



*Transportation Analysis*

# 1020 Spring Street DRI #3094

City of Atlanta, Georgia

*Report Prepared:*

May 2020

*Prepared for:*

Portman Holdings

*Prepared by:*

**Kimley»Horn**

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817 West Peachtree Street NW, The Biltmore, Suite 601  
Atlanta, Georgia 30308  
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*A.P. Eisenman*  
2020-05-26

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### *Available Upon Request*

Raw Traffic Count Data  
Synchro Capacity Analyses



## EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *1020 Spring Street* mixed-use development located in the City of Atlanta, Georgia. The approximately 4-acre project site is located west of Spring Street, east of Williams Street, and north of 10<sup>th</sup> Street. The site currently consists of the former HM Patterson & Son Spring Hill Chapel and funeral home, which will be preserved as a historic site and will be repurposed. The proposed development will consist of 400 units of multifamily residential, 325 hotel rooms, 700,000 SF of office, 30,000 SF of restaurant, and 30,000 SF of retail.

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, as determined by the Atlanta Regional Commission's *Unified Growth Policy Map (UGPM)*. The DRI trigger for this development was the submittal of the Special Administrative Permit (SAP) filed with the City of Atlanta on May 4, 2020. The DRI Pre-Review/Methodology meeting occurred on April 6, 2020.

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 proposed project is expected to be completed by 2025. The proposed site will consist of the land uses and densities listed in **Table 1**.

| Table 1: Proposed Land Uses and Densities |            |
|---|------------|
| Land use                                  | Proposed   |
| Multifamily Residential                   | 400 units  |
| Hotel                                     | 325 rooms  |
| Office                                    | 700,000 SF |
| Restaurant                                | 30,000 SF  |
| Retail                                    | 30,000 SF  |

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

**Mixed-use reductions** occur when a site has a combination of different land uses that interact with one another. For example, people working in an office development may walk to the retail and restaurants instead of driving off-site. This reduces the number of vehicle trips that will be made on the roadway, thus reducing traffic congestion. These types of interactions are expected at the *1020 Spring Street* development – including workers walking to the retail and restaurant land uses. Total internal capture and vehicle trip reduction between the land uses is expected to be 8.2% daily, 22.3% for the AM peak hour and 17.8% for the PM peak hour as a result of the anticipated interaction between the office, retail, and restaurant land uses within the proposed development.

**Alternative mode reductions** are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). As the *1020 Spring Street* development is located in a region core with close proximity to transit and increased pedestrian facilities, a 27.5% alternative mode reduction was taken. This reduction is consistent with the GRTA Letter of Understanding. The Midtown MARTA Station is located less than a quarter mile from the project site, with opportunities for connections to the rail line and bus routes. The Midtown Station is served by the Red and Gold rail lines seven days a week. Connecting bus routes served by the Midtown Station include 12 - Howell Mill Rd/Cumberland, 27 - Cheshire Bridge Rd/Ansley Mall, 36 - North Decatur Rd/Virginia Highland, and 809 - Boulevard/Monroe Drive. Cobb Linc and Gwinnett County Transit have commuter express bus services to the area including to/from the Midtown MARTA Station. GRTA Xpress commuter express buses serve stop locations on West Peachtree Street and Spring Street a couple of blocks from the site, plus the Arts Center MARTA Station, which is approximately a half mile from the project site, plus service to Spring Street/West Peachtree Street.

The project site is located in the heart of Midtown Atlanta, in an area with increased pedestrian and bicycle facilities. Based on knowledge of the area, it is anticipated that there will be limited vehicular trips for the proposed retail and restaurant land uses. Pedestrian sidewalk facilities exist and will be provided along the frontage of the project site.

**Pass-by reductions** are taken for retail (34% pass-by) and restaurant (43% pass-by) trips only, per the *ITE Trip Generation Handbook*. Traffic normally traveling along a roadway may choose to visit a retail or restaurant establishment that is along the vehicle's original path. These trips were already on the road and would therefore only be new trips at the driveways.

Capacity analyses were performed throughout the study network for the Existing 2020 conditions, the Projected 2025 No-Build conditions, the Projected 2025 No-Build Alternative conditions, the Projected 2025 Build conditions, and the Projected 2025 Build Alternative conditions.

- Existing 2020 conditions represent traffic volumes that were collected by performing AM and PM peak hour turning movement counts. Counts were collected on August 2018, January 2019, and May 2019. Consistent with the GRTA Letter of Understanding and with GDOT's *Traffic Count collection Procedures/Covid-19* shared on April 6, 2020, the volumes from 2018 and 2019 were grown at 0.8 percent per year to reach approximate 2020 volumes.

- Projected 2025 No-Build conditions represent the existing traffic volumes grown for five (5) years at 0.8 percent per year throughout the study network. The Projected 2025 No-Build conditions also include the anticipated traffic to be generated by the 1105 West Peachtree Street development (DRI #2659).
- Projected 2025 Build conditions represent the Projected 2025 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the 1020 Spring Street development. Five (5) proposed site driveways are included in Projected 2025 Build Conditions.

*Based on the analysis of **Existing 2020** conditions (present conditions; i.e. excludes background traffic growth and excludes the 1020 Spring Street project traffic), there are no recommended improvements.*

*Based on the analysis of **Projected 2025 No-Build** conditions (includes background traffic growth, 1105 West Peachtree Street development (DRI #2659) project traffic, but excludes the 1020 Spring Street project traffic), there are no recommended improvements. Based on the discussions in the Pre-Review Meeting, the improvements associated with the West Peachtree Street and Spring Street Complete Streets project and the 10<sup>th</sup> Street Bridge Multi-modal Connection project (PI 0015890) were assumed to be made by Midtown Alliance and completed by 2025. Therefore, they were included in the Projected 2025 No-Build conditions.*

*Based on the analysis of **Projected 2025 Build** conditions (Projected 2025 No-Build conditions plus the projected 1020 Spring Street traffic), there are no recommended adjacent roadway improvements. The following site driveway configurations are proposed:*

10<sup>th</sup> Street at Driveway 1 (Intersection 9) – unsignalized

- On the site, construct one (1) southbound right-turn lane exiting the site

Williams Street at Driveway 2 (Intersection 10) – unsignalized

- On the site, construct one (1) westbound right-turn lane exiting the site

Spring Street at Driveway 3 (Intersection 11) – signalized

- On the site, construct one (1) eastbound right-turn lane exiting the site
- Install a traffic signal

Spring Street at Driveway 4 (Intersection 12) – unsignalized

- Maintain existing historic circle driveway

Spring Street at Driveway 5 (Intersection 13) – unsignalized

- On the site, construct one (1) eastbound right-turn lane exiting the site

## 1.0 PROJECT DESCRIPTION

### 1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *1020 Spring Street* mixed-use development located in the City of Atlanta, Georgia. The approximate 4-acre site is located west of Spring Street, east of Williams Street, and north of 10<sup>th</sup> Street. The site currently consists of the former HM Patterson & Son Spring Hill Chapel and funeral home, which will be preserved as a historic site and will be repurposed. The proposed development will consist of 400 units of multifamily residential, 325 hotel rooms, 700,000 SF of office, 30,000 SF of restaurant, and 30,000 SF of retail.

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

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.*

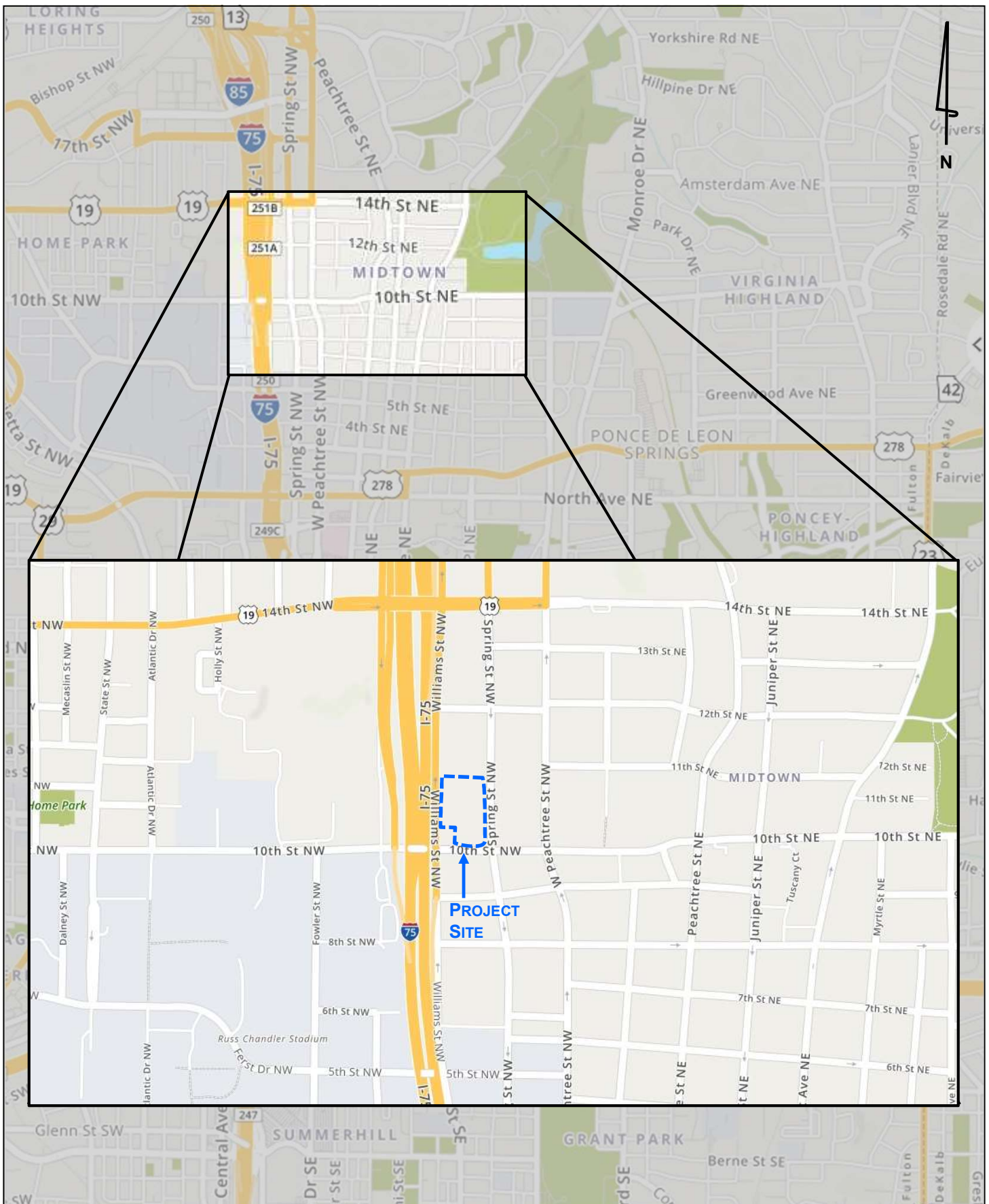
**Figure 1** provides the site location map of the *1020 Spring Street* development. **Figure 2** and **Figure 3** provide site aerials showing of the project site and surrounding area. Field review photographs taken within the vicinity of the study network are located in the site photo log in Appendix A. The City of Atlanta Zoning Ordinance Map and ARC's *Unified Growth Policy Map (UGPM)* are included in Appendix B.

The proposed project is expected to be completed by 2025, and this analysis will consider the full build-out of the proposed site in 2025. A summary of the proposed land-uses and densities is provided below in **Table 2**.

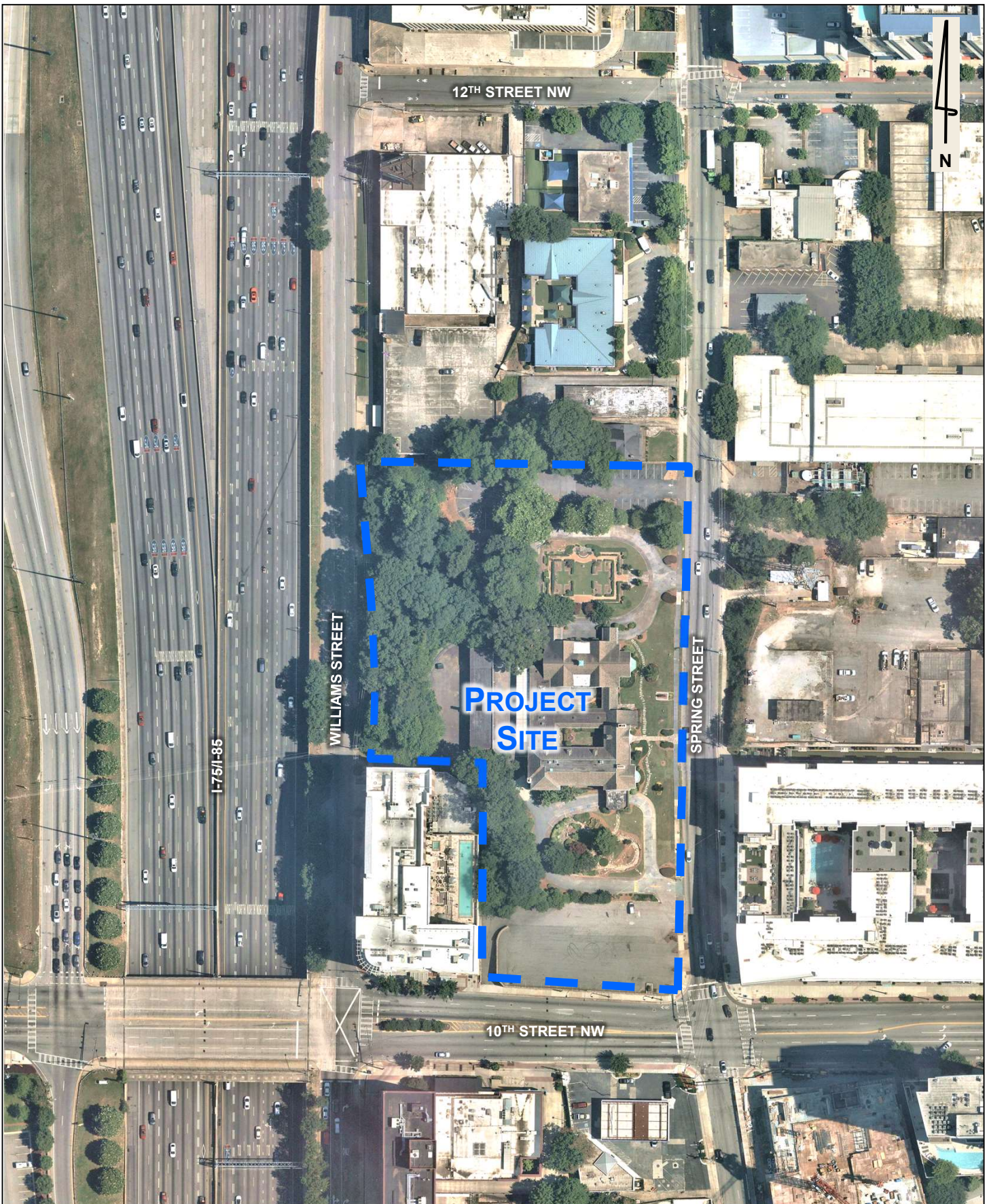
| Table 2: Proposed Land Uses and Densities |            |
|---|------------|
| Land use                                  | Proposed   |
| Multifamily Residential                   | 400 units  |
| Hotel                                     | 325 rooms  |
| Office                                    | 700,000 SF |
| Restaurant                                | 30,000 SF  |
| Retail                                    | 30,000 SF  |

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

The proposed site driveways are shown on the site plan and include three proposed driveways along Spring Street, one proposed driveway along 10<sup>th</sup> Street, and two proposed driveways along Williams Street, one of which will be utilized as a service-only driveway with minimal traffic and therefore was not considered in this study. Retail and restaurant land use are distributed throughout the site and will use all driveways.

Following is a description of each of the proposed driveways:

1. Driveway 1 (Intersection 9) is along 10<sup>th</sup> Street and is a proposed right-in right-out, stop controlled driveway located approximately 150 feet east of the intersection of Williams Street at 10<sup>th</sup> Street. Driveway 1 is primarily proposed to access the residential parking deck area.
2. Driveway 2 (Intersection 10) is along Williams Street and is a proposed right-in right-out, stop controlled driveway located approximately 240 feet north of the intersection of Spring Street at 10<sup>th</sup> Street. Driveway 2 is primarily proposed to access the office/hotel parking deck area.
3. Driveway 3 (Intersection 11) is along Spring Street and is a proposed right-in right-out, signalized driveway located approximately 660 feet north of the intersection of Spring Street at 10<sup>th</sup> Street. Driveway 3 is primarily proposed to access the office/hotel parking deck area.
4. Driveway 4 (Intersection 12) preserves the existing driveway loop around the HM Patterson & Son Spring Hill Chapel and funeral home. It is proposed to be a right-in right-out, stop controlled driveway located approximately 480 feet north of the intersection of Spring Street at 10<sup>th</sup> Street. Driveway 4 is primarily proposed to tie into the office/hotel parking deck area.
5. Driveway 5 (Intersection 13) is along Spring Street and is a proposed right-in right-out, stop controlled driveway located approximately 120 feet north of the intersection of Spring Street at 10<sup>th</sup> Street. Driveway 5 is primarily proposed to access residential parking deck.

## 1.3 Internal Circulation Analysis

The site driveways mentioned above provide access to all parking for the site through interconnected parking decks. The configuration of the right-in right-out driveways along all three roadway frontages with direct connections into primary site areas (office, hotel, residential) provide site efficiency for employees, visitors, and residents to enter and exit their destinations without circling the block on one-way pairs. Currently, 1,692 parking spaces are planned to be provided for in the proposed parking deck. The proposed 1,692 spaces are far below the SPI-16 code maximum of 3,280 spaces. Parking ratios as required by SPI-16 zoning is shown below:

|                  |  |
|------------------|--|
| Office:          | 2.0 spaces per 1,000 SF (maximum)                                  |
| Residential:     | 1.25 spaces per 1 bedroom and 2.25 spaces per 2+ bedroom (maximum) |
| Non-residential: | 3.5 spaces per 1,000 SF (maximum)                                  |

As the *1020 Spring Street* development is located in a Region Core, shared parking is anticipated throughout the development. Based on knowledge of the area's increased pedestrian and bicyclist infrastructure, it is anticipated that there will be limited vehicular trips for the retail and restaurant land uses.



### 1.4 *Bicycle and Pedestrian Facilities*

The project site is located in the heart of Midtown Atlanta, an area with increased pedestrian and bicyclist facilities. Pedestrian facilities (sidewalks) currently exist along the project site frontage. The *1020 Spring Street* project will include walkways and bicycle connections throughout the site and connecting to existing and proposed future infrastructure. Bicycle facilities are planned as part of the 10<sup>th</sup> Street Bridge Multi-Modal Enhancement Project and the West Peachtree Street and Spring Street Complete Street Projects. More details are provided in Section 8.0.

### 1.5 *Transit Facilities*

The Midtown MARTA Station is located less than a quarter mile from the project site, with opportunities for connections to the rail line and bus routes. The Midtown Station is served by the Red and Gold rail lines seven days a week. Connecting local bus routes served by the Midtown Station include 12 - Howell Mill Rd/Cumberland, 27 - Cheshire Bridge Rd/Ansley Mall, 36 - North Decatur Rd/Virginia Highland, and 99 - Boulevard/Monroe Drive. Cobb Linc and Gwinnett County Transit have commuter express bus services to the area including to/from the Midtown MARTA Station. GRTA Xpress commuter express buses serve stop locations on West Peachtree Street and Spring Street a couple of blocks from the site, at the Arts Center MARTA Station, which is approximately a half mile from the project site, and on Spring Street/West Peachtree Street.

## 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 includes the following eight (8) intersections described in **Table 3**. The study intersections, per the GRTA Letter of Understanding, are shown in **Figure 4**.

| Table 3: Study Intersections                        |         |
|---|---------|
| Intersection  | Control |
| 1. 14 <sup>th</sup> Street at Williams Street       | Signal  |
| 2. 14 <sup>th</sup> Street at Spring Street         | Signal  |
| 3. 12 <sup>th</sup> Street at Williams Street       | TWSC*   |
| 4. 12 <sup>th</sup> Street at Spring Street         | Signal  |
| 5. 10 <sup>th</sup> Street at Techwood Drive        | Signal  |
| 6. 10 <sup>th</sup> Street at Williams Street       | Signal  |
| 7. 10 <sup>th</sup> Street at Spring Street         | Signal  |
| 8. 10 <sup>th</sup> Street at West Peachtree Street | Signal  |

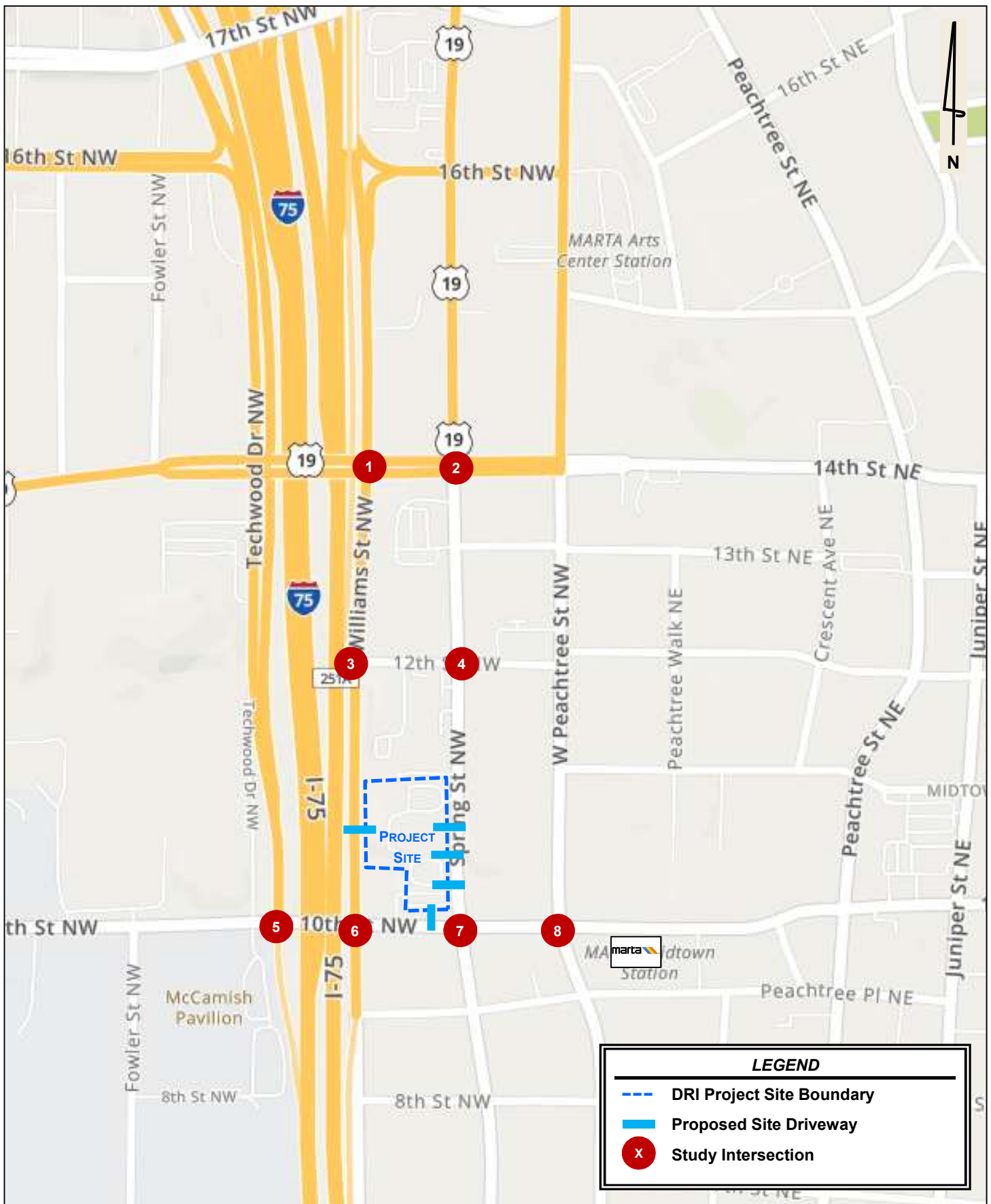
\*Two-way stop-control (TWSC)

Each of the intersections listed in **Table 3** were analyzed for the Existing 2020 conditions, the Projected 2025 No-Build conditions, and the Projected 2025 Build conditions.

## 2.2 Existing Roadway Facilities

Roadway classification descriptions and estimated 2018 Average Daily Traffic (ADT) for the entire study area are provided in **Table 4**.

| Table 4: Roadway Classification and ADTs |              |        |                          |                     |
|--|--------------|--------|--------------------------|---------------------|
| Roadway                                  | No. of Lanes | ADT    | Posted Speed Limit (MPH) | GDOT Classification |
| Spring Street (one-way SB)               | 4            | 17,100 | 35                       | Minor Arterial      |
| West Peachtree Street (one-way NB)       | 5            | 25,500 | 30                       | Minor Arterial      |
| Williams Street (one-way NB)             | 3            | N/A    | 25                       | Minor Arterial      |
| Techwood Drive                           | 4            | N/A    | 30                       | Local               |
| 10 <sup>th</sup> Street                  | 6            | 13,100 | 30                       | Minor Arterial      |
| 12 <sup>th</sup> Street                  | 2            | N/A    | 25                       | Minor Arterial      |
| 14 <sup>th</sup> Street                  | 4            | 18,300 | 35                       | Minor Arterial      |



### 2.3 Traffic Data Collection

Weekday peak hour turning movement counts were collected on Tuesday, August 28, 2018, Tuesday, January 15, 2019, and Thursday, May 9, 2019 at the study intersections from 7:30 AM to 9:30 AM for the AM peak period and from 4:30 PM to 6:30 PM for the PM peak period. The volumes were grown at 0.8 percent per year to calculate approximate 2020 volumes. The morning and afternoon peak hours varied slightly between the intersections. Peak hours for all intersections are shown in **Table 5**.

| Table 5: Peak Hour Summary                                     |                   |                   |
|--|-------------------|-------------------|
| Intersection   | AM Peak Hour      | PM Peak Hour      |
| 1. 14 <sup>th</sup> Street at Williams Street (May 2019)       | 7:45 AM – 8:45 AM | 4:30 PM – 5:30 PM |
| 2. 14 <sup>th</sup> Street at Spring Street (January 2019)     | 7:45 AM – 8:45 AM | 4:30 PM – 5:30 PM |
| 3. 12 <sup>th</sup> Street at Williams Street (May 2019)       | 7:45 AM – 8:45 AM | 4:30 PM – 5:30 PM |
| 4. 12 <sup>th</sup> Street at Spring Street (May 2019)         | 8:15 AM – 9:15 AM | 5:15 PM – 6:15 PM |
| 5. 10 <sup>th</sup> Street at Techwood Drive (August 2018)     | 8:30 AM – 9:30 AM | 4:30 PM – 5:30 PM |
| 6. 10 <sup>th</sup> Street at Williams Street (May 2019)       | 8:00 AM – 9:00 AM | 4:45 PM – 5:45 PM |
| 7. 10 <sup>th</sup> Street at Spring Street (May 2019)         | 8:00 AM – 9:00 AM | 5:15 PM – 6:15 PM |
| 8. 10 <sup>th</sup> Street at West Peachtree Street (May 2019) | 8:30 AM – 9:30 AM | 4:30 PM – 5:30 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 proposed project. Background traffic can include a base growth rate based on historical count data as well as population growth data and estimates as well as trips anticipated from nearby or adjacent other projects. Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 0.8 percent per year growth rate was used for all roadways.

The Projected 2025 No-Build conditions represent the existing approximate 2020 traffic volumes grown for five (5) years at 0.8 percent per year throughout the study network plus the anticipated traffic generated by the 1105 West Peachtree Street (DRI #2659).

### 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*.

Levels-of-service for signalized intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low level-of-service, while the intersection as a whole may operate acceptably.

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

## 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 consistent with GRTA guidelines for DRIs located within the Midtown Regional Center according to the ARC Unified Growth Policy Map, consistent with the GRTA Letter of Understanding.

## 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, Tenth Edition, 2017*.

Trip generation for this proposed development was calculated based upon the following land uses: High-Rise Multifamily Housing (ITE #222), Hotel (ITE #310), General Office Building (ITE #710), Shopping Center (ITE #820), and High-Turnover (Sit-Down) Restaurant (ITE #932). The total net new trips generated and analyzed in this report are listed in **Table 6**.

| Table 6: Gross Trip Generation                        |             |               |              |              |              |            |            |              |            |            |
|---|-------------|---------------|--------------|--------------|--------------|------------|------------|--------------|------------|------------|
| Land Use<br>(Intensity)                               | ITE<br>Code | Daily Traffic |              |              | AM Peak Hour |            |            | PM Peak Hour |            |            |
|   |             | Total         | Enter        | Exit         | Total        | Enter      | Exit       | Total        | Enter      | Exit       |
| High-Rise Multifamily<br>Housing (400 units)          | 222         | 1,788         | 894          | 894          | 125          | 30         | 95         | 145          | 88         | 57         |
| Hotel (325 rooms)                                     | 310         | 3,242         | 1,621        | 1,621        | 157          | 93         | 64         | 218          | 111        | 107        |
| General Office Building<br>(700,000 SF)               | 710         | 7,006         | 3,503        | 3,503        | 684          | 588        | 96         | 723          | 116        | 607        |
| Shopping Center<br>(30,000 SF)                        | 820         | 1,132         | 566          | 566          | 28           | 17         | 11         | 114          | 55         | 59         |
| High-Turnover, Sit-<br>Down Restaurant<br>(30,000 SF) | 932         | 3,366         | 1,683        | 1,683        | 298          | 164        | 134        | 293          | 182        | 111        |
| <b>Total Gross Trips</b>                              |             | <b>16,534</b> | <b>8,267</b> | <b>8,267</b> | <b>1,292</b> | <b>892</b> | <b>400</b> | <b>1,493</b> | <b>552</b> | <b>941</b> |
| <i>Mixed-Use Reduction</i>                            |             | -1,352        | -676         | -676         | -288         | -144       | -144       | -266         | -133       | -133       |
| <i>Alternative Mode Reduction</i>                     |             | -4,174        | -2,087       | -2,087       | -276         | -205       | -71        | -338         | -115       | -223       |
| <i>Pass-by Reduction</i>                              |             | -1,150        | -575         | -575         | 0            | 0          | 0          | -72          | -36        | -36        |
| <b>Net New Trips</b>                                  |             | <b>9,858</b>  | <b>4,929</b> | <b>4,929</b> | <b>728</b>   | <b>543</b> | <b>185</b> | <b>817</b>   | <b>268</b> | <b>549</b> |

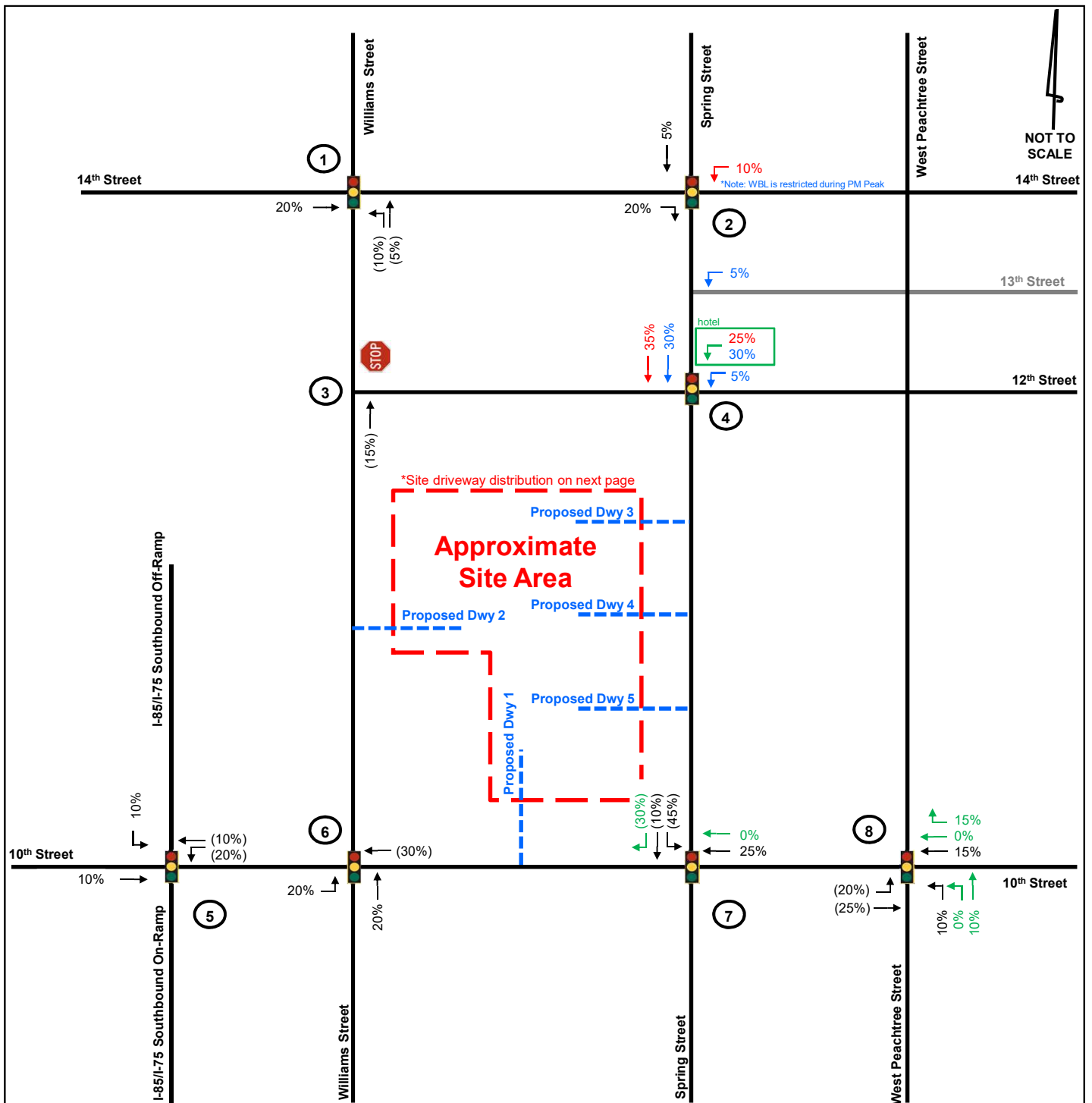
A more detailed trip generation analysis summary table is provided in Appendix D.

