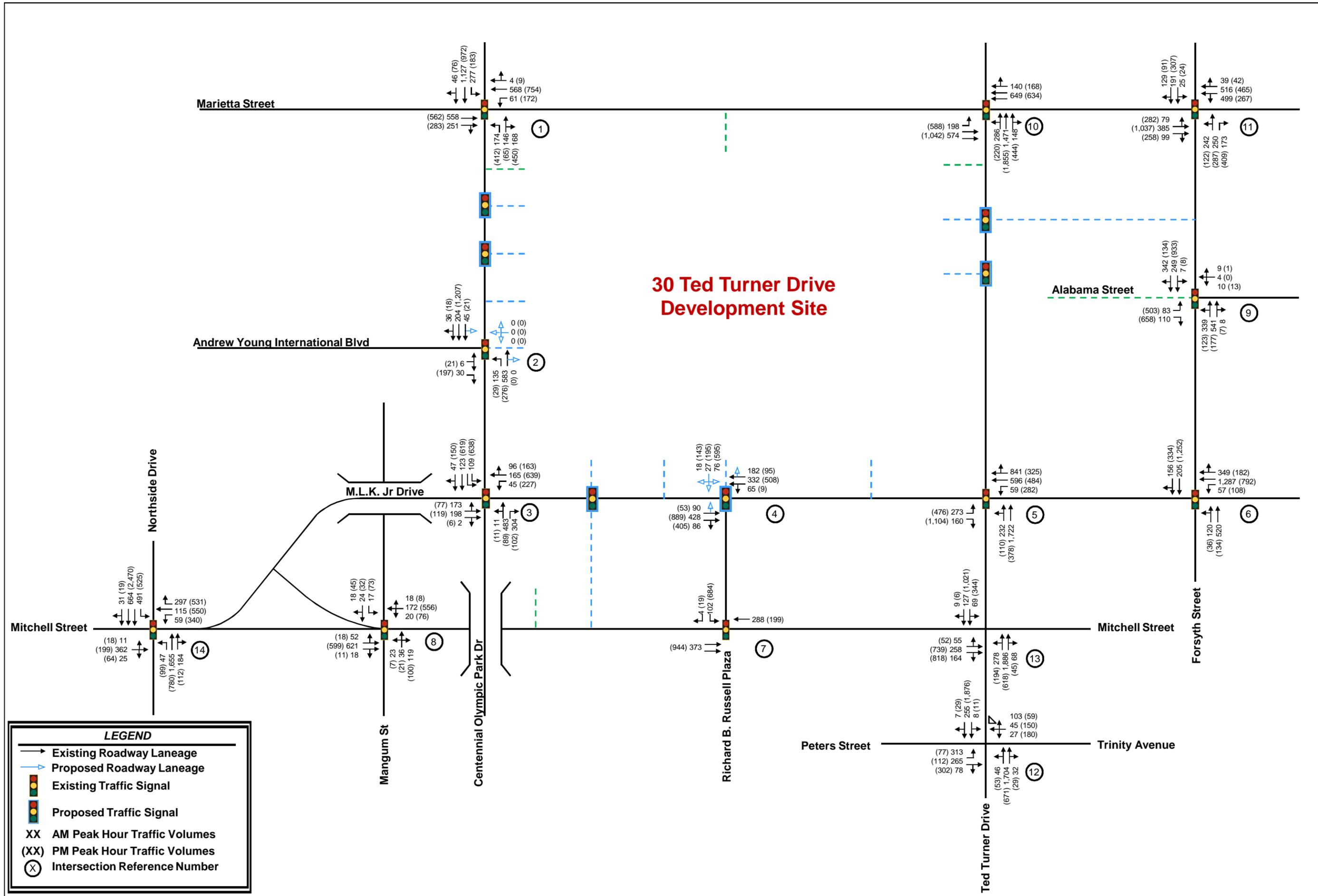
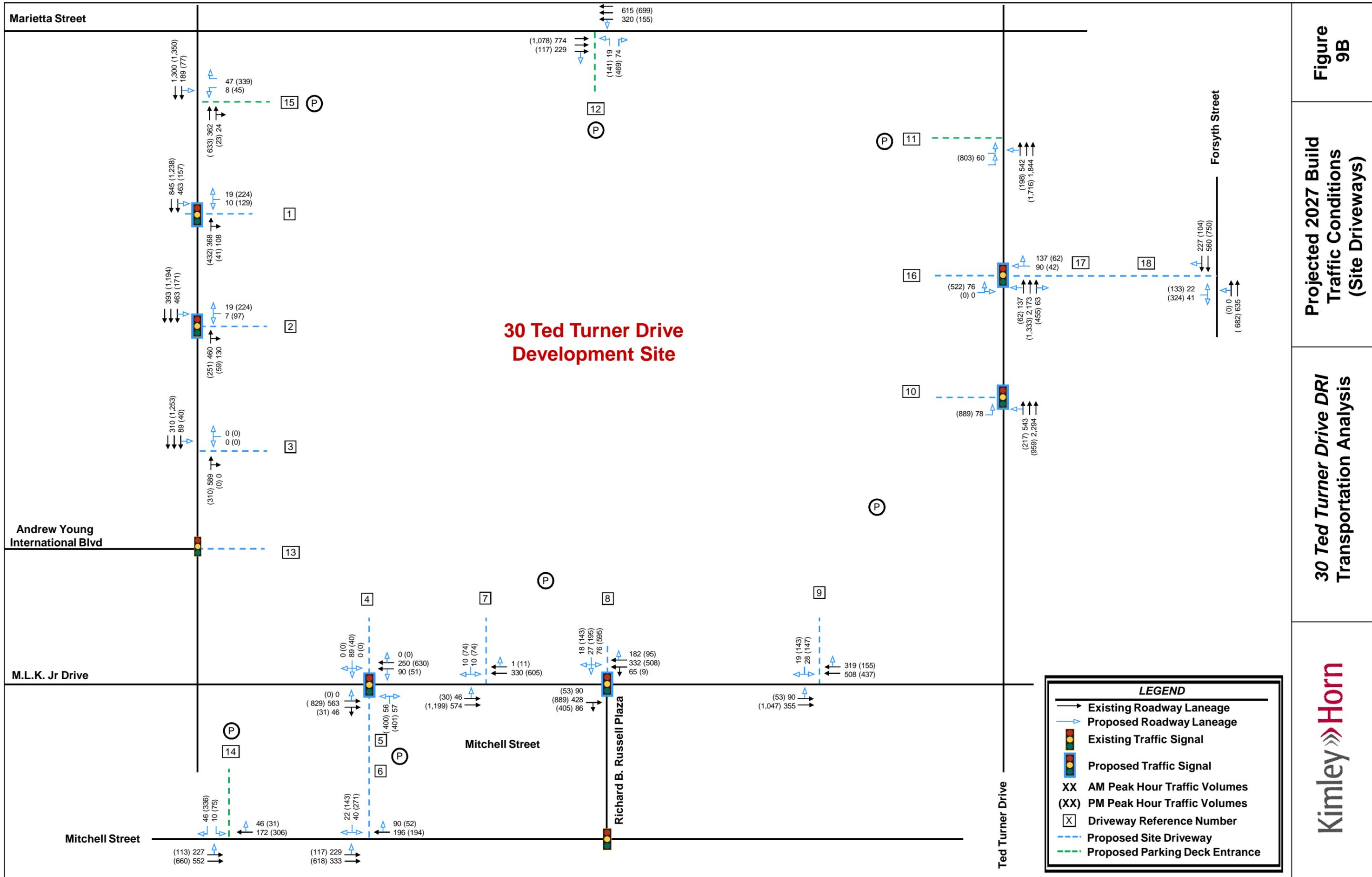


Figure 9A

Projected 2027 Build Traffic Conditions

30 Ted Turner Drive DRI Transportation Analysis



Based on the Projected 2027 Build conditions, if the Transportation Demand Management measures are not implemented, the following geometric intersection improvements would be required for all study intersections to operate at or above acceptable levels-of-service:

Off-Site Intersections

- Intersection #5: Ted Turner Drive at Martin Luther King Jr. Drive
 - Restripe south leg of intersection to include one (1) northbound shared left-turn/through lane, two (2) northbound exclusive through lanes and one (1) southbound egress lane.
 - Restripe east leg of intersection to include one (1) westbound shared left-turn/through lane, one (1) westbound exclusive through lane, one (1) westbound exclusive right-turn lane.
- Intersection #9: Forsyth Street at Alabama Street
 - Add protected/permissive phasing for the northbound left-turn movement during the AM peak hour.
- Intersection #10: Ted Turner Drive at Marietta Street
 - Restripe west leg of intersection to include two (2) eastbound exclusive through lanes, two (2) eastbound exclusive left-turn lanes, and two (2) westbound egress lanes.
 - Restripe westbound approach to provide two (2) exclusive through lanes and one (1) exclusive right-turn lane.
- Intersection #11: Forsyth Street at Marietta Street
 - Construct one (1) exclusive eastbound left-turn lane.
 - Construct one (1) exclusive westbound left-turn lane.
- Intersection #12: Ted Turner Drive at Peters Street / Trinity Avenue
 - Restripe east leg of intersection to include one (1) exclusive westbound left-turn lane, one (1) westbound shared through/right-turn lane with channelization, and one (1) eastbound egress lane.
 - Realign the northbound approach stop bar to modify pedestrian crosswalk to allow for shorter pedestrian crossing time.
- Intersection #13: Ted Turner Drive at Mitchell Street
 - Construct an additional eastbound through lane.
 - Remove one lane of on-street parking east of Ted Turner Drive.
 - Restripe the southbound approach to provide an exclusive left-turn lane and a shared through/right-turn lane.
- Intersection #14: Northside Drive at Martin Luther King Jr. Drive / Mitchell Street
 - Construct an exclusive northbound right-turn lane.

On-Site Intersections

- Intersection 101: Centennial Olympic Park Drive at Driveway #1
 - Install traffic signal at intersection.
 - Construct a two-lane driveway along Driveway 1 with one (1) ingress lane and one (1) egress lane.
- Intersection 102: Centennial Olympic Park Drive at Driveway #2
 - Install traffic signal at intersection.
 - Construct a two-lane driveway along Driveway 2 with one (1) ingress lane and one (1) egress lane.
- Intersection 103: Centennial Olympic Park Drive at Driveway #3
 - Construct a two-lane driveway along Driveway 3 with one (1) ingress lane and one (1) egress lane.
- Intersection 104: Martin Luther King Jr. Drive at Driveway #4 / Driveway #5
 - Install traffic signal at intersection.
 - Construct a two-lane driveway along Driveway 4 with one (1) ingress lane and one (1) egress lane.
 - Construct a two-lane driveway along Driveway 5 with one (1) ingress lane and one (1) egress lane.
- Intersection 105: Mitchell Street at Driveway #6
 - Construct a two-lane driveway along Driveway 6 with one (1) ingress lane and one (1) egress lane.
- Intersection 106: Martin Luther King Jr. Drive at Driveway #7
 - Construct a two-lane driveway along Driveway 7 with one (1) ingress lane and one (1) egress lane.
- Intersection 4: Richard B. Russell Plaza / Driveway #8 at Martin Luther King Jr. Drive
 - Install traffic signal at intersection.
 - Construct a three-lane driveway along Driveway 8 with one (1) ingress lane and two (2) egress lanes.
- Intersection 107: Martin Luther King Jr. Drive at Driveway #9
 - Construct a three-lane driveway along Driveway 9 with one (1) ingress lane and two (2) egress lanes.
- Intersection 109: Ted Turner Drive at Driveway #10
 - Construct a two-lane driveway along Driveway 10 with one (1) ingress lane and one (1) egress lane.
- Intersection 111: Ted Turner Drive at Driveway #11
 - Construct a two-lane driveway along Driveway 11 with one (1) ingress lane and one (1) egress lane.
- Intersection 112: Marietta Street at Driveway #12
 - Construct a three-lane driveway along Driveway 12 with one (1) ingress lane and two (2) egress lanes.

- Intersection 2: Centennial Olympic Park Drive at Andrew Young International Blvd/Driveway #13
 - Construct a two-lane driveway along Driveway 13 with one (1) ingress lane and one (1) egress lane.

- Intersection 108: Mitchell Street at Driveway #14
 - Construct a three-lane driveway along Driveway 14 with one (1) ingress lane and two (2) egress lanes.

- Intersection 100: Centennial Olympic Park Drive at Driveway #15
 - A proposed signalized full movement driveway on Centennial Olympic Park Drive with one (1) ingress lane and two (2) egress lanes.

- Intersection 113: Ted Turner Drive at Driveway #16 / #17
 - Install traffic signal at intersection.
 - Construct a two-lane driveway along Driveway 16 with one (1) ingress lane and one (1) egress lane.
 - Construct a two-lane driveway along Driveway 17 with one (1) ingress lane and one (1) egress lane.

- Intersection 114: Forsyth Street at Driveway #18
 - Construct a two-lane driveway along Driveway 18 with one (1) ingress lane and one (1) egress lane.

The intersection laneage and traffic volumes used for the Projected 2027 Build Improved conditions are shown in **Figure 10**. The results of the capacity analyses for the Projected 2027 Build Improved conditions with proposed laneage and control types at the study intersections are shown in **Table 11**. It should be noted that these improvements are needed in order for all study intersections to operate at the acceptable LOS based on the previously referenced methodology.

Table 11 Projected 2027 Build Improved Intersection Levels-of-Service (Study Intersections) <i>LOS (delay in seconds)</i>				
Intersection	LOS Std.	Projected 2027 Build Improved Conditions		
		Control/Movement	AM Peak Hour	PM Peak Hour
5. Ted Turner Drive at Martin Luther King Jr. Drive	E	Signalized	E (73.2)	C (33.0)
10. Spring Street at Marietta Street	E	Signalized	C (32.4)	E (74.8)
11. Forsyth Street at Marietta Street	E	Signalized	E (62.3)	E (74.5)
12. Ted Turner Drive at Peters Street / Trinity Avenue	E	Signalized	E (60.6)	E (74.7)
13. Ted Turner Drive at Mitchell Street	E	Signalized	D (48.1)	E (79.4)
14. Northside Drive at Martin Luther King Jr. Drive / Mitchell Street	E	Signalized	E (69.3)	E (73.7)

As shown in **Table 11**, all study intersections are projected to operate at or above their acceptable level-of-service standard during the AM and PM peak hours in the Projected 2027 Build Improved conditions.

LEGEND

- Existing Roadway Laneage
- Proposed Roadway Laneage
- Proposed Build Improved Laneage
- Removed Roadway Laneage
- Existing Traffic Signal
- Proposed Traffic Signal
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes

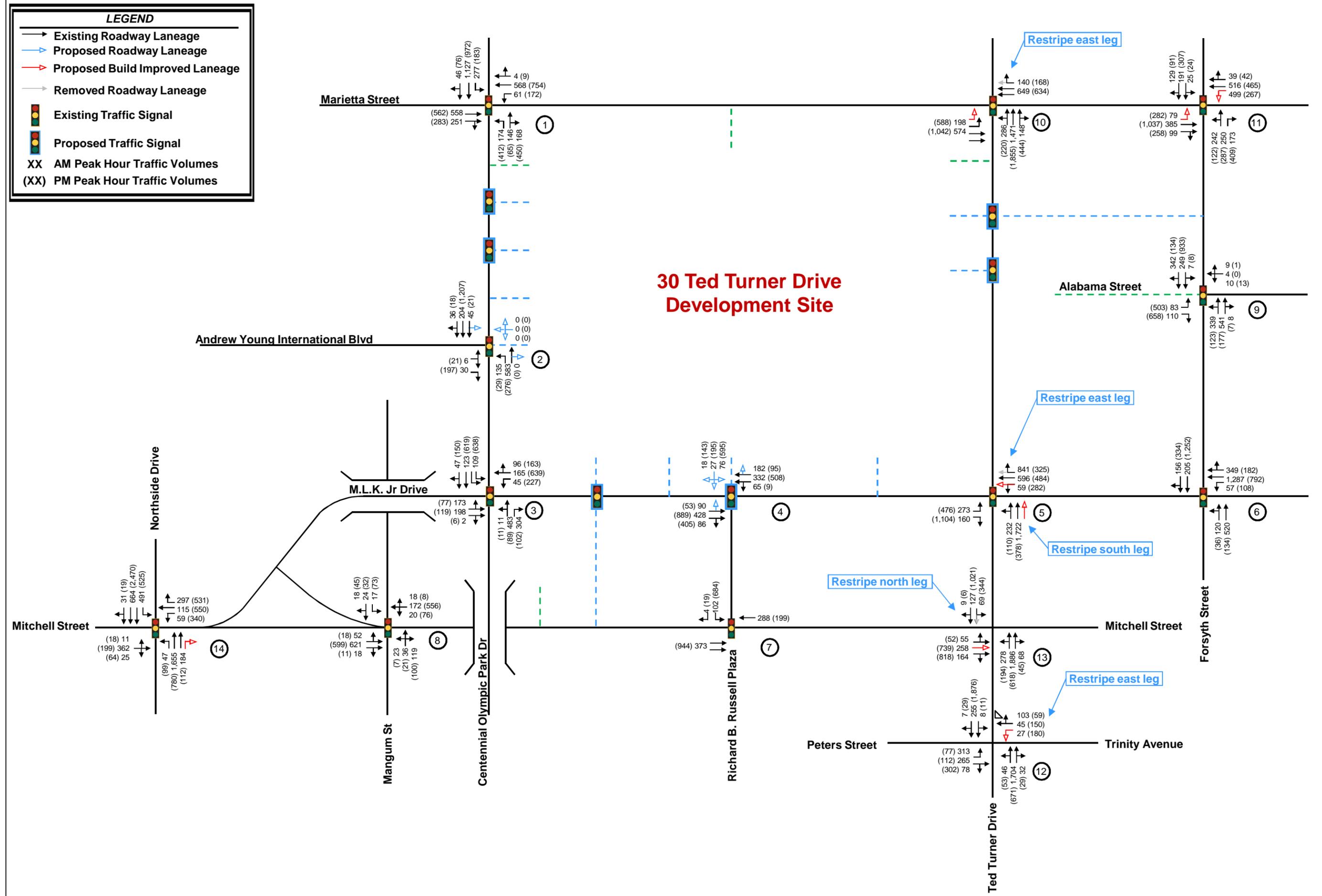


Figure 10

Projected 2027 Build Improved Traffic Conditions

30 Ted Turner Drive DRI Transportation Analysis

6.4 Projected 2027 Build Conditions – Alternative Analysis

A Projected 2027 Build Conditions – Alternative Analysis was performed as a method to mitigate traffic impacts by measures other than roadway improvements. The central business district is geometrically constrained and traditional roadway improvements that require widening are not always feasible. In order to experience considerable economic growth in the urban core, travel patterns must shift to other modes and off-peak times.

