



Transportation Analysis

99-125 Ted Turner Drive DRI #2991

Atlanta, Georgia

Report Prepared:

August 2019

Prepared for:

CIM Atlanta Developer, LLC

Prepared by:

Kimley»Horn

Kimley-Horn and Associates, Inc.
817 West Peachtree Street, Suite 601
Atlanta, Georgia 30308
Project #014062001

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August 19, 2019

Mr. Andrew Spiliotis
Program Manager
Georgia Regional Transportation Authority (GRTA)
245 Peachtree Center Avenue, NE, Suite 2200
Atlanta, Georgia, 30303

RE: *Support for Expedited Review*
99-125 Ted Turner Drive DRI #2991
Atlanta, Georgia

Dear Mr. Spiliotis:

The purpose of this letter is to inform you that the Special Administrative Permit for the proposed 99-125 Ted Turner Drive development site is currently under review by the City of Atlanta. The Special Administrative Permit was submitted on August 15, 2019 for the 6.14-acre site, which is bordered by Ted Turner Drive, Mitchell Street, Garnett Street, and a Norfolk Southern rail line.

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

The DRI trigger for this development is the submittal of an SAP Application with the City of Atlanta, combined with the proposed development exceeding 700,000 gross square feet of mixed-use development within a Region Core area type. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on August 16, 2019, by the City of Atlanta.

Based on the proposed project size, which exceeds 700,000 square feet for projects located in a Region Core area type as designated by ARC's *Unified Growth Policy Map*, a DRI review is expected. We anticipate that this DRI will qualify for DRI Expedited Review because the project site is within and adheres to the recommendations of the most recent Downtown Atlanta LCI (2009) program, is consistent with the Downtown Atlanta Transportation plan, and assumes alternative mode reductions greater than 25% per GRTA's Letter of Understanding (LOU) dated July 15, 2019.

The proposed development is consistent with GRTA's *Procedures and Principles for GRTA Development of Regional Impact Review* under **Part E – Alternative Modes of Transportation** as stated in the section below:

Expedited Review Criteria in **Section 3-102, Part E Alternative Modes of Transportation**, states:

“at least twenty-five percent (25%) of the trips generated by the proposed DRI are likely to be by way of modes of transportation other than the single occupant vehicle.”

Per GRTA's LOU, a 30% alternative mode reduction was assumed for all land uses in the proposed development.

The proposed development is consistent with GRTA's *Procedures and Principles for GRTA Development of Regional Impact Review* under **Part F – Livable Centers Initiative (LCI)** as stated in the section below:

Expedited Review Criteria in **Section 3-102, Part F Livable Centers Initiative (LCI)**, 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.”

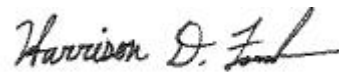
The proposed 99-125 Ted Turner Drive development will be mixed-use, consisting of 387 units of mid-rise residential, 325 hotel rooms, 193,053 square feet of office, and 60,182 square feet of retail. The development will renovate the existing Norfolk Southern Building to consist of residential and retail uses. The development will refurbish the Nelson Street pedestrian bridge across the rail lines and provide public pedestrian access through the development. The transit-oriented development is less than ½ mile to three MARTA stations. The development provides the opportunity to connect the Downtown core and provide direct pedestrian connections between Castleberry Hill and Mercedes Benz Stadium with the Garnett MARTA station and downtown Atlanta.

Based upon the information provided above, we believe that an Expedited DRI Review is applicable for the proposed 99-125 Ted Turner Drive DRI project. We hope this information is helpful. Please let us know if you have any questions.

KIMLEY-HORN AND ASSOCIATES, INC.



Elizabeth H. Johnson, P.E.
Project Manager



Harrison Forder, E.I. (AL)
Project Analyst

Attachment:

- GRTA Letter of Understanding

TABLE OF CONTENTS

Executive Summary	1
1.0 Project Description	4
1.1 Introduction	4
1.2 Site Access	7
1.3 Internal Circulation Analysis	7
1.4 Bicycle and Pedestrian Facilities	7
1.5 Transit Facilities	7
2.0 Traffic Analyses, Methodology and Assumptions	8
2.1 Study Network Determination	8
2.2 Existing Roadway Facilities	8
2.3 Traffic Data Collection	10
2.4 Growth Rate	10
2.5 Detailed Intersection Analysis	11
2.6 Level-of-Service Standards	11
3.0 Trip Generation	12
4.0 Trip Distribution and Assignment	12
5.0 Traffic Analysis	16
5.1 Existing 2019 Conditions	16
5.2 Projected 2022 No-Build Conditions	18
5.3 Projected 2022 Build Conditions	20
6.0 Identification of Programmed Projects	23
7.0 Compliance with Comprehensive Plan Analysis	23

LIST OF TABLES

Table 1: Proposed Land Uses and Densities	2
Table 2: Proposed Land Uses and Densities	4
Table 3: Intersection Control Summary	8
Table 4: Roadway Classifications	8
Table 5: Traffic Count Summary	10
Table 6: Net New Trip Generation.....	12
Table 7: Existing 2019 Level-of-Service Summary.....	16
Table 8: Projected 2022 No-Build Level-of-Service Summary.....	18
Table 9: Projected 2022 Build Level-of-Service Summary	20
Table 10: Programmed Improvements.....	23

LIST OF FIGURES

Figure 1: Site Location Map	5
Figure 2: Site Aerial	6
Figure 3: Study Intersections	9
Figure 4: Residential Trip Distribution & Assignment.....	13
Figure 5: Non-Residential Trip Distribution & Assignment.....	14
Figure 6: Project Trips.....	15
Figure 7: Existing 2019 Conditions.....	17
Figure 8: Projected 2022 No-Build Conditions	19
Figure 9: Projected 2022 Build Conditions	22

LIST OF APPENDICES

Appendix A	Site Photo Log
Appendix B	Land Use and Zoning Maps
Appendix C	Proposed Site Plan
Appendix D	Trip Generation Analysis
Appendix E	Intersection Volume Worksheets
Appendix F	Programmed Project Fact Sheets

Available Upon Request

Appendix G	Raw Traffic Count Data
Appendix H	<i>Synchro</i> Capacity Analyses

EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed 99-125 Ted Turner Drive development located in the City of Atlanta, Georgia. The approximate 6.14-acre site is located at the site of the vacant Norfolk Southern Building, west of Ted Turner Drive, south of Mitchell Street and north of Peters Street (SR 154). The proposed development will be mixed-use and will include new residential, hotel, office, and retail land uses. The vacant Norfolk Southern Building will be renovated.

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 per the Atlanta Region's Plan *Unified Growth Policy Map*. The DRI trigger for this development is the submittal of the Special Administrative Permit (SAP) with the City of Atlanta in August 2019 combined with the proposed development exceeding 700,000 gross square feet for mixed-use developments within the ARC designated Region Core. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on August 16, 2019 by the City of Atlanta.

According to GRTA's Procedures and Principles for GRTA Development of Regional Impact Review, the proposed DRI complies 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 project site is located within the Downtown LCI (2009). The site is generally consistent with the overall theme of the LCI.

The present zoning classification of the project site is SPI-1 SA6 (Special Interest 1, Sub-Area 6) according to the City of Atlanta Zoning Ordinance Map. The proposed project is expected to be completed by 2022 (approximately 3 years), and this analysis will consider the full build-out of the proposed site in 2022.

The proposed development will consist of the following land uses and densities contained in **Table 1**:

Table 1: Proposed Land Uses and Densities		
Land Use	Unit	Proposed
Residential	DU	387 units
Hotel	Rooms	325 rooms
Office	SF	193,053 SF
Retail	SF	60,128 SF

* The above density summary includes the renovated space.

The DRI analysis includes an estimation of the overall vehicle 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 reductions.

Mixed-use reductions occur when a site has a combination of different land uses that interact with one another. For example, people living in a residential development may walk to the restaurants and retail instead of driving off-site or to the site. This reduces the number of vehicle trips that will be made on the roadway, thus reducing traffic congestion. These types of interactions are expected at the *99-125 Ted Turner Drive* development – including residents walking to the restaurant and retail land uses.

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). As the *99-125 Ted Turner Drive* development is located in a transit-rich urban environment, a 30% alternative mode reduction was taken. The project site is located less than ½ mile walking distance from the Five Points and Garnett MARTA Transit Stations, which provide service on the Red, Gold, Blue, and Green lines, multiple MARTA bus routes, and Greyhound Inter-city bus service. Additionally, the project site is served by MARTA Bus Routes 21, 42, and 55, and GRTA Xpress Regional bus service. This reduction is consistent with GRTA's Letter of Understanding.

Pass-by reductions are taken for a site when traffic normally traveling along a roadway may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the road and would therefore only be new trips on the driveways. The retail and restaurant establishments proposed for the project are expected to generate pass-by trips.

Capacity analyses were performed throughout the study network for the Existing 2019 conditions, the Projected 2022 No-Build conditions, and the Projected 2022 Build conditions.

- Existing 2019 conditions represent traffic volumes that were collected at the majority of study intersections in March 2016 and August 2017 grown at 1.0 percent per year to 2019. New counts were not collected due to construction road closures along Martin Luther King Jr. Drive and Ted Turner Drive in the vicinity of the project site. These closures are anticipated to remain in place until 2020. As a result, current travel patterns in the area are altered. New counts were collected at minor intersections and calibrated to account for typical travel patterns with all roadways open (per GRTA's Letter of Understanding).
- Projected 2022 No-Build conditions represent the existing traffic volumes grown for three (3) years at 1.0 percent per year throughout the study network.

- 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 99-125 Ted Turner Drive development.

Based on the **Existing 2019** conditions (*present conditions; i.e. excludes both the background traffic growth and the estimated project trips from the 99-125 Ted Turner Drive DRI*), zero (0) study intersections currently operate below their acceptable overall LOS standard of E (per GRTA Letter of Understanding, as the site is located in a Regional Center) during the AM and PM peak hours.

There are no recommended improvements for the Existing 2019 conditions scenario.

Based on the **Projected 2022 No-Build** conditions (*includes background traffic growth but excludes the estimated project trips from the 99-125 Ted Turner Drive DRI*), zero (0) study intersections are projected to operate below their acceptable overall LOS standard during the AM and PM peak hours.

There are no recommended improvements for the Projected 2022 No-Build conditions scenario.

Based on the **Projected 2022 Build** conditions (*includes both the Projected 2022 No-Build traffic volumes and the estimated project trips from the 99-125 Ted Turner Drive DRI*), zero (0) study intersections is projected to operate below its acceptable overall LOS standard during the AM and PM peak hours.

However, the following site access improvements (driveway improvements) are recommended to serve the traffic associated with the 99-125 Ted Turner Drive development:

Mitchell Street at Richard B. Russell Plaza/Site Driveway A (Intersection #2) - signalized

- On the site, construct one (1) northbound right-turn lane and one (1) northbound left-turn lane exiting the site to line up with Richard B. Russell Plaza.

Ted Turner Drive at Garnett Street / Site Driveway B (Intersection #7) – unsignalized

- On the site, widen the sidewalk along the northern side of Site Driveway B. Additionally, stripe the existing pavement on the eastbound approach to consist of one (1) ingress lane entering the driveway and one exclusive (1) left-turn lane and one (1) shared right-turn/through lane exiting the site.
- Restripe the westbound approach to consist of one (1) exclusive left-turn lane and one (1) shared right-turn/through lane.
- Implement “Don’t Block the Box” roadway striping at this intersection.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed 99-125 Ted Turner Drive development located in the City of Atlanta, Georgia. The approximate 6.1-acre site is located at the site of the vacant Norfolk Southern Building, west of Ted Turner Drive, south of Mitchell Street, and north of Peters Street (SR 154). The proposed development will be mixed-use and will include new residential, hotel, office, and retail land uses.

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

According to GRTA's Procedures and Principles for GRTA Development of Regional Impact Review, the proposed DRI complies 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.

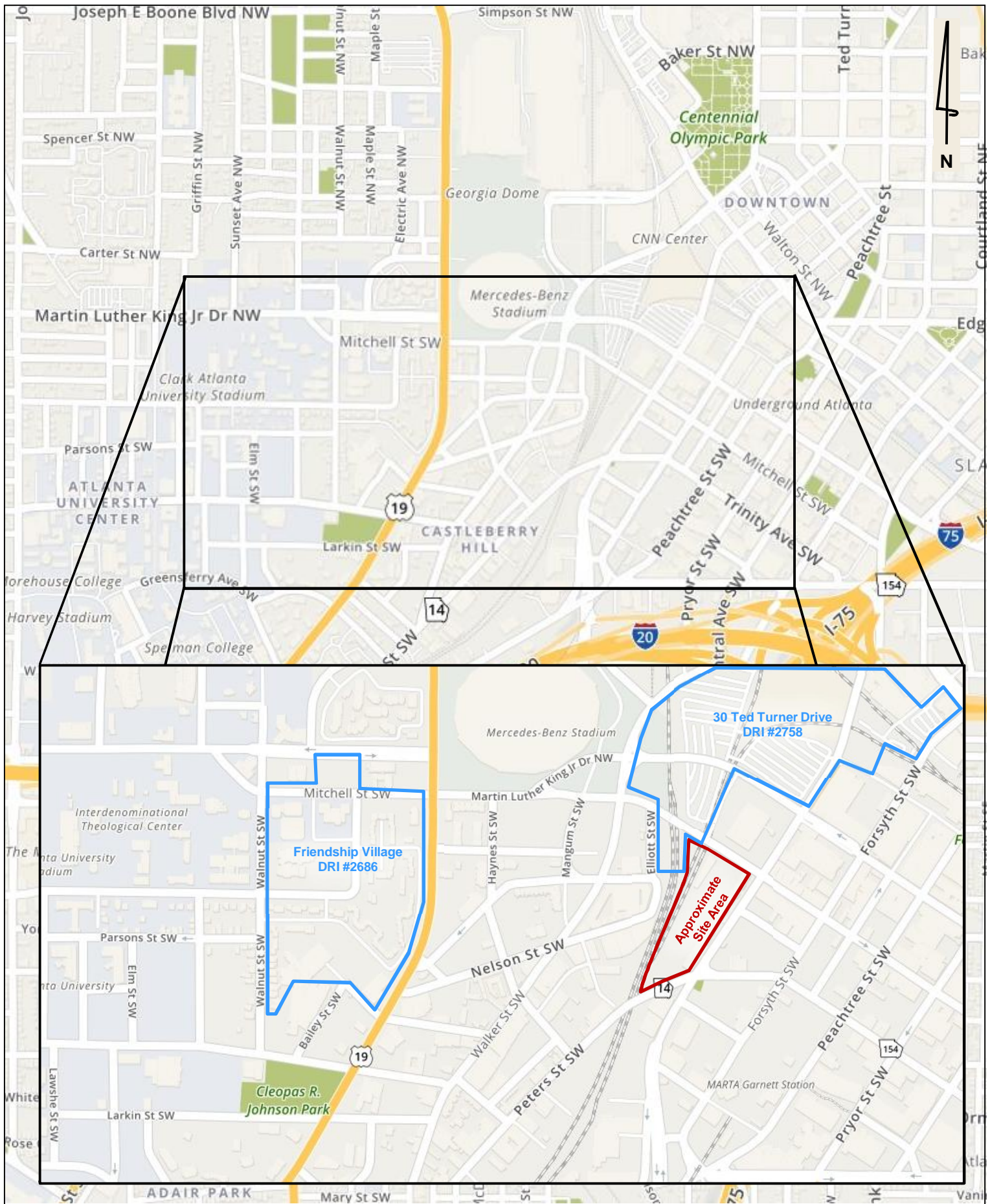
Figure 1 provides the site location of the 99-125 Ted Turner Drive development. **Figure 2** provides an aerial view of the project site and surrounding area. Field review photographs taken within the vicinity of the study network are located in the site photo log in **Appendix A**. The City of Atlanta Zoning Ordinance Map and the Atlanta Region's Plan Unified Growth Policy Map 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-use and density is shown in **Table 2**.