## 4.0 TRIP DISTRIBUTION AND ASSIGNMENT

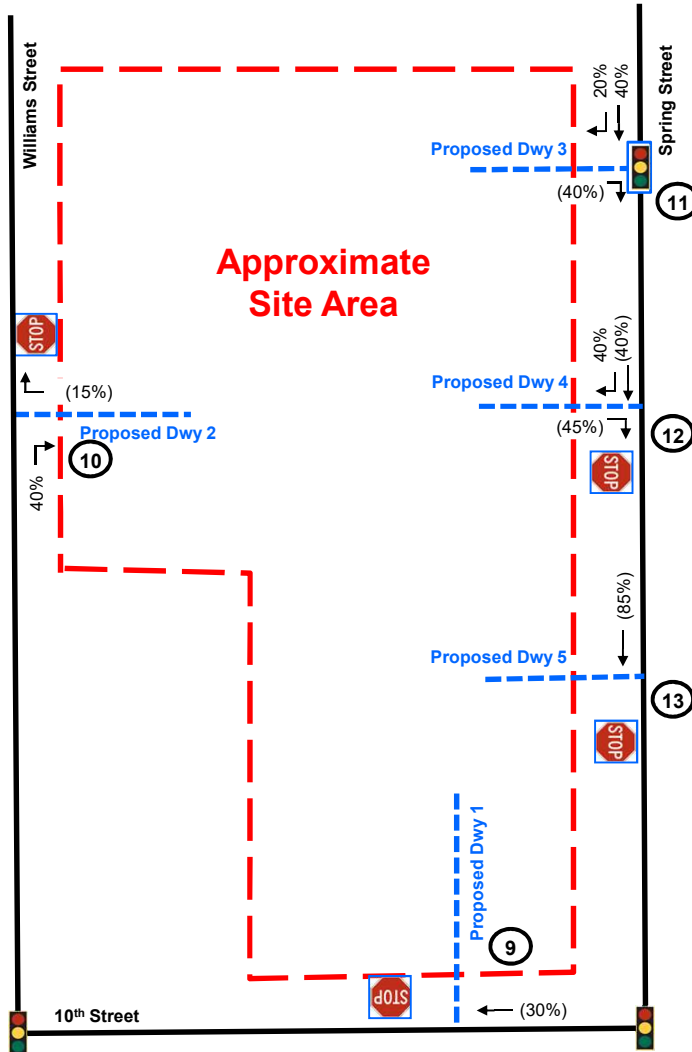
The directional distribution and assignment of new project trips was based on the project land uses, a review of land use densities and road facilities in the area, engineering judgement, and methodology discussions with GRTA, ARC, GDOT, and City of Atlanta staff during the Pre-Review/Methodology Meeting held on April 6, 2019.

**Figure 5 - Figure 8** 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 *1020 Spring Street* project trips anticipated at study intersections and driveways are shown in **Figure 9** and **Figure 10**.

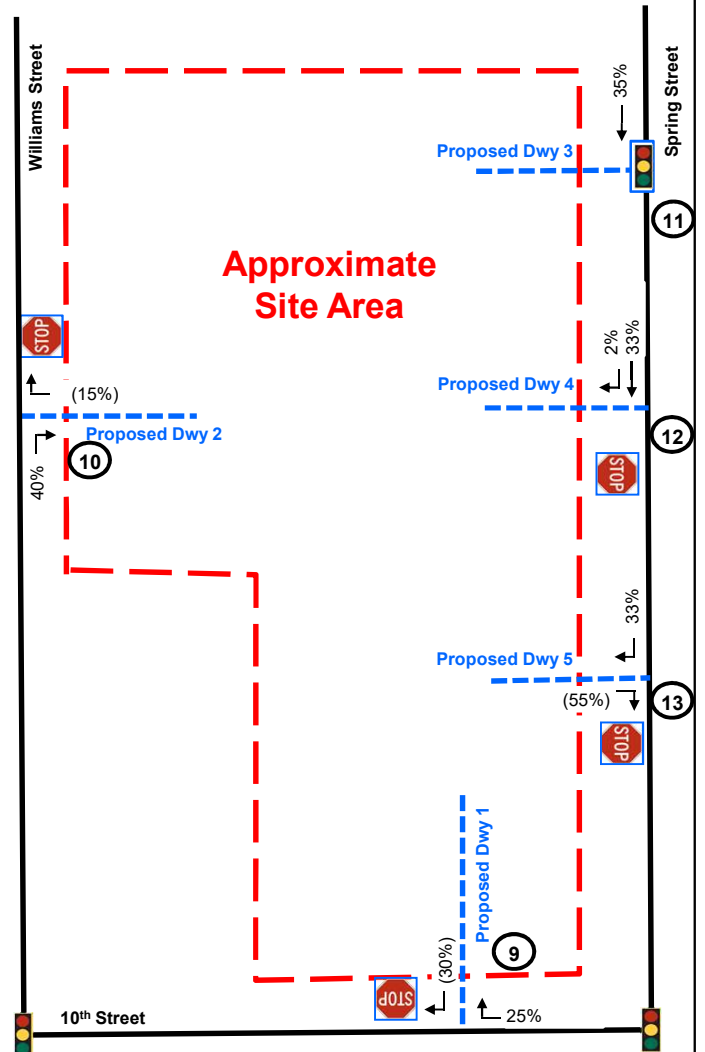
The Projected 2025 Build conditions add the project trips associated with the *1020 Spring Street* development to the Projected 2025 No-Build conditions. Detailed intersection volume worksheets are provided in **Appendix E**.



## Hotel Distribution



## Multi-Family Distribution



NOT TO SCALE

### LEGEND

(X) Intersection Reference Number

--- Proposed Project Driveway

XX % Entering Trips

(XX) % Exiting Trips



Existing Traffic Signal

Proposed Traffic Signal

Existing STOP Control

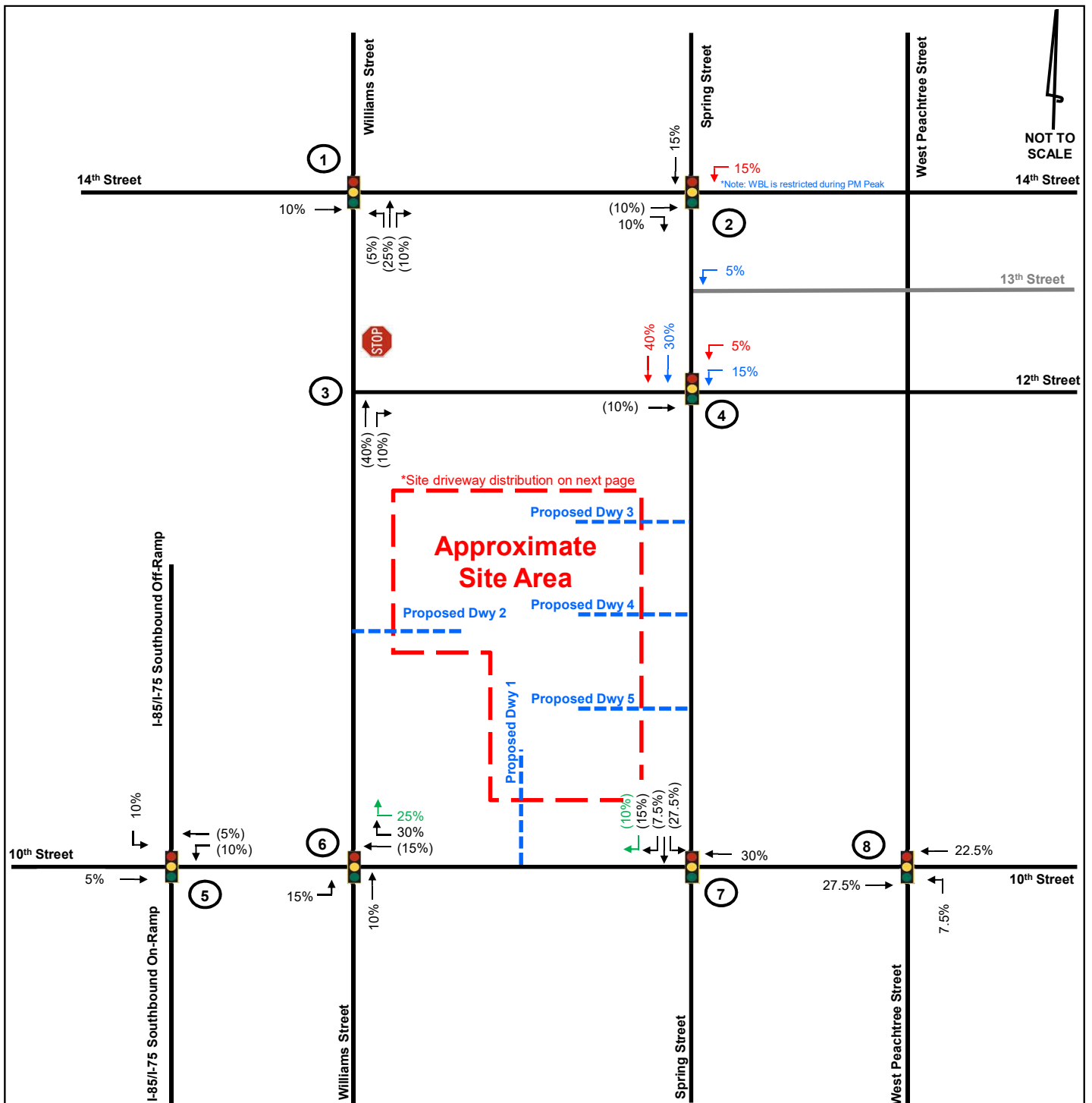
Proposed STOP Control

→ Distribution - AM & PM Peak Hour

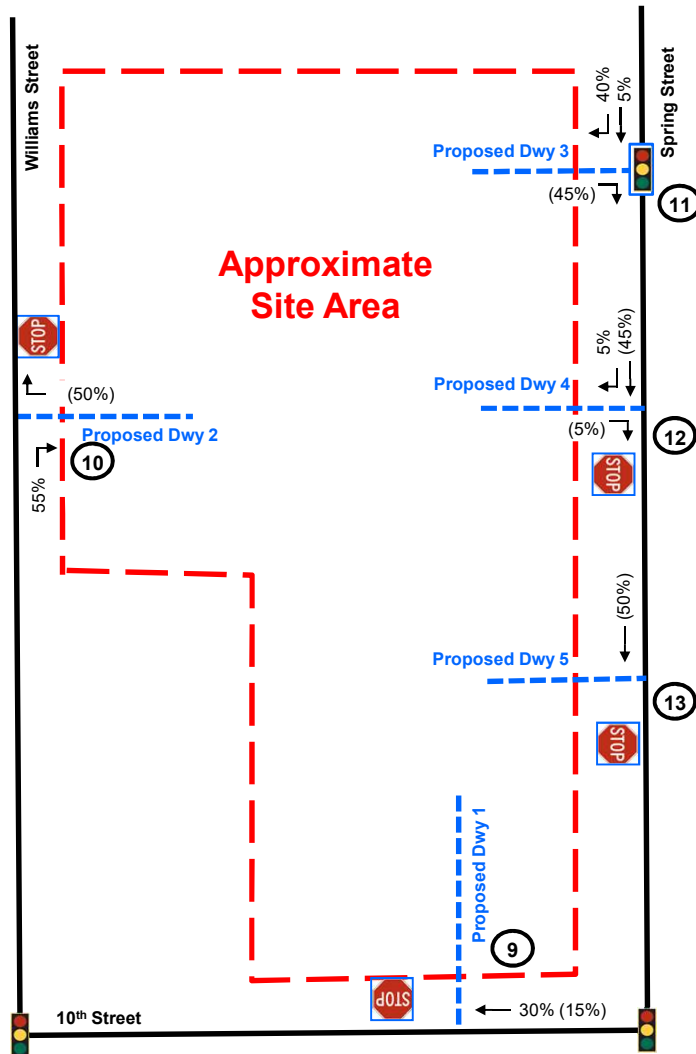
→ Distribution - AM Peak Hour

→ Distribution - PM Peak Hour

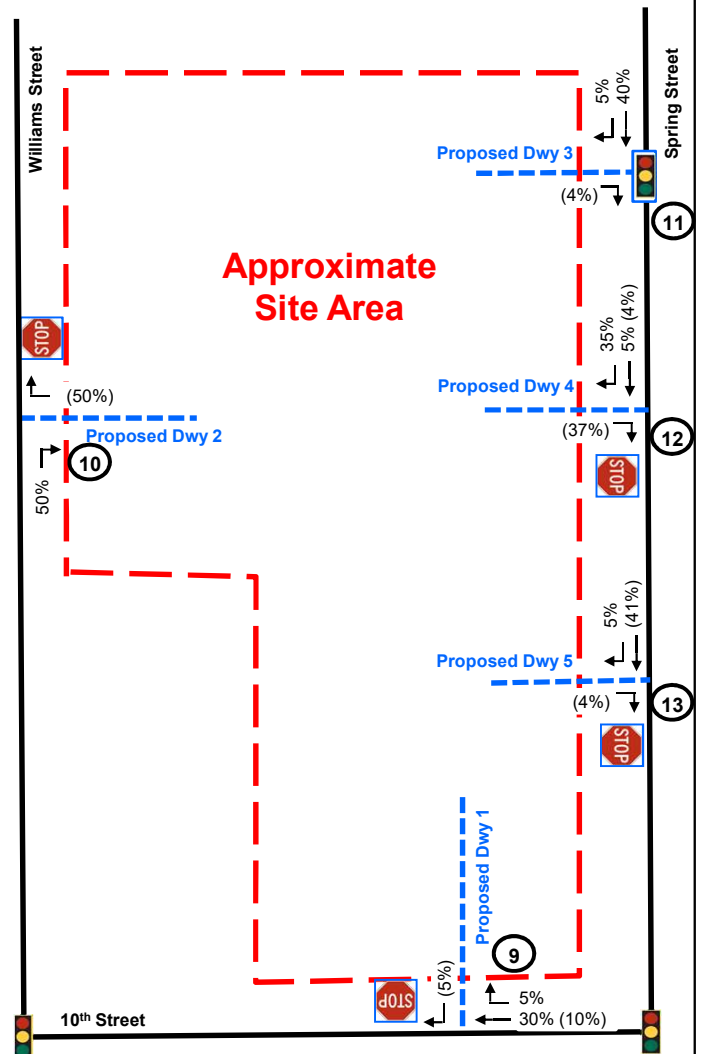




## Office Distribution



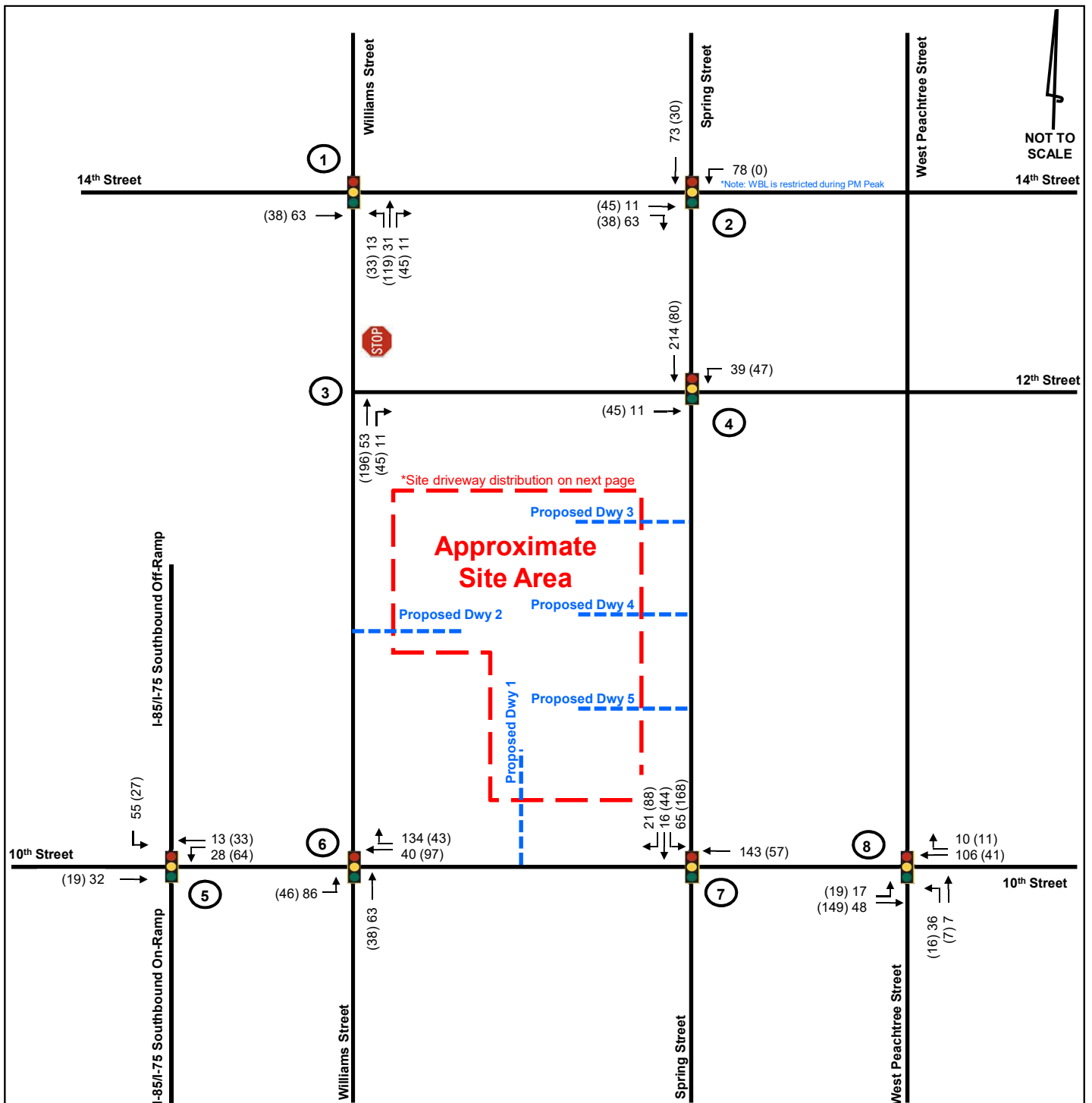
## Restaurant/Retail Distribution



NOT TO SCALE

### LEGEND

- (X) Intersection Reference Number
- Distribution - AM & PM Peak Hour
- XX % Entering Trips
- (XX) % Exiting Trips
- Existing Traffic Signal
- Proposed Traffic Signal
- Existing STOP Control
- Proposed STOP Control
- Proposed Project Driveway



#### LEGEND

(X) Intersection Reference Number

→ Existing Roadway Laneage

XX AM Project Trips

(XX) PM Project Trips



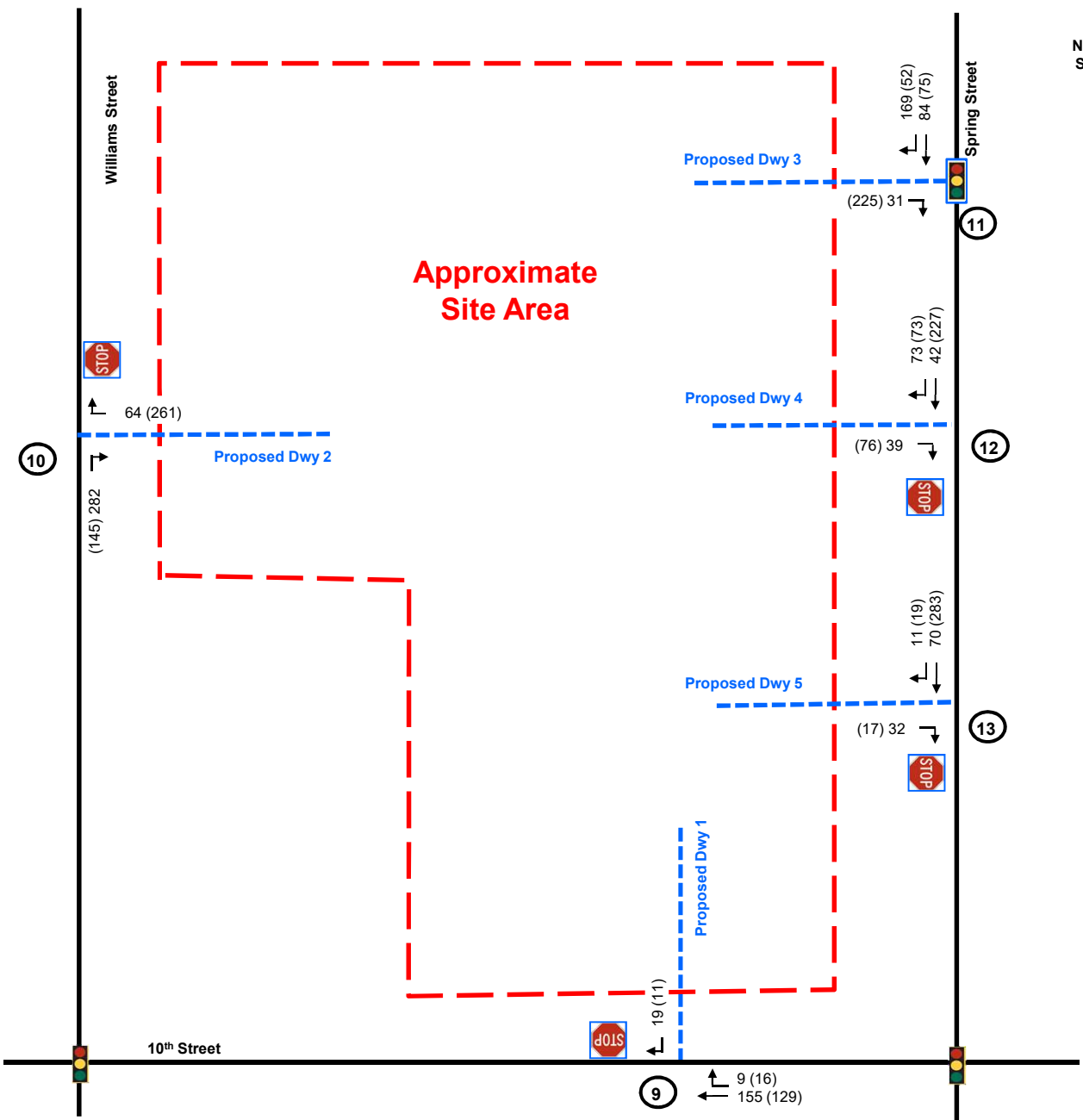
Existing Traffic Signal

Proposed Traffic Signal

Existing STOP Control

Proposed STOP Control

----- Proposed Project Driveway



NOT TO SCALE

**LEGEND**

- |                                   |                         |                                 |
|-----------------------------------|-------------------------|---------------------------------|
| (X) Intersection Reference Number | Existing Traffic Signal | ----- Proposed Project Driveway |
| → Existing Roadway Laneage        | Proposed Traffic Signal |                                 |
| XX AM Project Trips               | Existing STOP Control   |                                 |
| (XX) PM Project Trips             | Proposed STOP Control   |                                 |

## 5.0 TRAFFIC ANALYSIS

### 5.1 Existing 2020 Conditions

The observed existing peak hour traffic volumes were evaluated using *Synchro 10.0*, and capacity analyses were performed for the AM and PM peak hours. **Figure 11** shows the existing 2020 traffic conditions.

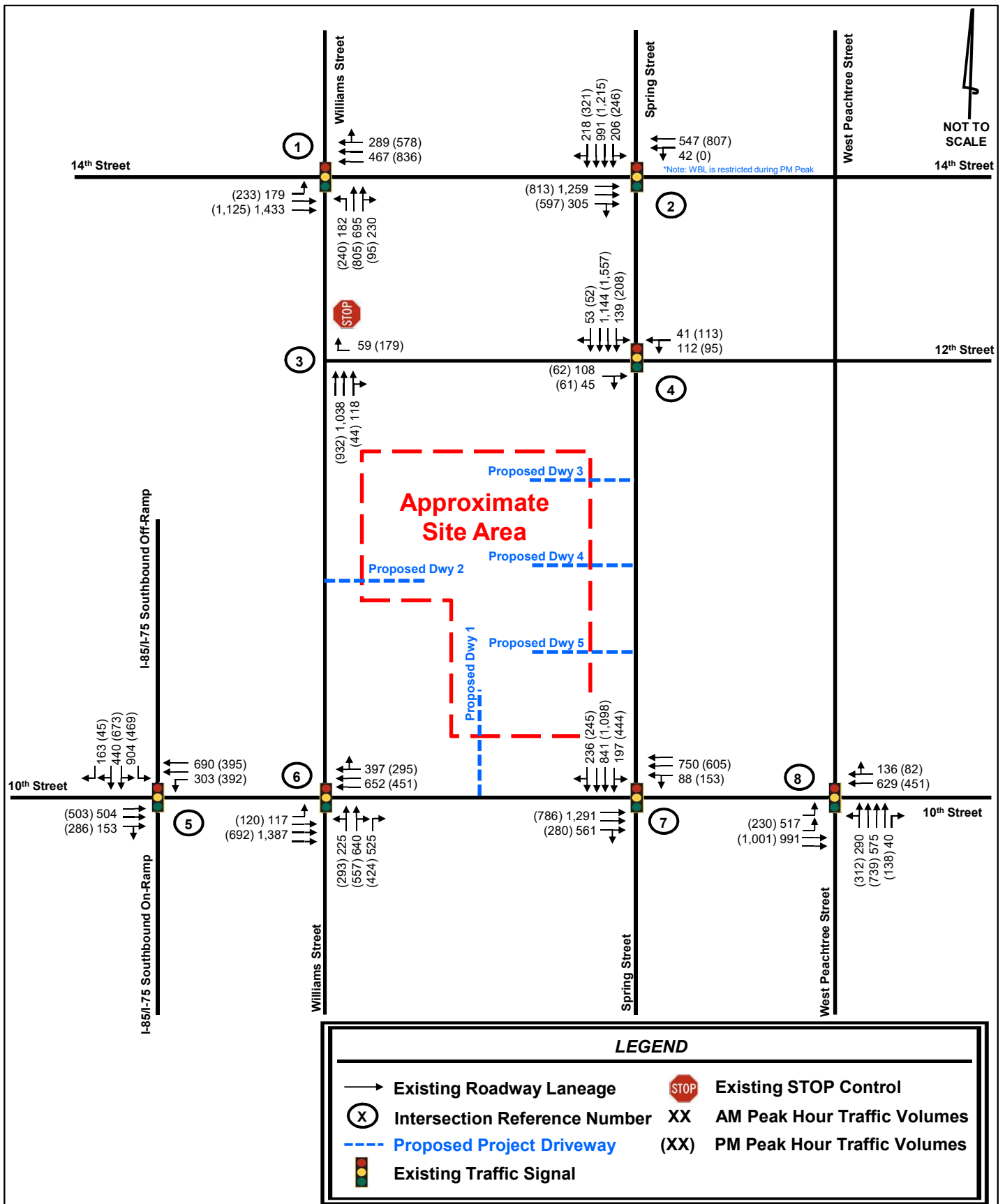
Methodologies contained in the *6<sup>th</sup> Edition Highway Capacity Manual* were used to determine operating characteristics. Several of study intersections were not compatible with methodologies contained in the *6<sup>th</sup> Edition Highway Capacity Manual* due to existing geometry and phasing, so the *Highway Capacity Manual 2000* version was used. The results of the capacity analyses for the Existing 2020 conditions are shown in **Table 7**. Detailed *Synchro* analysis reports are available upon request.

| Table 7: Existing 2020 Intersection Levels-of-Service<br>LOS (delay in seconds) |          |                          |              |              |
|---|----------|--------------------------|--------------|--------------|
| Intersection  | LOS Std. | Existing 2020 Conditions |              |              |
|   |          | Control/ Movement        | AM Peak Hour | PM Peak Hour |
| 1. 14th Street at Williams Street   | E        | Signal                   | C (32.2)     | C (33.2)     |
| 2. 14th Street at Spring Street*  | E        | Signal                   | C (23.7)     | C (23.0)     |
| 3. 12th Street at Williams Street   | E        | TWSC - WB                | C (17.1)     | D (25.4)     |
| 4. 12th Street at Spring Street*  | E        | Signal                   | B (15.5)     | C (21.4)     |
| 5. 10th Street at Techwood Drive *  | E        | Signal                   | C (31.1)     | C (32.5)     |
| 6. 10th Street at Williams Street*  | E        | Signal                   | C (32.0)     | C (30.1)     |
| 7. 10th Street at Spring Street*  | E        | Signal                   | B (15.2)     | C (26.4)     |
| 8. 10th Street at West Peachtree Street   | E        | Signal                   | C (25.5)     | C (25.6)     |

\*Modeled in Highway Capacity Manual 2000

For the purposes of this traffic analysis, a LOS standard of E was assumed for all intersections within the study network consistent with GRTA guidelines for DRIs located within the Regional Center according to the ARC Unified Growth Policy Map. As shown in **Table 7**, all study intersections currently operate above their acceptable overall level-of-service standard during the AM and PM peak hours in the Existing 2020 conditions. Therefore, no intersection improvements are recommended in the Existing 2020 conditions.

It should be noted that the intersections studied in this report do not fully account for operations along I-75/I-85 that impact progression of traffic from surface streets to the interstate via entrance ramps. In this area, 10<sup>th</sup> Street westbound and Spring Street southbound north of 10<sup>th</sup> Street “feel” worse than the LOS reported in **Table 7**. This is because they both experience spill back from the I-75/I-85 southbound entrance ramp during peak periods.



## 5.2 Projected 2025 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes grown for five (5) years at 0.8 percent per year throughout the study network. The Projected 2025 No-Build traffic volumes also include the anticipated traffic generated by the 1105 West Peachtree Street development (DRI #2659).

Additionally, the Projected 2025 No-Build conditions account for the roadway adjustments associated with the West Peachtree Street and Spring Street Complete Streets project and the 10<sup>th</sup> Street Bridge Multi-modal Connection project, described in detail below. Preliminary concepts are provided in Appendix G.