The higher alternative mode reduction was chosen to reflect an aggressive promotion by the applicant to NOT promote or focus on automobile traffic. The applicant is proposing to provide reduced parking based on the size of the development. The reduced parking as well as other measures of Transportation Demand Management will encourage many users NOT to use their car. The purpose of this alternative analysis is to identify the development's impact to the roadway network based on an elevated emphasis on alternative modes.

The proposed redevelopment is strategically located between two MARTA stations, Five Points and Dome/GWCC/Phillips Arena/CNN Center Station. The applicant is committed to continuing a working relationship with MARTA. Improved access to the Dome/GWCC/Phillips Arena/CNN Center Station is proposed to include a new ticketing concourse on the south side of the station beneath Centennial Olympic Park Drive with vertical circulation on the development site to provide direct ingress and egress. This provides a direct connection to the existing MARTA station and reduces the potential pedestrian crossings on Centennial Olympic Park Drive. Improved access is also proposed from the Five Points station from Forsyth Street to the development. A letter of support from MARTA is included in Appendix F.

Additional physical measures being considered to encourage alternative modes include:

- Providing portals in the lobbies and elevators with real time transit and weather information.
- Providing one-site wayfinding and signage to/from transit stops/stations.
- Providing bicycle valet or racks within furniture zones, parking decks and buildings for employees, customers, and residents.
- Providing long-term secure bicycle parking located adjacent to building entrances.
- Providing shower/changing facilities for all office tenants.
- Providing bike share programs on-site.
- Providing dedicated ride-share drop-off and pick-up zones.
- Providing dedicated local and regional bus drop-off and pick-up zones.

Program and policy measures that are being considered to encourage alternative modes:

- Providing an on-site transportation coordinator or mobility concierge to facilitate alternative modes.
- Providing preferential parking spaces for vanpool riders.
- Providing a carpool or vanpool matching service to help employees or residents locate carpool/vanpool partners.
- Requiring office tenants to provide or subsidize MARTA passes (or other transit agencies) for their employees through their lease agreements.
- Providing an electric bicycle program for residential tenants.
- Unbundling parking for residents, requiring users to pay costs directly.
- Providing Zipcar or other car-sharing service.
- Encouraging the use of shuttles or circulators from urban and suburban centers to the site.
- Encouraging telecommute or alternative work arrangements –
 - Flexible/Staggered Work Hours
 - Compressed and alternative work week

The alternative analysis incorporates the following changes:

- Increased alternative mode reduction of 46.4% for the office land use and 41.1% for residential and retail land uses (increase of 10% from baseline methodology).
- 25% reduction of the AM/PM peak hour trip generation for the office land use.

The increase in alternative mode reduction acknowledges the expanded transit promotion that will be a part of this development as well as the increased pedestrian connectivity. A 10% increase in alternative modes is considered to be a conservative assumption.

The reduction of the AM and PM peak hour trip generation for the office land use acknowledges the promotion of alternative work schedules through flex days and flexible hours. Flexible days may include telecommuting or condensed work weeks. Flexible hours lead to a spreading out of peak hour traffic as commuters may arrive and leave early or late to avoid the times of peak congestions.

The intersection laneage and traffic volumes used for the Projected 2027 Build Alternative conditions are shown in **Figure 11**. The results of the capacity analyses for the Projected 2027 Build Alternative conditions with proposed laneage and control types are shown in **Table 12**. Detailed *Synchro* analysis reports are available upon request.

The Projected 2027 Build Alternative conditions reflect the roadway improvements to meet the level-of-service standard. The following roadway improvements are in place of the off-site roadway improvements associated with the Projected 2027 Build conditions:

- Intersection #5: Ted Turner Drive at Martin Luther King Jr. Drive
 - Restripe south leg of intersection to include one (1) shared left-turn/through lane, two (2) exclusive through lanes and one (1) southbound egress lane.
 - Restripe east leg of intersection to include one (1) westbound shared left-turn/through lane, one (1) westbound exclusive through lane, and one (1) westbound exclusive right-turn lane.
- Intersection #9: Forsyth Street at Alabama Street
 - Add protected/permissive phasing for the northbound left-turn movement.
- Intersection #11: Forsyth Street at Marietta Street
 - Construct one (1) exclusive eastbound left-turn lane.
- Intersection #12: Ted Turner Drive at Peters Street / Trinity Avenue
 - Restripe east leg of intersection to include one (1) exclusive westbound left-turn lane, one (1) westbound through lane, one (1) westbound channelized right-turn lane, and one (1) eastbound egress lane.
- Intersection #13: Ted Turner Drive at Mitchell Street
 - Restripe the southbound approach to provide an exclusive left-turn lane and a shared through/right-turn lane.

Table 12 Projected 2027 Build Alternative Intersection Levels-of-Service (Study Intersections) <i>LOS (delay in seconds)</i>				
Intersection	LOS Std.	Projected 2027 Build Alternative Conditions		
		Control/ Movement	AM Peak Hour	PM Peak Hour
1. Centennial Olympic Park Drive at Marietta Street	E	Signalized	D (38.7)	D (48.9)
2. Centennial Olympic Park Drive at Andrew Young International Blvd / Driveway #13	E	Signalized	C (19.7)	B (16.1)
3. Centennial Olympic Park Drive at Martin Luther King Jr. Drive	E	Signalized	C (30.6)	C (29.2)
4. Richard B. Russell Plaza / Driveway #8 at Martin Luther King Jr. Drive	E	Signalized*	B (13.1)	B (18.4)
5. Ted Turner Drive at Martin Luther King Jr. Drive	E	Signalized	D (47.9)	E (59.6)
6. Forsyth Street at Martin Luther King Jr. Drive	E	Signalized	C (28.3)	D (34.6)
7. Richard B. Russell Plaza at Mitchell Street	E	Signalized	A (8.7)	C (24.5)
8. Mangum Street at Mitchell Street	E	Signalized	B (12.7)	B (12.7)
9. Forsyth Street at Alabama Street	E	Signalized	B (19.7)	C (28.5)
10. Spring Street at Marietta Street	E	Signalized	C (30.7)	E (68.0)
11. Forsyth Street at Marietta Street	E	Signalized	E (66.8)	D (39.5))
12. Ted Turner Drive at Peters Street / Trinity Avenue	E	Signalized	E (48.4)	E (76.3)
13. Ted Turner Drive at Mitchell Street	E	Signalized	C (29.7)	E (76.4))
14. Northside Drive at Martin Luther King Jr. Drive / Mitchell Street	E	Signalized	E (66.8)	D (52.1)

*Proposed Traffic Signal

As shown in **Table 12**, all study intersections are projected to operate at or above their acceptable level-of-service standard during the AM and PM peak hours in the Projected 2027 Build Alternative conditions.

7.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the 30 Ted Turner Drive development is proposed at five (5) driveways along Centennial Olympic Park Drive (one of which will be aligned with Andrew Young International), four (4) driveways along Ted Turner Drive, two (2) driveways along Forsyth Street (one of which is the Alabama Street access to the parking deck), four (4) driveways along Martin Luther King Jr. Drive, two (2) driveways along Mitchell Street, and one (1) driveway along Marietta Street. Proposed site driveways and parking deck entrances are shown on the site plan.

Capacity analyses were performed for the proposed site driveway intersections using *Synchro 9.0*. The results of the capacity analyses for this intersection (LOS, delay, and recommended laneage) are reported in *Section 6.3* of this report.

8.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC's Transportation Improvement Program, Regional Transportation Improvement Program, GDOT's Construction Work Program, and the GA STIP the following projects are programmed or planned to be completed by the respective years. Note: additional programmed projects may come out of the currently underway Downtown Atlanta Transportation Plan.

Table 13 Programmed Projects			
#	Completion Date	Project ID	Description
1	2030	AR-490A1	Atlanta Streetcar East Extension from Jackson Street to Atlanta Beltline/Irwin Street
2	TBD	AT-277	Cycle Atlanta: Phase 1.0 – Bicycle Mobility Improvements – Including MLK Jr. Drive
3	TBD	AT-309	MLK Jr. Drive Bridge Replacement Between Forsyth Street and Ted Turner Drive.
4	TBD	AR-400	Georgia Multi-Modal Passenger Terminal

Project fact sheets are included in Appendix E.

9.0 INTERNAL CIRCULATION ANALYSIS

The proposed site driveways will provide access to buildings on the site. A detailed copy of the proposed site plan is provided in Appendix B and a full-sized site plan is included in the report submittal.

Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook, Third Edition, 2014*. Because the Third Edition does not include guidance on daily internal capture, the Second Edition, 2004 was used. Total internal capture and vehicle trip reduction between the land uses is expected to be 9.8% daily, 9.2% for the AM peak hour and 5.5% for the PM peak hour because of the anticipated interaction between the residential, office, and retail land uses within the proposed development.

10.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

The project site currently consists of surface parking lots, the CNN Center deck, and other parking facilities. Per the City of Atlanta Zoning Ordinance Map, the majority of the project site is zoned Special Public Interest (SPI) 1-Sub-area1 with two parcels zoned Mixed residential and commercial (MRC-2-C and MRC-3-C). Per ARC's Unified Growth Policy Map (UGPM), the project site is located in a Regional Center area type. Additionally, the project site is within and adheres to the recommendations of the most recent Downtown Atlanta LCI (2009) program and is consistent with the Downtown Atlanta Transportation Plan.

11.0 ADDITIONAL CONSIDERATIONS

The DRI traffic study was performed with the assumption that the existing traffic signal infrastructure would still be in place at the build-out of the 30 Ted Turner Drive development. It is anticipated that intelligent transportation system improvements may be added to the traffic signal infrastructure in the vicinity of the development that would help mitigate future congestion. The City of Atlanta, under the leadership of the Renew Atlanta bond program, is implementing state of the art traffic management control to improve traffic operations during peak activity. While the advancements to traffic control were initially implemented in response to special events at Philips Arena, Mercedes Benz Stadium, and the Georgia World Conference Center, peak hour travel will experience benefits as well. A memorandum from Renew Atlanta is included in Appendix F.

Land Use and Zoning Maps

ZONING ORDINANCE CITY OF ATLANTA, GEORGIA OFFICIAL ZONING MAP

SHEET 23 OF 129 SHEETS

ORDINANCE Z-78-5

LAND LOTS _____ DISTRICT _____ COUNTY _____

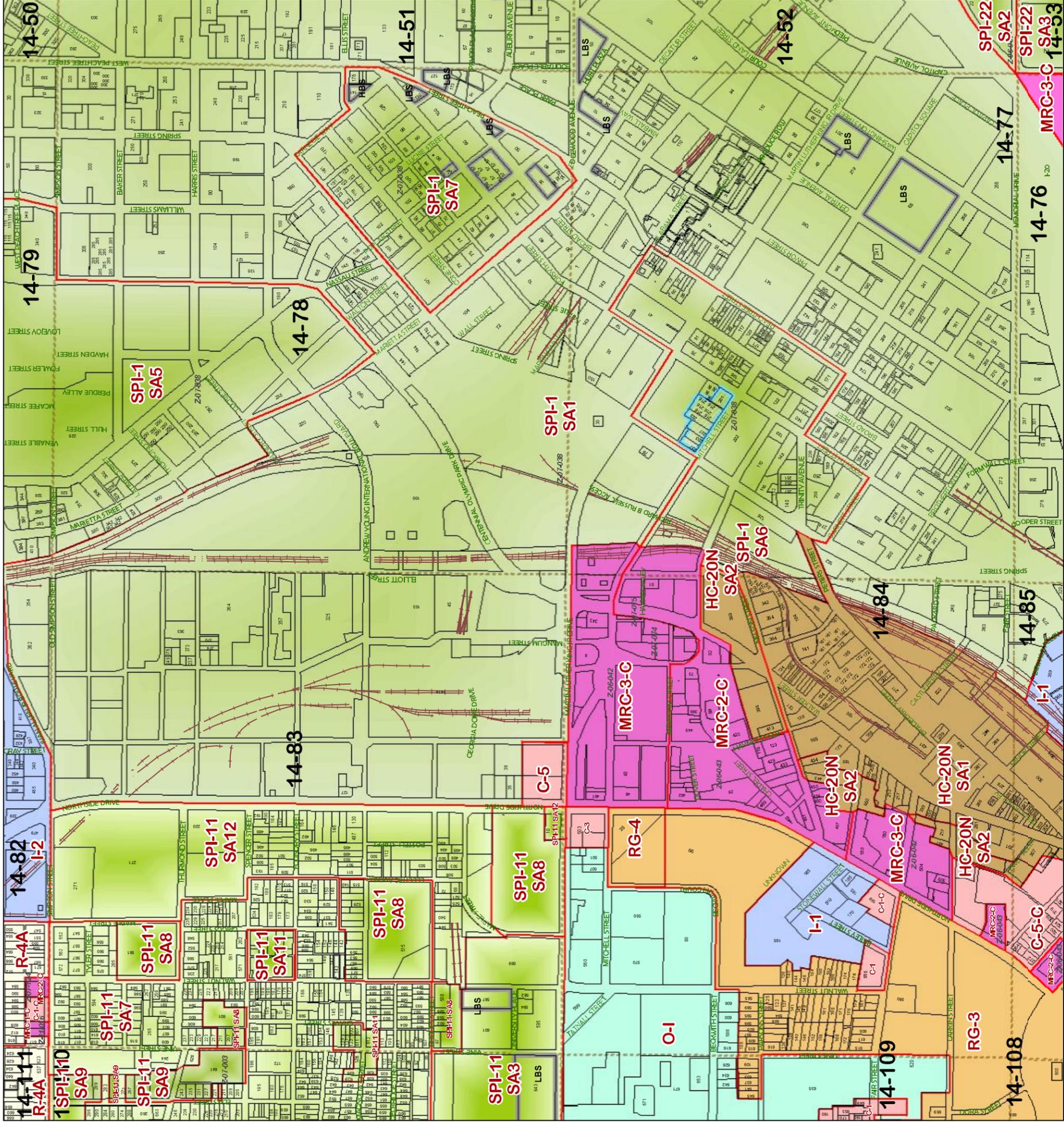
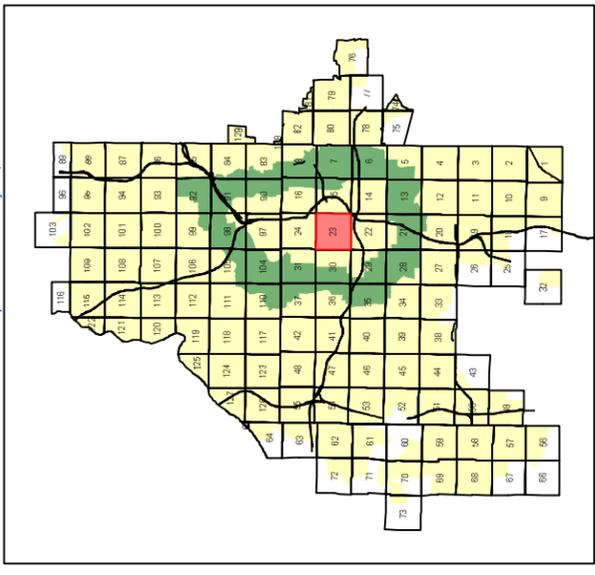
CERTIFICATION

THIS SHEET 23 OF 129 SHEETS, IS HEREBY CERTIFIED AS INCLUDED IN THE OFFICIAL ZONING MAPS, ON FILE IN THE DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT, BUREAU OF PLANNING, AND FORMING A PART OF THE CITY OF ATLANTA ZONING ORDINANCE ADOPTED BY CITY COUNCIL ON DECEMBER 15, 1980 AND APPROVED BY THE MAYOR ON DECEMBER 19, 1980, AS AMENDED

DIRECTOR, BUREAU OF PLANNING
CITY OF ATLANTA, GEORGIA _____ DATE _____
MUNICIPAL CLERK, OMC
CITY OF ATLANTA, GA _____ DATE _____

- Legend**
- Tax Parcels
 - Zoning District Outline
 - Human Service Facilities
 - LBS/HBS
 - OVERLAY DISTRICTS**
 - Beltline
 - SPI-19
 - All Others
- Base Zoning**
- SPI - Special Public Interest
 - Commercial
 - Industrial
 - Historic & Cultural
 - Live-Work
 - QOL Multi-Family
 - QOL Mixed Use
 - Neighborhood Commercial
 - Office Institutional
 - Planned Development
 - Residential - Single Family
 - Residential - Duplex
 - Residential - Multi-Family
 - Residential - Limited Commercial

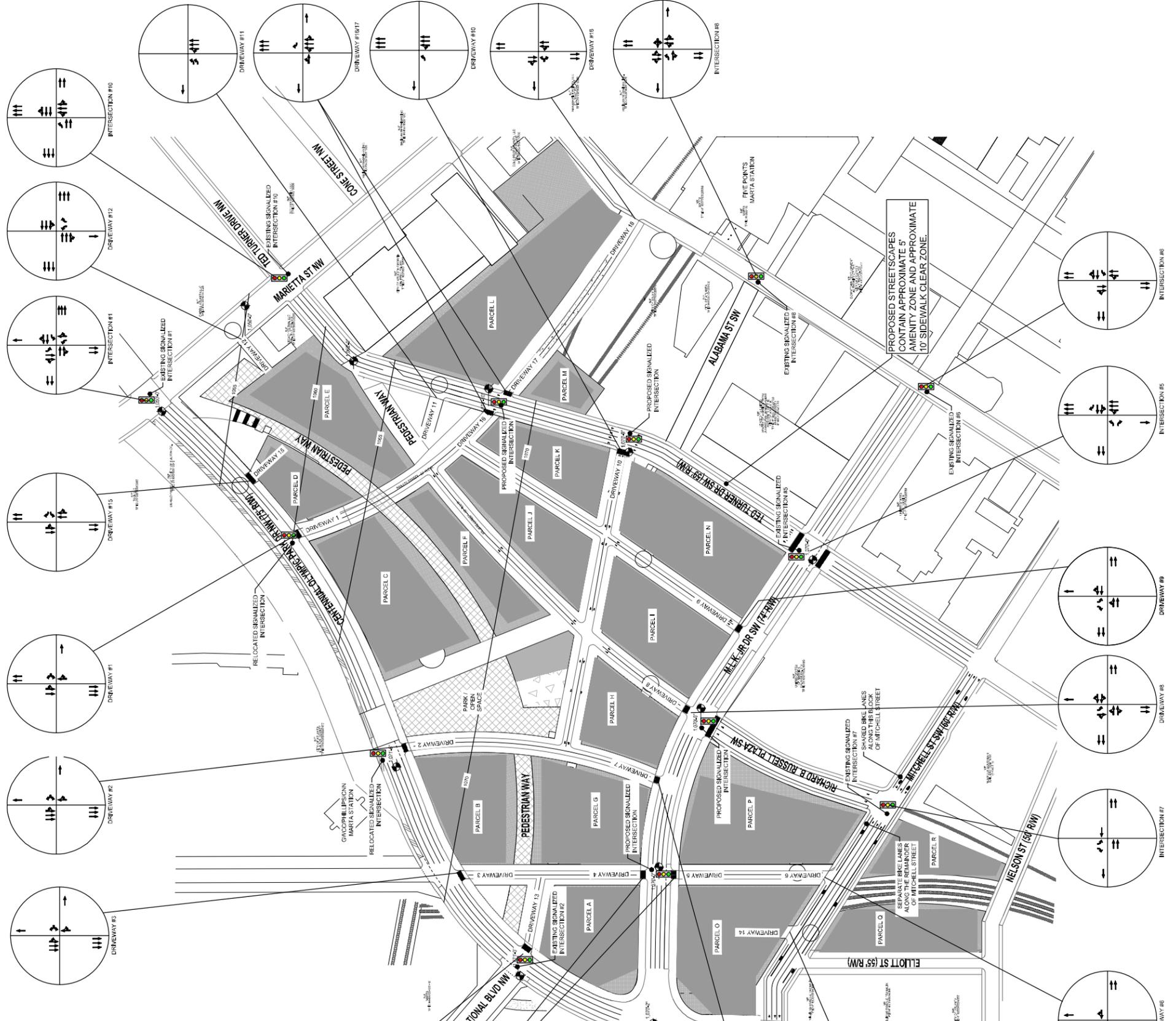
This document was compiled on February 07, 2013



