Request for Qualifications

To Provide

Engineering Design Services
for
10th Street Bridge Multi-Modal Connection Project

GDOT PI Number: 0015890
Qualifications Due: March 13, 2020

Midtown Alliance
999 Peachtree Street
Suite 730
Atlanta, Georgia 30309

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REQUEST FOR QUALIFICATIONS

Engineering Design Services: Preconstruction Engineering Design and Construction Observation Services

I. General Project Information

A. Overview

Midtown Alliance (MA), in partnership with the City of Atlanta (City), is soliciting Statements of Qualifications (SOQs) from qualified firm(s) or organization(s) to provide Consultant Services for **Preconstruction Engineering Design and Construction Observation Services.**

For this project Midtown Alliance will be serving as the City's Project Implementation Manager. **While this is a Local Let Project, it has federal funding and Georgia Department of Transportation (GDOT) oversight. The Project will adhere to GDOT policies and qualification requirements.**

This Request for Qualifications (RFQ) seeks to identify potential providers for the Scope of Services for the project/contract listed in **Exhibit I**. Firms that respond to this RFQ, and are pre-qualified by GDOT, may be deemed eligible, and invited to offer a technical approach and/or possibly present and/or interview for these services. Providers must maintain their pre-qualification status with GDOT throughout the duration of their contract with Midtown Alliance. All respondents to this RFQ are subject to instructions communicated in this document, and are cautioned to completely review the entire RFQ and follow instructions carefully. Midtown Alliance reserves the right to reject any or all SOQs or Technical Approach, and to waive technicalities and informalities at the discretion of Midtown Alliance.

B. IMPORTANT – A RESTRICTION OF COMMUNICATION IS IN EFFECT FOR THIS PROJECT.

From the advertisement date of this solicitation until successful respondents are selected and the award is made official and announced, firms are not allowed to communicate about this solicitation or scope with any staff of Midtown Alliance, except for the submission of questions as instructed in **RFQ Section VIII.C.**, or as provided by any existing work agreement(s). For violation of this provision, Midtown Alliance reserves the right to reject the submittal of the offending respondent.

C. DBE Goal

The Georgia Department of Transportation Board has adopted a 16% overall annual goal for DBE participation on all federally funded projects. This goal is not to be considered as a fixed quota, set aside or preference. The DBE goal can be met by prime contracting, sub-contracting, joint-venture or mentor/ protégé relationship.

Midtown Alliance, on behalf of the City of Atlanta, in partnership with GDOT, will adhere to GDOT's annual DBE participation goal for this project. Midtown Alliance will submit the reports as required to GDOT for each consultant service submittal for DBE participation and/or good faith effort in promoting equity and opportunity.

For more information on the GDOT DBE Program please contact:

Georgia Department of Transportation
Equal Opportunity Division
One Georgia Center, 7th Floor
600 West Peachtree Street, NW
Atlanta, Georgia 30308
Phone: (404) 631-1972

D. Scope of Services

Under the terms of the resulting Agreements, the selected consultant(s) will provide preconstruction engineering design services and engineering assistance during construction of the 10th Street Bridge Multi-Modal Connection Project, federally funded GDOT Project Number 0015890. The anticipated scope of work for the project/contract is included in **Exhibit I**.

Midtown Alliance desires that the Consultant have the ability to provide, either with its own forces or through a sub-consultant team member, comprehensive services necessary to fulfill all preliminary engineering services which may arise during the project cycle.

Please see: https://www.midtownatl.com/10thStreetBridge for additional information about the project.

E. Contract Term and Type

Midtown Alliance anticipates one (1) Multi-Phase, Project Specific contract to be awarded to one (1) firm, for the project/contract identified. Midtown Alliance anticipates that the Contract Type will be paid via Cost Plus Fixed Fee unless a Lump Sum alternative can be negotiated with the selected consultant(s). As a Project Specific contract, it is Midtown Alliance's intention that the Agreement will remain in effect until successful completion of the construction phase of the project. Midtown Alliance estimates the contract term to be three (3) years with two (2), one-year options for extension.

F. Contract Amount

The Multi-Phase, Project Specific contract amount will be determined via negotiations with Midtown Alliance. If Midtown Alliance is unable to reach a satisfactory agreement and at reasonable rates to be paid for the services to be provided, Midtown Alliance reserves the right to terminate negotiations with the highest scoring finalist and begin negotiations with the next highest scoring finalist.

G. Rights Reserved

This RFQ does not commit Midtown Alliance to award a contract, to pay any costs incurred in the preparation of a response to this request, or to procure or contract for services or supplies. Midtown Alliance reserves the right to accept or reject any or all Submittals received as a result of this request and to waive minor irregularities in the procedure.

II. Selection Method

A. Method of Communication

All general communication of relevant information regarding this solicitation will be made via the Midtown Alliance website under Solicitations, or at the URL below. All firms are responsible for checking the Midtown Alliance website on a regular basis for updates, clarifications and announcements. Midtown Alliance reserves the right to communicate via electronic-mail with the primary contact listed in the SOQs. Other specific communications will be made as indicated in the remainder of this RFQ.

https://www.midtownatl.com/about/programs-and-projects/capital-improvements/Solicitations

B. Phase I - Selection of Finalists

Based on the SOQs submitted in response to the project/contract listed in this RFQ, the Selection Committee will review the **Experience and Qualifications** and **Resources and Workload Capacity** listed in **Section IV. Selection Criteria.** The Selection Committee will discuss the top submittals and the final rankings of the top submittals will be determined. From the final rankings of the top submittals, the Selection Committee will identify three (3) to five (5) firms which will be shortlisted.

All firms must meet the minimum requirements as listed in **Section IV.A.** below.

C. Finalist Notification for Phase II

Firms selected and shortlisted as finalists will receive notification and final instructions from Midtown Alliance regarding the **Phase II – Technical Approach** response. Each finalist firm shall be notified in writing and informed of the Technical Approach due date. Any additional detailed Technical Approach instructions and requirements, beyond that provided in **Section V. Selection Criteria for Phase II**, for the finalists will be provided in the Finalist Notification.

D. Phase II - Finalists Response on Technical Approach and Past Performance

Midtown Alliance will request a **Technical Approach** of the three (3) to five (5) finalist firms for the project/contract. Midtown Alliance reserves the right to request a presentation/interview on any project/contract as determined in its best interests; however, this additional requirement shall typically be reserved for the most complex projects. All members of the Selection Committee will review the written proposal (and will attend the presentation/interview if so chosen). **Firms shall not address any questions, prior to the award announcement, to anyone other than the designated contact.**

E. Final Selection

Final selection will be determined by carrying the scores from the **Statement of Qualifications (Phase I)** and by evaluating the **Technical Approach** and **Past Performance (Phase II)**. The Selection Committee will discuss the Finalist's Phase II Responses and the final rankings will be determined.

Negotiations will then be initiated with the top-ranked firm(s) to finalize the terms and conditions of the contract(s), including the fees to be paid. If Midtown Alliance and the Firm reach an agreement concerning the Scope of Services and Fee, a draft contract will be submitted by the Firm. Negotiations will proceed concerning the draft contract language. If, at all, Midtown and Firm reach a mutual agreement concerning the contract language, execution of the contract shall proceed. In the event a satisfactory agreement cannot be reached with the highest-ranking firm(s), Midtown Alliance will formally terminate the negotiations and possibly enter into negotiations with the second highest-ranking firm, and so on in turn until a mutual agreement is established and Midtown Alliance awards a contract.

III. Schedule of Events

The following Schedule of Events represents Midtown Alliance's best estimate of the Schedule that will be followed. All times indicated are prevailing times in Atlanta, Georgia. Midtown Alliance reserves the right to adjust the Schedule as Midtown Alliance deems necessary.