### *West Peachtree Street and Spring Street Complete Streets project:*

- West Peachtree Street – reduce existing northbound cross section:
  - From existing five (5) lanes to four (4) lanes south of 10<sup>th</sup> Street
  - From existing four (4) lanes to three (3) lanes north of 10<sup>th</sup> Street; note: right-turn lane drops at northbound 10<sup>th</sup> Street with three (3) receiving lanes north of 10<sup>th</sup> Street
- Spring Street – reduce existing southbound cross section:
  - From existing four (4) lanes to three (3) lanes with taper starting approximately at 13<sup>th</sup> Street

### *10th Street Bridge Multi-modal Connection project:*

- 10<sup>th</sup> Street –
  - Reduce existing eastbound cross section from four (4) lanes to three (3) lanes between I-75/I-85 southbound ramps east just past Williams Street for a cycle track facility on the south side of the existing bridge
  - Note: bicycle facility shifts to the north side of 10<sup>th</sup> Street and does not impact 10<sup>th</sup> Street west of Techwood Drive
- Williams Street – no roadway capacity changes:
  - Note: cycle track continues northbound on Williams Street outside the right-of-way on the east side following an existing sidewalk facility

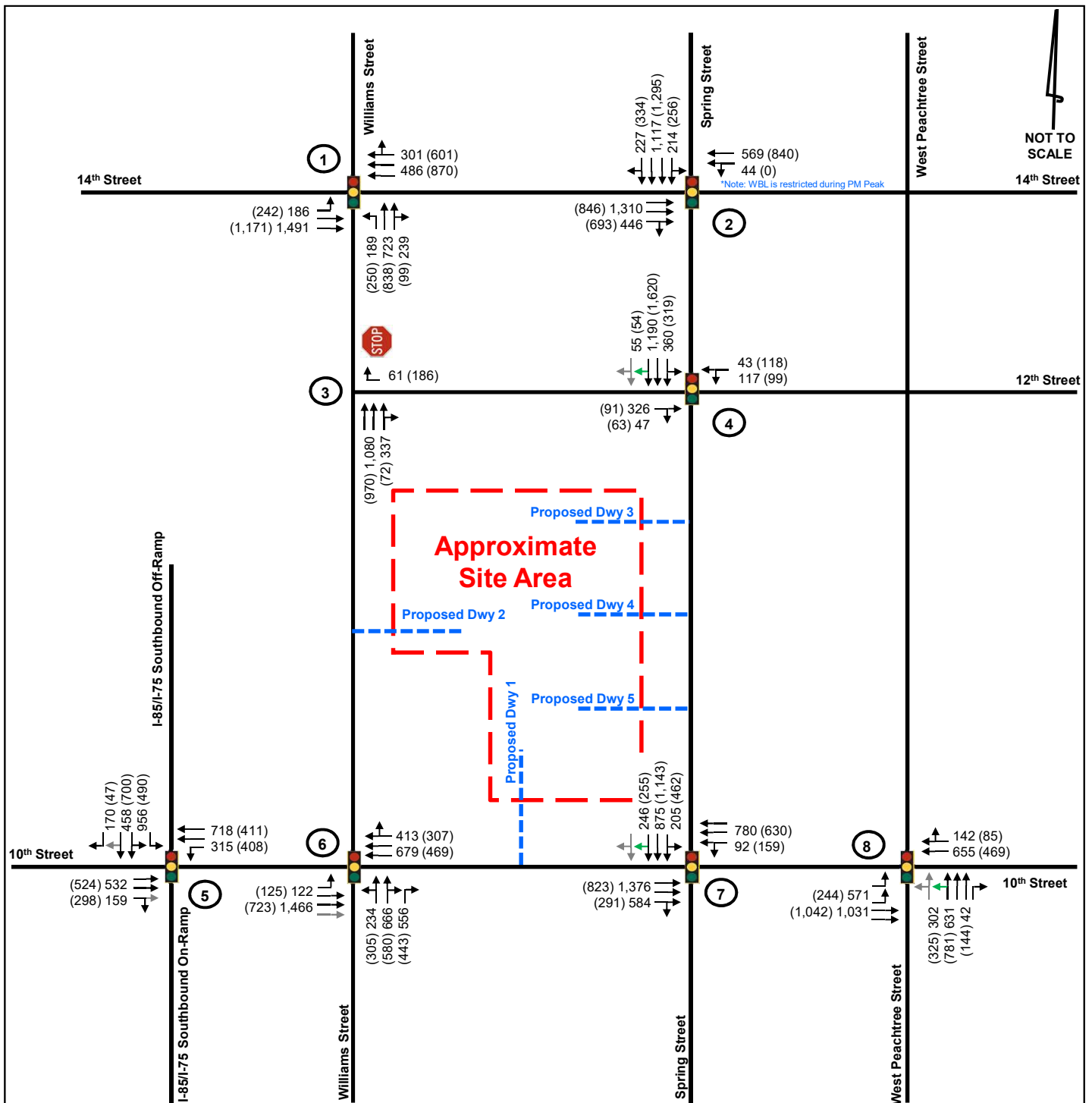
The intersection laneage and traffic volumes for the Projected 2025 No-Build conditions are shown in **Figure 12**. The results of the capacity analyses for the Projected 2025 No-Build conditions with existing laneage and control types are shown in **Table 8**. Detailed *Synchro* analysis reports are available upon request.

| <b>Table 8: Projected 2025 No-Build Intersection Levels-of-Service<br/>LOS (delay in seconds)</b> |                     |   |                         |                         |
|---|---------------------|---|-------------------------|-------------------------|
| <b>Intersection</b>   | <b>LOS<br/>Std.</b> | <b>Projected 2025<br/>No-Build Conditions</b> |                         |                         |
|   |                     | <b>Control/<br/>Movement</b>                  | <b>AM Peak<br/>Hour</b> | <b>PM Peak<br/>Hour</b> |
| 1. 14th Street at Williams Street   | E                   | Signal  | D (35.0)                | D (36.7)                |
| 2. 14th Street at Spring Street*  | E                   | Signal  | C (25.2)                | C (23.7)                |
| 3. 12th Street at Williams Street   | E                   | TWSC –<br>WB                                  | C (20.9)                | D (29.2)                |
| 4. 12th Street at Spring Street*  | E                   | Signal  | C (20.2)                | C (23.3)                |
| 5. 10th Street at Techwood Drive *  | E                   | Signal  | E (62.5)                | D (54.6)                |
| 6. 10th Street at Williams Street*  | E                   | Signal  | E (67.1)                | E (57.9)                |
| 7. 10th Street at Spring Street*  | E                   | Signal  | D (48.1)                | C (26.2)                |
| 8. 10th Street at West Peachtree Street   | E                   | Signal  | C (29.2)                | C (21.8)                |

\*Modeled in Highway Capacity Manual 2000

As shown in **Table 8**, all study intersections are projected to operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours in the Projected 2025 No-Build conditions. Therefore, no intersection improvements are recommended in the Projected 2025 No-Build conditions.





### LEGEND



Intersection Reference Number



Proposed Project Driveway



Existing STOP Control



Existing Traffic Signal

Existing Roadway Laneage

Programmed Project/No Build Roadway Laneage

Removed Lane/Movement

XX AM Peak Hour Traffic Volumes

(XX) PM Peak Hour Traffic Volumes

### 5.3 Projected 2025 Build Conditions

The traffic associated with the proposed 1020 Spring Street development was added to the Projected 2025 No-Build volumes. These volumes were then entered into *Synchro 10.0*, and capacity analyses were performed. The Projected 2025 Build conditions were analyzed using the proposed laneage and intersection control types shown in the DRI site plan.

The results of the capacity analyses for the Projected 2025 Build conditions with proposed laneage and control types are shown in **Table 9**. Detailed *Synchro* analysis reports are available upon request.

| Table 9: Projected 2025 Build Intersection Levels-of-Service<br>LOS (delay in seconds) |          |                                 |              |              |
|--|----------|---------------------------------|--------------|--------------|
| Intersection   | LOS Std. | Projected 2025 Build Conditions |              |              |
|  |          | Control/ Approach               | AM Peak Hour | PM Peak Hour |
| 1. 14th Street at Williams Street  | E        | Signal                          | D (38.8)     | D (46.7)     |
| 2. 14th Street at Spring Street*   | E        | Signal                          | C (26.6)     | C (24.2)     |
| 3. 12th Street at Williams Street  | E        | TWSC – WB                       | C (22.0)     | E (46.6)     |
| 4. 12th Street at Spring Street*   | E        | Signal                          | C (28.6)     | C (24.3)     |
| 5. 10th Street at Techwood Drive*  | E        | Signal                          | E (70.1)     | E (68.7)     |
| 6. 10th Street at Williams Street*   | E        | Signal                          | E (72.8)     | E (63.0)     |
| 7. 10th Street at Spring Street*   | E        | Signal                          | E (69.3)     | C (30.3)     |
| 8. 10th Street at West Peachtree Street  | E        | Signal                          | C (33.2)     | C (22.3)     |
| 9. 10th Street at Driveway 1   | N/A      | TWSC – SB                       | C (16.3)     | B (13.3)     |
| 10. 10th Street at Driveway 2  | N/A      | TWSC – WB                       | D (26.4)     | E (42.0)     |
| 11. Spring Street at Driveway 3**  | N/A      | TWSC – EB                       | C (20.8)     | F** (223.5)  |
| 12. Spring Street at Driveway 4  | N/A      | TWSC – EB                       | C (19.4)     | E (48.8)     |
| 13. Spring Street at Driveway 5  | N/A      | TWSC – EB                       | C (18.6)     | D (30.2)     |

\* Modeled in Highway Capacity Manual 2000

\*\* See proposed signalized Intersection 11/Driveway 3 results in *Projected 2025 Build Improved Conditions* below

As shown in **Table 9**, all study intersections are projected to operate at or above their acceptable level-of-service standard during the AM and PM peak hours in the Projected 2025 Build conditions, except for Intersection 11 during the PM peak hour. It should be noted that low levels-of-service for side street approaches are not uncommon, as vehicles may experience significant delays in turning onto a major roadway. However, due to the excessive delay and considerations for pedestrian safety, access, and circulation in the vicinity of the site, recommended improvements for the Projected 2025 Build conditions are outlined in section 5.3.1.

### 5.3.1 Projected 2025 Build Improved Conditions – Intersection 11

A preferred alternative analysis was performed to evaluate Intersection 11 (Driveway 3) as a signalized intersection. A signal is recommended and can be installed if and when it is warranted and approved by the City of Atlanta. A signal will provide egress capacity onto Spring Street from the project, and the signal will provide safe pedestrian access across Spring Street to and from the project and adjacent properties.

The signalization of this intersection is supported by the Midtown Transportation Plan, which notes Spring Street as having long blocks without protected pedestrian crossings. Per the plan, new signalized crosswalks to promote walkability and safety are recommended. This signal would also serve the potential future 11<sup>th</sup> Street extension to Spring Street, which will provide connectivity for 11<sup>th</sup> Street to the east and will serve as a pedestrian connection.

The results of the capacity analyses for the Projected 2025 Build Alternative conditions with proposed laneage and control types are shown in **Table 10**. Detailed *Synchro* analysis reports are available upon request.

| Table 10: Projected 2025 Build Improved Intersection Levels-of-Service<br>LOS (delay in seconds) |          |   |              |              |
|--|----------|---|--------------|--------------|
| Intersection   | LOS Std. | Projected 2025 Build Alternative Conditions |              |              |
|  |          | Control/ Approach                           | AM Peak Hour | PM Peak Hour |
| 11. Spring Street at Driveway 3  | E        | Signal                                      | B (10.3)     | B (18.0)     |

As shown in **Table 10**, the driveway experiences an acceptable level-of-service during the AM and PM peak hours. The intersection laneage and traffic volumes used for the Projected 2025 Build Alternative conditions are shown in **Figure 13** and **Figure 14**. The driveway access configurations described below are proposed.

#### 10<sup>th</sup> Street at Driveway 1 (Intersection 9) – unsignalized

- On the site, construct one (1) southbound right-turn lane exiting the site

#### Williams Street at Driveway 2 (Intersection 10) – unsignalized

- On the site, construct one (1) westbound right-turn lane exiting the site

#### Spring Street at Driveway 3 (Intersection 11) – signalized

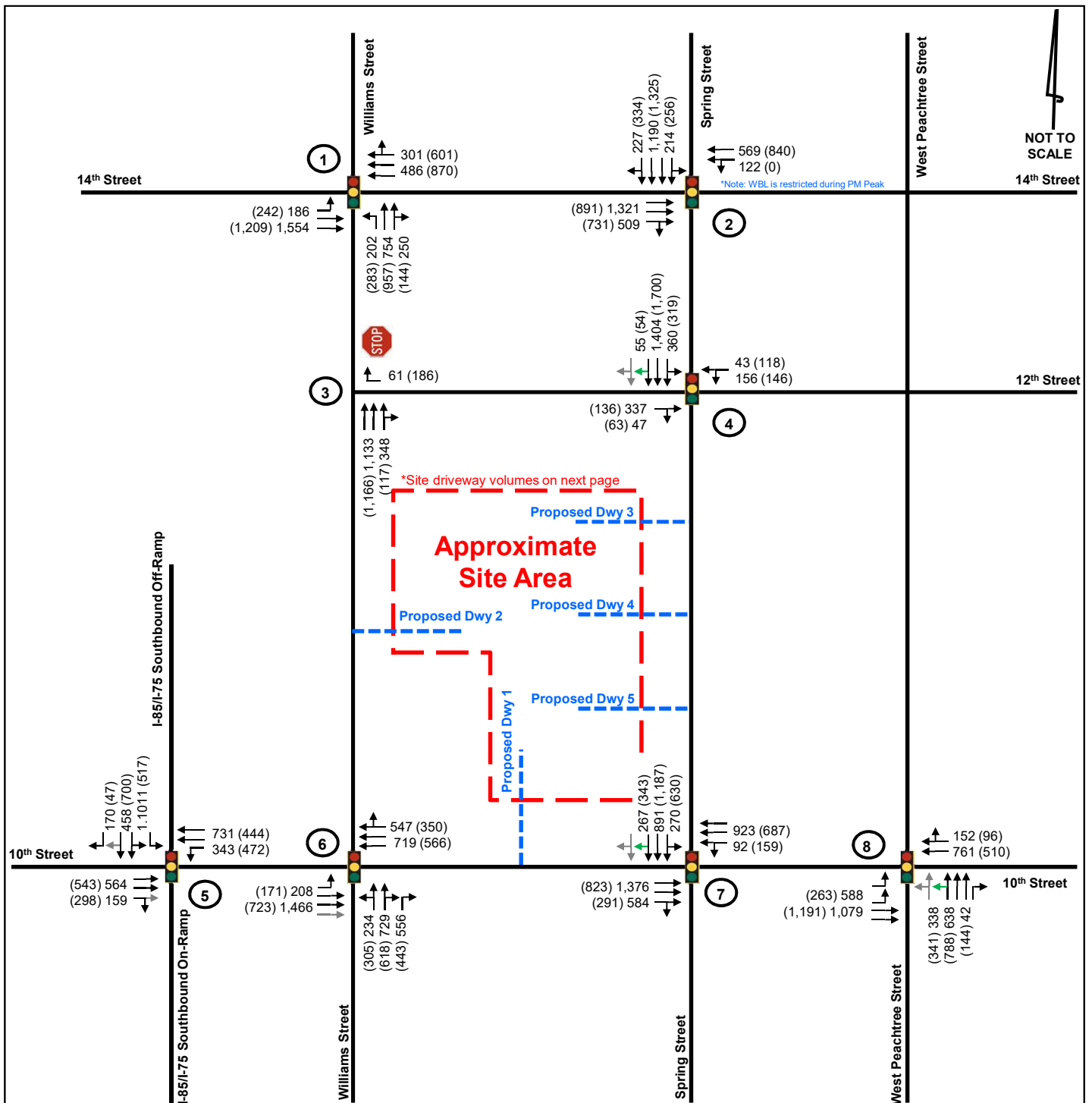
- On the site, construct one (1) eastbound right-turn lane exiting the site
- Install a traffic signal

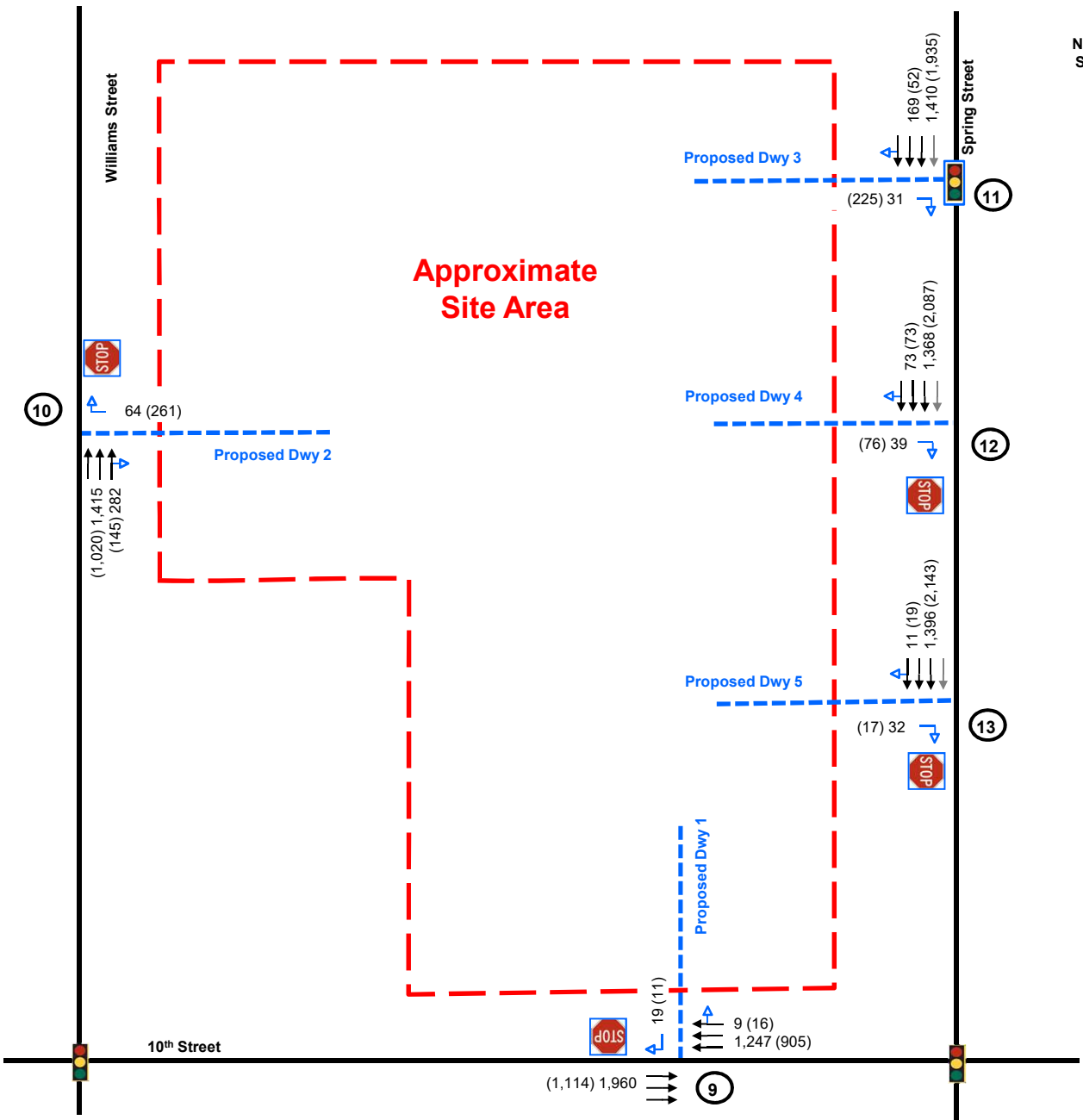
#### Spring Street at Driveway 4 (Intersection 12) – unsignalized

- Maintain existing historic circle driveway

#### Spring Street at Driveway 5 (Intersection 13) – unsignalized

- On the site, construct one (1) eastbound right-turn lane exiting the site





NOT TO SCALE

### LEGEND

(X) Intersection Reference Number

--- Proposed Project Driveway

STOP Existing STOP Control

STOP Proposed STOP Control



Existing Traffic Signal



Proposed Traffic Signal

→ Existing Roadway Laneage

→ Proposed Roadway Laneage

→ Programmed Project/No Build Roadway Laneage

→ Removed Lane/Movement

XX AM Peak Hour Traffic Volumes

(XX) PM Peak Hour Traffic Volumes

## 6.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC's Transportation Improvement Program, Regional Transportation Improvement Program, GDOT's Construction Work Program, and the GA STIP the following projects are programmed or planned to be completed by the respective years: The identified projects are listed in **Table 11** below.

| Table 11: Programmed Projects |                 |                  |   |
|-------------------------------|-----------------|------------------|---|
| #                             | Completion Date | Project ID       | Description   |
| 1                             | 2020            | Midtown Alliance | Spring Street and West Peachtree Street Complete Streets  |
| 2                             | 2021            | AT-306           | 15 <sup>th</sup> Street Extension from West Peachtree Street to Williams Street   |
| 3                             | 2022            | Midtown Alliance | Spring Street (US 19) Bicycle and Pedestrian Improvements Project – Peachtree Street to 17 <sup>th</sup> Street (FTA)           |
| 4                             | 2024            | 0015890          | 10 <sup>th</sup> Street Bridge Multi-Modal Enhancement Project  |
| 5                             | 2040            | AR-475           | BRT for Kennesaw University (Cobb County) connection to Midtown Atlanta along 14 <sup>th</sup> Street and West Peachtree Street |
| 6                             | 2020            | Midtown Alliance | 3 <sup>rd</sup> Street, 4 <sup>th</sup> Street, and 13 <sup>th</sup> Street One-way to Two-way Conversions                      |
| 7                             | 2021            | Midtown Alliance | 5 <sup>th</sup> Street Complete Streets Project   |
| 8                             | 2020            | Midtown Alliance | Juniper Street Transformation Project   |

Fact sheets for the projects are provided in Appendix F.

## 7.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

The project site currently consists of the former HM Patterson & Son Spring Hill Chapel and funeral home, which will be preserved as a historic site and will be repurposed. The project site is located in Special Public Interest (SPI) Zone 16 according to the City of Atlanta Zoning Ordinance Map and requires review by the SPI-16 Development Review Committee (DRC).

The most recent update to the LCI study for Midtown Atlanta titled *Blueprint Midtown 3.0*, has a consistent focus with the original *Blueprint Midtown* vision on maintaining a livable, walkable district. There is an emphasis on quality environments that are accessible, diverse, experiential, and sustainable. The LCI focuses on ensuring a balance and a mix of building uses, sustaining residential growth, preserving and enhancing historic buildings, improving walkability, and building safe and connected bicycle networks.

The *1020 Spring Street* development aligns with the goals and visions of the LCI study. The project site is located in the heart of Midtown in an area that already experiences high pedestrian and bicyclist volumes. Additionally, the project site is located in a Midtown Regional Center area type according to the ARC Unified Growth Policy Map. The dense, mixed-use *1020 Spring Street* development plan is consistent with the area type and future land use identified. The land use maps are provided in Appendix B.

APPENDIX A

# Site Photo Log



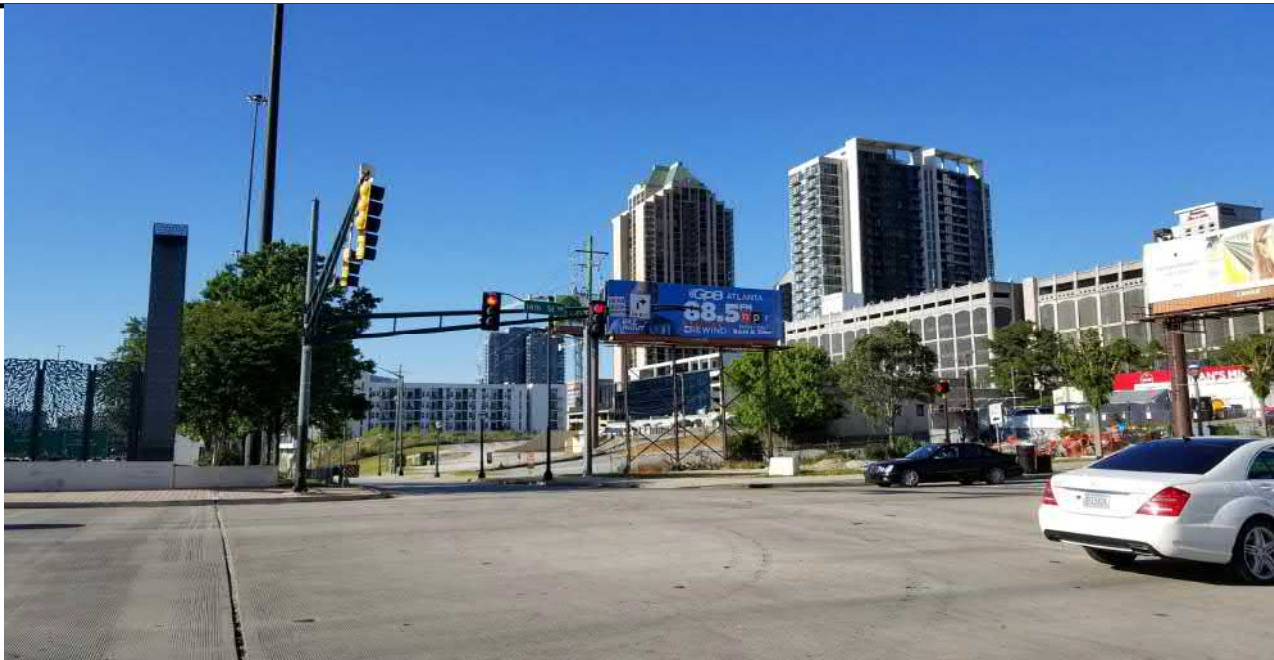
Intersection 1: 14th Street at Williams

Photo No. 1



Comments: 14th Street at Williams Street - looking east

Photo No. 2

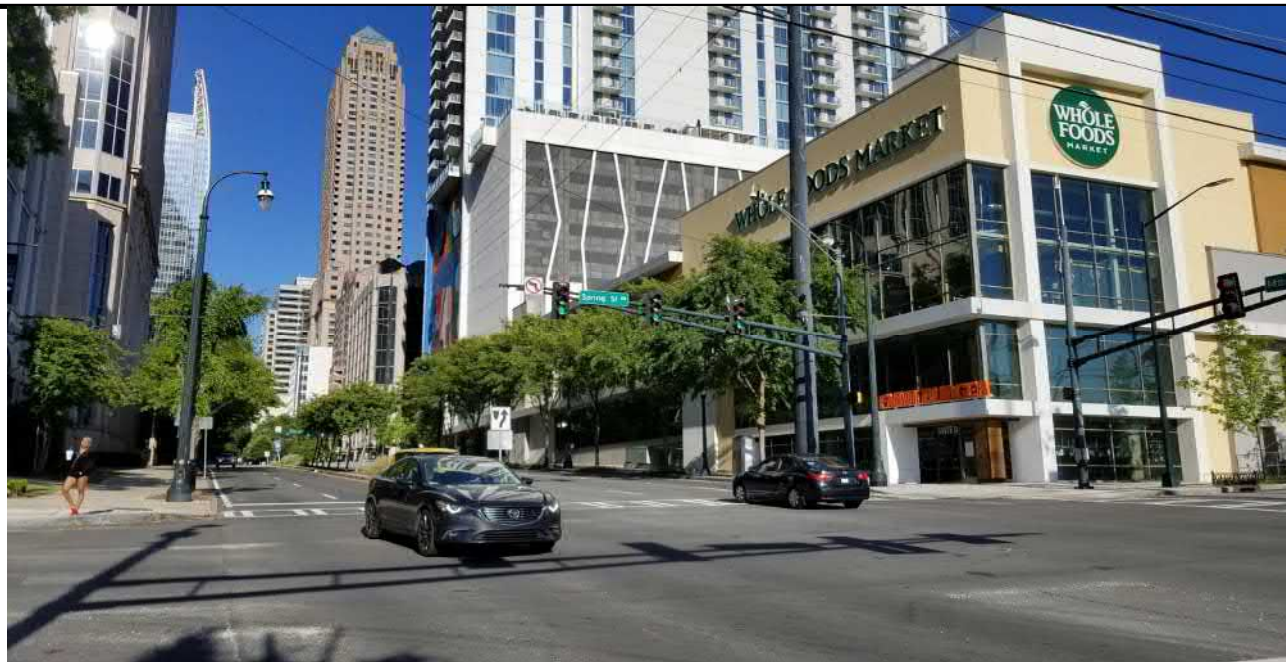


Comments: 14th Street at Williams Street - looking north



Intersection 2: 14th Street at Spring Street

Photo No. 3



Comments: 14th Street at Spring Street - looking east

Photo No. 4



Comments: 14th Street at Spring Street - looking west

Intersection 3: 12th Street at Williams Street

Photo No. 5



Comments: 12th Street at Williams Street - looking east

Photo No. 6



Comments: 12th Street at Williams Street - looking north



Intersection 4: 12th Street at Spring Street

Photo No. 7



Comments: 12th Street at Spring Street - looking southwest

Photo No. 8



Comments: 12th Street at Spring Street - looking southeast



Intersection 5: 10th Street at Techwood Drive

Photo No. 9



Comments: 10th Street at Techwood Drive - looking southeast

Photo No. 10



Comments: 10th Street at Techwood Drive - looking west

Intersection 6: 10th Street at Williams Street

Photo No. 11



Comments: 10th Street at Williams Street - looking east

Photo No. 12



Comments: 10th Street at Williams Street - looking west



Intersection 7: 10th Street at Spring Street

Photo No. 13



Comments: 10th Street at Spring Street - looking southeast

Photo No. 14



Comments: 10th Street at Spring Street - looking west



**Intersection 8: 10th Street at West Peachtree Street**

Photo No. 15



Comments: 10th Street at West Peachtree - looking northwest

Photo No. 16



Comments: 10th Street at West Peachtree - looking east

Existing Site Driveways

Photo No. 17



Comments: Existing Site Driveway along Williams Street

Photo No. 18



Comments: Williams Street - looking north along sidewalk



Existing Site Driveways

Photo No. 20



Comments: Existing driveway along Spring Street - southern-most driveway on site

Photo No. 21



Comments: Existing driveway along Spring Street - northern-most driveway on site

Existing Site Driveways

Photo No. 22



Comments: Existing Driveway along Spring Street to remain - HM Patterson & Son Spring Hill Chapel

Photo No. 23

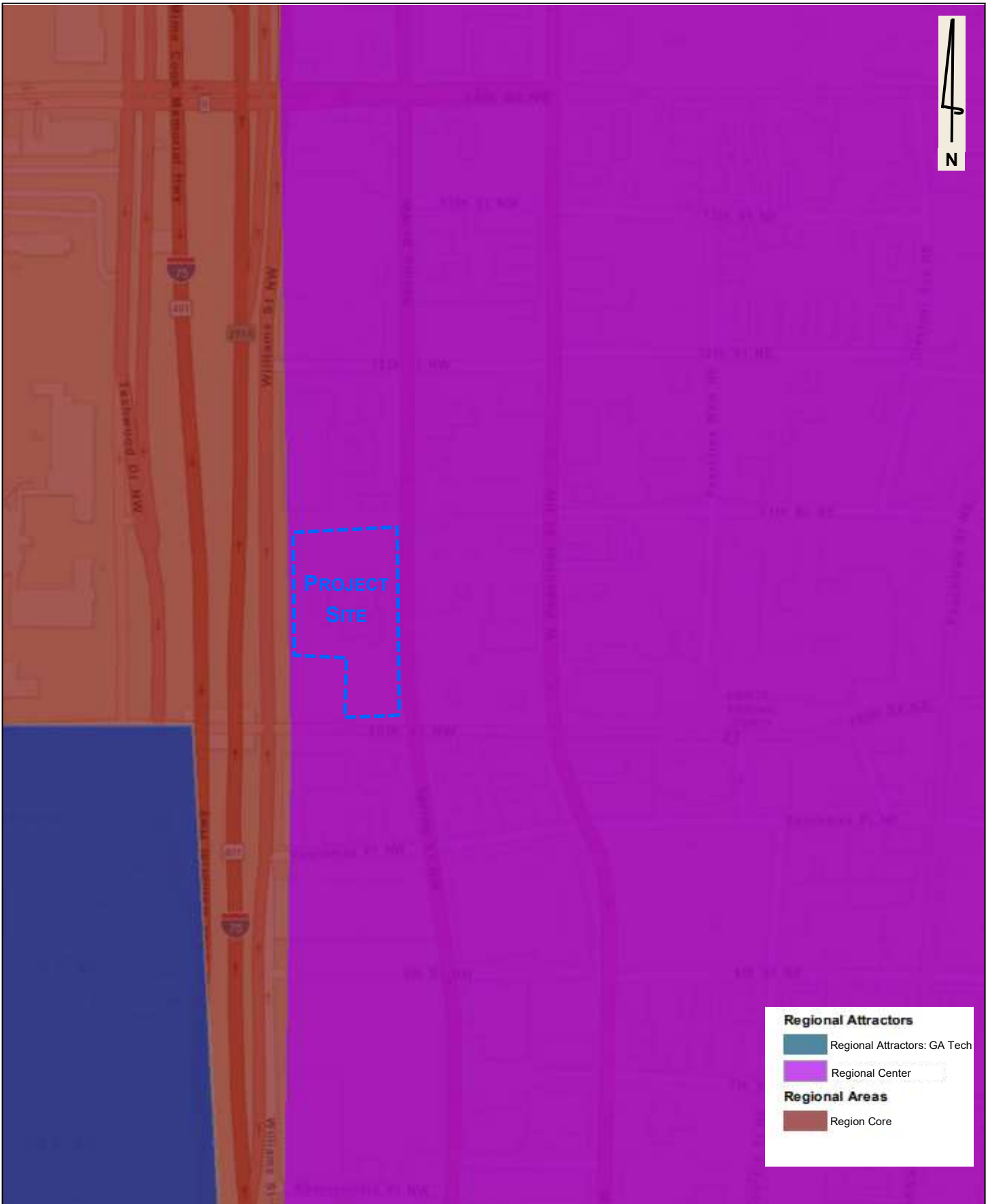


Comments: Existing Driveway along Spring Street to remain- HM Patterson & Son Spring Hill Chapel