CITY OF ATLANTA: DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT: OFFICE OF PLANNING: GIS DIVISION: 404.330.6145
1 INCH = 400 FEET

Proposed Site Plan

LOCATION MAP



SITE NOTES:

DRI #2758

OVERALL SITE AREA: APPROX. 27 ACRES
 CURRENT ZONING: VARIES
 CURRENT ADDRESS: 30 TED TURNER DRIVE
 ATLANTA, GA 30303
 OWNER: CIM ATLANTA DEVELOPER, LLC, CITY OF ATLANTA, AND OTHERS

PROGRAM:
 OFFICE: 9,350,000 SF
 RESIDENTIAL: 1,000 UNITS
 RETAIL: 1,000,000 SF
 HOTEL: 1,500 ROOMS

TOTAL UNITS PER ACRE = 39

FLOOR AREA RATIO:
 RESIDENTIAL: ALLOWED = 10
 PROVIDED = 0.80
 NON-RESIDENTIAL: ALLOWED = 25
 PROVIDED = 9.90

PARKING:
 RESIDENTIAL: MIN = 0 SPACES
 MAX = 1,900 SPACES
 NON-RESIDENTIAL: MIN = 0 SPACES
 MAX = 31,800 SPACES

TOTAL PROVIDED = 7,900 SPACES

CONTACTS:
 APPLICANT: CIM ATLANTA DEVELOPER, LLC
 4700 WILSHIRE BOULEVARD
 LOS ANGELES, CA 90010
 SHANNON CROWELL
 PHONE: (323) 860-9525

TRAFFIC CONSULTANT: KIMLEY-HORN & ASSOCIATES
 817 WEST PEACHTREE STREET, NW
 THE BILTMORE, SUITE 601
 ATLANTA, GA 30308
 ELIZABETH JOHNSON, P.E.
 PHONE: (404) 419-8700

CIVIL ENGINEER: KIMLEY-HORN & ASSOCIATES, INC.
 817 WEST PEACHTREE STREET, NW
 THE BILTMORE, SUITE 601
 ATLANTA, GA 30308
 EMMY MONTANYE, P.E.
 PHONE: (404) 419-8700

NOTE:
 PROPOSED LAND USE LOCATIONS SUBJECT TO CHANGE.

Parcel Summary

Parcel	Building Footprint (SF)	Height (ft)	Use
A	44,000	80	Retail/Office
B	32,000	70	Retail/Office
C	54,000	70	Retail/Office
D	16,000	70	Retail/Office
E	36,000	350	Retail/Office
F	20,000	350	Retail/Office
G	48,000	125	Retail/Office
H	30,000	420	Hotel
I	46,000	350	Office
J	32,000	325	Residential
K	28,000	350	Office
L	84,000	125	Office
M	8,000	125	Office
N	62,000	500	Office
O	60,000	44	Office
P	56,000	355	Office
Q	32,000	125	Residential
R	16,000	125	Residential

30 TED TURNER DRIVE
DRI SITE PLAN

CLIENT: CIM ATLANTA DEVELOPER, LLC
 4700 WILSHIRE BOULEVARD
 LOS ANGELES, CA 90010
 PHONE: 323-860-9525

DESIGNED BY: JMR
 CHECKED BY: EFM

SCALE: 1" = 100'

PROJECT NO: 2702517
 DATE: 11/17/17
 SHEET NUMBER: DRI-01



GEORGIA 811
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This document, together with the concepts and designs presented herein, is intended solely for the specific purpose and use for which it was prepared. It is not to be used for any other purpose without the written consent of Kimley-Horn and Associates, Inc. and its affiliates. It is the responsibility of the user to verify the accuracy of the information presented herein and to obtain any necessary permits and approvals from the appropriate authorities.

Trip Generation Analysis

Trip Generation Analysis (9th Ed. with *2nd Edition Handbook Daily IC & 3rd Edition AM/PM IC*)
The Gulch DRI - Scenario 8
City of Atlanta, Georgia

Land Use	Intensity	Alternate Independent Variables Available	Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Proposed Site Traffic									
222 High-Rise Apartment	1,000 d.u.	persons	3,765	298	75	223	332	203	129
310 Hotel	1,500 rooms	occ. rooms, employees	13,052	795	469	326	900	459	441
710 General Office Building	9,350,000 s.f.	employees	41,307	7,219	6,353	866	10,550	1,794	8,756
820 Shopping Center	1,000,000 s.f. gross leasable area		30,334	635	394	241	2,802	1,345	1,457
Gross Trips			88,458	8,947	7,291	1,656	14,584	3,801	10,783
Residential Trips			3,765	298	75	223	332	203	129
<i>Mixed-Use Reductions</i>			-735	-4	-1	-3	-83	-51	-32
<i>Alternative Mode Reductions</i>			-942	-91	-23	-68	-77	-47	-30
Adjusted Residential Trips			2,088	203	51	152	172	105	67
Office Trips			41,307	7,219	6,353	866	10,550	1,794	8,756
<i>Mixed-Use Reductions</i>			-1,314	-195	-132	-63	-76	-18	-58
<i>Alternative Mode Reductions</i>			-14,557	-2,557	-2,264	-292	-3,813	-646	-3,166
Adjusted Office Trips			25,436	4,467	3,957	511	6,661	1,130	5,532
Retail Trips			30,334	635	394	241	2,802	1,345	1,457
<i>Mixed-Use Reductions</i>			-4,095	-108	-72	-36	-192	-94	-98
<i>Alternative Mode Reductions</i>			-8,160	-164	-100	-64	-812	-389	-423
<i>Pass By Reductions (Based on ITE Rates)</i>			-6,147	0	0	0	-611	-306	-306
Adjusted Retail Trips			11,932	363	222	141	1,187	556	630
<i>Mixed-Use Reductions - TOTAL</i>			-8,694	-410	-205	-205	-402	-201	-201
<i>Alternative Mode Reductions - TOTAL</i>			-26,925	-3,027	-2,533	-493	-4,966	-1,213	-3,752
<i>Pass-By Reductions - TOTAL</i>			-6,147	0	0	0	-611	-306	-306
New Trips			46,692	5,510	4,553	958	8,605	2,081	6,524
Driveway Volumes			52,839	5,510	4,553	958	9,216	2,387	6,830

k:\amt_civil\015170029_the_gulch\eng\traffic\phase ii\analysis\2017-11-14_gulchdri-analysis-tripgen36%31%-original.xls]trip generation

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

**Centennial Olympic Park Dr NW at Site Driveway 15
AM PEAK HOUR**

Description	COP Drive NW Northbound			COP Drive NW Southbound			N/A Eastbound			Site Driveway 15 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes		280			475							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2017 Volumes	0	280	0	0	475	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
COP Balancing		-1		50								
2027 Background Traffic	0	308	0	50	525	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	0%	0%	1%	5%	18%	0%				0%	0%	0%
Trip Distribution OUT	0%	4%	0%	0%	0%	0%				2%	0%	4%
Residential Trips	0	6	1	3	9	0	0	0	0	3	0	6
Trip Distribution IN	0%	0%	1%	3%	17%	0%				0%	0%	0%
Trip Distribution OUT	0%	6%	0%	0%	0%	0%				1%	0%	5%
Hotel Trips	0	9	2	10	55	0	0	0	0	1	0	8
Trip Distribution IN	0%	0%	1%	3%	17%	0%				0%	0%	0%
Trip Distribution OUT	0%	6%	0%	0%	0%	0%				1%	0%	5%
Office Trips	0	31	20	119	673	0	0	0	0	3	0	26
Trip Distribution IN	0%	0%	1%	3%	17%	0%				0%	0%	0%
Trip Distribution OUT	0%	6%	0%	0%	0%	0%				1%	0%	5%
Retail Trips	0	8	1	7	38	0	0	0	0	1	0	7
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	54	24	139	775	0	0	0	0	8	0	47
2027 Buildout Total	0	362	24	189	1,300	0	0	0	0	8	0	47

PM PEAK HOUR

Description	COP Drive NW Northbound			COP Drive NW Southbound			N/A Eastbound			Site Driveway 15 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes		190			912							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2017 Volumes	0	190	0	0	912	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
COP Balancing		44										
2027 Background Traffic	0	254	0	0	1,007	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	0%	0%	1%	5%	18%	0%				0%	0%	0%
Trip Distribution OUT	0%	4%	0%	0%	0%	0%				2%	0%	4%
Residential Trips	0	3	1	5	19	0	0	0	0	1	0	3
Trip Distribution IN	0%	0%	1%	3%	17%	0%				0%	0%	0%
Trip Distribution OUT	0%	6%	0%	0%	0%	0%				1%	0%	5%
Hotel Trips	0	18	1	9	49	0	0	0	0	1	0	15
Trip Distribution IN	0%	0%	1%	3%	17%	0%				0%	0%	0%
Trip Distribution OUT	0%	6%	0%	0%	0%	0%				1%	0%	5%
Office Trips	0	332	6	34	192	0	0	0	0	28	0	277
Trip Distribution IN	0%	0%	1%	3%	17%	0%				0%	0%	0%
Trip Distribution OUT	0%	6%	0%	0%	0%	0%				1%	0%	5%
Retail Trips	0	38	3	17	95	0	0	0	0	3	0	32
Pass-By Trips	0	-12	12	12	-12	0	0	0	0	12	0	12
Total Project Trips	0	379	23	77	343	0	0	0	0	45	0	339
2027 Buildout Total	0	633	23	77	1,350	0	0	0	0	45	0	339

INTERSECTION VOLUME DEVELOPMENT

**Centennial Olympic Park Dr NW at Site Driveway 1
AM PEAK HOUR**

Description	COP Drive NW Northbound			COP Drive NW Southbound			N/A Eastbound			Site Driveway 1 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes		226	36	129	346							
Pedestrians												
Conflicting Pedestrians	0		0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92		0.92			0.92			0.92		
Adjustment												
Adjusted 2017 Volumes	0	226	36	129	346	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
COP Balancing		59										
2027 Background Traffic	0	309	40	142	382	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	0.0%	1.0%	2.0%	9.0%	9.0%	0.0%				0.0%	0.0%	0.0%
Trip Distribution OUT	0.0%	2.0%	0.0%	0.0%	2.0%	0.0%				1.0%	0.0%	2.0%
Residential Trips	0	4	1	5	8	0	0	0	0	2	0	3
Trip Distribution IN	0.0%	0.5%	1.5%	7.0%	10.0%	0.0%				0.0%	0.0%	0.0%
Trip Distribution OUT	0.0%	4.0%	0.0%	0.0%	0.5%	0.0%				1.0%	0.0%	2.0%
Hotel Trips	0	8	5	23	33	0	0	0	0	2	0	3
Trip Distribution IN	0.0%	0.5%	1.5%	7.0%	10.0%	0.0%				0.0%	0.0%	0.0%
Trip Distribution OUT	0.0%	4.0%	0.0%	0.0%	0.5%	0.0%				1.0%	0.0%	2.0%
Office Trips	0	40	59	277	399	0	0	0	0	5	0	10
Trip Distribution IN	0.0%	0.5%	1.5%	7.0%	10.0%	0.0%				0.0%	0.0%	0.0%
Trip Distribution OUT	0.0%	4.0%	0.0%	0.0%	0.5%	0.0%				1.0%	0.0%	2.0%
Retail Trips	0	7	3	16	23	0	0	0	0	1	0	3
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	59	68	321	463	0	0	0	0	10	0	19
2027 Buildout Total	0	368	108	463	845	0	0	0	0	10	0	19

PM PEAK HOUR

Description	COP Drive NW Northbound			COP Drive NW Southbound			N/A Eastbound			Site Driveway 1 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes		83			949					49		75
Pedestrians												
Conflicting Pedestrians	0		0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92		0.92			0.92			0.92		
Adjustment												
Adjusted 2017 Volumes	0	83	0	0	949	0	0	0	0	49	0	75
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
COP Balancing		80			-40							
2027 Background Traffic	0	172	0	0	1,008	0	0	0	0	54	0	83
Project Trips												
Trip Distribution IN	0%	1%	2%	9%	9%	0%				0%	0%	0%
Trip Distribution OUT	0%	2%	0%	0%	2%	0%				1%	0%	2%
Residential Trips	0	2	2	9	10	0	0	0	0	1	0	1
Trip Distribution IN	0%	1%	2%	7%	10%	0%				0%	0%	0%
Trip Distribution OUT	0%	4%	0%	0%	1%	0%				1%	0%	2%
Hotel Trips	0	13	4	20	30	0	0	0	0	3	0	6
Trip Distribution IN	0%	1%	2%	7%	10%	0%				0%	0%	0%
Trip Distribution OUT	0%	4%	0%	0%	1%	0%				1%	0%	2%
Office Trips	0	227	17	79	141	0	0	0	0	55	0	111
Trip Distribution IN	0%	1%	2%	7%	10%	0%				0%	0%	0%
Trip Distribution OUT	0%	4%	0%	0%	1%	0%				1%	0%	2%
Retail Trips	0	28	8	39	59	0	0	0	0	6	0	13
Pass-By Trips	0	-10	10	10	-10	0	0	0	0	10	0	10
Total Project Trips	0	260	41	157	230	0	0	0	0	75	0	141
2027 Buildout Total	0	432	41	157	1,238	0	0	0	0	129	0	224

INTERSECTION VOLUME DEVELOPMENT

**Centennial Olympic Park Dr NW at Site Driveway 2
AM PEAK HOUR**

Description	COP Drive NW Northbound			COP Drive NW Southbound			N/A Eastbound			Site Driveway 2 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes		264	36	129	217							
Pedestrians												
Conflicting Pedestrians	0		0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92		0.92			0.92			0.92		
Adjustment												
Adjusted 2017 Volumes	0	264	36	129	217	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
COP Balancing		61										
2027 Background Traffic	0	353	40	142	240	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	0.0%	3.0%	2.0%	9.0%	0.0%	0.0%				0.0%	0.0%	0.0%
Trip Distribution OUT	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%				1.0%	0.0%	2.0%
Residential Trips	0	2	1	5	5	0	0	0	0	2	0	3
Trip Distribution IN	0.0%	2.0%	2.0%	7.0%	3.0%	0.0%				0.0%	0.0%	0.0%
Trip Distribution OUT	0.0%	2.0%	0.0%	0.0%	1.5%	0.0%				0.5%	0.0%	2.0%
Hotel Trips	0	9	6	23	12	0	0	0	0	1	0	3
Trip Distribution IN	0.0%	2.0%	2.0%	7.0%	3.0%	0.0%				0.0%	0.0%	0.0%
Trip Distribution OUT	0.0%	2.0%	0.0%	0.0%	1.5%	0.0%				0.5%	0.0%	2.0%
Office Trips	0	89	79	277	127	0	0	0	0	3	0	10
Trip Distribution IN	0.0%	2.0%	2.0%	7.0%	3.0%	0.0%				0.0%	0.0%	0.0%
Trip Distribution OUT	0.0%	2.0%	0.0%	0.0%	1.5%	0.0%				0.5%	0.0%	2.0%
Retail Trips	0	7	4	16	9	0	0	0	0	1	0	3
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	107	90	321	153	0	0	0	0	7	0	19
2027 Buildout Total	0	460	130	463	393	0	0	0	0	7	0	19

PM PEAK HOUR

Description	COP Drive NW Northbound			COP Drive NW Southbound			N/A Eastbound			Site Driveway 2 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes		80	6	13	1,036					49		75
Pedestrians												
Conflicting Pedestrians	0		0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92		0.92			0.92			0.92		
Adjustment												
Adjusted 2017 Volumes	0	80	6	13	1,036	0	0	0	0	49	0	75
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
COP Balancing				-98								
2027 Background Traffic	0	88	7	14	1,046	0	0	0	0	54	0	83
Project Trips												
Trip Distribution IN	0%	3%	2%	9%	0%	0%				0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	3%	0%				1%	0%	2%
Residential Trips	0	3	2	9	2	0	0	0	0	1	0	1
Trip Distribution IN	0%	2%	2%	7%	3%	0%				0%	0%	0%
Trip Distribution OUT	0%	2%	0%	0%	2%	0%				1%	0%	2%
Hotel Trips	0	12	6	20	13	0	0	0	0	1	0	6
Trip Distribution IN	0%	2%	2%	7%	3%	0%				0%	0%	0%
Trip Distribution OUT	0%	2%	0%	0%	2%	0%				1%	0%	2%
Office Trips	0	134	23	79	117	0	0	0	0	28	0	111
Trip Distribution IN	0%	2%	2%	7%	3%	0%				0%	0%	0%
Trip Distribution OUT	0%	2%	0%	0%	2%	0%				1%	0%	2%
Retail Trips	0	24	11	39	26	0	0	0	0	3	0	13
Pass-By Trips	0	-10	10	10	-10	0	0	0	0	10	0	10
Total Project Trips	0	163	52	157	148	0	0	0	0	43	0	141
2027 Buildout Total	0	251	59	171	1,194	0	0	0	0	97	0	224

