



November 26, 2018

Ms. Emily Estes  
Program Manager  
**Georgia Regional Transportation Authority (GRTA)**  
245 Peachtree Center Avenue, NE, Suite 2200  
Atlanta, Georgia, 30303

**RE:     *Support for Expedited Review***  
          *Project Fusion DRI #2887*  
          City of Atlanta, Georgia

Dear Ms. Estes:

The purpose of this letter is to inform you that a SAP (Special Administrative Permit) application has been submitted to the City of Atlanta for Project Fusion DRI #2887. With the filing of the SAP application, a DRI review is expected. Per our previous conversation with GRTA and ARC, we anticipate that this DRI will qualify for DRI Expedited Review based on the Livable Centers Initiative qualification. The following sections provide supporting documentation for Expedited review:

The Project Fusion DRI site is consistent with the most recent LCI study for Midtown Atlanta, *Greenprint Midtown*. According to GRTA's *Procedures and Principles for GRTA Development of Regional Impact Review*, the proposed changes to the DRI comply with the **Expedited Review Criteria** in **Section 3-102, Part F – Livable Centers Initiative (LCI)**, which states “*the proposed DRI is located within an area approved for inclusion within the LCI program by the Atlanta Regional Commission and is consistent with the policies, design elements, and overall standards established by the study and any subsequently funded Supplemental Study(s). The local government(s) in which the LCI is located has completed and adopted the initial LCI Study within their Comprehensive Plan. Additionally, the local government(s) must have shown efforts towards implementation of the adopted study, by such methods as, approval of conforming development/redevelopment plan, adopted ordinances and/or codes, and implementation of the LCI’s Five (5) Year Plan.*”

The latest plan, titled *Greenprint Midtown* focuses heavily on a sustainable approach to the original *Blueprint Midtown* vision. The LCI discusses decreasing single occupancy vehicle trips and increasing streetscape programs, bicycle plans, and transit/coordinated shuttle services. The LCI focuses on building on the high number of commuters who are residents using transit, walking, or bicycling and discusses creating an environment where people can live, work, and play together. The transportation goals include “improving access and mobility to, from, and within Midtown, decrease single-occupancy vehicle trips to, from, and within Midtown, and reducing vehicle miles travelled.”

The Project Fusion development is located in the heart of Midtown Atlanta, an area with increased transit, bicycle, and pedestrian facilities. The Project Fusion development complies with the latest plan, *Greenprint Midtown*, by creating a modern mixed-use development. The project site currently consists of surface parking, an auto shop, and a three-story building (former home of Christo Rey Jesuit School). All buildings will be demolished, and the site will be completely redeveloped. As currently proposed,

the Project Fusion DRI development consists of 22,703 SF of daycare, 1,365,441 SF of office, and 11,856 SF of street-level retail (assumed to be 50% retail and 50% restaurant). The project site is located directly across West Peachtree Street from an entrance for the North Avenue MARTA Rail Station and 0.55 miles (7 blocks) from the Midtown MARTA Rail Station, both of which are served by the Red and Gold lines, seven days a week. Additionally, the project site is located near an existing bike facility along 5<sup>th</sup> Street and will be adjacent to a future bike facility along both Spring Street and West Peachtree Street.

Based on the findings presented in this memorandum, we believe that an Expedited DRI review is applicable for the proposed Project Fusion DRI #2887 development. We hope this information is helpful. Please let us know if you have any questions.

KIMLEY-HORN AND ASSOCIATES, INC.



Elizabeth Johnson, P.E.  
Project Manager



John D. Walker, P.E., PTOE  
Senior Vice-President

Attachment:

- GRTA Letter of Understanding

Available Upon Request:

- *Greenprint Midtown*



*Transportation Analysis*

# Project Fusion DRI #2887

City of Atlanta, Georgia

*Report Prepared:*

November 2018

*Prepared for:*

Cousins Land 3 WP, LLC

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### *Available Upon Request*

Raw Traffic Count Data  
Synchro Capacity Analyses

## EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed Project Fusion mixed-use development located in the City of Atlanta, Georgia. The approximate 3-acre site is located north of Ponce De Leon Avenue, south of 3<sup>rd</sup> Street, east of Spring Street, and west of West Peachtree Street. The project site currently consists of surface parking, an auto shop, and a three-story building (former home of Christo Rey Jesuit School). All buildings will be demolished, and the site will be completely redeveloped. The proposed development will consist of 22,703 SF of daycare, 1,365,441 SF of office, and 11,856 SF of street-level retail (assumed to be 50% retail and 50% restaurant).

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 700,000 SF of mixed-use development in a Region Core 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 13, 2018. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on November 19, 2018 by the City of Atlanta. The DRI Pre-Review/Methodology meeting occurred on October 15, 2018.

The proposed project is expected to be completed by 2022. The proposed site will consist of the following land uses and densities:

Daycare:	22,703 SF
Office:	1,365,441 SF
Retail/Restaurant:	11,856 SF (assumed to be 50% retail and 50% restaurant)

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 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 Project Fusion development – including workers walking to the retail and restaurant land uses.

**Alternative mode reductions** are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). As the Project Fusion development is located in a region core with close proximity to transit and increased pedestrian facilities, a 30% alternative mode reduction was taken. The project site is located directly across West Peachtree Street from an entrance for the North Avenue MARTA Rail Station and 0.55 miles (7 blocks) from the Midtown MARTA Rail Station, both of which are served by the Red and Gold lines, seven days a week. The project is adjacent to three bus stops that are served by GRTA Xpress buses, CobbLinc Transit buses, and the Georgia Tech Trolley. The project site is also 0.2 miles (two blocks) from MARTA Bus Route 110 which provides service seven days a week.

The project site is located in the heart of Midtown Atlanta in an area with increased pedestrian and bicyclist facilities. Based on knowledge of the area, it is anticipated that there will be limited vehicular trips for the proposed retail and restaurant land uses. However, for a conservative analysis, standard ITE trip reductions were taken.

**Pass-by reductions** are taken for retail (34% pass-by) and restaurant (43% pass-by) trips only, per the ITE *Trip Generation Handbook*. Traffic normally traveling along a roadway may choose to visit a retail or restaurant 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.

Capacity analyses were performed throughout the study network for the Existing 2018 conditions, the Projected 2022 No-Build conditions, the Projected 2022 No-Build Alternative conditions, the Projected 2022 Build conditions, and the Projected 2022 Build Alternative conditions.

- Existing 2018 conditions represent traffic volumes that were collected in August 2018 and October 2018 by performing AM and PM peak hour turning movement counts.
- Projected 2022 No-Build conditions represent the existing traffic volumes grown for five (4) years at 0.5 percent per year throughout the study network. The Projected 2022 No-Build conditions also include the anticipated traffic to be generated by the Georgia Tech HPCC development (DRI #2569), the 740 West Peachtree development (DRI #2707), and the 320-unit student living complex currently proposed at the southeast quadrant of the intersection of Spring Street at 3<sup>rd</sup> Street. Additionally, the Projected 2022 No-Build condition will include the two-way conversion of 3<sup>rd</sup> Street and 4<sup>th</sup> Street. As part of the two-way conversion project, Midtown Alliance is installing traffic signals at Spring Street at 4<sup>th</sup> Street/Williams Street, West Peachtree Street at 4<sup>th</sup> Street, and Spring Street at 3<sup>rd</sup> Street (Int. #1) (expected to be complete prior to 2022).
- Projected 2022 Build conditions represent the Projected 2022 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the Project Fusion development. Also included are the three (3) site access driveways in addition to the existing study network intersections. An additional service-only driveway is located along Spring Street and is not expected to generate significant traffic during the peak hours and was therefore not included in this analysis.

*Based on the analysis of Existing 2018 conditions (present conditions; i.e. excludes background traffic growth and excludes the Project Fusion project traffic), there are no recommended improvements.*

*Based on the analysis of Projected 2022 No-Build conditions (includes background traffic growth, Georgia Tech HPCC development (DRI #2569) project traffic, 740 West Peachtree development (DRI #2707) project traffic, and the 320-unit student living complex project traffic, but excludes the Project Fusion project traffic), there are no recommended improvements. Based on the discussions in the Pre-Review Meeting, the following improvements were assumed to be made by Midtown Alliance and completed by 2022 and were therefore included in the Projected 2022 No-Build conditions.*

- Intersection #1: Spring Street at 3<sup>rd</sup> Street
  - Install traffic signal at the intersection.
  - Convert 3<sup>rd</sup> Street to a two-way road, which includes the following improvements:
    - Restripe southbound approach to include one (1) shared left-turn/through lane, two (2) exclusive through lanes, and one (1) shared through/right-turn lane.
    - Restripe east leg to include one (1) westbound shared left-turn/through lane and one (1) eastbound lane.

- Intersection #4: West Peachtree Street at 3<sup>rd</sup> Street
  - Convert 3<sup>rd</sup> Street to a two-way road, which includes the following improvements:
    - Restripe northbound approach to include one (1) shared left-turn/through lane, two (2) exclusive through lanes, and one (1) shared through/right-turn lane.
    - Restripe west leg to include one (1) eastbound shared left-turn/through lane and one (1) westbound lane.
    - Restripe east leg to include one (1) shared through/right-turn lane and one (1) eastbound lane.

*Based on the analysis of Projected 2022 Build conditions (Projected 2022 No-Build conditions plus the projected Project Fusion traffic), the following improvements are recommended:*

- Intersection #9: 3<sup>rd</sup> Street at Driveway #1
  - On site, construct one (1) egress lane; northbound shared left/right-turn lane.
  - On site, construct one (1) southbound ingress lane.
  - Install stop-control on south leg.
- Intersection #10: Ponce De Leon Avenue at Driveway #2
  - On site, construct one (1) egress lane; southbound shared left/right-turn lane.
  - On site, construct one (1) northbound ingress lane.
  - Install stop-control on north leg.
- Intersection #11: Spring Street at Driveway #3
  - On site, construct one (1) egress lane; westbound left-turn lane.
  - On site, construct one (1) eastbound ingress lane.
  - Install stop-control on east leg.

## 1.0 PROJECT DESCRIPTION

### 1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed Project Fusion mixed-use development located in the City of Atlanta, Georgia. The approximate 3-acre site is located north of Ponce De Leon Avenue, south of 3<sup>rd</sup> Street, east of Spring Street, and west of West Peachtree Street. The proposed development will be mixed-use, consisting of 22,703 SF of daycare, 1,365,441 SF of office, and 11,856 SF of street-level retail (assumed to be 50% retail and 50% restaurant).

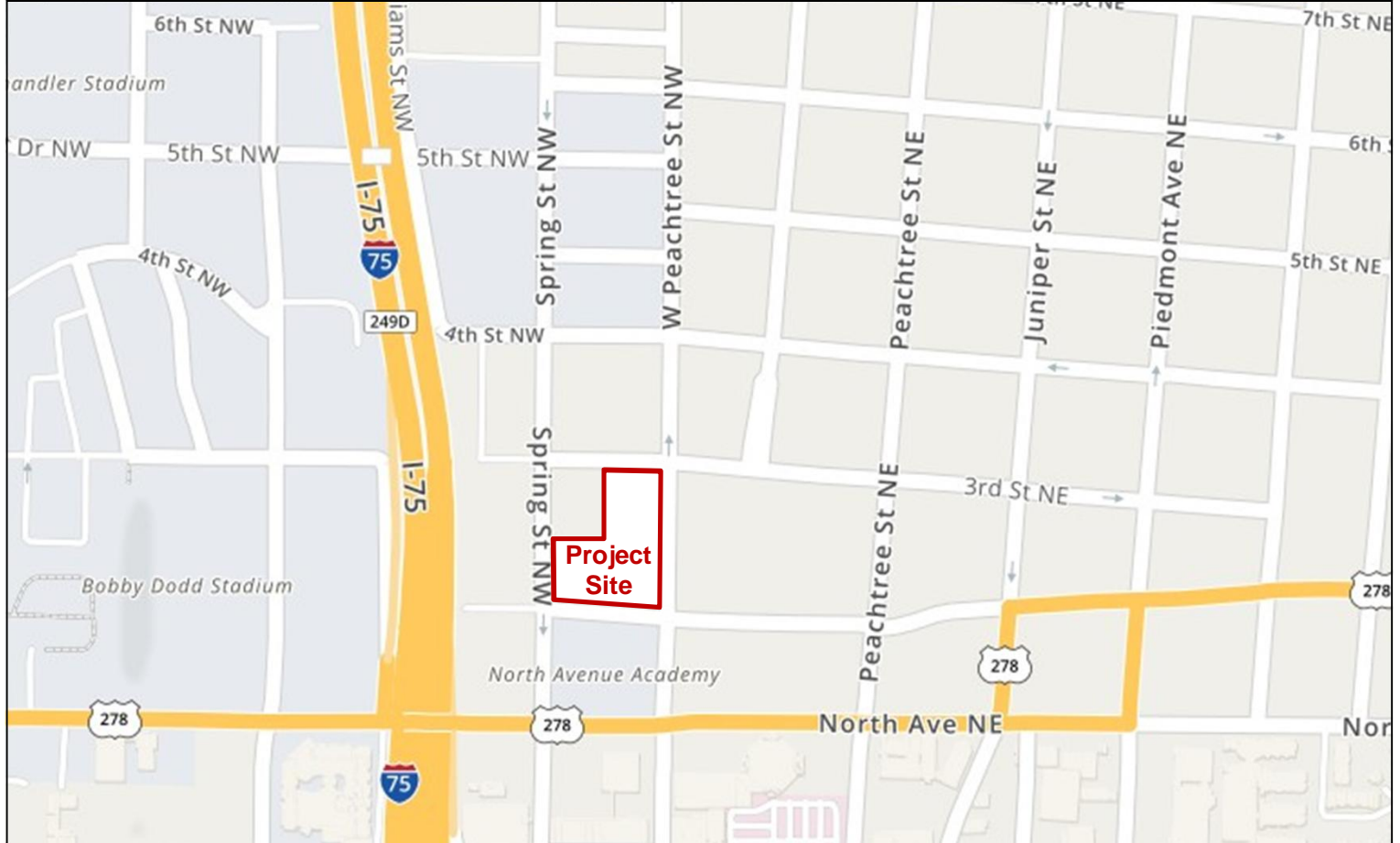
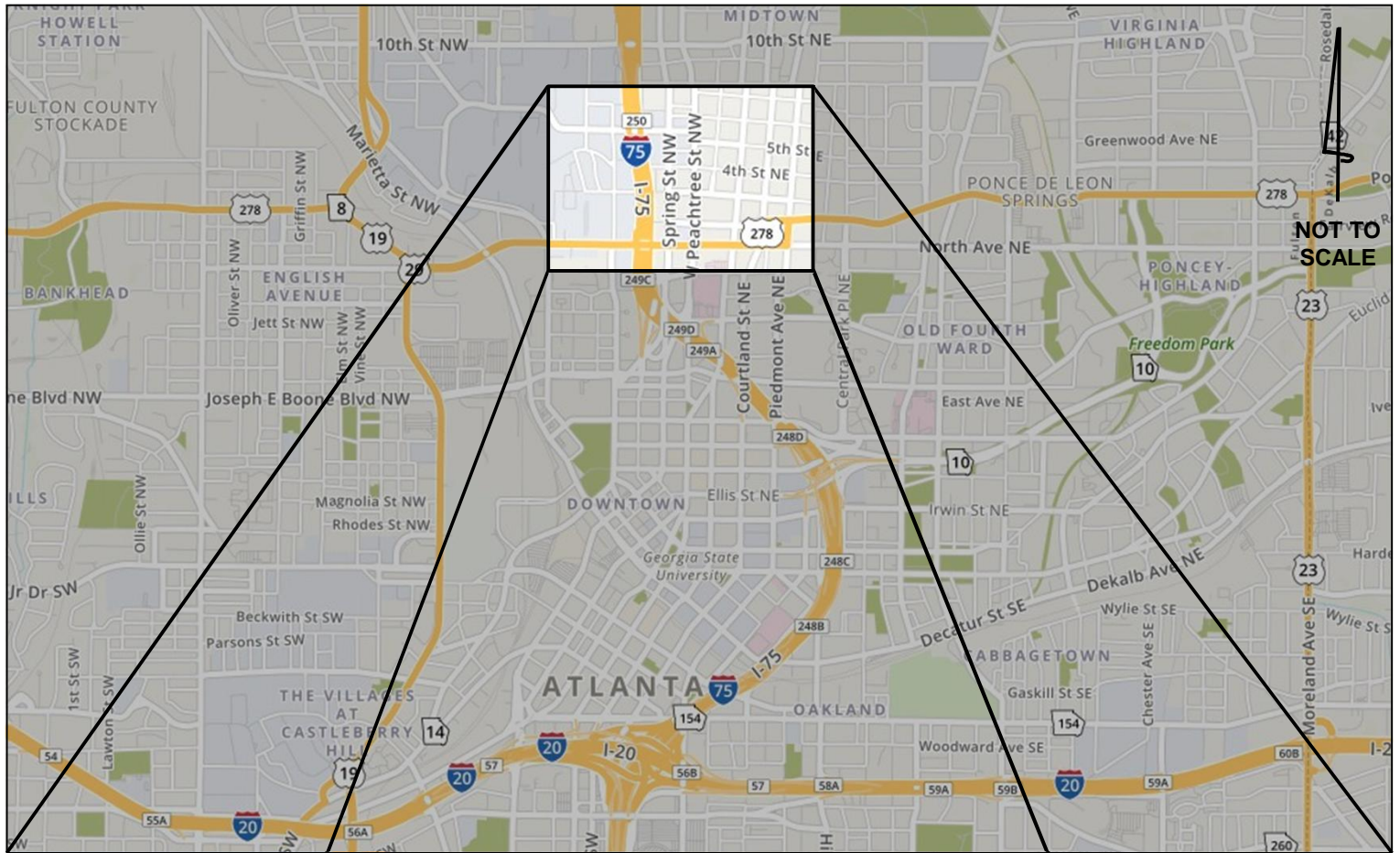
The project will exceed 700,000 square feet of mixed-use development in a Region Core area type and therefore, the proposed development is a Development of Regional Impact (DRI) and is subject to Atlanta Regional Commission (ARC) and Georgia Regional Transportation Authority (GRTA) review.

**Figure 1** provides the site location map of the Project Fusion development, and **Figure 2** provides a site aerial showing of the project site and surrounding area. Field review photographs taken within the vicinity of the study network are located in the site photo log in Appendix A. The City of Atlanta Zoning Ordinance Map and ARC's *Unified Growth Policy Map (UGPM)* are included in Appendix B.

The proposed project is expected to be completed by 2022, and this analysis will consider the full build-out of the proposed site in 2022. A summary of the proposed land-uses and densities is provided below in **Table 1**.

Table 1 Proposed Land Uses and Densities	
Daycare	22,703 SF
Office	1,365,441 SF
Retail	5,928 SF
Restaurant	5,928 SF











## 1.2 Site Plan Review

The project site currently consists of surface parking, an auto shop, and a three-story building (former home of Christo Rey Jesuit School). All buildings will be demolished, and the site will be completely redeveloped. The project site is located in Special Public Interest (SPI) Zone 16 according to the *City of Atlanta Zoning Ordinance Map*. The project site is located in a Region Core area type according to ARC's *Unified Growth Policy Map (UGPM)*. Additionally, the project site is within and adheres to the recommendations of the most recent Midtown LCI, which qualifies the Project Fusion development for GRTA's expedited review.

A reference of the proposed site plan is provided in Appendix C. 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 proposed site driveways are shown on the site plan and include one proposed driveway along 3<sup>rd</sup> Street, one proposed driveway along Ponce De Leon Avenue, and two proposed driveways along Spring Street, one of which will be utilized as a service driveway only and therefore was not included in this analysis.

Following is a description of each of the proposed driveways:

1. Driveway 1 (Intersection 9) is along 3<sup>th</sup> Street and is a proposed full movement driveway located approximately 260 feet east of the intersection of Spring Street at. Driveway 1 is proposed to access the site parking deck.
2. Driveway 2 (Intersection 10) is along Ponce De Leon Avenue and is a proposed full movement driveway located approximately 240 feet east of the intersection of Spring Street at Ponce De Leon Avenue. Driveway 2 is proposed to access the site parking deck.
3. Driveway 3 (Intersection 11) is along Spring Street and is a proposed full movement driveway located approximately 200 feet north of the intersection of Spring Street at Ponce De Leon Avenue. Driveway 3 is proposed to access the site parking deck.