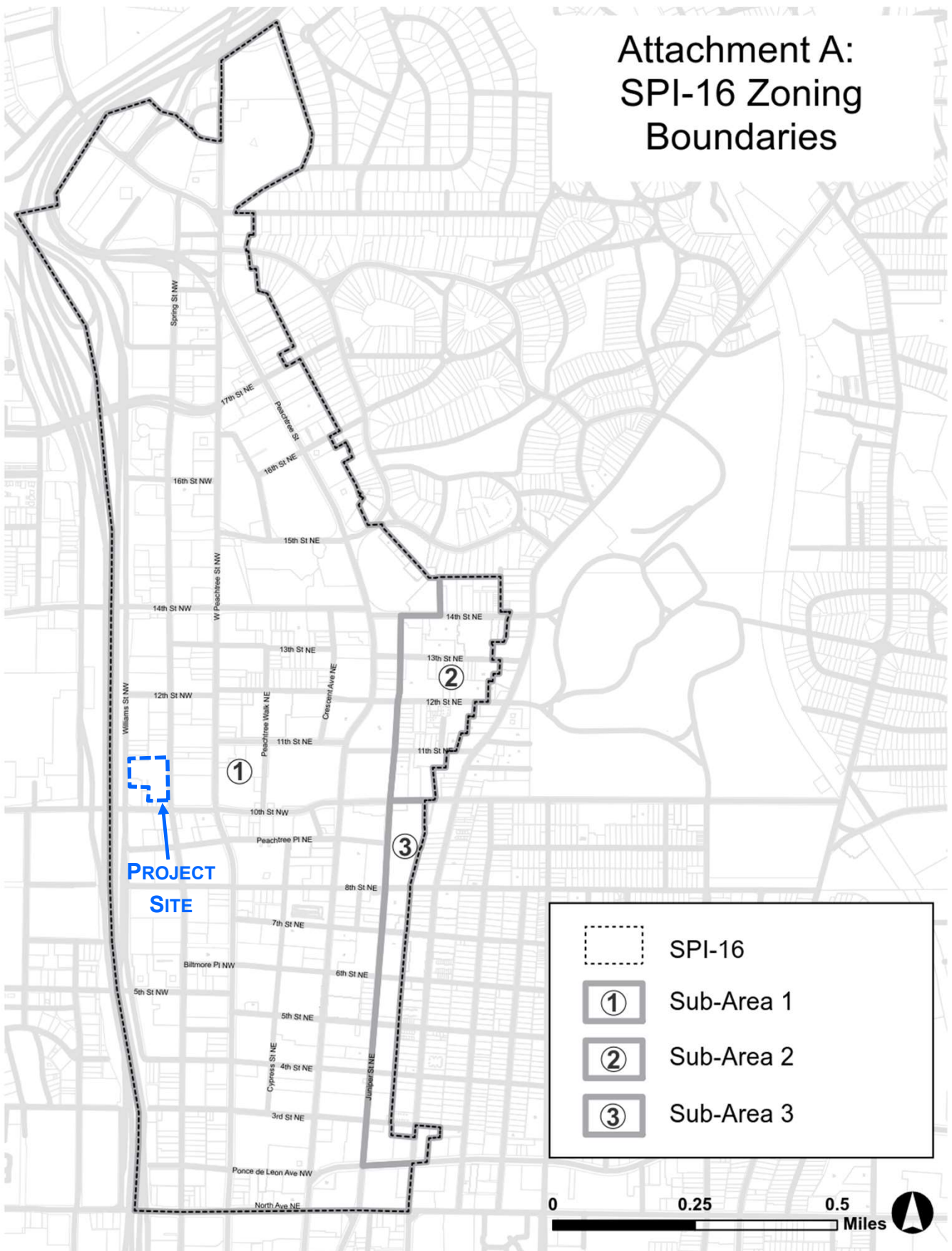
**APPENDIX B**

# Land Use and Zoning Maps





# Attachment A: SPI-16 Zoning Boundaries









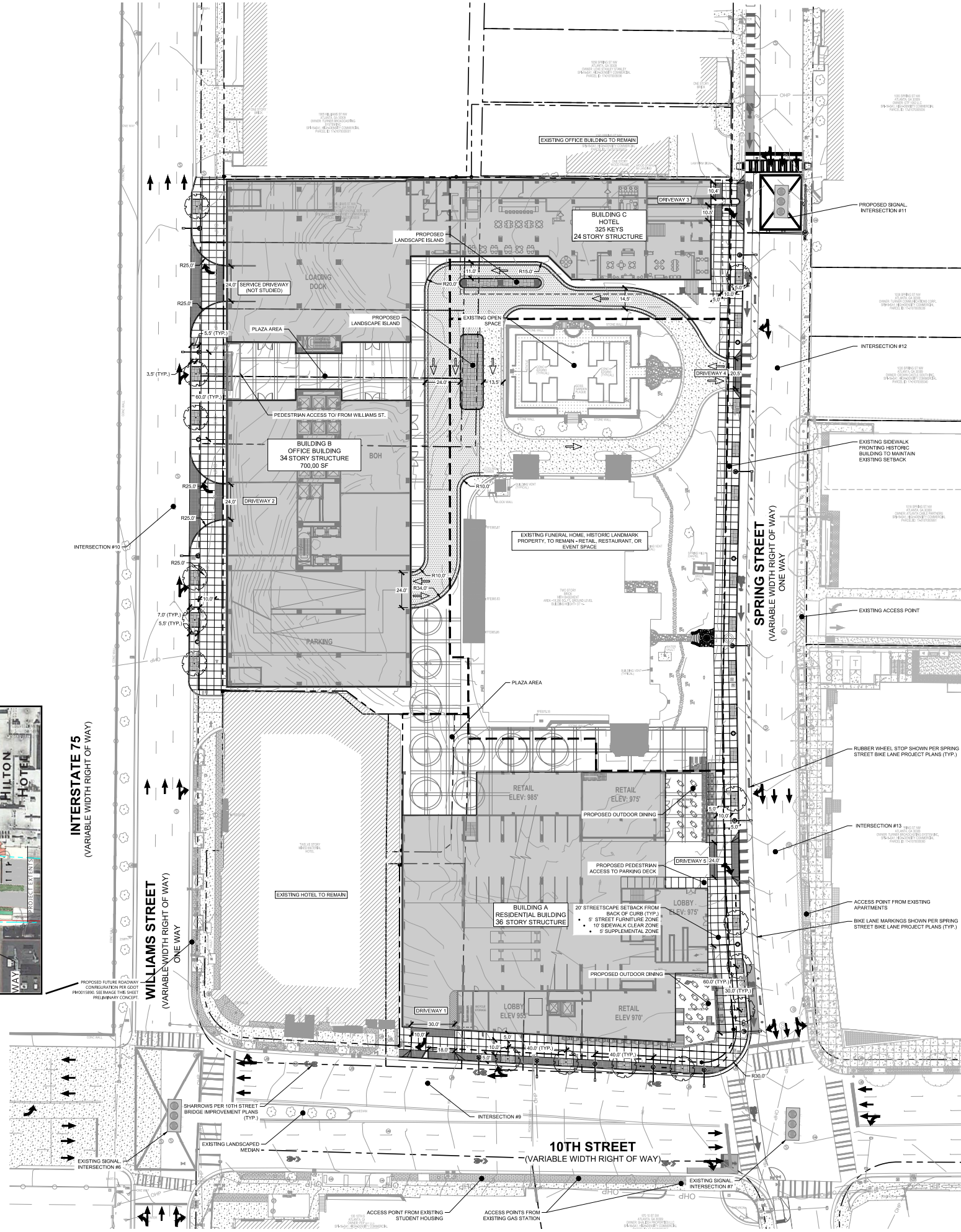
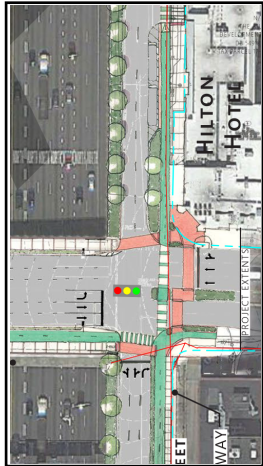


## APPENDIX C

# Proposed Site Plan



Drawing name: K:\AMT\_CIVIL\019292020\_1020\_Spring Street\CAD\Exhibits\2020-05-19 DRI Site Plan\DRI SITE PLAN.dwg CO-20 SAP Plaza Level May 28, 2020 6:20pm by Shelby Green



**SITE NOTES:**  
DRI NUMBER: #3094  
OVERALL SITE AREA: 4.09 ACRES  
CURRENT ZONING: SPI-16-SA1  
CURRENT ADDRESS: 1020 SPRING STREET  
ATLANTA, GA 30309  
BUILDING HEIGHTS: UP TO 36 STORIES

**DEVELOPMENT SUMMARY:**  
NET LOT AREA: 178,287 SF (4.09 AC)  
NET LOT AREA WITHOUT HISTORIC TRACT: 128,033 SF (2.94 AC)  
GROSS LAND AREA: 255,755 SF (5.18 AC)  
GROSS LAND AREA WITHOUT HISTORIC TRACT: 116,207 SF (3.82 AC)

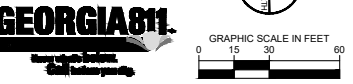
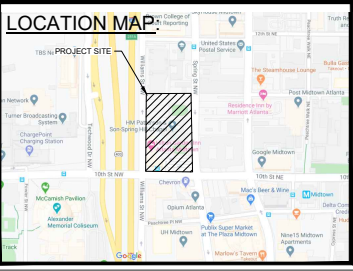
**PROPOSED LAND USE & DENSITIES:**

|                           |              |
|---------------------------|--------------|
| RESIDENTIAL (MULTIFAMILY) | 400 UNITS    |
| OFFICE                    | 700,000 SF   |
| HOTEL                     | 325 KEYS     |
| RETAIL/RESTAURANT         | 60,000 SF    |
| <b>MAX FAR ALLOWED</b>    |              |
| BASE                      |              |
| RESIDENTIAL               | 531,862 SF   |
| NON RESIDENTIAL           | 531,035 SF   |
| BONUS                     |              |
| NON RESIDENTIAL           | 332,414 SF   |
| <b>FAR PROVIDED</b>       |              |
| BASE                      |              |
| RESIDENTIAL               | 467,513 SF   |
| NON RESIDENTIAL           | 531,035 SF   |
| BONUS                     |              |
| NON RESIDENTIAL           | 195,465 SF   |
| TOTAL FAR PROVIDED        | 1,494,013 SF |

**PROPOSED PARKING:**

|                           |                   |
|---------------------------|-------------------|
| <b>VEHICLE PARKING:</b>   |                   |
| RESIDENTIAL (MULTIFAMILY) | 425 (620 MAX)     |
| OFFICE                    | 1,100 (1,400 MAX) |
| HOTEL                     | 50 (1050 MAX)     |
| RETAIL                    | 117 (210 MAX)     |
| <b>BICYCLE PARKING:</b>   |                   |
| MINIMUM REQUIRED:         | 100 SPACES        |
| RESIDENTIAL:              | 50 SPACES         |
| NON-RESIDENTIAL:          | 50 SPACES         |
| TOTAL PROVIDED:           | 110 SPACES        |
| <b>LOADING SPACES:</b>    |                   |
| MINIMUM REQUIRED:         | (4) 12' x 35'     |
| RESIDENTIAL:              | (2) 12' x 35'     |
| NON-RESIDENTIAL:          | (5) 12' x 35'     |
| PROVIDED:                 | (7) 12' x 35'     |

**CONTACTS:**  
**APPLICANT:** PORTMAN HOLDINGS  
303 PEACHTREE CENTER AVE  
SUITE 575, ATLANTA, GA 30303  
CONTACT: JOSH GATELY  
PHONE: (404) 614 - 5392  
**TRAFFIC CONSULTANT:** KIMLEY-HORN AND ASSOCIATES, INC.  
817 WEST PEACHTREE STREET NW,  
SUITE 601  
ATLANTA, GA 30308  
CONTACT: ANA EISENMAN, P.E.  
PHONE: (404) 201-6155  
**CIVIL ENGINEER:** KIMLEY-HORN AND ASSOCIATES, INC.  
817 WEST PEACHTREE STREET NW,  
SUITE 601  
ATLANTA, GA 30308  
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**Kimley»Horn**  
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**PORTMAN HOLDINGS**  
303 PEACHTREE CENTER NE #575  
ATLANTA, GA 30303  
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**1020 SPRING STREET**  
1020 SPRING STREET, ATLANTA, GA 30309  
LAND LOT X, X DISTRICT

|                                  |
|----------------------------------|
| 5/4/2020                         |
| GSWCC CERT. LEVEL III 0000076499 |
| DRAWN BY MEM                     |
| DESIGNED BY CAZ                  |
| REVIEWED BY EFM                  |
| DATE 5/4/2020                    |
| PROJECT NO. 019292020            |
| TITLE                            |
| DRI SITE PLAN                    |
| SHEET NUMBER                     |
| DRI #3094                        |

**APPENDIX D**

# *Trip Generation Analysis*

| Trip Generation Analysis (10th Ed)<br>1020 Spring Street<br>Atlanta, GA |   |                                 |               |              |            |            |              |            |            |
|---|---|---------------------------------|---------------|--------------|------------|------------|--------------|------------|------------|
| Land Use  |   | Intensity                       | Daily Trips   | AM Peak Hour |            |            | PM Peak Hour |            |            |
|   |   |                                 |               | Total        | In         | Out        | Total        | In         | Out        |
| <b>Proposed Site Traffic</b>  |   |                                 |               |              |            |            |              |            |            |
|   | 222 Multifamily Housing (High-Rise)     | 400 d.u.                        | 1,788         | 125          | 30         | 95         | 145          | 88         | 57         |
|   | 310 Hotel                               | 325 rooms                       | 3,242         | 157          | 93         | 64         | 218          | 111        | 107        |
|   | 710 General Office Building             | 700,000 s.f.                    | 7,006         | 684          | 588        | 96         | 723          | 116        | 607        |
|   | 820 Shopping Center                     | 30,000 s.f. gross leasable area | 1,132         | 28           | 17         | 11         | 114          | 55         | 59         |
|   | 932 High-Turnover (Sit-Down) Restaurant | 30,000 s.f.                     | 3,366         | 298          | 164        | 134        | 293          | 182        | 111        |
|   |   |                                 |               |              |            |            |              |            |            |
| <b>Gross Trips</b>  |   |                                 | <b>16,534</b> | <b>1,292</b> | <b>892</b> | <b>400</b> | <b>1,493</b> | <b>552</b> | <b>941</b> |
| Residential Trips   |   |                                 | 1,788         | 125          | 30         | 95         | 145          | 88         | 57         |
| Mixed-Use Reductions  |   |                                 | -184          | -25          | -3         | -22        | -55          | -33        | -22        |
| Alternative Mode Reductions 27.5%                                       |   |                                 | -441          | -28          | -7         | -20        | -25          | -15        | -10        |
| Adjusted Residential Trips  |   |                                 | 1,163         | 72           | 20         | 53         | 65           | 40         | 25         |
| Hotel Trips   |   |                                 | 3,242         | 157          | 93         | 64         | 218          | 111        | 107        |
| Mixed-Use Reductions  |   |                                 | -335          | -29          | -4         | -25        | -23          | -13        | -10        |
| Alternative Mode Reductions 27.5%                                       |   |                                 | -799          | -35          | -24        | -11        | -54          | -27        | -27        |
| Adjusted Hotel Trips  |   |                                 | 2,108         | 93           | 65         | 28         | 141          | 71         | 70         |
| Office Trips  |   |                                 | 7,006         | 684          | 588        | 96         | 723          | 116        | 607        |
| Mixed-Use Reductions  |   |                                 | -227          | -108         | -65        | -43        | -18          | -6         | -12        |
| Alternative Mode Reductions 27.5%                                       |   |                                 | -1,864        | -158         | -144       | -15        | -194         | -30        | -164       |
| Adjusted Office Trips   |   |                                 | 4,915         | 418          | 379        | 38         | 511          | 80         | 431        |
| Retail Trips  |   |                                 | 1,132         | 28           | 17         | 11         | 114          | 55         | 59         |
| Mixed-Use Reductions  |   |                                 | -153          | -13          | -8         | -5         | -75          | -39        | -36        |
| Alternative Mode Reductions 27.5%                                       |   |                                 | -269          | -4           | -2         | -2         | -11          | -4         | -6         |
| Pass By Reductions (Based on ITE Rates)                                 |   |                                 | -242          | 0            | 0          | 0          | -10          | -5         | -5         |
| Adjusted Retail Trips   |   |                                 | 468           | 11           | 7          | 4          | 18           | 7          | 12         |
| Restaurant Trips  |   |                                 | 3,366         | 298          | 164        | 134        | 293          | 182        | 111        |
| Mixed-Use Reductions  |   |                                 | -453          | -113         | -64        | -49        | -95          | -42        | -53        |
| Alternative Mode Reductions 27.5%                                       |   |                                 | -801          | -51          | -28        | -23        | -54          | -39        | -16        |
| Pass By Reductions (Based on ITE Rates)                                 |   |                                 | -908          | 0            | 0          | 0          | -62          | -31        | -31        |
| Adjusted Restaurant Trips   |   |                                 | 1,204         | 134          | 72         | 62         | 82           | 70         | 11         |
|   |   |                                 |               |              |            |            |              |            |            |
| Mixed-Use Reductions - TOTAL  |   |                                 | -1,352        | -288         | -144       | -144       | -266         | -133       | -133       |
| Alternative Mode Reductions - TOTAL                                     |   |                                 | -4,174        | -276         | -205       | -71        | -338         | -115       | -223       |
| Pass-By Reductions - TOTAL  |   |                                 | -1,150        | 0            | 0          | 0          | -72          | -36        | -36        |
| <b>New Trips</b>  |   |                                 | <b>9,858</b>  | <b>728</b>   | <b>543</b> | <b>185</b> | <b>817</b>   | <b>268</b> | <b>549</b> |
| <b>Driveway Volumes</b>   |   |                                 | <b>11,008</b> | <b>728</b>   | <b>543</b> | <b>185</b> | <b>889</b>   | <b>304</b> | <b>585</b> |

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## APPENDIX E

# *Intersection Volume Worksheets*

**Intersection 1**  
**Williams St NW & 14th St NE**  
**AM PEAK HOUR**

| Description                            | Williams St NW<br>Northbound |         |       | Williams St NW<br>Southbound |         |       | 14th St NE<br>Eastbound |         |       | 14th St NE<br>Westbound |         |       |
|--|------------------------------|---------|-------|------------------------------|---------|-------|-------------------------|---------|-------|-------------------------|---------|-------|
|  | Left                         | Through | Right | Left                         | Through | Right | Left                    | Through | Right | Left                    | Through | Right |
| Observed 2019 Traffic Volumes          | 181                          | 689     | 228   | 0                            | 0       | 0     | 178                     | 1,422   | 0     | 0                       | 463     | 287   |
| Pedestrians                            |                              | 16      |       |                              | 30      |       |                         | 0       |       |                         | 2       |       |
| Conflicting Pedestrians                | 0                            |         | 2     | 2                            |         | 0     | 30                      |         | 16    | 16                      |         | 30    |
| Heavy Vehicles                         | 3                            | 10      | 3     | 0                            | 0       | 0     | 1                       | 28      | 0     | 0                       | 11      | 3     |
| Heavy Vehicle %                        | 2%                           | 2%      | 2%    | 0%                           | 0%      | 0%    | 2%                      | 2%      | 0%    | 0%                      | 2%      | 2%    |
| Peak Hour Factor                       |                              | 0.99    |       |                              | 0.99    |       |                         | 0.99    |       |                         | 0.99    |       |
| Adjustment                             | 1.008                        | 1.008   | 1.008 | 1.008                        | 1.008   | 1.008 | 1.008                   | 1.008   | 1.008 | 1.008                   | 1.008   | 1.008 |
| Adjusted 2020 Volumes                  | 182                          | 695     | 230   | 0                            | 0       | 0     | 179                     | 1,433   | 0     | 0                       | 467     | 289   |
| Annual Growth Rate                     | 0.8%                         | 0.8%    | 0.8%  | 0.8%                         | 0.8%    | 0.8%  | 0.8%                    | 0.8%    | 0.8%  | 0.8%                    | 0.8%    | 0.8%  |
| Growth Factor                          | 1.041                        | 1.041   | 1.041 | 1.041                        | 1.041   | 1.041 | 1.041                   | 1.041   | 1.041 | 1.041                   | 1.041   | 1.041 |
| New Road Adjustment                    |                              |         |       |                              |         |       |                         |         |       |                         |         |       |
| Other Proposed Developments - DRI 2656 |                              |         |       |                              |         |       |                         |         |       |                         |         |       |
| 2025 Background Traffic                | 189                          | 723     | 239   | 0                            | 0       | 0     | 186                     | 1,491   | 0     | 0                       | 486     | 301   |
| Project Trips                          |                              |         |       |                              |         |       |                         |         |       |                         |         |       |
| Trip Distribution IN                   |                              |         |       |                              |         |       |                         | 20%     |       |                         |         |       |
| Trip Distribution OUT                  | 10%                          | 5%      |       |                              |         |       |                         |         |       |                         |         |       |
| Residential Trips                      | 5                            | 3       | 0     | 0                            | 0       | 0     | 0                       | 4       | 0     | 0                       | 0       | 0     |
| Trip Distribution IN                   |                              |         |       |                              |         |       |                         | 20%     |       |                         |         |       |
| Trip Distribution OUT                  | 10%                          | 5%      |       |                              |         |       |                         |         |       |                         |         |       |
| Hotel Trips                            | 3                            | 1       | 0     | 0                            | 0       | 0     | 0                       | 13      | 0     | 0                       | 0       | 0     |
| Trip Distribution IN                   |                              |         |       |                              |         |       |                         | 10%     |       |                         |         |       |
| Trip Distribution OUT                  | 5%                           | 25%     | 10%   |                              |         |       |                         |         |       |                         |         |       |
| Office Trips                           | 2                            | 10      | 4     | 0                            | 0       | 0     | 0                       | 38      | 0     | 0                       | 0       | 0     |
| Trip Distribution IN                   |                              |         |       |                              |         |       |                         | 10%     |       |                         |         |       |
| Trip Distribution OUT                  | 5%                           | 25%     | 10%   |                              |         |       |                         |         |       |                         |         |       |
| Retail/Restaurant Trips                | 3                            | 17      | 7     | 0                            | 0       | 0     | 0                       | 8       | 0     | 0                       | 0       | 0     |
| Pass-By Trips                          | 0                            | 0       | 0     | 0                            | 0       | 0     | 0                       | 0       | 0     | 0                       | 0       | 0     |
| Total Project Trips                    | 13                           | 31      | 11    | 0                            | 0       | 0     | 0                       | 63      | 0     | 0                       | 0       | 0     |
| 2025 Buildout Total                    | 202                          | 754     | 250   | 0                            | 0       | 0     | 186                     | 1,554   | 0     | 0                       | 486     | 301   |

## PM PEAK HOUR

| Description                            | Williams St NW |         |       | Williams St NW |         |       | 14th St NE |         |       | 14th St NE |         |       |
|--|----------------|---------|-------|----------------|---------|-------|------------|---------|-------|------------|---------|-------|
|  | Northbound     |         |       | Southbound     |         |       | Eastbound  |         |       | Westbound  |         |       |
|  | Left           | Through | Right | Left           | Through | Right | Left       | Through | Right | Left       | Through | Right |
| Observed 2019 Traffic Volumes          | 238            | 799     | 94    | 0              | 0       | 0     | 231        | 1,116   | 0     | 0          | 829     | 573   |
| Pedestrians                            | 27             |         |       | 28             |         |       | 0          |         |       | 2          |         |       |
| Conflicting Pedestrians                | 0              |         | 2     | 2              |         | 0     | 28         |         | 27    | 27         |         | 28    |
| Heavy Vehicles                         | 1              | 15      | 0     | 0              | 0       | 0     | 3          | 15      | 0     | 0          | 12      | 2     |
| Heavy Vehicle %                        | 2%             | 2%      | 2%    | 0%             | 0%      | 0%    | 2%         | 2%      | 0%    | 0%         | 2%      | 2%    |
| Peak Hour Factor                       | 0.97           |         |       | 0.97           |         |       | 0.97       |         |       | 0.97       |         |       |
| Adjustment                             | 1.008          | 1.008   | 1.008 | 1.008          | 1.008   | 1.008 | 1.008      | 1.008   | 1.008 | 1.008      | 1.008   | 1.008 |
| Adjusted 2020 Volumes                  | 240            | 805     | 95    | 0              | 0       | 0     | 233        | 1,125   | 0     | 0          | 836     | 578   |
| Annual Growth Rate                     | 0.8%           | 0.8%    | 0.8%  | 0.8%           | 0.8%    | 0.8%  | 0.8%       | 0.8%    | 0.8%  | 0.8%       | 0.8%    | 0.8%  |
| Growth Factor                          | 1.041          | 1.041   | 1.041 | 1.041          | 1.041   | 1.041 | 1.041      | 1.041   | 1.041 | 1.041      | 1.041   | 1.041 |
| New Road Adjustment                    |                |         |       |                |         |       |            |         |       |            |         |       |
| Other Proposed Developments - DRI 2656 |                |         |       |                |         |       |            |         |       |            |         |       |
| 2025 Background Traffic                | 250            | 838     | 99    | 0              | 0       | 0     | 242        | 1,171   | 0     | 0          | 870     | 601   |
|  |                |         |       |                |         |       |            |         |       |            |         |       |
| Project Trips                          |                |         |       |                |         |       |            |         |       |            |         |       |
| Trip Distribution IN                   |                |         |       |                |         |       |            | 20%     |       |            |         |       |
| Trip Distribution OUT                  | 10%            | 5%      |       |                |         |       |            |         |       |            |         |       |
| Residential Trips                      | 3              | 1       | 0     | 0              | 0       | 0     | 0          | 8       | 0     | 0          | 0       | 0     |
|  |                |         |       |                |         |       |            |         |       |            |         |       |
| Trip Distribution IN                   |                |         |       |                |         |       |            | 20%     |       |            |         |       |
| Trip Distribution OUT                  | 10%            | 5%      |       |                |         |       |            |         |       |            |         |       |
| Hotel Trips                            | 7              | 4       | 0     | 0              | 0       | 0     | 0          | 14      | 0     | 0          | 0       | 0     |
|  |                |         |       |                |         |       |            |         |       |            |         |       |
| Trip Distribution IN                   |                |         |       |                |         |       |            | 10%     |       |            |         |       |
| Trip Distribution OUT                  | 5%             | 25%     | 10%   |                |         |       |            |         |       |            |         |       |
| Office Trips                           | 22             | 108     | 43    | 0              | 0       | 0     | 0          | 8       | 0     | 0          | 0       | 0     |
|  |                |         |       |                |         |       |            |         |       |            |         |       |
| Trip Distribution IN                   |                |         |       |                |         |       |            | 10%     |       |            |         |       |
| Trip Distribution OUT                  | 5%             | 25%     | 10%   |                |         |       |            |         |       |            |         |       |
| Retail/Restaurant Trips                | 1              | 6       | 2     | 0              | 0       | 0     | 0          | 8       | 0     | 0          | 0       | 0     |
|  |                |         |       |                |         |       |            |         |       |            |         |       |
| Pass-By Trips                          | 0              | 0       | 0     | 0              | 0       | 0     | 0          | 0       | 0     | 0          | 0       | 0     |
|  |                |         |       |                |         |       |            |         |       |            |         |       |
| Total Project Trips                    | 33             | 119     | 45    | 0              | 0       | 0     | 0          | 38      | 0     | 0          | 0       | 0     |
|  |                |         |       |                |         |       |            |         |       |            |         |       |
| 2025 Buildout Total                    | 283            | 957     | 144   | 0              | 0       | 0     | 242        | 1,209   | 0     | 0          | 870     | 601   |



# INTERSECTION VOLUME DEVELOPMENT

## Intersection 2 Spring St NW & 14th St NW AM PEAK HOUR

| Description                            | Spring St NW<br>Northbound |          |          | Spring St NW<br>Southbound |              |            | 14th St NW<br>Eastbound |              |            | 14th St NW<br>Westbound |            |          |
|--|----------------------------|----------|----------|----------------------------|--------------|------------|-------------------------|--------------|------------|-------------------------|------------|----------|
|  | Left                       | Through  | Right    | Left                       | Through      | Right      | Left                    | Through      | Right      | Left                    | Through    | Right    |
| Observed 2019 Traffic Volumes          | 0                          | 0        | 0        | 204                        | 983          | 216        |                         | 1,249        | 303        | 42                      | 543        | 0        |
| Pedestrians                            |                            | 14       |          |                            | 53           |            |                         | 7            |            |                         | 13         |          |
| Conflicting Pedestrians                | 7                          |          | 13       | 13                         |              | 7          | 53                      |              | 14         | 14                      |            | 53       |
| Heavy Vehicles                         | 0                          | 0        | 0        | 5                          | 27           | 10         | 0                       | 16           | 8          | 0                       | 14         | 0        |
| Heavy Vehicle %                        | 0%                         | 0%       | 0%       | 2%                         | 3%           | 5%         | 0%                      | 2%           | 3%         | 2%                      | 3%         | 0%       |
| Peak Hour Factor                       |                            | 0.98     |          |                            | 0.98         |            |                         | 0.98         |            |                         | 0.98       |          |
| Adjustment                             | 1.008                      | 1.008    | 1.008    | 1.008                      | 1.008        | 1.008      | 1.008                   | 1.008        | 1.008      | 1.008                   | 1.008      | 1.008    |
| Adjusted 2020 Volumes                  | 0                          | 0        | 0        | 206                        | 991          | 218        | 0                       | 1,259        | 305        | 42                      | 547        | 0        |
| Annual Growth Rate                     | 0.8%                       | 0.8%     | 0.8%     | 0.8%                       | 0.8%         | 0.8%       | 0.8%                    | 0.8%         | 0.8%       | 0.8%                    | 0.8%       | 0.8%     |
| Growth Factor                          | 1.041                      | 1.041    | 1.041    | 1.041                      | 1.041        | 1.041      | 1.041                   | 1.041        | 1.041      | 1.041                   | 1.041      | 1.041    |
| New Road Adjustment                    |                            |          |          |                            |              |            |                         |              |            |                         |            |          |
| Other Proposed Developments - DRI 2656 |                            |          |          |                            | 86           |            |                         |              | 129        |                         |            |          |
| 2025 Background Traffic                | 0                          | 0        | 0        | 214                        | 1,117        | 227        | 0                       | 1,310        | 446        | 44                      | 569        | 0        |
| <b>Project Trips</b>                   |                            |          |          |                            |              |            |                         |              |            |                         |            |          |
| Trip Distribution IN                   |                            |          |          |                            | 5%           |            |                         |              | 20%        | 10%                     |            |          |
| Trip Distribution OUT                  |                            |          |          |                            |              |            |                         |              |            |                         |            |          |
| Residential Trips                      | 0                          | 0        | 0        | 0                          | 1            | 0          | 0                       | 0            | 4          | 2                       | 0          | 0        |
| Trip Distribution IN                   |                            |          |          |                            | 5%           |            |                         |              | 20%        | 10%                     |            |          |
| Trip Distribution OUT                  |                            |          |          |                            |              |            |                         |              |            |                         |            |          |
| Hotel Trips                            | 0                          | 0        | 0        | 0                          | 3            | 0          | 0                       | 0            | 13         | 7                       | 0          | 0        |
| Trip Distribution IN                   |                            |          |          |                            | 15%          |            |                         |              | 10%        | 15%                     |            |          |
| Trip Distribution OUT                  |                            |          |          |                            |              |            |                         | 10%          |            |                         |            |          |
| Office Trips                           | 0                          | 0        | 0        | 0                          | 57           | 0          | 0                       | 4            | 38         | 57                      | 0          | 0        |
| Trip Distribution IN                   |                            |          |          |                            | 15%          |            |                         |              | 10%        | 15%                     |            |          |
| Trip Distribution OUT                  |                            |          |          |                            |              |            |                         | 10%          |            |                         |            |          |
| Retail/Restaurant Trips                | 0                          | 0        | 0        | 0                          | 12           | 0          | 0                       | 7            | 8          | 12                      | 0          | 0        |
| Pass-By Trips                          | 0                          | 0        | 0        | 0                          | 0            | 0          | 0                       | 0            | 0          | 0                       | 0          | 0        |
| Total Project Trips                    | 0                          | 0        | 0        | 0                          | 73           | 0          | 0                       | 11           | 63         | 78                      | 0          | 0        |
| <b>2025 Buildout Total</b>             | <b>0</b>                   | <b>0</b> | <b>0</b> | <b>214</b>                 | <b>1,190</b> | <b>227</b> | <b>0</b>                | <b>1,321</b> | <b>509</b> | <b>122</b>              | <b>569</b> | <b>0</b> |