Table 2: Proposed Land Uses and Densities		
Land Use	Unit	Proposed
Residential	DU	387 units
Hotel	Rooms	325 rooms
Office	SF	193,053 SF
Retail	SF	60,128 SF

** The above density summary includes the renovated space.*

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.





1.2 Site Access

As currently envisioned, the proposed 99-125 Ted Turner Drive development will be accessible via two (2) full access driveways:

1. **Site Driveway A (Intersection #2)** – a proposed full-movement driveway along Mitchell Street to align with Richard B. Russell Plaza and become the fourth leg of the existing signalized intersection of Mitchell Street at Richard B. Russell Plaza.
2. **Site Driveway B (Intersection #7)** – an existing unsignalized full-movement driveway located at the existing intersection of Ted Turner Drive at Garnett Street, approximately 150 feet south of the signalized intersection of Ted Turner Drive at Peters Street/Trinity Avenue (SR 154).

Additionally, a service drive is proposed along Mitchell Street. The proposed site access points provide vehicular access to the entire development. Capacity analyses were performed for the proposed site driveway intersections using *Synchro 10.0*. The results of the capacity analyses for this intersection (LOS, delay, and recommended laneage) are reported in *Section 5.3* of this report.

1.3 Internal Circulation Analysis

Internal roadways throughout the site provide vehicular access to all buildings and parking on the site. The proposed site driveway will provide access to buildings on the site. See referenced site plan in **Appendix C** for a visual representation of vehicular access and circulation throughout the proposed development.

Parking will be provided throughout the development as follows (the final proposed parking details are currently being developed):

Total Parking Provided:	950 parking spaces
Parking Required:	Minimum: 0 parking spaces Maximum: 1,806 parking spaces

1.4 Bicycle and Pedestrian Facilities

Pedestrian facilities (sidewalks) currently exist along the project site frontage along Ted Turner Drive and Mitchell Street. An existing pedestrian bridge over active Norfolk Southern rail lines provides connectivity from the site to Chapel Street in the Castleberry Hill neighborhood to the west. Additionally, pedestrian access to the site will be provided at the signalized intersection of Ted Turner Drive at Nelson Street. The proposed development is anticipated to improve pedestrian facilities, creating a more pedestrian friendly environment.

1.5 Transit Facilities

The center of the project site is located less than ¼ mile from the Garnett MARTA Transit Station, which is served by the Red and Gold rail lines, MARTA Bus Route #40, and Greyhound inter-city buses. The center of the project site is located approximately $\frac{3}{4}$ mile from the Five Points MARTA Transit Station, which is served by the Red, Gold, Blue, and Green rail lines, MARTA Bus Routes #3, #21, #26, #40, #42, #49, #55, #186, #813, and #816, and the CobbLinc and Gwinnett County Transit Regional Bus Service. Service on all MARTA rail lines and bus routes is provided 7 days per week.

Adjacent to the site, MARTA operates Bus Routes #21, #42, and #55. Additionally, GRTA Xpress Regional Bus Service is provided to the Richard B. Russell building along Richard B. Russell Plaza, approximately 250 feet north of the site.

2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

2.1 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 nine (9) intersections described in **Table 3**. The study intersections are shown in **Figure 3**.

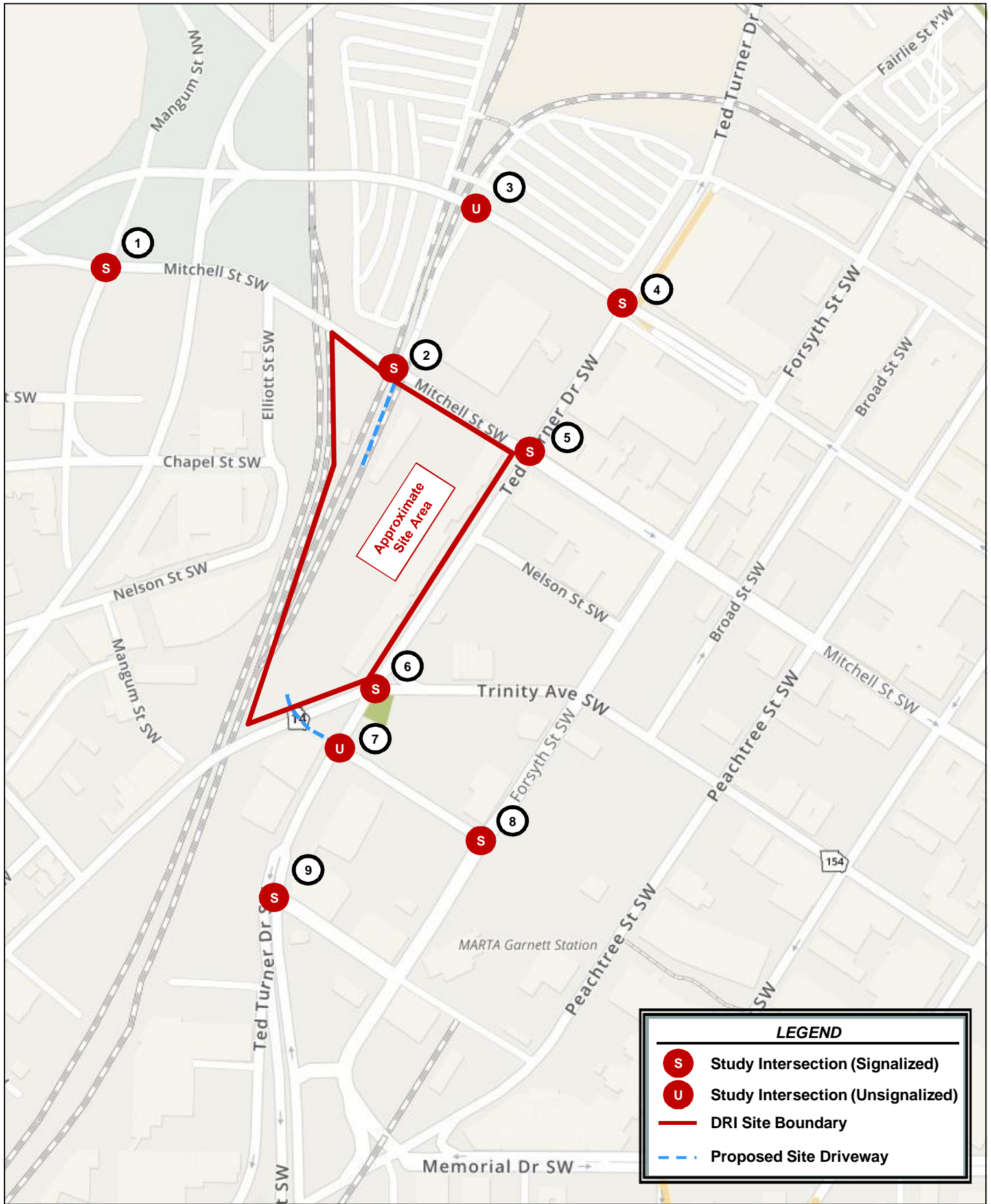
Table 3: Intersection Control Summary	
Intersection	Control
1. Mitchell Street at Mangum Street	Signal
2. Mitchell Street at Richard B. Russell Drive	Signal
3. Martin Luther King Jr. Drive at Richard B. Russell Drive	Stop Control
4. Ted Turner Drive at Martin Luther King Jr. Drive	Signal
5. Ted Turner Drive at Mitchell Street	Signal
6. Ted Turner Drive at Peters Street/Trinity Avenue (SR 154)	Signal
7. Ted Turner Drive at Garnett Street	Stop Control
8. Forsyth Street at Garnett Street	Signal
9. Ted Turner Drive at Brotherton Street	Signal

Each of the intersections listed in **Table 3** were analyzed for the Existing 2019 conditions, the Projected 2022 No-Build conditions, and the Projected 2022 Build conditions.

2.2 Existing Roadway Facilities

Roadway classification descriptions and estimated Average Daily Traffic (ADT) for the entire study area are provided in **Table 4** (bolded roadway runs adjacent to the site).

Table 4: Roadway Classifications			
Roadway	No. of Lanes	Average Daily Traffic (ADT)	GDOT Functional Classification
Ted Turner Drive	4	18,300 (s/o Mitchell St)	Minor Arterial
Mitchell Street	4	3,560 (at Forsyth St)	Minor Arterial
Richard B. Russell Plaza	2 (SB)	160	Local Road
Garnett Street	2	N/A	Local Road
Martin Luther King Jr. Drive	4	7,200	Minor Arterial
Peters Street/Trinity Avenue (SR 154)	4	6,530	Minor Arterial



2.3 Traffic Data Collection

Per the GRTA LOU dated July 15, 2019, Traffic patterns in the area are currently altered due to road closures for construction along Ted Turner Drive and Martin Luther King Jr. Drive. Due to closures skewing normal traffic conditions in the area, weekday peak hour turning movement counts were based on counts collected for the 30 Ted Turner Drive DRI #2758 and the Downtown Traffic Operations Program (DTOP) during the AM and PM peak periods. Priority was given to the counts obtained for DRI #2758. New traffic counts collected were calibrated to the DRI #2758 traffic counts. All previous traffic counts were grown to represent 2019 traffic conditions. Traffic count collection dates and peak hours for all the study intersections are shown in **Table 5**.

Table 5: Traffic Count Summary			
Intersection	Collection Date	AM Peak Hour	PM Peak Hour
1. Mitchell Street at Mangum Street	8/30/2017	8:00 AM – 9:00 AM	4:15 PM – 5:15 PM
2. Mitchell Street at Richard B. Russell Plaza/Site Driveway A	8/30/2017	8:00 AM – 9:00 AM	4:45 PM – 5:45 PM
3. Martin Luther King Jr. Drive at Richard B. Russell Plaza	8/30/2017	8:00 AM – 9:00 AM	4:45 PM – 5:45 PM
4. Ted Turner Drive at Martin Luther King Jr. Drive	8/30/2017	8:00 AM – 9:00 AM	4:45 PM – 5:45 PM
5. Ted Turner Drive at Mitchell Street	8/30/2017	8:00 AM – 9:00 AM	4:45 PM – 5:45 PM
6. Ted Turner Drive at Peters Street/Trinity Avenue (SR 154)	8/30/2017	8:00 AM – 9:00 AM	4:30 PM – 5:30 PM
7. Ted Turner Drive at Garnett Street/Site Driveway B	7/18/2019	7:45 AM – 8:45 AM	4:15 PM – 5:15 PM
8. Forsyth Street at Garnett Street	3/22/2016	7:30 AM – 8:30 AM	4:30 PM – 5:30 PM
9. Ted Turner Drive at Brotherton Street	3/22/2016	7:30 AM – 8:00 AM	4:15 PM – 5:15 PM

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

2.4 Growth Rate

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the *99-125 Ted Turner Drive* development. Background traffic can include a base growth rate based on historical count data as well as population growth data and estimates as well as trips anticipated from nearby or adjacent other projects. Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 1.0 percent per year background traffic growth rate was used for all roadways.

The Projected 2022 No-Build conditions represent the existing traffic volumes grown for four (3) years at 1.0 percent per year throughout the study network. The Projected 2022 Build conditions represent the project trips generated by the *99-125 Ted Turner Drive* development (discussed in Section 3.0 and 4.0) added to the Projected 2022 No-Build Conditions.

2.5 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 10.0*. Existing traffic signal phasing and timing data were retrieved for available intersections.

LOS 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.

LOS 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.

2.6 Level-of-Service Standards

For the purposes of this traffic analysis, a LOS standard of E was assumed for all intersections and segments within the study network due to the location of the DRI within the Central City Regional Center according to the ARC Unified Growth Policy Map.

3.0 TRIP GENERATION

As stated previously, gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition, 2017*, using equations where available.

Trip generation for this proposed development is calculated based upon the following land uses: Multifamily Housing (Mid-Rise) (ITE 221), Hotel (ITE 310), General Office Building (ITE 710), and Shopping Center (ITE 820). The total (net) trips generated and analyzed in this report are listed in **Table 6**.