The site driveways mentioned above provide access to all parking for the site. Parking will be located on-site in a proposed parking deck and on-street where space permits. Currently, approximately 2,875 parking spaces are planned to be provided for in the proposed parking deck and along the associated on-street parking where applicable. Parking ratios as required by SPI-16 zoning is shown below:

Office:	2.0 spaces per 1,000 SF (maximum)
Retail & Restaurant:	1 space per 600 SF (minimum) 2.5 spaces per 600 SF (maximum)

As the Project Fusion development is located in a Region Core, shared parking will be utilized on the project site. Based on knowledge of the area's increased pedestrian and bicyclist infrastructure, it is anticipated that there will be limited vehicular trips for the retail and restaurant land uses. However, for a conservative analysis, standard ITE trip reductions were taken.



### **1.4 Bicycle and Pedestrian Facilities**

The project site is located in the heart of Midtown Atlanta, in an area with increased pedestrian and bicyclist facilities. Pedestrian facilities (sidewalks) currently exist along the project site frontage. There are currently bicycle facilities (bike lanes/paths) along 5<sup>th</sup> Street in the vicinity of the project site. Additional bike facilities are planned as part of project AT-271 (Juniper Street Bicycle/Pedestrian Facilities) and AT-277 (Cycle Atlanta: Phase 1.0 – includes routes on West Peachtree Street and Peachtree Street). More details are provided in Section 8.0.

### **1.5 Transit Facilities**

The project site is located directly across West Peachtree Street from an entrance for the North Avenue MARTA Rail Station and 0.55 miles (7 blocks) from the Midtown MARTA Rail Station, both of which are served by the Red and Gold lines seven days a week. The project is adjacent to three bus stops that are served by GRTA Xpress buses, CobbLinc Transit buses, and the Georgia Tech Trolley. The project site is also 0.2 miles (two blocks) from MARTA Bus Route 110 which provides service seven days a week.

## **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 0.5 percent per year for four (4) 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 29, 2018, and Thursday, October 18, 2018 at the study intersections from 7:30 AM – 9:30 AM for the AM peak period and from 4:30 PM to 6:30 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**.

<b>Table 2 Peak Hour Summary</b>		
Intersection	AM Peak Hour	PM Peak Hour
1. Spring Street at 3 <sup>rd</sup> Street	8:15 – 9:15	4:30 – 5:30
2. Spring Street at Ponce De Leon Avenue	8:15 – 9:15	4:30 – 5:30
3. Spring Street at North Avenue	8:15 – 9:15	5:15 – 6:15
4. West Peachtree Street at 3 <sup>rd</sup> Street	8:15 – 9:15	5:00 – 6:00
5. West Peachtree Street at Ponce De Leon Avenue	8:15 – 9:15	5:15 – 6:15
6. West Peachtree Street at North Avenue	8:15 – 9:15	5:00 – 6:00
7. Spring Street at Linden Avenue / I-75 / I-85 Northbound Ramps	8:00 – 9:00	4:30 – 5:30
8. I-75 / I-85 SB Off Ramp at North Avenue	8:15 – 9:15	4:30 – 5:30

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*.

The traffic signals within the study network currently operate on an adaptive signal system, and therefore signal timings vary based on actual traffic conditions. It is our understanding that the traffic signal timings are in the process of being converted from the adaptive system to a coordinated time-of-day system. Due to the current adaptive signal operations, traffic signal timings were optimized within the study network.

Levels-of-service for signalized intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low 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, Tenth Edition*. Gross trips generated are displayed below in **Table 3**.

Table 3 Gross Trip Generation										
Land Use (Intensity)	ITE Code	Daily Traffic			AM Peak Hour			PM Peak Hour		
		Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Day Care Center (22,703 SF)	565	1,082	541	541	250	133	117	252	118	134
General Office Building (1,365,441 SF)	710	13,396	6,698	6,698	1,310	1,127	183	1,364	218	1,146
Shopping Center (5,928 SF)	820	224	112	112	6	4	2	23	11	12
High-Turnover (Sit-Down) Restaurant (5,928 SF)	932	666	333	333	59	32	27	58	36	22
<b>Total Gross Trips</b>		<b>15,368</b>	<b>7,684</b>	<b>7,684</b>	<b>1,625</b>	<b>1,296</b>	<b>329</b>	<b>1,697</b>	<b>383</b>	<b>1,314</b>

#### 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 due to the location of the DRI within the Regional Center: Central City Region Core according to the Unified Growth Policy Map.

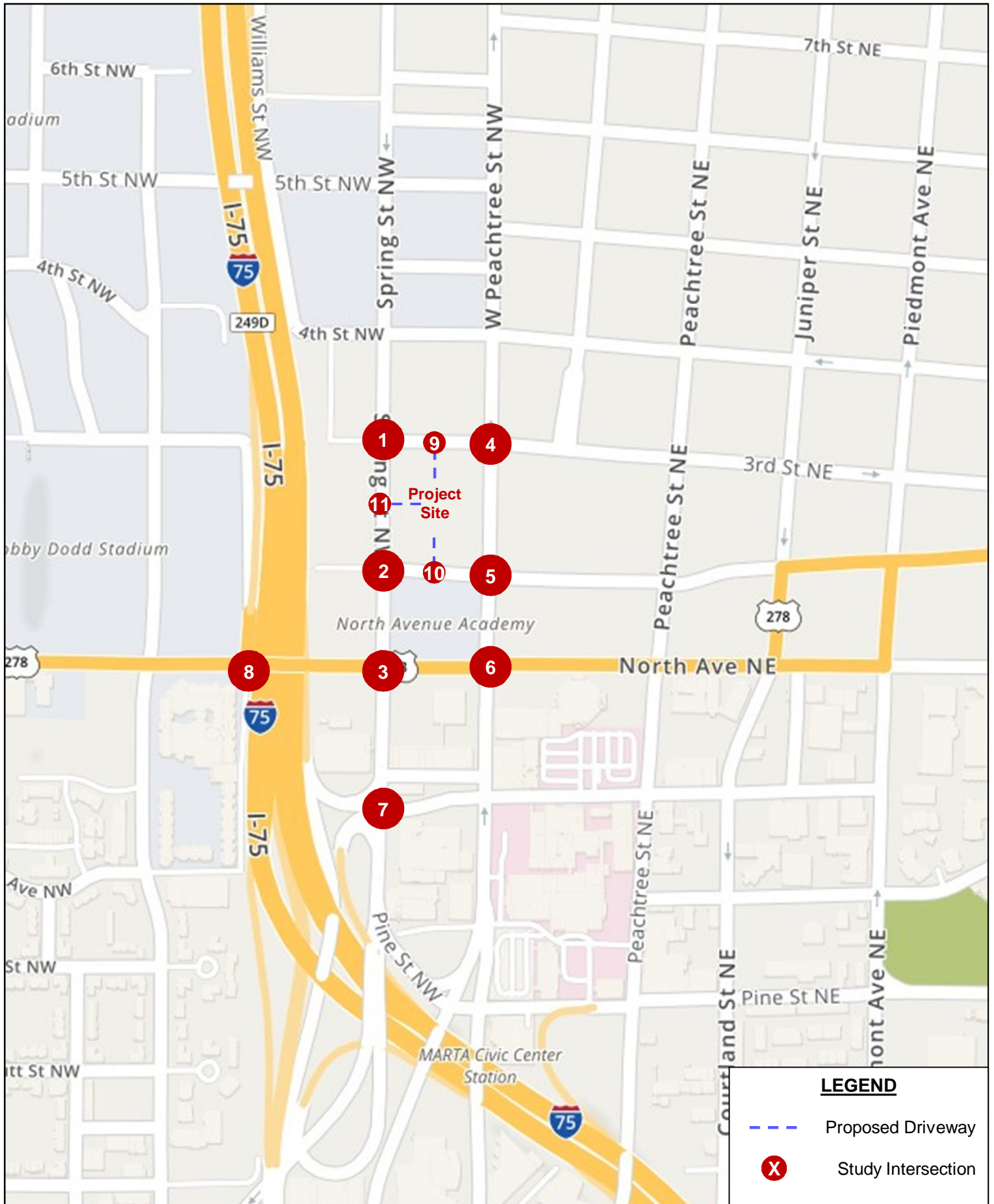
#### 3.4 Study Network Determination

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 eight (8) intersections described in **Table 4**.

The study network includes seven (7) signalized intersections and one (1) stop controlled intersection as noted in **Table 4**. The study intersections are shown in **Figure 3**.

<b>Table 4</b> <b>Intersection Control Summary</b>	
Intersection	Control
1. Spring Street at 3 <sup>rd</sup> Street	Stop Control
2. Spring Street at Ponce De Leon Avenue	Signal
3. Spring Street at North Avenue	Signal
4. West Peachtree Street at 3 <sup>rd</sup> Street	Signal
5. West Peachtree Street at Ponce De Leon Avenue	Signal
6. West Peachtree Street at North Avenue	Signal
7. Spring Street at Linden Avenue / I-75 / I-85 Northbound Ramps	Signal
8. I-75 / I-85 SB Off Ramp at North Avenue	Signal

Each of the above listed intersections was analyzed for the Existing 2018 conditions, the Projected 2022 No-Build conditions, and the Projected 2022 Build conditions. The Projected 2022 No-Build conditions represent the existing traffic volumes grown for four (4) years at 0.5 percent per year throughout the study network as well as the anticipated traffic generated by the Georgia Tech HPCC development (DRI #2569), the 740 West Peachtree development (DRI #2707), and the 320-unit student living complex currently proposed at the southeast quadrant of the intersection of Spring Street at 3rd Street. Additionally, the Projected 2022 No-Build condition will include the two-way conversion of 3rd Street and 4th Street. As part of the two-way conversion project, Midtown Alliance is installing traffic signals at Spring Street at 4th Street/Williams Street, West Peachtree Street at 4th Street, and Spring Street at 3rd Street (Int. #1) (expected to be complete prior to 2022).



### 3.5 Existing Roadway Facilities

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

ADTs were estimated for Spring Street, West Peachtree Street, North Avenue and Ponce De Leon Avenue.

**Table 5**  
**Roadway Classification and ADTs**

Roadway	No. of Lanes	ADT	Posted Speed Limit (MPH)	GDOT Classification
Spring Street (one-way SB)	4	17,800	35	Minor Arterial
West Peachtree Street (one-way NB)	4	18,900	30	Minor Arterial
North Avenue	6	28,900	35	Principal Arterial
Ponce De Leon Avenue	4	29,100	35	Local (within study limits)

## 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, Tenth Edition, 2017*, using equations where available. Trip generation for this proposed development is calculated based upon the following land uses: Day Care Center (ITE #565), General Office Building (ITE #710), Shopping Center (ITE #820), and High-Turnover (Sit-Down) Restaurant (ITE #932)

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 for daily. Total internal capture and vehicle trip reduction between the land uses is expected to be 0.43% daily, 2.5% for the AM peak hour and 1.7% for the PM peak hour as a result of the anticipated interaction between the office, retail, and restaurant land uses within the proposed development.

Due to the Project Fusion development being located in close proximity to transit, pedestrian, and bicycle facilities, an alternative transportation (walking, bicycle, and transit) reduction was applied for the Project Fusion project trips. An alternative transportation mode reduction of 30%, consistent with GRTA's Letter of Understanding, was applied to all land uses for this study.

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

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

<b>Table 6 Net Trip Generation</b>									
	<b>Daily Traffic</b>			<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
	<b>Total</b>	<b>Enter</b>	<b>Exit</b>	<b>Total</b>	<b>Enter</b>	<b>Exit</b>	<b>Total</b>	<b>Enter</b>	<b>Exit</b>
<b>Gross Project Trips</b>	<b>15,368</b>	<b>7,684</b>	<b>7,684</b>	<b>1,625</b>	<b>1,296</b>	<b>329</b>	<b>1,697</b>	<b>383</b>	<b>1,314</b>
<i>Mixed-Use Reduction</i>	-62	-31	-31	-34	-17	-17	-24	-12	-12
<i>Alternative Mode Reduction</i>	-4,592	-2,296	-2,296	-477	-384	-94	-502	-111	-391
<i>Pass-By Reduction</i>	-246	-123	-123	0	0	0	-18	-9	-9
<b>Net New Trips</b>	<b>10,468</b>	<b>5,234</b>	<b>5,234</b>	<b>1,114</b>	<b>895</b>	<b>218</b>	<b>1,153</b>	<b>251</b>	<b>902</b>

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

## 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 4** displays the anticipated distribution and assignment of the 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 Project Fusion development, are shown in **Figure 5**.

Detailed intersection volume worksheets are provided in Appendix E.



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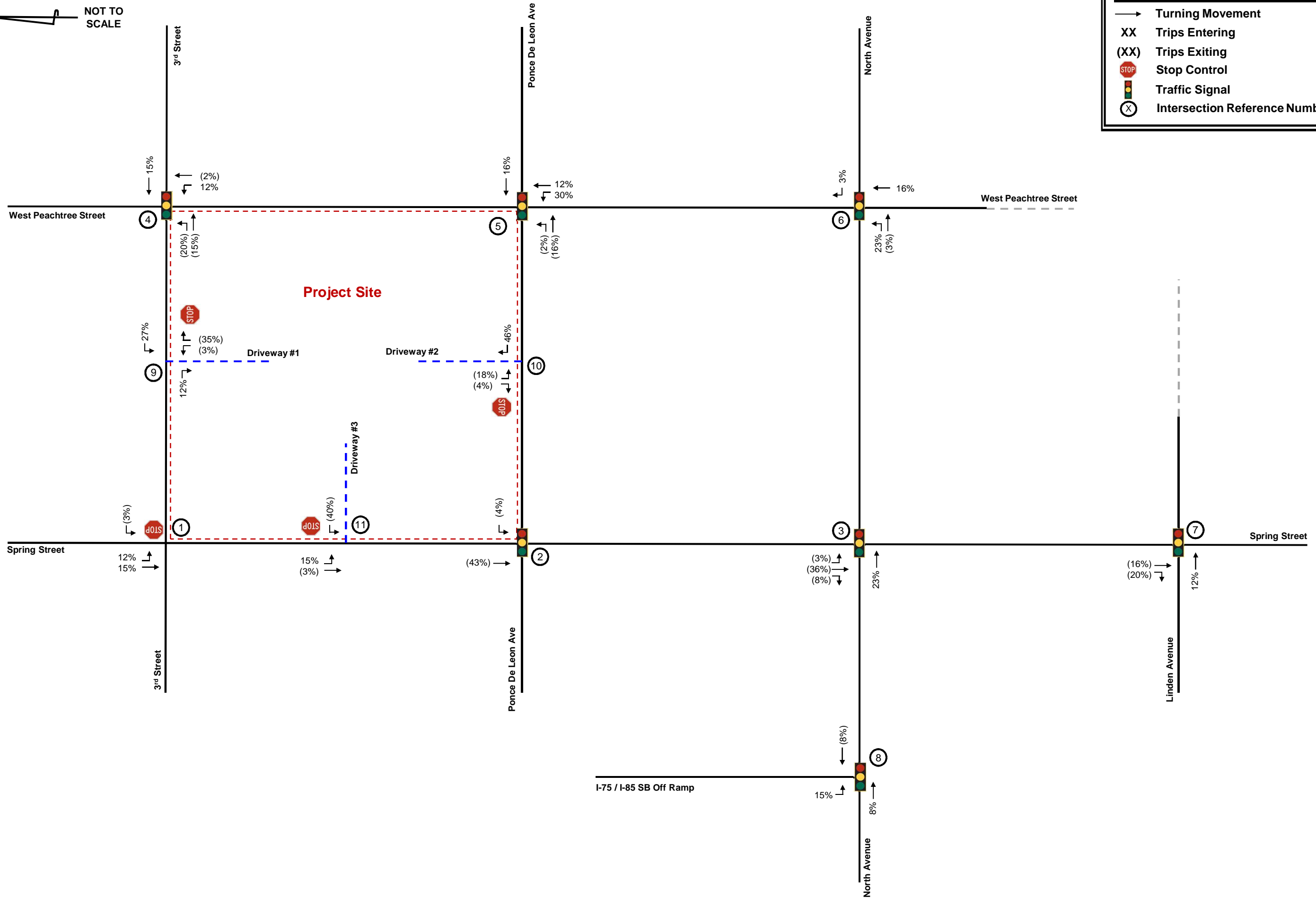


Figure  
4

Trip Distribution  
and Assignment

Project Fusion  
DRI #2887  
Transportation Analysis



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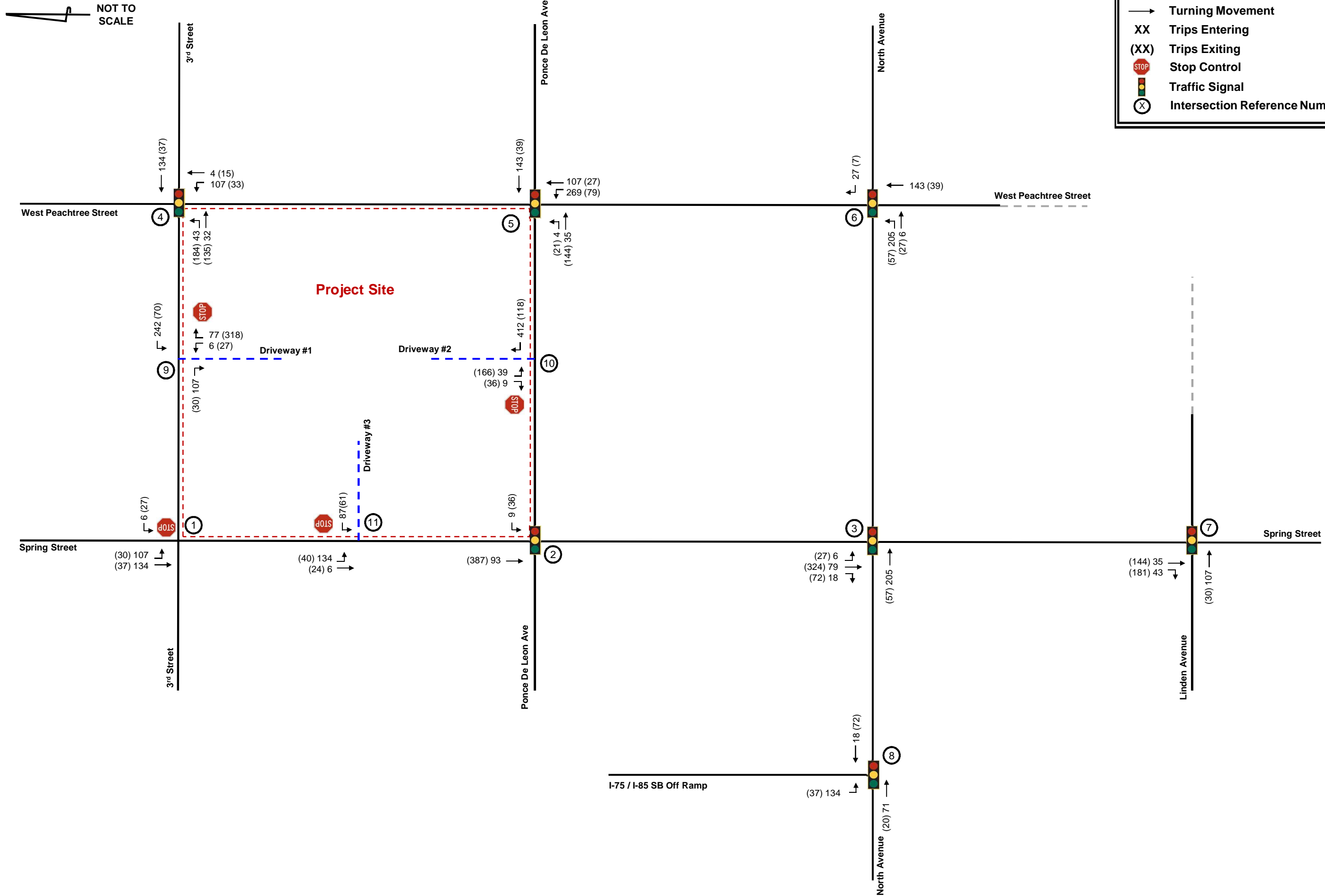


Figure  
5

Project Trips

Project Fusion  
DRI #2887  
Transportation Analysis

## 6.0 TRAFFIC ANALYSIS

### 6.1 Existing 2018 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. Methodologies contained in the *2000 Highway Capacity Manual* were used to determine operating characteristics. Several of study intersections were not compatible with methodologies contained in the *2010 Highway Capacity Manual* due to unique existing geometry and phasing. The existing peak hour traffic volumes are displayed in **Figure 6**, and the results of the capacity analyses for the Existing 2018 conditions are shown in **Table 7**. Detailed *Synchro* analysis reports are available upon request.