## PM PEAK HOUR

| Description                            | Spring St NW<br>Northbound |          |          | Spring St NW<br>Southbound |              |            | 14th St NW<br>Eastbound |            |            | 14th St NW<br>Westbound |            |          |
|--|----------------------------|----------|----------|----------------------------|--------------|------------|-------------------------|------------|------------|-------------------------|------------|----------|
|  | Left                       | Through  | Right    | Left                       | Through      | Right      | Left                    | Through    | Right      | Left                    | Through    | Right    |
| Observed 2019 Traffic Volumes          | 0                          | 0        | 0        | 244                        | 1,205        | 318        |                         | 807        | 592        |                         | 801        | 0        |
| Pedestrians                            |                            | 24       |          |                            | 43           |            |                         | 14         |            |                         | 12         |          |
| Conflicting Pedestrians                | 14                         |          | 12       | 12                         |              | 14         | 43                      |            | 24         | 24                      |            | 43       |
| Heavy Vehicles                         | 0                          | 0        | 0        | 5                          | 42           | 4          | 0                       | 11         | 4          | 2                       | 13         | 0        |
| Heavy Vehicle %                        | 0%                         | 0%       | 0%       | 2%                         | 3%           | 2%         | 0%                      | 2%         | 2%         | 0%                      | 2%         | 0%       |
| Peak Hour Factor                       |                            | 0.98     |          |                            | 0.98         |            |                         | 0.98       |            |                         | 0.98       |          |
| Adjustment                             | 1.008                      | 1.008    | 1.008    | 1.008                      | 1.008        | 1.008      | 1.008                   | 1.008      | 1.008      | 1.008                   | 1.008      | 1.008    |
| Adjusted 2020 Volumes                  | 0                          | 0        | 0        | 246                        | 1,215        | 321        | 0                       | 813        | 597        | 0                       | 807        | 0        |
| Annual Growth Rate                     | 0.8%                       | 0.8%     | 0.8%     | 0.8%                       | 0.8%         | 0.8%       | 0.8%                    | 0.8%       | 0.8%       | 0.8%                    | 0.8%       | 0.8%     |
| Growth Factor                          | 1.041                      | 1.041    | 1.041    | 1.041                      | 1.041        | 1.041      | 1.041                   | 1.041      | 1.041      | 1.041                   | 1.041      | 1.041    |
| New Road Adjustment                    |                            |          |          |                            |              |            |                         |            |            |                         |            |          |
| Other Proposed Developments - DRI 2656 |                            |          |          |                            | 31           |            |                         |            | 72         |                         |            |          |
| 2025 Background Traffic                | 0                          | 0        | 0        | 256                        | 1,295        | 334        | 0                       | 846        | 693        | 0                       | 840        | 0        |
| <b>Project Trips</b>                   |                            |          |          |                            |              |            |                         |            |            |                         |            |          |
| Trip Distribution IN                   |                            |          |          |                            | 5%           |            |                         |            | 20%        |                         |            |          |
| Trip Distribution OUT                  |                            |          |          |                            |              |            |                         |            |            |                         |            |          |
| Residential Trips                      | 0                          | 0        | 0        | 0                          | 2            | 0          | 0                       | 0          | 8          | 0                       | 0          | 0        |
| Trip Distribution IN                   |                            |          |          |                            | 5%           |            |                         |            | 20%        |                         |            |          |
| Trip Distribution OUT                  |                            |          |          |                            |              |            |                         |            |            |                         |            |          |
| Hotel Trips                            | 0                          | 0        | 0        | 0                          | 4            | 0          | 0                       | 0          | 14         | 0                       | 0          | 0        |
| Trip Distribution IN                   |                            |          |          |                            | 15%          |            |                         |            | 10%        |                         |            |          |
| Trip Distribution OUT                  |                            |          |          |                            |              |            |                         | 10%        |            |                         |            |          |
| Office Trips                           | 0                          | 0        | 0        | 0                          | 12           | 0          | 0                       | 43         | 8          | 0                       | 0          | 0        |
| Trip Distribution IN                   |                            |          |          |                            | 15%          |            |                         |            | 10%        |                         |            |          |
| Trip Distribution OUT                  |                            |          |          |                            |              |            |                         | 10%        |            |                         |            |          |
| Retail/Restaurant Trips                | 0                          | 0        | 0        | 0                          | 12           | 0          | 0                       | 2          | 8          | 0                       | 0          | 0        |
| Pass-By Trips                          | 0                          | 0        | 0        | 0                          | 0            | 0          | 0                       | 0          | 0          | 0                       | 0          | 0        |
| Total Project Trips                    | 0                          | 0        | 0        | 0                          | 30           | 0          | 0                       | 45         | 38         | 0                       | 0          | 0        |
| <b>2025 Buildout Total</b>             | <b>0</b>                   | <b>0</b> | <b>0</b> | <b>256</b>                 | <b>1,325</b> | <b>334</b> | <b>0</b>                | <b>891</b> | <b>731</b> | <b>0</b>                | <b>840</b> | <b>0</b> |

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**Intersection 3**  
**Williams St & 12th St NW**  
**AM PEAK HOUR**

PM PEAK HOUR

5/26/2020 9:59

# INTERSECTION VOLUME DEVELOPMENT

## Intersection 4 Spring St NW & 12th St NW AM PEAK HOUR

| Description                            | Spring St NW<br>Northbound |          |          | Spring St NW<br>Southbound |              |           | 12th St NW<br>Eastbound |            |           | 12th St NW<br>Westbound |           |          |
|--|----------------------------|----------|----------|----------------------------|--------------|-----------|-------------------------|------------|-----------|-------------------------|-----------|----------|
|  | Left                       | Through  | Right    | Left                       | Through      | Right     | Left                    | Through    | Right     | Left                    | Through   | Right    |
| Observed 2019 Traffic Volumes          | 0                          | 0        | 0        | 138                        | 1,135        | 53        | 0                       | 107        | 45        | 111                     | 41        | 0        |
| Pedestrians                            | 5                          |          |          | 28                         |              |           | 29                      |            |           | 9                       |           |          |
| Conflicting Pedestrians                | 29                         |          | 9        | 9                          |              | 29        | 28                      |            | 5         | 5                       |           | 28       |
| Heavy Vehicles                         | 0                          | 0        | 0        | 1                          | 38           | 0         | 0                       | 2          | 3         | 3                       | 0         | 0        |
| Heavy Vehicle %                        | 0%                         | 0%       | 0%       | 2%                         | 3%           | 2%        | 0%                      | 2%         | 7%        | 3%                      | 2%        | 0%       |
| Peak Hour Factor                       | 0.94                       |          |          | 0.94                       |              |           | 0.94                    |            |           | 0.94                    |           |          |
| Adjustment                             | 1.008                      | 1.008    | 1.008    | 1.008                      | 1.008        | 1.008     | 1.008                   | 1.008      | 1.008     | 1.008                   | 1.008     | 1.008    |
| Adjusted 2020 Volumes                  | 0                          | 0        | 0        | 139                        | 1,144        | 53        | 0                       | 108        | 45        | 112                     | 41        | 0        |
| Annual Growth Rate                     | 0.8%                       | 0.8%     | 0.8%     | 0.8%                       | 0.8%         | 0.8%      | 0.8%                    | 0.8%       | 0.8%      | 0.8%                    | 0.8%      | 0.8%     |
| Growth Factor                          | 1.041                      | 1.041    | 1.041    | 1.041                      | 1.041        | 1.041     | 1.041                   | 1.041      | 1.041     | 1.041                   | 1.041     | 1.041    |
| New Road Adjustment                    |                            |          |          |                            |              |           |                         |            |           |                         |           |          |
| Other Proposed Developments - DRI 2656 |                            |          |          | 215                        |              |           |                         | 214        |           |                         |           |          |
| 2025 Background Traffic                | 0                          | 0        | 0        | 360                        | 1,190        | 55        | 0                       | 326        | 47        | 117                     | 43        | 0        |
| <b>Project Trips</b>                   |                            |          |          |                            |              |           |                         |            |           |                         |           |          |
| Trip Distribution IN                   |                            |          |          |                            | 35%          |           |                         |            |           |                         |           |          |
| Trip Distribution OUT                  |                            |          |          |                            |              |           |                         |            |           |                         |           |          |
| Residential Trips                      | 0                          | 0        | 0        | 0                          | 7            | 0         | 0                       | 0          | 0         | 0                       | 0         | 0        |
|  |                            |          |          |                            |              |           |                         |            |           |                         |           |          |
| Trip Distribution IN                   |                            |          |          |                            | 35%          |           |                         |            |           | 25%                     |           |          |
| Trip Distribution OUT                  |                            |          |          |                            |              |           |                         |            |           |                         |           |          |
| Hotel Trips                            | 0                          | 0        | 0        | 0                          | 23           | 0         | 0                       | 0          | 0         | 16                      | 0         | 0        |
|  |                            |          |          |                            |              |           |                         |            |           |                         |           |          |
| Trip Distribution IN                   |                            |          |          |                            | 40%          |           |                         |            |           | 5%                      |           |          |
| Trip Distribution OUT                  |                            |          |          |                            |              |           |                         | 10%        |           |                         |           |          |
| Office Trips                           | 0                          | 0        | 0        | 0                          | 152          | 0         | 0                       | 4          | 0         | 19                      | 0         | 0        |
|  |                            |          |          |                            |              |           |                         |            |           |                         |           |          |
| Trip Distribution IN                   |                            |          |          |                            | 40%          |           |                         |            |           | 5%                      |           |          |
| Trip Distribution OUT                  |                            |          |          |                            |              |           |                         | 10%        |           |                         |           |          |
| Retail/Restaurant Trips                | 0                          | 0        | 0        | 0                          | 32           | 0         | 0                       | 7          | 0         | 4                       | 0         | 0        |
|  |                            |          |          |                            |              |           |                         |            |           |                         |           |          |
| Pass-By Trips                          | 0                          | 0        | 0        | 0                          | 0            | 0         | 0                       | 0          | 0         | 0                       | 0         | 0        |
|  |                            |          |          |                            |              |           |                         |            |           |                         |           |          |
| Total Project Trips                    | 0                          | 0        | 0        | 0                          | 214          | 0         | 0                       | 11         | 0         | 39                      | 0         | 0        |
| <b>2025 Buildout Total</b>             | <b>0</b>                   | <b>0</b> | <b>0</b> | <b>360</b>                 | <b>1,404</b> | <b>55</b> | <b>0</b>                | <b>337</b> | <b>47</b> | <b>156</b>              | <b>43</b> | <b>0</b> |

## PM PEAK HOUR

| Description                            | Spring St NW<br>Northbound |          |          | Spring St NW<br>Southbound |              |           | 12th St NW<br>Eastbound |            |           | 12th St NW<br>Westbound |            |          |
|--|----------------------------|----------|----------|----------------------------|--------------|-----------|-------------------------|------------|-----------|-------------------------|------------|----------|
|  | Left                       | Through  | Right    | Left                       | Through      | Right     | Left                    | Through    | Right     | Left                    | Through    | Right    |
| Observed 2019 Traffic Volumes          | 0                          | 0        | 0        | 206                        | 1,545        | 52        | 0                       | 62         | 61        | 94                      | 112        | 0        |
| Pedestrians                            | 3                          |          |          | 16                         |              |           | 19                      |            |           | 6                       |            |          |
| Conflicting Pedestrians                | 19                         |          | 6        | 6                          |              | 19        | 16                      |            | 3         | 3                       |            | 16       |
| Heavy Vehicles                         | 0                          | 0        | 0        | 0                          | 26           | 1         | 0                       | 1          | 0         | 1                       | 0          | 0        |
| Heavy Vehicle %                        | 0%                         | 0%       | 0%       | 2%                         | 2%           | 2%        | 0%                      | 2%         | 2%        | 2%                      | 2%         | 0%       |
| Peak Hour Factor                       | 0.97                       |          |          | 0.97                       |              |           | 0.97                    |            |           | 0.97                    |            |          |
| Adjustment                             | 1.008                      | 1.008    | 1.008    | 1.008                      | 1.008        | 1.008     | 1.008                   | 1.008      | 1.008     | 1.008                   | 1.008      | 1.008    |
| Adjusted 2020 Volumes                  | 0                          | 0        | 0        | 208                        | 1,557        | 52        | 0                       | 62         | 61        | 95                      | 113        | 0        |
| Annual Growth Rate                     | 0.8%                       | 0.8%     | 0.8%     | 0.8%                       | 0.8%         | 0.8%      | 0.8%                    | 0.8%       | 0.8%      | 0.8%                    | 0.8%       | 0.8%     |
| Growth Factor                          | 1.041                      | 1.041    | 1.041    | 1.041                      | 1.041        | 1.041     | 1.041                   | 1.041      | 1.041     | 1.041                   | 1.041      | 1.041    |
| New Road Adjustment                    |                            |          |          |                            |              |           |                         |            |           |                         |            |          |
| Other Proposed Developments - DRI 2656 |                            |          |          | 103                        |              |           |                         | 26         |           |                         |            |          |
| 2025 Background Traffic                | 0                          | 0        | 0        | 319                        | 1,620        | 54        | 0                       | 91         | 63        | 99                      | 118        | 0        |
| <b>Project Trips</b>                   |                            |          |          |                            |              |           |                         |            |           |                         |            |          |
| Trip Distribution IN                   |                            |          |          |                            | 30%          |           |                         |            |           | 5%                      |            |          |
| Trip Distribution OUT                  |                            |          |          |                            |              |           |                         |            |           |                         |            |          |
| Residential Trips                      | 0                          | 0        | 0        | 0                          | 12           | 0         | 0                       | 0          | 0         | 2                       | 0          | 0        |
|  |                            |          |          |                            |              |           |                         |            |           |                         |            |          |
| Trip Distribution IN                   |                            |          |          |                            | 30%          |           |                         |            |           | 30%                     |            |          |
| Trip Distribution OUT                  |                            |          |          |                            |              |           |                         |            |           |                         |            |          |
| Hotel Trips                            | 0                          | 0        | 0        | 0                          | 21           | 0         | 0                       | 0          | 0         | 21                      | 0          | 0        |
|  |                            |          |          |                            |              |           |                         |            |           |                         |            |          |
| Trip Distribution IN                   |                            |          |          |                            | 30%          |           |                         |            |           | 15%                     |            |          |
| Trip Distribution OUT                  |                            |          |          |                            |              |           |                         | 10%        |           |                         |            |          |
| Office Trips                           | 0                          | 0        | 0        | 0                          | 24           | 0         | 0                       | 43         | 0         | 12                      | 0          | 0        |
|  |                            |          |          |                            |              |           |                         |            |           |                         |            |          |
| Trip Distribution IN                   |                            |          |          |                            | 30%          |           |                         |            |           | 15%                     |            |          |
| Trip Distribution OUT                  |                            |          |          |                            |              |           |                         | 10%        |           |                         |            |          |
| Retail/Restaurant Trips                | 0                          | 0        | 0        | 0                          | 23           | 0         | 0                       | 2          | 0         | 12                      | 0          | 0        |
|  |                            |          |          |                            |              |           |                         |            |           |                         |            |          |
| Pass-By Trips                          | 0                          | 0        | 0        | 0                          | 0            | 0         | 0                       | 0          | 0         | 0                       | 0          | 0        |
|  |                            |          |          |                            |              |           |                         |            |           |                         |            |          |
| Total Project Trips                    | 0                          | 0        | 0        | 0                          | 80           | 0         | 0                       | 45         | 0         | 47                      | 0          | 0        |
| <b>2025 Buildout Total</b>             | <b>0</b>                   | <b>0</b> | <b>0</b> | <b>319</b>                 | <b>1,700</b> | <b>54</b> | <b>0</b>                | <b>136</b> | <b>63</b> | <b>146</b>              | <b>118</b> | <b>0</b> |

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**Intersection 5**  
**I-75/I-85/Downtown Connector On-Ramp & 10th St**  
**AM PEAK HOUR**

PM PEAK HOUR

5/26/2020 9:59

**Intersection 6**  
**Williams St NW & 10th St NW**  
**AM PEAK HOUR**

PM PEAK HOUR

5/26/2020 9:59



# INTERSECTION VOLUME DEVELOPMENT

## Intersection 7 Spring St NW & 10th St NW AM PEAK HOUR

| Description                            | Spring St NW<br>Northbound |          |          | Spring St NW<br>Southbound |            |            | 10th St NW<br>Eastbound |              |            | 10th St NW<br>Westbound |            |          |
|--|----------------------------|----------|----------|----------------------------|------------|------------|-------------------------|--------------|------------|-------------------------|------------|----------|
|  | Left                       | Through  | Right    | Left                       | Through    | Right      | Left                    | Through      | Right      | Left                    | Through    | Right    |
| Observed 2019 Traffic Volumes          | 0                          | 0        | 0        | 195                        | 834        | 234        | 0                       | 1,281        | 557        | 87                      | 744        | 0        |
| Pedestrians                            | 63                         |          |          | 79                         |            |            | 32                      |              |            | 11                      |            |          |
| Conflicting Pedestrians                | 32                         |          | 11       | 11                         |            | 32         | 79                      |              | 63         | 63                      |            | 79       |
| Heavy Vehicles                         | 0                          | 0        | 0        | 6                          | 31         | 7          | 0                       | 28           | 9          | 8                       | 29         | 0        |
| Heavy Vehicle %                        | 0%                         | 0%       | 0%       | 3%                         | 4%         | 3%         | 0%                      | 2%           | 2%         | 9%                      | 4%         | 0%       |
| Peak Hour Factor                       | 0.97                       |          |          | 0.97                       |            |            | 0.97                    |              |            | 0.97                    |            |          |
| Adjustment                             | 1.008                      | 1.008    | 1.008    | 1.008                      | 1.008      | 1.008      | 1.008                   | 1.008        | 1.008      | 1.008                   | 1.008      | 1.008    |
| Adjusted 2020 Volumes                  | 0                          | 0        | 0        | 197                        | 841        | 236        | 0                       | 1,291        | 561        | 88                      | 750        | 0        |
| Annual Growth Rate                     | 0.8%                       | 0.8%     | 0.8%     | 0.8%                       | 0.8%       | 0.8%       | 0.8%                    | 0.8%         | 0.8%       | 0.8%                    | 0.8%       | 0.8%     |
| Growth Factor                          | 1.041                      | 1.041    | 1.041    | 1.041                      | 1.041      | 1.041      | 1.041                   | 1.041        | 1.041      | 1.041                   | 1.041      | 1.041    |
| New Road Adjustment                    |                            |          |          |                            |            |            |                         |              |            |                         |            |          |
| Other Proposed Developments - DRI 2656 |                            |          |          |                            |            |            |                         | 33           |            |                         |            |          |
| 2025 Background Traffic                | 0                          | 0        | 0        | 205                        | 875        | 246        | 0                       | 1,376        | 584        | 92                      | 780        | 0        |
| <b>Project Trips</b>                   |                            |          |          |                            |            |            |                         |              |            |                         |            |          |
| Trip Distribution IN                   |                            |          |          |                            |            |            |                         |              |            |                         | 25%        |          |
| Trip Distribution OUT                  |                            |          |          | 45%                        | 10%        |            |                         |              |            |                         |            |          |
| Residential Trips                      | 0                          | 0        | 0        | 24                         | 5          | 0          | 0                       | 0            | 0          | 0                       | 5          | 0        |
| Trip Distribution IN                   |                            |          |          |                            |            |            |                         |              |            |                         |            |          |
| Trip Distribution OUT                  |                            |          |          | 45%                        | 10%        | 30%        |                         |              |            |                         |            |          |
| Hotel Trips                            | 0                          | 0        | 0        | 13                         | 3          | 8          | 0                       | 0            | 0          | 0                       | 0          | 0        |
| Trip Distribution IN                   |                            |          |          |                            |            |            |                         |              |            |                         | 30%        |          |
| Trip Distribution OUT                  |                            |          |          | 27.5%                      | 7.5%       | 15%        |                         |              |            |                         |            |          |
| Office Trips                           | 0                          | 0        | 0        | 10                         | 3          | 6          | 0                       | 0            | 0          | 0                       | 114        | 0        |
| Trip Distribution IN                   |                            |          |          |                            |            |            |                         |              |            |                         | 30%        |          |
| Trip Distribution OUT                  |                            |          |          | 27.5%                      | 7.5%       | 10%        |                         |              |            |                         |            |          |
| Retail/Restaurant Trips                | 0                          | 0        | 0        | 18                         | 5          | 7          | 0                       | 0            | 0          | 0                       | 24         | 0        |
| Pass-By Trips                          | 0                          | 0        | 0        | 0                          | 0          | 0          | 0                       | 0            | 0          | 0                       | 0          | 0        |
| Total Project Trips                    | 0                          | 0        | 0        | 65                         | 16         | 21         | 0                       | 0            | 0          | 0                       | 143        | 0        |
| <b>2025 Buildout Total</b>             | <b>0</b>                   | <b>0</b> | <b>0</b> | <b>270</b>                 | <b>891</b> | <b>267</b> | <b>0</b>                | <b>1,376</b> | <b>584</b> | <b>92</b>               | <b>923</b> | <b>0</b> |

## PM PEAK HOUR

| Description                            | Spring St NW<br>Northbound |          |          | Spring St NW<br>Southbound |              |            | 10th St NW<br>Eastbound |            |            | 10th St NW<br>Westbound |            |          |
|--|----------------------------|----------|----------|----------------------------|--------------|------------|-------------------------|------------|------------|-------------------------|------------|----------|
|  | Left                       | Through  | Right    | Left                       | Through      | Right      | Left                    | Through    | Right      | Left                    | Through    | Right    |
| Observed 2019 Traffic Volumes          | 0                          | 0        | 0        | 440                        | 1,089        | 243        | 0                       | 780        | 278        | 152                     | 600        | 0        |
| Pedestrians                            | 62                         |          |          | 43                         |              |            | 39                      |            |            | 23                      |            |          |
| Conflicting Pedestrians                | 39                         |          | 23       | 23                         |              | 39         | 43                      |            | 62         | 62                      |            | 43       |
| Heavy Vehicles                         | 0                          | 0        | 0        | 5                          | 17           | 0          | 0                       | 5          | 2          | 5                       | 17         | 0        |
| Heavy Vehicle %                        | 0%                         | 0%       | 0%       | 2%                         | 2%           | 2%         | 0%                      | 2%         | 2%         | 3%                      | 3%         | 0%       |
| Peak Hour Factor                       | 0.95                       |          |          | 0.95                       |              |            | 0.95                    |            |            | 0.95                    |            |          |
| Adjustment                             | 1.008                      | 1.008    | 1.008    | 1.008                      | 1.008        | 1.008      | 1.008                   | 1.008      | 1.008      | 1.008                   | 1.008      | 1.008    |
| Adjusted 2020 Volumes                  | 0                          | 0        | 0        | 444                        | 1,098        | 245        | 0                       | 786        | 280        | 153                     | 605        | 0        |
| Annual Growth Rate                     | 0.8%                       | 0.8%     | 0.8%     | 0.8%                       | 0.8%         | 0.8%       | 0.8%                    | 0.8%       | 0.8%       | 0.8%                    | 0.8%       | 0.8%     |
| Growth Factor                          | 1.041                      | 1.041    | 1.041    | 1.041                      | 1.041        | 1.041      | 1.041                   | 1.041      | 1.041      | 1.041                   | 1.041      | 1.041    |
| New Road Adjustment                    |                            |          |          |                            |              |            |                         |            |            |                         |            |          |
| Other Proposed Developments - DRI 2656 |                            |          |          |                            |              |            |                         | 5          |            |                         |            |          |
| 2025 Background Traffic                | 0                          | 0        | 0        | 462                        | 1,143        | 255        | 0                       | 823        | 291        | 159                     | 630        | 0        |
| <b>Project Trips</b>                   |                            |          |          |                            |              |            |                         |            |            |                         |            |          |
| Trip Distribution IN                   |                            |          |          |                            |              |            |                         |            |            |                         | 25%        |          |
| Trip Distribution OUT                  |                            |          |          | 45%                        | 10%          |            |                         |            |            |                         |            |          |
| Residential Trips                      | 0                          | 0        | 0        | 11                         | 3            | 0          | 0                       | 0          | 0          | 0                       | 10         | 0        |
| Trip Distribution IN                   |                            |          |          |                            |              |            |                         |            |            |                         |            |          |
| Trip Distribution OUT                  |                            |          |          | 45%                        | 10%          | 30%        |                         |            |            |                         |            |          |
| Hotel Trips                            | 0                          | 0        | 0        | 32                         | 7            | 21         | 0                       | 0          | 0          | 0                       | 0          | 0        |
| Trip Distribution IN                   |                            |          |          |                            |              |            |                         |            |            |                         | 30%        |          |
| Trip Distribution OUT                  |                            |          |          | 28%                        | 8%           | 15%        |                         |            |            |                         |            |          |
| Office Trips                           | 0                          | 0        | 0        | 119                        | 32           | 65         | 0                       | 0          | 0          | 0                       | 24         | 0        |
| Trip Distribution IN                   |                            |          |          |                            |              |            |                         |            |            |                         | 30%        |          |
| Trip Distribution OUT                  |                            |          |          | 28%                        | 8%           | 10%        |                         |            |            |                         |            |          |
| Retail/Restaurant Trips                | 0                          | 0        | 0        | 6                          | 2            | 2          | 0                       | 0          | 0          | 0                       | 23         | 0        |
| Pass-By Trips                          | 0                          | 0        | 0        | 0                          | 0            | 0          | 0                       | 0          | 0          | 0                       | 0          | 0        |
| Total Project Trips                    | 0                          | 0        | 0        | 168                        | 44           | 88         | 0                       | 0          | 0          | 0                       | 57         | 0        |
| <b>2025 Buildout Total</b>             | <b>0</b>                   | <b>0</b> | <b>0</b> | <b>630</b>                 | <b>1,187</b> | <b>343</b> | <b>0</b>                | <b>823</b> | <b>291</b> | <b>159</b>              | <b>687</b> | <b>0</b> |

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**Intersection 8**  
**West Peachtree St NW & 10th St NW**  
**AM PEAK HOUR**

| Description                            | West Peachtree St NW |         |       | West Peachtree St NW |         |       | 10th St NW |         |       | 10th St NW |         |       |
|--|----------------------|---------|-------|----------------------|---------|-------|------------|---------|-------|------------|---------|-------|
|  | Northbound           |         |       | Southbound           |         |       | Eastbound  |         |       | Westbound  |         |       |
|  | Left                 | Through | Right | Left                 | Through | Right | Left       | Through | Right | Left       | Through | Right |
| Observed 2019 Traffic Volumes          | 288                  | 570     | 40    | 0                    | 0       | 0     | 513        | 983     | 0     | 0          | 624     | 135   |
| Pedestrians                            |                      | 63      |       |                      | 86      |       |            | 34      |       |            | 68      |       |
| Conflicting Pedestrians                | 34                   |         | 68    | 68                   |         | 34    | 86         |         | 63    | 63         |         | 86    |
| Heavy Vehicles                         | 17                   | 45      | 7     | 0                    | 0       | 0     | 8          | 30      | 0     | 0          | 11      | 1     |
| Heavy Vehicle %                        | 6%                   | 8%      | 18%   | 0%                   | 0%      | 0%    | 2%         | 3%      | 0%    | 0%         | 2%      | 2%    |
| Peak Hour Factor                       |                      | 0.97    |       |                      | 0.97    |       |            | 0.97    |       |            | 0.97    |       |
| Adjustment                             | 1.008                | 1.008   | 1.008 | 1.008                | 1.008   | 1.008 | 1.008      | 1.008   | 1.008 | 1.008      | 1.008   | 1.008 |
| Adjusted 2020 Volumes                  | 290                  | 575     | 40    | 0                    | 0       | 0     | 517        | 991     | 0     | 0          | 629     | 136   |
| Annual Growth Rate                     | 0.8%                 | 0.8%    | 0.8%  | 0.8%                 | 0.8%    | 0.8%  | 0.8%       | 0.8%    | 0.8%  | 0.8%       | 0.8%    | 0.8%  |
| Growth Factor                          | 1.041                | 1.041   | 1.041 | 1.041                | 1.041   | 1.041 | 1.041      | 1.041   | 1.041 | 1.041      | 1.041   | 1.041 |
| New Road Adjustment                    |                      |         |       |                      |         |       |            |         |       |            |         |       |
| Other Proposed Developments - DRI 2656 |                      | 33      |       |                      |         |       | 33         |         |       |            |         |       |
| 2025 Background Traffic                | 302                  | 631     | 42    | 0                    | 0       | 0     | 571        | 1,031   | 0     | 0          | 655     | 142   |
| Project Trips                          |                      |         |       |                      |         |       |            |         |       |            |         |       |
| Trip Distribution IN                   | 10%                  |         |       |                      |         |       |            |         |       |            | 15%     |       |
| Trip Distribution OUT                  |                      |         |       |                      |         |       | 20%        | 25%     |       |            |         |       |
| Residential Trips                      | 2                    | 0       | 0     | 0                    | 0       | 0     | 11         | 13      | 0     | 0          | 3       | 0     |
|  |                      |         |       |                      |         |       |            |         |       |            |         |       |
| Trip Distribution IN                   |                      | 10%     |       |                      |         |       |            |         |       |            |         | 15%   |
| Trip Distribution OUT                  |                      |         |       |                      |         |       | 20%        | 25%     |       |            |         |       |
| Hotel Trips                            | 0                    | 7       | 0     | 0                    | 0       | 0     | 6          | 7       | 0     | 0          | 0       | 10    |
|  |                      |         |       |                      |         |       |            |         |       |            |         |       |
| Trip Distribution IN                   | 7.5%                 |         |       |                      |         |       |            |         |       |            | 22.5%   |       |
| Trip Distribution OUT                  |                      |         |       |                      |         |       |            | 27.5%   |       |            |         |       |
| Office Trips                           | 28                   | 0       | 0     | 0                    | 0       | 0     | 0          | 10      | 0     | 0          | 85      | 0     |
|  |                      |         |       |                      |         |       |            |         |       |            |         |       |
| Trip Distribution IN                   | 7.5%                 |         |       |                      |         |       |            |         |       |            | 22.5%   |       |
| Trip Distribution OUT                  |                      |         |       |                      |         |       |            | 27.5%   |       |            |         |       |
| Retail/Restaurant Trips                | 6                    | 0       | 0     | 0                    | 0       | 0     | 0          | 18      | 0     | 0          | 18      | 0     |
|  |                      |         |       |                      |         |       |            |         |       |            |         |       |
| Pass-By Trips                          | 0                    | 0       | 0     | 0                    | 0       | 0     | 0          | 0       | 0     | 0          | 0       | 0     |
|  |                      |         |       |                      |         |       |            |         |       |            |         |       |
| Total Project Trips                    | 36                   | 7       | 0     | 0                    | 0       | 0     | 17         | 48      | 0     | 0          | 106     | 10    |
| 2025 Buildout Total                    | 338                  | 638     | 42    | 0                    | 0       | 0     | 588        | 1,079   | 0     | 0          | 761     | 155   |