Table 6: Net New Trip Generation								
Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
Multifamily Housing (Mid-Rise) (ITE 221)	387 units	2,108	1,054	1,054	34	95	99	63
Hotel (ITE 310)	325 rooms	3,242	1,621	1,621	93	64	111	107
General Office (ITE 710)	193,053 SF	2,008	1,004	1,004	179	29	34	179
Shopping Center (ITE 820)	60,182 SF	2,272	1,136	1,136	35	22	110	119
Gross Project Trips		9,630	4,815	4,815	341	210	354	468
<i>Mixed-Use Reduction</i>		-654	-327	-327	-24	-24	-70	-70
<i>Alternative Mode Reduction</i>		-2,694	-1,347	-1,347	-96	-56	-85	-120
<i>Pass-by Reduction</i>		-468	-234	-234	-0	-0	-20	-20
Net New Trips		5,814	2,907	2,907	221	130	179	258

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

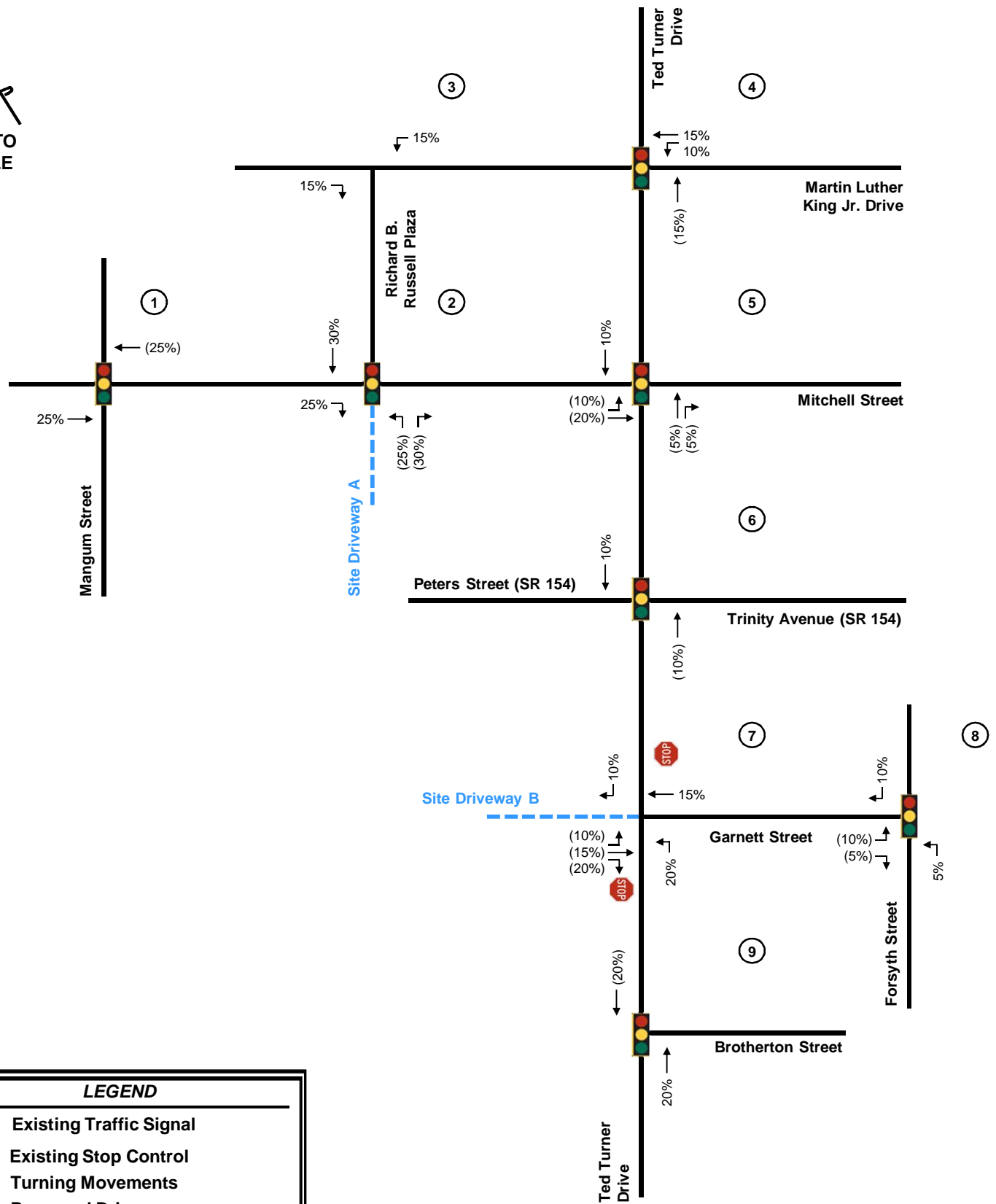
4.0 TRIP DISTRIBUTION AND ASSIGNMENT

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

Figure 4 and **Figure 5** display the anticipated distribution and assignment of residential and non-residential 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 *99-125 Ted Turner Drive* development, are shown on **Figure 6**.

The Projected 2022 Build conditions add the project trips associated with the *99-125 Ted Turner Drive* development to the Projected 2022 No-Build conditions. Detailed intersection volume worksheets are provided in **Appendix E**.

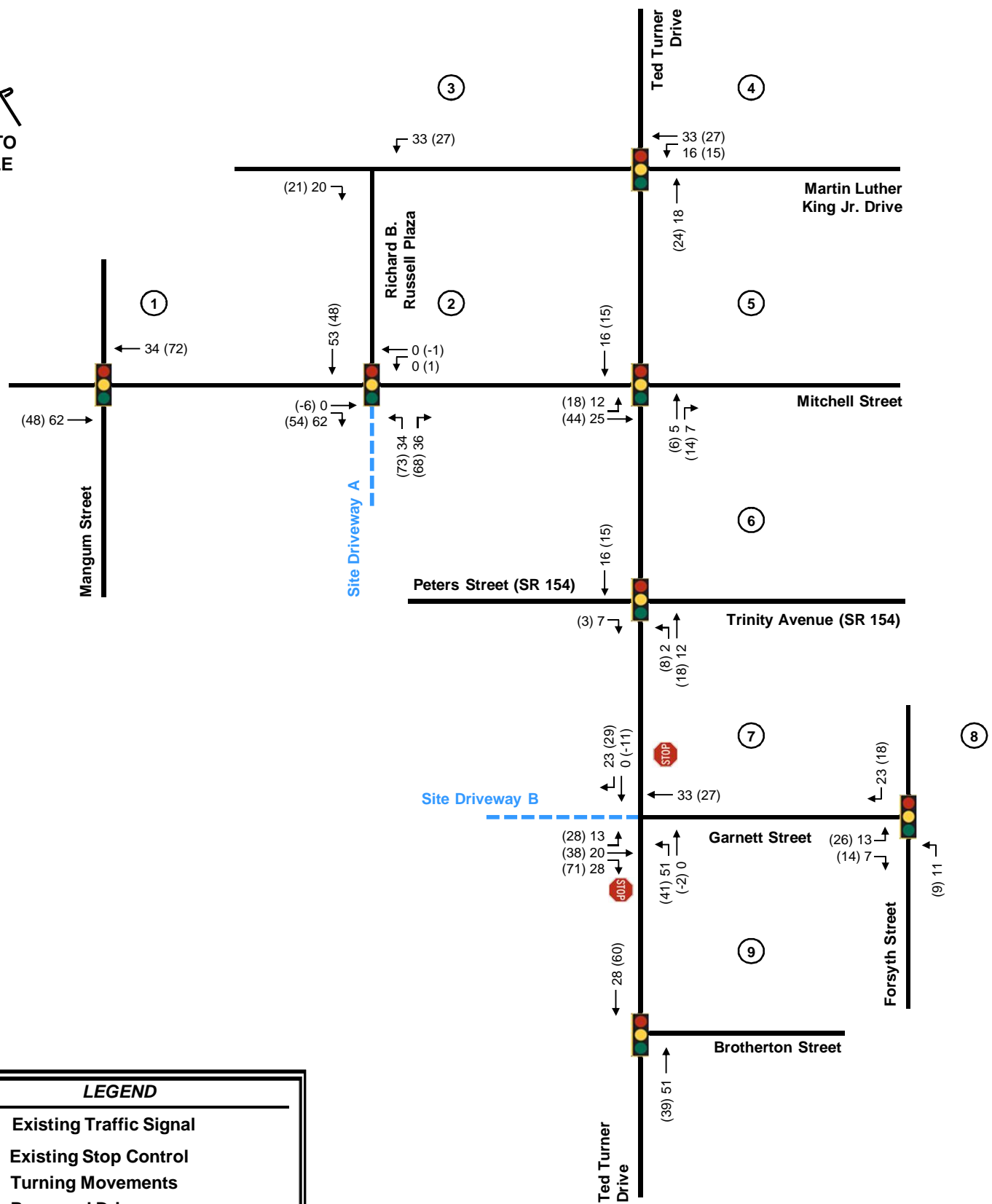
NOT TO SCALE








LEGEND

- Existing Traffic Signal
- Existing Stop Control
- Turning Movements
- Proposed Driveway
- XX% Percent Traffic Entering
- (XX%) Percent Traffic Exiting
- Intersection Reference Number

NOT TO SCALE



LEGEND

-  Existing Traffic Signal
-  Existing Stop Control
-  Turning Movements
-  Proposed Driveway
- XX** AM Peak Hour Project Trips
- (XX)** PM Peak Hour Project Trips
-  Intersection Reference Number

5.0 TRAFFIC ANALYSIS

5.1 Existing 2019 Conditions

The adjusted existing peak hour traffic volumes were entered into *Synchro 10.0*, and capacity analyses were performed for the AM and PM peak hours.

The existing peak hour traffic volumes are displayed in **Figure 7**, and the results of the capacity analyses for the Existing 2019 conditions are shown in **Table 7**. Detailed *Synchro* analysis reports are available upon request.

Table 7: Existing 2019 Level-of-Service Summary LOS (delay in seconds)					
Intersection	Control	Approach/ Movement	LOS Std.**	AM Peak Hour	PM Peak Hour
1. Mitchell Street at Mangum Street	Signal	Overall	E	B (10.4)	B (11.8)
2. Mitchell Street at Richard B. Russell Plaza	Signal	Overall	E	A (3.3)	A (9.7)
3. Martin Luther King Jr. Drive at Richard B. Russell Plaza	TWSC	WBL	N/A	A (8.2)	A (9.3)
4. Ted Turner Drive at Martin Luther King Jr. Drive	Signal	Overall	E	C (29.9)	E (63.9)
5. Ted Turner Drive at Mitchell Street*	Signal	Overall	E	B (20.0)	C (21.7)
6. Ted Turner Drive at Peters Street/Trinity Avenue (SR 154)	Signal	Overall	E	C (21.6)	C (21.7)
7. Ted Turner Drive at Garnett Street	TWSC	NBL	N/A	A (7.4)	-
		SBL		A (9.1)	A (7.8)
		EB		A (8.9)	B (14.3)
		WB		B (12.7)	B (13.9)
8. Forsyth Street at Garnett Street	Signal	Overall	E	B (10.6)	A (3.7)
9. Ted Turner Drive at Brotherton Street	Signal	Overall	E	A (9.1)	A (5.9)

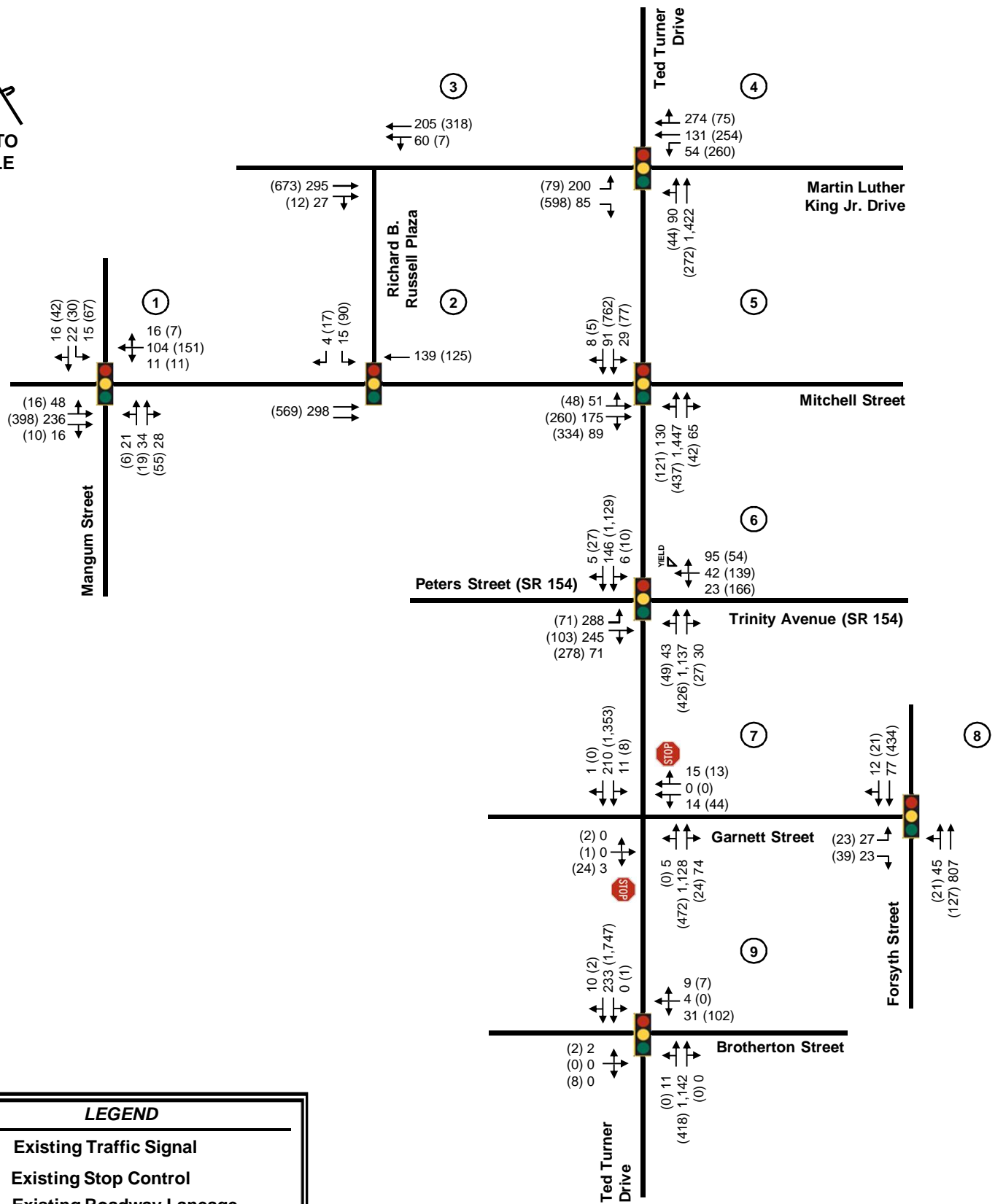
*Due to non-NEMA phasing, intersection was incompatible with HCM 6th Ed, therefore HCM 2000 was used for the analysis

** LOS E is the standard per GRTA Letter of Understanding (due to the site location within a Regional Center)





As shown in **Table 7**, all study intersections currently operate at or above their acceptable overall level-of-service standard of E during the AM and PM peak hours for the Existing 2019 conditions.

There are no recommended improvements for the Existing 2019 conditions scenario.

NOT TO SCALE



LEGEND

-  Existing Traffic Signal
-  Existing Stop Control
-  Existing Roadway Laneage
- XX** AM Peak Hour Traffic Volumes
- (XX)** PM Peak Hour Traffic Volumes
-  Intersection Reference Number

5.2 Projected 2022 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased for three (3) years at 1.0 percent per year throughout the study network. These volumes were entered into *Synchro 10.0*, and capacity analyses were performed. The Projected 2022 No-Build conditions were analyzed using existing roadway geometry and existing intersection control types.