<b>Table 7</b> <b>Existing 2018 Intersection Levels-of-Service</b> <b>LOS (delay in seconds)</b>				
Intersection	LOS Std.	Existing 2018 Conditions		
		Control/ Movement	AM Peak Hour	PM Peak Hour
1. Spring Street at 3 <sup>rd</sup> Street	N/A	EB SBL	B (11.1) A (1.3)	C (15.7) A (0.8)
2. Spring Street at Ponce De Leon Avenue	E	Signal	B (13.3)	B (11.0)
3. Spring Street at North Avenue	E	Signal	C (23.4)	C (25.5)
4. West Peachtree Street at 3 <sup>rd</sup> Street	E	Signal	A (6.9)	B (15.7)
5. West Peachtree Street at Ponce De Leon Avenue	E	Signal	B (15.3)	B (16.6)
6. West Peachtree Street at North Avenue	E	Signal	B (15.6)	B (17.6)
7. Spring Street at Linden Avenue / I-75 / I-85 Northbound Ramps	E	Signal	C (24.6)	C (24.2)
8. I-75 / I-85 SB Off Ramp at North Avenue	E	Signal	C (29.9)	B (13.6)

As shown in **Table 7**, all study intersections currently operate above their acceptable overall level-of-service standard during the AM and PM peak hours in the Existing 2018 conditions. Therefore, no intersection improvements are recommended in the Existing 2018 conditions.

It should be noted that the study intersections listed above experience significant queuing during the peak periods. This queuing is a result of congestion of the Downtown Connector (I-75/I-85) as well as the metering for the I-75/I-85 ramps. The impacts of this spill back into the surface roadway network. It is believed that the intersections within the study network have adequate capacity but “feel” worse due to the queuing and congestion resulting from the Downtown Connector.

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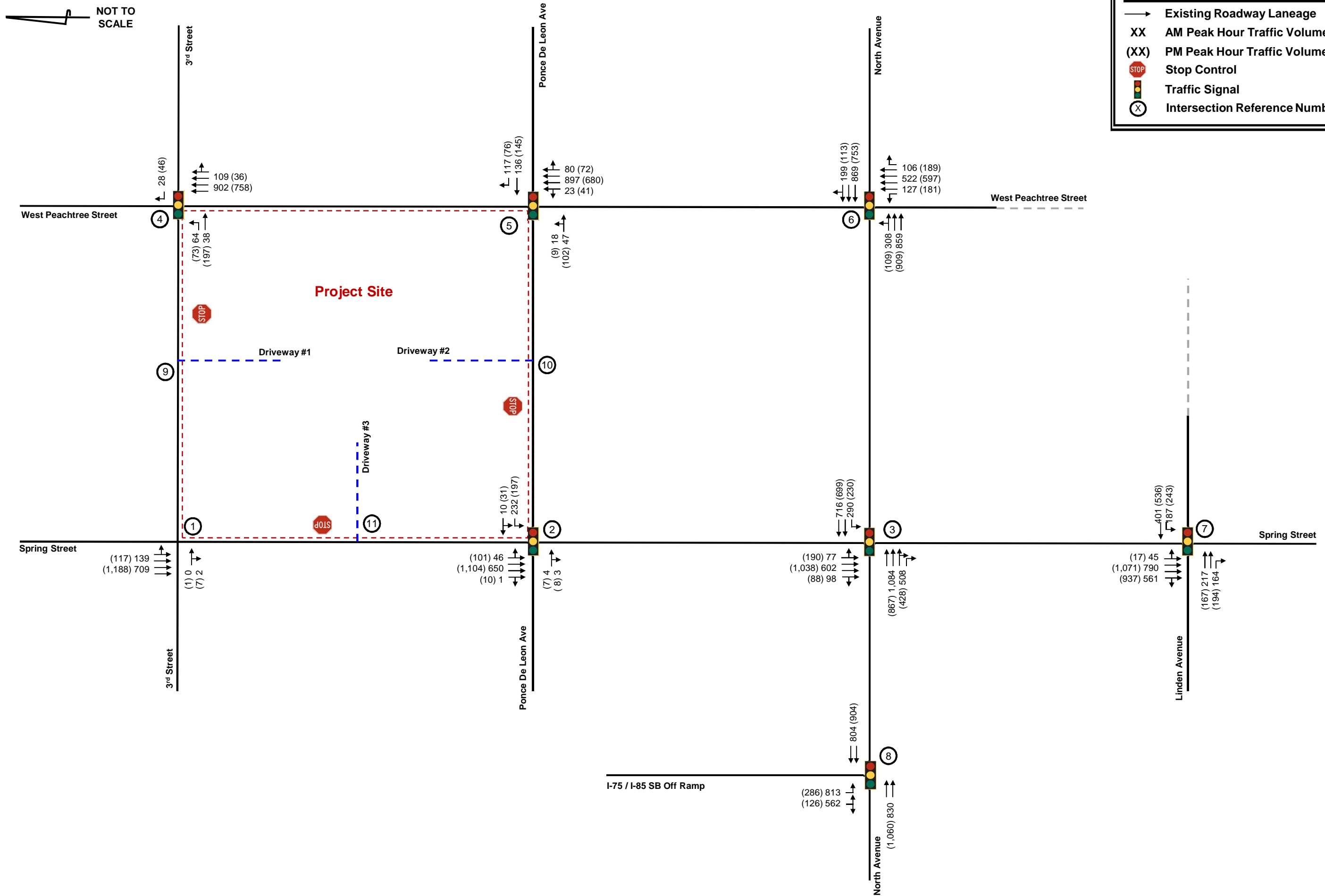


Figure  
6

Existing 2018  
Traffic Conditions

Project Fusion  
DRI #2887  
Transportation Analysis

## 6.2 Projected 2022 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes grown for four (4) years at 0.5 percent per year throughout the study network. The Projected 2022 No-Build traffic volumes also include the anticipated traffic generated by the Georgia Tech HPCC development (DRI #2569), the 740 West Peachtree development (DRI #2707), and the 320-unit student living complex currently proposed at the southeast quadrant of the intersection of Spring Street at 3rd Street. Additionally, the Projected 2022 No-Build condition will include the two-way conversion of 3rd Street and 4th Street. As part of the two-way conversion project, Midtown Alliance is installing traffic signals at Spring Street at 4th Street/Williams Street, West Peachtree Street at 4th Street, and Spring Street at 3rd Street (Int. #1) (expected to be complete prior to 2022). These volumes were entered into *Synchro* 9.0, and capacity analyses were performed.

The intersection laneage and traffic volumes for the Projected 2022 No-Build conditions are shown in **Figure 7**. The results of the capacity analyses for the Projected 2022 No-Build conditions with existing laneage and control types are shown in **Table 8**. Detailed *Synchro* analysis reports are available upon request.

<b>Table 8</b> <b>Projected 2022 No-Build Intersection Levels-of-Service</b> <b>LOS (delay in seconds)</b>				
Intersection	LOS Std.	Projected 2022 No-Build Conditions		
		Control/ Movement	AM Peak Hour	PM Peak Hour
1. Spring Street at 3 <sup>rd</sup> Street	E	Proposed Signal*	B (13.1)	C (24.7)
2. Spring Street at Ponce De Leon Avenue	E	Signal	B (14.2)	B (15.5)
3. Spring Street at North Avenue	E	Signal	C (26.0)	C (32.1)
4. West Peachtree Street at 3 <sup>rd</sup> Street	E	Signal	A (9.9)	B (19.7)
5. West Peachtree Street at Ponce De Leon Avenue	E	Signal	B (16.1)	B (16.7)
6. West Peachtree Street at North Avenue	E	Signal	B (16.9)	B (17.7)
7. Spring Street at Linden Avenue / I-75 / I-85 Northbound Ramps	E	Signal	C (24.8)	C (24.5)
8. I-75 / I-85 SB Off Ramp at North Avenue	E	Signal	D (37.3)	B (14.9)

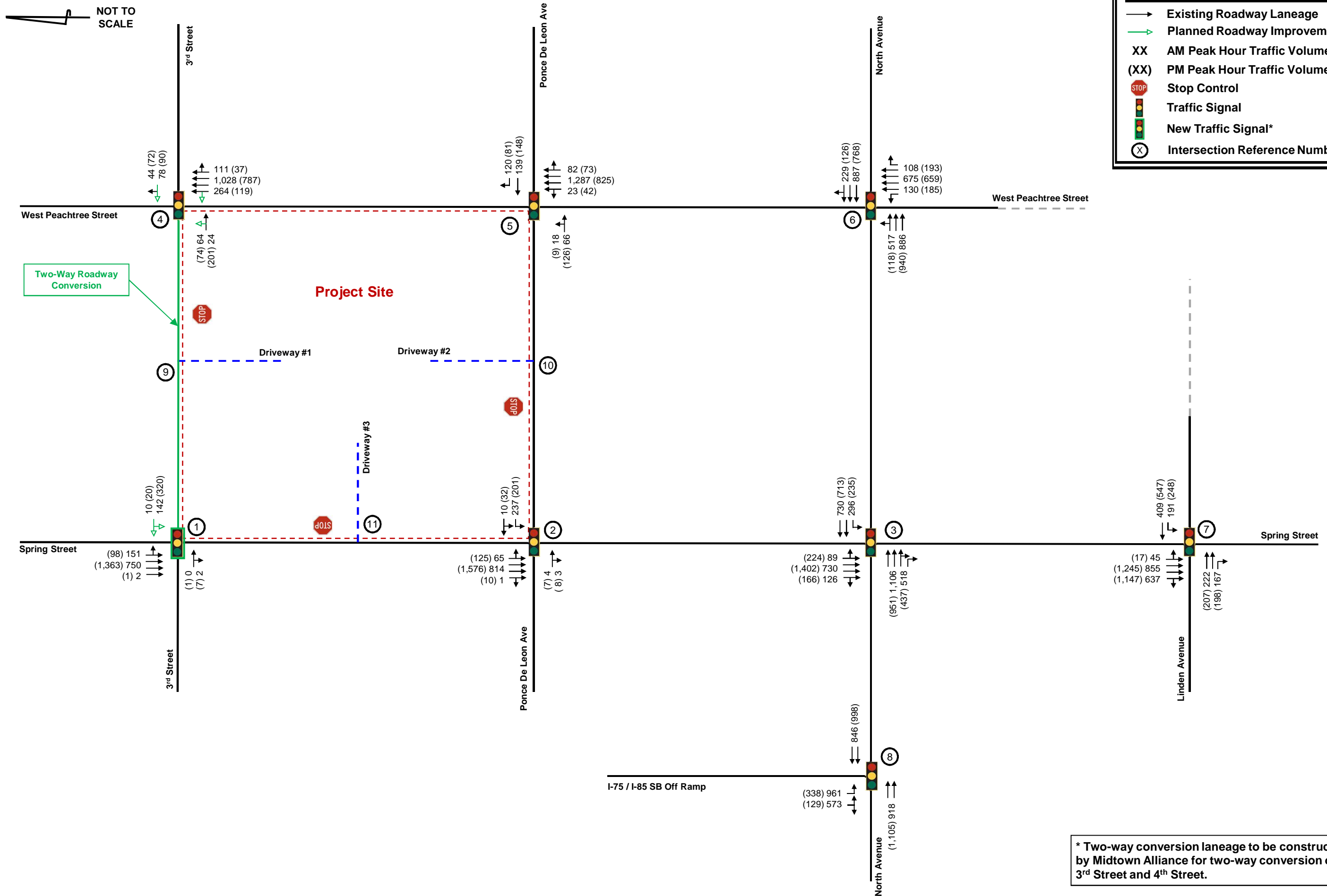
\* Installed by Midtown Alliance as part of the two-way conversion project.

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 2022 No-Build conditions. Therefore, no intersection improvements are recommended in the Projected 2022 No-Build conditions.

*Based on the discussions in the Pre-Review Meeting, the following improvements were assumed to be made by Midtown Alliance and completed by 2022 and were therefore included in the Projected 2022 No-Build conditions.*

- Intersection #1: Spring Street at 3<sup>rd</sup> Street
  - Install traffic signal at the intersection.
  - Convert 3<sup>rd</sup> Street to a two-way road, which includes the following improvements:
    - Restripe southbound approach to include one (1) shared left-turn/through lane, two (2) exclusive through lanes, and one (1) shared through/right-turn lane.
    - Restripe east leg to include one (1) westbound shared left-turn/through lane and one (1) eastbound lane.
- Intersection #4: West Peachtree Street at 3<sup>rd</sup> Street
  - Convert 3<sup>rd</sup> Street to a two-way road, which includes the following improvements:
    - Restripe northbound approach to include one (1) shared left-turn/through lane, two (2) exclusive through lanes, and one (1) shared through/right-turn lane.
    - Restripe west leg to include one (1) eastbound shared left-turn/through lane and one (1) westbound lane.
    - Restripe east leg to include one (1) shared through/right-turn lane and one (1) eastbound lane.

NOT TO  
SCALE



\* Two-way conversion laneage to be constructed by Midtown Alliance for two-way conversion of 3rd Street and 4th Street.

Figure  
7

Projected 2022 No-Build  
Traffic Conditions

Project Fusion  
DRI #2887  
Transportation Analysis

### 6.3 Projected 2022 Build Conditions

The traffic associated with the proposed Project Fusion development was added to the Projected 2022 No-Build volumes. These volumes were then entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2022 Build conditions were analyzed using the proposed laneage and intersection control types shown in the DRI site plan.

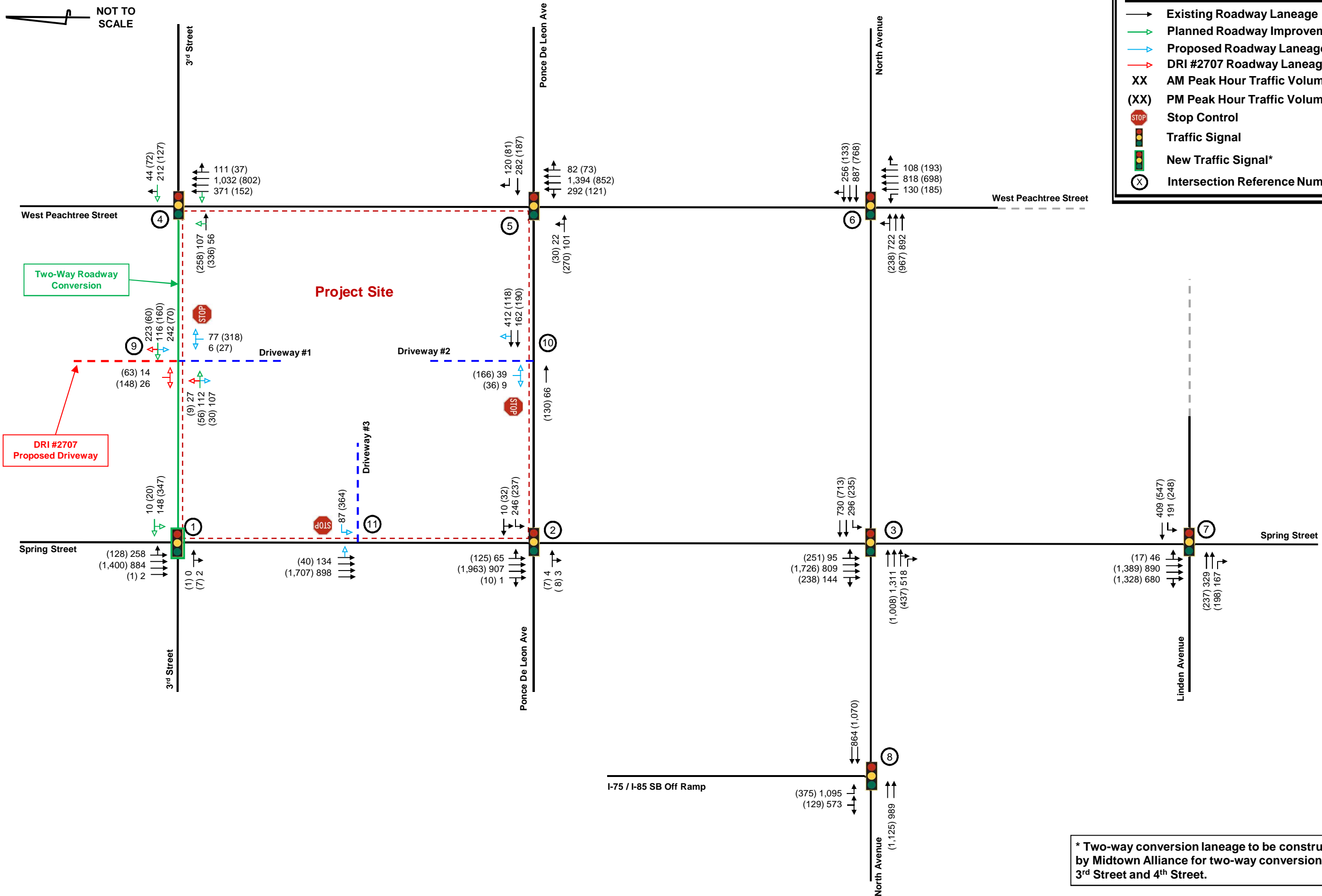
The intersection laneage and traffic volumes used for the Projected 2022 Build conditions are shown in **Figure 8**. The results of the capacity analyses for the Projected 2022 Build conditions with proposed laneage and control types are shown in **Table 9**. Detailed *Synchro* analysis reports are available upon request.

<b>Table 9</b> <b>Projected 2022 Build Intersection Levels-of-Service</b> <i>LOS (delay in seconds)</i>				
Intersection	LOS Std.	Projected 2022 Build Conditions		
		Control	AM Peak Hour	PM Peak Hour
1. Spring Street at 3 <sup>rd</sup> Street	E	Proposed Signal*	B (13.4)	C (25.1)
2. Spring Street at Ponce De Leon Avenue	E	Signal	B (15.5)	B (15.8)
3. Spring Street at North Avenue	E	Signal	C (27.1)	C (33.5)
4. West Peachtree Street at 3 <sup>rd</sup> Street	E	Signal	C (20.3)	C (22.4)
5. West Peachtree Street at Ponce De Leon Avenue	E	Signal	B (16.8)	C (26.4)
6. West Peachtree Street at North Avenue	E	Signal	C (20.2)	B (17.8)
7. Spring Street at Linden Avenue / I-75 / I-85 Northbound Ramps	E	Signal	C (24.9)	C (24.9)
8. I-75 / I-85 SB Off Ramp at North Avenue	E	Signal	D (48.1)	B (15.1)
9. 3 <sup>rd</sup> Street at Proposed Driveway 1	N/A	NB WBL	B (11.4) A (4.7)	B (12.6) A (2.1)
10. Ponce De Leon Avenue at Proposed Driveway 2	N/A	SB	B (12.2)	B (14.2)
11. Spring Street at Proposed Driveway 3	N/A	SB WBL	A (1.1) C (15.5)	A (0.2) B (12.8)

\* Installed by Midtown Alliance as part of the two-way conversion project.

As shown in **Table 9**, 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 2022 Build conditions. Therefore, there are no recommended off-site improvements for the Projected 2022 Build conditions.

NOT TO SCALE



\* Two-way conversion laneage to be constructed by Midtown Alliance for two-way conversion of 3rd Street and 4th Street.

Figure 8

Projected 2022 Build Traffic Conditions

Project Fusion  
DRI #2887  
Transportation Analysis



#### 6.4 Projected 2022 No-Build Conditions – Alternative Analysis

An alternative analysis was performed to show the impacts of the programmed bicycle facility improvements in the arThis analysis assumes that one existing travel lane along Spring Street and one existing travel lane along West Peachtree Street will be converted into a bicycle facility. The bicycle facility along Spring Street is planned to begin at Peachtree Street and end at 3<sup>rd</sup> Street. The bicycle facility along West Peachtree Street is planned to connect Downtown Atlanta to Midtown Atlanta. It should be noted that details regarding these bicycle facilities are still to be determined.