SCHEDULE OF EVENTS	DATE	TIME
a. Midtown Alliance (in collaboration with City) issues public advertisement of RFQ	2/12/2020	----------
b. Deadline for submission of written questions and requests for clarification for Phase I	2/24/2020	2:00 PM
c. Deadline for Phase I: Statements of Qualifications	3/13/2020	2:00 PM
d. Midtown Alliance issues notices to finalist firms	3/27/2020	----------
e. Deadline for submission of written questions and requests for clarification for Phase II	4/02/2020	2:00 PM
f. Deadline for Phase II: Technical Approach and Past Performance	4/16/2020	2:00 PM

IV. <u>Selection Criteria for Phase I</u> – Criteria for Evaluation of Statements of Qualifications

A. Area Class Requirements and Certification

Presented teams must be prequalified in the indicated GDOT Area Class(es) in order to be evaluated. Required proof of GDOT prequalification shall be submitted as indicated in **Section VI.B.4.** below. All Submittals will be pre-screened by Midtown Alliance to verify that the Prime Consultant has the required Area Class(es) and that the overall team has the required Area Class(es). Any submittal in which the Prime Consultant or the overall team area class requirements are not met will be disqualified from further consideration.

Each submittal will require a certification to allow Midtown Alliance to analyze risks in determining if any Firm should be ineligible for award. The certification shall cover a wide variety of information. Any firm which responds in any potentially concerning manner must provide additional information as directed herein for consideration by Midtown Alliance to determine if Firm is eligible for award.

B. Project Manager, Key Team Leader(s) and Prime's Experience and Qualifications – 30%

The Selection Committee will evaluate all firms on their Experience and Qualifications, which shall account for a total of thirty percent (30%) of the total evaluation. **The following criteria for scoring of the evaluation will be utilized:**

1. Project Manager education, registration, relevant engineering experience, relevant project management experience, experience in utilizing City of Atlanta and GDOT specific processes, manuals, or guidance.
2. Key Team Leaders' education, registration, relevant technical experience, and relevant experience in utilizing City of Atlanta and GDOT specific processes, manuals, or guidance.
3. Prime Consultant's experience in delivering projects of similar complexity, size, scope, and function.

C. Project Manager, Key Team Leader(s) and Prime's Resources and Workload Capacity – 20%

The Selection Committee will evaluate all firms on their Resources availability and Workload Capacity, which shall account for a total of twenty percent (20%) of the total evaluation. **The following criteria for scoring the Resources and Workload Capacity will be utilized:**

1. Project Manager workload
2. Workload capacity of Key Team Leader(s)
3. Resources dedicated to delivering project
4. Ability to meet project schedule

V. <u>Selection Criteria for Phase II</u> – Criteria for Evaluation of Technical Approach and Past Performance

A. Technical Approach – 40%

The Selection Committee will evaluate the finalist firms on their Technical Approach, which shall account for a total of forty percent (40%) of the total evaluation. The Selection Committee shall utilize the following criteria for scoring the evaluation to determine the highest ranked/most qualified Firm. **(NOTE: Scores from the Statement of Qualifications will be carried forward and combined with the scores from the Technical Approach and Past Performance Sections to determine the final ranking)**:

1. Provide any unique technical approaches your firm offers relative to addressing anticipated design concepts, use of any alternative methods for delivery (if applicable), and/or management of the project.

2. Identify any unique challenges of the project and how your firm intends to mitigate these challenges, including quality control, quality assurance procedures.

3. Provide any specific qualifications, skills, knowledge of the project and project area which may uniquely benefit the firm and project, and your ability and willingness to meet time requirements.

4. Challenge Question No. 1 – The 10th Street Bridge Multi-Modal Connection Project will improve Midtown's bicycle and pedestrian safety and network connectively and improve the user experience for all mode types.

While both the City of Atlanta and Midtown Alliance are prioritizing efforts that provide alternatives to traveling by car, educating project stakeholders, the public, and GDOT on these City-wide efforts and the goals of this project will be critical to the project's success. Please describe your firm's approach to delivering a project that requires the decision-making authority to approve and the public to adopt a new facility type.

5. Challenge Question No. 2 – The 10th Street Bridge is a busy link between the Georgia Tech campus, WarnerMedia (formerly Turner Broadcasting) site, and the Home Park neighborhood on the west side of Interstate-75/85 and the Midtown MARTA station, Piedmont Park and the Midtown business district on the east side of I-75/85, and with direct access to I-75/85. Are there approaches to the Design / Environmental Phases and or to Construction Phasing that can allow for efficient implementation in Midtown's dense urban environment?

B. Past Performance – 10%

The Selection Committee may consider information provided via references provided for relevant projects, knowledge any selection committee member has of performance on relevant projects, and performance evaluations or knowledge presented on City of Atlanta and GDOT projects. The Selection Committee will consider all factors in their totality and score from 0 to 10 when arriving at a final score for the Past Performance. Past Performance will account for ten percent (10%) of the total evaluation.

VI. Instructions for Content and Preparation of Statements of Qualifications – Phase I Response

The Statement of Qualifications submittal must be submitted in accordance with the instructions provided in Section VIII, and must be organized, categorized using the same headings (in red), and numbered and lettered exactly as outlined below, and must be responsive to all requested information. For the sections in which page number limits are stated, each section with a stated limit must begin on a new page and end on the last page allowed for the section. It is not allowed to begin new sections on a page allowed for a previous section, if applicable. This will enable Midtown Alliance to ensure compliance with the page limitations.

Cover page – Each project/contract submittal must have a separate cover page for each copy of each submittal for each project/contract and each must list the RFQ#, RFQ Title, proposing firm's full legal name and the specific project contract being submitted on to include the Project Numbers, PI Numbers, County(ies), and Description. A cover page must be submitted for both the Statement of Qualifications response and the Technical Approach and Past Experience response.

A. Administrative Requirements

It is required to submit the information below for each copy of each submittal. This is general information and will not be scored but may be used to determine eligibility for selection.

1. Basic company information:

   a. Company name.
   b. Company Headquarters Address.
   c. Contact Information - Name and all contact information (telephone number(s) and e-mail address) of primary proposing contact (this will be the individual with whom Midtown Alliance will direct all communications).
   d. Company Website (if available).
   e. Georgia Addresses - Identify and provide addresses for the offices located in the State of Georgia.
   f. Staff - List the number and disciplines of staff members employed in each office in the State of Georgia.
   g. Ownership - Provide form of ownership, including state of residency or incorporation, and number of years in business. Is the Offeror a sole proprietorship, partnership, corporation, limited liability Corporation, or other structure?

2. Certification Form - Complete the Certification Form (*Exhibit "II" enclosed with RFQ*), and provide a notarized original within the firm's Statement of Qualifications. This is to be submitted for the Prime **ONLY**.

3. Georgia Security and Immigration Compliance Act Affidavit – Complete the form *(Exhibit "III" enclosed with RFQ),* and provide a notarized original within the firm's Statement of Qualifications. This is to be submitted for the Prime **ONLY**.

4. Addenda - Signed cover page of any Addenda issued for the Prime **ONLY**.

B. Experience and Qualifications

1. Project Manager - Provide information pertaining to the project manager, including but not limited to:

   a. Education.
   b. Registration (if necessary and applicable).
   c. Relevant engineering experience.
   d. Relevant project management experience for projects of similar complexity, size, scope, and function [no more than five (5) projects].
   e. Relevant experience utilizing City of Atlanta and GDOT specific processes, manuals, or guidance (Plan Development Process, Design Policy, Environmental Procedures Manual, etc.).

   This information is limited to two (2) pages maximum.

2. Key Team Leaders - Provide experience of Key Team Leaders (defined as those individuals who oversee project areas determined as particularly important to each specific project, refer to the Project Description in **Exhibit I, Section 7** for the list of Key Team Leaders for each Project). For each Key Team Leader identified provide:

   a. Education.
   b. Registration (if necessary and applicable).
   c. Relevant experience in the applicable resource area (on no more than three (3) of the most relevant projects).
   d. Relevant experience utilizing City of Atlanta and GDOT specific processes, manuals, or guidance (PDP, Design Policy, Environmental Procedures Manual, etc.) which are specific to the key team leader's area.

   This information is limited to one (1) page maximum for each Key Team Leader. Respondents submitting more than one (1) page for each Key Team Leader identified will be subject to disqualification. Respondents who provide more Key Team Leaders than what is outlined in the requirement will be subject to disqualification as this would provide an advantage over firms who complied with the requirement and had the required number of Key Team Leaders. Respondents who do not provide the required Key Team Leaders will be subject to disqualification as this does not meet the requirements of the project and therefore would deem the respondent and its team unqualified for the award.