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

Table 8: Projected 2022 No-Build Level-of-Service Summary LOS (delay in seconds)					
Intersection	Control	Approach/ Movement	LOS Std.**	AM Peak Hour	PM Peak Hour
1. Mitchell Street at Mangum Street	Signal	Overall	E	B (10.4)	B (11.8)
2. Mitchell Street at Richard B. Russell Plaza	Signal	Overall	E	A (3.3)	A (9.7)
3. Martin Luther King Jr. Drive at Richard B. Russell Plaza	TWSC	WBL	N/A	A (8.3)	A (9.4)
4. Ted Turner Drive at Martin Luther King Jr. Drive	Signal	Overall	E	C (32.1)	E (67.0)
5. Ted Turner Drive at Mitchell Street*	Signal	Overall	E	B (22.2)	C (22.1)
6. Ted Turner Drive at Peters Street/Trinity Avenue (SR 154)	Signal	Overall	E	C (22.7)	C (24.1)
7. Ted Turner Drive at Garnett Street	TWSC	NBL	N/A	A (7.4)	-
		SBL		A (9.1)	A (7.8)
		EB		A (8.9)	B (14.8)
		WB		B (12.7)	B (14.0)
8. Forsyth Street at Garnett Street	Signal	Overall	E	B (10.7)	A (3.8)
9. Ted Turner Drive at Brotherton Street	Signal	Overall	E	A (9.2)	A (6.2)

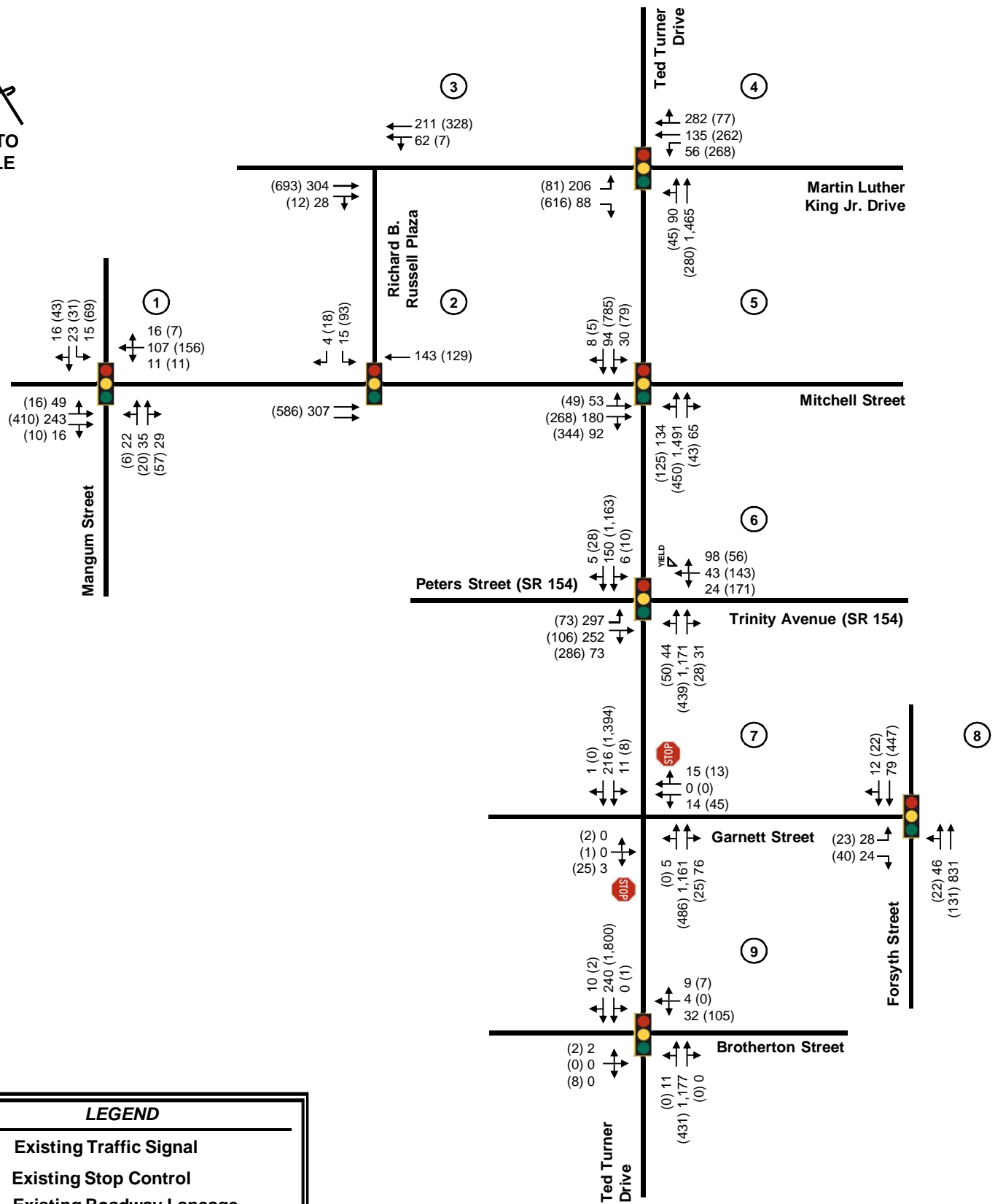
*Due to non-NEMA phasing, intersection was incompatible with HCM 6th Ed, therefore HCM 2000 was used for the analysis

** LOS E is the standard per GRTA Letter of Understanding (due to the site location within a Regional Center)

As shown in **Table 8**, all study intersections are projected to operate at or above their acceptable overall level-of-service standard of E during the AM and PM peak hours for the Projected 2022 No-Build conditions.

There are no recommended improvements for the Projected 2022 No-Build Conditions scenario.

NOT TO SCALE



LEGEND

- Existing Traffic Signal
- Existing Stop Control
- Existing Roadway Laneage
- XX** AM Peak Hour Traffic Volumes
- (XX)** PM Peak Hour Traffic Volumes
- Intersection Reference Number

5.3 Projected 2022 Build Conditions

The traffic associated with the proposed 99-125 Ted Turner Drive development was added to the Projected 2022 No-Build volumes. These volumes were then entered into *Synchro 10.0*, and capacity analyses were performed. The Projected 2022 Build conditions were analyzed using the existing roadway geometry, existing intersection control types, and proposed site driveways as shown in the DRI site plan.

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

Table 9: Projected 2022 Build Level-of-Service Summary LOS (delay in seconds)					
Intersection	Control	Approach/ Movement	LOS Std.**	AM Peak Hour	PM Peak Hour
1. Mitchell Street at Mangum Street	Signal	Overall	E	B (13.5)	B (15.1)
2. Mitchell Street at Richard B. Russell Plaza/Site Driveway A	Signal	Overall	E	B (15.5)	C (20.6)
3. Martin Luther King Jr. Drive at Richard B. Russell Plaza	TWSC	WBL	N/A	A (8.5)	A (9.7)
4. Ted Turner Drive at Martin Luther King Jr. Drive	Signal	Overall	E	C (32.8)	E (73.3)
5. Ted Turner Drive at Mitchell Street*	Signal	Overall	E	C (23.5)	C (23.2)
6. Ted Turner Drive at Peters Street/Trinity Avenue (SR 154)	Signal	Overall	E	C (22.7)	C (24.6)
7. Ted Turner Drive at Garnett Street/Site Driveway B	TWSC	NBL	N/A	A (7.5)	B (10.3)
		SBL		A (9.1)	A (7.8)
		EB		B (14.3)	F (76.5)
		WB		C (17.4)	F (51.7)
8. Forsyth Street at Garnett Street	Signal	Overall	E	B (10.9)	A (4.6)
9. Ted Turner Drive at Brotherton Street	Signal	Overall	E	A (9.4)	A (6.5)

*Due to non-NEMA phasing, intersection was incompatible with HCM 6th Ed, therefore HCM 2000 was used for the analysis

** LOS E is the standard per GRTA Letter of Understanding (due to the site location within a Regional Center)

As shown in **Table 9**, all study intersections are projected to operate at or above their acceptable overall LOS standard during the AM and/or PM peak hour for the Projected 2022 Build conditions. For Intersection 7, it is not uncommon for vehicles at a side-street stop approach to experience delays when turning onto a major roadway.

Additional improvements are proposed to improve access to the site:

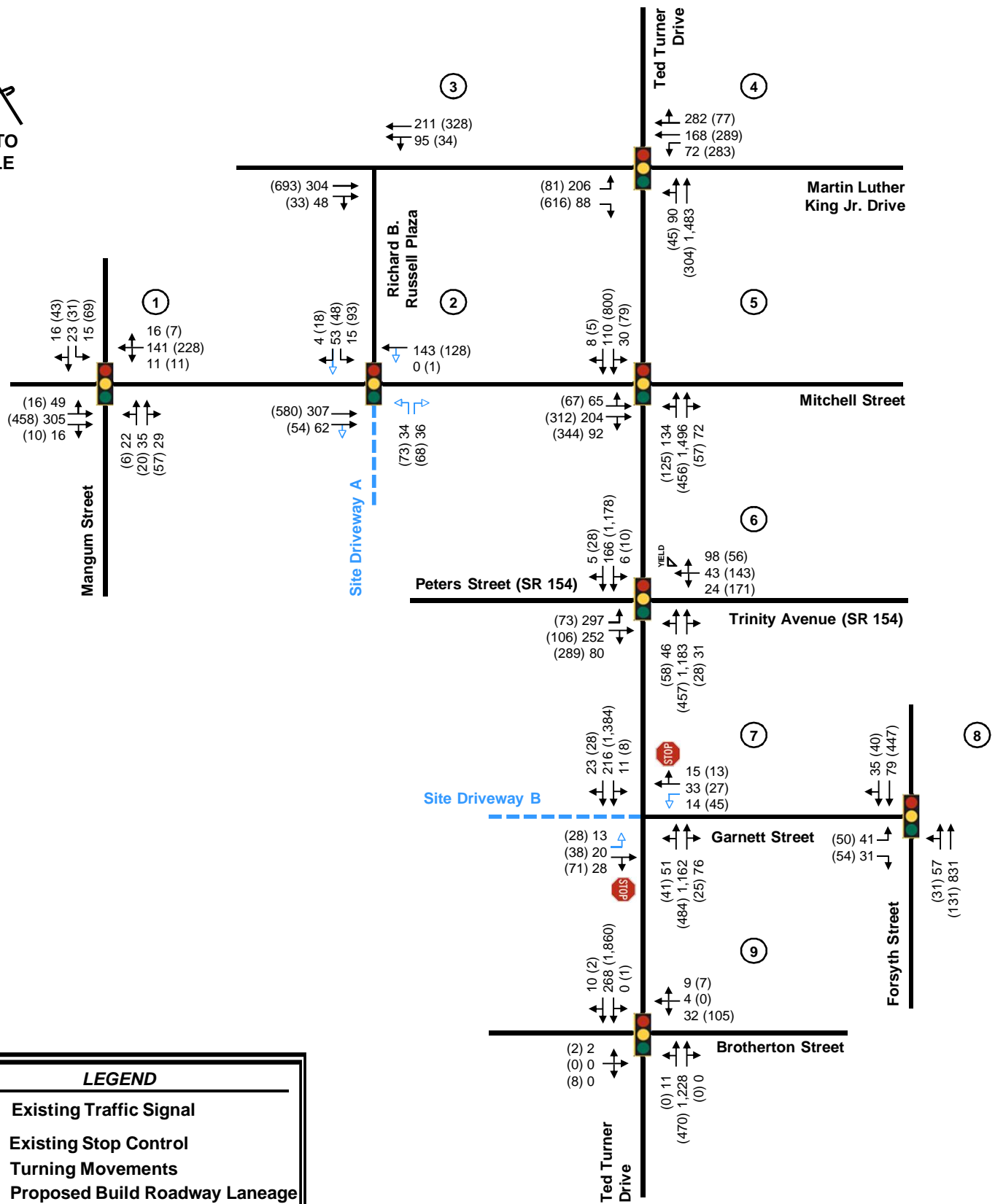
Mitchell Street at Richard B. Russell Plaza/Site Driveway A (Intersection #2) - signalized

- On the site, construct one (1) northbound right-turn lane and one (1) northbound left-turn lane exiting the site to align with Richard B. Russell Plaza.

Ted Turner Drive at Garnett Street / Site Driveway B (Intersection #7) – unsignalized

- On the site, widen the sidewalk along the northern side of Site Driveway B. Additionally, stripe the existing pavement on the eastbound approach to consist of one (1) ingress lane entering the driveway and one exclusive (1) left-turn lane and one (1) shared right-turn/through lane exiting the site.
- Restripe the westbound approach to consist of one (1) exclusive left-turn lane and one (1) shared right-turn/through lane.
- Implement “Don’t Block the Box” roadway striping at this intersection.

NOT TO
SCALE



6.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC's Transportation Improvement Program, the Regional Transportation Plan (Atlanta Region's Plan), GDOT's construction work programs, City of Atlanta's programmed projects, and the GA STIP, the following projects are programmed or planned to be completed by the respective years within the vicinity of the proposed development. The identified projects are listed in **Table 10** below.

Table 10: Programmed Improvements			
#	Year	Project ID	Project Description
1	2026	AT-313	Peter Street Bridge Replacement over the Norfolk Southern Rail Line
2	TBD	AT-277	Cycle Atlanta: Phase 1.0 – Bicycle Mobility Improvements – Including Martin Luther King Jr. Drive
3	Beginning of 2020	AT-309	Martin Luther King Jr. Drive Bridge Replacement Between Forsyth Street and Ted Turner Drive.
4	Beginning of 2020	N/A	Ted Turner Drive Viaduct Replacement between Mitchell Street and Martin Luther King Jr. Drive
5	TBD	AR-400	Georgia Multi-Modal Passenger Terminal

Fact sheets for projects can be found in **Appendix F**.

7.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

The project site currently consists of the vacant Norfolk Southern Building and a Norfolk Southern rail spur no longer in use. The project site is currently zoned SP1-SA6 according to the City of Atlanta Zoning Ordinance Map. Per ARC's Unified Growth Policy Map, the project site is located in the Central City Regional Center and City Core area type. The project site is within and adheres to the recommendations of the most recent Downtown Atlanta LCI (2009) program and is consistent with the Downtown Atlanta Transportation Plan. The land use maps are provided in **Appendix B**.

Site Photo Log

99-125 Ted Turner Drive DRI #2991

Photo No. 1



Comments: Site Driveway A looking north.

Photo No. 2



Comments: Site Driveway A looking west.

99-125 Ted Turner Drive DRI #2991

Photo No. 3



Comments: Site Driveway A looking east.

Photo No. 4



Comments: Looking south from Richard B. Russell Plaza to Site Driveway A.

99-125 Ted Turner Drive DRI #2991

Photo No. 5



Comments: Looking east from Site Driveway B

Photo No. 6



Comments: Looking north from Site Driveway B

99-125 Ted Turner Drive DRI #2991

Photo No. 7



Comments: Looking south from Site Driveway B.

Photo No. 8



Comments: Looking west from Garnett Street at Site Driveway B

99-125 Ted Turner Drive DRI #2991

Photo No. 9



Comments: Location of proposed sidewalk widening, Site Driveway B.