The intersection laneage and traffic volumes used for the Projected 2022 No-Build Alternative conditions are shown in **Figure 9**. The results of the capacity analyses for the Projected 2022 No-Build Alternative conditions with proposed laneage and control types are shown in **Table 10**. Detailed *Synchro* analysis reports are available upon request.

<b>Table 10</b> <b>Projected 2022 No-Build Alternative Intersection Levels-of-Service</b> <i>LOS (delay in seconds)</i>				
Intersection	LOS Std.	Projected 2022 No-Build Alternative Conditions		
		Control	AM Peak Hour	PM Peak Hour
1. Spring Street at 3 <sup>rd</sup> Street	E	Proposed Signal*	B (13.6)	C (27.8)
4. West Peachtree Street at 3 <sup>rd</sup> Street	E	Signal	B (10.2)	C (20.7)
5. West Peachtree Street at Ponce De Leon Avenue	E	Signal	B (16.5)	B (17.0)
6. West Peachtree Street at North Avenue	E	Signal	B (17.3)	B (18.0)

\* Installed by Midtown Alliance as part of the two-way conversion project.

As shown in **Table 10**, 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 2022 No-Build Alternative conditions. Therefore, there are no recommended improvements for the Projected 2022 No-Build Alternative conditions.

NOT TO SCALE

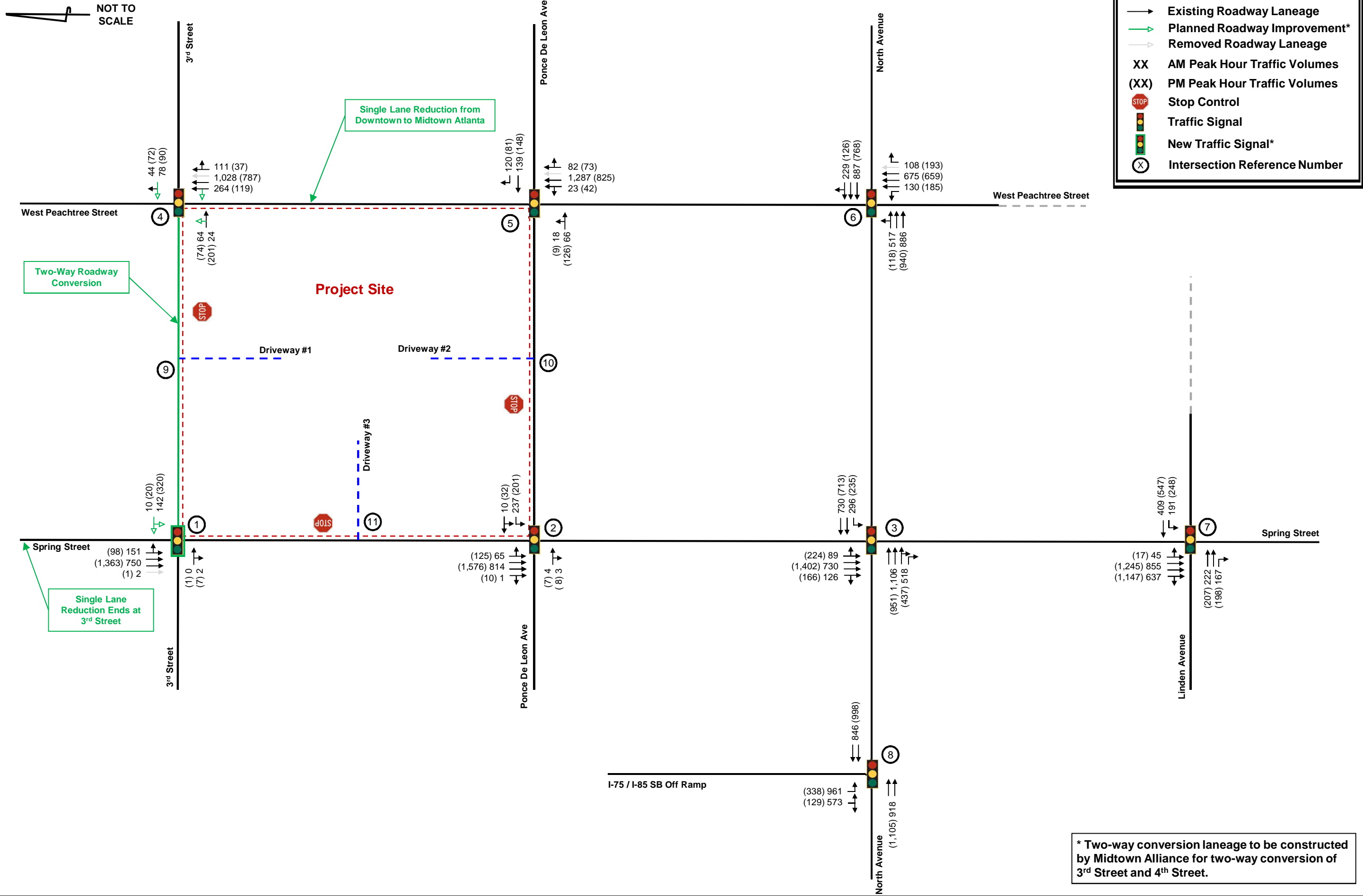


Figure 9

Projected 2022 No-Build Alternative Traffic Conditions

Project Fusion DRI #2887 Transportation Analysis

### 6.5 Projected 2022 Build Conditions – Alternative Analysis

An alternative analysis was performed to show the impacts of the programmed bicycle facility improvements in the area. This analysis assumes that one existing travel lane along Spring Street and one existing travel lane along West Peachtree Street will be converted into a bicycle facility.

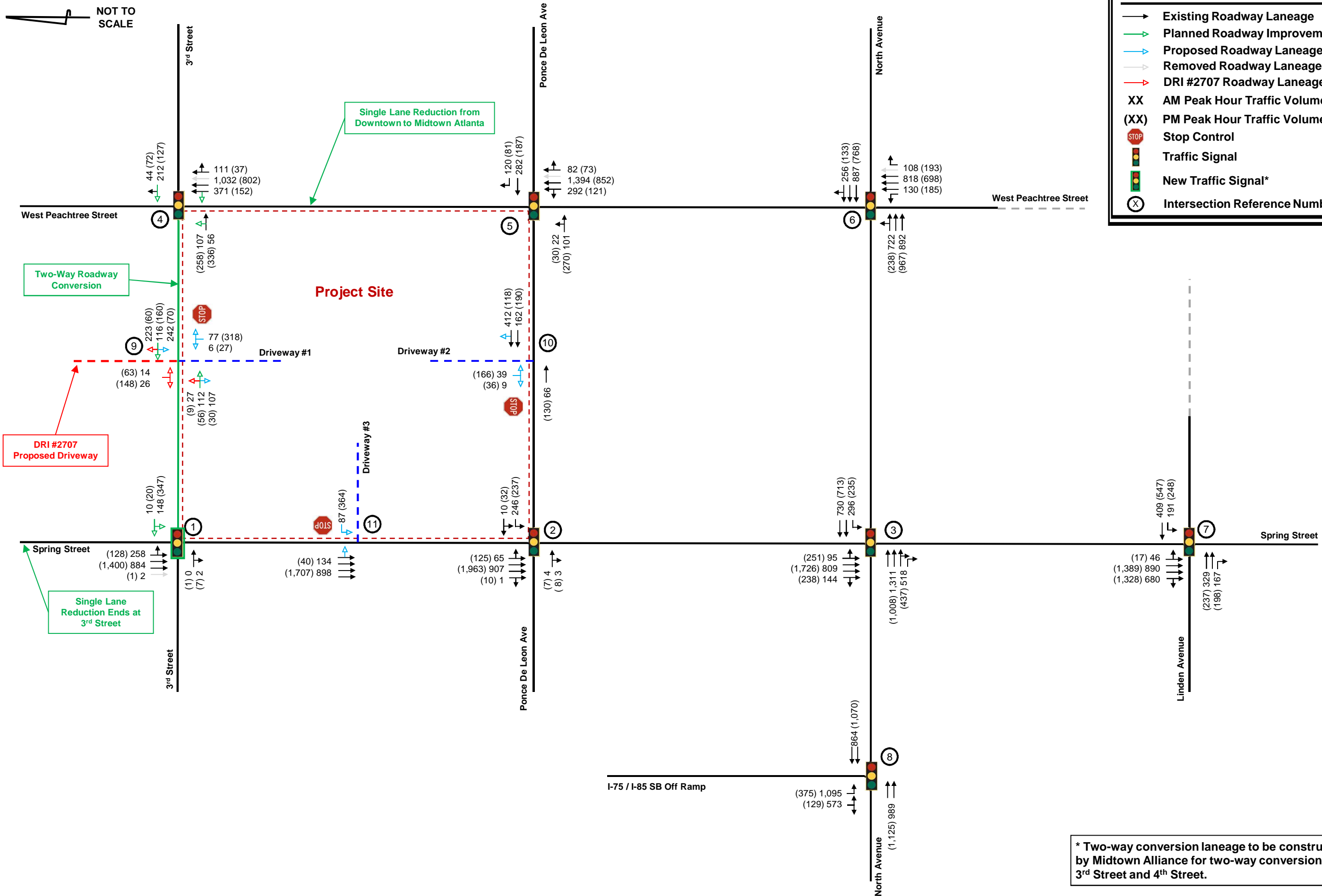
The intersection laneage and traffic volumes used for the Projected 2022 Build Alternative conditions are shown in **Figure 10**. The results of the capacity analyses for the Projected 2022 Build Alternative conditions with proposed laneage and control types are shown in **Table 11**. Detailed *Synchro* analysis reports are available upon request.

<b>Table 11</b> <b>Projected 2022 Build Alternative Intersection Levels-of-Service</b> <i>LOS (delay in seconds)</i>				
Intersection	LOS Std.	Projected 2022 Build Alternative Conditions		
		Control	AM Peak Hour	PM Peak Hour
1. Spring Street at 3 <sup>rd</sup> Street	E	Proposed Signal*	B (14.2)	C (27.1)
4. West Peachtree Street at 3 <sup>rd</sup> Street	E	Signal	C (22.2)	C (26.5)
5. West Peachtree Street at Ponce De Leon Avenue	E	Signal	B (17.5)	C (27.0)
6. West Peachtree Street at North Avenue	E	Signal	C (21.5)	B (18.1)

\* Installed by Midtown Alliance as part of the two-way conversion project.

As shown in **Table 10**, 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 2022 Build Alternative conditions. Therefore, there are no recommended improvements for the Projected 2022 Build Alternative conditions.

NOT TO SCALE



\* Two-way conversion laneage to be constructed by Midtown Alliance for two-way conversion of 3rd Street and 4th Street.

Figure 10

Projected 2022  
Build Alternative  
Traffic Conditions

Project Fusion  
DRI #2887  
Transportation Analysis

## 7.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the Project Fusion development is proposed at three (3) locations. Site driveway locations are discussed in Section 1.3. Capacity analyses were performed for the proposed site driveway intersections (Int. #9, #10, #11) 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. Based on the Projected 2022 Build conditions, the proposed site driveway intersections are anticipated to operate at an acceptably, assuming implementation of the recommended laneage, signalization, and roadway improvements listed in 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: The identified projects are listed in Table 12 below.

Table 12 Programmed Projects			
#	Completion Date	Project ID	Description
1	2022	AT-277	Cycle Atlanta: Phase 1.0 – Bicycle Mobility Improvements – Includes a route on West Peachtree Street and Peachtree Street
2	2040	AR-490C	Atlanta Streetcar Expansion – Phase 1 – Includes a route on North Avenue
3	2040	AR-490E	Atlanta Streetcar Expansion – Phase 1 – Includes a route on Peachtree Street

Fact sheets for projects 1-3 are provided in Appendix F.District

## 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 C and a full-sized site plan is included in the report submittal.

## 10.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

The project site currently consists of surface parking, an auto shop, and a three-story building (former home of Christo Rey Jesuit School). All buildings will be demolished, and the site will be completely redeveloped. The project site is located in Special Public Interest (SPI) Zone 16 according to the City of Atlanta Zoning Ordinance Map and requires review by the SPI-16 Development Review Committee (DRC).

The most recent 10-Year update to the LCI study for Midtown Atlanta *Greenprint Midtown* focuses on a sustainable approach to the original *Blueprint Midtown* vision. The LCI study discusses decreasing single occupancy vehicle trips and increasing streetscape programs, bicycle plans, and transit/coordinated shuttle services. The LCI focuses on building on a high number of commuters being residents using transit, walking, or bicycling. The Project Fusion development aligns with the goals and visions of the LCI study. The project site is located in the heart of Midtown in an area that already experiences high pedestrian and bicyclist volumes. Additionally, the project site is located in a Region Core and Regional Center area type according to *Plan 2040 Unified Growth Policy Map*. The Project Fusion development plan is consistent with the area type and future land use identified. The land use maps are provided in Appendix B.

## **Appendix A**

### **Site Photo Log**



3rd Street at Driveway 1

Photo No. 1



Comments: Driveway 1 looking east

Photo No. 2



Comments: Driveway 1 looking west



Ponce De Leon Avenue at Driveway 2

Photo No. 1



Comments: Driveway 2 looking east

Photo No. 2



Comments: Driveway 2 looking west



Spring Street at Driveway 3

Photo No. 1



Comments: Driveway 3 looking north

Photo No. 2



Comments: Driveway 3 looking south

## **Appendix B**

### **Land Use and Zoning Maps**





# NPU-E



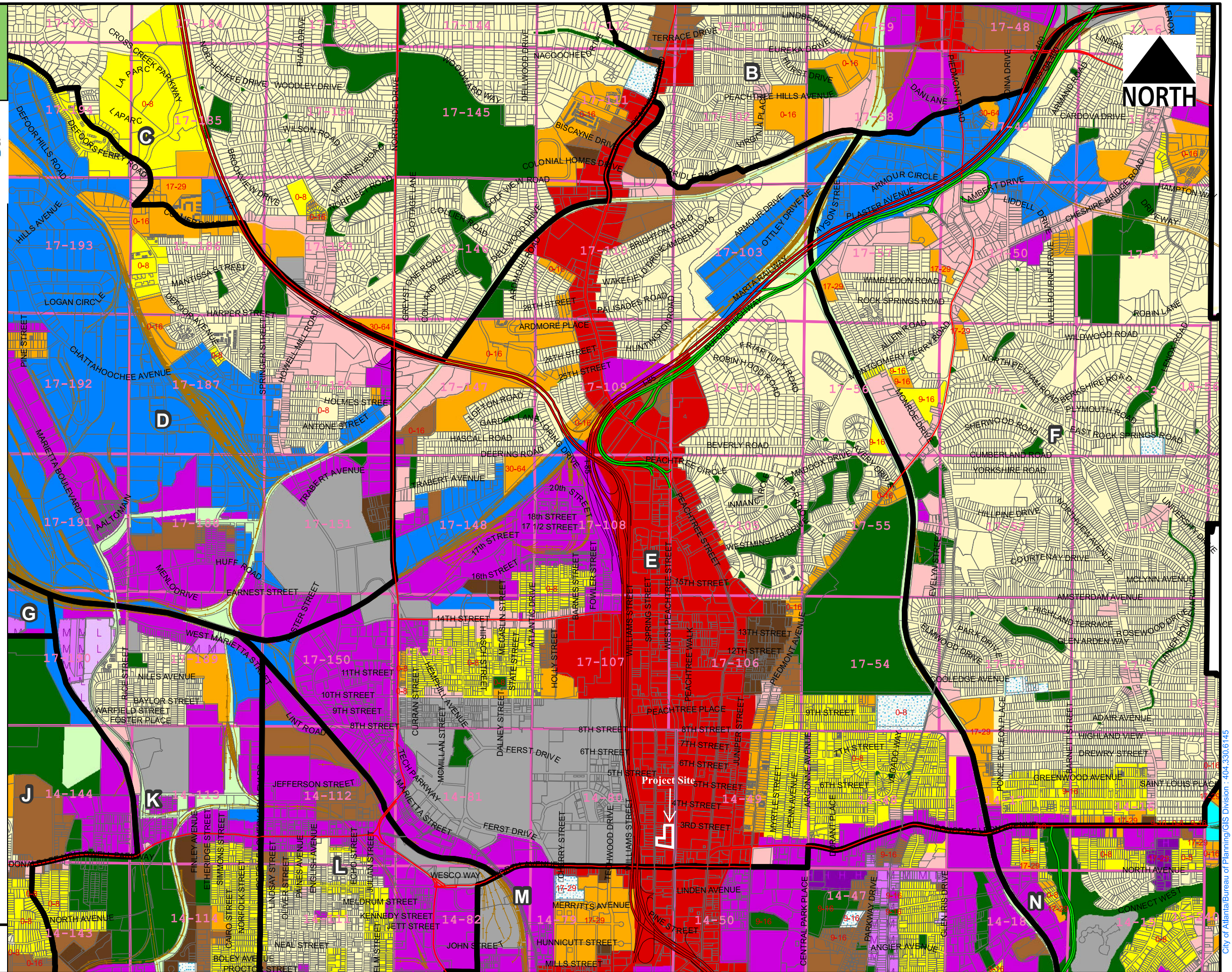
ATLANTA  
strategic action plan  
your city your vision your plan

- Legend**
- NPU's
  - parcels
  - Land Lots
  - Future Land Use Classifications**
  - Transportation/Communication
  - Community Facility
  - Single Family Residential
  - Low Density Residential
  - Medium Density Residential
  - High Density Residential
  - Very High Density Residential
  - Low Density Commercial
  - High Density Commercial
  - Office/Institution
  - Office/Institution/Residential
  - Open Space
  - POS
  - Industrial
  - Mixed Use
  - Low Density Mixed Use
  - Medium Density Mixed Use
  - High Density Mixed Use

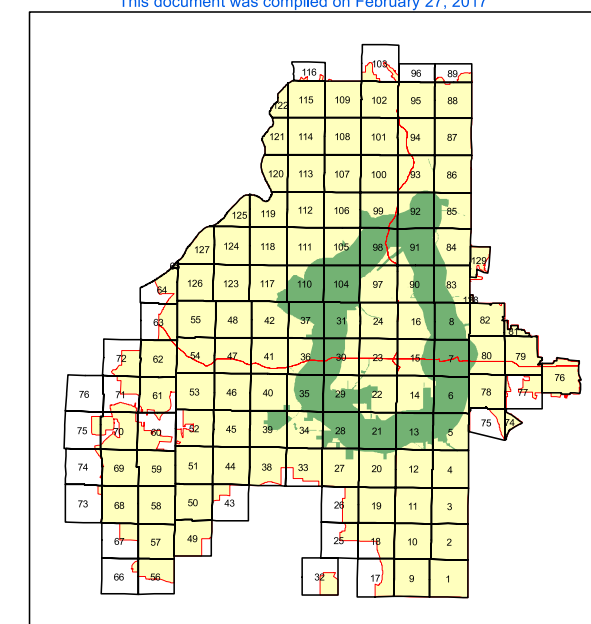
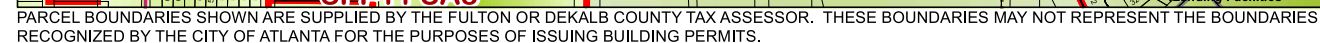
UP-TO-DATE AS OF:  
8/25/2011

1 inch = 2,135 feet

15 YEAR FUTURE LAND USE MAP  
2008 ATLANTA COMPREHENSIVE DEVELOPMENT PLAN (CDP)







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

## **Appendix C**

### **Site Plan**



DRI SITE PLAN

## COUSINS PROPERTIES

1874

**Kimley»Horn**

[illegible]

**APPLICANT:**

COUSINS SWP LAND LLC  
417 WEST PEACHTREE ROAD NE  
SUITE 601  
ATLANTA, GA 30326  
CONTACT: JOHN MCCOLL  
PHONE: (404) 407-1000

**TRAFFIC CONSULTANT:**

KIMLEY-HORN AND ASSOCIATES, INC.  
817 WEST PEACHTREE STREET NW,  
SUITE 601  
ATLANTA, GA 30308  
CONTACT: ELIZABETH JOHNSON, P.E.  
PHONE: (404) 419-5700