3. Prime Experience - Provide information on the prime's experience and ability in delivering effective services for projects of similar complexity, size, scope, and function. Describe no more than five (5) projects, in order of most relevant to least relevant, that demonstrate the firm's capabilities to provide services for Midtown Alliance. For each project, the following information should be provided:

   a. Client name, project location and dates during which services were performed.
   b. Description of overall project and services performed by your firm.
   c. Duration of project services provided by your firm, and overall project budget.
   d. Experience utilizing, City of Atlanta and GDOT specific processes, manuals, or guidance (PDP, Design Policy, Environmental Procedures Manual, etc.)
   e. Client(s) current contact information including contact names and telephone numbers.
   f. Involvement of Key Team Leaders on the projects.

   This information is limited to two (2) pages maximum.

4. Area Class Summary Form and Notice of Professional Consultant Qualifications - Prime Consultants are defined as the firm submitting the Statement of Qualifications and the firm with whom Midtown Alliance will contract. The Team is defined as the Prime Consultant and their sub-consultants, who are considered team members. Prime Consultants and their sub-consultant team members must meet the Area Class requirements

listed in Exhibit I for each project on which they apply. In regards to the required Area Classes, for each project/contract on which they apply, respondents should submit a summary form (*example provided in Exhibit IV*) that details the required area classes for the Prime Consultant and all sub-consultants or joint-venture of consultants on the team listed in the Statement of Qualifications. The area classes and firms meeting the area classes listed on the summary form must meet all required area classes or the team will be disqualified. If a team member's prequalification will expire prior to the due date of the SOQs, documentation must be provided which shows that the firm has submitted its application for prequalification prior to the SOQ due date. The team must maintain its prequalification certification in order to be considered eligible for award if selected. **Additionally, respondents should submit the Notice of Professional Consultant Qualifications (for the Prime Consultant and all sub-consultants for each project) issued by GDOT and attach after the Area Class summary form.**

This information is limited to one (1) page for the Area Class table (unless the project needs require an extensive list of area classes) and the required Notice of Professional Consultant Qualifications.

C. Resources/Workload Capacity

1. Overall Resources - Provide information regarding the overall resources dedicated to delivering the specific project, including:

   a. Organizational chart that identifies the project manager, prime, Key Team Leaders, support personnel, and reporting structure.
   b. Primary Office - Identify and discuss the primary office which will be responsible for handling the specific project and the number and types of staff within the office and how this office could benefit the project and promote efficiency.
   c. Narrative on Additional Resource Areas and Ability - Respondents are also allowed one (1) page to provide information regarding additional resource areas identified as important to the project, to discuss how the key areas will integrate and work together on the project, to discuss any information which is pertinent to these areas, to provide a narrative regarding how the organization of the team, including the Project Manager and Key Team Leaders can deliver the project on schedule given their workload capacity. Respondents may discuss the advantages of your team and the abilities of the team members which will enable the project to meet the proposed schedule as identified in **Exhibit I** (where applicable). If there is no proposed schedule, discuss the advantages of the team and the abilities of the team members which will enable the project to move as expeditiously as possible. **Respondents submitting more than the one (1) additional page allowed, will be subject to disqualification.**

2. Project Manager Commitment Table - Provide a list of ALL projects (Midtown Alliance, City of Atlanta, GDOT, other governments and private contracts – Information may be validated and any firm determined not to be listing all projects may be subject to disqualification) on which the proposed Project Manager is currently committed, to enable Midtown Alliance to ascertain the Project Manager's availability. Utilize a table similar to the following format with a minimum of all criteria indicated to provide the requested information:

Project Manager	PI/Project # for MA, City, and/or GDOT Projects/ Name of Customer for Non-GDOT Projects	Role of PM on Project	Project Description	Current Phase of Project	Current Status of Project	Monthly Time Commitment in Hours

3. Key Team Leader Project Commitment Table - Provide a table similar to the below, with a minimum of all criteria indicated, which identifies ALL projects the Key Team Leaders (refer to the Project Description in **Exhibit I**, specifically **Section 7** for the list of Key Team Leaders for each Project) are committed on to enable Midtown Alliance to ascertain the available capacity.

Key Team Leader	PI/Project # for MA, City, and/or GDOT Projects/ Name of Customer for Non-GDOT Projects	Role of Key Team Leader on Project	Project Description	Current Phase of Project	Current Status of Project	Monthly Time Commitment in Hours

This information is limited to the organization chart, one (1) page of text (for the Primary Office and Narrative on Ability discussion), and the tables.

VII. Instructions for Preparing Technical Approach and Past Performance – Phase II Response

The Selection Committee will evaluate firms using the information provided as requested below (NOTE: Scores from Statement of Qualifications will be carried forward to Technical Approach and Past Performance):

The Technical Approach and Past Performance response must be submitted in accordance with the instructions provided in Section IX, and must be organized, categorized using the same headings (in red), and numbered and lettered exactly as outlined below, and must be responsive to all requested information. For the sections in which page number limits are stated, each section with a stated limit must begin on a new page and end on the last page allowed for the section. It is not allowed to begin new sections on a page allowed for a previous section, if applicable. This will enable Midtown Alliance to ensure compliance with the page limitations.

Cover page – Each submittal must have a separate cover page for each copy of each submittal and each must indicate the response is for Technical Approach and Past Performance, list the RFQ#, RFQ Title, proposing firm's full legal name and the specific project contract being submitted on to include the Project Numbers, PI Numbers, County(ies), and Description. A cover page must be submitted for both the Statement of Qualifications response and the Technical Approach and Past Experience response.

A. Technical Approach

Provide any unique technical approaches your firm offers relative to addressing anticipated design concepts, use of any alternative methods for delivery (if applicable), and/or management of the project. Identify any unique challenges of the project and how your firm intends to mitigate these challenges, including quality control and quality assurance procedures. Provide any specific qualifications, skills, knowledge of the project and project area which may uniquely benefit the firm and project. Respond to the Challenge Questions detailed in Section V.

This information will be limited to a maximum of four (4) pages.

B. Past Performance

No additional information should be submitted to fulfill this requirement. Information from the relevant projects listed as well as information on file with the GDOT will be used to fulfill this requirement.

Past performance may be evaluated through the checking of project references for the proposed project manager as well as the firm. Midtown Alliance will check these references at random. For this reason, attention should be paid to the references provided to ensure that the contact information is accurate and the individual references are reachable. Other past performance information that may be utilized includes Midtown Alliance consultant performance ratings as well as knowledge that any member of the Selection Committee has pertaining to the past performance of the firm on any project.

VIII. Instructions for Phase I - Submittal of Statements of Qualifications

A. Submittals Required

There are two (2) submittals required for Statements of Qualifications. Submittal #1 must follow the format and meet the content requirements identified in **Section VI**, entitled **Instructions for Content and Preparation of**

Statements of Qualifications Response. Respondents must submit one (1) original that should be bound together using a binder clip or other similar fashion. See **Attachment 1** for a summary of how the submittals should be prepared.

Submittal #2 is an electronic version of Submittal #1 that allows for Midtown Alliance to maintain the files electronically. This submittal should be on a flash drive.

B. Submittal Format

Submittals must be typed on standard (8½" x 11") paper. The pages should be numbered; however, submittal pages will be counted by section to determine compliance with page limits. Responses are limited to the page counts indicated in each section and should be double-sided using a **minimum of size 11 font**. Page counts will be determined by pages with print on them, not by the physical piece of paper. For example, a piece of paper that has print on both sides shall be considered two pages, while a piece of paper with print on only one side would be considered a single page. Each Statement of Qualifications shall be prepared simply and economically as indicated above. Fancy bindings, colored displays, and promotional materials are not desired. Emphasis must be on completeness, relevance, and clarity of content.

NOTE: Additional pages other than what has been specified above in each section **should not be included and will be grounds for disqualification**.

Submittals must be sealed in an opaque envelope or box, and reference **the Project title, GDOT PI number, and the words "STATEMENT OF QUALIFICATIONS"** must be clearly indicated on the outside of all of the envelopes or boxes. Statements of Qualifications **must be physically received by designated staff of Midtown Alliance** prior to the deadline indicated in the Schedule of Events (*Section III of RFQ*) at the exact address below:

Ms. Cladie Washburn
Director of Capital Projects
Midtown Alliance
999 Peachtree St NE
Suite 730
Atlanta, Georgia 30309

No submittals will be accepted after the time and date set for receipt.