INTERSECTION VOLUME DEVELOPMENT

**Centennial Olympic Park Dr NW at Site Driveway 3
AM PEAK HOUR**

Description	COP Drive NW Northbound			COP Drive NW Southbound			N/A Eastbound			Site Driveway 3 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes		353			198							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2017 Volumes	0	353	0	0	198	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
COP Balancing					24							
2027 Background Traffic	0	390	0	0	243	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	0%	5%	0%	0%	0%	0%				0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	4%	0%				0%	0%	0%
Residential Trips	0	3	0	0	6	0	0	0	0	0	0	0
Trip Distribution IN	0%	4%	0%	2%	1%	0%				0%	0%	0%
Trip Distribution OUT	0%	2%	0%	0%	2%	0%				0%	0%	0%
Hotel Trips	0	16	0	6	6	0	0	0	0	0	0	0
Trip Distribution IN	0%	4%	0%	2%	1%	0%				0%	0%	0%
Trip Distribution OUT	0%	2%	0%	0%	2%	0%				0%	0%	0%
Office Trips	0	168	0	79	50	0	0	0	0	0	0	0
Trip Distribution IN	0%	4%	0%	2%	1%	0%				0%	0%	0%
Trip Distribution OUT	0%	2%	0%	0%	2%	0%				0%	0%	0%
Retail Trips	0	12	0	4	5	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	199	0	89	67	0	0	0	0	0	0	0
2027 Buildout Total	0	589	0	89	310	0	0	0	0	0	0	0

PM PEAK HOUR

Description	COP Drive NW Northbound			COP Drive NW Southbound			N/A Eastbound			Site Driveway 3 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes		90			981							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2017 Volumes	0	90	0	0	981	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
COP Balancing		-3			16							
2027 Background Traffic	0	96	0	0	1,100	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	0%	5%	0%	0%	0%	0%				0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	4%	0%				0%	0%	0%
Residential Trips	0	5	0	0	3	0	0	0	0	0	0	0
Trip Distribution IN	0%	4%	0%	2%	1%	0%				0%	0%	0%
Trip Distribution OUT	0%	2%	0%	0%	2%	0%				0%	0%	0%
Hotel Trips	0	18	0	6	9	0	0	0	0	0	0	0
Trip Distribution IN	0%	4%	0%	2%	1%	0%				0%	0%	0%
Trip Distribution OUT	0%	2%	0%	0%	2%	0%				0%	0%	0%
Office Trips	0	156	0	23	122	0	0	0	0	0	0	0
Trip Distribution IN	0%	4%	0%	2%	1%	0%				0%	0%	0%
Trip Distribution OUT	0%	2%	0%	0%	2%	0%				0%	0%	0%
Retail Trips	0	35	0	11	19	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	214	0	40	153	0	0	0	0	0	0	0
2027 Buildout Total	0	310	0	40	1,253	0	0	0	0	0	0	0

INTERSECTION VOLUME DEVELOPMENT

**Site Driveway #4 / Site Driveway #5 at MLK Jr Drive
AM PEAK HOUR**

Description	Site Driveway #5			Site Driveway #4			MLK Jr Drive			MLK Jr Drive		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes								304			184	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2017 Volumes	0	0	0	0	0	0	0	304	0	0	184	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
MLK Balancing												
2027 Background Traffic	0	0	0	0	0	0	0	336	0	0	203	0
Project Trips												
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	3%	2%	2%	0%	0%
Trip Distribution OUT	5%	0%	6%	0%	0%	0%	0%	0%	0%	0%	4%	0%
Residential Trips	8	0	9	0	0	0	0	2	1	1	6	0
Trip Distribution IN	0%	0%	0%	0%	2%	0%	0%	5%	1%	2%	0%	0%
Trip Distribution OUT	6%	0%	6%	0%	0%	0%	0%	0%	0%	0%	5%	0%
Hotel Trips	9	0	9	0	6	0	0	16	3	6	8	0
Trip Distribution IN	0%	0%	0%	0%	2%	0%	0%	5%	1%	2%	0%	0%
Trip Distribution OUT	6%	0%	6%	0%	0%	0%	0%	0%	0%	0%	5%	0%
Office Trips	31	0	31	0	79	0	0	198	40	79	26	0
Trip Distribution IN	0%	0%	0%	0%	2%	0%	0%	5%	1%	2%	0%	0%
Trip Distribution OUT	6%	0%	6%	0%	0%	0%	0%	0%	0%	0%	5%	0%
Retail Trips	8	0	8	0	4	0	0	11	2	4	7	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	56	0	57	0	89	0	0	227	46	90	47	0
2027 Buildout Total	56	0	57	0	89	0	0	563	46	90	250	0

PM PEAK HOUR

Description	Site Driveway #5			Site Driveway #4			MLK Jr Drive			MLK Jr Drive		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes								665			282	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2017 Volumes	0	0	0	0	0	0	0	665	0	0	282	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
MLK Balancing												
2027 Background Traffic	0	0	0	0	0	0	0	735	0	0	312	0
Project Trips												
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	3%	2%	2%	0%	0%
Trip Distribution OUT	5%	0%	6%	0%	0%	0%	0%	0%	0%	0%	4%	0%
Residential Trips	3	0	4	0	0	0	0	3	2	2	3	0
Trip Distribution IN	0%	0%	0%	0%	2%	0%	0%	5%	1%	2%	0%	0%
Trip Distribution OUT	6%	0%	6%	0%	0%	0%	0%	0%	0%	0%	5%	0%
Hotel Trips	18	0	18	0	6	0	0	15	3	6	15	0
Trip Distribution IN	0%	0%	0%	0%	2%	0%	0%	5%	1%	2%	0%	0%
Trip Distribution OUT	6%	0%	6%	0%	0%	0%	0%	0%	0%	0%	5%	0%
Office Trips	332	0	332	0	23	0	0	57	11	23	277	0
Trip Distribution IN	0%	0%	0%	0%	2%	0%	0%	5%	1%	2%	0%	0%
Trip Distribution OUT	6%	0%	6%	0%	0%	0%	0%	0%	0%	0%	5%	0%
Retail Trips	38	0	38	0	11	0	0	28	6	11	32	0
Pass-By Trips	9	0	9	0	0	0	0	-9	9	9	-9	0
Total Project Trips	400	0	401	0	40	0	0	94	31	51	318	0
2027 Buildout Total	400	0	401	0	40	0	0	829	31	51	630	0

INTERSECTION VOLUME DEVELOPMENT

**Mitchell Street at Site Driveway #6
AM PEAK HOUR**

Description	N/A Northbound			Driveway #6 Southbound			Mitchell Street Eastbound			Mitchell Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes								292			136	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2017 Volumes	0	0	0	0	0	0	0	292	0	0	136	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Mitchell St Balancing												
2027 Background Traffic	0	0	0	0	0	0	0	323	0	0	150	0
Project Trips												
Trip Distribution IN				0%	0%	0%	7%	0%	0%	0%	1%	2%
Trip Distribution OUT				5%	0%	4%	0%	1%	0%	0%	0%	0%
Residential Trips	0	0	0	8	0	6	4	2	0	0	1	1
Trip Distribution IN				0%	0%	0%	5%	0%	0%	0%	1%	2%
Trip Distribution OUT				4%	0%	2%	0%	1%	0%	0%	0%	0%
Hotel Trips	0	0	0	6	0	3	16	2	0	0	3	6
Trip Distribution IN				0%	0%	0%	5%	0%	0%	0%	1%	2%
Trip Distribution OUT				4%	0%	2%	0%	1%	0%	0%	0%	0%
Office Trips	0	0	0	20	0	10	198	5	0	0	40	79
Trip Distribution IN				0%	0%	0%	5%	0%	0%	0%	1%	2%
Trip Distribution OUT				4%	0%	2%	0%	1%	0%	0%	0%	0%
Retail Trips	0	0	0	6	0	3	11	1	0	0	2	4
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	40	0	22	229	10	0	0	46	90
2027 Buildout Total	0	0	0	40	0	22	229	333	0	0	196	90

PM PEAK HOUR

Description	N/A Northbound			Driveway #6 Southbound			Mitchell Street Eastbound			Mitchell Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes								510			166	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2017 Volumes	0	0	0	0	0	0	0	510	0	0	166	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Mitchell St Balancing												
2027 Background Traffic	0	0	0	0	0	0	0	563	0	0	183	0
Project Trips												
Trip Distribution IN				0%	0%	0%	7%	0%	0%	0%	1%	2%
Trip Distribution OUT				5%	0%	4%	0%	1%	0%	0%	0%	0%
Residential Trips	0	0	0	3	0	3	7	1	0	0	1	2
Trip Distribution IN				0%	0%	0%	5%	0%	0%	0%	1%	2%
Trip Distribution OUT				4%	0%	2%	0%	1%	0%	0%	0%	0%
Hotel Trips	0	0	0	12	0	6	15	3	0	0	3	6
Trip Distribution IN				0%	0%	0%	5%	0%	0%	0%	1%	2%
Trip Distribution OUT				4%	0%	2%	0%	1%	0%	0%	0%	0%
Office Trips	0	0	0	221	0	111	57	55	0	0	11	23
Trip Distribution IN				0%	0%	0%	5%	0%	0%	0%	1%	2%
Trip Distribution OUT				4%	0%	2%	0%	1%	0%	0%	0%	0%
Retail Trips	0	0	0	25	0	13	28	6	0	0	6	11
Pass-By Trips	0	0	0	10	0	10	10	-10	0	0	-10	10
Total Project Trips	0	0	0	271	0	143	117	55	0	0	11	52
2027 Buildout Total	0	0	0	271	0	143	117	618	0	0	194	52

INTERSECTION VOLUME DEVELOPMENT

**MLK Jr Drive at Site Driveway 7
AM PEAK HOUR**

Description	N/A			Site Driveway 7			MLK Jr Drive			MLK Jr Drive		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes								304			184	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment												
Adjusted 2017 Volumes	0	0	0	0	0	0	0	304	0	0	184	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
MLK Balancing												
2027 Background Traffic	0	0	0	0	0	0	0	336	0	0	203	0
Project Trips												
Trip Distribution IN				0%	0%	0%	1%	2%	0%	0%	2%	2%
Trip Distribution OUT				1%	0%	1%	0%	6%	0%	0%	3%	0%
Residential Trips	0	0	0	2	0	2	1	10	0	0	6	1
Trip Distribution IN				0%	0%	0%	1%	4%	0%	0%	2%	0%
Trip Distribution OUT				1%	0%	1%	0%	6%	0%	0%	4%	0%
Hotel Trips	0	0	0	2	0	2	3	22	0	0	12	0
Trip Distribution IN				0%	0%	0%	1%	4%	0%	0%	2%	0%
Trip Distribution OUT				1%	0%	1%	0%	6%	0%	0%	4%	0%
Office Trips	0	0	0	5	0	5	40	189	0	0	99	0
Trip Distribution IN				0%	0%	0%	1%	4%	0%	0%	2%	0%
Trip Distribution OUT				1%	0%	1%	0%	6%	0%	0%	4%	0%
Retail Trips	0	0	0	1	0	1	2	17	0	0	10	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	10	0	10	46	238	0	0	127	1
2027 Buildout Total	0	0	0	10	0	10	46	574	0	0	330	1

PM PEAK HOUR

Description	N/A			Site Driveway 7			MLK Jr Drive			MLK Jr Drive		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes								665			282	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment												
Adjusted 2017 Volumes	0	0	0	0	0	0	0	665	0	0	282	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
MLK Balancing												
2027 Background Traffic	0	0	0	0	0	0	0	735	0	0	312	0
Project Trips												
Trip Distribution IN				0%	0%	0%	1%	2%	0%	0%	2%	2%
Trip Distribution OUT				1%	0%	1%	0%	6%	0%	0%	3%	0%
Residential Trips	0	0	0	1	0	1	1	6	0	0	4	2
Trip Distribution IN				0%	0%	0%	1%	4%	0%	0%	2%	0%
Trip Distribution OUT				1%	0%	1%	0%	6%	0%	0%	4%	0%
Hotel Trips	0	0	0	3	0	3	3	30	0	0	18	0
Trip Distribution IN				0%	0%	0%	1%	4%	0%	0%	2%	0%
Trip Distribution OUT				1%	0%	1%	0%	6%	0%	0%	4%	0%
Office Trips	0	0	0	55	0	55	11	377	0	0	244	0
Trip Distribution IN				0%	0%	0%	1%	4%	0%	0%	2%	0%
Trip Distribution OUT				1%	0%	1%	0%	6%	0%	0%	4%	0%
Retail Trips	0	0	0	6	0	6	6	60	0	0	36	0
Pass-By Trips	0	0	0	9	0	9	9	-9	0	0	-9	9
Total Project Trips	0	0	0	74	0	74	30	464	0	0	293	11
2027 Buildout Total	0	0	0	74	0	74	30	1,199	0	0	605	11

INTERSECTION VOLUME DEVELOPMENT

**Site Driveway 9 at MLK Jr Drive
AM PEAK HOUR**

Description	N/A			Site Driveway 9			MLK Jr Drive			MLK Jr Drive		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes								279			213	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2017 Volumes	0	0	0	0	0	0	0	279	0	0	213	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
MLK Balancing												
2027 Background Traffic	0	0	0	0	0	0	0	308	0	0	235	0
Project Trips												
Trip Distribution IN				0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	8.0%	5.0%
Trip Distribution OUT				8.0%	0.0%	2.0%	0.0%	4.0%	0.0%	0.0%	0.0%	0.0%
Residential Trips	0	0	0	12	0	3	1	6	0	0	4	3
Trip Distribution IN				0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	6.0%	7.0%
Trip Distribution OUT				2.0%	0.0%	2.0%	0.0%	11.0%	0.0%	0.0%	0.0%	0.0%
Hotel Trips	0	0	0	3	0	3	6	17	0	0	19	23
Trip Distribution IN				0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	6.0%	7.0%
Trip Distribution OUT				2.0%	0.0%	2.0%	0.0%	11.0%	0.0%	0.0%	0.0%	0.0%
Office Trips	0	0	0	10	0	10	79	56	0	0	237	277
Trip Distribution IN				0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	6.0%	7.0%
Trip Distribution OUT				2.0%	0.0%	2.0%	0.0%	11.0%	0.0%	0.0%	0.0%	0.0%
Retail Trips	0	0	0	3	0	3	4	16	0	0	13	16
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	28	0	19	90	95	0	0	273	319
2027 Buildout Total	0	0	0	28	0	19	90	403	0	0	508	319

PM PEAK HOUR

Description	N/A			Site Driveway 9			MLK Jr Drive			MLK Jr Drive		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes								663			292	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2017 Volumes	0	0	0	0	0	0	0	663	0	0	292	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
MLK Balancing												
2027 Background Traffic	0	0	0	0	0	0	0	732	0	0	323	0
Project Trips												
Trip Distribution IN				0%	0%	0%	1%	0%	0%	0%	8%	5%
Trip Distribution OUT				8%	0%	2%	0%	4%	0%	0%	0%	0%
Residential Trips	0	0	0	5	0	1	1	3	0	0	8	5
Trip Distribution IN				0%	0%	0%	2%	0%	0%	0%	6%	7%
Trip Distribution OUT				2%	0%	2%	0%	11%	0%	0%	0%	0%
Hotel Trips	0	0	0	6	0	6	6	32	0	0	17	20
Trip Distribution IN				0%	0%	0%	2%	0%	0%	0%	6%	7%
Trip Distribution OUT				2%	0%	2%	0%	11%	0%	0%	0%	0%
Office Trips	0	0	0	111	0	111	23	609	0	0	68	79
Trip Distribution IN				0%	0%	0%	2%	0%	0%	0%	6%	7%
Trip Distribution OUT				2%	0%	2%	0%	11%	0%	0%	0%	0%
Retail Trips	0	0	0	13	0	13	11	69	0	0	33	39
Pass-By Trips	0	0	0	12	0	12	12	-12	0	0	-12	12
Total Project Trips	0	0	0	147	0	143	53	701	0	0	114	155
2027 Buildout Total	0	0	0	147	0	143	53	1,433	0	0	437	155

INTERSECTION VOLUME DEVELOPMENT

**Ted Turner Drive at Site Driveway 14
AM PEAK HOUR**

Description	N/A			Site Driveway #14			Mitchell Street			Mitchell Street		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes								292			136	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment												
Adjusted 2017 Volumes	0	0	0	0	0	0	0	292	0	0	136	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Mitchell St Balancing												
2027 Background Traffic	0	0	0	0	0	0	0	323	0	0	150	0
Project Trips												
Trip Distribution IN							3%	7%	0%	0%	0%	1%
Trip Distribution OUT				1%	0%	3%	0%	0%	0%	0%	4%	0%
Residential Trips	0	0	0	2	0	5	2	4	0	0	6	1
Trip Distribution IN							5%	5%	0%	0%	0%	1%
Trip Distribution OUT				1%	0%	5%	0%	0%	0%	0%	2%	0%
Hotel Trips	0	0	0	2	0	8	16	16	0	0	3	3
Trip Distribution IN							5%	5%	0%	0%	0%	1%
Trip Distribution OUT				1%	0%	5%	0%	0%	0%	0%	2%	0%
Office Trips	0	0	0	5	0	26	198	198	0	0	10	40
Trip Distribution IN							5%	5%	0%	0%	0%	1%
Trip Distribution OUT				1%	0%	5%	0%	0%	0%	0%	2%	0%
Retail Trips	0	0	0	1	0	7	11	11	0	0	3	2
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	10	0	46	227	229	0	0	22	46
2027 Buildout Total	0	0	0	10	0	46	227	552	0	0	172	46

PM PEAK HOUR

Description	N/A			Site Driveway #14			Mitchell Street			Mitchell Street		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes								510			166	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment												
Adjusted 2017 Volumes	0	0	0	0	0	0	0	510	0	0	166	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Mitchell St Balancing												
2027 Background Traffic	0	0	0	0	0	0	0	563	0	0	183	0
Project Trips												
Trip Distribution IN							3%	7%	0%	0%	0%	1%
Trip Distribution OUT				1%	0%	3%	0%	0%	0%	0%	4%	0%
Residential Trips	0	0	0	1	0	2	3	7	0	0	3	1
Trip Distribution IN							5%	5%	0%	0%	0%	1%
Trip Distribution OUT				1%	0%	5%	0%	0%	0%	0%	2%	0%
Hotel Trips	0	0	0	3	0	15	15	15	0	0	6	3
Trip Distribution IN							5%	5%	0%	0%	0%	1%
Trip Distribution OUT				1%	0%	5%	0%	0%	0%	0%	2%	0%
Office Trips	0	0	0	55	0	277	57	57	0	0	111	11
Trip Distribution IN							5%	5%	0%	0%	0%	1%
Trip Distribution OUT				1%	0%	5%	0%	0%	0%	0%	2%	0%
Retail Trips	0	0	0	6	0	32	28	28	0	0	13	6
Pass-By Trips	0	0	0	10	0	10	10	-10	0	0	-10	10
Total Project Trips	0	0	0	75	0	336	113	97	0	0	123	31
2027 Buildout Total	0	0	0	75	0	336	113	660	0	0	306	31