**CIVIL ENGINEER:**

KIMLEY-HORN AND ASSOCIATES, INC.  
817 WEST PEACHTREE STREET NW,  
SUITE 601  
ATLANTA, GA 30308  
CONTACT: EMY MONTANYE, P.E.  
PHONE: (404) 419-5700

LAND USE	DENSITY
DAYCARE	22,703 SF
RETAIL / RESTAURANT	11,856 SF
OFFICE	1,365,441 SF

**DRI NUMBER:** #2857

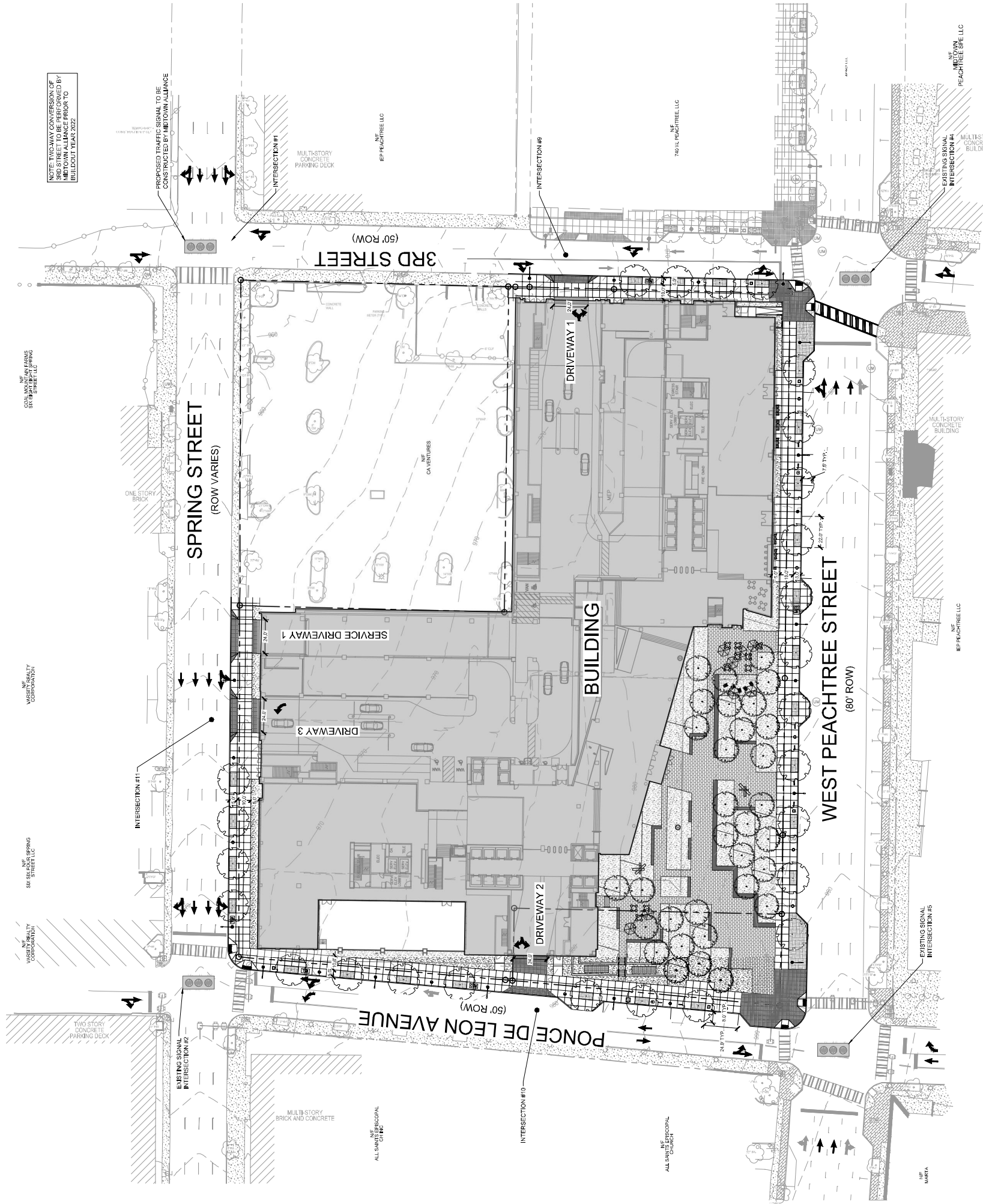
**OVERALL SITE AREA:** 3.38 ACRES

**CURRENT ZONING:** SP-16-SA1

**CURRENT ADDRESS:** 680 WEST PEACHTREE  
ATLANTA, GA 30308

**BUILDING HEIGHTS:** UP TO 27 STORIES

**PARKING:**



\\drawing name: C:\users\harrison.aken\appdata\local\temp\work\hudson\_1414\UR SITE PLAN.dwg User Site Plan NOV 26, 2018 11:45am by: harrison.aken  
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kierley-Torn and Associates, Inc. shall be without liability to Kierley-Torn and Associates, Inc.

## **Appendix D**

### **Trip Generation Analysis**

Trip Generation Analysis (9th Ed. with <i>2nd Edition Handbook</i> Daily IC & <i>3rd Edition</i> AM/PM IC)								
Project Fusion Atlanta, GA								
Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
565 Day Care Center	22,703 s.f.	1,082	250	133	117	252	118	134
710 General Office Building	1,365,441 s.f.	13,396	1,310	1,127	183	1,364	218	1,146
820 Shopping Center	5,928 s.f. gross leasable area	224	6	4	2	23	11	12
932 High-Turnover (Sit-Down) Restaurant	5,928 s.f.	666	59	32	27	58	36	22
Gross Trips		15,368	1,625	1,296	329	1,697	383	1,314
Residential Trips		0	0	0	0	0	0	0
Mixed-Use Reductions		0	0	0	0	0	0	0
Alternative Mode Reductions		0	0	0	0	0	0	0
Adjusted Residential Trips		0	0	0	0	0	0	0
Hotel Trips		0	0	0	0	0	0	0
Mixed-Use Reductions		0	0	0	0	0	0	0
Alternative Mode Reductions		0	0	0	0	0	0	0
Adjusted Hotel Trips		0	0	0	0	0	0	0
Office Trips		13,396	1,310	1,127	183	1,364	218	1,146
Mixed-Use Reductions		-31	-17	-9	-8	-3	-1	-2
Alternative Mode Reductions		-4,010	-388	-335	-53	-408	-65	-343
Adjusted Office Trips		9,355	905	783	122	953	152	801
Retail Trips		224	6	4	2	23	11	12
Mixed-Use Reductions		-8	-2	-1	-1	-10	-7	-3
Alternative Mode Reductions		-64	-1	-1	0	-4	-1	-3
Pass By Reductions (Based on ITE Rates)		-52	0	0	0	-3	-2	-1
Adjusted Retail Trips		100	3	2	1	6	1	5
Restaurant Trips		666	59	32	27	58	36	22
Mixed-Use Reductions		-23	-15	-7	-8	-11	-4	-7
Alternative Mode Reductions		-193	-13	-8	-6	-14	-10	-5
Pass By Reductions (Based on ITE Rates)		-194	0	0	0	-14	-7	-7
Adjusted Restaurant Trips		256	31	17	13	19	15	3
Other Non-Residential Trips		1,082	250	133	117	252	118	134
Mixed-Use Reductions								
Alternative Mode Reductions		-325	-75	-40	-35	-76	-35	-40
Adjusted Other Non-Residential Trips		757	175	93	82	176	83	94
Mixed-Use Reductions - TOTAL		-62	-34	-17	-17	-24	-12	-12
Alternative Mode Reductions - TOTAL		-4,592	-477	-384	-94	-502	-111	-391
Pass-By Reductions - TOTAL		-246	0	0	0	-17	-9	-8
New Trips		10,468	1,114	895	218	1,154	251	903
Driveway Volumes		10,714	1,114	895	218	1,171	260	911

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## **Appendix E**

### **Intersection Volume Sheets**

# **INTERSECTION VOLUME DEVELOPMENT**

## **Intersection 1** **Spring St & 3rd St** **AM PEAK HOUR**

Description	Spring St <u>Northbound</u>			Spring St <u>Southbound</u>			3rd St <u>Eastbound</u>			3rd St <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	139	709	2	0	0	2	0	0	0
Pedestrians		19			11			34			17	
Conflicting Pedestrians	34		17	17		34	11		19	19		11
Heavy Vehicles	0	0	0	3	24	1	0	0	1	0	0	0
Heavy Vehicle %	0%	0%	0%	2%	3%	50%	0%	0%	50%	0%	0%	0%
Peak Hour Factor		0.83			0.83			0.83			0.83	
Adjustment												
Adjusted 2018 Volumes	0	0	0	139	709	2	0	0	2	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
DRI #2707 - 740 West Peachtree				27						31		
DRI #2659 - GTHPCC				27								
Student Living Complex - 320 Units	0	0	0	2	0	0	0	0	0	11	0	0
3rd & 4th Street Two-Way Conversion				-20						100	10	
2022 Background Traffic	0	0	0	151	750	2	0	0	2	142	10	0
<b>Project Trips</b>												
Trip Distribution IN												
Trip Distribution OUT												
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN				12%	15%					3%		
Trip Distribution OUT												
Office Trips	0	0	0	94	117	0	0	0	0	4	0	0
Trip Distribution IN	0%	0%	0%	12%	15%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	12%	15%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
Restaurant Trips	0	0	0	2	3	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	12%	15%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
Other Non-Residential Trips	0	0	0	11	14	0	0	0	0	2	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	107	134	0	0	0	0	6	0	0
<b>2022 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>258</b>	<b>884</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>148</b>	<b>10</b>	<b>0</b>

## **PM PEAK HOUR**

Description	Spring St <u>Northbound</u>			Spring St <u>Southbound</u>			3rd St <u>Eastbound</u>			3rd St <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	117	1,188	1	0	1	7	0	0	0
Pedestrians		10			15			33			24	
Conflicting Pedestrians	33		24	24		33	15		10	10		15
Heavy Vehicles	0	0	0	0	26	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	2%	2%	2%	0%	2%	2%	0%	0%	0%
Peak Hour Factor		0.86			0.86			0.86			0.86	
Adjustment												
Adjusted 2018 Volumes	0	0	0	117	1188	1	0	1	7	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
DRI #2707 - 740 West Peachtree				9	15					169		
DRI #2659 - GTHPCC				136								
Student Living Complex - 320 Units	0	0	0	5	0	0	0	0	0	6	0	0
3rd & 4th Street Two-Way Conversion				-35						145	20	
2022 Background Traffic	0	0	0	98	1,363	1	0	1	7	320	20	0
<b>Project Trips</b>												
Trip Distribution IN				12%	15%					3%		
Trip Distribution OUT												
Office Trips	0	0	0	18	23	0	0	0	0	24	0	0
Trip Distribution IN	0%	0%	0%	12%	15%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	12%	15%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
Restaurant Trips	0	0	0	2	2	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	12%	15%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%
Non-Residential Trips	0	0	0	10	12	0	0	0	0	3	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	30	37	0	0	0	0	27	0	0
<b>2022 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>128</b>	<b>1,400</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>347</b>	<b>20</b>	<b>0</b>

# **INTERSECTION VOLUME DEVELOPMENT**

## **Intersection 2** **Spring St & Ponce De Leon Ave** **AM PEAK HOUR**

Description	Spring St <u>Northbound</u>			Spring St <u>Southbound</u>			Ponce De Leon Ave <u>Eastbound</u>			Ponce De Leon Ave <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	46	650	1	0	4	3	232	10	0
Pedestrians	5			11			25			9		
Conflicting Pedestrians	25		9	9		25	11		5	5		11
Heavy Vehicles	0	0	0	0	25	0	0	0	0	2	0	0
Heavy Vehicle %	0%	0%	0%	2%	4%	2%	0%	2%	2%	2%	2%	0%
Peak Hour Factor	0.87			0.87			0.87			0.87		
Adjustment												
Adjusted 2018 Volumes	0	0	0	46	650	1	0	4	3	232	10	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
DRI #2707 - 740 West Peachtree					31							
DRI #2659 - GTHPCC					27							
Student Living Complex - 320 Units	0	0	0	3	8	0	0	0	0	0	0	0
3rd & 4th Street Two-Way Conversion				15	85							
2022 Background Traffic	0	0	0	65	814	1	0	4	3	237	10	0
<b>Project Trips</b>												
Trip Distribution IN												
Trip Distribution OUT												
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT					43%					4%		
Office Trips	0	0	0	0	52	0	0	0	0	5	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	43%	0%	0%	0%	0%	4%	0%	0%
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	43%	0%	0%	0%	0%	4%	0%	0%
Restaurant Trips	0	0	0	0	6	0	0	0	0	1	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	43%	0%	0%	0%	0%	4%	0%	0%
Other Non-Residential Trips	0	0	0	0	35	0	0	0	0	3	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	93	0	0	0	0	9	0	0
<b>2022 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>907</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>246</b>	<b>10</b>	<b>0</b>

## **PM PEAK HOUR**

Description	Spring St <u>Northbound</u>			Spring St <u>Southbound</u>			Ponce De Leon Ave <u>Eastbound</u>			Ponce De Leon Ave <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	101	1,104	10	0	7	8	197	31	0
Pedestrians	9			19			29			23		
Conflicting Pedestrians	29		23	23		29	19		9	9		19
Heavy Vehicles	0	0	0	2	24	0	0	0	0	4	0	0
Heavy Vehicle %	0%	0%	0%	2%	2%	2%	0%	2%	2%	2%	2%	0%
Peak Hour Factor	0.91			0.91			0.91			0.91		
Adjustment												
Adjusted 2018 Volumes	0	0	0	101	1104	10	0	7	8	197	31	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
DRI #2707 - 740 West Peachtree					184							
DRI #2659 - GTHPCC					136							
Student Living Complex - 320 Units	0	0	0	2	5	0	0	0	0	0	0	0
3rd & 4th Street Two-Way Conversion				20	125							
2022 Background Traffic	0	0	0	125	1,576	10	0	7	8	201	32	0
<b>Project Trips</b>												
Trip Distribution IN												
Trip Distribution OUT					43%					4%		
Office Trips	0	0	0	0	344	0	0	0	0	32	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	43%	0%	0%	0%	0%	4%	0%	0%
Retail Trips	0	0	0	0	2	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	43%	0%	0%	0%	0%	4%	0%	0%
Restaurant Trips	0	0	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	43%	0%	0%	0%	0%	4%	0%	0%
Non-Residential Trips	0	0	0	0	40	0	0	0	0	4	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	387	0	0	0	0	36	0	0
<b>2022 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>125</b>	<b>1,963</b>	<b>10</b>	<b>0</b>	<b>7</b>	<b>8</b>	<b>237</b>	<b>32</b>	<b>0</b>



# **INTERSECTION VOLUME DEVELOPMENT**

## **Intersection 3** **Spring St & North Ave** **AM PEAK HOUR**

Description	Spring St Northbound			Spring St Southbound			North Ave Eastbound			North Ave Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	77	602	98	0	1,084	508	290	716	0
Pedestrians		52			137			10			5	
Conflicting Pedestrians	10		5	5		10	137		52			137
Heavy Vehicles	0	0	0	1	24	0	0	6	1	2	4	0
Heavy Vehicle %	0%	0%	0%	2%	4%	2%	0%	2%	2%	2%	2%	0%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2018 Volumes	0	0	0	77	602	98	0	1084	508	290	716	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
DRI #2707 - 740 West Peachtree				3	23	5						
DRI #2659 - GTHPCC					22	5						
Student Living Complex - 320 Units	0	0	0	1	6	2	0	0	0	0	0	0
3rd & 4th Street Two-Way Conversion				6	65	14						
2022 Background Traffic	0	0	0	89	730	126	0	1,106	518	296	730	0
<b>Project Trips</b>												
Trip Distribution IN												
Trip Distribution OUT												
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN								23%				
Trip Distribution OUT				3%	36%	8%						
Office Trips	0	0	0	4	44	10	0	180	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	23%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	3%	36%	8%	0%	0%	0%	0%	0%	0%
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	23%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	3%	36%	8%	0%	0%	0%	0%	0%	0%
Restaurant Trips	0	0	0	0	5	1	0	4	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	23%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	3%	36%	8%	0%	0%	0%	0%	0%	0%
Other Non-Residential Trips	0	0	0	2	30	7	0	21	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	6	79	18	0	205	0	0	0	0
<b>2022 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>809</b>	<b>144</b>	<b>0</b>	<b>1,311</b>	<b>518</b>	<b>296</b>	<b>730</b>	<b>0</b>

## **PM PEAK HOUR**

Description	Spring St Northbound			Spring St Southbound			North Ave Eastbound			North Ave Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	190	1,038	88	0	867	428	230	699	0
Pedestrians		46			157			44			14	
Conflicting Pedestrians	44		14	14		44	157		46			157
Heavy Vehicles	0	0	0	1	21	0	0	2	0	0	4	0
Heavy Vehicle %	0%	0%	0%	2%	2%	2%	0%	2%	2%	2%	2%	0%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment												
Adjusted 2018 Volumes	0	0	0	190	1038	88	0	867	428	230	699	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
DRI #2707 - 740 West Peachtree				13	140	31			34			
DRI #2659 - GTHPCC				8	105	23			32			
Student Living Complex - 320 Units	0	0	0	0	3	1	0	1	0	0	0	0
3rd & 4th Street Two-Way Conversion				9	95	21						
2022 Background Traffic	0	0	0	224	1,402	166	0	951	437	235	713	0
<b>Project Trips</b>												
Trip Distribution IN								23%				
Trip Distribution OUT				3%	36%	8%						
Office Trips	0	0	0	24	288	64	0	35	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	23%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	3%	36%	8%	0%	0%	0%	0%	0%	0%
Retail Trips	0	0	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	23%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	3%	36%	8%	0%	0%	0%	0%	0%	0%
Restaurant Trips	0	0	0	0	1	0	0	3	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	23%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	3%	36%	8%	0%	0%	0%	0%	0%	0%
Non-Residential Trips	0	0	0	3	34	8	0	19	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	27	324	72	0	57	0	0	0	0
<b>2022 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>251</b>	<b>1,726</b>	<b>238</b>	<b>0</b>	<b>1,008</b>	<b>437</b>	<b>235</b>	<b>713</b>	<b>0</b>

# **INTERSECTION VOLUME DEVELOPMENT**

## **Intersection 4** **West Peachtree St & 3rd St** **AM PEAK HOUR**

Description	West Peachtree St			West Peachtree St			3rd St			3rd St		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	902	109	0	0	0	64	38	0	0	0	28
Pedestrians		42			1			29			176	
Conflicting Pedestrians	29		176	176		29	1		42	42		1
Heavy Vehicles	0	36	0	0	0	0	6	0	0	0	0	0
Heavy Vehicle %	0%	4%	2%	0%	0%	0%	9%	2%	0%	0%	0%	2%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2018 Volumes	0	902	109	0	0	0	64	38	0	0	0	28
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
DRI #2707 - 740 West Peachtree	196	27					4	12			27	
DRI #2659 - GTHPCC		146										
Student Living Complex - 320 Units	3	0	0	0	0	0	5	3	0	0	1	0
3rd & 4th Street Two-Way Conversion	65	-65					-10	-30			50	15
2022 Background Traffic	264	1,028	111	0	0	0	64	24	0	0	78	44
<b>Project Trips</b>												
Trip Distribution IN												
Trip Distribution OUT												
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	12%										15%	
Trip Distribution OUT		2%					20%	15%				
Office Trips	94	2	0	0	0	0	24	18	0	0	117	0
Trip Distribution IN	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
Trip Distribution OUT	0%	2%	0%	0%	0%	0%	20%	15%	0%	0%	0%	0%
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
Trip Distribution OUT	0%	2%	0%	0%	0%	0%	20%	15%	0%	0%	0%	0%
Restaurant Trips	2	0	0	0	0	0	3	2	0	0	3	0
Trip Distribution IN	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
Trip Distribution OUT	0%	2%	0%	0%	0%	0%	20%	15%	0%	0%	0%	0%
Other Non-Residential Trips	11	2	0	0	0	0	16	12	0	0	14	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	107	4	0	0	0	0	43	32	0	0	134	0
<b>2022 Buildout Total</b>	<b>371</b>	<b>1,032</b>	<b>111</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>107</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>212</b>	<b>44</b>