Photo No. 10

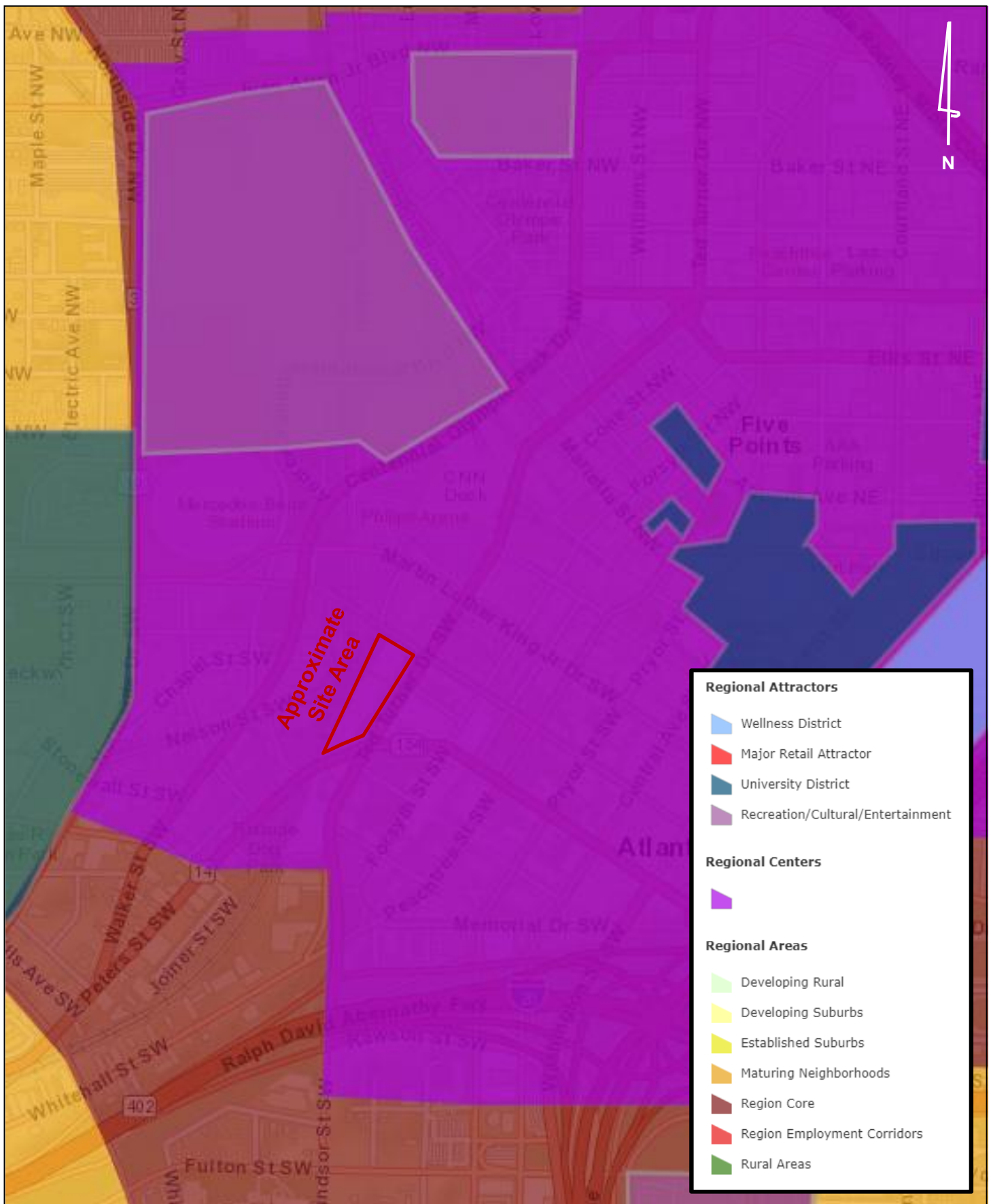


Comments: Looking west at pedestrian access at Nelson Street. Existing Norfolk Southern Building (to be renovated) is pictured.

Land Use and Zoning Maps

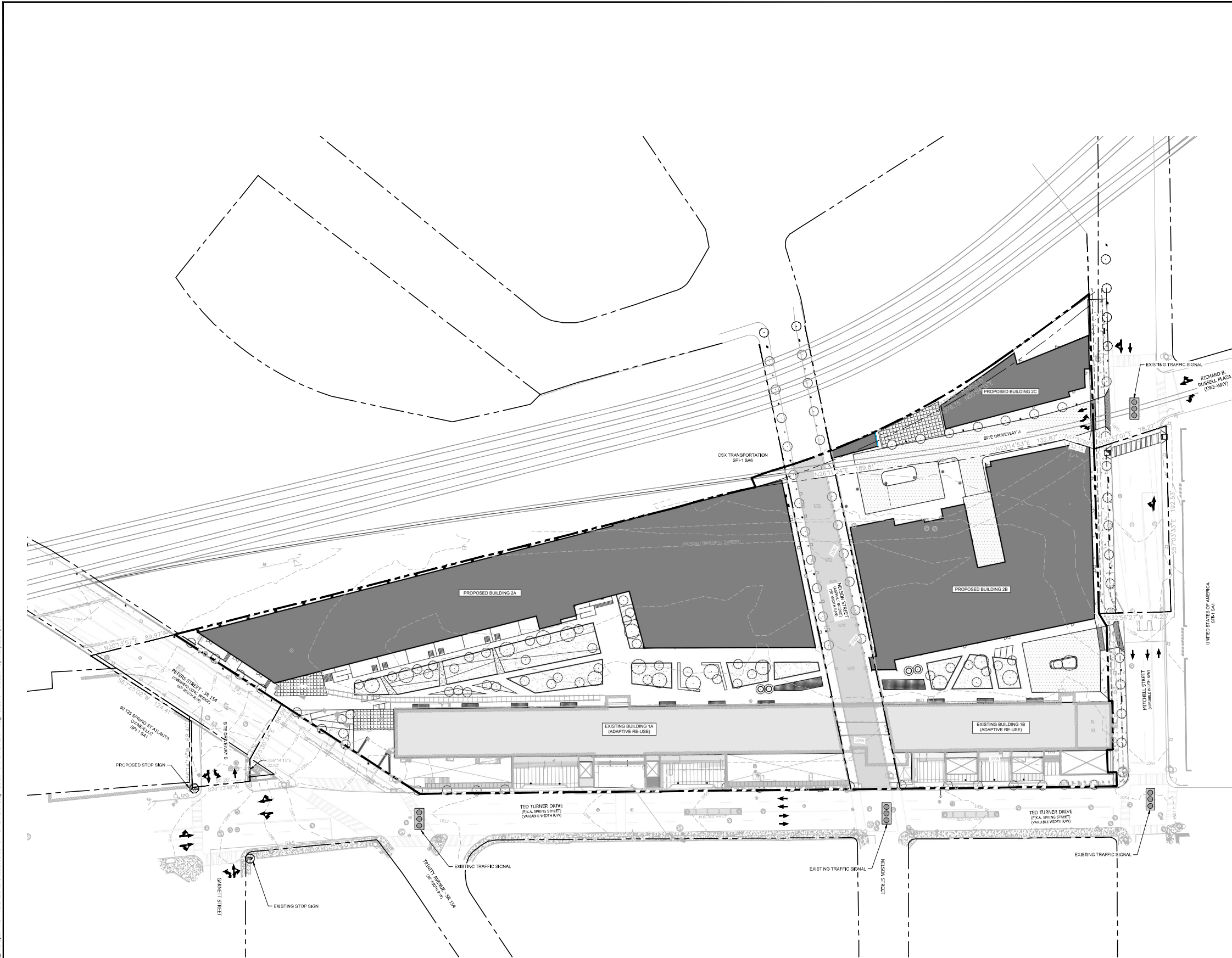


CITY OF ATLANTA : DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT : OFFICE OF PLANNING : GIS DIVISION : 404.330.6145
1 INCH = 400 FEET



Proposed Site Plan

Drawing name: \\kimley-horn.com\SE_AMT2\AMT_Civil\014062002_The Spur--NS Ph 2\CAD\PlanSheets\C0-50--DRI SITE PLAN.dwg C0-50--DRI SITE PLAN Aug 19, 2019 10:08am by: mapapocan poffen

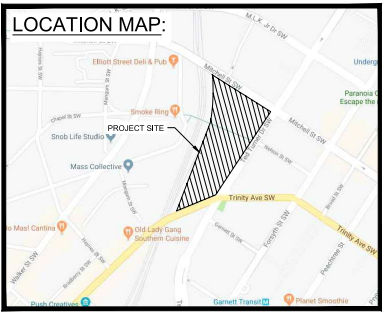


SITE NOTES:	
DRI NUMBER	#2991
CURRENT ZONING	SPI-1 SA6
OVERALL SITE AREA	6.14 AC
BUILDING HEIGHT	
BUILDING 1A:	7 STORIES
BUILDING 1B:	7 STORIES
BUILDING 2A:	6 STORIES
BUILDING 2B:	9 STORIES
BUILDING 2C:	2 STORIES
TOTAL FLOOR AREA	933,252 SF
PROPOSED DENSITY RATIOS	
RESIDENTIAL:	63.0 UNITS / ACRE
NON-RESIDENTIAL FAR:	1.93 NLA
PROPOSED PARKING:	950 ON-SITE SPACES
*NO MINIMUM PARKING REQUIREMENT	

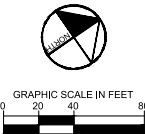
PROPOSED LAND USE USES & DENSITIES		
BUILDING	LAND USE	DENSITY
BUILDING 1A	RESIDENTIAL	150,580 SF (162 UNITS)
	OFFICE	15,775 SF
BUILDING 1B	RETAIL/RESTAURANT	13,780 SF
	HOTEL	88,820 SF (150 KEYS)
BUILDING 2A	RETAIL/RESTAURANT	7,340 SF
	RESIDENTIAL	286,179 SF (225 UNITS)
BUILDING 2B	RETAIL	10,809 SF
	OFFICE	177,278 SF
BUILDING 2C	HOTEL	174,438 SF (175 KEYS)
	RETAIL/RESTAURANT	18,999 SF
BUILDING 2C	RETAIL/RESTAURANT	9,294 SF

PROJECT CONTACTS:	
APPLICANT:	99-125 SPRING ST. (ATLANTA) OWNER, LLC 4700 WILSHIRE BLVD LOS ANGELES, CA 90010 CONTACT: JAMES S. CROWELL PHONE: 323-860-9525
TRAFFIC CONSULTANT:	KIMLEY-HORN & ASSOCIATES 817 W PEACHTREE STREET NW SUITE 601 ATLANTA, GA 30308 CONTACT: ELIZABETH JOHNSON, P.E. PHONE: 404-419-8700
CIVIL ENGINEER:	KIMLEY-HORN & ASSOCIATES 817 W PEACHTREE STREET NW SUITE 601 ATLANTA, GA 30308 CONTACT: JESSICA RIDOLE, P.E. PHONE: 404-419-8700

SITE PLAN LEGEND:	
	PROPERTY LINE
	STANDARD DUTY ASPHALT PAVEMENT
	STANDARD DUTY CONCRETE SIDEWALK
	EXISTING / PHASE 1 BUILDING
	PROPOSED / PHASE 2 BUILDING



GEORGIA811.
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Kimley»Horn
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THE BENTLEY SUITE 601
ATLANTA, GA 30308
PHONE: 404.419.8700
WWW.KIMLEY-HORN.COM

99-125 SPRING ST. (ATLANTA)
OWNER, LLC
4700 WILSHIRE BLVD
LOS ANGELES, CA 90010
CONTACT: JAMES S. CROWELL
PHONE: 323-860-9525

99-125 TED TURNER DRIVE
DRI #2991
99 & 125 TED TURNER DR NW, ATLANTA, GA 30303
LAND LOT 77, 14TH DISTRICT

GSWCC CERT. (LEVEL IN)	0000076497
DRAWN BY	MCP
DESIGNED BY	JPR
REVIEWED BY	EFM
DATE	08/20/2019
PROJECT NO.	014062002
TITLE	DRI SITE PLAN
SHEET NUMBER	C0-50

Trip Generation Analysis

Trip Generation Analysis (10th Ed. with *2nd Edition Handbook Daily IC & 3rd Edition AM/PM IC*)
99-125 Ted Turner Drive DRI #2991
City of Atlanta, GA

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
221 Multi-Family Housing (Mid-Rise)	387 d.u.	2,108	129	34	95	162	99	63
310 Hotel	325 rooms	3,242	157	93	64	218	111	107
710 General Office Building	193,053 s.f.	2,008	208	179	29	213	34	179
820 Shopping Center	60,182 s.f. gross leasable area	2,272	57	35	22	229	110	119
Gross Trips		9,630	551	341	210	822	354	468
Residential Trips		2,108	129	34	95	162	99	63
Mixed-Use Reductions		-98	-4	-1	-3	-51	-35	-16
Alternative Mode Reductions		-604	-38	-10	-28	-33	-19	-14
Adjusted Residential Trips		1,406	87	23	64	78	45	33
Hotel Trips		3,242	157	93	64	218	111	107
Mixed-Use Reductions		-150	-6	0	-6	-10	-8	-2
Alternative Mode Reductions		-928	-45	-28	-17	-62	-31	-32
Adjusted Hotel Trips		2,164	106	65	41	146	72	73
Office Trips		2,008	208	179	29	213	34	179
Mixed-Use Reductions		-100	-21	-13	-8	-18	-5	-13
Alternative Mode Reductions		-572	-56	-50	-6	-59	-9	-50
Adjusted Office Trips		1,336	131	116	15	136	20	116
Retail Trips		2,272	57	35	22	229	110	119
Mixed-Use Reductions		-306	-17	-10	-7	-61	-22	-39
Alternative Mode Reductions		-590	-12	-8	-5	-50	-26	-24
Pass By Reductions (Based on ITE Rates)		-468	0	0	0	-40	-20	-20
Adjusted Retail Trips		908	28	17	10	78	42	36
Mixed-Use Reductions - TOTAL		-654	-48	-24	-24	-140	-70	-70
Alternative Mode Reductions - TOTAL		-2,694	-151	-96	-56	-204	-85	-120
Pass-By Reductions - TOTAL		-468	0	0	0	-40	-20	-20
New Trips		5,814	352	221	130	438	179	258
Driveway Volumes		6,282	352	221	130	478	199	278
k:\amt_tpto\014062001_the spur dri_dri phase 2\analysis\the spur_phase ii analysis.xls\trip generation								

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Mitchell Street @ Mangum Street AM PEAK HOUR

Description	Mangum Street <u>Northbound</u>			Mangum Street <u>Southbound</u>			Mitchell Street <u>Eastbound</u>			Mitchell Street <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	21	33	27	15	22	16	47	231	16	11	102	16
Pedestrians	9			5			105			3		
Conflicting Pedestrians	105		3	3		105	5		9	9		5
Heavy Vehicles	0	0	0	1	2	0	3	0	0	1	0	1
Heavy Vehicle %	2%	2%	2%	7%	9%	2%	6%	2%	2%	9%	2%	6%
Peak Hour Factor	0.91			0.91			0.91			0.91		
Adjustment	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjusted 2019 Volumes	21	34	28	15	22	16	48	236	16	11	104	16
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	22	35	29	15	23	16	49	243	16	11	107	16
Project Trips												
Trip Distribution IN								25%				
Trip Distribution OUT											25%	
Residential Trips	0	0	0	0	0	0	0	6	0	0	16	0
Trip Distribution IN								25%				
Trip Distribution OUT											25%	
Hotel Trips	0	0	0	0	0	0	0	16	0	0	10	0
Trip Distribution IN								30%				
Trip Distribution OUT											30%	
Office Trips	0	0	0	0	0	0	0	35	0	0	5	0
Trip Distribution IN								30%				
Trip Distribution OUT											30%	
Retail Trips	0	0	0	0	0	0	0	5	0	0	3	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	62	0	0	34	0
2022 Buildout Total	22	35	29	15	23	16	49	305	16	11	141	16