## PM PEAK HOUR

| Description                            | West Peachtree St NW |         |       | West Peachtree St NW |         |       | 10th St NW |         |       | 10th St NW |         |       |
|--|----------------------|---------|-------|----------------------|---------|-------|------------|---------|-------|------------|---------|-------|
|  | Northbound           |         |       | Southbound           |         |       | Eastbound  |         |       | Westbound  |         |       |
|  | Left                 | Through | Right | Left                 | Through | Right | Left       | Through | Right | Left       | Through | Right |
| Observed 2019 Traffic Volumes          | 310                  | 733     | 137   | 0                    | 0       | 0     | 228        | 993     | 0     | 0          | 447     | 81    |
| Pedestrians                            | 88                   |         |       | 64                   |         |       | 45         |         |       | 42         |         |       |
| Conflicting Pedestrians                | 45                   |         | 42    | 42                   |         | 45    | 64         |         | 88    | 88         |         | 64    |
| Heavy Vehicles                         | 16                   | 20      | 6     | 0                    | 0       | 0     | 1          | 9       | 0     | 0          | 8       | 1     |
| Heavy Vehicle %                        | 5%                   | 3%      | 4%    | 0%                   | 0%      | 0%    | 2%         | 2%      | 0%    | 0%         | 2%      | 2%    |
| Peak Hour Factor                       | 0.96                 |         |       | 0.96                 |         |       | 0.96       |         |       | 0.96       |         |       |
| Adjustment                             | 1.008                | 1.008   | 1.008 | 1.008                | 1.008   | 1.008 | 1.008      | 1.008   | 1.008 | 1.008      | 1.008   | 1.008 |
| Adjusted 2020 Volumes                  | 312                  | 739     | 138   | 0                    | 0       | 0     | 230        | 1,001   | 0     | 0          | 451     | 82    |
| Annual Growth Rate                     | 0.8%                 | 0.8%    | 0.8%  | 0.8%                 | 0.8%    | 0.8%  | 0.8%       | 0.8%    | 0.8%  | 0.8%       | 0.8%    | 0.8%  |
| Growth Factor                          | 1.041                | 1.041   | 1.041 | 1.041                | 1.041   | 1.041 | 1.041      | 1.041   | 1.041 | 1.041      | 1.041   | 1.041 |
| New Road Adjustment                    |                      | 12      |       |                      |         |       | 5          |         |       |            |         |       |
| Other Proposed Developments - DRI 2656 |                      |         |       |                      |         |       |            |         |       |            |         |       |
| 2025 Background Traffic                | 325                  | 781     | 144   | 0                    | 0       | 0     | 244        | 1,042   | 0     | 0          | 469     | 85    |
| Project Trips                          |                      |         |       |                      |         |       |            |         |       |            |         |       |
| Trip Distribution IN                   | 10%                  |         |       |                      |         |       |            |         |       |            | 15%     |       |
| Trip Distribution OUT                  |                      |         |       |                      |         |       | 20%        | 25%     |       |            |         |       |
| Residential Trips                      | 4                    | 0       | 0     | 0                    | 0       | 0     | 5          | 6       | 0     | 0          | 6       | 0     |
|  |                      |         |       |                      |         |       |            |         |       |            |         |       |
| Trip Distribution IN                   |                      | 10%     |       |                      |         |       |            |         |       |            |         | 15%   |
| Trip Distribution OUT                  |                      |         |       |                      |         |       | 20%        | 25%     |       |            |         |       |
| Hotel Trips                            | 0                    | 7       | 0     | 0                    | 0       | 0     | 14         | 18      | 0     | 0          | 0       | 11    |
|  |                      |         |       |                      |         |       |            |         |       |            |         |       |
| Trip Distribution IN                   | 8%                   |         |       |                      |         |       |            |         |       |            | 23%     |       |
| Trip Distribution OUT                  |                      |         |       |                      |         |       |            | 28%     |       |            |         |       |
| Office Trips                           | 6                    | 0       | 0     | 0                    | 0       | 0     | 0          | 119     | 0     | 0          | 18      | 0     |
|  |                      |         |       |                      |         |       |            |         |       |            |         |       |
| Trip Distribution IN                   | 8%                   |         |       |                      |         |       |            |         |       |            | 23%     |       |
| Trip Distribution OUT                  |                      |         |       |                      |         |       |            | 28%     |       |            |         |       |
| Retail/Restaurant Trips                | 6                    | 0       | 0     | 0                    | 0       | 0     | 0          | 6       | 0     | 0          | 17      | 0     |
|  |                      |         |       |                      |         |       |            |         |       |            |         |       |
| Pass-By Trips                          | 0                    | 0       | 0     | 0                    | 0       | 0     | 0          | 0       | 0     | 0          | 0       | 0     |
|  |                      |         |       |                      |         |       |            |         |       |            |         |       |
| Total Project Trips                    | 16                   | 7       | 0     | 0                    | 0       | 0     | 19         | 149     | 0     | 0          | 41      | 11    |
|  |                      |         |       |                      |         |       |            |         |       |            |         |       |
| 2025 Buildout Total                    | 341                  | 788     | 144   | 0                    | 0       | 0     | 263        | 1,191   | 0     | 0          | 510     | 96    |

# INTERSECTION VOLUME DEVELOPMENT

## Intersection 9 10th St at Proposed Driveway 1 AM PEAK HOUR

| Description                            | Proposed Dwy 1<br>Northbound |          |          | Proposed Dwy 1<br>Southbound |          |           | 10th St<br>Eastbound |              |          | 10th St<br>Westbound |              |          |
|--|------------------------------|----------|----------|------------------------------|----------|-----------|----------------------|--------------|----------|----------------------|--------------|----------|
|  | Left                         | Through  | Right    | Left                         | Through  | Right     | Left                 | Through      | Right    | Left                 | Through      | Right    |
| Observed 2019 Traffic Volumes          | 0                            | 0        | 0        | 0                            | 0        | 0         | 0                    | 0            | 0        | 0                    | 0            | 0        |
| Pedestrians                            | 0                            |          |          | 0                            |          |           | 0                    |              |          | 0                    |              |          |
| Conflicting Pedestrians                | 0                            | 0        | 0        | 0                            | 0        | 0         | 0                    | 0            | 0        | 0                    | 0            | 0        |
| Heavy Vehicles                         | 0                            | 0        | 0        | 0                            | 0        | 0         | 0                    | 0            | 0        | 0                    | 0            | 0        |
| Heavy Vehicle %                        | 0%                           | 0%       | 0%       | 0%                           | 0%       | 0%        | 0%                   | 0%           | 0%       | 0%                   | 0%           | 0%       |
| Peak Hour Factor                       | 0.92                         |          |          | 0.92                         |          |           | 0.92                 |              |          | 0.92                 |              |          |
| Adjustment                             | 1.008                        | 1.008    | 1.008    | 1.008                        | 1.008    | 1.008     | 1.008                | 1.008        | 1.008    | 1.008                | 1.008        | 1.008    |
| Adjusted 2020 Volumes                  | 0                            | 0        | 0        | 0                            | 0        | 0         | 0                    | 1,852        | 0        | 0                    | 1,049        | 0        |
| Annual Growth Rate                     | 0.8%                         | 0.8%     | 0.8%     | 0.8%                         | 0.8%     | 0.8%      | 0.8%                 | 0.8%         | 0.8%     | 0.8%                 | 0.8%         | 0.8%     |
| Growth Factor                          | 1.041                        | 1.041    | 1.041    | 1.041                        | 1.041    | 1.041     | 1.041                | 1.041        | 1.041    | 1.041                | 1.041        | 1.041    |
| New Road Adjustment                    |                              |          |          |                              |          |           |                      |              |          |                      |              |          |
| Other Proposed Developments - DRI 2656 |                              |          |          |                              |          |           |                      | 33           |          |                      |              |          |
| 2025 Background Traffic                | 0                            | 0        | 0        | 0                            | 0        | 0         | 0                    | 1,960        | 0        | 0                    | 1,092        | 0        |
| <b>Project Trips</b>                   |                              |          |          |                              |          |           |                      |              |          |                      |              |          |
| Trip Distribution IN                   |                              |          |          |                              |          |           |                      |              |          |                      |              | 25%      |
| Trip Distribution OUT                  |                              |          |          |                              |          | 30%       |                      |              |          |                      |              |          |
| Residential Trips                      | 0                            | 0        | 0        | 0                            | 0        | 16        | 0                    | 0            | 0        | 0                    | 0            | 5        |
| Trip Distribution IN                   |                              |          |          |                              |          |           |                      |              |          |                      |              |          |
| Trip Distribution OUT                  |                              |          |          |                              |          |           |                      |              |          |                      | 30%          |          |
| Hotel Trips                            | 0                            | 0        | 0        | 0                            | 0        | 0         | 0                    | 0            | 0        | 0                    | 8            | 0        |
| Trip Distribution IN                   |                              |          |          |                              |          |           |                      |              |          |                      | 30%          |          |
| Trip Distribution OUT                  |                              |          |          |                              |          |           |                      |              |          |                      | 15%          |          |
| Office Trips                           | 0                            | 0        | 0        | 0                            | 0        | 0         | 0                    | 0            | 0        | 0                    | 120          | 0        |
| Trip Distribution IN                   |                              |          |          |                              |          |           |                      |              |          |                      | 25%          | 5%       |
| Trip Distribution OUT                  |                              |          |          |                              |          | 5%        |                      |              |          |                      | 10%          |          |
| Retail/Restaurant Trips                | 0                            | 0        | 0        | 0                            | 0        | 3         | 0                    | 0            | 0        | 0                    | 27           | 4        |
| Pass-By Trips                          | 0                            | 0        | 0        | 0                            | 0        | 0         | 0                    | 0            | 0        | 0                    | 0            | 0        |
| Total Project Trips                    | 0                            | 0        | 0        | 0                            | 0        | 19        | 0                    | 0            | 0        | 0                    | 155          | 9        |
| <b>2025 Buildout Total</b>             | <b>0</b>                     | <b>0</b> | <b>0</b> | <b>0</b>                     | <b>0</b> | <b>19</b> | <b>0</b>             | <b>1,960</b> | <b>0</b> | <b>0</b>             | <b>1,247</b> | <b>9</b> |

## PM PEAK HOUR

| Description                            | Proposed Dwy 1<br>Northbound |          |          | Proposed Dwy 1<br>Southbound |          |           | 10th St<br>Eastbound |              |          | 10th St<br>Westbound |            |           |
|--|------------------------------|----------|----------|------------------------------|----------|-----------|----------------------|--------------|----------|----------------------|------------|-----------|
|  | Left                         | Through  | Right    | Left                         | Through  | Right     | Left                 | Through      | Right    | Left                 | Through    | Right     |
| Observed 2019 Traffic Volumes          | 0                            | 0        | 0        | 0                            | 0        | 0         | 0                    | 0            | 0        | 0                    | 0          | 0         |
| Pedestrians                            | 0                            |          |          | 0                            |          |           | 0                    |              |          | 0                    |            |           |
| Conflicting Pedestrians                | 0                            | 0        | 0        | 0                            | 0        | 0         | 0                    | 62           | 0        | 0                    | 0          | 0         |
| Heavy Vehicles                         | 0                            | 0        | 0        | 0                            | 0        | 0         | 0                    | 0            | 0        | 0                    | 0          | 0         |
| Heavy Vehicle %                        | 0%                           | 0%       | 0%       | 0%                           | 0%       | 0%        | 0%                   | 0%           | 0%       | 0%                   | 0%         | 0%        |
| Peak Hour Factor                       | 0.92                         |          |          | 0.92                         |          |           | 0.92                 |              |          | 0.92                 |            |           |
| Adjustment                             | 1.008                        | 1.008    | 1.008    | 1.008                        | 1.008    | 1.008     | 1.008                | 1.008        | 1.008    | 1.008                | 1.008      | 1.008     |
| Adjusted 2020 Volumes                  | 0                            | 0        | 0        | 0                            | 0        | 0         | 0                    | 1,066        | 0        | 0                    | 746        | 0         |
| Annual Growth Rate                     | 0.8%                         | 0.8%     | 0.8%     | 0.8%                         | 0.8%     | 0.8%      | 0.8%                 | 0.8%         | 0.8%     | 0.8%                 | 0.8%       | 0.8%      |
| Growth Factor                          | 1.041                        | 1.041    | 1.041    | 1.041                        | 1.041    | 1.041     | 1.041                | 1.041        | 1.041    | 1.041                | 1.041      | 1.041     |
| New Road Adjustment                    |                              |          |          |                              |          |           |                      |              |          |                      |            |           |
| Other Proposed Developments - DRI 2656 |                              |          |          |                              |          |           |                      | 5            |          |                      |            |           |
| 2025 Background Traffic                | 0                            | 0        | 0        | 0                            | 0        | 0         | 0                    | 1,114        | 0        | 0                    | 776        | 0         |
| <b>Project Trips</b>                   |                              |          |          |                              |          |           |                      |              |          |                      |            |           |
| Trip Distribution IN                   |                              |          |          |                              |          |           |                      |              |          |                      |            | 25%       |
| Trip Distribution OUT                  |                              |          |          |                              |          | 30%       |                      |              |          |                      |            |           |
| Residential Trips                      | 0                            | 0        | 0        | 0                            | 0        | 8         | 0                    | 0            | 0        | 0                    | 0          | 10        |
| Trip Distribution IN                   |                              |          |          |                              |          |           |                      |              |          |                      |            |           |
| Trip Distribution OUT                  |                              |          |          |                              |          |           |                      |              |          |                      | 30%        |           |
| Hotel Trips                            | 0                            | 0        | 0        | 0                            | 0        | 0         | 0                    | 0            | 0        | 0                    | 21         | 0         |
| Trip Distribution IN                   |                              |          |          |                              |          |           |                      |              |          |                      | 30%        |           |
| Trip Distribution OUT                  |                              |          |          |                              |          |           |                      |              |          |                      | 15%        |           |
| Office Trips                           | 0                            | 0        | 0        | 0                            | 0        | 0         | 0                    | 0            | 0        | 0                    | 89         | 0         |
| Trip Distribution IN                   |                              |          |          |                              |          |           |                      |              |          |                      | 25%        | 5%        |
| Trip Distribution OUT                  |                              |          |          |                              |          | 5%        |                      |              |          |                      | 10%        |           |
| Retail/Restaurant Trips                | 0                            | 0        | 0        | 0                            | 0        | 1         | 0                    | 0            | 0        | 0                    | 21         | 4         |
| Pass-By Trips                          | 0                            | 0        | 0        | 0                            | 0        | 2         | 0                    | 0            | 0        | 0                    | -2         | 2         |
| Total Project Trips                    | 0                            | 0        | 0        | 0                            | 0        | 11        | 0                    | 0            | 0        | 0                    | 129        | 16        |
| <b>2025 Buildout Total</b>             | <b>0</b>                     | <b>0</b> | <b>0</b> | <b>0</b>                     | <b>0</b> | <b>11</b> | <b>0</b>             | <b>1,114</b> | <b>0</b> | <b>0</b>             | <b>905</b> | <b>16</b> |

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# INTERSECTION VOLUME DEVELOPMENT

## Intersection 10 Williams St at Proposed Driveway 2 AM PEAK HOUR

| Description                            | Williams St<br>Northbound |              |            | Williams St<br>Southbound |          |          | Proposed Dwy 2<br>Eastbound |          |          | Proposed Dwy 2<br>Westbound |          |           |
|--|---------------------------|--------------|------------|---------------------------|----------|----------|-----------------------------|----------|----------|-----------------------------|----------|-----------|
|  | Left                      | Through      | Right      | Left                      | Through  | Right    | Left                        | Through  | Right    | Left                        | Through  | Right     |
| Observed 2019 Traffic Volumes          | 0                         | 0            | 0          | 0                         | 0        | 0        | 0                           | 0        | 0        | 0                           | 0        | 0         |
| Pedestrians                            | 0                         |              |            | 0                         |          |          | 0                           |          |          | 0                           |          |           |
| Conflicting Pedestrians                | 0                         | 0            | 0          | 0                         | 0        | 0        | 0                           | 0        | 0        | 0                           | 0        | 0         |
| Heavy Vehicles                         | 0                         | 0            | 0          | 0                         | 0        | 0        | 0                           | 0        | 0        | 0                           | 0        | 0         |
| Heavy Vehicle %                        | 0%                        | 0%           | 0%         | 0%                        | 0%       | 0%       | 0%                          | 0%       | 0%       | 0%                          | 0%       | 0%        |
| Peak Hour Factor                       | 0.92                      |              |            | 0.92                      |          |          | 0.92                        |          |          | 0.92                        |          |           |
| Adjustment                             | 1.008                     | 1.008        | 1.008      | 1.008                     | 1.008    | 1.008    | 1.008                       | 1.008    | 1.008    | 1.008                       | 1.008    | 1.008     |
| Adjusted 2020 Volumes                  | 0                         | 1,154        | 0          | 0                         | 0        | 0        | 0                           | 0        | 0        | 0                           | 0        | 0         |
| Annual Growth Rate                     | 0.8%                      | 0.8%         | 0.8%       | 0.8%                      | 0.8%     | 0.8%     | 0.8%                        | 0.8%     | 0.8%     | 0.8%                        | 0.8%     | 0.8%      |
| Growth Factor                          | 1.041                     | 1.041        | 1.041      | 1.041                     | 1.041    | 1.041    | 1.041                       | 1.041    | 1.041    | 1.041                       | 1.041    | 1.041     |
| New Road Adjustment                    |                           |              |            |                           |          |          |                             |          |          |                             |          |           |
| Other Proposed Developments - DRI 2656 |                           | 214          |            |                           |          |          |                             |          |          |                             |          |           |
| 2025 Background Traffic                | 0                         | 1,415        | 0          | 0                         | 0        | 0        | 0                           | 0        | 0        | 0                           | 0        | 0         |
| <b>Project Trips</b>                   |                           |              |            |                           |          |          |                             |          |          |                             |          |           |
| Trip Distribution IN                   |                           |              | 40%        |                           |          |          |                             |          |          |                             |          |           |
| Trip Distribution OUT                  |                           |              |            |                           |          |          |                             |          |          |                             |          | 15%       |
| Residential Trips                      | 0                         | 0            | 8          | 0                         | 0        | 0        | 0                           | 0        | 0        | 0                           | 0        | 8         |
| Trip Distribution IN                   |                           |              | 40%        |                           |          |          |                             |          |          |                             |          |           |
| Trip Distribution OUT                  |                           |              |            |                           |          |          |                             |          |          |                             |          | 15%       |
| Hotel Trips                            | 0                         | 0            | 26         | 0                         | 0        | 0        | 0                           | 0        | 0        | 0                           | 0        | 4         |
| Trip Distribution IN                   |                           |              | 55%        |                           |          |          |                             |          |          |                             |          |           |
| Trip Distribution OUT                  |                           |              |            |                           |          |          |                             |          |          |                             |          | 50%       |
| Office Trips                           | 0                         | 0            | 208        | 0                         | 0        | 0        | 0                           | 0        | 0        | 0                           | 0        | 19        |
| Trip Distribution IN                   |                           |              | 50%        |                           |          |          |                             |          |          |                             |          |           |
| Trip Distribution OUT                  |                           |              |            |                           |          |          |                             |          |          |                             |          | 50%       |
| Retail/Restaurant Trips                | 0                         | 0            | 40         | 0                         | 0        | 0        | 0                           | 0        | 0        | 0                           | 0        | 33        |
| Pass-By Trips                          | 0                         | 0            | 0          | 0                         | 0        | 0        | 0                           | 0        | 0        | 0                           | 0        | 0         |
| Total Project Trips                    | 0                         | 0            | 282        | 0                         | 0        | 0        | 0                           | 0        | 0        | 0                           | 0        | 64        |
| <b>2025 Buildout Total</b>             | <b>0</b>                  | <b>1,415</b> | <b>282</b> | <b>0</b>                  | <b>0</b> | <b>0</b> | <b>0</b>                    | <b>0</b> | <b>0</b> | <b>0</b>                    | <b>0</b> | <b>64</b> |

## PM PEAK HOUR

| Description                            | Williams St<br>Northbound |              |            | Williams St<br>Southbound |          |          | Proposed Dwy 2<br>Eastbound |          |          | Proposed Dwy 2<br>Westbound |          |            |
|--|---------------------------|--------------|------------|---------------------------|----------|----------|-----------------------------|----------|----------|-----------------------------|----------|------------|
|  | Left                      | Through      | Right      | Left                      | Through  | Right    | Left                        | Through  | Right    | Left                        | Through  | Right      |
| Observed 2019 Traffic Volumes          | 0                         | 0            | 0          | 0                         | 0        | 0        | 0                           | 0        | 0        | 0                           | 0        | 0          |
| Pedestrians                            | 0                         |              |            | 0                         |          |          | 0                           |          |          | 0                           |          |            |
| Conflicting Pedestrians                | 0                         | 0            | 0          | 0                         | 0        | 0        | 0                           | 0        | 0        | 0                           | 0        | 0          |
| Heavy Vehicles                         | 0                         | 0            | 0          | 0                         | 0        | 0        | 0                           | 0        | 0        | 0                           | 0        | 0          |
| Heavy Vehicle %                        | 0%                        | 0%           | 0%         | 0%                        | 0%       | 0%       | 0%                          | 0%       | 0%       | 0%                          | 0%       | 0%         |
| Peak Hour Factor                       | 0.92                      |              |            | 0.92                      |          |          | 0.92                        |          |          | 0.92                        |          |            |
| Adjustment                             | 1.008                     | 1.008        | 1.008      | 1.008                     | 1.008    | 1.008    | 1.008                       | 1.008    | 1.008    | 1.008                       | 1.008    | 1.008      |
| Adjusted 2020 Volumes                  | 0                         | 972          | 0          | 0                         | 0        | 0        | 0                           | 0        | 0        | 0                           | 0        | 0          |
| Annual Growth Rate                     | 0.8%                      | 0.8%         | 0.8%       | 0.8%                      | 0.8%     | 0.8%     | 0.8%                        | 0.8%     | 0.8%     | 0.8%                        | 0.8%     | 0.8%       |
| Growth Factor                          | 1.041                     | 1.041        | 1.041      | 1.041                     | 1.041    | 1.041    | 1.041                       | 1.041    | 1.041    | 1.041                       | 1.041    | 1.041      |
| New Road Adjustment                    |                           |              |            |                           |          |          |                             |          |          |                             |          |            |
| Other Proposed Developments - DRI 2656 |                           | 26           |            |                           |          |          |                             |          |          |                             |          |            |
| 2025 Background Traffic                | 0                         | 1,038        | 0          | 0                         | 0        | 0        | 0                           | 0        | 0        | 0                           | 0        | 0          |
| <b>Project Trips</b>                   |                           |              |            |                           |          |          |                             |          |          |                             |          |            |
| Trip Distribution IN                   |                           |              | 40%        |                           |          |          |                             |          |          |                             |          |            |
| Trip Distribution OUT                  |                           |              |            |                           |          |          |                             |          |          |                             |          | 15%        |
| Residential Trips                      | 0                         | 0            | 16         | 0                         | 0        | 0        | 0                           | 0        | 0        | 0                           | 0        | 4          |
| Trip Distribution IN                   |                           |              | 40%        |                           |          |          |                             |          |          |                             |          |            |
| Trip Distribution OUT                  |                           |              |            |                           |          |          |                             |          |          |                             |          | 15%        |
| Hotel Trips                            | 0                         | 0            | 28         | 0                         | 0        | 0        | 0                           | 0        | 0        | 0                           | 0        | 11         |
| Trip Distribution IN                   |                           |              | 55%        |                           |          |          |                             |          |          |                             |          |            |
| Trip Distribution OUT                  |                           |              |            |                           |          |          |                             |          |          |                             |          | 50%        |
| Office Trips                           | 0                         | 0            | 44         | 0                         | 0        | 0        | 0                           | 0        | 0        | 0                           | 0        | 216        |
| Trip Distribution IN                   |                           |              | 50%        |                           |          |          |                             |          |          |                             |          |            |
| Trip Distribution OUT                  |                           |              |            |                           |          |          |                             |          |          |                             |          | 50%        |
| Retail/Restaurant Trips                | 0                         | 0            | 39         | 0                         | 0        | 0        | 0                           | 0        | 0        | 0                           | 0        | 12         |
| Pass-By Trips                          | 0                         | -18          | 18         | 0                         | 0        | 0        | 0                           | 0        | 0        | 0                           | 0        | 18         |
| Total Project Trips                    | 0                         | -18          | 145        | 0                         | 0        | 0        | 0                           | 0        | 0        | 0                           | 0        | 261        |
| <b>2025 Buildout Total</b>             | <b>0</b>                  | <b>1,020</b> | <b>145</b> | <b>0</b>                  | <b>0</b> | <b>0</b> | <b>0</b>                    | <b>0</b> | <b>0</b> | <b>0</b>                    | <b>0</b> | <b>261</b> |

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# INTERSECTION VOLUME DEVELOPMENT

## Intersection 11 Spring St at Proposed Driveway 3 AM PEAK HOUR

| Description                            | Spring St<br>Northbound |          |          | Spring St<br>Southbound |              |            | Proposed Dwy 3<br>Eastbound |          |           | Proposed Dwy 3<br>Westbound |          |          |
|--|-------------------------|----------|----------|-------------------------|--------------|------------|-----------------------------|----------|-----------|-----------------------------|----------|----------|
|  | Left                    | Through  | Right    | Left                    | Through      | Right      | Left                        | Through  | Right     | Left                        | Through  | Right    |
| Observed 2019 Traffic Volumes          | 0                       | 0        | 0        | 0                       | 0            | 0          | 0                           | 0        | 0         | 0                           | 0        | 0        |
| Pedestrians                            | 0                       |          |          | 0                       |              |            | 0                           |          |           | 0                           |          |          |
| Conflicting Pedestrians                | 0                       | 0        | 0        | 0                       | 0            | 0          | 0                           | 0        | 0         | 0                           | 0        | 0        |
| Heavy Vehicles                         | 0                       | 0        | 0        | 0                       | 0            | 0          | 0                           | 0        | 0         | 0                           | 0        | 0        |
| Heavy Vehicle %                        | 0%                      | 0%       | 0%       | 0%                      | 0%           | 0%         | 0%                          | 0%       | 0%        | 0%                          | 0%       | 0%       |
| Peak Hour Factor                       | 0.92                    |          |          | 0.92                    |              |            | 0.92                        |          |           | 0.92                        |          |          |
| Adjustment                             | 1.008                   | 1.008    | 1.008    | 1.008                   | 1.008        | 1.008      | 1.008                       | 1.008    | 1.008     | 1.008                       | 1.008    | 1.008    |
| Adjusted 2020 Volumes                  | 0                       | 0        | 0        | 0                       | 1,274        | 0          | 0                           | 0        | 0         | 0                           | 0        | 0        |
| Annual Growth Rate                     | 0.8%                    | 0.8%     | 0.8%     | 0.8%                    | 0.8%         | 0.8%       | 0.8%                        | 0.8%     | 0.8%      | 0.8%                        | 0.8%     | 0.8%     |
| Growth Factor                          | 1.041                   | 1.041    | 1.041    | 1.041                   | 1.041        | 1.041      | 1.041                       | 1.041    | 1.041     | 1.041                       | 1.041    | 1.041    |
| New Road Adjustment                    |                         |          |          |                         |              |            |                             |          |           |                             |          |          |
| Other Proposed Developments - DRI 2656 |                         |          |          |                         |              |            |                             |          |           |                             |          |          |
| 2025 Background Traffic                | 0                       | 0        | 0        | 0                       | 1,326        | 0          | 0                           | 0        | 0         | 0                           | 0        | 0        |
| <b>Project Trips</b>                   |                         |          |          |                         |              |            |                             |          |           |                             |          |          |
| Trip Distribution IN                   |                         |          |          |                         | 35%          |            |                             |          |           |                             |          |          |
| Trip Distribution OUT                  |                         |          |          |                         |              |            |                             |          |           |                             |          |          |
| Residential Trips                      | 0                       | 0        | 0        | 0                       | 7            | 0          | 0                           | 0        | 0         | 0                           | 0        | 0        |
| Trip Distribution IN                   |                         |          |          |                         | 40%          | 20%        |                             |          |           |                             |          |          |
| Trip Distribution OUT                  |                         |          |          |                         |              |            |                             | 40%      |           |                             |          |          |
| Hotel Trips                            | 0                       | 0        | 0        | 0                       | 26           | 13         | 0                           | 0        | 11        | 0                           | 0        | 0        |
| Trip Distribution IN                   |                         |          |          |                         | 5%           | 40%        |                             |          |           |                             |          |          |
| Trip Distribution OUT                  |                         |          |          |                         |              |            |                             | 45%      |           |                             |          |          |
| Office Trips                           | 0                       | 0        | 0        | 0                       | 19           | 152        | 0                           | 0        | 17        | 0                           | 0        | 0        |
| Trip Distribution IN                   |                         |          |          |                         | 40%          | 5%         |                             |          |           |                             |          |          |
| Trip Distribution OUT                  |                         |          |          |                         |              |            |                             | 4%       |           |                             |          |          |
| Retail/Restaurant Trips                | 0                       | 0        | 0        | 0                       | 32           | 4          | 0                           | 0        | 3         | 0                           | 0        | 0        |
| Pass-By Trips                          | 0                       | 0        | 0        | 0                       | 0            | 0          | 0                           | 0        | 0         | 0                           | 0        | 0        |
| Total Project Trips                    | 0                       | 0        | 0        | 0                       | 84           | 169        | 0                           | 0        | 31        | 0                           | 0        | 0        |
| <b>2025 Buildout Total</b>             | <b>0</b>                | <b>0</b> | <b>0</b> | <b>0</b>                | <b>1,410</b> | <b>169</b> | <b>0</b>                    | <b>0</b> | <b>31</b> | <b>0</b>                    | <b>0</b> | <b>0</b> |

## PM PEAK HOUR

| Description                            | Spring St<br>Northbound |          |          | Spring St<br>Southbound |              |           | Proposed Dwy 3<br>Eastbound |          |            | Proposed Dwy 3<br>Westbound |          |          |
|--|-------------------------|----------|----------|-------------------------|--------------|-----------|-----------------------------|----------|------------|-----------------------------|----------|----------|
|  | Left                    | Through  | Right    | Left                    | Through      | Right     | Left                        | Through  | Right      | Left                        | Through  | Right    |
| Observed 2019 Traffic Volumes          | 0                       | 0        | 0        | 0                       | 0            | 0         | 0                           | 0        | 0          | 0                           | 0        | 0        |
| Pedestrians                            | 0                       |          |          | 0                       |              |           | 0                           |          |            | 0                           |          |          |
| Conflicting Pedestrians                | 0                       | 0        | 0        | 0                       | 0            | 0         | 0                           | 0        | 0          | 0                           | 0        | 0        |
| Heavy Vehicles                         | 0                       | 0        | 0        | 0                       | 0            | 0         | 0                           | 0        | 0          | 0                           | 0        | 0        |
| Heavy Vehicle %                        | 0%                      | 0%       | 0%       | 0%                      | 0%           | 0%        | 0%                          | 0%       | 0%         | 0%                          | 0%       | 0%       |
| Peak Hour Factor                       | 0.92                    |          |          | 0.92                    |              |           | 0.92                        |          |            | 0.92                        |          |          |
| Adjustment                             | 1.008                   | 1.008    | 1.008    | 1.008                   | 1.008        | 1.008     | 1.008                       | 1.008    | 1.008      | 1.008                       | 1.008    | 1.008    |
| Adjusted 2020 Volumes                  | 0                       | 0        | 0        | 0                       | 1,787        | 0         | 0                           | 0        | 0          | 0                           | 0        | 0        |
| Annual Growth Rate                     | 0.8%                    | 0.8%     | 0.8%     | 0.8%                    | 0.8%         | 0.8%      | 0.8%                        | 0.8%     | 0.8%       | 0.8%                        | 0.8%     | 0.8%     |
| Growth Factor                          | 1.041                   | 1.041    | 1.041    | 1.041                   | 1.041        | 1.041     | 1.041                       | 1.041    | 1.041      | 1.041                       | 1.041    | 1.041    |
| New Road Adjustment                    |                         |          |          |                         |              |           |                             |          |            |                             |          |          |
| Other Proposed Developments - DRI 2656 |                         |          |          |                         |              |           |                             |          |            |                             |          |          |
| 2025 Background Traffic                | 0                       | 0        | 0        | 0                       | 1,860        | 0         | 0                           | 0        | 0          | 0                           | 0        | 0        |
| <b>Project Trips</b>                   |                         |          |          |                         |              |           |                             |          |            |                             |          |          |
| Trip Distribution IN                   |                         |          |          |                         | 35%          |           |                             |          |            |                             |          |          |
| Trip Distribution OUT                  |                         |          |          |                         |              |           |                             |          |            |                             |          |          |
| Residential Trips                      | 0                       | 0        | 0        | 0                       | 14           | 0         | 0                           | 0        | 0          | 0                           | 0        | 0        |
| Trip Distribution IN                   |                         |          |          |                         | 40%          | 20%       |                             |          |            |                             |          |          |
| Trip Distribution OUT                  |                         |          |          |                         |              |           |                             | 40%      |            |                             |          |          |
| Hotel Trips                            | 0                       | 0        | 0        | 0                       | 28           | 14        | 0                           | 0        | 28         | 0                           | 0        | 0        |
| Trip Distribution IN                   |                         |          |          |                         | 5%           | 40%       |                             |          |            |                             |          |          |
| Trip Distribution OUT                  |                         |          |          |                         |              |           |                             | 45%      |            |                             |          |          |
| Office Trips                           | 0                       | 0        | 0        | 0                       | 4            | 32        | 0                           | 0        | 194        | 0                           | 0        | 0        |
| Trip Distribution IN                   |                         |          |          |                         | 40%          | 5%        |                             |          |            |                             |          |          |
| Trip Distribution OUT                  |                         |          |          |                         |              |           |                             | 4%       |            |                             |          |          |
| Retail/Restaurant Trips                | 0                       | 0        | 0        | 0                       | 31           | 4         | 0                           | 0        | 1          | 0                           | 0        | 0        |
| Pass-By Trips                          | 0                       | 0        | 0        | 0                       | -2           | 2         | 0                           | 0        | 2          | 0                           | 0        | 0        |
| Total Project Trips                    | 0                       | 0        | 0        | 0                       | 75           | 52        | 0                           | 0        | 225        | 0                           | 0        | 0        |
| <b>2025 Buildout Total</b>             | <b>0</b>                | <b>0</b> | <b>0</b> | <b>0</b>                | <b>1,935</b> | <b>52</b> | <b>0</b>                    | <b>0</b> | <b>225</b> | <b>0</b>                    | <b>0</b> | <b>0</b> |

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# INTERSECTION VOLUME DEVELOPMENT