Statements of Qualifications submitted via facsimile or e-mail will be rejected. All expenses for preparing and submitting responses are the sole cost of the party submitting the response. Midtown Alliance is not obligated to any party to reimburse such expenses. All submittals upon receipt become the property of Midtown Alliance. Labeling information provided in submittals "proprietary" or "confidential", or any other designation of restricted use will not protect the information from public view. Subject to the provisions of the Open Records Act, the details of the proposal documents will remain confidential until final award.

C. Questions and Requests for Clarification

Questions about any aspect of the RFQ, or the project, shall be submitted in writing via e-mail to: **Cladie Washburn, email: cladie@midtownatl.com.** The deadlines for submission of questions relating to the RFQ are the times and dates shown in the **Schedule of Events - Section III**. From the issue date of this solicitation until a successful proposer is selected and the award is made official and announced, respondents are subject to the Restriction of Communication in **Section I.B.**

IX. Instructions for Submittal for Phase II - Technical Approach and Past Performance Response

A. Submittals Required

There are two (2) submittals required. Submittal #1 must follow the format and meet the content requirements identified in **Section VII**, entitled **Instructions for Preparing Technical Approach and Past Performance Response.** Respondents must submit one original that should be bound together using a binder clip or other similar fashion.

Submittal #2 is an electronic version of Submittal #1 which allows for Midtown Alliance to maintain the files electronically. This submittal should be on a flash drive.

B. Submittal Format

Submittals must be typed on standard (8½" x 11") paper. The pages should be numbered; however, submittal pages will be counted by section to determine compliance with page limits. Responses are limited to the page counts indicated in each section and should be double-sided using a **minimum of size 11 font**. Page counts will be determined by pages with print on them, not by the physical piece of paper. For example, a piece of paper which has print on both sides, shall be considered two pages while a piece of paper with print on only one side would be considered a single page. Each Technical Approach and Past Performance Response shall be prepared simply and economically as indicated above. Fancy bindings, colored displays, and promotional materials are not desired. Emphasis must be on completeness, relevance, and clarity of content.

NOTE: Additional pages other than what has been specified above in each section **should not be included and will be grounds for disqualification**. Submittals are limited to the information requested in Section VII. Instructions for Preparing Technical Approach and Past Performance Response-Phase II Response only. **Hyperlinks or embedded video are not allowed.**

C. Submittals Sealed

Submittals must be sealed in an opaque envelope or box, and reference **the Project title, GDOT PI number, and the words "TECHNICAL APPROACH AND PAST PERFORMANCE RESPONSE"** must be clearly indicated on the outside of all of the envelopes or boxes. Phase II responses **must be physically received by designated staff of Midtown Alliance** prior to the deadline indicated, to the exact address below:

Ms. Cladie Washburn
Director of Capital Projects
Midtown Alliance
999 Peachtree St NE
Suite 730
Atlanta, Georgia 30309

No submittals will be accepted after the time and date set for receipt.

Responses submitted via facsimile or e-mail will be rejected. All expenses for preparing and submitting responses are the sole cost of the party submitting the response. Midtown Alliance is not obligated to any party to reimburse such expenses. All submittals upon receipt become the property of Midtown Alliance. Labeling information provided in submittals "proprietary" or "confidential", or any other designation of restricted use will not protect the information from public view. Subject to the provisions of the Open Records Act, the details of the proposal documents will remain confidential until final award.

D. Questions and Requests for Clarification

Questions about any aspect of the Phase II: Technical Approach and Past Performance Response, shall be submitted in writing via e-mail to: **Cladie Washburn, email: cladie@midtownatl.com, or as directed in the Notice to Selected Finalists, if different.** The deadlines for submission of questions relating to the Technical Approach and Past Performance Response will be identified in the **Schedule of Events - Section III**. From the issue date of this solicitation until a successful proposer is selected and the award is made official and announced, respondents are subject to the Restriction of Communication in **Section I.B.**

X. Terms and Conditions

A. Statement of Agreement

With the submission of a SOQ, the respondent agrees that he/she has carefully examined the Request for Qualifications, and agrees that it is the respondent's responsibility to request clarification on any issues in any section of the Request for Qualifications with which the respondent disagrees or needs clarified. The respondent also understands that failure to mention these items during the question period or in the SOQ will be interpreted to

mean that the respondent is in full agreement with the terms, conditions, specifications and requirements in the therein. With submission of a SOQ, the respondent hereby certifies: (a) that this SOQ is genuine and is not made in the interest or on behalf of any undisclosed person, firm, or corporation; (b) that respondent has not directly or indirectly included or solicited any other respondent to put in a false or insincere SOQ; and (c) that respondent has not solicited or induced any person, firm, or corporation to refrain from sending a SOQ.

The respondent also understands that failure to provide required information may result in disqualification. Failure to provide administrative information may not result in disqualification. At Midtown Alliance's discretion, Midtown Alliance may notify the respondent that administrative information is not provided or there was an error in the information provided, **and** Midtown Alliance will allow a respondent to provide an update to the administrative information. However, the exception to this is the provision of the required **GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT AFFIDAVIT,** which by Georgia Law requires disqualification of the response. The above changes mentioned to administrative information would be considered allowable as these would be limited to changes which **do not** affect the information which the evaluators use to score the respondents. Failure of a respondent to provide the specific administrative information as required in the notice will result in disqualification. Any respondent who provides changes in addition to the information requested in the notice shall be subject to disqualification. Failure of a respondent's SOQ to provide any information pertaining to a respondent and its teams qualifications, of any type, will subject the SOQ to disqualification. Midtown Alliance will not allow updates to qualifications to be provided to avoid disqualification as this would allow a respondent to modify its SOQ and alter the information that evaluators would score. The above changes related to qualifications would not be allowable as these would allow changes which **do** affect the information which the evaluators use to score the respondent's SOQ.

B. Joint-Venture Proposals, Sub-Consultants, and Vendors

Midtown Alliance does not generally desire to enter into "joint-venture" agreements with multiple firms. In the event two or more firms desire to "joint-venture." it is strongly recommended that one incorporated firm propose and maintain status as the Program Management firm with the remaining firms participating as major firms. Any joint-venture, proposed and established as a separate business entity, should have its own set of books and supporting documentation sufficient for an audit trail. Transactions should be recorded consistent with the joint-venture agreement, and care must be taken to ensure that the joint-venture bears its equitable share of the costs. Therefore, "unpopulated joint-ventures" would not have an adequate accounting system suitable for cost reimbursement contracts.

However, more traditional "populated joint-ventures" are welcomed. A populated joint-venture is where an alliance is brought to life by infusing it with working capital, employees, and control systems. The alliance implements all necessary business systems, including payroll processing, purchasing, property control, etc. The alliance will develop its own indirect rate structure and calculates its own indirect cost rates, based on the direct and indirect costs it incurs.

Sub-consultants shall generally be considered any team member which is performing any service that typically requires prequalification, which is subject to the Audit and Accounting System Requirements, and whose services are billed as costs. Sub-consultant Team Members must be written into the resulting Agreement and are subject to all terms and conditions in the Agreement. Vendors shall be considered any team member that is performing any service which typically does not require prequalification, which is not subject to the Audit and Accounting System Requirements, and whose services are billed as direct expenses. Vendors may not be written into the resulting Agreement and may not be subject to all terms and conditions in the Agreement.

C. Non-Discrimination and DBE Requirements

Midtown Alliance, in accordance with Title VI of the Civil Rights Act of 1964 and 78 Stat. 252, 42 USC 2000d--42 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, part 21, Nondiscrimination in federally assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all proposers that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

The Georgia Department of Transportation Board has adopted a 16% overall annual goal for DBE participation on all federally funded projects, which Midtown Alliance is upholding for this federally funded

project. This goal is not to be considered as a fixed quota, set aside or preference. The DBE goal can be met by prime contracting, sub-contracting, joint-venture or mentor/protégé relationship.

Midtown Alliance, on behalf of the City of Atlanta, in cooperation with Georgia Department of Transportation, will submit the reports as required to GDOT for each consultant services submittal for its DBE participation and/or good faith effort in promoting equity and opportunity in accordance with the state of Georgia, Department of Transportation Disadvantage Business Program Plan.