INTERSECTION VOLUME DEVELOPMENT

**Ted Turner at Site Driveway 10
AM PEAK HOUR**

Description	Ted Turner St			N/A			Site Driveway 10			N/A		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	162	1,697										
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2017 Volumes	162	1697	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Spring St Balancing												
2027 Background Traffic	179	1,875	0	0	0	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	6.0%	3.0%					0.0%					
Trip Distribution OUT	0.0%	5.0%					9.0%					
Residential Trips	3	10	0	0	0	0	14	0	0	0	0	0
Trip Distribution IN	8.0%	8.0%					0.0%					
Trip Distribution OUT	0.0%	6.0%					8.0%					
Hotel Trips	26	35	0	0	0	0	12	0	0	0	0	0
Trip Distribution IN	8.0%	8.0%					0.0%					
Trip Distribution OUT	0.0%	6.0%					8.0%					
Office Trips	317	348	0	0	0	0	41	0	0	0	0	0
Trip Distribution IN	8.0%	8.0%					0.0%					
Trip Distribution OUT	0.0%	6.0%					8.0%					
Retail Trips	18	26	0	0	0	0	11	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	364	419	0	0	0	0	78	0	0	0	0	0
2027 Buildout Total	543	2,294	0	0	0	0	78	0	0	0	0	0

PM PEAK HOUR

Description	Ted Turner St			N/A			Site Driveway 10			N/A		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes		418					282					
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2017 Volumes	0	418	0	0	0	0	282	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Spring St Balancing												
2027 Background Traffic	0	462	0	0	0	0	312	0	0	0	0	0
Project Trips												
Trip Distribution IN	6%	3%					0%					
Trip Distribution OUT	0%	5%					9%					
Residential Trips	6	6	0	0	0	0	6	0	0	0	0	0
Trip Distribution IN	8%	8%					0%					
Trip Distribution OUT	0%	6%					8%					
Hotel Trips	23	41	0	0	0	0	24	0	0	0	0	0
Trip Distribution IN	8%	8%					0%					
Trip Distribution OUT	0%	6%					8%					
Office Trips	90	422	0	0	0	0	443	0	0	0	0	0
Trip Distribution IN	8%	8%					0%					
Trip Distribution OUT	0%	6%					8%					
Retail Trips	44	82	0	0	0	0	50	0	0	0	0	0
Pass-By Trips	54	-54	0	0	0	0	54	0	0	0	0	0
Total Project Trips	217	497	0	0	0	0	577	0	0	0	0	0
2027 Buildout Total	217	959	0	0	0	0	889	0	0	0	0	0

INTERSECTION VOLUME DEVELOPMENT

**Ted Turner at Site Driveway 11
AM PEAK HOUR**

Description	Ted Turner St			N/A			Site Driveway 11			N/A		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	162	1,535										
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2017 Volumes	162	1535	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Spring St Balancing												
2027 Background Traffic	179	1,696	0	0	0	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	3.0%	0.0%					0.0%					
Trip Distribution OUT	0.0%	18.0%					2.0%					
Residential Trips	2	27	0	0	0	0	3	0	0	0	0	0
Trip Distribution IN	8.0%	0.0%					0.0%					
Trip Distribution OUT	0.0%	15.0%					7.0%					
Hotel Trips	26	23	0	0	0	0	11	0	0	0	0	0
Trip Distribution IN	8.0%	0.0%					0.0%					
Trip Distribution OUT	0.0%	15.0%					7.0%					
Office Trips	317	77	0	0	0	0	36	0	0	0	0	0
Trip Distribution IN	8.0%	0.0%					0.0%					
Trip Distribution OUT	0.0%	15.0%					7.0%					
Retail Trips	18	21	0	0	0	0	10	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	363	148	0	0	0	0	60	0	0	0	0	0
2027 Buildout Total	542	1,844	0	0	0	0	60	0	0	0	0	0

PM PEAK HOUR

Description	Ted Turner St			N/A			Site Driveway 11			N/A		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes		700					282					
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2017 Volumes	0	700	0	0	0	0	282	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Spring St Balancing												
2027 Background Traffic	0	773	0	0	0	0	312	0	0	0	0	0
Project Trips												
Trip Distribution IN	3%	0%					0%					
Trip Distribution OUT	0%	18%					2%					
Residential Trips	3	12	0	0	0	0	1	0	0	0	0	0
Trip Distribution IN	8%	0%					0%					
Trip Distribution OUT	0%	15%					7%					
Hotel Trips	23	44	0	0	0	0	21	0	0	0	0	0
Trip Distribution IN	8%	0%					0%					
Trip Distribution OUT	0%	15%					7%					
Office Trips	90	830	0	0	0	0	387	0	0	0	0	0
Trip Distribution IN	8%	0%					0%					
Trip Distribution OUT	0%	15%					7%					
Retail Trips	44	95	0	0	0	0	44	0	0	0	0	0
Pass-By Trips	38	-38	0	0	0	0	38	0	0	0	0	0
Total Project Trips	198	943	0	0	0	0	491	0	0	0	0	0
2027 Buildout Total	198	1,716	0	0	0	0	803	0	0	0	0	0

INTERSECTION VOLUME DEVELOPMENT

**Site Driveway 12 at Marietta Street
AM PEAK HOUR**

Description	Site Driveway 12			N/A			Marietta Street			Marietta Street		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes								650			557	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment												
Adjusted 2017 Volumes	0	0	0	0	0	0	0	650	0	0	557	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Marietta Street Balancing												
2027 Background Traffic	0	0	0	0	0	0	0	718	0	0	615	0
Project Trips												
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	7%	7%	0%	0%
Trip Distribution OUT	2%	0%	11%	0%	0%	0%	0%	5%	0%	0%	0%	0%
Residential Trips	3	0	17	0	0	0	0	8	4	4	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	5%	7%	0%	0%
Trip Distribution OUT	2%	0%	7%	0%	0%	0%	0%	6%	0%	0%	0%	0%
Hotel Trips	3	0	11	0	0	0	0	9	16	23	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	5%	7%	0%	0%
Trip Distribution OUT	2%	0%	7%	0%	0%	0%	0%	6%	0%	0%	0%	0%
Office Trips	10	0	36	0	0	0	0	31	198	277	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	5%	7%	0%	0%
Trip Distribution OUT	2%	0%	7%	0%	0%	0%	0%	6%	0%	0%	0%	0%
Retail Trips	3	0	10	0	0	0	0	8	11	16	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	19	0	74	0	0	0	0	56	229	320	0	0
2027 Buildout Total	19	0	74	0	0	0	0	774	229	320	615	0

PM PEAK HOUR

Description	Site Driveway 12			N/A			Marietta Street			Marietta Street		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes								631			642	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment												
Adjusted 2017 Volumes	0	0	0	0	0	0	0	631	0	0	642	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Marietta Street Balancing												
2027 Background Traffic	0	0	0	0	0	0	0	697	0	0	709	0
Project Trips												
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	7%	7%	0%	0%
Trip Distribution OUT	2%	0%	11%	0%	0%	0%	0%	5%	0%	0%	0%	0%
Residential Trips	1	0	7	0	0	0	0	3	7	7	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	5%	7%	0%	0%
Trip Distribution OUT	2%	0%	7%	0%	0%	0%	0%	6%	0%	0%	0%	0%
Hotel Trips	6	0	21	0	0	0	0	18	15	20	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	5%	7%	0%	0%
Trip Distribution OUT	2%	0%	7%	0%	0%	0%	0%	6%	0%	0%	0%	0%
Office Trips	111	0	387	0	0	0	0	332	57	79	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	5%	7%	0%	0%
Trip Distribution OUT	2%	0%	7%	0%	0%	0%	0%	6%	0%	0%	0%	0%
Retail Trips	13	0	44	0	0	0	0	38	28	39	0	0
Pass-By Trips	10	0	10	0	0	0	0	-10	10	10	-10	0
Total Project Trips	141	0	469	0	0	0	0	381	117	155	-10	0
2027 Buildout Total	141	0	469	0	0	0	0	1,078	117	155	699	0

INTERSECTION VOLUME DEVELOPMENT

**Ted Turner Street at Site Driveway 16 / Site Driveway 17
AM PEAK HOUR**

Description	Ted Turner Street Northbound			N/A Southbound			Site Driveway 16 Eastbound			Site Driveway 17 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes		1,697										
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2017 Volumes	0	1697	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Marietta Street Balancing												
2027 Background Traffic	0	1,875	0	0	0	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	2%	1%	0%				0%	0%		0%	2%	2%
Trip Distribution OUT	0%	10%	4%				8%	0%		0%	0%	0%
Residential Trips	1	16	6	0	0	0	12	0	0	0	1	1
Trip Distribution IN	3%	5%	0%				0%	0%		0%	2%	3%
Trip Distribution OUT	0%	7%	7%				8%	0%		0%	0%	0%
Hotel Trips	10	27	11	0	0	0	12	0	0	0	6	10
Trip Distribution IN	3%	5%	0%				0%	0%		0%	2%	3%
Trip Distribution OUT	0%	7%	7%				8%	0%		0%	0%	0%
Office Trips	119	234	36	0	0	0	41	0	0	0	79	119
Trip Distribution IN	3%	5%	0%				0%	0%		0%	2%	3%
Trip Distribution OUT	0%	7%	7%				8%	0%		0%	0%	0%
Retail Trips	7	21	10	0	0	0	11	0	0	0	4	7
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	137	298	63	0	0	0	76	0	0	0	90	137
2027 Buildout Total	137	2,173	63	0	0	0	76	0	0	0	90	137

PM PEAK HOUR

Description	Ted Turner Street Northbound			N/A Southbound			Site Driveway 16 Eastbound			Site Driveway 17 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes		700										
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2017 Volumes	0	700	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Marietta Street Balancing												
2027 Background Traffic	0	773	0	0	0	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	2%	1%	0%				0%	0%		0%	2%	2%
Trip Distribution OUT	0%	10%	4%				8%	0%		0%	0%	0%
Residential Trips	2	8	3	0	0	0	5	0	0	0	2	2
Trip Distribution IN	3%	5%	0%				0%	0%		0%	2%	3%
Trip Distribution OUT	0%	7%	7%				8%	0%		0%	0%	0%
Hotel Trips	9	36	21	0	0	0	24	0	0	0	6	9
Trip Distribution IN	3%	5%	0%				0%	0%		0%	2%	3%
Trip Distribution OUT	0%	7%	7%				8%	0%		0%	0%	0%
Office Trips	34	444	387	0	0	0	443	0	0	0	23	34
Trip Distribution IN	3%	5%	0%				0%	0%		0%	2%	3%
Trip Distribution OUT	0%	7%	7%				8%	0%		0%	0%	0%
Retail Trips	17	72	44	0	0	0	50	0	0	0	11	17
Pass-By Trips												
Total Project Trips	62	560	455	0	0	0	522	0	0	0	42	62
2027 Buildout Total	62	1,333	455	0	0	0	522	0	0	0	42	62

INTERSECTION VOLUME DEVELOPMENT

**Forsyth Street at Site Driveway 18
AM PEAK HOUR**

Description	Forsyth Street <u>Northbound</u>			Forsyth Street <u>Southbound</u>			Site Driveway 18 <u>Eastbound</u>			N/A <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes		531			178							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2017 Volumes	0	531	0	0	178	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Marietta Street Balancing												
2027 Background Traffic	0	587	0	0	197	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN		0%			4%	4%	0%					
Trip Distribution OUT		0%			0%	0%	4%					
Residential Trips	0	0	0	0	2	2	6	0	0	0	0	0
Trip Distribution IN		0%			8%	5%	0%	0%	0%			
Trip Distribution OUT		6%			0%	0%	2%	0%	5%			
Hotel Trips	0	9	0	0	26	16	3	0	8	0	0	0
Trip Distribution IN		0%			8%	5%	0%	0%	0%			
Trip Distribution OUT		6%			0%	0%	2%	0%	5%			
Office Trips	0	31	0	0	317	198	10	0	26	0	0	0
Trip Distribution IN		0%			8%	5%	0%	0%	0%			
Trip Distribution OUT		6%			0%	0%	2%	0%	5%			
Retail Trips	0	8	0	0	18	11	3	0	7	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	48	0	0	363	227	22	0	41	0	0	0
2027 Buildout Total	0	635	0	0	560	227	22	0	41	0	0	0

PM PEAK HOUR

Description	Forsyth Street <u>Northbound</u>			Forsyth Street <u>Southbound</u>			Site Driveway 18 <u>Eastbound</u>			N/A <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes		266			533							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2017 Volumes	0	266	0	0	533	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Marietta Street Balancing												
2027 Background Traffic	0	294	0	0	589	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN		0%			4%	4%	0%					
Trip Distribution OUT		0%			0%	0%	4%					
Residential Trips	0	0	0	0	4	4	3	0	0	0	0	0
Trip Distribution IN		0%			8%	5%	0%	0%	0%			
Trip Distribution OUT		6%			0%	0%	2%	0%	5%			
Hotel Trips	0	18	0	0	23	15	6	0	15	0	0	0
Trip Distribution IN		0%			8%	5%	0%	0%	0%			
Trip Distribution OUT		6%			0%	0%	2%	0%	5%			
Office Trips	0	332	0	0	90	57	111	0	277	0	0	0
Trip Distribution IN		0%			8%	5%	0%	0%	0%			
Trip Distribution OUT		6%			0%	0%	2%	0%	5%			
Retail Trips	0	38	0	0	44	28	13	0	32	0	0	0
Pass-By Trips												
Total Project Trips	0	388	0	0	161	104	133	0	324	0	0	0
2027 Buildout Total	0	682	0	0	750	104	133	0	324	0	0	0

INTERSECTION VOLUME DEVELOPMENT

**Centennial Olympic Park Dr NW at Marietta Street NW
AM PEAK HOUR**

Description	COP Drive NW Northbound			COP Drive NW Southbound			Marietta St Eastbound			Marietta St Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	116	132	101	125	318	42	0	424	102	55	497	4
Pedestrians		144			26			59			20	
Conflicting Pedestrians	59		20	20		59	26		144	144		26
Heavy Vehicles	1	0	0	0	0	0	0	1	0	0	1	0
Heavy Vehicle %	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2017 Volumes	116	132	101	125	318	42	0	424	102	55	497	4
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	128	146	112	138	351	46	0	468	113	61	549	4
Project Trips												
Trip Distribution IN	0%	0%	0%	5%	20%	0%	0%	2%	3%	0%	0%	0%
Trip Distribution OUT	3%	0%	5%	0%	0%	0%				0%	2%	0%
Residential Trips	5	0	8	3	10	0	0	1	2	0	3	0
Trip Distribution IN	0%	0%	0%	3%	17%	0%	0%	2%	3%	0%	0%	0%
Trip Distribution OUT	5%	0%	6%	0%	0%	0%				0%	2%	0%
Hotel Trips	8	0	9	10	55	0	0	6	10	0	3	0
Trip Distribution IN	0%	0%	0%	3%	17%	0%	0%	2%	3%	0%	0%	0%
Trip Distribution OUT	5%	0%	6%	0%	0%	0%				0%	2%	0%
Office Trips	26	0	31	119	673	0	0	79	119	0	10	0
Trip Distribution IN	0%	0%	0%	3%	17%	0%	0%	2%	3%	0%	0%	0%
Trip Distribution OUT	5%	0%	6%	0%	0%	0%				0%	2%	0%
Retail Trips	7	0	8	7	38	0	0	4	7	0	3	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	46	0	56	139	776	0	0	90	138	0	19	0
2027 Buildout Total	174	146	168	277	1,127	46	0	558	251	61	568	4

PM PEAK HOUR

Description	COP Drive NW Northbound			COP Drive NW Southbound			Marietta St Eastbound			Marietta St Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	78	59	53	107	557	69		471	199	156	564	8
Pedestrians		163			68			134			62	
Conflicting Pedestrians	134		62	62		134	68		163	163		68
Heavy Vehicles	0	0	0	4	0	0	0	1	0	0	2	0
Heavy Vehicle %	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2017 Volumes	78	59	53	107	557	69	0	471	199	156	564	8
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	86	65	59	118	615	76	0	520	220	172	623	9
Project Trips												
Trip Distribution IN	0%	0%	0%	5%	20%	0%	0%	2%	3%	0%	0%	0%
Trip Distribution OUT	3%	0%	5%	0%	0%	0%				0%	2%	0%
Residential Trips	2	0	3	5	21	0	0	2	3	0	1	0
Trip Distribution IN	0%	0%	0%	3%	17%	0%	0%	2%	3%	0%	0%	0%
Trip Distribution OUT	5%	0%	6%	0%	0%	0%				0%	2%	0%
Hotel Trips	15	0	18	9	49	0	0	6	9	0	6	0
Trip Distribution IN	0%	0%	0%	3%	17%	0%	0%	2%	3%	0%	0%	0%
Trip Distribution OUT	5%	0%	6%	0%	0%	0%				0%	2%	0%
Office Trips	277	0	332	34	192	0	0	23	34	0	111	0
Trip Distribution IN	0%	0%	0%	3%	17%	0%	0%	2%	3%	0%	0%	0%
Trip Distribution OUT	5%	0%	6%	0%	0%	0%				0%	2%	0%
Retail Trips	32	0	38	17	95	0	0	11	17	0	13	0
Trip Distribution IN												
Trip Distribution OUT												
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	326	0	391	65	357	0	0	42	63	0	131	0
2027 Buildout Total	412	65	450	183	972	76	0	562	283	172	754	9

INTERSECTION VOLUME DEVELOPMENT

**Centennial Olympic Park Dr NW at Andrew Young International Blvd NW
AM PEAK HOUR**

Description	COP Drive NW			COP Drive NW			AYI Boulevard NW			Site Driveway 13		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	122	348	0	0	165	33	5	0	27	0	0	0
Pedestrians		0			1			13			6	
Conflicting Pedestrians	13		6	6		13	1		0	0		1
Heavy Vehicles	0	1	0	0	1	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment												
Adjusted 2017 Volumes	122	348	0	0	165	33	5	0	27	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	135	384	0	0	182	36	6	0	30	0	0	0
Project Trips												
Trip Distribution IN	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Residential Trips	0	3	0	0	6	0	0	0	0	0	0	0
Trip Distribution IN	0%	4%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	16	0	3	3	0	0	0	0	0	0	0
Trip Distribution IN	0%	4%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Office Trips	0	168	0	40	10	0	0	0	0	0	0	0
Trip Distribution IN	0%	4%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Retail Trips	0	12	0	2	3	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	199	0	45	22	0	0	0	0	0	0	0
2027 Buildout Total	135	583	0	45	204	36	6	0	30	0	0	0