PM PEAK HOUR

Description	Mangum Street <u>Northbound</u>			Mangum Street <u>Southbound</u>			Mitchell Street <u>Eastbound</u>			Mitchell Street <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	6	19	54	66	29	41	16	390	10	11	148	7
Pedestrians	7			7			62			4		
Conflicting Pedestrians	62		4	4		62	7		7	7		7
Heavy Vehicles	0	0	1	0	0	1	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.89			0.89			0.89			0.89		
Adjustment	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjusted 2019 Volumes	6	19	55	67	30	42	16	398	10	11	151	7
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	6	20	57	69	31	43	16	410	10	11	156	7
Project Trips												
Trip Distribution IN								25%				
Trip Distribution OUT											25%	
Residential Trips	0	0	0	0	0	0	0	11	0	0	8	0
Trip Distribution IN								25%				
Trip Distribution OUT											25%	
Hotel Trips	0	0	0	0	0	0	0	18	0	0	18	0
Trip Distribution IN								30%				
Trip Distribution OUT											30%	
Office Trips	0	0	0	0	0	0	0	6	0	0	35	0
Trip Distribution IN								30%				
Trip Distribution OUT											30%	
Retail Trips	0	0	0	0	0	0	0	13	0	0	11	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	48	0	0	72	0
2022 Buildout Total	6	20	57	69	31	43	16	458	10	11	228	7

INTERSECTION VOLUME DEVELOPMENT

Intersection #2: Mitchell Street @ Site Driveway A / Richard B. Russell Plaza AM PEAK HOUR

Description	Site Driveway A <u>Northbound</u>			Richard B. Russell Plaza <u>Southbound</u>			Mitchell Street <u>Eastbound</u>			Mitchell Street <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	15	0	4	0	292	0	0	136	0
Pedestrians	0			11			3			0		
Conflicting Pedestrians	3		0	0		3	11		0	0		11
Heavy Vehicles	0	0	0	0	0	0	0	2	0	0	2	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	0%	2%	0%	0%	2%	0%
Peak Hour Factor	0.91			0.91			0.91			0.91		
Adjustment	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjusted 2019 Volumes	0	0	0	15	0	4	0	298	0	0	139	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	0	0	15	0	4	0	307	0	0	143	0
Project Trips												
Trip Distribution IN					30%				25%			
Trip Distribution OUT	25%		30%									
Residential Trips	16	0	19	0	7	0	0	0	6	0	0	0
Trip Distribution IN					30%				25%			
Trip Distribution OUT	25%		30%									
Hotel Trips	10	0	12	0	20	0	0	0	16	0	0	0
Trip Distribution IN					20%				30%			
Trip Distribution OUT	30%		20%									
Office Trips	5	0	3	0	23	0	0	0	35	0	0	0
Trip Distribution IN					20%				30%			
Trip Distribution OUT	30%		20%									
Retail Trips	3	0	2	0	3	0	0	0	5	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	34	0	36	0	53	0	0	0	62	0	0	0
2022 Buildout Total	34	0	36	15	53	4	0	307	62	0	143	0

PM PEAK HOUR

Description	Site Driveway A <u>Northbound</u>			Richard B. Russell Plaza <u>Southbound</u>			Mitchell Street <u>Eastbound</u>			Mitchell Street <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	88	0	17	0	558	0	0	123	0
Pedestrians	0			5			3			0		
Conflicting Pedestrians	3		0	0		3	5		0	0		5
Heavy Vehicles	0	0	0	0	0	0	0	2	0	0	0	0
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	0%	2%	0%	0%	2%	0%
Peak Hour Factor	0.86			0.86			0.86			0.86		
Adjustment	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjusted 2019 Volumes	0	0	0	90	0	17	0	569	0	0	125	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	0	0	93	0	18	0	586	0	0	129	0
Project Trips												
Trip Distribution IN					30%				25%			
Trip Distribution OUT	25%		30%									
Residential Trips	8	0	10	0	14	0	0	0	11	0	0	0
Trip Distribution IN					30%				25%			
Trip Distribution OUT	25%		30%									
Hotel Trips	18	0	22	0	22	0	0	0	18	0	0	0
Trip Distribution IN					20%				30%			
Trip Distribution OUT	30%		20%									
Office Trips	35	0	23	0	4	0	0	0	6	0	0	0
Trip Distribution IN					20%				30%			
Trip Distribution OUT	30%		20%									
Retail Trips	11	0	7	0	8	0	0	0	13	0	0	0
Pass-By Trips	1	0	6	0	0	0	0	-6	6	1	-1	0
Total Project Trips	73	0	68	0	48	0	0	-6	54	1	-1	0
2022 Buildout Total	73	0	68	93	48	18	0	580	54	1	128	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #3: Martin Luther King Jr. Drive @ Richard B. Russell Plaza AM PEAK HOUR

Description	Richard B. Russell Plaza <u>Northbound</u>			<u>Southbound</u>			Martin Luther King Jr. Drive <u>Eastbound</u>			Martin Luther King Jr. Drive <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	0	0	0	289	26	59	201	0
Pedestrians	14			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		14	14		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjusted 2019 Volumes	0	0	0	0	0	0	0	295	27	60	205	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	0	0	0	0	0	0	304	28	62	211	0
Project Trips												
Trip Distribution IN									15%	15%		
Trip Distribution OUT												
Residential Trips	0	0	0	0	0	0	0	0	3	3	0	0
Trip Distribution IN									15%	15%		
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	10	10	0	0
Trip Distribution IN									5%	15%		
Trip Distribution OUT												
Office Trips	0	0	0	0	0	0	0	0	6	17	0	0
Trip Distribution IN									5%	15%		
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	1	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	0	0	0	0	20	33	0	0
2022 Buildout Total	0	0	0	0	0	0	0	304	48	95	211	0

PM PEAK HOUR

Description	Richard B. Russell Plaza <u>Northbound</u>			<u>Southbound</u>			Martin Luther King Jr. Drive <u>Eastbound</u>			Martin Luther King Jr. Drive <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	0	0	0	0	0	0	0	660	12	7	312	0
Pedestrians	7			0			1			0		
Conflicting Pedestrians	1		0	0		1	0		7	7		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Peak Hour Factor	0.90			0.90			0.90			0.90		
Adjustment	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjusted 2019 Volumes	0	0	0	0	0	0	0	673	12	7	318	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	0	0	0	0	0	0	693	12	7	328	0
Project Trips												
Trip Distribution IN									15%	15%		
Trip Distribution OUT												
Residential Trips	0	0	0	0	0	0	0	0	7	7	0	0
Trip Distribution IN									15%	15%		
Trip Distribution OUT												
Hotel Trips	0	0	0	0	0	0	0	0	11	11	0	0
Trip Distribution IN									5%	15%		
Trip Distribution OUT												
Office Trips	0	0	0	0	0	0	0	0	1	3	0	0
Trip Distribution IN									5%	15%		
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	2	6	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	21	27	0	0
2022 Buildout Total	0	0	0	0	0	0	0	693	33	34	328	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #4: Ted Turner Drive @ Martin Luther King Jr. Drive AM PEAK HOUR

Description	Ted Turner Drive <u>Northbound</u>			Ted Turner Drive <u>Southbound</u>			Martin Luther King Jr. Drive <u>Eastbound</u>			Martin Luther King Jr. Drive <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	85	1,394	0	0	0	0	196	0	83	53	128	269
Pedestrians	16			17			17			10		
Conflicting Pedestrians	17		10	10		17	17		16	16		17
Heavy Vehicles	0	1	0	0	0	0	1	0	2	0	1	0
Heavy Vehicle %	2%	2%	0%	0%	0%	0%	2%	0%	2%	2%	2%	2%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Adjustment	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjusted 2019 Volumes	87	1422	0	0	0	0	200	0	85	54	131	274
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	90	1,465	0	0	0	0	206	0	88	56	135	282
Project Trips												
Trip Distribution IN										10%	15%	
Trip Distribution OUT		15%										
Residential Trips	0	10	0	0	0	0	0	0	0	2	3	0
Trip Distribution IN										10%	15%	
Trip Distribution OUT		15%										
Hotel Trips	0	6	0	0	0	0	0	0	0	7	10	0
Trip Distribution IN										5%	15%	
Trip Distribution OUT		5%										
Office Trips	0	1	0	0	0	0	0	0	0	6	17	0
Trip Distribution IN										5%	15%	
Trip Distribution OUT		5%										
Retail Trips	0	1	0	0	0	0	0	0	0	1	3	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	18	0	0	0	0	0	0	0	16	33	0
2022 Buildout Total	90	1,483	0	0	0	0	206	0	88	72	168	282

PM PEAK HOUR

Description	Ted Turner Drive <u>Northbound</u>			Ted Turner Drive <u>Southbound</u>			Martin Luther King Jr. Drive <u>Eastbound</u>			Martin Luther King Jr. Drive <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	43	267	0	0	0	0	77	0	586	255	249	74
Pedestrians	10			9			9			10		
Conflicting Pedestrians	9		10	10		9	9		10	10		9
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	1
Heavy Vehicle %	2%	2%	0%	0%	0%	0%	2%	0%	2%	2%	2%	2%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Adjustment	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjusted 2019 Volumes	44	272	0	0	0	0	79	0	598	260	254	75
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	45	280	0	0	0	0	81	0	616	268	262	77
Project Trips												
Trip Distribution IN										10%	15%	
Trip Distribution OUT		15%										
Residential Trips	0	5	0	0	0	0	0	0	0	5	7	0
Trip Distribution IN										10%	15%	
Trip Distribution OUT		15%										
Hotel Trips	0	11	0	0	0	0	0	0	0	7	11	0
Trip Distribution IN										5%	15%	
Trip Distribution OUT		5%										
Office Trips	0	6	0	0	0	0	0	0	0	1	3	0
Trip Distribution IN										5%	15%	
Trip Distribution OUT		5%										
Retail Trips	0	2	0	0	0	0	0	0	0	2	6	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	24	0	0	0	0	0	0	0	15	27	0
2022 Buildout Total	45	304	0	0	0	0	81	0	616	283	289	77

INTERSECTION VOLUME DEVELOPMENT

Intersection #5: Ted Turner Drive @ Mitchell Street AM PEAK HOUR

Description	Ted Turner Drive <u>Northbound</u>			Ted Turner Drive <u>Southbound</u>			Mitchell Street <u>Eastbound</u>			Mitchell Street <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	127	1,418	62	28	89	8	50	172	87	0	0	0
Pedestrians		18			28			19			46	
Conflicting Pedestrians	19		46	46		19	28		18	18		28
Heavy Vehicles	1	2	16	0	0	0	0	0	4	0	0	0
Heavy Vehicle %	2%	2%	26%	2%	2%	2%	2%	2%	5%	0%	0%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjusted 2019 Volumes	130	1447	63	29	91	8	51	175	89	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	134	1,491	65	30	94	8	53	180	92	0	0	0
Project Trips												
Trip Distribution IN					10%							
Trip Distribution OUT		5%	5%				10%	20%				
Residential Trips	0	3	3	0	2	0	6	13	0	0	0	0
Trip Distribution IN					10%							
Trip Distribution OUT		5%	5%				10%	20%				
Hotel Trips	0	2	2	0	7	0	4	8	0	0	0	0
Trip Distribution IN					5%							
Trip Distribution OUT			5%				5%	15%				
Office Trips	0	0	1	0	6	0	1	2	0	0	0	0
Trip Distribution IN					5%							
Trip Distribution OUT			5%				5%	15%				
Retail Trips	0	0	1	0	1	0	1	2	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	5	7	0	16	0	12	25	0	0	0	0
2022 Buildout Total	134	1,496	72	30	110	8	65	205	92	0	0	0

PM PEAK HOUR

Description	Ted Turner Drive <u>Northbound</u>			Ted Turner Drive <u>Southbound</u>			Mitchell Street <u>Eastbound</u>			Mitchell Street <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	119	428	41	75	747	5	47	255	327	0	0	0
Pedestrians		14			19			16			19	
Conflicting Pedestrians	16		19	19		16	19		14	14		19
Heavy Vehicles	0	0	0	0	0	0	0	1	1	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	0%	0%	0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjusted 2019 Volumes	121	437	42	77	762	5	48	260	334	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	125	450	43	79	785	5	49	268	344	0	0	0
Project Trips												
Trip Distribution IN					10%							
Trip Distribution OUT		5%	5%				10%	20%				
Residential Trips	0	2	2	0	5	0	3	7	0	0	0	0
Trip Distribution IN					10%							
Trip Distribution OUT		5%	5%				10%	20%				
Hotel Trips	0	4	4	0	7	0	7	15	0	0	0	0
Trip Distribution IN					5%							
Trip Distribution OUT			5%				5%	15%				
Office Trips	0	0	6	0	1	0	6	17	0	0	0	0
Trip Distribution IN					5%							
Trip Distribution OUT			5%				5%	15%				
Retail Trips	0	0	2	0	2	0	2	5	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	6	14	0	15	0	18	44	0	0	0	0
2022 Buildout Total	125	456	57	79	800	5	67	312	344	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #6: Ted Turner Drive @ Peters Street (SR 155) / Trinity Avenue (SR 155) AM PEAK HOUR

Description	Ted Turner Drive <u>Northbound</u>			Ted Turner Drive <u>Southbound</u>			Peters Street (SR 155) <u>Eastbound</u>			Trinity Avenue (SR 155) <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	42	1,115	29	6	143	5	282	240	70	23	41	93
Pedestrians	16			3			2			10		
Conflicting Pedestrians	2		10	10		2	3		16	16		3
Heavy Vehicles	0	16	0	0	2	1	1	0	1	1	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	20%	2%	2%	2%	4%	2%	2%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Adjustment	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjusted 2019 Volumes	43	1137	30	6	146	5	288	245	71	23	42	95
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	44	1,171	31	6	150	5	297	252	73	24	43	98
Project Trips												
Trip Distribution IN					10%							
Trip Distribution OUT		10%										
Residential Trips	0	6	0	0	2	0	0	0	0	0	0	0
Trip Distribution IN					10%							
Trip Distribution OUT		10%										
Hotel Trips	0	4	0	0	7	0	0	0	0	0	0	0
Trip Distribution IN					5%				5%			
Trip Distribution OUT	5%	5%										
Office Trips	1	1	0	0	6	0	0	0	6	0	0	0
Trip Distribution IN					5%				5%			
Trip Distribution OUT	5%	5%										
Retail Trips	1	1	0	0	1	0	0	0	1	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	2	12	0	0	16	0	0	0	7	0	0	0
2022 Buildout Total	46	1,183	31	6	166	5	297	252	80	24	43	98