For more information on the DBE Program please contact:

Georgia Department of Transportation
Equal Opportunity Division
One Georgia Center, 7th Floor
600 West Peachtree Street, NW
Atlanta, Georgia 30308
Phone: (404) 631-1972

D. Audit and Accounting System Requirements

Midtown Alliance reserves the right to reject any proposal with firms that do not meet the following requirements:

1. Firm(s) should have an accounting system in place to meet requirements of 48 CFR Part 31 and, in the case of non-profit organizations, OMB Circular A-122.
2. Any firm that currently has an aggregate contract amount exceeding $250,000 should have submitted their yearly CPA overhead audit.
3. Firm(s) should have no significant outstanding deficient audit findings from previous contracts with Midtown Alliance that have not been resolved.
4. The prime is responsible for being reasonably assured that all sub-consultant(s) presented as a part of the proposed team are similarly in compliance with the above requirements.

E. Submittal Costs and Confidentiality

All expenses for preparing and submitting responses are the sole cost of the respondent submitting the response. Midtown Alliance is not obligated to any respondent to reimburse such expenses. All submittals upon receipt become the property of Midtown Alliance. Labeling information provided in submittals as “proprietary” or “confidential”, or any other designation of restricted use will not protect the information from public view. Subject to the provisions of the Open Records Act, the details of the proposal documents will remain confidential until a final award.

F. Award Conditions

This request is not an offer to contract or a solicitation of bids. This request and any proposal submitted in response, regardless of whether the proposal is determined to be the best proposal, is not binding upon Midtown Alliance and does not obligate Midtown Alliance to procure or contract for any services. Neither Midtown Alliance nor any respondent submitting a response will be bound unless and until a written contract mutually accepted by both parties is negotiated as to its terms and conditions and is signed by Midtown Alliance and a respondent containing such terms and conditions as are negotiated between those parties. Midtown Alliance reserves the right to waive non-compliance with any requirements of this Request for Qualifications and to reject any or all proposals submitted in responses. Upon review of responses, Midtown Alliance will determine the respondent(s) proposal that in the sole judgment of Midtown Alliance is in the best interest of Midtown Alliance (if any is so determined), with respect to the evaluation criteria stated herein. Midtown Alliance then intends to conduct negotiations with such respondent(s) to determine if an acceptable contract may be reached.

G. Debriefings

In lieu of Pre-Award and Post-Award debriefings, it shall be Midtown Alliance’s policy to provide the “Selection Package” at the time of the Selection Announcement (also referred to as the Announcement of Entering into Negotiations). The “Selection Package” will include the scores and comments of phases for all firms who responded and will typically be provided as a PDF file and e-mailed. Previously, pre-award debriefings only provided the

scores and comments of the firm. It shall be the policy of Midtown Alliance that all debriefings will typically be conducted in writing.

H. Right to Cancel or Change RFQ

Midtown Alliance reserves the right to cancel any and all Request for Qualifications where it is determined to be in the best interest of Midtown Alliance to do so. Midtown Alliance reserves the right to increase, reduce, add or delete any item in this solicitation as deemed necessary.

It is the responsibility of all firms interested in submitting Statement of Qualifications (SOQs) for this advertisement to routinely check the posting on the Midtown Alliance website for any revisions to this RFQ.

I. Substitutions, Alternates, Exceptions, and Extensions

No substitutions or alternates will be accepted for this solicitation. Any respondent submitting substitutions or alternates will be considered non-responsive and will not be considered for award.

EXHIBIT I

Project Description

10th Street Bridge Multi-Modal Connection Project

1. **Project Number(s):** ARC AT-372

2. **PI Number(s):** 0015890

3. **County:** Fulton

4. **Description and History:** The 10th Street Bridge Multi-modal Connection Project will fill a critical gap in the City of Atlanta and Midtown's bicycle and pedestrian network and improve the user experience for all modes of transportation. This Project combines three (3) individual Projects identified in the City of Atlanta's Cycle Atlanta 1.0 plan and the Midtown Transportation Plan, including the 10th Street Bridge Redesign, the 10th Street Road Diet, and adding new bicycle facilities along Williams Street. The Project expands on the existing bike and pedestrian network in Midtown and terminates where Georgia Tech is planning future accommodations.

   The 10th Street Bridge facilitates connections for all mode and trip types to the Georgia Tech campus, McCamish Pavilion, WarnerMedia (formerly Turner Broadcasting), and the Home Park neighborhood on the west side of I-75/85 and the Midtown Metro Atlanta Rapid Transit Authority (MARTA) station, Piedmont Park and the Midtown district on the east side of I-75/85. Due to its proximity to these amenities and its direct access to I-75/85, the 10th Street Bridge facilitates 150 pedestrians and 20 cyclists crossing during the peak hour and 35,000 peak period vehicle trips each weekday. Existing sidewalks on 10th Street over I-75/85 are not wide enough to accommodate peak pedestrian demand and there are no separated bicycle facilities.

   The Project seeks to serve all modes of travel in a more balanced way. The width and number of the travel lanes along 10th Street are proposed to be reconfigured to allow for wider sidewalks and a separated two-way cycle track. The lanes on Williams Street south of 10th Street are to be narrowed to 11 feet and shifted to the west to construct a separated two-way cycle track. The proposed Williams Street cycle track will extend from Peachtree Place to 12th Street. To accommodate the separate bicycle and pedestrian facilities along Williams Street across 10th Street, the northeast corner will be bulbed out allowing two vehicular receiving lanes on Williams Street instead of the existing three lanes. The existing 42-foot pavement width of Techwood Drive will be restriped to utilize the extra wide existing 22-foot wide northbound lane to create room for a two-way cycle track from 10th Street to the WarnerMedia (Turner Broadcasting) entrance on the west side of Techwood Drive. Intersections will be enhanced with curb extensions and crossings to accommodate heavy pedestrian demand and the proposed two-way cycle tracks. Aesthetic features, such as landscaping planters, new fence, and architectural pedestrian and roadway lighting, are proposed for the bridge to create a gateway into Midtown. The Project length is approximately 600 feet on 10th Street, 1400 feet on Williams Street, and 350 feet on Techwood Drive.

   GDOT approved the Concept Report for this project on January 10, 2020. **The scope of work included in this RFQ is to complete engineering design according to GDOT's Plan Development Process.** This scope of work also includes construction observation; however, the level of involvement of the selected firm will be the product of final project design. The selected firm must meet the DBE requirements outlined in **Section X.C** for both the engineering design portion of the scope and for the construction oversight portion of the scope. The project is currently expected to be eligible for a Categorical Exclusion (CE) through the NEPA documentation process. Approval of the CE is expected in March 2020.

5. **Required GDOT Area Classes:**

   Prime Consultants are defined as the firm submitting the Statement of Qualifications and the firm with whom Midtown Alliance will contract. The Prime Consultant MUST be prequalified by GDOT in the following Area Class listed under Section 5A.

   The Team is defined as the Prime Consultant and their sub-consultants, who are considered team members. The Team must be prequalified by GDOT in the Area Classes identified below in Section 5B.

   Respondents should submit a summary form (example provided in **Exhibit IV**) which details the required area classes for the Prime Consultant and all sub-consultants or joint-venture of consultants on the team listed in the Statement of

Qualifications. The area classes listed on the summary form must meet all required area classes or the Team will be disqualified. The Prequalification Expiration Date must be current by the deadline stated for this RFQ.

A. The **Prime Consultant MUST** be prequalified by GDOT in the area class listed below:

Number	Area Class
3.03	Multi-Lane Urban Roadway Widening and Reconstruction
3.06	Traffic Operations Studies
3.13	Facilities for Bicycles and Pedestrians

B. The **Team (inclusive of the Prime Consultant and/or any sub-consultants) MUST** be prequalified by GDOT in the area classes listed below. As mentioned above, the selected firm must meet the DBE requirements outlined in **Section X.C** for both the engineering design portion of the scope and for the construction oversight portion of the scope.