PM PEAK HOUR

Description	COP Drive NW			COP Drive NW			AYI Boulevard NW			Site Driveway 13		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	26	56	0	1	972	16	19	0	178	0	0	0
Pedestrians		1			1			14			3	
Conflicting Pedestrians	14		3	3		14	1		1	1		1
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.91			0.91			0.91			0.91	
Adjustment												
Adjusted 2017 Volumes	26	56	0	1	972	16	19	0	178	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	29	62	0	1	1,074	18	21	0	197	0	0	0
Project Trips												
Trip Distribution IN	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Residential Trips	0	5	0	0	3	0	0	0	0	0	0	0
Trip Distribution IN	0%	4%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	18	0	3	6	0	0	0	0	0	0	0
Trip Distribution IN	0%	4%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Office Trips	0	156	0	11	111	0	0	0	0	0	0	0
Trip Distribution IN	0%	4%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Retail Trips	0	35	0	6	13	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	214	0	20	133	0	0	0	0	0	0	0
2027 Buildout Total	29	276	0	21	1,207	18	21	0	197	0	0	0

INTERSECTION VOLUME DEVELOPMENT

**Centennial Olympic Park Drive at Martin Luther King Jr Drive
AM PEAK HOUR**

Description	COP Drive Northbound			COP Drive Southbound			MLK Drive Eastbound			MLK Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	10	356	151	99	94	40	74	54	2	17	95	72
Pedestrians		3			5			4			4	
Conflicting Pedestrians	4		4	4		4	5		3	3		5
Heavy Vehicles	0	1	0	3	2	0	0	0	0	1	0	0
Heavy Vehicle %	0%	0%	0%	3%	2%	0%	0%	0%	0%	6%	0%	0%
Peak Hour Factor		0.90			0.90			0.90			0.90	
Adjustment												
Adjusted 2017 Volumes	10	356	151	99	94	40	74	54	2	17	95	72
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	11	393	167	109	104	44	82	60	2	19	105	80
Project Trips												
Trip Distribution IN	0%	2%	1%	0%	0%	0%	3%	4%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	2%	2%	0%	0%	0%	1%	8%	0%
Residential Trips	0	1	1	0	3	3	2	2	0	2	12	0
Trip Distribution IN	0%	2%	3%	0%	0%	0%	2%	3%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	2%	0%	0%	0%	0%	3%	6%	2%
Hotel Trips	0	6	10	0	3	0	6	10	0	5	9	3
Trip Distribution IN	0%	2%	3%	0%	0%	0%	2%	3%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	2%	0%	0%	0%	0%	3%	6%	2%
Office Trips	0	79	119	0	10	0	79	119	0	15	31	10
Trip Distribution IN	0%	2%	3%	0%	0%	0%	2%	3%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	2%	0%	0%	0%	0%	3%	6%	2%
Retail Trips	0	4	7	0	3	0	4	7	0	4	8	3
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	90	137	0	19	3	91	138	0	26	60	16
2027 Buildout Total	11	483	304	109	123	47	173	198	2	45	165	96

PM PEAK HOUR

Description	COP Drive Northbound			COP Drive Southbound			MLK Drive Eastbound			MLK Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	10	43	37	578	442	135	31	50	5	29	223	30
Pedestrians		10			8			14			9	
Conflicting Pedestrians	14		9	9		14	8		10	10		8
Heavy Vehicles	0	0	0	0	1	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment												
Adjusted 2017 Volumes	10	43	37	578	442	135	31	50	5	29	223	30
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	11	47	41	638	488	149	34	55	6	32	246	33
Project Trips												
Trip Distribution IN	0%	2%	1%	0%	0%	0%	3%	4%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	2%	2%	0%	0%	0%	1%	8%	0%
Residential Trips	0	2	1	0	1	1	3	4	0	1	5	0
Trip Distribution IN	0%	2%	3%	0%	0%	0%	2%	3%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	2%	0%	0%	0%	0%	3%	6%	2%
Hotel Trips	0	6	9	0	6	0	6	9	0	9	18	6
Trip Distribution IN	0%	2%	3%	0%	0%	0%	2%	3%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	2%	0%	0%	0%	0%	3%	6%	2%
Office Trips	0	23	34	0	111	0	23	34	0	166	332	111
Trip Distribution IN	0%	2%	3%	0%	0%	0%	2%	3%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	2%	0%	0%	0%	0%	3%	6%	2%
Retail Trips	0	11	17	0	13	0	11	17	0	19	38	13
Trip Distribution IN												
Trip Distribution OUT												
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	42	61	0	131	1	43	64	0	195	393	130
2027 Buildout Total	11	89	102	638	619	150	77	119	6	227	639	163

INTERSECTION VOLUME DEVELOPMENT

**Richard B. Russell Plaza / Site Driveway 8 at MLK Jr. Drive NW
AM PEAK HOUR**

Description	RBR Plaza SW			Site Driveway 8			MLK Jr Drive NW			MLK Jr Drive NW		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	0	0	0	289	26	59	201	0
Pedestrians	14			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	14	14	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment												
Adjusted 2017 Volumes	0	0	0	0	0	0	0	289	26	59	201	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
MLK Balancing												
2027 Background Traffic	0	0	0	0	0	0	0	319	29	65	222	0
Project Trips												
Trip Distribution IN	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%	4%	4%
Trip Distribution OUT	0%	0%	0%	2%	2%	1%	0%	2%	6%	0%	2%	0%
Residential Trips	0	0	0	3	3	2	1	4	9	0	5	2
Trip Distribution IN	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%	2%	4%
Trip Distribution OUT	0%	0%	0%	9%	3%	2%	0%	2%	6%	0%	2%	0%
Hotel Trips	0	0	0	14	5	3	6	9	9	0	9	13
Trip Distribution IN	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%	2%	4%
Trip Distribution OUT	0%	0%	0%	9%	3%	2%	0%	2%	6%	0%	2%	0%
Office Trips	0	0	0	46	15	10	79	89	31	0	89	158
Trip Distribution IN	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%	2%	4%
Trip Distribution OUT	0%	0%	0%	9%	3%	2%	0%	2%	6%	0%	2%	0%
Retail Trips	0	0	0	13	4	3	4	7	8	0	7	9
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	76	27	18	90	109	57	0	110	182
2027 Buildout Total	0	0	0	76	27	18	90	428	86	65	332	182

PM PEAK HOUR

Description	RBR Plaza SW			Site Driveway 8			MLK Jr Drive NW			MLK Jr Drive NW		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	0	0	0	660	12	8	312	0
Pedestrians	7			0			1			0		
Conflicting Pedestrians	1	0	0	0	0	1	0	0	7	7	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.90			0.90			0.90			0.90		
Adjustment												
Adjusted 2017 Volumes	0	0	0	0	0	0	0	660	12	8	312	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
MLK Balancing												
2027 Background Traffic	0	0	0	0	0	0	0	729	13	9	345	0
Project Trips												
Trip Distribution IN	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%	4%	4%
Trip Distribution OUT	0%	0%	0%	2%	2%	1%	0%	2%	6%	0%	2%	0%
Residential Trips	0	0	0	1	1	1	1	2	4	0	5	4
Trip Distribution IN	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%	2%	4%
Trip Distribution OUT	0%	0%	0%	9%	3%	2%	0%	2%	6%	0%	2%	0%
Hotel Trips	0	0	0	27	9	6	6	12	18	0	12	12
Trip Distribution IN	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%	2%	4%
Trip Distribution OUT	0%	0%	0%	9%	3%	2%	0%	2%	6%	0%	2%	0%
Office Trips	0	0	0	498	166	111	23	134	332	0	134	45
Trip Distribution IN	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%	2%	4%
Trip Distribution OUT	0%	0%	0%	9%	3%	2%	0%	2%	6%	0%	2%	0%
Retail Trips	0	0	0	57	19	13	11	24	38	0	24	22
Pass-By Trips	0	0	0	12	0	12	12	-12	0	0	-12	12
Total Project Trips	0	0	0	595	195	143	53	160	392	0	163	95
2027 Buildout Total	0	0	0	595	195	143	53	889	405	9	508	95

INTERSECTION VOLUME DEVELOPMENT

**Spring Street at MLK Jr Drive
AM PEAK HOUR**

Description	Spring Street Northbound			Spring Street Southbound			MLK Drive Eastbound			MLK Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	85	1,394	0	0	0	0	196	0	83	53	128	269
Pedestrians		16			17			17			10	
Conflicting Pedestrians	17		10	10		17	17		16	16		17
Heavy Vehicles	0	1	0	0	0	0	1	0	2	0	1	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	1%	0%	2%	0%	1%	0%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2017 Volumes	85	1394	0	0	0	0	196	0	83	53	128	269
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	94	1,540	0	0	0	0	217	0	92	59	141	297
Project Trips												
Trip Distribution IN	3%	4%	0%				0%	0%	0%	0%	10%	5%
Trip Distribution OUT	0%	0%	0%				5%	0%	7%	0%	0%	0%
Residential Trips	2	2	0	0	0	0	8	0	11	0	5	3
Trip Distribution IN	3%	4%	0%				0%	0%	0%	0%	10%	12%
Trip Distribution OUT	0%	0%	0%				6%	0%	7%	0%	0%	0%
Hotel Trips	10	13	0	0	0	0	9	0	11	0	32	39
Trip Distribution IN	3%	4%	0%				0%	0%	0%	0%	10%	12%
Trip Distribution OUT	0%	0%	0%				6%	0%	7%	0%	0%	0%
Office Trips	119	158	0	0	0	0	31	0	36	0	396	475
Trip Distribution IN	3%	4%	0%				0%	0%	0%	0%	10%	12%
Trip Distribution OUT	0%	0%	0%				6%	0%	7%	0%	0%	0%
Retail Trips	7	9	0	0	0	0	8	0	10	0	22	27
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	138	182	0	0	0	0	56	0	68	0	455	544
2027 Buildout Total	232	1,722	0	0	0	0	273	0	160	59	596	841

PM PEAK HOUR

Description	Spring Street Northbound			Spring Street Southbound			MLK Drive Eastbound			MLK Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	43	267	0	0	0	0	77	0	586	255	249	74
Pedestrians		10			9			9			10	
Conflicting Pedestrians	9		10	10		9	9		10	10		9
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	1
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2017 Volumes	43	267	0	0	0	0	77	0	586	255	249	74
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	47	295	0	0	0	0	85	0	647	282	275	82
Project Trips												
Trip Distribution IN	3%	4%	0%				0%	0%	0%	0%	10%	5%
Trip Distribution OUT	0%	0%	0%				5%	0%	7%	0%	0%	0%
Residential Trips	3	4	0	0	0	0	3	0	5	0	11	5
Trip Distribution IN	3%	4%	0%				0%	0%	0%	0%	10%	12%
Trip Distribution OUT	0%	0%	0%				6%	0%	7%	0%	0%	0%
Hotel Trips	9	12	0	0	0	0	18	0	21	0	29	35
Trip Distribution IN	3%	4%	0%				0%	0%	0%	0%	10%	12%
Trip Distribution OUT	0%	0%	0%				6%	0%	7%	0%	0%	0%
Office Trips	34	45	0	0	0	0	332	0	387	0	113	136
Trip Distribution IN	3%	4%	0%				0%	0%	0%	0%	10%	12%
Trip Distribution OUT	0%	0%	0%				6%	0%	7%	0%	0%	0%
Retail Trips	17	22	0	0	0	0	38	0	44	0	56	67
Trip Distribution IN												
Trip Distribution OUT												
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	63	83	0	0	0	0	391	0	457	0	209	243
2027 Buildout Total	110	378	0	0	0	0	476	0	1,104	282	484	325

INTERSECTION VOLUME DEVELOPMENT

**Forsyth Street SW at MLK Jr. Drive NW
AM PEAK HOUR**

Description	Forsyth St SW Northbound			Forsyth St SW Southbound			MLK Jr. Drive NW Eastbound			MLK Jr. Drive NW Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
	Observed 2017 Traffic Volumes	109	471	0	0	100	61	0	0	0	52	343
Pedestrians		40			42			138			63	
Conflicting Pedestrians	138		63	63		138	42		40	40		42
Heavy Vehicles	0	0	0	0	0	0	0	0	0	20	0	9
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	38%	0%	8%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2017 Volumes	109	471	0	0	100	61	0	0	0	52	343	108
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	120	520	0	0	110	67	0	0	0	57	379	119
Project Trips												
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	10%
Trip Distribution OUT	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Residential Trips	0	0	0	0	15	0	0	0	0	0	8	5
Trip Distribution IN	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	20%	5%
Trip Distribution OUT	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	0	0	0	15	6	0	0	0	0	65	16
Trip Distribution IN	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	20%	5%
Trip Distribution OUT	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Office Trips	0	0	0	0	51	79	0	0	0	0	791	198
Trip Distribution IN	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	20%	5%
Trip Distribution OUT	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Retail Trips	0	0	0	0	14	4	0	0	0	0	44	11
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	95	89	0	0	0	0	908	230
2027 Buildout Total	120	520	0	0	205	156	0	0	0	57	1,287	349

PM PEAK HOUR

Description	Forsyth St SW Northbound			Forsyth St SW Southbound			MLK Jr. Drive NW Eastbound			MLK Jr. Drive NW Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
	Observed 2017 Traffic Volumes	33	121	0	0	542	266	0	0	0	98	345
Pedestrians		60			46			145			84	
Conflicting Pedestrians	145		84	84		145	46		60	60		46
Heavy Vehicles	0	0	0	0	7	0	0	0	0	31	1	0
Heavy Vehicle %	0%	0%	0%	0%	1%	0%	0%	0%	0%	32%	0%	0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2017 Volumes	33	121	0	0	542	266	0	0	0	98	345	64
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	36	134	0	0	599	294	0	0	0	108	381	71
Project Trips												
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	10%
Trip Distribution OUT	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Residential Trips	0	0	0	0	7	0	0	0	0	0	16	11
Trip Distribution IN	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	20%	5%
Trip Distribution OUT	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	0	0	0	30	6	0	0	0	0	58	15
Trip Distribution IN	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	20%	5%
Trip Distribution OUT	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Office Trips	0	0	0	0	553	23	0	0	0	0	226	57
Trip Distribution IN	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	20%	5%
Trip Distribution OUT	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Retail Trips	0	0	0	0	63	11	0	0	0	0	111	28
Trip Distribution IN												
Trip Distribution OUT												
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	653	40	0	0	0	0	411	111
2027 Buildout Total	36	134	0	0	1,252	334	0	0	0	108	792	182

INTERSECTION VOLUME DEVELOPMENT

**Richard B. Russell Plaza SW at Mitchell Street SW
AM PEAK HOUR**

Description	RBR Plaza SW			RBR Plaza SW			Mitchell Street SW			Mitchell Street SW		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	15	0	4	0	292	0	0	136	0
Pedestrians	0			11			3			0		
Conflicting Pedestrians	3	0	0	0	0	3	11	0	0	0	0	11
Heavy Vehicles	0	0	0	0	0	0	0	2	0	0	2	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Peak Hour Factor	0.91			0.91			0.91			0.91		
Adjustment												
Adjusted 2017 Volumes	0	0	0	15	0	4	0	292	0	0	136	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	0	0	0	17	0	4	0	323	0	0	150	0
Project Trips												
Trip Distribution IN				0%	0%	0%	0%	0%	0%	0%	3%	0%
Trip Distribution OUT				8%	0%	0%	0%	6%	0%	0%	0%	0%
Residential Trips	0	0	0	12	0	0	0	9	0	0	2	0
Trip Distribution IN				0%	0%	0%	0%	0%	0%	0%	3%	0%
Trip Distribution OUT				9%	0%	0%	0%	5%	0%	0%	0%	0%
Hotel Trips	0	0	0	14	0	0	0	8	0	0	10	0
Trip Distribution IN				0%	0%	0%	0%	0%	0%	0%	3%	0%
Trip Distribution OUT				9%	0%	0%	0%	5%	0%	0%	0%	0%
Office Trips	0	0	0	46	0	0	0	26	0	0	119	0
Trip Distribution IN				0%	0%	0%	0%	0%	0%	0%	3%	0%
Trip Distribution OUT				9%	0%	0%	0%	5%	0%	0%	0%	0%
Retail Trips	0	0	0	13	0	0	0	7	0	0	7	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	85	0	0	0	50	0	0	138	0
2027 Buildout Total	0	0	0	102	0	4	0	373	0	0	288	0

PM PEAK HOUR

Description	RBR Plaza SW			RBR Plaza SW			Mitchell Street SW			Mitchell Street SW		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	88	0	17	0	558	0	0	123	0
Pedestrians	0			5			11			0		
Conflicting Pedestrians	11	0	0	0	0	11	5	0	0	0	0	5
Heavy Vehicles	0	0	0	0	0	0	0	2	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.86			0.86			0.86			0.86		
Adjustment												
Adjusted 2017 Volumes	0	0	0	88	0	17	0	558	0	0	123	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	0	0	0	97	0	19	0	616	0	0	136	0
Project Trips												
Trip Distribution IN				0%	0%	0%	0%	0%	0%	0%	3%	0%
Trip Distribution OUT				8%	0%	0%	0%	6%	0%	0%	0%	0%
Residential Trips	0	0	0	5	0	0	0	4	0	0	3	0
Trip Distribution IN				0%	0%	0%	0%	0%	0%	0%	3%	0%
Trip Distribution OUT				9%	0%	0%	0%	5%	0%	0%	0%	0%
Hotel Trips	0	0	0	27	0	0	0	15	0	0	9	0
Trip Distribution IN				0%	0%	0%	0%	0%	0%	0%	3%	0%
Trip Distribution OUT				9%	0%	0%	0%	5%	0%	0%	0%	0%
Office Trips	0	0	0	498	0	0	0	277	0	0	34	0
Trip Distribution IN				0%	0%	0%	0%	0%	0%	0%	3%	0%
Trip Distribution OUT				9%	0%	0%	0%	5%	0%	0%	0%	0%
Retail Trips	0	0	0	57	0	0	0	32	0	0	17	0
Trip Distribution IN												
Trip Distribution OUT												
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	587	0	0	0	328	0	0	63	0
2027 Buildout Total	0	0	0	684	0	19	0	944	0	0	199	0

INTERSECTION VOLUME DEVELOPMENT

**Mangum Street SW at Mitchell Street SW
AM PEAK HOUR**

Description	Mangum Street SW			Mangum Street SW			Mitchell Street SW			Mitchell Street SW		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	21	33	27	15	22	16	47	231	16	11	102	16
Pedestrians	9			5			105			3		
Conflicting Pedestrians	105		3	3		105	5		9	9		5
Heavy Vehicles	0	0	0	1	2	0	3	0	0	1	0	1
Heavy Vehicle %	0%	0%	0%	7%	9%	0%	6%	0%	0%	9%	0%	6%
Peak Hour Factor	0.91			0.91			0.91			0.91		
Adjustment												
Adjusted 2017 Volumes	21	33	27	15	22	16	47	231	16	11	102	16
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	23	36	30	17	24	18	52	255	18	12	113	18
Project Trips												
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%
Residential Trips	0	0	0	0	0	0	0	5	0	0	11	0
Trip Distribution IN	0%	0%	2%	0%	0%	0%	0%	8%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	6%	0%
Hotel Trips	0	0	6	0	0	0	0	26	0	2	9	0
Trip Distribution IN	0%	0%	2%	0%	0%	0%	0%	8%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	6%	0%
Office Trips	0	0	79	0	0	0	0	317	0	5	31	0
Trip Distribution IN	0%	0%	2%	0%	0%	0%	0%	8%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	6%	0%
Retail Trips	0	0	4	0	0	0	0	18	0	1	8	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	89	0	0	0	0	366	0	8	59	0
2027 Buildout Total	23	36	119	17	24	18	52	621	18	20	172	18