## **PM PEAK HOUR**

Description	West Peachtree St			West Peachtree St			3rd St			3rd St		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	758	36	0	0	0	73	197	0	0	0	46
Pedestrians		52			2			15			158	
Conflicting Pedestrians	15		158	158		15	2		52	52		2
Heavy Vehicles	0	23	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	3%	2%	0%	0%	0%	2%	2%	0%	0%	0%	2%
Peak Hour Factor		0.85			0.85			0.85			0.85	
Adjustment												
Adjusted 2018 Volumes	0	758	36	0	0	0	73	197	0	0	0	46
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
DRI #2707 - 740 West Peachtree	54	9					17	58			7	
DRI #2659 - GTHPCC		60										
Student Living Complex - 320 Units	10	0	0	0	0	0	3	2	0	0	3	0
3rd & 4th Street Two-Way Conversion	55	-55					-20	-60			80	25
2022 Background Traffic	119	787	37	0	0	0	74	201	0	0	90	72
<b>Project Trips</b>												
Trip Distribution IN	12%										15%	
Trip Distribution OUT		2%					20%	15%				
Office Trips	18	16	0	0	0	0	160	120	0	0	23	0
Trip Distribution IN	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
Trip Distribution OUT	0%	2%	0%	0%	0%	0%	20%	15%	0%	0%	0%	0%
Retail Trips	0	0	0	0	0	0	1	1	0	0	0	0
Trip Distribution IN	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
Trip Distribution OUT	0%	2%	0%	0%	0%	0%	20%	15%	0%	0%	0%	0%
Restaurant Trips	2	0	0	0	0	0	1	0	0	0	2	0
Trip Distribution IN	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
Trip Distribution OUT	0%	2%	0%	0%	0%	0%	20%	15%	0%	0%	0%	0%
Non-Residential Trips	10	2	0	0	0	0	19	14	0	0	12	0
Pass-By Trips	3	-3	0	0	0	0	3	0	0	0	0	0
Total Project Trips	33	15	0	0	0	0	184	135	0	0	37	0
<b>2022 Buildout Total</b>	<b>152</b>	<b>802</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>258</b>	<b>336</b>	<b>0</b>	<b>0</b>	<b>127</b>	<b>72</b>

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# **INTERSECTION VOLUME DEVELOPMENT**

## **Intersection 5** **West Peachtree St & Ponce De Leon Ave** **AM PEAK HOUR**

Description	West Peachtree St			West Peachtree St			Ponce De Leon Ave			Ponce De Leon Ave		
	<b>Northbound</b>			<b>Southbound</b>			<b>Eastbound</b>			<b>Westbound</b>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	23	897	80	0	0	0	18	47	0	0	136	117
Pedestrians		22			18			41			109	
Conflicting Pedestrians	41		109	109		41	18		22	22		18
Heavy Vehicles	0	35	1	0	0	0	0	0	0	0	4	0
Heavy Vehicle %	2%	4%	2%	0%	0%	0%	2%	2%	0%	0%	3%	2%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2018 Volumes	23	897	80	0	0	0	18	47	0	0	136	117
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
DRI #2707 - 740 West Peachtree		223										
DRI #2659 - GTHPCC		146										
Student Living Complex - 320 Units	0	3	0	0	0	0	0	3	0	0	0	1
3rd & 4th Street Two-Way Conversion								15				
2022 Background Traffic	23	1,287	82	0	0	0	18	66	0	0	139	120
<b>Project Trips</b>												
Trip Distribution IN												
Trip Distribution OUT												
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	30%	12%					2%	16%			16%	
Trip Distribution OUT												
Office Trips	235	94	0	0	0	0	2	20	0	0	125	0
Trip Distribution IN	30%	12%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	2%	16%	0%	0%	0%	0%
Retail Trips	1	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	30%	12%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	2%	16%	0%	0%	0%	0%
Restaurant Trips	5	2	0	0	0	0	0	2	0	0	3	0
Trip Distribution IN	30%	12%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	2%	16%	0%	0%	0%	0%
Other Non-Residential Trips	28	11	0	0	0	0	2	13	0	0	15	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	269	107	0	0	0	0	4	35	0	0	143	0
<b>2022 Buildout Total</b>	<b>292</b>	<b>1,394</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>101</b>	<b>0</b>	<b>0</b>	<b>282</b>	<b>120</b>

## **PM PEAK HOUR**

Description	West Peachtree St			West Peachtree St			Ponce De Leon Ave			Ponce De Leon Ave		
	<b>Northbound</b>			<b>Southbound</b>			<b>Eastbound</b>			<b>Westbound</b>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	41	680	72	0	0	0	9	102	0	0	145	76
Pedestrians		18			15			34			69	
Conflicting Pedestrians	34		69	69		34	15		18	18		15
Heavy Vehicles	0	22	0	0	0	0	0	0	0	0	3	0
Heavy Vehicle %	2%	3%	2%	0%	0%	0%	2%	2%	0%	0%	2%	2%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment												
Adjusted 2018 Volumes	41	680	72	0	0	0	9	102	0	0	145	76
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
DRI #2707 - 740 West Peachtree		63										
DRI #2659 - GTHPCC		60										
Student Living Complex - 320 Units	0	8	0	0	0	0	0	2	0	0	0	3
3rd & 4th Street Two-Way Conversion								20				
2022 Background Traffic	42	825	73	0	0	0	9	126	0	0	148	81
<b>Project Trips</b>												
Trip Distribution IN	30%	12%									16%	
Trip Distribution OUT							2%	16%				
Office Trips	46	18	0	0	0	0	16	128	0	0	24	0
Trip Distribution IN	30%	12%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	2%	16%	0%	0%	0%	0%
Retail Trips	0	0	0	0	0	0	0	1	0	0	0	0
Trip Distribution IN	30%	12%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	2%	16%	0%	0%	0%	0%
Restaurant Trips	5	2	0	0	0	0	0	0	0	0	2	0
Trip Distribution IN	30%	12%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	2%	16%	0%	0%	0%	0%
Non-Residential Trips	25	10	0	0	0	0	2	15	0	0	13	0
Pass-By Trips	3	-3	0	0	0	0	3	0	0	0	0	0
Total Project Trips	79	27	0	0	0	0	21	144	0	0	39	0
<b>2022 Buildout Total</b>	<b>121</b>	<b>852</b>	<b>73</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>270</b>	<b>0</b>	<b>0</b>	<b>187</b>	<b>81</b>

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# **INTERSECTION VOLUME DEVELOPMENT**

## **Intersection 6** **West Peachtree St & North Ave** **AM PEAK HOUR**

Description	West Peachtree St			West Peachtree St			North Ave			North Ave		
	<b>Northbound</b>			<b>Southbound</b>			<b>Eastbound</b>			<b>Westbound</b>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	127	522	106	0	0	0	308	859	0	0	869	199
Pedestrians		82			183			62			386	
Conflicting Pedestrians	62		386	386		62	183		82	82		183
Heavy Vehicles	2	29	0	0	0	0	5	3	0	0	4	1
Heavy Vehicle %	2%	6%	2%	0%	0%	0%	2%	2%	0%	0%	2%	2%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2018 Volumes	127	522	106	0	0	0	308	859	0	0	869	199
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
DRI #2707 - 740 West Peachtree		85					122	3				16
DRI #2659 - GTHPCC		56					80					10
Student Living Complex - 320 Units	0	1	0	0	0	0	1	1	0	0	0	0
3rd & 4th Street Two-Way Conversion								6				
2022 Background Traffic	130	675	108	0	0	0	517	886	0	0	887	229
<b>Project Trips</b>												
Trip Distribution IN												
Trip Distribution OUT												
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN		16%					23%					3%
Trip Distribution OUT								3%				
Office Trips	0	125	0	0	0	0	180	4	0	0	0	23
Trip Distribution IN	0%	16%	0%	0%	0%	0%	23%	0%	0%	0%	0%	3%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	16%	0%	0%	0%	0%	23%	0%	0%	0%	0%	3%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%
Restaurant Trips	0	3	0	0	0	0	4	0	0	0	0	1
Trip Distribution IN	0%	16%	0%	0%	0%	0%	23%	0%	0%	0%	0%	3%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%
Other Non-Residential Trips	0	15	0	0	0	0	21	2	0	0	0	3
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	143	0	0	0	0	205	6	0	0	0	27
<b>2022 Buildout Total</b>	<b>130</b>	<b>818</b>	<b>108</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>722</b>	<b>892</b>	<b>0</b>	<b>0</b>	<b>887</b>	<b>256</b>

## **PM PEAK HOUR**

Description	West Peachtree St			West Peachtree St			North Ave			North Ave		
	<b>Northbound</b>			<b>Southbound</b>			<b>Eastbound</b>			<b>Westbound</b>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	181	597	189	0	0	0	109	909	0	0	753	113
Pedestrians		79			168			33			363	
Conflicting Pedestrians	33		363	363		33	168		79	79		168
Heavy Vehicles	1	24	0	0	0	0	0	2	0	0	2	0
Heavy Vehicle %	2%	4%	2%	0%	0%	0%	2%	2%	0%	0%	2%	2%
Peak Hour Factor		0.90			0.90			0.90			0.90	
Adjustment												
Adjusted 2018 Volumes	181	597	189	0	0	0	109	909	0	0	753	113
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
DRI #2707 - 740 West Peachtree		24					34	13				5
DRI #2659 - GTHPCC		23					32					5
Student Living Complex - 320 Units	0	3	0	0	0	0	4	0	0	0	0	1
3rd & 4th Street Two-Way Conversion												
2022 Background Traffic	185	659	193	0	0	0	181	940	0	0	768	126
<b>Project Trips</b>												
Trip Distribution IN		16%					23%					3%
Trip Distribution OUT								3%				
Office Trips	0	24	0	0	0	0	35	24	0	0	0	5
Trip Distribution IN	0%	16%	0%	0%	0%	0%	23%	0%	0%	0%	0%	3%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	16%	0%	0%	0%	0%	23%	0%	0%	0%	0%	3%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%
Restaurant Trips	0	2	0	0	0	0	3	0	0	0	0	0
Trip Distribution IN	0%	16%	0%	0%	0%	0%	23%	0%	0%	0%	0%	3%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%
Non-Residential Trips	0	13	0	0	0	0	19	3	0	0	0	2
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	39	0	0	0	0	57	27	0	0	0	7
<b>2022 Buildout Total</b>	<b>185</b>	<b>698</b>	<b>193</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>238</b>	<b>967</b>	<b>0</b>	<b>0</b>	<b>768</b>	<b>133</b>

**INTERSECTION VOLUME DEVELOPMENT**  
**Intersection 7**  
**Spring St & Linden Ave / I-75/I-85/Downtown Connector Ramp**  
**AM PEAK HOUR**

Description	Spring St Northbound			Spring St Southbound			I-75/I-85/Downtown Connector Eastbound			I-75/I-85/Downtown Connector Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	45	790	561	0	217	164	187	401	0
Pedestrians	0			1			3			3		
Conflicting Pedestrians	3		3	3		3	1		0	0		1
Heavy Vehicles	0	0	0	0	22	8	0	1	1	2	4	0
Heavy Vehicle %	0%	0%	0%	2%	3%	2%	0%	2%	2%	2%	2%	0%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment												
Adjusted 2018 Volumes	0	0	0	45	790	561	0	217	164	187	401	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
DRI #2707 - 740 West Peachtree					10	13						
DRI #2659 - GTHPCC					9	13						
Student Living Complex - 320 Units	0	0	0	0	2	3	0	1	0	0	0	0
3rd & 4th Street Two-Way Conversion					28	36						
2022 Background Traffic	0	0	0	46	855	637	0	222	167	191	409	0
<b>Project Trips</b>												
Trip Distribution IN												
Trip Distribution OUT												
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN								12%				
Trip Distribution OUT					16%	20%						
Office Trips	0	0	0	0	20	24	0	94	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	16%	20%	0%	0%	0%	0%	0%	0%
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	16%	20%	0%	0%	0%	0%	0%	0%
Restaurant Trips	0	0	0	0	2	3	0	2	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	16%	20%	0%	0%	0%	0%	0%	0%
Other Non-Residential Trips	0	0	0	0	13	16	0	11	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	35	43	0	107	0	0	0	0
<b>2022 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>890</b>	<b>680</b>	<b>0</b>	<b>329</b>	<b>167</b>	<b>191</b>	<b>409</b>	<b>0</b>

**PM PEAK HOUR**

Description	Spring St Northbound			Spring St Southbound			I-75/I-85/Downtown Connector Eastbound			I-75/I-85/Downtown Connector Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	17	1,071	937	0	167	194	243	536	0
Pedestrians	1			5			5			7		
Conflicting Pedestrians	5		7	7		5	5		1	1		5
Heavy Vehicles	0	0	0	0	24	2	0	1	4	0	0	0
Heavy Vehicle %	0%	0%	0%	2%	2%	2%	0%	2%	2%	2%	2%	0%
Peak Hour Factor	0.98			0.98			0.98			0.98		
Adjustment												
Adjusted 2018 Volumes	0	0	0	17	1071	937	0	167	194	243	536	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
DRI #2707 - 740 West Peachtree					62	78			18			
DRI #2659 - GTHPCC					46	59			17			
Student Living Complex - 320 Units	0	0	0	0	1	2	0	2	0	0	0	0
3rd & 4th Street Two-Way Conversion					43	52						
2022 Background Traffic	0	0	0	17	1,245	1,147	0	207	198	248	547	0
<b>Project Trips</b>												
Trip Distribution IN								12%				
Trip Distribution OUT					16%	20%						
Office Trips	0	0	0	0	128	160	0	18	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	16%	20%	0%	0%	0%	0%	0%	0%
Retail Trips	0	0	0	0	1	1	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	16%	20%	0%	0%	0%	0%	0%	0%
Restaurant Trips	0	0	0	0	0	1	0	2	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	16%	20%	0%	0%	0%	0%	0%	0%
Non-Residential Trips	0	0	0	0	15	19	0	10	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	144	181	0	30	0	0	0	0
<b>2022 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>1,389</b>	<b>1,328</b>	<b>0</b>	<b>237</b>	<b>198</b>	<b>248</b>	<b>547</b>	<b>0</b>

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**INTERSECTION VOLUME DEVELOPMENT**  
**Intersection 8**  
**I-75/I-85/Downtown Connector Off-Ramp & North Ave**  
**AM PEAK HOUR**

Description	85/Downtown Connector Off			85/Downtown Connector Off			North Ave			North Ave		
	<u>Northbound</u>			<u>Southbound</u>			<u>Eastbound</u>			<u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	1	0	0	813	0	562	0	830	0	0	804	0
Pedestrians		33				138		7			0	
Conflicting Pedestrians	7		0	0		7	138		33	33		138
Heavy Vehicles	0	0	0	3	0	1	0	5	0	0	4	0
Heavy Vehicle %	2%	0%	0%	2%	0%	2%	0%	2%	0%	0%	2%	0%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2018 Volumes	1	0	0	813	0	562	0	830	0	0	804	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
DRI #2707 - 740 West Peachtree				79				43			5	
DRI #2659 - GTHPCC				52				28			5	
Student Living Complex - 320 Units	0	0	0	1	0	0	0	0	0	0	2	0
3rd & 4th Street Two-Way Conversion											14	
2022 Background Traffic	1	0	0	961	0	573	0	918	0	0	846	0
<b>Project Trips</b>												
Trip Distribution IN												
Trip Distribution OUT												
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN				15%				8%				
Trip Distribution OUT										8%		
Office Trips	0	0	0	117	0	0	0	63	0	0	10	0
Trip Distribution IN	0%	0%	0%	15%	0%	0%	0%	8%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	15%	0%	0%	0%	8%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
Restaurant Trips	0	0	0	3	0	0	0	1	0	0	1	0
Trip Distribution IN	0%	0%	0%	15%	0%	0%	0%	8%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
Other Non-Residential Trips	0	0	0	14	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	134	0	0	0	71	0	0	18	0
<b>2022 Buildout Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1,095</b>	<b>0</b>	<b>573</b>	<b>0</b>	<b>989</b>	<b>0</b>	<b>0</b>	<b>864</b>	<b>0</b>

**PM PEAK HOUR**

Description	85/Downtown Connector Off			85/Downtown Connector Off			North Ave			North Ave		
	<u>Northbound</u>			<u>Southbound</u>			<u>Eastbound</u>			<u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	286	0	126	0	1,060	0	1	904	0
Pedestrians		48				118		9			0	
Conflicting Pedestrians	9		0	0		9	118		48	48		118
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	4	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	0%	2%	0%	2%	2%	0%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment												
Adjusted 2018 Volumes	0	0	0	286	0	126	0	1060	0	1	904	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
DRI #2707 - 740 West Peachtree				22				12			31	
DRI #2659 - GTHPCC				21				11			23	
Student Living Complex - 320 Units	0	0	0	3	0	0	0	1	0	0	1	0
3rd & 4th Street Two-Way Conversion											21	
2022 Background Traffic	0	0	0	338	0	129	0	1,105	0	1	998	0
<b>Project Trips</b>												
Trip Distribution IN				15%				8%				
Trip Distribution OUT										8%		
Office Trips	0	0	0	23	0	0	0	12	0	0	64	0
Trip Distribution IN	0%	0%	0%	15%	0%	0%	0%	8%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	15%	0%	0%	0%	8%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
Restaurant Trips	0	0	0	2	0	0	0	1	0	0	0	0
Trip Distribution IN	0%	0%	0%	15%	0%	0%	0%	8%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%
Non-Residential Trips	0	0	0	12	0	0	0	7	0	0	8	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	37	0	0	0	20	0	0	72	0
<b>2022 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>375</b>	<b>0</b>	<b>129</b>	<b>0</b>	<b>1,125</b>	<b>0</b>	<b>1</b>	<b>1,070</b>	<b>0</b>

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# **INTERSECTION VOLUME DEVELOPMENT**

## **Intersection 9** **3rd Street & Proposed Driveway 1** **AM PEAK HOUR**

Description	Driveway 1			N/A			3rd St			3rd St		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes								139			0	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2018 Volumes	0	0	0	0	0	0	0	139	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
DRI #2707 - 740 West Peachtree				14		26	27	2				223
DRI #2659 - GTHPCC												
Student Living Complex - 320 Units	0	0	0	0	0	0	0	8	0	0	3	0
3rd & 4th Street Two-Way Conversion								-40			113	
2022 Background Traffic	0	0	0	14	0	26	27	112	0	0	116	223
<b>Project Trips</b>												
Trip Distribution IN												
Trip Distribution OUT												
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN									12%	27%		
Trip Distribution OUT	3%		35%									
Office Trips	4	0	43	0	0	0	0	0	94	211	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	12%	27%	0%	0%
Trip Distribution OUT	3%	0%	35%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Retail Trips	0	0	0	0	0	0	0	0	0	1	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	12%	27%	0%	0%
Trip Distribution OUT	3%	0%	35%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Restaurant Trips	0	0	5	0	0	0	0	0	2	5	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	12%	27%	0%	0%
Trip Distribution OUT	3%	0%	35%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Other Non-Residential Trips	2	0	29	0	0	0	0	0	11	25	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	6	0	77	0	0	0	0	0	107	242	0	0
<b>2022 Buildout Total</b>	<b>6</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>0</b>	<b>26</b>	<b>27</b>	<b>112</b>	<b>107</b>	<b>242</b>	<b>116</b>	<b>223</b>

## **PM PEAK HOUR**

Description	Driveway 1			N/A			3rd St			3rd St		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes								117			0	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2018 Volumes	0	0	0	0	0	0	0	117	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
DRI #2707 - 740 West Peachtree				63		148	9	12				60
DRI #2659 - GTHPCC												
Student Living Complex - 320 Units	0	0	0	0	0	0	0	5	0	0	10	0
3rd & 4th Street Two-Way Conversion								-80			150	
2022 Background Traffic	0	0	0	63	0	148	9	56	0	0	160	60
<b>Project Trips</b>												
Trip Distribution IN									12%	27%		
Trip Distribution OUT	3%		35%									
Office Trips	24	0	280	0	0	0	0	0	18	41	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	12%	27%	0%	0%
Trip Distribution OUT	3%	0%	35%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Retail Trips	0	0	1	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	12%	27%	0%	0%
Trip Distribution OUT	3%	0%	35%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Restaurant Trips	0	0	1	0	0	0	0	0	2	4	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	12%	27%	0%	0%
Trip Distribution OUT	3%	0%	35%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Non-Residential Trips	3	0	33	0	0	0	0	0	10	22	0	0
Pass-By Trips	0	0	3	0	0	0	0	0	0	3	0	0
Total Project Trips	27	0	318	0	0	0	0	0	30	70	0	0
<b>2022 Buildout Total</b>	<b>27</b>	<b>0</b>	<b>318</b>	<b>63</b>	<b>0</b>	<b>148</b>	<b>9</b>	<b>56</b>	<b>30</b>	<b>70</b>	<b>160</b>	<b>60</b>