Number	**Area Class**
1.06(a)	NEPA
1.06(b)	History
1.06(c)	Air Quality
1.06(d)	Noise
1.06(e)	Ecology
1.06(f)	Archaeology
1.07	Attitude, Opinion, and Community Value Studies (Public Involvement)
1.09	Location Studies
1.10	Traffic Analysis
1.13	Non-Motorized Transportation Planning
3.07	Traffic Operations Design
3.08	Landscape Architecture Design
3.09	Traffic Control Systems Analysis, Design and Implementation
3.10	Utility Coordination
3.13	Facilities for Bicycles and Pedestrians
3.15	Highway Lighting
4.01	Minor Bridge Design
4.03	Complex Bridge Design
5.08	Overhead/Subsurface Utility Engineering (SUE)
6.01(a)	Soil Survey Studies
6.02	Bridge Foundation Studies
6.05	Hazardous Waste Site Assessment Studies
8.01	Construction Engineering and Supervision
9.01	Erosion, Sedimentation, and Pollution Control Plan
9.02	Rainfall and Runoff Reporting
9.03	Field Inspection for Erosion Control

6. Scope:

The Consultant shall provide comprehensive professional services required for the project to complete and receive approval by GDOT through the Plan Development Process. Since the Concept Report phase has already been completed, the Consultant shall provide services for (Phase I – Preliminary Design) preliminary design, which is to include all plans and studies necessary to complete GDOT's Preliminary Field Plan Review (PFPR). Once Phase I has been approved by Midtown Alliance, the City, and GDOT, the Consultant shall provide services for (Phase II – Final Design and Preconstruction Engineering) preparation of construction and contract documents, which is to include all final plans and studies necessary to complete GDOT's Final Field Plan Review (FFPR) and receive approval to let the project for construction. All required engineering studies are considered part of the scope of services.

The Consultant shall also provide comprehensive professional services needed for right-of-way (ROW) plan approval/certification and subsurface utility engineering, including utility coordination, and for the project to receive environmental clearance. The project is currently expected to be eligible for a Categorical Exclusion through the NEPA documentation process (CE approval expected in March 2020). To date, the following environmental tasks have been completed as part of the Concept Phase:

- Ecology: The ERS/AOER was approved and transmitted to FHWA on 8/2/18. There were no findings and a combined report was completed, which included the assessment of effect (AOE). No other ecology tasks should be needed in subsequent phases unless the project limits change, regulations change, or too much time elapses.
- Archaeology: The SFNF was completed on 10/2/18. Because there were no findings, SHPO concurrence was not needed and an AOE is not needed. No other archaeology tasks should be needed in subsequent phases unless the project limits change or regulations change.
- History: The HRSR was approved by the SHPO on 10/12/18. An AOE will be needed during preliminary plans development.

This project has several characteristics that make it unique and have the potential to impact the level of effort required to complete the Scope. Although the project area primarily includes City of Atlanta (not GDOT) ROW, the project touches three on- and off-ramps from the I-75/85 Connector, which makes traffic impacts and associated traffic signal design for all project area intersections particularly important. The project also introduces a two-way cycle track along both a two-way roadway and a one-way roadway facility, which further complicates traffic signal operations at relevant intersections. Comments received from GDOT in the Concept Phase indicate that bridge drainage design, specifically as it relates to the proposed planters, will also require unique consideration.

The Consultant is expected to provide Quality Control/Quality Assurance reviews for all deliverables. Attendance in and provision of meeting minutes for regular check-in meetings (frequency, duration, and other details of these meetings to be negotiated) are also expected. The Consultant shall provide Construction Engineering and Inspection services during the construction phase.

All deliverables shall be in accordance with the GDOT Plan Development Process, Electronic Data Guidelines, Plan Presentation Guide, NEPA and the GDOT Environmental Procedures Manual. Phase I work must be approved by Midtown Alliance, the City, and GDOT before commencing Phase II.

7. Key Team Leaders:

The Key Team Leaders are required for the following project areas:

- Roadway Design
- Environmental
- Landscape Architecture

8. Schedule:

Milestone	**Date**
Preliminary Design	August 2020
PFPR	Feb 2021
Final Plans	Dec 2021
FFPR	Mar 2022
Construction Authorization	Aug 2022
Letting	Nov 2022

EXHIBIT II
CERTIFICATION FORM

I, _____, being duly sworn, state that I am _____ (title) of _____

_____ (firm) and hereby duly certify that I have read and understand the information presented in the attached proposal and any enclosure and exhibits thereto.

Initial each box below indicating certification. The person initialing must be the same person who signs the Certification Form. (If unable to initial any box for any reason, place an "X" in the applicable box and attach a statement explaining the non-certification. Midtown Alliance will review and make a determination as to whether or not the firm shall be considered further or disqualified).

I further certify that to the best of my knowledge the information given in response to the Request for Qualifications is full, complete and truthful.

☐ I further certify that the submitting firm and any principal employee of the submitting firm has not, in the immediately preceding five (5) years, been convicted of any crime of moral turpitude or any felony offense, nor has had his/her professional license suspended, revoked or been subjected to disciplinary proceedings, nor is any team member(s)/principal(s) currently under indictment for any reason related to actions on public infrastructure projects.

☐ I further certify that I understand that Firms included on the current Federal list of firms suspended or debarred are not eligible for selection and that the submitting firm has not, in the immediately preceding five (5) years, been suspended or debarred from contracting with any federal, state or local government agency, and further, that the submitting firm is not now under consideration for suspension or debarment from any such agency.

☐ I further certify that the submitting firm has not in the immediately preceding five (5) years been defaulted in any federal, state or local government agency contract and further, that the submitting firm is not now under any notice of intent to default on any such contract, nor has been removed from a contract or failed to complete a contract as assigned due to cause or default.

☐ I further certify that the submitting firm or any affiliate(s) has not been involved in any arbitration, litigation, mediation, dispute review board or other dispute resolution proceeding with a client, business partner, or government agency in the last five (5) years involving an amount in excess of $500,000 related to performance on public infrastructure projects.

☐ I further certify that there are no pending regulatory inquiries that could impact our ability to provide services if we are the selected consultant.

☐ I further certify that there are no possible conflicts of interest created by our consideration in the selection process or by our involvement in the project.

☐ I further certify that the submitting firm's annual average revenue for the past five (5) years is sufficient to allow the services to be delivered effectively by our firm and that there are no trends in the revenue which may be concerning other than normal market fluctuations.

☐ I further certify that in regards to Audit and Accounting System Requirements, that the submitting firm:

I. Has an accounting system in place to meet requirements of 48 CFR Part 31 and, in the case of non-profit organizations, OMB Circular A-122.
II. Has submitted its yearly Certified Public Accountant overhead audit if it currently has an aggregate contract amount exceeding $250,000.
III. Has no significant outstanding deficient audit findings from previous contracts with GDOT that have not been resolved.
IV. Is responsible for being reasonably assured that all sub-consultant(s) presented as a part of the proposed team are similarly in compliance with the above requirements.

I acknowledge, agree and authorize, and certify that the proposer acknowledges, agrees and authorizes, that Midtown Alliance may, by means that it deems appropriate, determine the accuracy and truth of the information provided by the proposer and that Midtown Alliance may contact any individual or entity named in the Statement of Qualifications for the purpose of verifying the information supplied therein.

I acknowledge and agree that all of the information contained in the Statement of Qualifications is submitted for the express purpose of inducing Midtown Alliance to award a contract.

A material false statement or omission made in conjunction with this proposal is sufficient cause for suspension or debarment from further contracts, or denial or rescission of any contract entered into based upon this proposal thereby precluding the firm from doing business with, or performing work for, the State of Georgia. In addition, such false statement or omission may subject the person and entity making the proposal to criminal prosecution under the laws of the State of Georgia of the United States, including but not limited to O.C.G.A. §16-10-20, 18 U.S.C. §§1001 or 1341.

Sworn and subscribed before me

This _____ day of _____, 2020.

_____
Signature

_____
NOTARY PUBLIC

My Commission Expires: _____

_____
NOTARY SEAL

EXHIBIT III

GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT AFFIDAVIT

Consultant's Name:	
Address:	
Solicitation/Contract Name:	**10th Street Bridge Multi-Modal Connection Project: Engineering Design Services**

CONSULTANT AFFIDAVIT

By executing this affidavit, the undersigned Consultant verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, entity or corporation which is engaged in the physical performance of services on behalf of Midtown Alliance has registered with, is authorized to use and uses the federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91.