PM PEAK HOUR

Description	Ted Turner Drive <u>Northbound</u>			Ted Turner Drive <u>Southbound</u>			Peters Street (SR 155) <u>Eastbound</u>			Trinity Avenue (SR 155) <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2017 Traffic Volumes	48	418	26	10	1,107	26	70	101	273	163	136	53
Pedestrians	17			17			8			6		
Conflicting Pedestrians	8		6	6		8	17		17	17		17
Heavy Vehicles	0	1	0	0	0	0	0	0	0	18	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	11%	2%	2%
Peak Hour Factor	0.97			0.97			0.97			0.97		
Adjustment	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjusted 2019 Volumes	49	426	27	10	1,129	27	71	103	278	166	139	54
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	50	439	28	10	1,163	28	73	106	286	171	143	56
Project Trips												
Trip Distribution IN					10%							
Trip Distribution OUT		10%										
Residential Trips	0	3	0	0	5	0	0	0	0	0	0	0
Trip Distribution IN					10%							
Trip Distribution OUT		10%										
Hotel Trips	0	7	0	0	7	0	0	0	0	0	0	0
Trip Distribution IN					5%				5%			
Trip Distribution OUT	5%	5%										
Office Trips	6	6	0	0	1	0	0	0	1	0	0	0
Trip Distribution IN					5%				5%			
Trip Distribution OUT	5%	5%										
Retail Trips	2	2	0	0	2	0	0	0	2	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	8	18	0	0	15	0	0	0	3	0	0	0
2022 Buildout Total	58	457	28	10	1,178	28	73	106	289	171	143	56

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INTERSECTION VOLUME DEVELOPMENT

Intersection #7: Ted Turner Drive @ Site Driveway B / Garnett Street AM PEAK HOUR

Description	Ted Turner Drive <u>Northbound</u>			Ted Turner Drive <u>Southbound</u>			Site Driveway B <u>Eastbound</u>			Garnett Street <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	5	1,128	74	11	210	1	0	0	3	14	0	15
Pedestrians	3			2			8			69		
Conflicting Pedestrians	8		69	69		8	2		3	3		2
Heavy Vehicles	0	34	2	0	8	0	0	0	0	3	0	1
Heavy Vehicle %	2%	3%	3%	2%	4%	2%	0%	0%	2%	21%	0%	7%
Peak Hour Factor	0.93			0.93			0.93			0.93		
Adjustment	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Adjusted 2019 Volumes	5	1,128	74	11	210	1	0	0	3	14	0	15
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	5	1,162	76	11	216	1	0	0	3	14	0	15
Project Trips												
Trip Distribution IN	20%					10%					15%	
Trip Distribution OUT							10%	15%	20%			
Residential Trips	5	0	0	0	0	2	6	10	13	0	3	0
Trip Distribution IN	20%					10%					15%	
Trip Distribution OUT							10%	15%	20%			
Hotel Trips	13	0	0	0	0	7	4	6	8	0	10	0
Trip Distribution IN	25%					10%					15%	
Trip Distribution OUT							10%	15%	25%			
Office Trips	29	0	0	0	0	12	2	2	4	0	17	0
Trip Distribution IN	25%					10%					15%	
Trip Distribution OUT							10%	15%	25%			
Retail Trips	4	0	0	0	0	2	1	2	3	0	3	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	51	0	0	0	0	23	13	20	28	0	33	0
2022 Buildout Total	51	1,162	76	11	216	23	13	20	28	14	33	15

PM PEAK HOUR

Description	Ted Turner Drive <u>Northbound</u>			Ted Turner Drive <u>Southbound</u>			Site Driveway B <u>Eastbound</u>			Garnett Street <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	0	330	17	8	1,353	0	2	1	24	44	0	13
Pedestrians	3			1			5			4		
Conflicting Pedestrians	5		4	4		5	1		3	3		1
Heavy Vehicles	0	9	1	0	25	0	0	0	0	5	0	0
Heavy Vehicle %	0%	3%	6%	2%	2%	0%	2%	2%	2%	11%	0%	2%
Peak Hour Factor	0.91			0.91			0.91			0.91		
Adjustment	1.430	1.430	1.430	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Adjusted 2019 Volumes	0	472	24	8	1,353	0	2	1	24	44	0	13
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	486	25	8	1,394	0	2	1	25	45	0	13
Project Trips												
Trip Distribution IN	20%					10%					15%	
Trip Distribution OUT							10%	15%	20%			
Residential Trips	9	0	0	0	0	5	3	5	7	0	7	0
Trip Distribution IN	20%					10%					15%	
Trip Distribution OUT							10%	15%	20%			
Hotel Trips	14	0	0	0	0	7	7	11	15	0	11	0
Trip Distribution IN	25%					10%					15%	
Trip Distribution OUT							10%	15%	25%			
Office Trips	5	0	0	0	0	2	12	17	29	0	3	0
Trip Distribution IN	25%					10%					15%	
Trip Distribution OUT							10%	15%	25%			
Retail Trips	11	0	0	0	0	4	4	5	9	0	6	0
Pass-By Trips	2	-2	0	0	-11	11	2	0	11	0	0	0
Total Project Trips	41	-2	0	0	-11	29	28	38	71	0	27	0
2022 Buildout Total	41	484	25	8	1,383	29	28	38	71	45	27	13

INTERSECTION VOLUME DEVELOPMENT

Intersection #8: Forsyth Street @ Garnett Street AM PEAK HOUR

Description	Forsyth Street <u>Northbound</u>			Forsyth Street <u>Southbound</u>			Garnett Street <u>Eastbound</u>			Garnett Street <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	44	783	0	0	75	12	26	0	22	0	0	0
Pedestrians	9			2			11			0		
Conflicting Pedestrians	11		0	0		11	2		9	9		2
Heavy Vehicles	3	5	0	0	2	0	1	0	0	0	0	0
Heavy Vehicle %	7%	2%	0%	0%	3%	2%	4%	0%	2%	0%	0%	0%
Peak Hour Factor	0.98			0.98			0.98			0.98		
Adjustment	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
Adjusted 2019 Volumes	45	807	0	0	77	12	27	0	23	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	46	831	0	0	79	12	28	0	24	0	0	0
Project Trips												
Trip Distribution IN	5%					10%						
Trip Distribution OUT							10%		5%			
Residential Trips	1	0	0	0	0	2	6	0	3	0	0	0
Trip Distribution IN	5%					10%						
Trip Distribution OUT							10%		5%			
Hotel Trips	3	0	0	0	0	7	4	0	2	0	0	0
Trip Distribution IN	5%					10%						
Trip Distribution OUT							10%		5%			
Office Trips	6	0	0	0	0	12	2	0	1	0	0	0
Trip Distribution IN	5%					10%						
Trip Distribution OUT							10%		5%			
Retail Trips	1	0	0	0	0	2	1	0	1	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	11	0	0	0	0	23	13	0	7	0	0	0
2022 Buildout Total	57	831	0	0	79	35	41	0	31	0	0	0

PM PEAK HOUR

Description	Forsyth Street <u>Northbound</u>			Forsyth Street <u>Southbound</u>			Garnett Street <u>Eastbound</u>			Garnett Street <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	20	123	0	0	421	20	22	0	38	0	0	0
Pedestrians	28			2			10			0		
Conflicting Pedestrians	10		0	0		10	2		28	28		2
Heavy Vehicles	5	4	0	0	5	0	1	0	0	0	0	0
Heavy Vehicle %	25%	3%	0%	0%	2%	2%	5%	0%	2%	0%	0%	0%
Peak Hour Factor	0.88			0.88			0.88			0.88		
Adjustment	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
Adjusted 2019 Volumes	21	127	0	0	434	21	23	0	39	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	22	131	0	0	447	22	24	0	40	0	0	0
Project Trips												
Trip Distribution IN	5%					10%						
Trip Distribution OUT							10%		5%			
Residential Trips	2	0	0	0	0	5	3	0	2	0	0	0
Trip Distribution IN	5%					10%						
Trip Distribution OUT							10%		5%			
Hotel Trips	4	0	0	0	0	7	7	0	4	0	0	0
Trip Distribution IN	5%					10%						
Trip Distribution OUT							10%		5%			
Office Trips	1	0	0	0	0	2	12	0	6	0	0	0
Trip Distribution IN	5%					10%						
Trip Distribution OUT							10%		5%			
Retail Trips	2	0	0	0	0	4	4	0	2	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	9	0	0	0	0	18	26	0	14	0	0	0
2022 Buildout Total	31	131	0	0	447	40	50	0	54	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #9: Ted Turner Drive @ Brotherton Street AM PEAK HOUR

Description	Ted Turner Drive <u>Northbound</u>			Ted Turner Drive <u>Southbound</u>			Brotherton Street <u>Eastbound</u>			Brotherton Street <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	11	1,108	0	0	226	10	2	0	0	30	4	9
Pedestrians	2			30			24			2		
Conflicting Pedestrians	24		2	2		24	30		2	2		30
Heavy Vehicles	0	18	0	0	10	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	0%	0%	4%	2%	2%	0%	0%	2%	2%	2%
Peak Hour Factor	0.99			0.99			0.99			0.99		
Adjustment	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
Adjusted 2019 Volumes	11	1142	0	0	233	10	2	0	0	31	4	9
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	11	1,177	0	0	240	10	2	0	0	32	4	9
Project Trips												
Trip Distribution IN		20%										
Trip Distribution OUT					20%							
Residential Trips	0	5	0	0	13	0	0	0	0	0	0	0
Trip Distribution IN		20%										
Trip Distribution OUT					20%							
Hotel Trips	0	13	0	0	8	0	0	0	0	0	0	0
Trip Distribution IN		25%										
Trip Distribution OUT					25%							
Office Trips	0	29	0	0	4	0	0	0	0	0	0	0
Trip Distribution IN		25%										
Trip Distribution OUT					25%							
Retail Trips	0	4	0	0	3	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	51	0	0	28	0	0	0	0	0	0	0
2022 Buildout Total	11	1,228	0	0	268	10	2	0	0	32	4	9

PM PEAK HOUR

Description	Ted Turner Drive <u>Northbound</u>			Ted Turner Drive <u>Southbound</u>			Brotherton Street <u>Eastbound</u>			Brotherton Street <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2016 Traffic Volumes	0	406	0	1	1,696	2	2	0	8	99	0	7
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	15	0	0	16	1	1	0	0	4	0	1
Heavy Vehicle %	0%	4%	0%	2%	2%	50%	50%	0%	2%	4%	0%	14%
Peak Hour Factor	0.95			0.95			0.95			0.95		
Adjustment	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
Adjusted 2019 Volumes	0	418	0	1	1747	2	2	0	8	102	0	7
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Other Proposed Developments												
2022 Background Traffic	0	431	0	1	1,800	2	2	0	8	105	0	7
Project Trips												
Trip Distribution IN		20%										
Trip Distribution OUT					20%							
Residential Trips	0	9	0	0	7	0	0	0	0	0	0	0
Trip Distribution IN		20%										
Trip Distribution OUT					20%							
Hotel Trips	0	14	0	0	15	0	0	0	0	0	0	0
Trip Distribution IN		25%										
Trip Distribution OUT					25%							
Office Trips	0	5	0	0	29	0	0	0	0	0	0	0
Trip Distribution IN		25%										
Trip Distribution OUT					25%							
Retail Trips	0	11	0	0	9	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	39	0	0	60	0	0	0	0	0	0	0
2022 Buildout Total	0	470	0	1	1,860	2	2	0	8	105	0	7

Programmed Project Fact Sheets

Short Title

SR 14 (PETERS STREET) BRIDGE REPLACEMENT AT NORFOLK SOUTHERN RAIL LINE

GDOT Project No.

0015546

Federal ID No.

Status

Programmed

Service Type

Roadway / Bridge Upgrade

Sponsor

GDOT

Jurisdiction

City of Atlanta

Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane

2

LCI

☐

Planned Thru Lane

2

Flex

☐

Network Year

TBD

Corridor Length

0.2 miles



Detailed Description and Justification

Project 0015546 in Fulton County will replace a temporarily shored Norfolk Southern Railway bridge (Inventory # 718047H, Rail Road MP: 0152.93-H) in the City of Atlanta on State Route 14. The State Route 14 rail road bridge have a sufficiency rating of 50.5.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
SCP	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	AUTH	2019	\$300,000	\$240,000	\$60,000	\$0,000	\$0,000
PE	Surface Transportation Block Grant (STBG) Program Flex (GDOT)		2020	\$600,000	\$480,000	\$120,000	\$0,000	\$0,000
ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)		2022	\$250,000	\$200,000	\$50,000	\$0,000	\$0,000
UTL	General Federal Aid 2024-2040		LR 2024-2030	\$50,000	\$40,000	\$10,000	\$0,000	\$0,000
CST	General Federal Aid 2024-2040		LR 2024-2030	\$8,000,000	\$6,400,000	\$1,600,000	\$0,000	\$0,000
				\$9,200,000	\$7,360,000	\$1,840,000	\$0,000	\$0,000

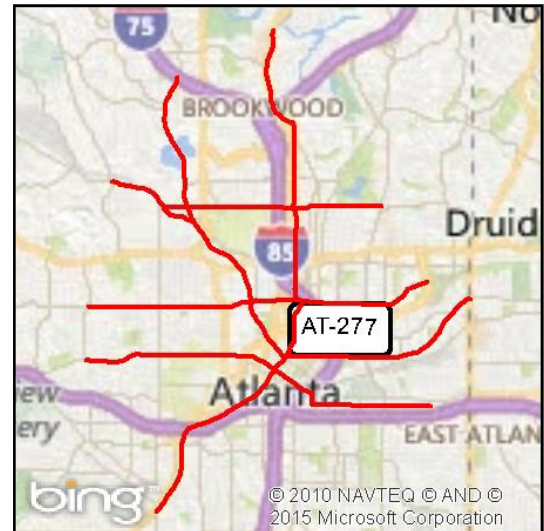
SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



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



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



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



Short Title

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

GDOT Project No.

0015294

Federal ID No.

N/A

Status

Programmed

Service Type

Roadway / Bridge Upgrade

Sponsor

City of Atlanta

Jurisdiction

City of Atlanta

Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane

N/A

LCI

☐

Planned Thru Lane

N/A

Flex

☐

Network Year

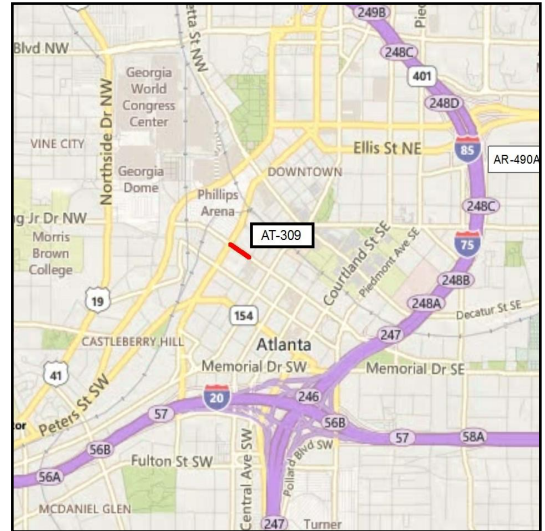
TBD

Corridor Length

N/A miles

Detailed Description and Justification

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



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

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



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



Project Update: Ted Turner Drive Bridge Replacement Project Southern Phase



**City of Atlanta
Department of Public Works**

Keisha Lance-Bottoms, Mayor
James A. Jackson, Jr., Interim Commissioner

AUGUST 2018



Project: Ted Turner Drive Bridge Replacement Project Southern Phase

Construction Start Date: August 1, 2018

City of Atlanta ID#: FC-10077

Completion Date: July 2019

Council District: 4

Funding Sources: Federal, State, and Local Funds

NPU: M

Contractor: C.W. Matthews Contracting Co.