## Intersection 12 Spring St at Proposed Driveway 4 AM PEAK HOUR

| Description                            | Spring St<br>Northbound |          |          | Spring St<br>Southbound |              |           | Proposed Dwy 4<br>Eastbound |          |           | Proposed Dwy 4<br>Westbound |          |          |
|--|-------------------------|----------|----------|-------------------------|--------------|-----------|-----------------------------|----------|-----------|-----------------------------|----------|----------|
|  | Left                    | Through  | Right    | Left                    | Through      | Right     | Left                        | Through  | Right     | Left                        | Through  | Right    |
| Observed 2019 Traffic Volumes          | 0                       | 0        | 0        | 0                       | 0            | 0         | 0                           | 0        | 0         | 0                           | 0        | 0        |
| Pedestrians                            | 0                       |          |          | 0                       |              |           | 0                           |          |           | 0                           |          |          |
| Conflicting Pedestrians                | 0                       | 0        | 0        | 0                       | 0            | 0         | 0                           | 0        | 0         | 0                           | 0        | 0        |
| Heavy Vehicles                         | 0                       | 0        | 0        | 0                       | 0            | 0         | 0                           | 0        | 0         | 0                           | 0        | 0        |
| Heavy Vehicle %                        | 0%                      | 0%       | 0%       | 0%                      | 0%           | 0%        | 0%                          | 0%       | 0%        | 0%                          | 0%       | 0%       |
| Peak Hour Factor                       | 0.92                    |          |          | 0.92                    |              |           | 0.92                        |          |           | 0.92                        |          |          |
| Adjustment                             | 1.008                   | 1.008    | 1.008    | 1.008                   | 1.008        | 1.008     | 1.008                       | 1.008    | 1.008     | 1.008                       | 1.008    | 1.008    |
| Adjusted 2020 Volumes                  | 0                       | 0        | 0        | 0                       | 1,274        | 0         | 0                           | 0        | 0         | 0                           | 0        | 0        |
| Annual Growth Rate                     | 0.8%                    | 0.8%     | 0.8%     | 0.8%                    | 0.8%         | 0.8%      | 0.8%                        | 0.8%     | 0.8%      | 0.8%                        | 0.8%     | 0.8%     |
| Growth Factor                          | 1.041                   | 1.041    | 1.041    | 1.041                   | 1.041        | 1.041     | 1.041                       | 1.041    | 1.041     | 1.041                       | 1.041    | 1.041    |
| New Road Adjustment                    |                         |          |          |                         |              |           |                             |          |           |                             |          |          |
| Other Proposed Developments - DRI 2656 |                         |          |          |                         |              |           |                             |          |           |                             |          |          |
| 2025 Background Traffic                | 0                       | 0        | 0        | 0                       | 1,326        | 0         | 0                           | 0        | 0         | 0                           | 0        | 0        |
| <b>Project Trips</b>                   |                         |          |          |                         |              |           |                             |          |           |                             |          |          |
| Trip Distribution IN                   |                         |          |          |                         | 33%          | 2%        |                             |          |           |                             |          |          |
| Trip Distribution OUT                  |                         |          |          |                         |              |           |                             |          |           |                             |          |          |
| Residential Trips                      | 0                       | 0        | 0        | 0                       | 7            | 0         | 0                           | 0        | 0         | 0                           | 0        | 0        |
|  |                         |          |          |                         |              |           |                             |          |           |                             |          |          |
| Trip Distribution IN                   |                         |          |          |                         |              | 40%       |                             |          |           |                             |          |          |
| Trip Distribution OUT                  |                         |          |          |                         | 40%          |           |                             | 45%      |           |                             |          |          |
| Hotel Trips                            | 0                       | 0        | 0        | 0                       | 11           | 26        | 0                           | 0        | 13        | 0                           | 0        | 0        |
|  |                         |          |          |                         |              |           |                             |          |           |                             |          |          |
| Trip Distribution IN                   |                         |          |          |                         |              | 5%        |                             |          |           |                             |          |          |
| Trip Distribution OUT                  |                         |          |          |                         | 45%          |           |                             | 5%       |           |                             |          |          |
| Office Trips                           | 0                       | 0        | 0        | 0                       | 17           | 19        | 0                           | 0        | 2         | 0                           | 0        | 0        |
|  |                         |          |          |                         |              |           |                             |          |           |                             |          |          |
| Trip Distribution IN                   |                         |          |          |                         | 5%           | 35%       |                             |          |           |                             |          |          |
| Trip Distribution OUT                  |                         |          |          |                         | 4%           |           |                             | 37%      |           |                             |          |          |
| Retail/Restaurant Trips                | 0                       | 0        | 0        | 0                       | 7            | 28        | 0                           | 0        | 24        | 0                           | 0        | 0        |
|  |                         |          |          |                         |              |           |                             |          |           |                             |          |          |
| Pass-By Trips                          | 0                       | 0        | 0        | 0                       | 0            | 0         | 0                           | 0        | 0         | 0                           | 0        | 0        |
|  |                         |          |          |                         |              |           |                             |          |           |                             |          |          |
| Total Project Trips                    | 0                       | 0        | 0        | 0                       | 42           | 73        | 0                           | 0        | 39        | 0                           | 0        | 0        |
| <b>2025 Buildout Total</b>             | <b>0</b>                | <b>0</b> | <b>0</b> | <b>0</b>                | <b>1,368</b> | <b>73</b> | <b>0</b>                    | <b>0</b> | <b>39</b> | <b>0</b>                    | <b>0</b> | <b>0</b> |

## PM PEAK HOUR

| Description                            | Spring St<br>Northbound |          |          | Spring St<br>Southbound |              |           | Proposed Dwy 4<br>Eastbound |          |           | Proposed Dwy 4<br>Westbound |          |          |
|--|-------------------------|----------|----------|-------------------------|--------------|-----------|-----------------------------|----------|-----------|-----------------------------|----------|----------|
|  | Left                    | Through  | Right    | Left                    | Through      | Right     | Left                        | Through  | Right     | Left                        | Through  | Right    |
| Observed 2019 Traffic Volumes          | 0                       | 0        | 0        | 0                       | 0            | 0         | 0                           | 0        | 0         | 0                           | 0        | 0        |
| Pedestrians                            | 0                       |          |          | 0                       |              |           | 0                           |          |           | 0                           |          |          |
| Conflicting Pedestrians                | 0                       | 0        | 0        | 0                       | 0            | 0         | 0                           | 0        | 0         | 0                           | 0        | 0        |
| Heavy Vehicles                         | 0                       | 0        | 0        | 0                       | 0            | 0         | 0                           | 0        | 0         | 0                           | 0        | 0        |
| Heavy Vehicle %                        | 0%                      | 0%       | 0%       | 0%                      | 0%           | 0%        | 0%                          | 0%       | 0%        | 0%                          | 0%       | 0%       |
| Peak Hour Factor                       | 0.92                    |          |          | 0.92                    |              |           | 0.92                        |          |           | 0.92                        |          |          |
| Adjustment                             | 1.008                   | 1.008    | 1.008    | 1.008                   | 1.008        | 1.008     | 1.008                       | 1.008    | 1.008     | 1.008                       | 1.008    | 1.008    |
| Adjusted 2020 Volumes                  | 0                       | 0        | 0        | 0                       | 1,787        | 0         | 0                           | 0        | 0         | 0                           | 0        | 0        |
| Annual Growth Rate                     | 0.8%                    | 0.8%     | 0.8%     | 0.8%                    | 0.8%         | 0.8%      | 0.8%                        | 0.8%     | 0.8%      | 0.8%                        | 0.8%     | 0.8%     |
| Growth Factor                          | 1.041                   | 1.041    | 1.041    | 1.041                   | 1.041        | 1.041     | 1.041                       | 1.041    | 1.041     | 1.041                       | 1.041    | 1.041    |
| New Road Adjustment                    |                         |          |          |                         |              |           |                             |          |           |                             |          |          |
| Other Proposed Developments - DRI 2656 |                         |          |          |                         |              |           |                             |          |           |                             |          |          |
| 2025 Background Traffic                | 0                       | 0        | 0        | 0                       | 1,860        | 0         | 0                           | 0        | 0         | 0                           | 0        | 0        |
| <b>Project Trips</b>                   |                         |          |          |                         |              |           |                             |          |           |                             |          |          |
| Trip Distribution IN                   |                         |          |          |                         | 33%          | 2%        |                             |          |           |                             |          |          |
| Trip Distribution OUT                  |                         |          |          |                         |              |           |                             |          |           |                             |          |          |
| Residential Trips                      | 0                       | 0        | 0        | 0                       | 13           | 1         | 0                           | 0        | 0         | 0                           | 0        | 0        |
|  |                         |          |          |                         |              |           |                             |          |           |                             |          |          |
| Trip Distribution IN                   |                         |          |          |                         |              | 40%       |                             |          |           |                             |          |          |
| Trip Distribution OUT                  |                         |          |          |                         | 40%          |           |                             | 45%      |           |                             |          |          |
| Hotel Trips                            | 0                       | 0        | 0        | 0                       | 28           | 28        | 0                           | 0        | 32        | 0                           | 0        | 0        |
|  |                         |          |          |                         |              |           |                             |          |           |                             |          |          |
| Trip Distribution IN                   |                         |          |          |                         |              | 5%        |                             |          |           |                             |          |          |
| Trip Distribution OUT                  |                         |          |          |                         | 45%          |           |                             | 5%       |           |                             |          |          |
| Office Trips                           | 0                       | 0        | 0        | 0                       | 194          | 4         | 0                           | 0        | 22        | 0                           | 0        | 0        |
|  |                         |          |          |                         |              |           |                             |          |           |                             |          |          |
| Trip Distribution IN                   |                         |          |          |                         | 5%           | 35%       |                             |          |           |                             |          |          |
| Trip Distribution OUT                  |                         |          |          |                         | 4%           |           |                             | 37%      |           |                             |          |          |
| Retail/Restaurant Trips                | 0                       | 0        | 0        | 0                       | 5            | 27        | 0                           | 0        | 9         | 0                           | 0        | 0        |
|  |                         |          |          |                         |              |           |                             |          |           |                             |          |          |
| Pass-By Trips                          | 0                       | 0        | 0        | 0                       | -13          | 13        | 0                           | 0        | 13        | 0                           | 0        | 0        |
|  |                         |          |          |                         |              |           |                             |          |           |                             |          |          |
| Total Project Trips                    | 0                       | 0        | 0        | 0                       | 227          | 73        | 0                           | 0        | 76        | 0                           | 0        | 0        |
| <b>2025 Buildout Total</b>             | <b>0</b>                | <b>0</b> | <b>0</b> | <b>0</b>                | <b>2,087</b> | <b>73</b> | <b>0</b>                    | <b>0</b> | <b>76</b> | <b>0</b>                    | <b>0</b> | <b>0</b> |

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# INTERSECTION VOLUME DEVELOPMENT

## Intersection 13 Spring St at Proposed Driveway 5 AM PEAK HOUR

| Description                            | Spring St<br>Northbound |          |          | Spring St<br>Southbound |              |           | Proposed Dwy 5<br>Eastbound |          |           | Proposed Dwy 5<br>Westbound |          |          |
|--|-------------------------|----------|----------|-------------------------|--------------|-----------|-----------------------------|----------|-----------|-----------------------------|----------|----------|
|  | Left                    | Through  | Right    | Left                    | Through      | Right     | Left                        | Through  | Right     | Left                        | Through  | Right    |
| Observed 2019 Traffic Volumes          | 0                       | 0        | 0        | 0                       | 0            | 0         | 0                           | 0        | 0         | 0                           | 0        | 0        |
| Pedestrians                            | 0                       |          |          | 0                       |              |           | 0                           |          |           | 0                           |          |          |
| Conflicting Pedestrians                | 0                       | 0        | 0        | 0                       | 0            | 0         | 0                           | 0        | 0         | 0                           | 0        | 0        |
| Heavy Vehicles                         | 0                       | 0        | 0        | 0                       | 0            | 0         | 0                           | 0        | 0         | 0                           | 0        | 0        |
| Heavy Vehicle %                        | 0%                      | 0%       | 0%       | 0%                      | 0%           | 0%        | 0%                          | 0%       | 0%        | 0%                          | 0%       | 0%       |
| Peak Hour Factor                       | 0.92                    |          |          | 0.92                    |              |           | 0.92                        |          |           | 0.92                        |          |          |
| Adjustment                             | 1.008                   | 1.008    | 1.008    | 1.008                   | 1.008        | 1.008     | 1.008                       | 1.008    | 1.008     | 1.008                       | 1.008    | 1.008    |
| Adjusted 2020 Volumes                  | 0                       | 0        | 0        | 0                       | 1,274        | 0         | 0                           | 0        | 0         | 0                           | 0        | 0        |
| Annual Growth Rate                     | 0.8%                    | 0.8%     | 0.8%     | 0.8%                    | 0.8%         | 0.8%      | 0.8%                        | 0.8%     | 0.8%      | 0.8%                        | 0.8%     | 0.8%     |
| Growth Factor                          | 1.041                   | 1.041    | 1.041    | 1.041                   | 1.041        | 1.041     | 1.041                       | 1.041    | 1.041     | 1.041                       | 1.041    | 1.041    |
| New Road Adjustment                    |                         |          |          |                         |              |           |                             |          |           |                             |          |          |
| Other Proposed Developments - DRI 2656 |                         |          |          |                         |              |           |                             |          |           |                             |          |          |
| 2025 Background Traffic                | 0                       | 0        | 0        | 0                       | 1,326        | 0         | 0                           | 0        | 0         | 0                           | 0        | 0        |
| <b>Project Trips</b>                   |                         |          |          |                         |              |           |                             |          |           |                             |          |          |
| Trip Distribution IN                   |                         |          |          |                         |              | 33%       |                             |          |           |                             |          |          |
| Trip Distribution OUT                  |                         |          |          |                         |              |           |                             |          | 55%       |                             |          |          |
| Residential Trips                      | 0                       | 0        | 0        | 0                       | 0            | 7         | 0                           | 0        | 29        | 0                           | 0        | 0        |
| Trip Distribution IN                   |                         |          |          |                         |              |           |                             |          |           |                             |          |          |
| Trip Distribution OUT                  |                         |          |          |                         | 85%          |           |                             |          |           |                             |          |          |
| Hotel Trips                            | 0                       | 0        | 0        | 0                       | 24           | 0         | 0                           | 0        | 0         | 0                           | 0        | 0        |
| Trip Distribution IN                   |                         |          |          |                         |              |           |                             |          |           |                             |          |          |
| Trip Distribution OUT                  |                         |          |          |                         | 50%          |           |                             |          |           |                             |          |          |
| Office Trips                           | 0                       | 0        | 0        | 0                       | 19           | 0         | 0                           | 0        | 0         | 0                           | 0        | 0        |
| Trip Distribution IN                   |                         |          |          |                         |              | 5%        |                             |          |           |                             |          |          |
| Trip Distribution OUT                  |                         |          |          |                         | 41%          |           |                             |          | 4%        |                             |          |          |
| Retail/Restaurant Trips                | 0                       | 0        | 0        | 0                       | 27           | 4         | 0                           | 0        | 3         | 0                           | 0        | 0        |
| Pass-By Trips                          | 0                       | 0        | 0        | 0                       | 0            | 0         | 0                           | 0        | 0         | 0                           | 0        | 0        |
| Total Project Trips                    | 0                       | 0        | 0        | 0                       | 70           | 11        | 0                           | 0        | 32        | 0                           | 0        | 0        |
| <b>2025 Buildout Total</b>             | <b>0</b>                | <b>0</b> | <b>0</b> | <b>0</b>                | <b>1,396</b> | <b>11</b> | <b>0</b>                    | <b>0</b> | <b>32</b> | <b>0</b>                    | <b>0</b> | <b>0</b> |

## PM PEAK HOUR

| Description                            | Spring St<br>Northbound |          |          | Spring St<br>Southbound |              |           | Proposed Dwy 5<br>Eastbound |          |           | Proposed Dwy 5<br>Westbound |          |          |
|--|-------------------------|----------|----------|-------------------------|--------------|-----------|-----------------------------|----------|-----------|-----------------------------|----------|----------|
|  | Left                    | Through  | Right    | Left                    | Through      | Right     | Left                        | Through  | Right     | Left                        | Through  | Right    |
| Observed 2019 Traffic Volumes          | 0                       | 0        | 0        | 0                       | 0            | 0         | 0                           | 0        | 0         | 0                           | 0        | 0        |
| Pedestrians                            | 0                       |          |          | 0                       |              |           | 0                           |          |           | 0                           |          |          |
| Conflicting Pedestrians                | 0                       | 0        | 0        | 0                       | 0            | 0         | 0                           | 0        | 0         | 0                           | 0        | 0        |
| Heavy Vehicles                         | 0                       | 0        | 0        | 0                       | 0            | 0         | 0                           | 0        | 0         | 0                           | 0        | 0        |
| Heavy Vehicle %                        | 0%                      | 0%       | 0%       | 0%                      | 0%           | 0%        | 0%                          | 0%       | 0%        | 0%                          | 0%       | 0%       |
| Peak Hour Factor                       | 0.92                    |          |          | 0.92                    |              |           | 0.92                        |          |           | 0.92                        |          |          |
| Adjustment                             | 1.008                   | 1.008    | 1.008    | 1.008                   | 1.008        | 1.008     | 1.008                       | 1.008    | 1.008     | 1.008                       | 1.008    | 1.008    |
| Adjusted 2020 Volumes                  | 0                       | 0        | 0        | 0                       | 1,787        | 0         | 0                           | 0        | 0         | 0                           | 0        | 0        |
| Annual Growth Rate                     | 0.8%                    | 0.8%     | 0.8%     | 0.8%                    | 0.8%         | 0.8%      | 0.8%                        | 0.8%     | 0.8%      | 0.8%                        | 0.8%     | 0.8%     |
| Growth Factor                          | 1.041                   | 1.041    | 1.041    | 1.041                   | 1.041        | 1.041     | 1.041                       | 1.041    | 1.041     | 1.041                       | 1.041    | 1.041    |
| New Road Adjustment                    |                         |          |          |                         |              |           |                             |          |           |                             |          |          |
| Other Proposed Developments - DRI 2656 |                         |          |          |                         |              |           |                             |          |           |                             |          |          |
| 2025 Background Traffic                | 0                       | 0        | 0        | 0                       | 1,860        | 0         | 0                           | 0        | 0         | 0                           | 0        | 0        |
| <b>Project Trips</b>                   |                         |          |          |                         |              |           |                             |          |           |                             |          |          |
| Trip Distribution IN                   |                         |          |          |                         |              | 33%       |                             |          |           |                             |          |          |
| Trip Distribution OUT                  |                         |          |          |                         |              |           |                             |          | 55%       |                             |          |          |
| Residential Trips                      | 0                       | 0        | 0        | 0                       | 0            | 13        | 0                           | 0        | 14        | 0                           | 0        | 0        |
| Trip Distribution IN                   |                         |          |          |                         |              |           |                             |          |           |                             |          |          |
| Trip Distribution OUT                  |                         |          |          |                         | 85%          |           |                             |          |           |                             |          |          |
| Hotel Trips                            | 0                       | 0        | 0        | 0                       | 60           | 0         | 0                           | 0        | 0         | 0                           | 0        | 0        |
| Trip Distribution IN                   |                         |          |          |                         |              |           |                             |          |           |                             |          |          |
| Trip Distribution OUT                  |                         |          |          |                         | 50%          |           |                             |          |           |                             |          |          |
| Office Trips                           | 0                       | 0        | 0        | 0                       | 216          | 0         | 0                           | 0        | 0         | 0                           | 0        | 0        |
| Trip Distribution IN                   |                         |          |          |                         |              | 5%        |                             |          |           |                             |          |          |
| Trip Distribution OUT                  |                         |          |          |                         | 41%          |           |                             |          | 4%        |                             |          |          |
| Retail/Restaurant Trips                | 0                       | 0        | 0        | 0                       | 9            | 4         | 0                           | 0        | 1         | 0                           | 0        | 0        |
| Pass-By Trips                          | 0                       | 0        | 0        | 0                       | -2           | 2         | 0                           | 0        | 2         | 0                           | 0        | 0        |
| Total Project Trips                    | 0                       | 0        | 0        | 0                       | 283          | 19        | 0                           | 0        | 17        | 0                           | 0        | 0        |
| <b>2025 Buildout Total</b>             | <b>0</b>                | <b>0</b> | <b>0</b> | <b>0</b>                | <b>2,143</b> | <b>19</b> | <b>0</b>                    | <b>0</b> | <b>17</b> | <b>0</b>                    | <b>0</b> | <b>0</b> |

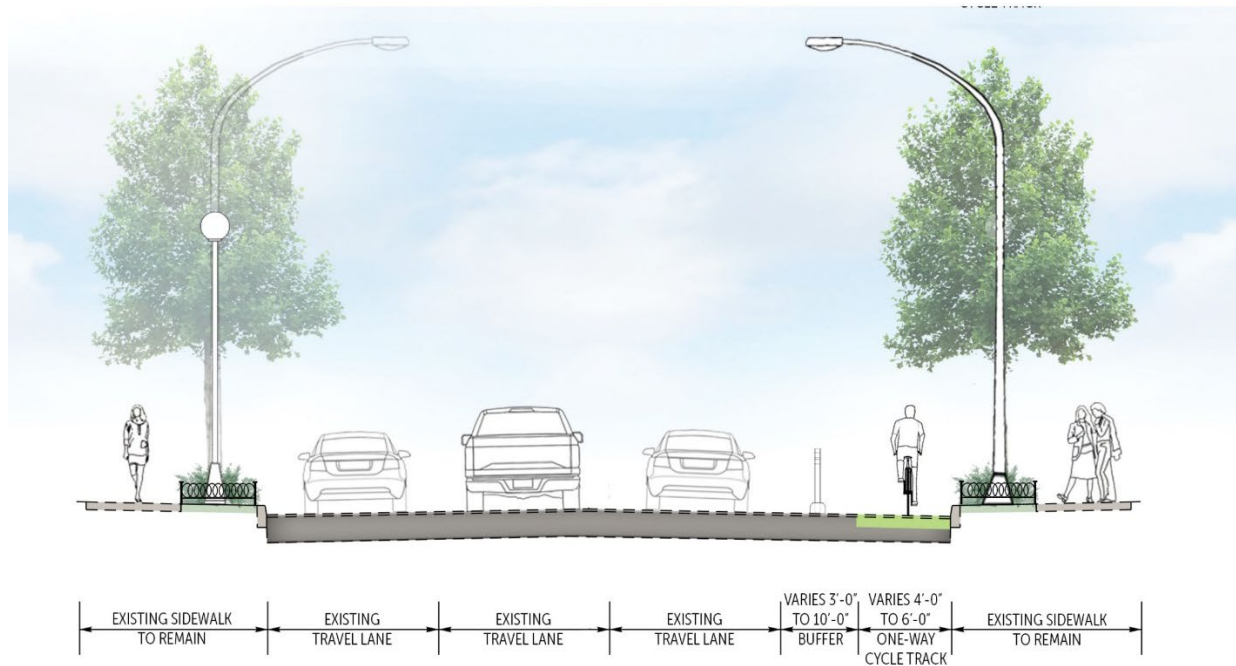
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## APPENDIX F

# Programmed Project Fact Sheets

# West Peachtree and Spring Street “Quick Build” Complete Streets Projects



Typical Section of West Peachtree St (without on-street parking)



## Project Overview

Midtown Alliance, in partnership with the City of Atlanta, is planning improvements to Spring Street between 3<sup>rd</sup> St and 13th Street and West Peachtree Street between North Avenue and 13th Street. In September 2019, the Mayor's Office announced a two-year, \$5M plan to bring accelerated safety redesigns to several Atlanta streets. The West Peachtree and Spring Street Complete Street projects are included in the rapid implementation strategy. Midtown Alliance has been working with the City to develop a quick build project that will improve the two corridors for people walking, biking, taking transit, and other mobility devices. The scope of this project includes the following:

- Retain the existing one-way traffic operation
- Repurpose one travel lane and several on-street parking spaces for a protected one-way bike lane
- Spot fix the roadway where the bicycle facility will be installed



## Project Timeline

In early 2019, the project team met with the public during the scoping phase. The project is now in the design/engineering phase of work. This phase of work includes additional public and stakeholder engagement, and full design documents. Design + Engineering for the quick build project work kicked-off in late 2019. This phase of the project is anticipated to be completed in Q1 2020.

## Frequently Asked Questions

*Why have the extents been changed?*

The initial project proposed installing a protected bicycle facility from Peachtree Street (north) to Peachtree Street (south) along West Peachtree Street and a protected bicycle facility along Spring Street from 17th Street to 3rd St. The original extents of the Spring Street project would have tied-into the Spring Street Bicycle and Pedestrian safety project (currently under design) between Peachtree Street and 17th Street. Due to the design complications that would impact budget and timeline, it was determined that the Quick Build project would revise the southern termini to be North Avenue. The project's northern extents were shortened to terminate near 14th Street in order to avoid encroaching on GDOT right-of-way, which would require longer review and permitting periods (both roads are State routes north of 14<sup>th</sup>). We remain committed to the scope of the initial project and will continue planning for future phases.

*Won't there be traffic impacts from reducing the number of travel lanes?*

The short answer is yes. Although there is potential for delays during the “peak hour” commute times as a result of the new configuration, the City and our design team carefully weighed these impacts against the positive impacts of providing safer and more efficient access for people using bicycles, scooters, and other mobility devices. In fact, an overwhelming majority of people surveyed believe that the function and feel of Spring and West Peachtree Streets should be improved to more effectively serve people walking, bicycling, and riding e-scooters as well as motorists, according to our 2019 Midtown Survey.<sup>1</sup>

*What will the bike lane look like?*

The bicycle lane will be on the right side (direction of travel) of the street and will be protected using a combination of wheel stops and plastic flex posts, and in some areas the bike lane will be protected by on-street parallel parking. In locations where there is a MARTA or Xpress bus stop the bicycle lane will raise to curb level so transit riders can cross the bicycle lane to access a boarding platform. This will ensure the transit stops are ADA compliant.

*How is the project funded?*

Midtown Alliance (through the Midtown Improvement District) is funding the design of the project and the City of Atlanta (through RenewATL/TSPLOST funds) is funding construction.

---

<sup>1</sup> <https://www.midtownatl.com/files/docs/ldtown-community-survey-findings---finalforweb.pdf>

|                         |   |  |  |
|-------------------------|---|--|--|
| <b>Short Title</b>      | 15TH STREET EXTENSION FROM WEST PEACHTREE STREET TO WILLIAMS STREET |  |  |
| <b>GDOT Project No.</b> | 0015019   |  |  |
| <b>Federal ID No.</b>   | N/A   |  |  |
| <b>Status</b>           | Programmed  |  |  |
| <b>Service Type</b>     | Roadway / General Purpose Capacity                                  |  |  |
| <b>Sponsor</b>          | City of Atlanta, Midtown Alliance                                   |  |  |
| <b>Jurisdiction</b>     | City of Atlanta   |  |  |
| <b>Analysis Level</b>   | In the Region's Air Quality Conformity Analysis                     |  |  |



|                           |                                |             |                                     |                        |  |
|---------------------------|--------------------------------|-------------|-------------------------------------|------------------------|--|
| <b>Existing Thru Lane</b> | <input type="text" value="0"/> | <b>LCI</b>  | <input checked="" type="checkbox"/> | <b>Network Year</b>    | <input type="text" value="2030"/>      |
| <b>Planned Thru Lane</b>  | <input type="text" value="1"/> | <b>Flex</b> | <input type="checkbox"/>            | <b>Corridor Length</b> | <input type="text" value="0.2"/> miles |

#### Detailed Description and Justification

The project is a multi-modal connection that extends 15th Street from its current end point at West Peachtree two blocks west to Williams Street. The entire extension will be implemented on GDOT right-of-way eliminating the need for costly and time consuming land acquisition. The project is designed as a three lane section between West Peachtree Street and Spring Street with one through lane, a dedicated turn lane at Spring Street and a shared left/through lane and a dedicated turn lane at West Peachtree Street. There is a single through lane in each direction between Spring Street and Williams Street. Travel lanes are planned to be 11-feet wide. New traffic signals are required at 15th and Spring Street and at Williams Street. The corridor will have 10-foot sidewalks with a 5-foot furniture zone with trees and street lights, and striped 5-foot wide bike lanes providing a direct connection to the Arts Center MARTA station. GDOT planned to extend 15th Street between West Peachtree and Spring Streets as part of a DRI project that was never built. As part of the redesign of the 14th Street bridge, GDOT developed concept plans for a future 15th Street bridge that would provide HOV access from the Interstate. The 15th Street interchange is currently listed as an unfunded project in the Regional Transportation Plan. Given the existing GDOT owned right-of-way and alignment of the extension, this project is designed so a future 15th Street bridge could easily be accommodated in the future.

| Phase Status & Funding Information |   | Status | FISCAL YEAR | TOTAL PHASE COST   | BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE |                  |                |                    |
|------------------------------------|---|--------|-------------|--------------------|---|------------------|----------------|--------------------|
|                                    |   |        |             |                    | FEDERAL   | STATE            | BONDS          | LOCAL/PRIVATE      |
| PE                                 | Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) | AUTH   | 2016        | <b>\$316,947</b>   | \$188,625                                       | \$0,000          | \$0,000        | \$128,322          |
| ROW                                | Local Jurisdiction/Municipality Funds                                   |        | 2020        | <b>\$15,000</b>    | \$0,000   | \$0,000          | \$0,000        | \$15,000           |
| UTL                                | Local Jurisdiction/Municipality Funds                                   |        | 2021        | <b>\$75,000</b>    | \$0,000   | \$0,000          | \$0,000        | \$75,000           |
| CST                                | Local Jurisdiction/Municipality Funds                                   |        | 2021        | <b>\$2,867,371</b> | \$0,000   | \$0,000          | \$0,000        | \$2,867,371        |
| CST                                | Surface Transportation Block Grant (STBG) Program Flex (GDOT)           |        | 2021        | <b>\$1,000,000</b> | \$800,000                                       | \$200,000        | \$0,000        | \$0,000            |
|                                    |   |        |             | <b>\$4,274,318</b> | <b>\$988,625</b>                                | <b>\$200,000</b> | <b>\$0,000</b> | <b>\$3,085,693</b> |

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



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



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Last Updated: 03/07/2020

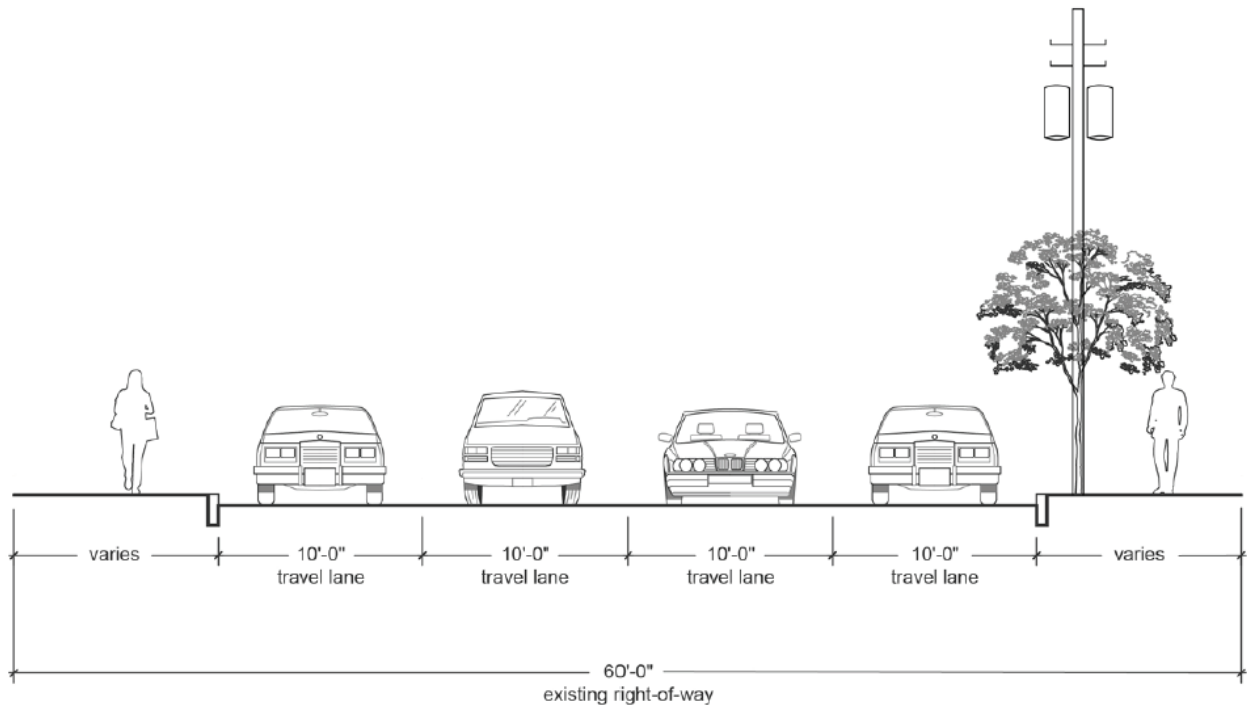
## US 19 (Spring Street) Bicycle and Pedestrian Improvements Project (Peachtree St. to 17th St)



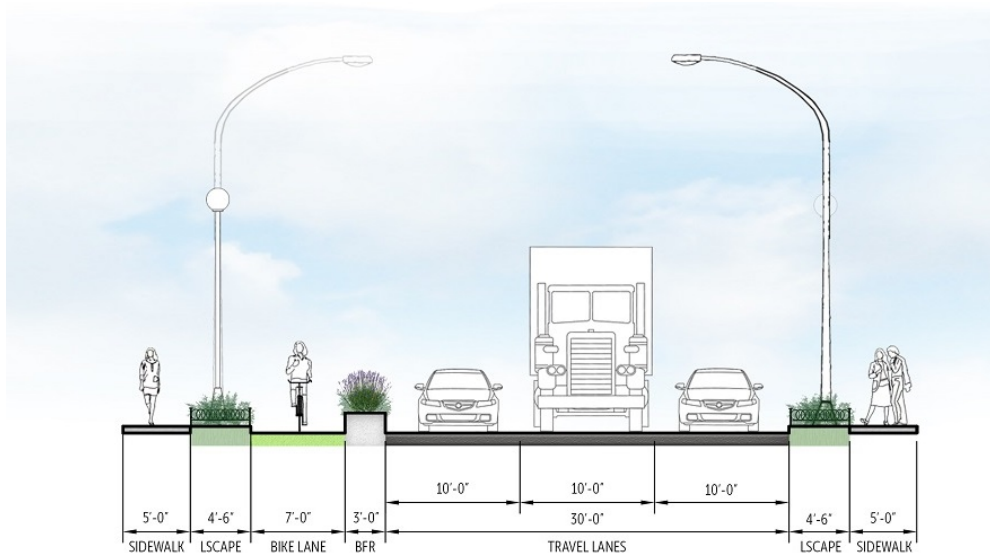
### Project Overview

The Spring Street Improvement Project proposes to re-purpose one southbound lane on Spring Street (US-19) between Peachtree Street and 17th Street to accommodate wider sidewalks, ADA upgrades, street trees, pedestrian lighting, and bicycle facilities. This northernmost section of Spring Street is intended to be the first phase of improvements along the entire Spring Street corridor, one of Midtown's major southbound corridors that connects key destinations and amenities. This phase of the project is within three blocks of the MARTA Arts Center Station and will help to enhance safety, access, and mobility for all users. This half-mile project is intended to complement the larger planned bike/ped improvements for [Spring and West Peachtree Streets](#), which are now part of the Mayor's Action Plan for Safer Streets. See [this map](#) for reference.