Furthermore, the undersigned Consultant will continue to use the federal work authorization program throughout the contract period and the undersigned Consultant will contract for the physical performance of services in satisfaction of such contract only with sub-consultants who present an affidavit to the Consultant with the information required by O.C.G.A. § 13-10-91(b). Consultant hereby attests that its federal work authorization user identification number and date of authorization are as follows:

_____ _____

Federal Work Authorization User Identification Number (EEV/E-Verify Company Identification Number) — Date of Authorization

_____

Name of Consultant

I hereby declare under penalty of perjury that the foregoing is true and correct

_____ _____

Printed Name (of Authorized Officer or Agent of Consultant) — Title (of Authorized Officer or Agent of Consultant)

_____ _____

Signature (of Authorized Officer or Agent) — Date Signed

SUBSCRIBED AND SWORN BEFORE ME ON THIS THE

_____ DAY OF _____, 2020.

_____ [NOTARY SEAL]

Notary Public

My Commission Expires: _____

Rev. 11/01/15

EXHIBIT IV

Area Class Summary Example

Respondents should complete a table similar to the below and indicate by placing an "X" in the appropriate column indicating the firm which meets each required area class for each specific project with particular emphasis on the area class which the Prime must hold (**in bold**). The table below only includes the area classes relevant to this RFQ and does not represent a full listing of all GDOT area classes. Particular attention should be paid to the date that consultants certificate expires.

Area Class #	Area Class Description	Prime Consultant Name	Sub-Consultant #1 Name	Sub-Consultant #2 Name	Sub-Consultant #3 Name
	DBE – Yes/No ->				
	Prequalification Expiration Date				
1.06(a)	NEPA				
1.06(b)	History				
1.06(c)	Air Quality				
1.06(d)	Noise				
1.06(e)	Ecology				
1.06(f)	Archaeology				
1.07	Attitude, Opinion, and Community Value Studies (Public Involvement)				
1.09	Location Studies				
1.10	Traffic Analysis				
1.13	Non-Motorized Transportation Planning				
3.03	**Multi-Lane Urban Roadway Widening and Reconstruction**				
3.06	**Traffic Operations Studies**				
3.07	Traffic Operations Design				
3.08	Landscape Architecture Design				
3.09	Traffic Control Systems Analysis, Design and Implementation				
3.10	Utility Coordination				
3.13	**Facilities for Bicycles and Pedestrians**				
3.15	Highway Lighting				
4.01	Minor Bridge Design				
4.03	Complex Bridge Design				
5.08	Overhead/Subsurface Utility Engineering (SUE)				
6.01(a)	Soil Survey Studies				
6.02	Bridge Foundation Studies				
6.05	Hazardous Waste Site Assessment Studies				
8.01	Construction Engineering and Supervision				
9.01	Erosion, Sedimentation, and Pollution Control Plan				
9.02	Rainfall and Runoff Reporting				
9.03	Field Inspection for Erosion Control				

ATTACHMENT 1
Submittal Format Outline for Phase I: Statement of Qualifications

	# of Pages Allowed
Cover Page	-> 1
A. Administrative Requirements	
1. Basic Company Information	
a. Company name	
b. Company Headquarter Address Excluded	
c. Contact Information	
d. Company Website	
e. Georgia Addresses	
f. Staff	
g. Ownership	
2. Notarized Certification Form (Exhibit II) for Prime	-> 1
3. Notarized Georgia Security and Immigration Compliance Act Affidavit (Exhibit III)	-> 1
4. Signed Cover Page of any Addenda Issued	-> 1 (each addenda)
B. Experience and Qualifications	
1. Project Manager	
a. Education	
b. Registration	2
c. Relevant engineering experience	
d. Relevant project management experience	
e. Relevant experience using GDOT specific processes, etc.	
2. Key Team Leader Experience	
a. Education	1 (each)
b. Registration	
c. Relevant experience in applicable resource area	
d. Relevant experience using GDOT specific processes, etc.	
3. Prime's Experience	
a. Client name, project location, and dates	
b. Description of overall project and services performed	2
c. Duration of project services provided	
d. Experience using GDOT specific processes, etc.	
e. Clients current contact information	
f. Involvement of Key Team Leaders	
4. Area Class Table and Notice of Professional Consultant Qualifications for Prime and Sub-Consultants	-> No requirement
C. Resources/Workload Capacity	
1. Overall Resources	
a. Organization chart	-> No requirement
b. Primary office to handle project and staff description of office and benefits of office	-> 1
c. Narrative on Additional Resource Areas and Ability	-> 1

2. Project Manager Commitment Table -> No requirement

3. Key Team Leaders Project commitment table -> No requirement

ATTACHMENT 2

10th Street Bridge Multi-Modal Enhancement - Concept Report

Georgia Department of Transportation

Interoffice Memo
Office of Design Policy & Support

DATE: **12/20/2019**

FILE: P.I.# 0015890
Fulton County / GDOT District 7 - Metro Atlanta
10th Street Bridge & Williams Street, Techwood Drive Bike/Ped Enhancements

FROM: for Brent Story, State Design Policy Engineer

TO: SEE DISTRIBUTION

SUBJECT: **APPROVED CONCEPT REPORT**

Attached is the approved Concept Report for the above subject project.

Attachment

Distribution:
- Hiral Patel, Director of Engineering
- Joe Carpenter, Director of P3
- Albert Shelby, Director of Program Delivery
- Carol Comer, Director, Division of Intermodal
- Darryl VanMeter, Assistant Director of P3/State Innovative Delivery Administrator
- Kim Nesbitt, Program Delivery Administrator
- Bobby Hilliard, Program Control Administrator
- Paul Tanner, State Transportation Planning Administrator
- Eric Duff, State Environmental Administrator
- Bill DuVall, State Bridge Engineer
- Andrew Heath, State Traffic Engineer
- Angela Robinson, Financial Management Administrator
- Erik Rohde, State Project Review Engineer
- Monica Flournoy, State Materials Engineer
- Patrick Allen, State Utilities Engineer
- Eric Conklin, State Transportation Data Administrator
  - Attn: Systems & Classification Branch
- Benny Walden, Statewide Location Bureau Chief
- Kathy Zahul, District Engineer
- Paul DeNard, District Preconstruction Engineer
- Shun Pringle, District Utilities Manager
- Gabbie Williams, Project Manager
- BOARD MEMBER - 5th Congressional District

Project Concept Report

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT

Project Type:	Multi-modal	P.I. Number:	0015890
GDOT District:	7	County:	Fulton
Federal Route Number:	N/A	State Route Number:	N/A
		Project Number:	N/A

10th Street Bridge Multi-modal Connection Project

Submittal received 11/26/2019

Submitted for approval:

Kimley-Horn and Associates Consultant Designer & Firm Office	4/9/2019 Date
Ibrahim S. Abdnad. Local Government Sponsor	6/19/2019 Date
Kimberley W. Nesbitt State Program Delivery Administrator	6/19/19 Date
KEBD GDOT Project Manager	6/27/2019 Date

Recommendation for approval:

Eric Duff/EKP* State Environmental Administrator	*7/22/2019* Date
Christopher Raymond/EKP* *For* State Traffic Engineer	*8/9/2019* Date
Joshua Taylor/EKP* *For* Project Review Engineer	*9/11/2019* Date
Stevonn Dilligard/EKP* *For* State Utilities Engineer	*8/27/2019* Date
*Paul DeNard*EKP* *For* District Engineer	*8/13/2019* Date
Bill DuVall/EKP* State Bridge Engineer	*9/11/2019* Date