Project Overview: The Ted Turner Drive Bridge Replacement Project consists of the replacement of the bridge along Ted Turner Drive (a.k.a. Spring Street), from Mitchell Street to the Martin Luther King, Jr. Drive and the removal of the west ramp on Martin Luther King Jr. Drive and the widening of the east ramp on Martin Luther King Jr. Drive from Forsyth Street to Ted Turner Drive.

Status:

- The project has been awarded to C.W. Matthews Construction, Co. To accommodate for the upcoming Super Bowl and events, the project will be constructed in two phases.
 - Phase I will consist of the completion of the work on MLK Jr. Drive from Forsyth Street to Ted Turner Drive.
 - Phase II will consist of the replacement of the Ted Turner Viaduct from MLK Jr. Dr., to Mitchell Street
- Phase I construction began on August 1, 2018 and is scheduled for completion on by late December 2018.

The detour route for the temporary closure of Martin Luther King, Jr. Drive, SW is as follows:

Northbound MLK, Jr. Dr., SW Traffic

- Left onto Forsyth Street, SW
- Right on Trinity Avenue, SW
- Right on Ted Turner Drive, SW

For additional information, please contact:

City of Atlanta Department of Public Works
55 Trinity Avenue, SE, Suite 4500 Atlanta, GA 30303
ATTN: Michael Frierson, Public Relations Manager

Email: mfrierson@atlantaga.gov / Phone: (404) 546-6254

City of Atlanta, Department of Public Works | August 2018

TED TURNER DRIVE BRIDGE REPLACEMENT PROJECT PHASE II PROJECT UPDATE

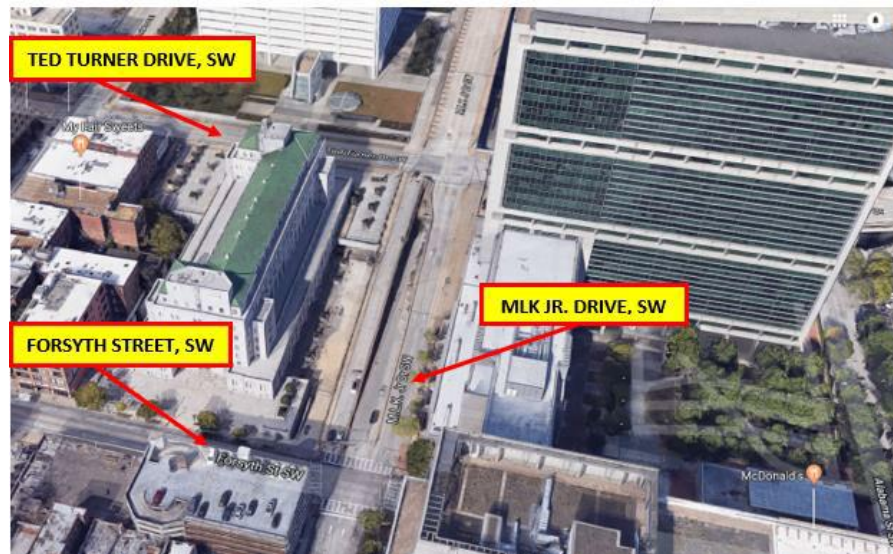
August 1, 2018



**CITY OF ATLANTA
DEPARTMENT OF PUBLIC WORKS**

Keisha Lance Bottoms, *Mayor*
William M. Johnson, *Commissioner*
James A. Jackson, *Deputy Commissioner*

NOTICE OF TEMPORARY STREET CLOSURE EFFECTIVE WEDNESDAY, AUGUST 1, 2018 MARTIN LUTHER KING, JR. DRIVE, SW BETWEEN FORSYTH STREET, SW AND TED TURNER DRIVE, SW



Please be advised of the temporary street closure of Martin Luther King, Jr., Drive, SW between Forsyth Street, SW and Ted Turner Drive, SW (Formerly Spring Street) effective Wednesday, August 1, 2018 through early December 2018. This closure is due to the removal of the west ramp on Martin Luther King Jr. Drive and the widening of the east ramp on Martin Luther King Jr. Drive from Forsyth Street to Ted Turner Drive. The sidewalk on the eastside of MLK Jr., Drive between Forsyth Street, SW and Ted Turner Drive, SW will remain open for pedestrian and cyclist use.

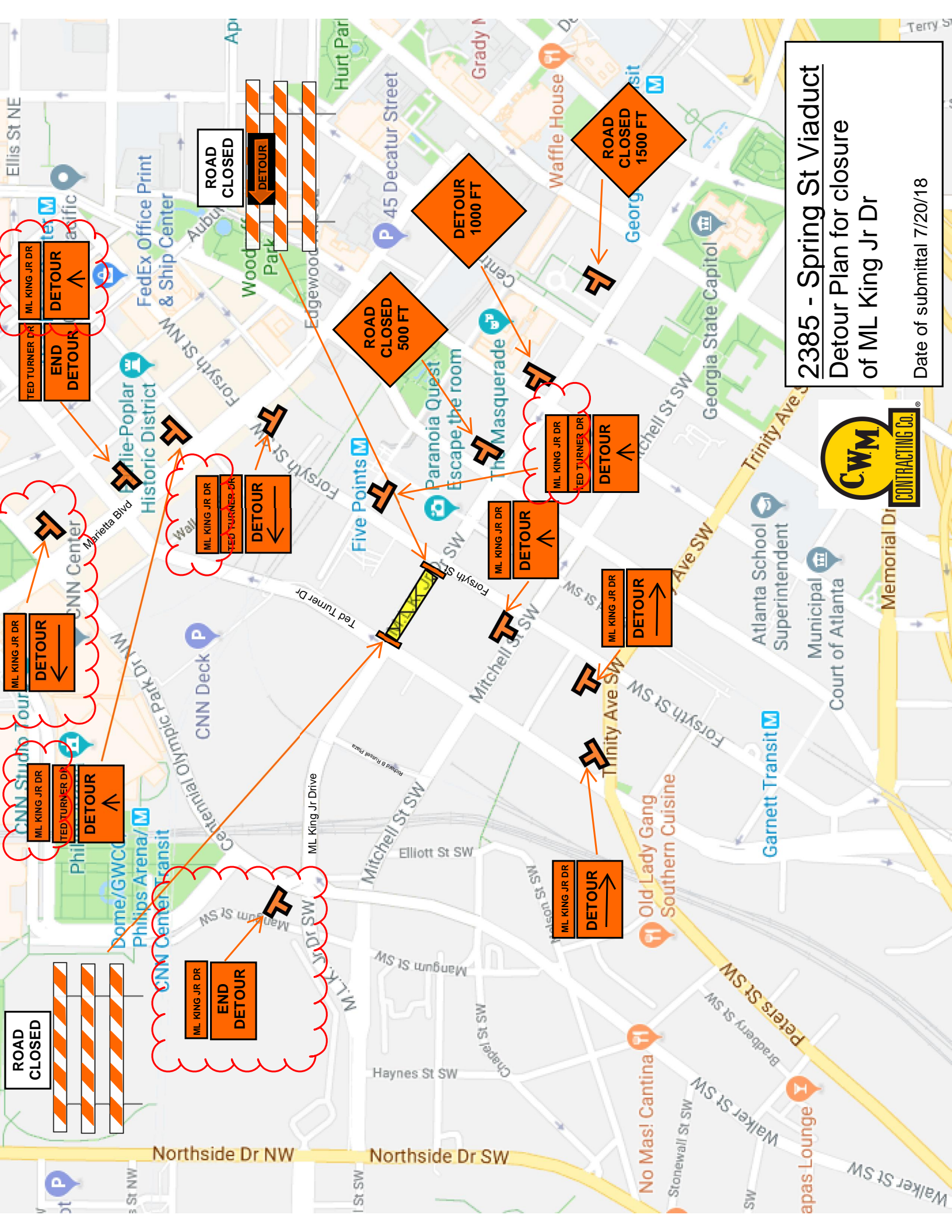
DETOUR ROUTE:

The detour route for the temporary closure of Martin Luther King, Jr. Drive, SW is as follows:

Northbound MLK, Jr. Dr., SW Traffic

- Left onto Forsyth Street, SW
- Right on Trinity Avenue, SW
- Right on Ted Turner Drive, SW

For additional information, please contact the Department of Public Works-Capital Projects, (404) 330-6739



2385 - Spring St Viaduct
Detour Plan for closure
of ML King Jr Dr
Date of submittal 7/20/18



Memorial Dr

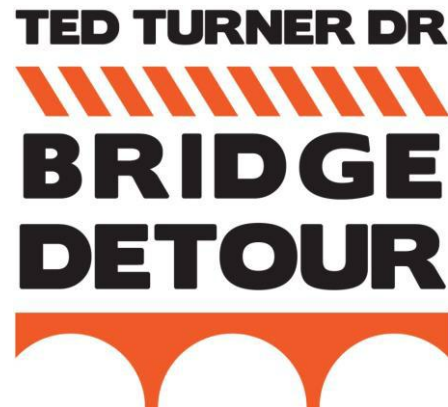
TED TURNER DRIVE BRIDGE REPLACEMENT PROJECT PHASE II PROJECT UPDATE

April 2018



CITY OF ATLANTA
DEPARTMENT OF PUBLIC WORKS

Keisha Lance Bottoms, *Mayor*
William M. Johnson, *Commissioner*
James Jackson, *Deputy Commissioner*



Construction Start Date: May 2018

Completion Date: January 2019

Funding Sources: Federal, State, and Local Funds

Contractor: C.W. Matthews Contracting Co.

Georgia DOT Project ID#: 0015606

Council District: 4

NPU: M

STATUS:

- The project has been bid for construction and the City of Atlanta is in the process of contracting with C.W. Matthews to complete the work.
- Construction will begin in May 2018. The Ted Turner Drive bridge will be closed to traffic between Mitchell Street and Martin Luther King Jr. Drive.

OVERVIEW: The Ted Turner Drive Bridge Replacement Project (Phase II) consists of the replacement of the bridge along Ted Turner Drive (f.k.a. Spring Street), from Mitchell Street to the Martin Luther King, Jr. Drive and the removal of the west ramp on Martin Luther King Jr. Drive and the widening of the east ramp on Martin Luther King Jr. Drive from Forsyth Street to Ted Turner Drive.

DETOURS:

- Detours will be in place around the Martin Luther King Federal Building, the Sam Nunn Atlanta Federal Center and the Richard B. Russell Federal Building during the Spring Street Viaduct Project. Detour maps are available on the City of Atlanta, Department of Public Works website at, <https://www.atlantaga.gov/governmentaldepartments/public-works>
- The Sam Nunn Atlanta Federal Center and Richard B. Russell parking garages will remain open and accessible by the existing roadway. The privately operated parking lot located behind the Sam Nunn Atlanta Federal Center, also known as the "Gulch", will remain open during the bridge replacement project.
- During construction, the Martin Luther King Federal Building's loading dock entry point will be relocated to Forsyth Street. There will be no change to deliveries to the Sam Nunn Atlanta Federal Center or the Richard B. Russell Federal Building.

BACKGROUND: Atlanta's Ted Turner Drive bridge - one of the most prominent - has served the City of Atlanta for an amazing 91 years. Built in 1922, the bridge has been and remains a gateway to Downtown Atlanta. It is a major connector for residents, visitors, commuters and businesses. Today, it is a well-traveled route to Downtown destinations including Mercedes-Benz Stadium, CNN Center, Philips Arena, the Georgia World Congress Center, Richard B. Russell Federal Building, Martin Luther King Federal Building, Sam Nunn Atlanta Federal Center and the Castleberry Hill, South Downtown and Fairlie-Poplar neighborhoods. After a lengthy life, the bridge - now structurally deficient with advanced steel and concrete deterioration - requires replacement. Aside from safety factors, replacement will also enhance regional economic development efforts by improving accessibility and connectivity in the Downtown corridor- keeping motorists, transit riders and freight deliveries flowing efficiently.

COMMUTE ALTERNATIVES: To avoid added congestion, consider utilizing one of Downtown's readily accessible commute alternatives. Served by two MARTA stops, bicycle infrastructure, regional transit connections, and the streetcar, this area and all of Downtown Atlanta is accessible using a variety of alternative transportation modes. For more information on commute alternatives and incentives, including personalized route planning, please visit Central Atlanta Progress at <https://www.atlantadowntown.com/sustainability/sustainable-transportation/commuter-options>

CONTACTS:

The project is managed by the City of Atlanta, Department of Public Works. Contacts include:

Project Manager

George Demian, P.E. at (404) 546-0125 or dfgeorge@atlantaga.gov

Public Relations Manager

Michael Frierson at (404) 546-6254 or mfrierson@atlantaga.gov



Short Title

GEORGIA MULTIMODAL PASSENGER TERMINAL (MMPT)

GDOT Project No.

770311-

Federal ID No.

HPPNH-0CRL-00(002)

Status

Long Range

Service Type

Transit / Facilities Capital

Sponsor

GDOT

Jurisdiction

Regional

Analysis Level

In the Region's Air Quality Conformity Analysis

Existing Thru Lane

N/A

LCI

☐

Planned Thru Lane

N/A

Flex

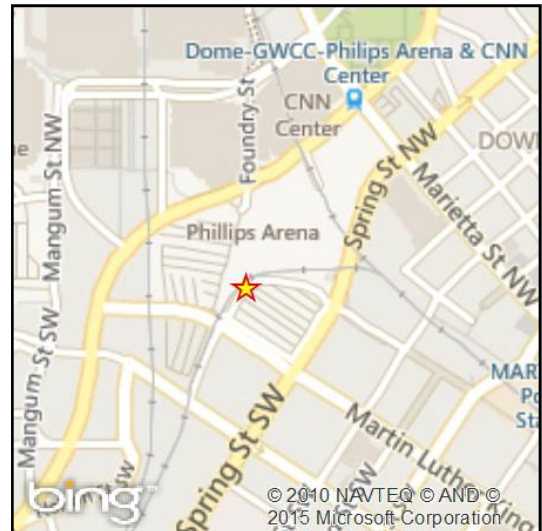
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Network Year

2040

Corridor Length

N/A miles



Detailed Description and Justification

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

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

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



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