# **INTERSECTION VOLUME DEVELOPMENT**

## **Intersection 10** **Ponce De Leon Avenue & Proposed Driveway 2** **AM PEAK HOUR**

Description	Driveway 1 <u>Northbound</u>			N/A <u>Southbound</u>			3rd St <u>Eastbound</u>			3rd St <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes								50			159	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2018 Volumes	0	0	0	0	0	0	0	50	0	0	159	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
DRI #2707 - 740 West Peachtree												
DRI #2659 - GTHPCC												
Student Living Complex - 320 Units	0	0	0	0	3	0	0	0	0	0	0	0
3rd & 4th Street Two-Way Conversion								15				
2022 Background Traffic	0	0	0	0	3	0	0	66	0	0	162	0
<b>Project Trips</b>												
Trip Distribution IN												
Trip Distribution OUT												
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												46%
Trip Distribution OUT				18%		4%						
Office Trips	0	0	0	22	0	5	0	0	0	0	0	360
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	46%
Trip Distribution OUT	0%	0%	0%	18%	0%	4%	0%	0%	0%	0%	0%	0%
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	1
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	46%
Trip Distribution OUT	0%	0%	0%	18%	0%	4%	0%	0%	0%	0%	0%	0%
Restaurant Trips	0	0	0	2	0	1	0	0	0	0	0	8
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	46%
Trip Distribution OUT	0%	0%	0%	18%	0%	4%	0%	0%	0%	0%	0%	0%
Other Non-Residential Trips	0	0	0	15	0	3	0	0	0	0	0	43
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	39	0	9	0	0	0	0	0	412
<b>2022 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>162</b>	<b>412</b>

## **PM PEAK HOUR**

Description	Driveway 1 <u>Northbound</u>			N/A <u>Southbound</u>			3rd St <u>Eastbound</u>			3rd St <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes								108			186	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2018 Volumes	0	0	0	0	0	0	0	108	0	0	186	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
DRI #2707 - 740 West Peachtree												
DRI #2659 - GTHPCC												
Student Living Complex - 320 Units	0	0	0	0	2	0	0	0	0	0	0	0
3rd & 4th Street Two-Way Conversion								20				
2022 Background Traffic	0	0	0	0	2	0	0	130	0	0	190	0
<b>Project Trips</b>												
Trip Distribution IN												46%
Trip Distribution OUT				18%		4%						
Office Trips	0	0	0	144	0	32	0	0	0	0	0	70
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	46%
Trip Distribution OUT	0%	0%	0%	18%	0%	4%	0%	0%	0%	0%	0%	0%
Retail Trips	0	0	0	1	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	46%
Trip Distribution OUT	0%	0%	0%	18%	0%	4%	0%	0%	0%	0%	0%	0%
Restaurant Trips	0	0	0	1	0	0	0	0	0	0	0	7
Trip Distribution IN	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	46%
Trip Distribution OUT	0%	0%	0%	18%	0%	4%	0%	0%	0%	0%	0%	0%
Non-Residential Trips	0	0	0	17	0	4	0	0	0	0	0	38
Pass-By Trips	0	0	0	3	0	0	0	0	0	0	0	3
Total Project Trips	0	0	0	166	0	36	0	0	0	0	0	118
<b>2022 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>166</b>	<b>2</b>	<b>36</b>	<b>0</b>	<b>130</b>	<b>0</b>	<b>0</b>	<b>190</b>	<b>118</b>

# INTERSECTION VOLUME DEVELOPMENT

## Intersection 11 Spring Street at Driveway 3 AM PEAK HOUR

Description	N/A Northbound			Spring Street Southbound			N/A Eastbound			Driveway 3 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes					709							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2018 Volumes	0	0	0	0	709	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
DRI #2707 - 740 West Peachtree					31							
DRI #2659 - GTHPCC					27							
Student Living Complex - 320 Units	0	0	0	0	11	0	0	0	0	0	0	0
3rd & 4th Street Two-Way Conversion					100							
2022 Background Traffic	0	0	0	0	892	0	0	0	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN												
Trip Distribution OUT												
Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN				15%								
Trip Distribution OUT					3%					40%		
Office Trips	0	0	0	117	4	0	0	0	0	49	0	0
Trip Distribution IN	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	3%	0%	0%	0%	0%	40%	0%	0%
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	3%	0%	0%	0%	0%	40%	0%	0%
Restaurant Trips	0	0	0	3	0	0	0	0	0	5	0	0
Trip Distribution IN	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	3%	0%	0%	0%	0%	40%	0%	0%
Other Non-Residential Trips	0	0	0	14	2	0	0	0	0	33	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	134	6	0	0	0	0	87	0	0
<b>2022 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>134</b>	<b>898</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>0</b>	<b>0</b>

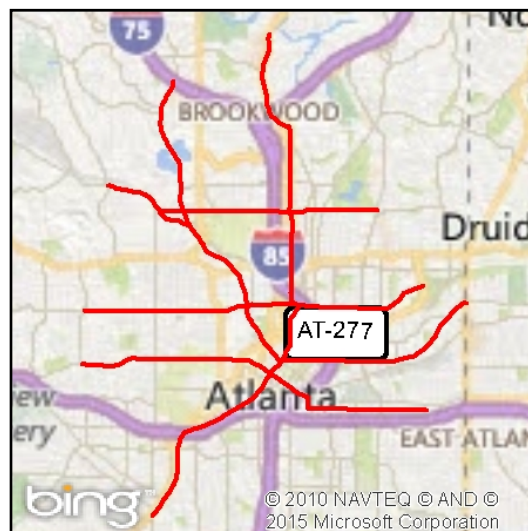
## PM PEAK HOUR

Description	N/A Northbound			Spring Street Southbound			N/A Eastbound			Driveway 3 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes					1,188							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2018 Volumes	0	0	0	0	1188	0	0	0	0	0	0	0
Annual Growth Rate	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Growth Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
DRI #2707 - 740 West Peachtree					184							
DRI #2659 - GTHPCC					136							
Student Living Complex - 320 Units	0	0	0	0	6	0	0	0	0	0	0	0
3rd & 4th Street Two-Way Conversion					145							
2022 Background Traffic	0	0	0	0	1,683	0	0	0	0	0	0	0
<b>Project Trips</b>												
Trip Distribution IN				15%								
Trip Distribution OUT					3%					40%		
Office Trips	0	0	0	23	24	0	0	0	0	320	0	0
Trip Distribution IN	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	3%	0%	0%	0%	0%	40%	0%	0%
Retail Trips	0	0	0	0	0	0	0	0	0	2	0	0
Trip Distribution IN	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	3%	0%	0%	0%	0%	40%	0%	0%
Restaurant Trips	0	0	0	2	0	0	0	0	0	1	0	0
Trip Distribution IN	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%
Trip Distribution OUT	0%	0%	0%	0%	3%	0%	0%	0%	0%	40%	0%	0%
Non-Residential Trips	0	0	0	12	3	0	0	0	0	38	0	0
Pass-By Trips	0	0	0	3	-3	0	0	0	0	3	0	0
Total Project Trips	0	0	0	40	24	0	0	0	0	364	0	0
<b>2022 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>1,707</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>364</b>	<b>0</b>	<b>0</b>

## **Appendix F**

### **Programmed Projects**

<b>Short Title</b>	CYCLE ATLANTA: PHASE 1.0 - BICYCLE MOBILITY IMPROVEMENTS		
<b>GDOT Project No.</b>	0012593		
<b>Federal ID No.</b>	N/A		
<b>Status</b>	Programmed		
<b>Service Type</b>	Last Mile Connectivity / Bicycle Facility		
<b>Sponsor</b>	City of Atlanta		
<b>Jurisdiction</b>	City of Atlanta		
<b>Analysis Level</b>	Exempt from Air Quality Analysis (40 CFR 93)		
<b>Existing Thru Lane</b>	N/A	<b>LCI</b>	<input type="checkbox"/>
<b>Planned Thru Lane</b>	N/A	<b>Flex</b>	<input checked="" type="checkbox"/>



**Network Year**   
**Corridor Length**  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




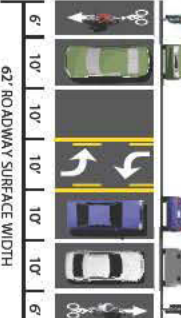


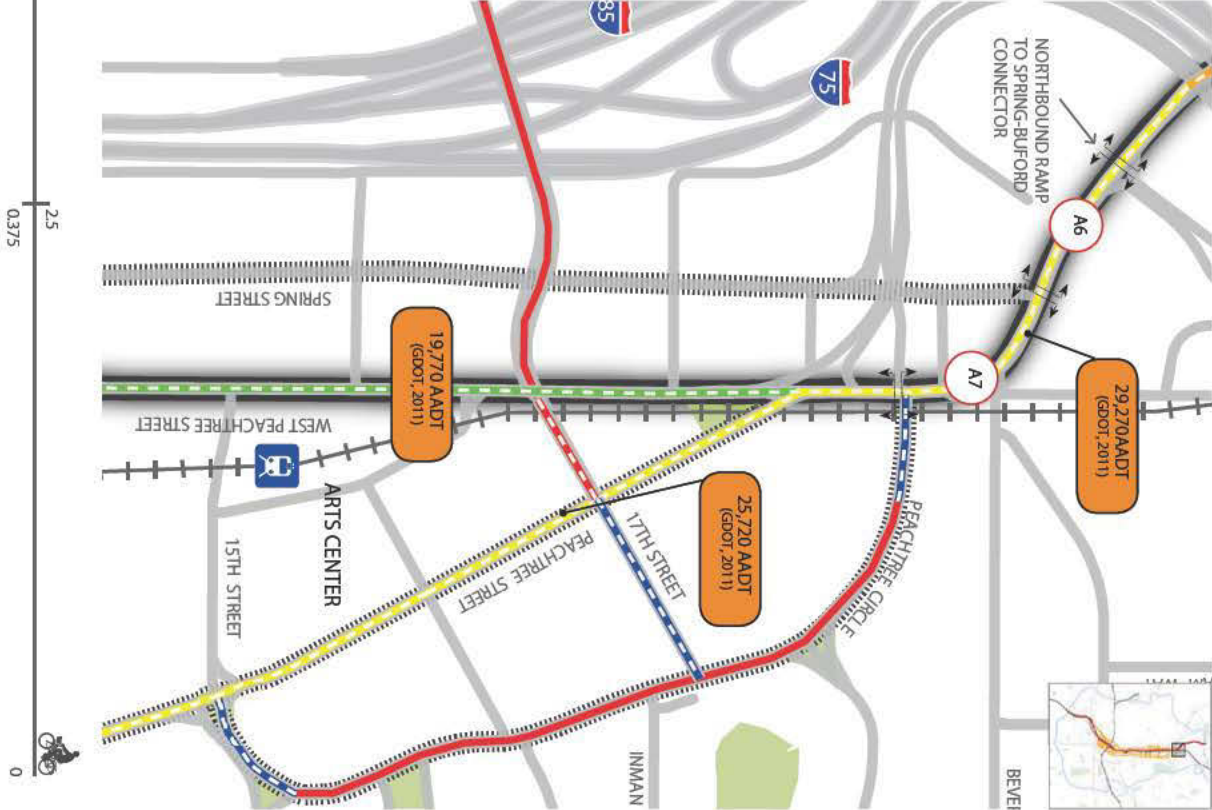
# City of Atlanta Proposed TSPLOST Purposes and Recommended Projects

July 18, 2016

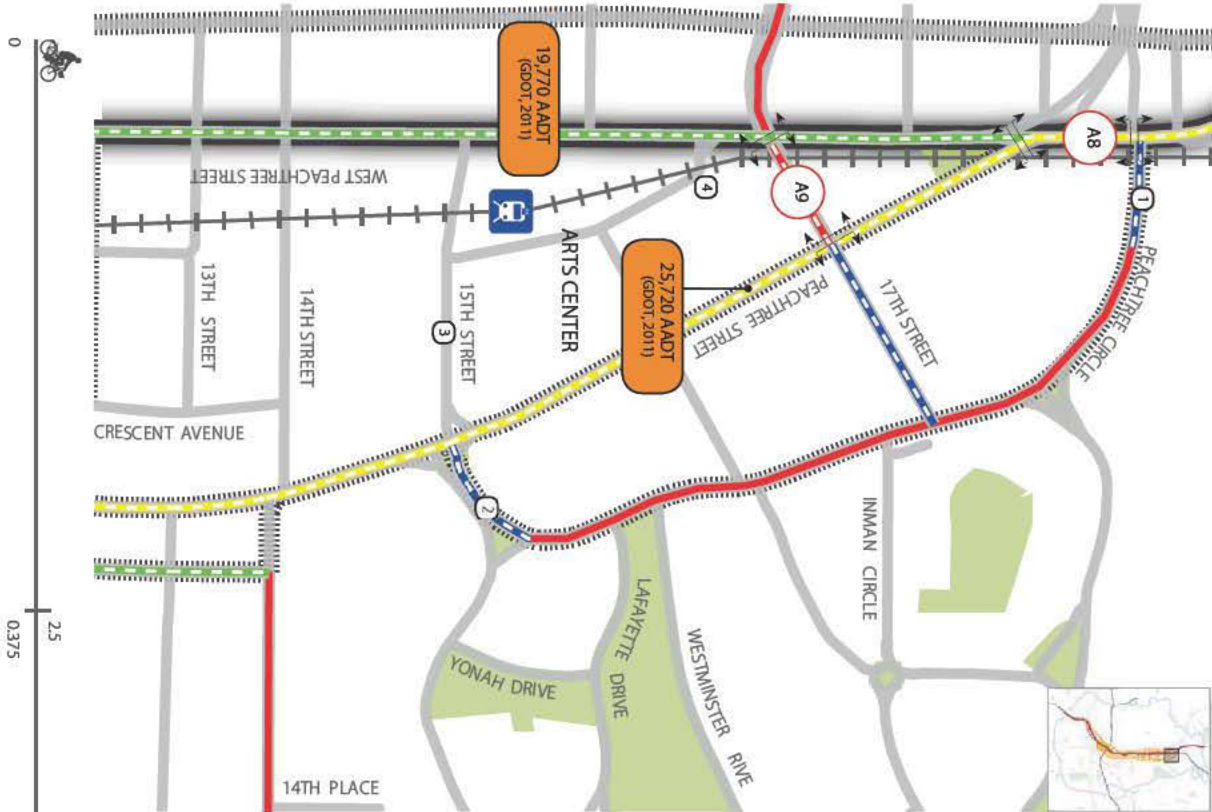
Purpose/Project Type	TSPLOST Cost
<b>Atlanta BeltLine/Multi-use Trails</b>	
Right-of-way acquisition and install lighting	
Sub Total	\$ 65,900,000
<b>Complete Streets</b>	
5 <sup>th</sup> St	
Campbellton Rd	
Cascade Rd	
Chappell Rd	
Euclid Ave	
Gilmer St	
LaFrance/Marion Pl	
Langhorn St	
N. Highland Ave	
North Ave	
Paving and Resurfacing	
Peachtree Center Ave	
Piedmont Ave	
Spring St	
W. Peachtree St	
Westland Blvd	
Complete Streets	
Sub Total	\$ 75,398,139



Cross Section ID	Cross Section	Street	From	To	Existing Travel Lanes	Proposed Travel Lanes	Notes
A6A	<b>BUFFERED BIKE LANE / SHARED LANE MARKINGS</b> 	Peachtree Street	Northbound ramp to Spring-Buford Connector	Spring Street	6	5	5 travel lanes
A6B	<b>BUFFERED BIKE LANE</b> 	Peachtree Street	Northbound ramp to Spring-Buford Connector	Spring Street	6	4	4 travel lanes Due to high frequency of right turns on to northbound ramp to Spring-Buford Connector, outside north bound land may need to be right turn only. Alternatively, bike lane and buffer may need to be re-configured to accommodate a dedicated right turn only lane. Additional study should be give to this intersection.
A7A	<b>SHARED LANE MARKINGS</b> 	Peachtree Street	Spring Street	Peachtree Circle	6	6	Maintain existing lanes
A7B	<b>BIKE LANES</b> 	Peachtree Street	Spring Street	Peachtree Circle	6	5	4 travel lanes; center turn lane Additional study is needed for intersection of Peachtree Circle and Peachtree Street. Southbound cyclists along Peachtree Street will need help making left turn on to Peachtree Circle. A potential treatment is two-stage turn queue boxes for cyclists at the intersection.



A supplement to the Connect Atlanta Plan



Cross Section ID	Cross Section	Street	From	To	Existing Travel Lanes	Proposed Travel Lanes	Notes
A8A	SHARED LANE MARKINGS 	Peachtree Street	Peachtree Circle	West Peachtree Street	6	6	5 travel lanes; turn lane
A8B	BUFFERED BIKE LANE 	Peachtree Street	Peachtree Circle	West Peachtree Street	6	4	3 travel lanes; turn lane Remove existing median
A9	BIKE LANES 	17th Street	West Peachtree Street	Peachtree Street	3	2	2 travel lanes As required in agreement between the City of Atlanta and Ansley Park CMC Association, 17th Street between Peachtree Street and West Peachtree Street should be re-stripped to two travel lanes. Doing so creates roadway space for bike lanes. Project should be coordinated with the Ansley Park CMC Association. As properties develop along either side of this cross section, there may be an opportunity to increase the width of the roadway from curb to curb. The increased width could expand travel lane and bike facility configuration options.

**Additional Notes**

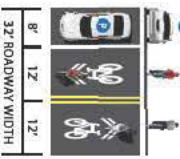

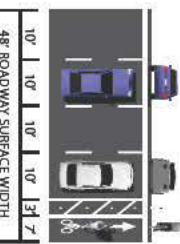
1 The segment from the end of the bike lanes on Peachtree Circle to Peachtree Street should have shared lane markings added. These can be added as a spot treatment or applied when Peachtree Circle is re-stripped.

2 The segment from the end of the bike lanes on Peachtree Circle to Peachtree Street should have shared lane markings added. These can be added as a spot treatment or applied when Peachtree Circle is re-stripped. Additionally, if the dedicated left turn lane is for vehicles making left from Peachtree Circle to southbound Peachtree Street, space can be created for bike lanes on Peachtree Circle to extend all the way to Peachtree Street.

3 15th Street could be a connection to the MARTA station from West Peachtree Street or Peachtree Street. If designated as a bicycle connection street, shared lane markings or wayfinding signage should be used to help cyclists navigate to the primary bicycle station entrance from Arts Center Way.

4 A southbound bicycle connection is needed from 17th Street to Arts Center Way to improve bicycle access to the Arts Center MARTA station. The sidewalk along the east side of West Peachtree Street from 17th Street to Arts Center Way could be re-purposed as a raised cycle track or multi-use path to create this bicycle connection.