PM PEAK HOUR

Description	Mangum Street SW			Mangum Street SW			Mitchell Street SW			Mitchell Street SW		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	6	19	54	66	29	41	16	390	10	11	148	7
Pedestrians	7			7			62			4		
Conflicting Pedestrians	62		4	4		62	7		7	7		7
Heavy Vehicles	0	0	1	0	0	1	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.89			0.89			0.89			0.89		
Adjustment												
Adjusted 2017 Volumes	6	19	54	66	29	41	16	390	10	11	148	7
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	7	21	60	73	32	45	18	431	11	12	163	8
Project Trips												
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%
Residential Trips	0	0	0	0	0	0	0	11	0	0	5	0
Trip Distribution IN	0%	0%	2%	0%	0%	0%	0%	8%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	6%	0%
Hotel Trips	0	0	6	0	0	0	0	23	0	3	18	0
Trip Distribution IN	0%	0%	2%	0%	0%	0%	0%	8%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	6%	0%
Office Trips	0	0	23	0	0	0	0	90	0	55	332	0
Trip Distribution IN	0%	0%	2%	0%	0%	0%	0%	8%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	6%	0%
Retail Trips	0	0	11	0	0	0	0	44	0	6	38	0
Trip Distribution IN												
Trip Distribution OUT												
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	40	0	0	0	0	168	0	64	393	0
2027 Buildout Total	7	21	100	73	32	45	18	599	11	76	556	8

INTERSECTION VOLUME DEVELOPMENT

**Forsyth Street SW at Alabama Street SW
AM PEAK HOUR**

Description	Forsyth Street SW Northbound			Forsyth Street SW Southbound			Alabama Street SW Eastbound			Alabama Street SW Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	99	490	7	6	108	64	26		49	9	4	8
Pedestrians	253			124			125			209		
Conflicting Pedestrians	125		209			125	124		253	253		124
Heavy Vehicles	1	8	0	0	0	0	1	0	0	1	0	0
Heavy Vehicle %	1%	2%	0%	0%	0%	0%	4%	0%	0%	11%	0%	0%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Adjustment												
Adjusted 2017 Volumes	99	490	7	6	108	64	26	0	49	9	4	8
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	109	541	8	7	119	71	29	0	54	10	4	9
Project Trips												
Trip Distribution IN	10%	0%	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	4%	0%	10%	0%	0%	0%
Residential Trips	5	0	0	0	0	2	6	0	15	0	0	0
Trip Distribution IN	5%	0%	0%	0%	2%	6%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	5%	0%	6%	0%	5%	0%	0%	0%
Hotel Trips	16	0	0	0	14	19	9	0	8	0	0	0
Trip Distribution IN	5%	0%	0%	0%	2%	6%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	5%	0%	6%	0%	5%	0%	0%	0%
Office Trips	198	0	0	0	105	237	31	0	26	0	0	0
Trip Distribution IN	5%	0%	0%	0%	2%	6%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	5%	0%	6%	0%	5%	0%	0%	0%
Retail Trips	11	0	0	0	11	13	8	0	7	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	230	0	0	0	130	271	54	0	56	0	0	0
2027 Buildout Total	339	541	8	7	249	342	83	0	110	10	4	9

PM PEAK HOUR

Description	Forsyth Street SW Northbound			Forsyth Street SW Southbound			Alabama Street SW Eastbound			Alabama Street SW Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	11	160	6	7	518	8	99		293	12	0	1
Pedestrians	232			174			160			234		
Conflicting Pedestrians	160		234	234		160	174		232	232		174
Heavy Vehicles	0	0	0	0	5	0	1	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Adjustment												
Adjusted 2017 Volumes	11	160	6	7	518	8	99	0	293	12	0	1
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	12	177	7	8	572	9	109	0	324	13	0	1
Project Trips												
Trip Distribution IN	10%	0%	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	4%	0%	10%	0%	0%	0%
Residential Trips	11	0	0	0	0	4	3	0	7	0	0	0
Trip Distribution IN	5%	0%	0%	0%	2%	6%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	5%	0%	6%	0%	5%	0%	0%	0%
Hotel Trips	15	0	0	0	21	17	18	0	15	0	0	0
Trip Distribution IN	5%	0%	0%	0%	2%	6%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	5%	0%	6%	0%	5%	0%	0%	0%
Office Trips	57	0	0	0	300	68	332	0	277	0	0	0
Trip Distribution IN	5%	0%	0%	0%	2%	6%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	5%	0%	6%	0%	5%	0%	0%	0%
Retail Trips	28	0	0	0	43	33	38	0	32	0	0	0
Pass-By Trips			0	0	-3	3	3	0	3	0	0	0
Total Project Trips	111	0	0	0	361	125	394	0	334	0	0	0
2027 Buildout Total	123	177	7	8	933	134	503	0	658	13	0	1

INTERSECTION VOLUME DEVELOPMENT

**Spring Street NW at Marietta Street NW
AM PEAK HOUR**

Description	Spring Street NW			Spring Street NW			Marietta Street NW			Marietta Street NW		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	259	1,184	92	0	0	0	229	446	0	0	298	127
Pedestrians	156			64			35			55		
Conflicting Pedestrians	35		55	55		35	64		156	156		64
Heavy Vehicles	0	2	0	0	0	0	2	1	0	0	3	5
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	1%	4%
Peak Hour Factor	0.94			0.94			0.94			0.94		
Adjustment												
Adjusted 2017 Volumes	259	1184	92	0	0	0	129	446	0	0	298	127
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	286	1,308	102	0	0	0	142	493	0	0	329	140
Project Trips												
Trip Distribution IN	0%	0%	0%	0%		0%	0%	0%			7%	0%
Trip Distribution OUT	0%	17%	3%	0%		0%	5%	11%			0%	0%
Residential Trips	0	26	5	0	0	0	8	17	0	0	4	0
Trip Distribution IN	0%	0%	0%	0%		0%	0%	0%			7%	0%
Trip Distribution OUT	0%	17%	5%	0%		0%	6%	8%			0%	0%
Hotel Trips	0	26	8	0	0	0	9	12	0	0	23	0
Trip Distribution IN	0%	0%	0%	0%		0%	0%	0%			7%	0%
Trip Distribution OUT	0%	17%	5%	0%		0%	6%	8%			0%	0%
Office Trips	0	87	26	0	0	0	31	41	0	0	277	0
Trip Distribution IN	0%	0%	0%	0%		0%	0%	0%			7%	0%
Trip Distribution OUT	0%	17%	5%	0%		0%	6%	8%			0%	0%
Retail Trips	0	24	7	0	0	0	8	11	0	0	16	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	163	46	0	0	0	56	81	0	0	320	0
2027 Buildout Total	286	1,471	148	0	0	0	198	574	0	0	649	140

PM PEAK HOUR

Description	Spring Street NW			Spring Street NW			Marietta Street NW			Marietta Street NW		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	199	676	107	0	0	0	178	469	0	0	443	152
Pedestrians	147			85			26			53		
Conflicting Pedestrians	26		53	53		26	85		147	147		85
Heavy Vehicles	0	1	0	0	0	0	1	6	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%	0%	0%
Peak Hour Factor	0.89			0.89			0.89			0.89		
Adjustment												
Adjusted 2017 Volumes	199	676	107	0	0	0	178	469	0	0	443	152
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	220	747	118	0	0	0	197	518	0	0	489	168
Project Trips												
Trip Distribution IN	0%	0%	0%	0%		0%	0%	0%			7%	0%
Trip Distribution OUT	0%	17%	3%	0%		0%	5%	11%			0%	0%
Residential Trips	0	11	2	0	0	0	3	7	0	0	7	0
Trip Distribution IN	0%	0%	0%	0%		0%	0%	0%			7%	0%
Trip Distribution OUT	0%	17%	5%	0%		0%	6%	8%			0%	0%
Hotel Trips	0	50	15	0	0	0	18	24	0	0	20	0
Trip Distribution IN	0%	0%	0%	0%		0%	0%	0%			7%	0%
Trip Distribution OUT	0%	17%	5%	0%		0%	6%	8%			0%	0%
Office Trips	0	940	277	0	0	0	332	443	0	0	79	0
Trip Distribution IN	0%	0%	0%	0%		0%	0%	0%			7%	0%
Trip Distribution OUT	0%	17%	5%	0%		0%	6%	8%			0%	0%
Retail Trips	0	107	32	0	0	0	38	50	0	0	39	0
Trip Distribution IN												
Trip Distribution OUT												
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	1,108	326	0	0	0	391	524	0	0	145	0
2027 Buildout Total	220	1,855	444	0	0	0	588	1,042	0	0	634	168

INTERSECTION VOLUME DEVELOPMENT

**Forsyth Street SW at Marietta Street NW
AM PEAK HOUR**

Description	Forsyth Street SW			Forsyth Street SW			Marietta Street NW			Marietta Street NW		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	219	200	112	23	48	35	37	269	90	42	261	35
Pedestrians	137			113			63			118		
Conflicting Pedestrians	63		118	118		63	113		137	137		113
Heavy Vehicles	8	0	2	0	0	0	0	3	0	0	3	0
Heavy Vehicle %	4%	0%	2%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment												
Adjusted 2017 Volumes	219	200	112	23	48	35	37	269	90	42	261	35
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	242	221	124	25	53	39	41	297	99	46	288	39
Project Trips												
Trip Distribution IN	0%	0%	0%	0%	3%	2%	0%	0%	0%	5%	5%	0%
Trip Distribution OUT	0%	3%	5%	0%	0%	0%	4%	10%	0%	0%	0%	0%
Residential Trips	0	5	8	0	2	1	6	15	0	3	3	0
Trip Distribution IN	0%	0%	0%	0%	3%	2%	0%	0%	0%	10%	5%	0%
Trip Distribution OUT	0%	3%	5%	0%	0%	0%	4%	9%	0%	0%	0%	0%
Hotel Trips	0	5	8	0	10	6	6	14	0	32	16	0
Trip Distribution IN	0%	0%	0%	0%	3%	2%	0%	0%	0%	10%	5%	0%
Trip Distribution OUT	0%	3%	5%	0%	0%	0%	4%	9%	0%	0%	0%	0%
Office Trips	0	15	26	0	119	79	20	46	0	396	198	0
Trip Distribution IN	0%	0%	0%	0%	3%	2%	0%	0%	0%	10%	5%	0%
Trip Distribution OUT	0%	3%	5%	0%	0%	0%	4%	9%	0%	0%	0%	0%
Retail Trips	0	4	7	0	7	4	6	13	0	22	11	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	29	49	0	138	90	38	88	0	453	228	0
2027 Buildout Total	242	250	173	25	191	129	79	385	99	499	516	39

PM PEAK HOUR

Description	Forsyth Street SW			Forsyth Street SW			Marietta Street NW			Marietta Street NW		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	110	82	74	22	221	44	19	406	234	58	326	38
Pedestrians	143			96			63			118		
Conflicting Pedestrians	63		118	118		63	96		143	143		96
Heavy Vehicles	0	0	0	0	0	1	0	3	5	0	0	1
Heavy Vehicle %	0%	0%	0%	0%	0%	2%	0%	1%	2%	0%	0%	3%
Peak Hour Factor	0.91			0.91			0.91			0.91		
Adjustment												
Adjusted 2017 Volumes	110	82	74	22	221	44	19	406	234	58	326	38
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	122	91	82	24	244	49	21	448	258	64	360	42
Project Trips												
Trip Distribution IN	0%	0%	0%	0%	3%	2%	0%	0%	0%	5%	5%	0%
Trip Distribution OUT	0%	3%	5%	0%	0%	0%	4%	10%	0%	0%	0%	0%
Residential Trips	0	2	3	0	3	2	3	7	0	5	5	0
Trip Distribution IN	0%	0%	0%	0%	3%	2%	0%	0%	0%	10%	5%	0%
Trip Distribution OUT	0%	3%	5%	0%	0%	0%	4%	9%	0%	0%	0%	0%
Hotel Trips	0	9	15	0	9	6	12	27	0	29	15	0
Trip Distribution IN	0%	0%	0%	0%	3%	2%	0%	0%	0%	10%	5%	0%
Trip Distribution OUT	0%	3%	5%	0%	0%	0%	4%	9%	0%	0%	0%	0%
Office Trips	0	166	277	0	34	23	221	498	0	113	57	0
Trip Distribution IN	0%	0%	0%	0%	3%	2%	0%	0%	0%	10%	5%	0%
Trip Distribution OUT	0%	3%	5%	0%	0%	0%	4%	9%	0%	0%	0%	0%
Retail Trips	0	19	32	0	17	11	25	57	0	56	28	0
Trip Distribution IN												
Trip Distribution OUT												
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	196	327	0	63	42	261	589	0	203	105	0
2027 Buildout Total	122	287	409	24	307	91	282	1,037	258	267	465	42

INTERSECTION VOLUME DEVELOPMENT

**Ted Turner Drive at Peters Street / Trinity Avenue
AM PEAK HOUR**

Description	Ted Turner Northbound			Ted Turner Southbound			Peters Street Eastbound			Trinity Ave Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	42	1,131	29	7	145	6	283	240	71	24	41	93
Pedestrians	16			3			2			10		
Conflicting Pedestrians	2	10	10				3	16	16	16	3	3
Heavy Vehicles	0	16	0	0	2	1	1	0	1	1	0	0
Heavy Vehicle %	0%	1%	0%	0%	1%	17%	0%	0%	1%	4%	0%	0%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Adjustment												
Adjusted 2017 Volumes	42	1131	29	7	145	6	283	240	71	24	41	93
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	46	1,249	32	8	160	7	313	265	78	27	45	103
Project Trips												
Trip Distribution IN	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Residential Trips	0	5	0	0	15	0	0	0	0	0	0	0
Trip Distribution IN	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	32	0	0	15	0	0	0	0	0	0	0
Trip Distribution IN	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Office Trips	0	396	0	0	51	0	0	0	0	0	0	0
Trip Distribution IN	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Retail Trips	0	22	0	0	14	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Other Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	455	0	0	95	0	0	0	0	0	0	0
2027 Buildout Total	46	1,704	32	8	255	7	313	265	78	27	45	103

PM PEAK HOUR

Description	Ted Turner Northbound			Ted Turner Southbound			Peters Street Eastbound			Trinity Ave Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	48	418	26	10	1,107	26	70	101	273	163	136	53
Pedestrians	17			17			8			6		
Conflicting Pedestrians	8	6	6	6	8	8	17	17	17	17	17	17
Heavy Vehicles	0	1	0	0	0	0	0	0	0	18	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment												
Adjusted 2017 Volumes	48	418	26	10	1107	26	70	101	273	163	136	53
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	53	462	29	11	1,223	29	77	112	302	180	150	59
Project Trips												
Trip Distribution IN	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Residential Trips	0	11	0	0	7	0	0	0	0	0	0	0
Trip Distribution IN	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Hotel Trips	0	29	0	0	30	0	0	0	0	0	0	0
Trip Distribution IN	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Office Trips	0	113	0	0	553	0	0	0	0	0	0	0
Trip Distribution IN	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Retail Trips	0	56	0	0	63	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Non-Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	209	0	0	653	0	0	0	0	0	0	0
2027 Buildout Total	53	671	29	11	1,876	29	77	112	302	180	150	59

INTERSECTION VOLUME DEVELOPMENT

**Ted Turner Drive at Mitchell Street
AM PEAK HOUR**

Description	Ted Tuner Drive <u>Northbound</u>			Ted Tuner Drive <u>Southbound</u>			Mitchell Street <u>Eastbound</u>			Mitchell Street <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	127	1,418	62	28	89	8	50	172	87	0	0	0
Pedestrians	18			28			19			46		
Conflicting Pedestrians	19	46	46	19	28	18	18	18	18	18	28	28
Heavy Vehicles	1	2	16	0	0	0	0	0	4	0	0	0
Heavy Vehicle %	1%	0%	26%	0%	0%	0%	0%	0%	5%	0%	0%	0%
Peak Hour Factor	0.96			0.96			0.96			0.96		
Adjustment												
Adjusted 2017 Volumes	127	1418	62	28	89	8	50	172	87	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	140	1,566	68	31	98	9	55	190	96	0	0	0
Project Trips												
Trip Distribution IN	3%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	4%	3%	0%	0%	7%	7%	0%	0%	0%
Residential Trips	2	4	0	6	5	0	0	11	11	0	0	0
Trip Distribution IN	3%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	4%	3%	0%	0%	7%	7%	0%	0%	0%
Hotel Trips	10	23	0	6	5	0	0	11	11	0	0	0
Trip Distribution IN	3%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	4%	3%	0%	0%	7%	7%	0%	0%	0%
Office Trips	119	277	0	20	15	0	0	36	36	0	0	0
Trip Distribution IN	3%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	4%	3%	0%	0%	7%	7%	0%	0%	0%
Retail Trips	7	16	0	6	4	0	0	10	10	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	138	320	0	38	29	0	0	68	68	0	0	0
2027 Buildout Total	278	1,886	68	69	127	9	55	258	164	0	0	0

PM PEAK HOUR

Description	Ted Tuner Drive <u>Northbound</u>			Ted Tuner Drive <u>Southbound</u>			Mitchell Street <u>Eastbound</u>			Mitchell Street <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	119	428	41	75	747	5	47	255	327	0	0	0
Pedestrians	14			19			16			19		
Conflicting Pedestrians	16	19	19	16	19	14	14	14	14	14	19	19
Heavy Vehicles	0	0	0	0	0	0	0	1	1	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.94			0.94			0.94			0.94		
Adjustment												
Adjusted 2017 Volumes	119	428	41	75	747	5	47	255	327	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	131	473	45	83	825	6	52	282	361	0	0	0
Project Trips												
Trip Distribution IN	3%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	4%	3%	0%	0%	7%	7%	0%	0%	0%
Residential Trips	3	7	0	3	2	0	0	5	5	0	0	0
Trip Distribution IN	3%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	4%	3%	0%	0%	7%	7%	0%	0%	0%
Hotel Trips	9	20	0	12	9	0	0	21	21	0	0	0
Trip Distribution IN	3%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	4%	3%	0%	0%	7%	7%	0%	0%	0%
Office Trips	34	79	0	221	166	0	0	387	387	0	0	0
Trip Distribution IN	3%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	4%	3%	0%	0%	7%	7%	0%	0%	0%
Retail Trips	17	39	0	25	19	0	0	44	44	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	63	145	0	261	196	0	0	457	457	0	0	0
2027 Buildout Total	194	618	45	344	1,021	6	52	739	818	0	0	0