### Spring Street: Existing Typical Section



### Spring Street: Proposed Typical Section



### Project Funding

- \$1M in Midtown Improvement District funds
- \$1.9M in federal grant funds
- Total funding: \$2.9M

## Public Open House & Comment Period

Midtown Alliance, in partnership with the City of Atlanta, hosted a public information open house for the US 19 (Spring Street) Bicycle and Pedestrian Improvements Project on Wednesday, February 12 from 6:00 p.m. to 8:00 p.m. at Peachtree Christian Church. The purpose of this Public Information Open House was to provide the public with an opportunity to learn more about the project, view preliminary designs, interact with staff and provide comments.

The public comment period for the project was from February 5 to March 6. Now that the public comment period has closed, the project team will review and respond to all comments received, which will then become part of the project file. Comments and their responses will be posted to this webpage by April 6, 2020. Please check back for updates.



The Open House materials are linked below for reference:

- [Concept Renderings of the Proposed Project](#)
- [Bicycle Network Map](#)
- Print Comment Card
- Powerpoint Presentation

## Design/Engineering

The Scoping phase is complete. The Design and Engineering phase began in early 2018 with Kimley-Horn serving as lead technical consultants. This phase will include:

- Public engagement
- City and stakeholder coordination
- Survey and subsurface evaluations
- Traffic impact study
- Environmental studies
- Development of preliminary and final design plans
- Cost estimating
- Development of construction documents

An extensive traffic study concluded in December 2019 and the project team is now progressing with preliminary design and public engagement. The Design and Engineering phase is expected to continue through 2021. Please stay tuned for project updates. If you have general comments or questions, please contact, [transportation@midtownatl.com](mailto:transportation@midtownatl.com).

Midtown Alliance solicited public input on existing conditions in early 2018. By clicking [here](#), you can view the comments received via our online public comment portal. For detailed responses to submitted comments and questions please view [this document](#).



[Travelers](#) [Business & Government](#) [Projects](#) [Programs](#) [About GDOT](#)

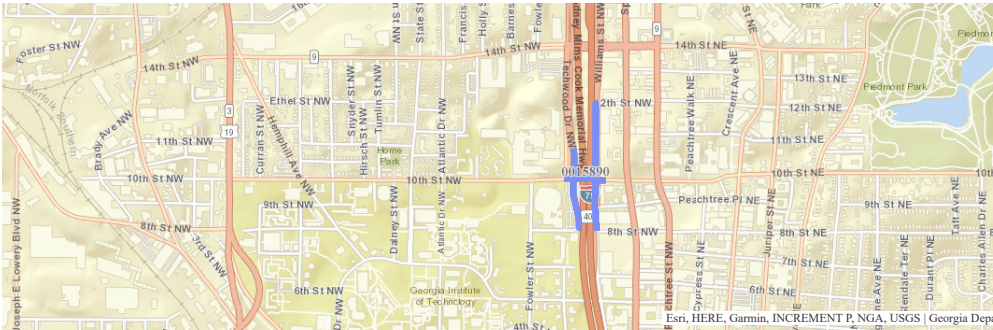
## CS 654/10TH ST @ I-75/I-85; INC WILLIAMS ST & TECHWOOD DR

|                             |                           |   |   |
|-----------------------------|---------------------------|---|---|
| Project ID:                 | 0015890                   | Notice to Proceed Date:                       |   |
| Project Manager:            | Gabbie Williams           | Construction Percent Complete:                | % |
| Office:                     | Program Delivery          | Current Completion Date:                      |   |
| County:                     | Fulton                    | Work Completion Date:                         |   |
| Congressional District:     | 005                       | Construction Contract Amount:                 |   |
| State Senate District.:     | 039                       | Construction Contractor:                      |   |
| State House District:       | 056                       | <a href="#">Preconstruction Status Report</a> |   |
| Project Type:               | Enhancement               | <a href="#">Construction Status Report</a>    |   |
| Project Status:             | Construction Work Program |   |   |
| Right of Way Authorization: | 11/15/2021                | <a href="#">Contact Us</a>                    |   |

### Project Description:

This project proposes to add pedestrian/bicycle enhancements, landscaping enhancements, and intersection enhancements along CS 654/10TH ST @ I-75/I-85; INC WILLIAMS ST & TECHWOOD DR.

| Activity                     | Program Year | Cost Estimate  | Date of Last Estimate |
|------------------------------|--------------|----------------|-----------------------|
| SCP (Scoping)                | 2018         | \$278,500.00   |                       |
| PE (Preliminary Engineering) | 2020         | \$581,100.00   |                       |
| ROW (Right of Way)           | 2021         | \$25,000.00    |                       |
| UTL (Utilities)              | 2022         | \$125,000.00   |                       |
| CST (Construction)           | 2022         | \$4,617,000.00 |                       |



|  |
|--|
| Project Documents                        |
| <a href="#">Approved Concept Reports</a> |
| <a href="#">0015890_CR_DEC2019.pdf</a>   |

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|                         |  |
|-------------------------|--|
| <b>Short Title</b>      | CONNECT COBB / NORTHWEST ATLANTA HIGH CAPACITY PREMIUM TRANSIT SERVICE FROM KENNESAW STATE UNIVERSITY TO MIDTOWN ATLANTA |
| <b>GDOT Project No.</b> | N/A  |
| <b>Federal ID No.</b>   | N/A  |
| <b>Status</b>           | Long Range   |
| <b>Service Type</b>     | Transit / BRT Capital  |
| <b>Sponsor</b>          | Cobb County  |
| <b>Jurisdiction</b>     | Regional - Northwest   |
| <b>Analysis Level</b>   | In the Region's Air Quality Conformity Analysis  |



|                           |     |             |                          |                        |            |
|---------------------------|-----|-------------|--------------------------|------------------------|------------|
| <b>Existing Thru Lane</b> | N/A | <b>LCI</b>  | <input type="checkbox"/> | <b>Network Year</b>    | 2050       |
| <b>Planned Thru Lane</b>  | N/A | <b>Flex</b> | <input type="checkbox"/> | <b>Corridor Length</b> | 25.3 miles |

#### Detailed Description and Justification

This project connects Kennesaw University in Cobb County to midtown Atlanta via BRT on a 25 mile corridor. The first phase of the project will include the construction of dedicated guideway on US 41 from Kennesaw State University to the Cumberland Activity Center. The new BRT service will utilize the new US 41 dedicated guideway, continue onto the I-75 North managed lanes, and then into Midtown Atlanta via Northside Drive and 17th Street. The project also includes transit improvements in Midtown Atlanta and Arts Center MARTA station to accommodate the new BRT vehicles and service.

| 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   | 2012         | \$1,700,000      | \$1,266,667                                     | \$0,000 | \$0,000 | \$433,333     |
| ALL                                | New Starts                |        | LR 2041-2050 | \$491,000,000    | \$171,850,000                                   | \$0,000 | \$0,000 | \$319,150,000 |
|                                    |                           |        |              | \$492,700,000    | \$173,116,667                                   | \$0,000 | \$0,000 | \$319,583,333 |

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](mailto:transportation@atlantaregional.com).



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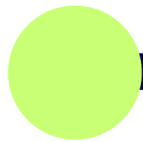
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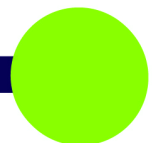
## Midtown One-Way to Two-Way Conversions: 3rd Street, 4th Street, and 13th Street



**SCOPING**

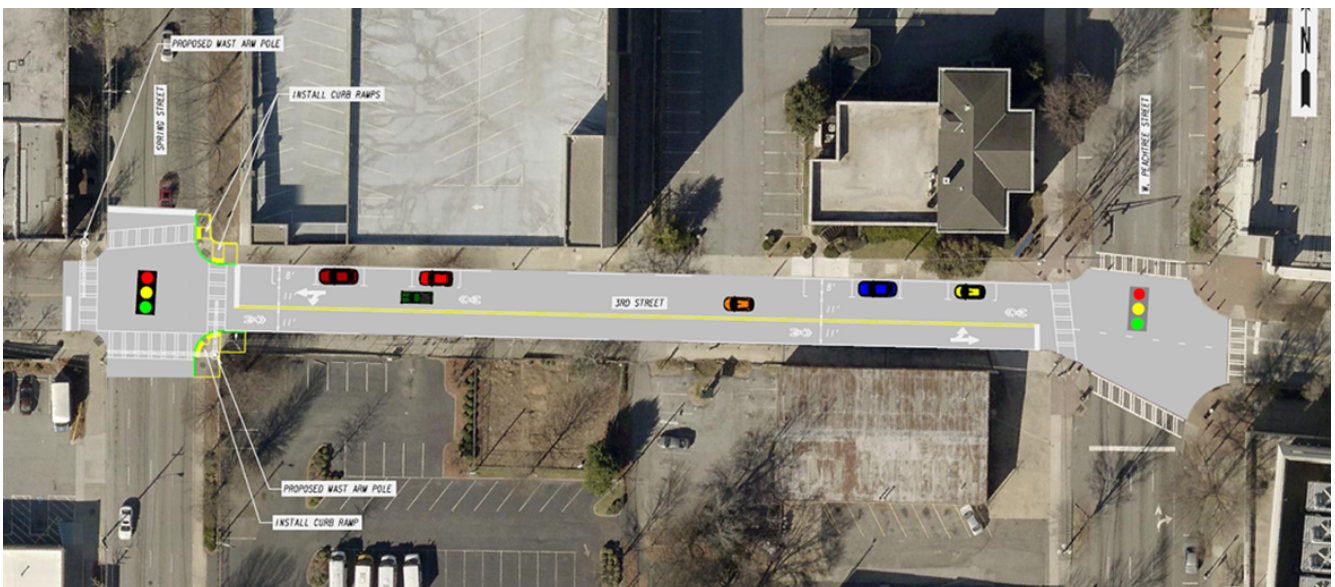


**DESIGN +  
ENGINEERING**



**CONSTRUCTION**

### 3rd Street Concept: Proposed design of 3rd Street between Spring Street and West Peachtree Street



Project Overview



This project converts the following segments of 3rd Street, 4th Street, 13th Street, and Peachtree Place from one-way to two-way vehicular operation:

- 3rd Street: Spring St to West Peachtree Street and Peachtree St to Juniper St
- 4th Street: Spring St to Myrtle St
- 13th Street: Juniper St to Piedmont Ave

The project scope includes the removal of pavement markings appropriate for one-way operation and on-street parking, the installation of new thermoplastic pavement markings appropriate for two-way operation, pavement patching, installation of parking/regulatory signage, and the addition of new traffic control equipment. Concept designs and required traffic studies were completed in 2016-2017.

### Project Funding

\$1.3M in Midtown Improvement District funds

### Design/Engineering

Concept designs and required traffic studies were completed in 2016-2017. The Design and Engineering phase concluded in early 2019 and included: development of preliminary and final design plans, cost estimating, development of construction documents, and City and stakeholder coordination.

Midtown Alliance held a public information open house in Spring 2018 to show concepts and detailed design documents. For detailed responses to submitted comments and questions, please see the table, [here](#).

### Next Up: Construction

The project was advertised for construction bids in May 2019. Construction of the project began on 13th Street in October 2019. Throughout project construction, there will be ongoing coordination with private developments and other Midtown Alliance projects. Please visit the [Under Construction](#) page for monthly updates. If you have general comments or questions, please contact [transportation@midtownatl.com](mailto:transportation@midtownatl.com).

**ALERT** STAY AT HOME, MIDTOWN. CITY OF ATLANTA MAYOR KEISHA LANCE BOTTOMS HAS ISSUED AN EXECUTIVE ORDER THAT WILL REMAIN IN EFFECT UNTIL APRIL 7 INSTRUCTING PEOPLE TO STAY AT HOME. ESSENTIAL BUSINESSES, INCLUDING GROCERY STORES AND RESTAURANTS, ARE EXEMPTED. [READ MORE](#)



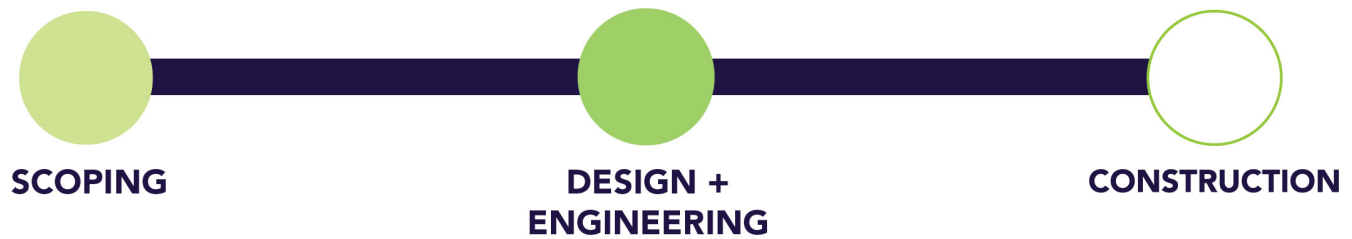
**MIDTOWN**  
Atlanta

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Last Updated: 2/24/20

## 5th Street Complete Street Project



Rendering of proposed project from 5th and Williams Intersection looking east.



## Project Overview

As a key east-west corridor connecting Georgia Tech, the Midtown Improvement District, and the Midtown Garden District, 5th Street is one of the most popular multi-modal streets in Atlanta. Despite its many users, the existing street and sidewalk conditions on this major connector vary in quality and character affecting user safety and experience. Current and anticipated future development along the corridor is expected to increase activity of all user groups, necessitating vehicular, pedestrian and bicycle improvements consistent with streetscape environments currently found throughout much of the Midtown Improvement District. Proposed enhancements to the 5th Street corridor between Williams and Myrtle Streets (roughly 0.6 miles) include:

- Replacement of damaged sidewalks and curbing.
- Additional/upgraded ADA ramps and crosswalks at all intersections.
- Complete pedestrian lighting for safety.
- Infill street trees and furniture.
- Milling, repaving, and restriping of roadway.
- Upgrade existing bike lanes and signage.

Midtown Alliance, with its design team led by TSW, and in partnership with the City of Atlanta's TSPLOST Program, began the Design and Engineering phase of the 5th Street Complete Street project in 2018. Work continued in 2019 and 2020 to accomplish the following activities:

- Existing conditions survey and analysis
- City and stakeholder coordination
- Conceptual & schematic design
- Development of construction documents
- City approvals and permitting
- Construction bid and award

## Project Funding

- \$750,000 in Midtown Improvement District funds
- \$1.5 M in City of Atlanta TSPLOST funds for Construction

## Public Outreach To Date

In April 2018, design development kicked off by soliciting public input on the existing conditions of 5th Street. Input received and the team's responses are provided [here](#).

Following this initial public outreach phase, TSW developed conceptual designs for the corridor. In October 2018, Midtown Alliance, in partnership with the City of Atlanta, shared the concept design of the 5th Street Complete Street project with the public and solicited feedback (comments received are summarized [here](#)). The project team received input from key project stakeholders that the project would be improved by retaining on-street parking and providing more substantial mid-block crossings in the Tech Square area while still achieving safety benefits for pedestrians, cyclists, and scooter riders. The team responded by revising the concept design with a protected two-way cycle track, which preserves more parking spaces, and adding elevation to the previously proposed mid-block crossings in the blocks between Williams Street and West Peachtree Street. Midtown Alliance hosted a second public open house on September 18, 2019 to share the revised design with the public (design boards are available to view [here](#)). All comments received during this second outreach phase, and responses to those comments, are detailed [here](#).

## What's Next?

Design, Engineering and Permitting will continue through 2020 with construction projected to commence in mid-2021. Please stay tuned for project updates! If you have general comments or questions, please contact [transportation@midtownatl.com](mailto:transportation@midtownatl.com).





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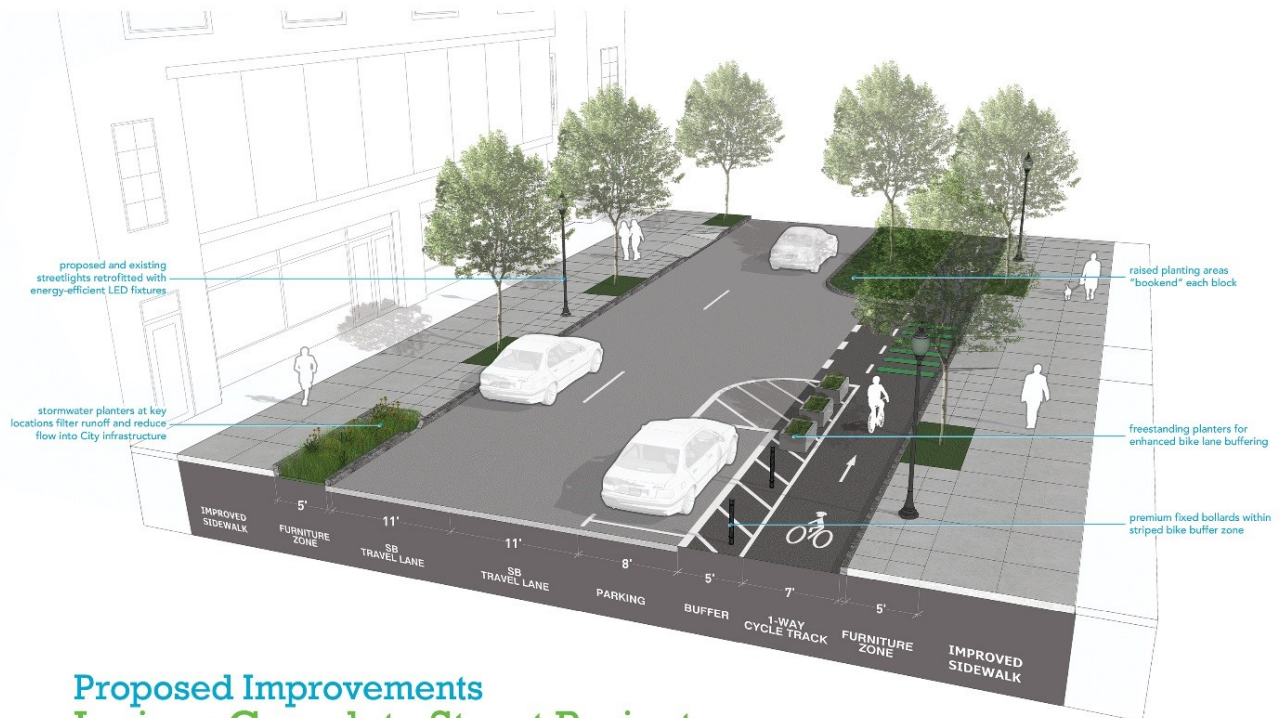
Last updated: 04/01/20

## Juniper Complete Street Project (14th St to Ponce de Leon Ave)

SCOPING

DESIGN +  
ENGINEERING

CONSTRUCTION



## Proposed Improvements Juniper Complete Street Project

MIDTOWN Alliance • Graphic Updated 01.22.18



## Project Overview

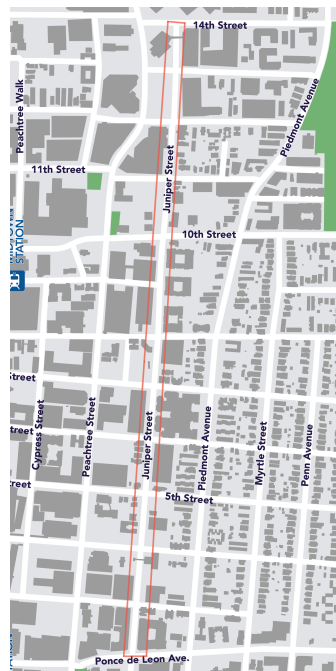
The Juniper Complete Street Project spans twelve blocks between 14th Street and Ponce de Leon. The project would create a high quality bikeway and improved pedestrian amenities while also ensuring that vehicular traffic moves through at a steady (yet calmer) pace. Plans include new wider sidewalks, street trees, pedestrian-scaled lighting, trash/recycling receptacles, and a network of stormwater planters that localize rainwater management, thereby reducing demand on City infrastructure. Adjacent to the western sidewalk would be a six-to-seven-foot separated bike lane protected by a wide (typically eleven foot) raised/planted barrier at intersections. The bike lane buffer between intersections would consist of vertical landscape planters, striping and bollards. Parallel parking within portions of the buffer would provide another layer of protection for those walking or biking. The roadway would include two vehicular travel lanes (ten-to-eleven feet wide each) with additional dedicated turn lanes at key intersections with higher traffic demand.

## Project Timeline:

- **2010** - Midtown Alliance hires design team
- **2011** - ARC awards \$3.3 M grant and MID commits \$2.3 M bringing total to approximately \$5.6 M
- **2011-2012** - Traffic analysis conducted and reviewed by the City and stakeholders
- **2013-2014** - Concepts are developed and reviewed by City and stakeholders
- **2015** - Streetscape is refined based on new national bicycle design guidelines
- **2016** - Inter-agency review of 50% and 90% Construction Plans
- **2017** - Inter-agency review of 100% Construction Plans. Additional \$2.6 M awarded by the City and State bringing the total project budget to approximately \$8.2 M. Review of additional environmental documentation by State and Federal agencies.
- **2018** - Approval of environmental documentation by State and Federal agencies. Final revisions to 100% Construction Plans for City review and approval.
- **2019** - Public Notice: Anticipated Impacts to Existing Historic Archeological Resource (May 28, 2019 to June 27, 2019).
- **2020-2021** - Estimated timing for City to issue final plan approvals / construction permits. Public advertisement for construction bids, construction contract negotiation, and notice to proceed. Construction is anticipated to begin in 2020 with an estimated duration of 18 to 24 months.

## Project Funding

- \$3.3M in Federal grant funds
- \$2.8M in Midtown Improvement District funds
- \$1.3M in State grant funds
- \$1.3M City funds
- Total funding: \$8.7M



## What's Next?

Construction is estimated to begin in late-2020 and is anticipated to last 18-24 months. Please stay tuned for project updates! If you have general comments or questions regarding construction, please contact [transportation@midtownatl.com](mailto:transportation@midtownatl.com).

For frequently asked questions please refer to this page: [Juniper St Transformation FAQ](#).

## APPENDIX G

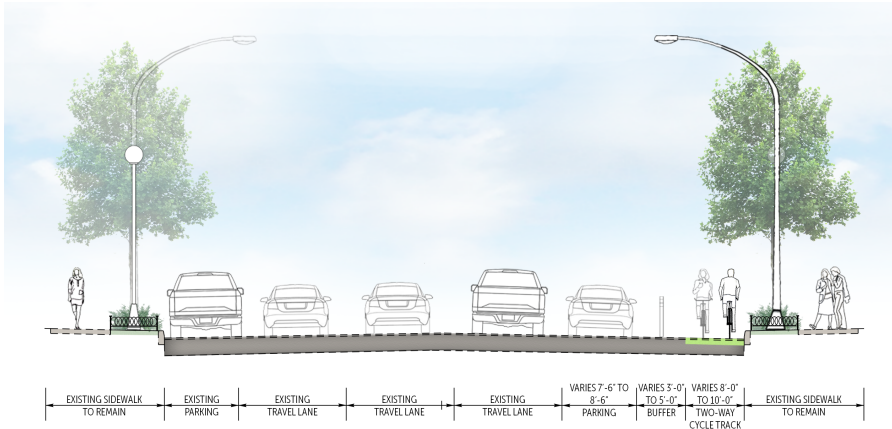
# West Peachtree Street, Spring Street, and 10th Street concepts

# WEST PEACHTREE STREET AND SPRING STREET

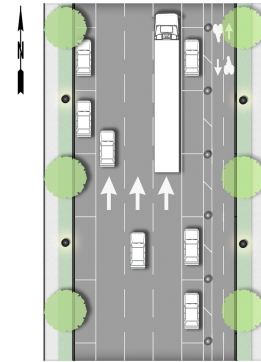
## SAFER STREETS INITIATIVE PROJECT

### WEST PEACHTREE STREET | TYPICAL SECTION

TWO-WAY CYCLE TRACK WITH PARKING

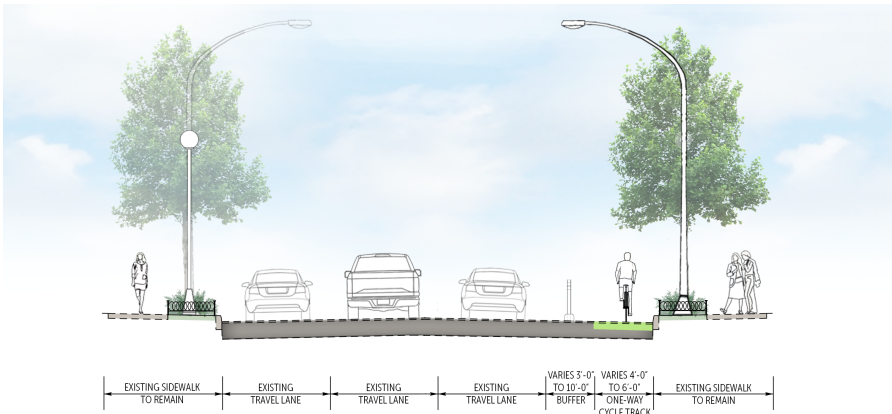


PLAN DETAIL

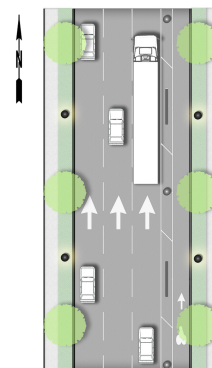


### WEST PEACHTREE STREET | TYPICAL SECTION

ONE-WAY CYCLE TRACK WITHOUT PARKING

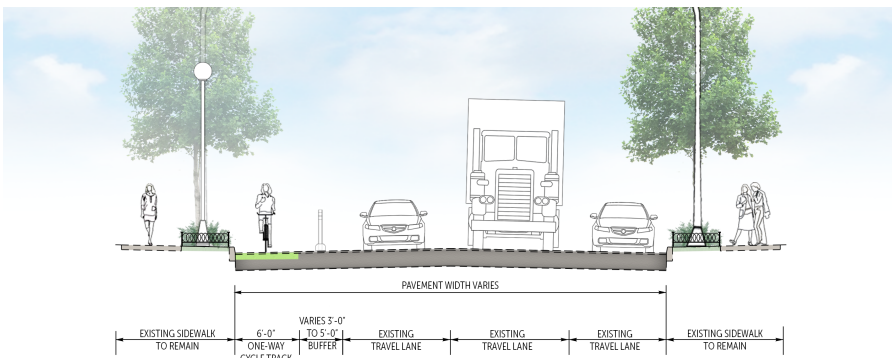


PLAN DETAIL

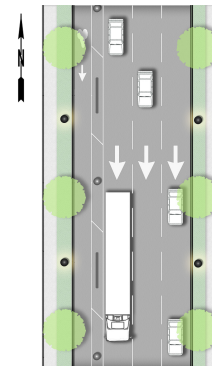


### SPRING STREET | TYPICAL SECTION

ONE-WAY CYCLE TRACK WITHOUT PARKING



PLAN DETAIL



### BUFFER TREATMENT

WHEEL STOP



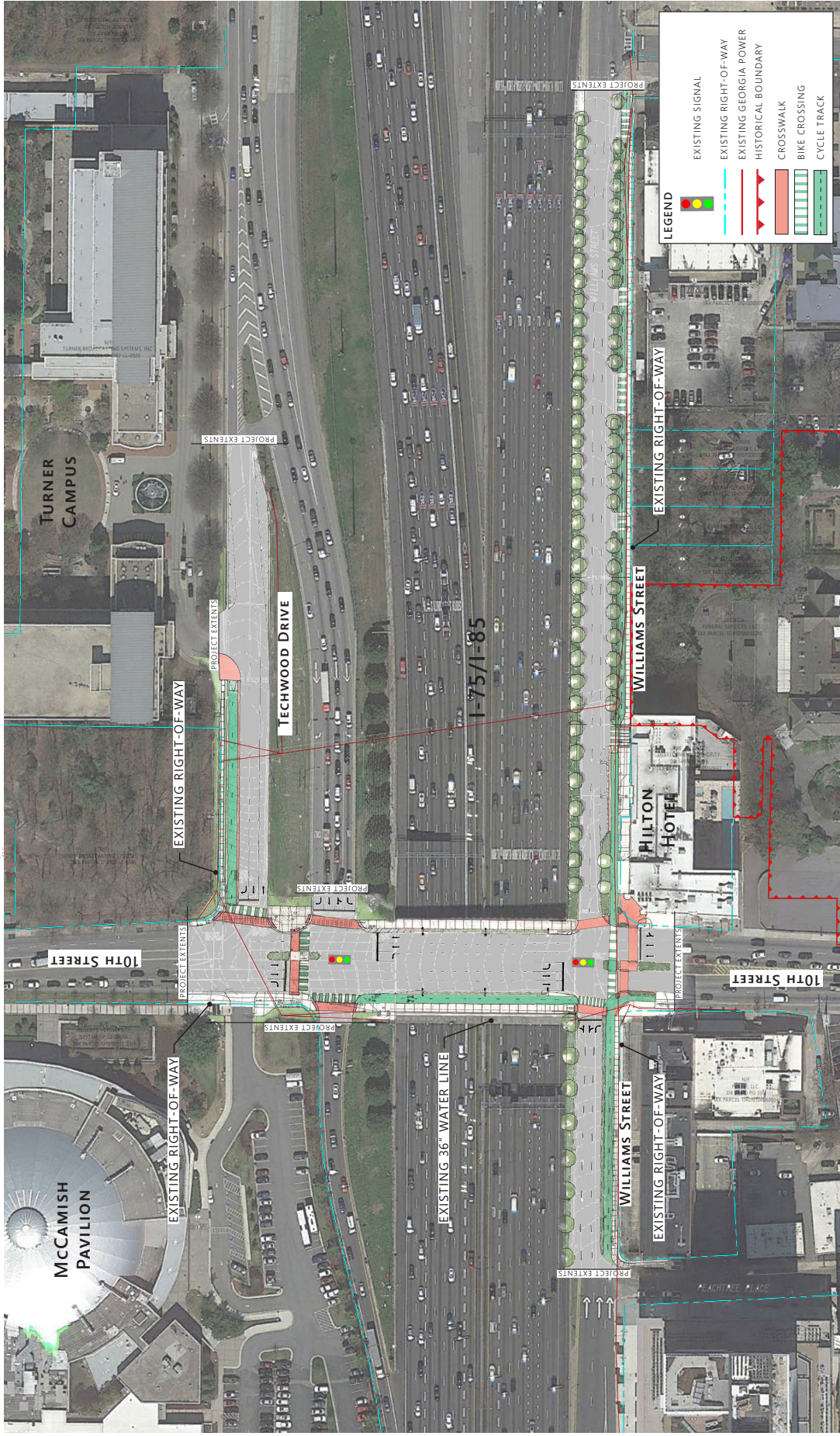
BOLLARD  
K-71 Delineator Post



ALTERNATING  
PLACEMENT







PI #: 0015890  
COUNTY: FULTON

# CS654/10TH STREET AT I-75/85, INCLUDING WILLIAMS STREET AND TECHWOOD DRIVE

BRIDGE ENHANCEMENT AND MULTIMODAL IMPROVEMENTS - SEPTEMBER 5, 2019

PRELIMINARY