5.0 Minutes  
0.75 Miles

Cross Section ID	Cross Section	Street	From	To	Existing Travel Lanes	Proposed Travel Lanes	Notes
A10	 SHARED LANE MARKINGS 32' ROADWAY WIDTH	17th Street	Peachtree Street	End of back of commercial buildings	2	2	
A11	 SHARED LANE MARKINGS 32' ROADWAY WIDTH	17th Street	Back of commercial buildings	Peachtree Circle	2	2	
A12	 NO LANE STRIPING 48' ROADWAY SURFACE WIDTH	West Peachtree Street	Peachtree Street	14th Street	5	3	3 travel lanes; on-street parking


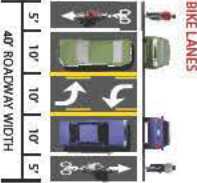


5.0 Minutes  
0.75 Miles

25  
0.375



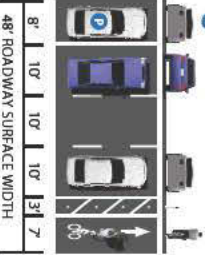

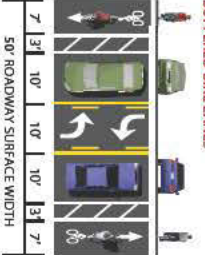


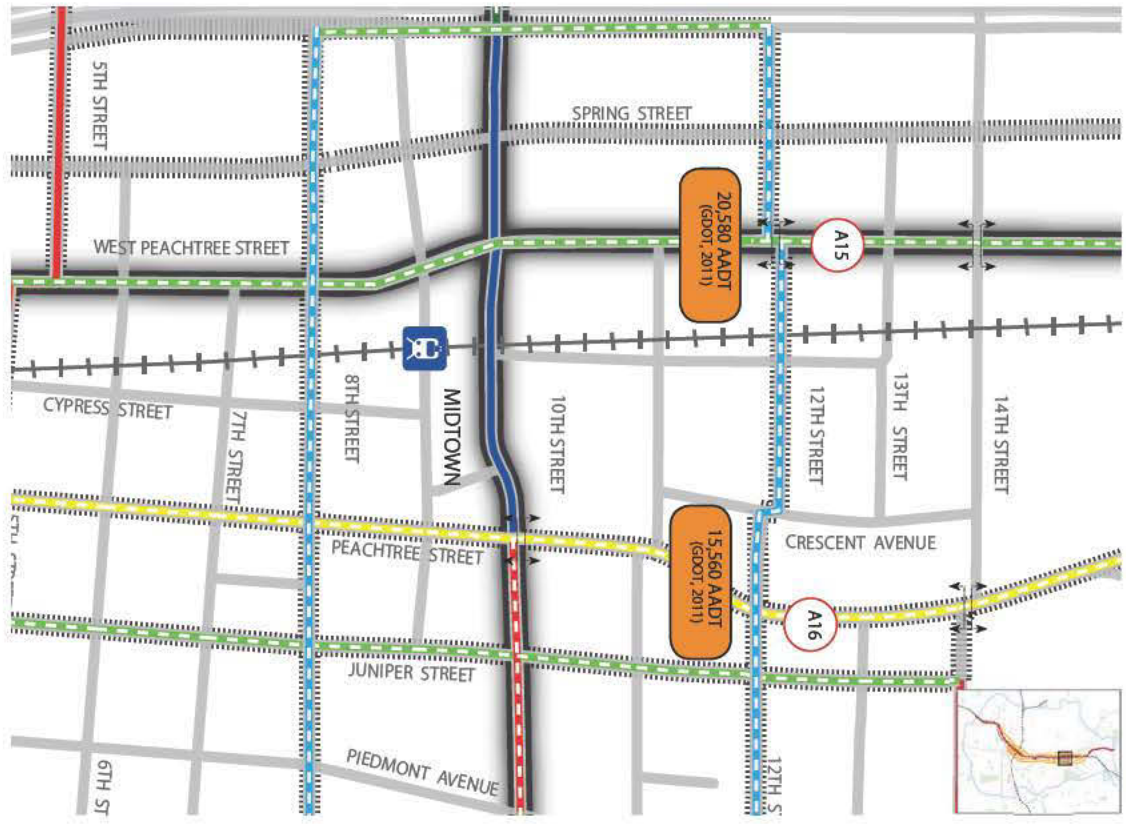


Cross Section ID	Cross Section	Street	From	To	Existing Travel Lanes	Proposed Travel Lanes	Notes
A13A	 <p>SHARED LANE MARKINGS 40' ROADWAY WIDTH</p>	Peachtree Street	West Peachtree Street	Alliance Theatre	4	4	0
A13B	 <p>BIKE LANES 40' ROADWAY WIDTH</p>	Peachtree Street	West Peachtree Street	Alliance Theatre	4	3	2 travel lanes; center turn lane
A14A	 <p>SHARED LANE MARKINGS 52' ROADWAY SURFACE WIDTH</p>	Peachtree Street	Alliance Theatre	14th Street	5	5	4 travel lanes; center turn lane
A14B	 <p>BUFFERED BIKE LANES 52' ROADWAY SURFACE WIDTH</p>	Peachtree Street	Alliance Theatre	14th Street	5	3	2 travel lanes; center turn lane Preserve medians

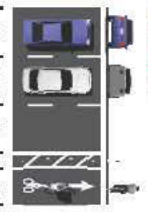
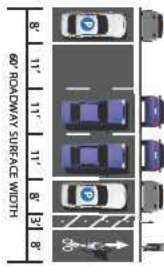


**Additional Notes**

The 14th Street and Peachtree Street intersection needs additional focus. Intersection improvements should be made to help southbound cyclists along Peachtree Street make a left turn onto 14th Street. This improved left turn for cyclists will enhance bicycle connectivity between bicycle facilities on Peachtree Street, 14th Street, and Juniper Street.

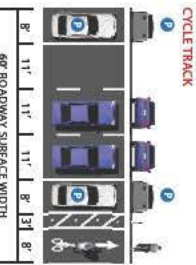

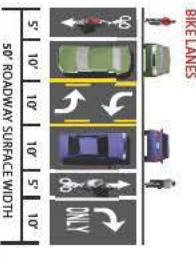
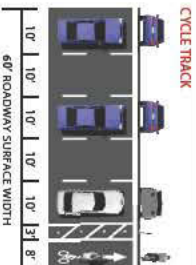
Cross Section ID	Cross Section	Street	From	To	Existing Travel Lanes	Proposed Travel Lanes	Notes
A15	<b>CYCLE TRACK</b> 	West Peachtree Street	14th Street	12th Street	5	3	3 travel lanes; on-street parking
A16A	<b>SHARED LANE MARKINGS</b> 	Peachtree Street	14th Street	10th Street	5	5	4 travel lanes; center turn lane
A16B	<b>BUFFERED BIKE LANES</b> 	Peachtree Street	14th Street	10th Street	5	3	2 travel lanes; center turn lane





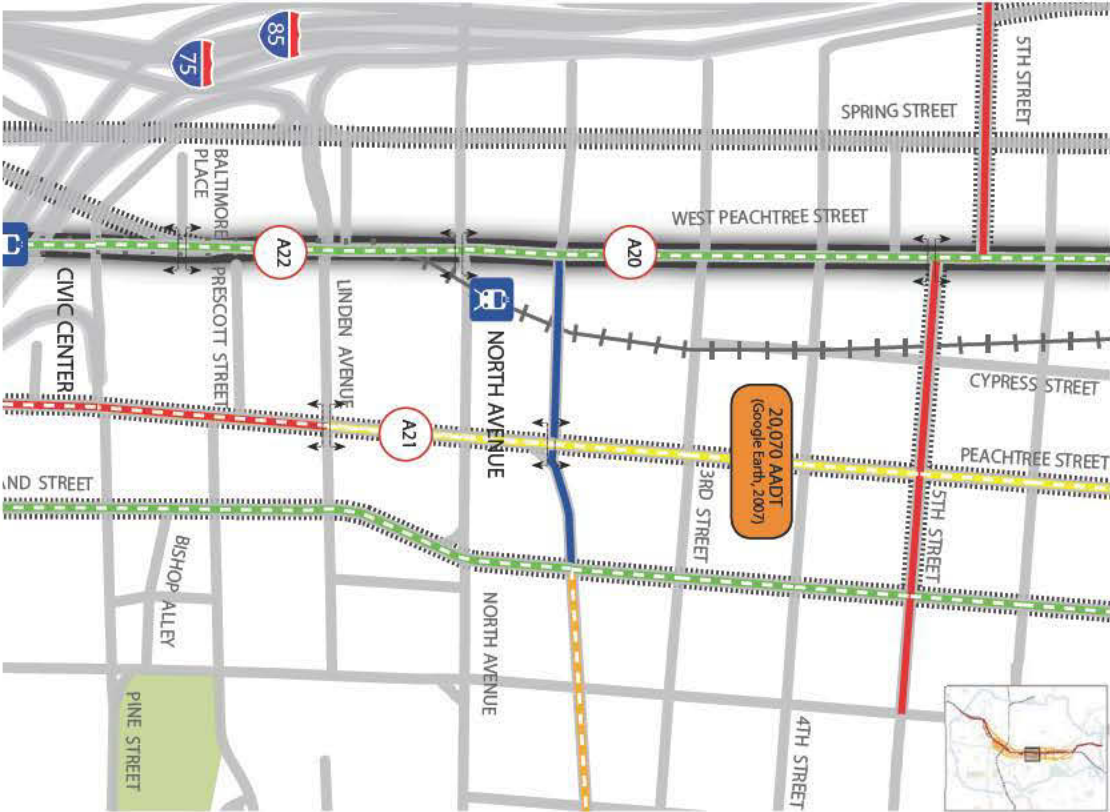
Cross Section ID	Cross Section	Street	From	To	Existing Travel Lanes	Proposed Travel Lanes	Notes
A17		West Peachtree Street	12th Street	8th Street	4	3	3 travel lanes  Between 8th Street and 10th Street, remove dedicated right turn lane and convert this lane to cycle track. The far right travel lane becomes a straight or right turn lane.  Between Peachtree Place and 10th Street, convert far left lane to left turn only lane.
A18		West Peachtree Street	8th Street	5th Street	4	3	3 travel lanes  At intersections, preserve curb extensions with street trees, drop parking lane, and provide bike lane. Additionally on-street parking adjacent to cycle track may be dropped at intersections to accommodate right turn only lane.  Remove curb extensions with street trees between blocks to provide a continuous cycle track.
A19a		Peachtree Street	10th Street	North Avenue	4	4	4 travel lanes
A19b		Peachtree Street	10th Street	North Avenue	4	3	2 travel lanes, center turn lane



Cross Section ID	Cross Section	Street	From	To	Existing Travel Lanes	Proposed Travel Lanes	Notes
A20		West Peachtree Street	5th Street	North Avenue	4	3	3 travel lanes  At intersections, preserve curb extensions with street trees, drop parking lane, and provide bike lane. Remove curb extensions with street trees between blocks to provide a continuous cycle track.
A21a		Peachtree Street	North Avenue	Linden Avenue	5	5	5 travel lanes
A21b		Peachtree Street	North Avenue	Linden Avenue	5	4	2 travel lanes; center turn lane; right turn only lane traveling northbound
A22		West Peachtree Street	North Avenue	Baltimore Place	6	5	5 travel lanes

5.0 Minutes  
0.75 Miles

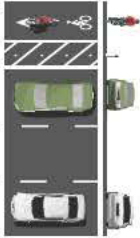

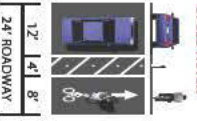
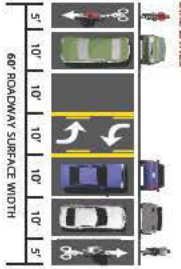
2.5  
0.375





A supplement to the Connect Atlanta Plan







Cross Section ID	Cross Section	Street	From	To	Existing Travel Lanes	Proposed Travel Lanes	Notes
A47	 CYCLE TRACK	Courtland Street	Ponce de Leon Avenue	Ralph McGill Boulevard	5	4	4 travel lanes Along western side of roadway and just south of the intersection of Renaissance Place and Courtland Street, add a sidewalk where it currently does not exist. The same application should be used along the western side of the roadway and just north of the intersection of Currier Street and Courtland Street. To accommodate this sidewalk addition with the proposed cross section, drop the buffer adjacent to the bike lane and shift the bike lane so that it is adjacent to the travel lane.
A23	 BIKE LANES	Peachtree Street	Linden Avenue	Pine Street	6	4	4 travel lanes This cross section starts midblock between North Avenue and Linden Avenue.
A24	 CYCLE TRACK	West Peachtree Street	Baltimore Place	Pine Street	2	1	1 travel lane
A25	 BIKE LANES	Peachtree Street	Pine Street	Ivan Allen Jr. Boulevard	6	5	4 travel lanes; center turn lane Across the bridge, the center turn lane is removed and a buffer is added between the outside travel lanes and the bike lane.

**Additional Notes**

1 Long-term, Piedmont Avenue could be re-stripped to include a buffered bike lane or cycle track. This lane re-configuration could extend from Ralph McGill Boulevard to 14th Street. A dedicated bicycle facility along Piedmont Avenue would provide a northbound alternative to Juniper Street/Courtland Street and Peachtree Street.

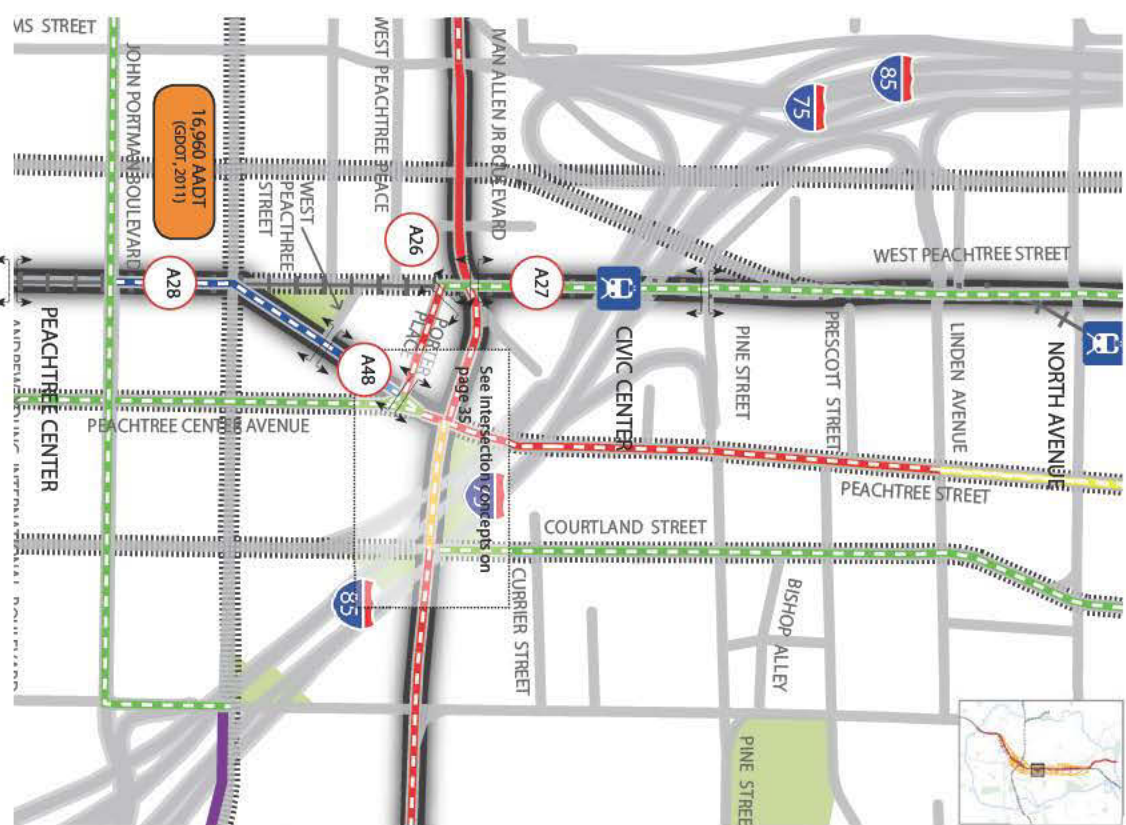
0 2.5 0.375 0.75 Miles

5.0 Minutes

Cross Section ID	Cross Section	Street	From	To	Existing Travel Lanes	Proposed Travel Lanes	Notes
A26	SHARED LANE MARKINGS	West Peachtree Street	Ivan Allen Jr Boulevard	Porter Place	4	3	3 travel lanes  Add directional shared lane markings for inside southbound travel lane for wayfinding purposes. The intent with these shared lane markings is to help cyclists make the connection between Porter Place, West Peachtree Street, and Ivan Allen Jr. Boulevard.
							
A27	CYCLE TRACK	West Peachtree Street	Pine Street	Ivan Allen Jr Boulevard	5	4	2 travel lanes; 2 bus only lanes  Drop bus only lane and add handicap parking in front of federal building along West Peachtree Street. Parking relocated from Ivan Allen Jr. Boulevard.
							
A48	SHARED LANE MARKINGS	Peachtree Street	Porter Place	West Peachtree Street	4	3	4 travel lanes
							
A28	SHARED LANE MARKINGS	Peachtree Street	West Peachtree Street	John Portman Boulevard	5	3	3 travel lanes  On-street parking is along western edge of roadway. There will be one southbound travel lane and two northbound travel lanes.
							

5.0 Minutes  
0.75 Miles

2.5  
0.375



## Short Title

ATLANTA STREETCAR - MIDTOWN / CROSSTOWN  
CORRIDOR FROM BELTLINE EAST CORRIDOR TO  
BELTLINE WEST CORRIDOR

## GDOT Project No.

TBD

## Federal ID No.

N/A

## Status

Long Range

## Service Type

Transit / Rail Capital

## Sponsor

City of Atlanta

## Jurisdiction

Regional - Central

## Analysis Level

In the Region's Air Quality Conformity Analysis

## Existing Thru Lane

N/A

LCI

☐

## Planned Thru Lane

N/A

Flex

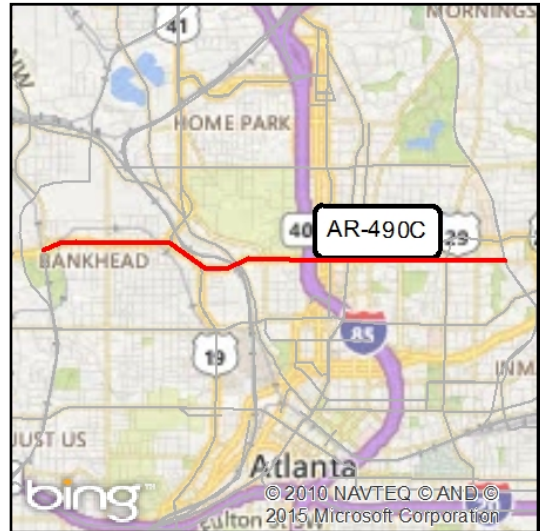
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## Network Year

2040

## Corridor Length

4.8 miles



## Detailed Description and Justification

Construction of Phase 1 of the Atlanta Streetcar Expansion Strategy has been broken down into 5 smaller sections. This section is the 4.8 miles serving as a Midtown/Crosstown Corridor.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	New Starts		LR 2031-2040	\$345,600,000	\$155,520,000	\$0,000	\$0,000	\$190,080,000
				\$345,600,000	\$155,520,000	\$0,000	\$0,000	\$190,080,000

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

ATLANTA STREETCAR - PEACHTREE CORRIDOR FROM MARTA FIVE POINTS RAIL STATION TO MARTA NORTH AVENUE RAIL STATION

## GDOT Project No.

TBD

## Federal ID No.

N/A

## Status

Long Range

## Service Type

Transit / Rail Capital

## Sponsor

City of Atlanta

## Jurisdiction

Regional - Central

## Analysis Level

In the Region's Air Quality Conformity Analysis

## Existing Thru Lane

N/A

LCI

☐

## Planned Thru Lane

N/A

Flex

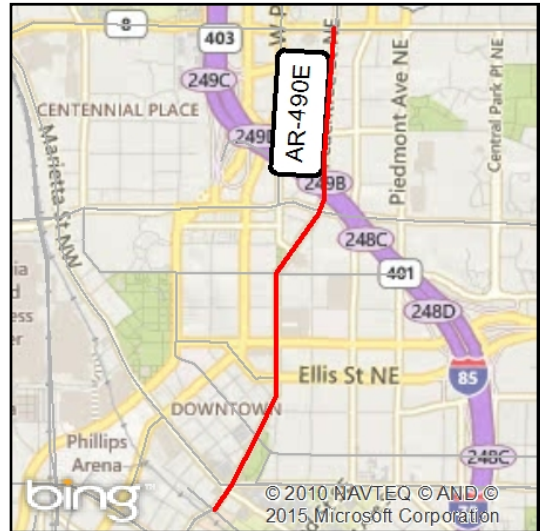
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## Network Year

2040

## Corridor Length

2.1 miles



## Detailed Description and Justification

Construction of Phase 1 of the Atlanta Streetcar Expansion Strategy has been broken down into 5 smaller sections. This section is the 2.07 miles along the Peachtree Corridor.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	New Starts		LR 2031-2040	<b>\$149,400,000</b>	\$67,230,000	\$0,000	\$0,000	\$82,170,000
				<b>\$149,400,000</b>	<b>\$67,230,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$82,170,000</b>

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