INTERSECTION VOLUME DEVELOPMENT

**Northside Drive at Martin Luther King Jr Drive / Mitchell Street
AM PEAK HOUR**

Description	Northside Drive Northbound			Northside Drive Southbound			MLK Jr Drive Eastbound			Mitchell Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	43	1,498	43	236	601	28	10	121	23	22	60	234
Pedestrians	22			6			7			10		
Conflicting Pedestrians	7		10	10		7	6		22	22		6
Heavy Vehicles	0	12	1	3	19	0	0	1	0	2	0	2
Heavy Vehicle %	0%	1%	2%	1%	3%	0%	0%	1%	0%	9%	0%	1%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Adjustment												
Adjusted 2017 Volumes	43	1498	43	236	601	28	10	121	23	22	60	234
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	47	1,655	47	261	664	31	11	134	25	24	66	258
Project Trips												
Trip Distribution IN	0%	0%	2%	10%	0%	0%	0%	5%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	5%	10%
Residential Trips	0	0	1	5	0	0	0	3	0	3	8	15
Trip Distribution IN	0%	0%	3%	5%	0%	0%	0%	5%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	5%	3%
Hotel Trips	0	0	10	16	0	0	0	16	0	6	8	5
Trip Distribution IN	0%	0%	3%	5%	0%	0%	0%	5%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	5%	3%
Office Trips	0	0	119	198	0	0	0	198	0	20	26	15
Trip Distribution IN	0%	0%	3%	5%	0%	0%	0%	5%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	5%	3%
Retail Trips	0	0	7	11	0	0	0	11	0	6	7	4
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	137	230	0	0	0	228	0	35	49	39
2027 Buildout Total	47	1,655	184	491	664	31	11	362	25	59	115	297

PM PEAK HOUR

Description	Northside Drive Northbound			Northside Drive Southbound			MLK Jr Drive Eastbound			Mitchell Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	90	706	45	375	2,236	17	16	85	58	73	202	299
Pedestrians	13			7			6			5		
Conflicting Pedestrians	6		5	5		6	7		13	13		7
Heavy Vehicles	0	8	0	2	14	0	0	0	0	0	0	1
Heavy Vehicle %	0%	1%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.99			0.99			0.99			0.99		
Adjustment												
Adjusted 2017 Volumes	90	706	45	375	2,236	17	16	85	58	73	202	299
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
New Road Adjustment												
Other Proposed Developments												
2027 Background Traffic	99	780	50	414	2,470	19	18	94	64	81	223	330
Project Trips												
Trip Distribution IN	0%	0%	2%	10%	0%	0%	0%	5%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	5%	10%
Residential Trips	0	0	2	11	0	0	0	5	0	1	3	7
Trip Distribution IN	0%	0%	3%	5%	0%	0%	0%	5%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	5%	3%
Hotel Trips	0	0	9	15	0	0	0	15	0	12	15	9
Trip Distribution IN	0%	0%	3%	5%	0%	0%	0%	5%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	5%	3%
Office Trips	0	0	34	57	0	0	0	57	0	221	277	166
Trip Distribution IN	0%	0%	3%	5%	0%	0%	0%	5%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	5%	3%
Retail Trips	0	0	17	28	0	0	0	28	0	25	32	19
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	62	111	0	0	0	105	0	259	327	201
2027 Buildout Total	99	780	112	525	2,470	19	18	199	64	340	550	531

Programmed Project Fact Sheets

Short Title ATLANTA STREETCAR EAST EXTENSION FROM JACKSON STREET TO ATLANTA BELTLINE/IRWIN STREET

GDOT Project No. N/A

Federal ID No. N/A

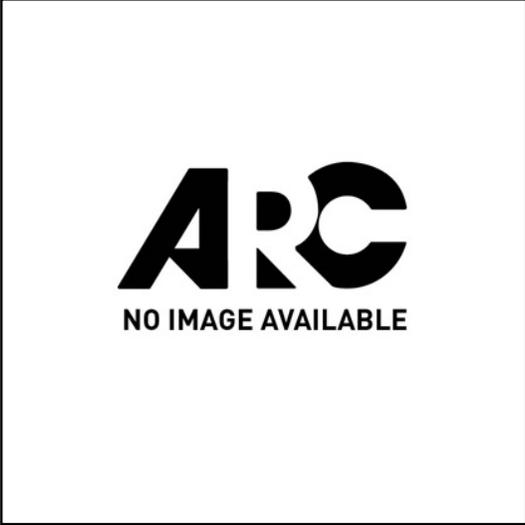
Status Long Range

Service Type Transit / Rail Capital

Sponsor City of Atlanta/Atlanta BeltLine, Inc.

Jurisdiction City of Atlanta

Analysis Level In the Region's Air Quality Conformity Analysis



Existing Thru Lane **LCI**

Planned Thru Lane **Flex**

Network Year

Corridor Length miles

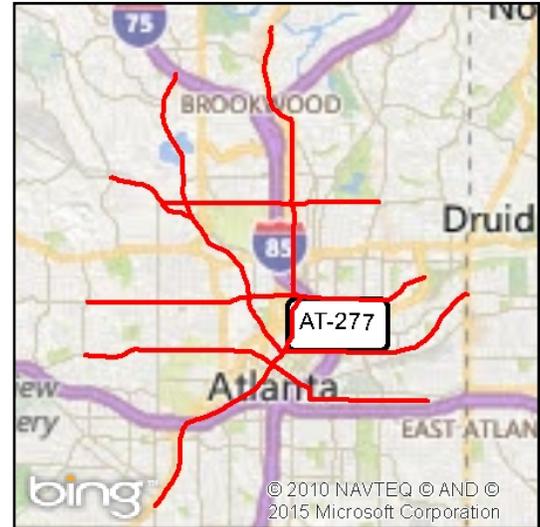
Detailed Description and Justification

This project comprises the construction elements of AR-490A

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ROW	New Starts		LR 2022-2030	\$3,132,000	\$1,409,400	\$0,000	\$0,000	\$1,722,600
UTL	New Starts		LR 2022-2030	\$9,396,000	\$4,228,200	\$0,000	\$0,000	\$5,167,800
CST	New Starts		LR 2022-2030	\$50,112,000	\$22,550,400	\$0,000	\$0,000	\$27,561,600
				\$62,640,000	\$28,188,000	\$0,000	\$0,000	\$34,452,000

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

Short Title	CYCLE ATLANTA: PHASE 1.0 - BICYCLE MOBILITY IMPROVEMENTS
GDOT Project No.	0012593
Federal ID No.	N/A
Status	Programmed
Service Type	Last Mile Connectivity / Bicycle Facility
Sponsor	City of Atlanta
Jurisdiction	City of Atlanta
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)



Existing Thru Lane	<input type="text" value="N/A"/>	LCI	<input type="checkbox"/>	Network Year	<input type="text" value="TBD"/>
Planned Thru Lane	<input type="text" value="N/A"/>	Flex	<input checked="" type="checkbox"/>	Corridor Length	<input type="text" value="26.8"/> miles

Detailed Description and Justification

This project involves installing the bicycle facilities identified by the ARC-funded Cycle Atlanta: Phase 1.0 study. These facilities will support the existing and planned compact development in the central core of the city, as well as within the Atlanta BeltLine Planning Area, by supporting cycling as a mode of transportation between varied land uses. The five Core Bicycle Connection corridors from the Connect Atlanta Plan that will be analyzed under Phase 1.0 connect directly to 13 of the 38 MARTA heavy rail stations, providing enhanced connections between housing, services, employment opportunities and transit stations. The results of the study will identify methods to retrofit existing urban roadways with bicycle facilities in a context sensitive manner that protects the character and integrity of existing neighborhoods while meeting the needs of the community. Many of these study corridors overlap the ARC Bicycle Study Network, including West Marietta Street, Howell Mill Road, Peachtree Street, Lee Street and Martin Luther King, Jr Drive. Examples of the types of projects to be implemented can be found in the NACTO Urban Bikeway Design Guide. The study will be completed and adopted by June 30, 2013. Project components are identified as Core Bicycle Connections and Secondary Bicycle Connections in the Connect Atlanta Plan. Portions of this project are located in defined Equitable Target Areas. The project is being funded under the Last Mile Connectivity Program, a regional program defined in PLAN 2040 to improve pedestrian and bicyclist mobility, accessibility and safety along transit corridors, within employment and commercial centers, and in the vicinity of other major origins and destinations such as schools.

Phase Status & Funding Information	Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE STP - Urban (>200K) (ARC)	AUTH	2014	\$450,000	\$360,000	\$0,000	\$0,000	\$90,000
ROW STP - Urban (>200K) (ARC)	AUTH	2015	\$50,000	\$40,000	\$0,000	\$0,000	\$10,000
CST STP - Urban (>200K) (ARC)	AUTH	2015	\$2,000,000	\$1,600,000	\$0,000	\$0,000	\$400,000
			\$2,500,000	\$2,000,000	\$0,000	\$0,000	\$500,000

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

Short Title MARTIN LUTHER KING JR DRIVE BRIDGE REPLACEMENT AT BETWEEN FORSYTH STREET TO TED TURNER DRIVE

GDOT Project No. 0015294

Federal ID No. N/A

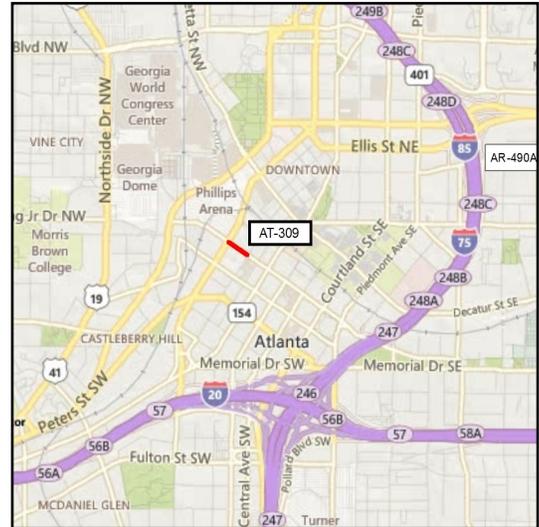
Status Programmed

Service Type Roadway / Bridge Upgrade

Sponsor City of Atlanta

Jurisdiction City of Atlanta

Analysis Level Exempt from Air Quality Analysis (40 CFR 93)



Existing Thru Lane **LCI**

Planned Thru Lane **Flex**

Network Year

Corridor Length miles

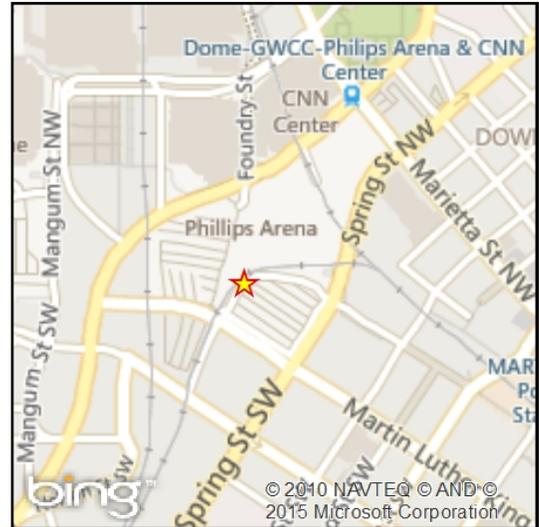
Detailed Description and Justification

Bridge replacement at Martin Luther King Jr Drive from Forsyth Street to Ted Turner Drive.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Local Jurisdiction/Municipality Funds		2017	\$1,999,200	\$0,000	\$0,000	\$0,000	\$1,999,200
ROW	Local Jurisdiction/Municipality Funds		2018	\$1,999,200	\$0,000	\$0,000	\$0,000	\$1,999,200
UTL	Local Jurisdiction/Municipality Funds		2019	\$3,998,400	\$0,000	\$0,000	\$0,000	\$3,998,400
CST	Surface Transportation Block Grant (STBG) Program Flex (GDOT)		2019	\$39,984,000	\$9,250,000	\$0,000	\$0,000	\$30,734,000
				\$47,980,800	\$9,250,000	\$0,000	\$0,000	\$38,730,800

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

Short Title	GEORGIA MULTIMODAL PASSENGER TERMINAL (MMPT)
GDOT Project No.	770311-
Federal ID No.	HPPNH-0CRL-00(002)
Status	Long Range
Service Type	Transit / Facilities Capital
Sponsor	GDOT
Jurisdiction	Regional
Analysis Level	In the Region's Air Quality Conformity Analysis



Existing Thru Lane	N/A	LCI	<input type="checkbox"/>	Network Year	2040
Planned Thru Lane	N/A	Flex	<input type="checkbox"/>	Corridor Length	N/A miles

Detailed Description and Justification

This effort includes the NEPA and PE work needed to ultimately develop a multi-modal passenger terminal (MMPT) in Downtown Atlanta to improve regional connectivity. The funding includes support for the expanded PE effort to further refine the operational functionality of the multi-modal facility and Phase I implementation of the MMPT transit facility improvements at the Five Points bus and rail station.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
SCP	National Highway System	AUTH	2012	\$1,000,000	\$800,000	\$200,000	\$0,000	\$0,000
PE	STP - Urban (>200K) (ARC)	AUTH	2012	\$1,250,000	\$1,000,000	\$250,000	\$0,000	\$0,000
PE	Transit Fund (21533)	AUTH	2012	\$16,280,637	\$0,000	\$16,280,637	\$0,000	\$0,000
PE	New Starts		LR 2031-2040	\$53,750,000	\$53,750,000	\$0,000	\$0,000	\$0,000
ROW	Local Jurisdiction/Municipality Funds		LR 2031-2040	\$74,724,040	\$0,000	\$0,000	\$0,000	\$74,724,040
CST	Local Sources - PPP		LR 2031-2040	\$655,380,000	\$0,000	\$0,000	\$0,000	\$655,380,000
CST	Private Sources - PPP		LR 2031-2040	\$337,620,000	\$0,000	\$0,000	\$0,000	\$337,620,000
				\$1,140,004,677	\$55,550,000	\$16,730,637	\$0,000	\$1,067,724,040

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

MARTA and Renew Atlanta Memorandums

November 10, 2017

Mr. Tim Keane
Department of City Planning
Office of the Commissioner
55 Trinity Avenue
Suite 1450
Atlanta, GA 30303

Dear Commissioner Keane:

As Interim General Manager/CEO at the Metropolitan Atlanta Rapid Transit Authority (MARTA), I would like to express my support for the proposed development by CIM in the south downtown Atlanta area, often referred to as "The Gulch." The development has the potential to increase MARTA ridership through improved MARTA rail station connections, as well as connections to the existing bus system and proposed Atlanta Streetcar expansion.

The project is planned to fully integrate with MARTA's heavy rail system at both the Dome/GWCC/Phillips Arena/CNN Center and Five Points Stations. Two new access points have been proposed by CIM. Access to the Dome/GWCC/Phillips Arena/CNN Center Station would include a new ticketing concourse on the south side of the station beneath Centennial Olympic Park Drive with vertical circulation along a retained concourse to provide direct ingress and egress along the northern boundaries of the project. The second new access point is proposed at the Five Points Station west of Forsyth Street with a direct connection beneath Forsyth Street for ingress and egress at the northwest corner of the Station.

The More MARTA sales tax included a voter-approved project list, which includes a significant expansion of the Atlanta Streetcar throughout the City of Atlanta. Although the program of projects has yet to be identified, it is presumed that initial investments would be allocated towards expanding the existing Atlanta Streetcar both east and west. The planned western extension of the Atlanta Streetcar is proposed to run along the northern edge of the property along Centennial Olympic Park Drive, providing a variety of opportunities for connections to the project.

Lastly, the project area is well served from the existing Broad Street bus mall and provides multiple street level access points to accommodate expansions of local or commuter bus services to the project and to the MARTA stations.

Transit project implementation is subject to Federal Transit Administration and MARTA Board of Directors approval.

We look forward to working in partnership with CIM to maximize transit access to their project. I appreciate your consideration and ask for your expeditious support for advancement of this project.

Sincerely,



Elizabeth M. O'Neill
Interim General Manager/CEO

- cc: James S. Crowell; CIM
Faye DiMassimo, City of Atlanta
Benjamin Limmer, MARTA
Devon McCorkle; CIM
Emmy Montanye; Kimley-Horn
Amanda Rhein, MARTA
Arthur Troup, MARTA



Faye DiMassimo
Renew Atlanta/TSPLOST General Manager
City of Atlanta
55 Trinity Avenue, SW
Suite 4310
Atlanta, GA 30303
404.865.8873 fqdimassimo@atlantaga.gov

November 30, 2017

Mr. Tim Keane
City of Atlanta
55 Trinity Avenue, SW
Atlanta, GA 30303

Dear Mr. Tim Keane,
Subject: *30 Ted Turner Drive Transportation Analysis*

The Renew Atlanta/TSPLOST team has reviewed the draft *Transportation Analysis Report* for the 30 Ted Turner Drive development. The TSPLOST program is funding many improvements within and adjacent to the study area.

Currently, as part of the TSPLOST program, the impacted study intersections within the analysis and other adjacent signalized intersections within the special event area are undergoing intelligent mobility upgrades and improvements which are not referenced in the current report. These improvements include the addition of:

- Wireless and fiber optic communication systems
- Closed circuit television cameras
- Video & thermal imaging detection for vehicles, bicyclists, and pedestrians
- Bluetooth smart wireless sensor network system & situational awareness analytics
- Connected vehicle technologies, and
- An Adaptive traffic signal system

The improvements noted above provide the capability for active traffic management, automated traffic signal performance measures, and real-time optimization of urban traffic flows for the differing types of mobility in the area. These types of intelligent technologies and

their measures of effectiveness are not captured in today's current traffic engineering and planning theoretical models for evaluating traffic impact or within DRI processes. These systems and their benefits can however be measured in real time once deployed and operating. The combination of these intelligent transportation solutions has proven to provide significant mobility improvements that are worth considering along with the Projected 2027 Build Intersection Levels of Service results within the report. Previous intelligent mobility installations that included the improvements noted have resulted in:

- 41% less time idling
- 31% fewer stops
- 21% lower emissions
- 26% lower travel times for all users

Although these intelligent technology transportation improvements are not an option to apply in today's traffic models, these valuable measures of effectiveness support improved level of service and reductions in delay for traffic signal systems which can be ultimately quantified.

Renew Atlanta/TSPLOST supports the overall improvements and recommendations as stated in the *Transportation Analysis Report*.

Sincerely,



Faye DiMassimo, AICP

Cc: James S. Crowell, CIM
Devon McCorkle, CIM
Emmy Montanye, Kimley-Horn
Dan Gordon, City of Atlanta
William Johnson, City of Atlanta
Johnna Goodmark, City of Atlanta