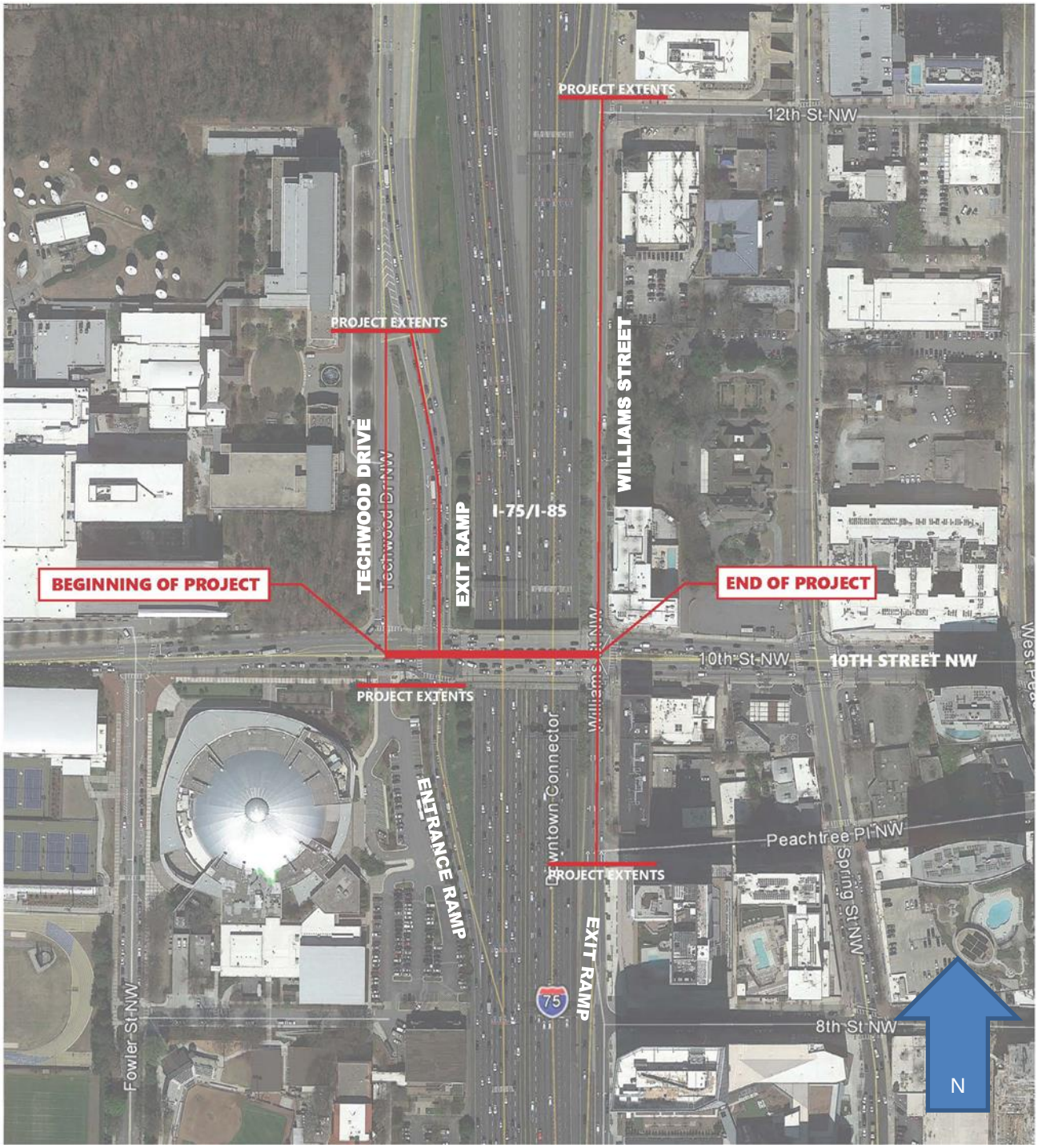
☒ MPO Area: This Project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).

☐ Rural Area: This Project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

Paul Tanner/EKP* State Transportation Planning Administrator	*7/23/2019* Date

** - Recommendation on File*

PROJECT LOCATION MAP



10th Street Bridge Multi-modal Connection Project

PLANNING AND BACKGROUND

Project Justification Statement: The 10th Street Bridge Multi-modal Connection project fills a critical gap in the City of Atlanta and Midtown's bicycle and pedestrian network. The project should improve the user experience for all mode types. This project combines three (3) individual projects identified in the City of Atlanta's Cycle Atlanta 1.0 plan and the Midtown Transportation Plan, including the 10th Street Bridge Redesign, the 10th Street Road Diet, and the addition of new bicycle facilities along Williams Street. The project expands on the existing bike and pedestrian network in Midtown and terminates where Georgia Tech is planning future accommodations.

The 10th Street Bridge facilitates connections for all mode and trip types to the Georgia Tech campus, McCamish Pavilion, Turner Broadcasting, and the Home Park neighborhood on the west side of I-75/85 and the Midtown Metro Atlanta Rapid Transit Authority (MARTA) station, Piedmont Park and the Midtown district on the east side of I-75/85. Due to its proximity to these amenities and its direct access to I-75/85, the 10th Street Bridge facilitates 150 pedestrians and 20 cyclists crossings during the peak hour and 35,000 peak period vehicle trips each weekday. Existing sidewalks on 10th Street over I-75/85 are not wide enough to accommodate peak pedestrian demand and there are no separated bicycle facilities.

The 10th Street Bridge Multi-modal Connection project proposes reconfiguration of the traffic lanes on 10th Street and Williams Street to improve the user experience for vehicles by providing consistency of lane widths and improving turning radii at corners, including at I-75/85 on- and off-ramps. The project will reduce points of conflict by separating bicycle and pedestrian facilities along 10th Street between Williams Street on the east side of I-75/85 and Techwood Drive on the west side and along Williams Street between Peachtree Place to the south and 12th Street to the north. The proposed improvements include barrier-protected two-way cycle tracks on 10th Street, Williams Street and Techwood Drive, ADA-compliant crosswalks at intersections, and realignment of the sidewalks throughout the project limits.

Existing conditions: The project is located in Midtown Atlanta, a densely developed urban core with a large university on the western limit of the project and a heavy rail transit station near the eastern limit. 10th Street has two westbound through lanes and a left turn lane and three eastbound through lanes and a left turn lane between the I-75/85 southbound ramp terminal and Williams Street. 10th Street has sidewalks on both sides. Adjacent to the south side of the 10th Street bridge is a separate concrete utility bridge carrying a 36-inch water line. The northbound exit ramp from I-75/85 is a single lane, tapered exit that widens to three lanes after merging with Williams Street just north of 8th Street. The three-lane section on Williams Street continues north throughout the project limits. Williams Street has sidewalk on the east side of the road. Techwood Drive has two southbound lanes and one northbound lane with sidewalk on the west side of the road. The southbound lanes of Techwood Drive terminate at 10th Street with a right turn lane and shared through/right lane. The I-75/85 southbound off-ramp north of 10th Street consists of a left turn lane, a shared through/left lane, a shared through/right lane, and a right turn lane with no sidewalk. South of 10th Street, the I-75/85 southbound on-ramp is two lanes, which merge into one lane prior to being controlled with a ramp meter. 10th Street is carried over I-75/85 by a two span, steel girder bridge 104 feet wide and 213 feet long.

Other projects in the area: None

MPO: Atlanta TMA **TIP #:** AT-372

Congressional District(s): 5

Federal Oversight: ☐ PoDI ☒ Exempt ☐ State Funded ☐ Other

Projected Traffic: AADT 24 HR T: 7.5 %
Current Year (2018): 34,775 Open Year (2024): 38,475 Design Year (2044): 46,450
Traffic Projections Performed by: Kimley-Horn and Associates
Date approved by the GDOT Office of Planning: 11/16/18

AASHTO Functional Classification (10th Street): Urban Minor Arterial Street

AASHTO Context Classification (Mainline): Urban Core

AASHTO Project Type (Mainline): Construction on existing roads

Complete Streets - Bicycle, Pedestrian, and/or Transit Standard Warrants:
Warrants met: ☐ None ☒ Bicycle ☒ Pedestrian ☒ Transit

Bicycle Warrants: Warrant 1 (designated bicycle route) is met, as the project area is part of a planned local bicycle route on 10th Street and Williams Street. 10th Street is a designated bike way with shared lane markings east of I-75/85. The western terminus of the project connects to the eastern edge of the Georgia Institute of Technology campus and to an existing 12' wide shared use path on the south side of 10th Street that provides access to Fowler Street. The eastern terminus of the project is within 1000 feet of the Midtown MARTA station. The existing shared lane markings along 10th Street continue from the eastern terminus of the project, past the MARTA station to the 10th Street Cycle Track. The travel generators in Midtown meets warrant 3 (travel generators and destinations) for bicycle accommodations

Pedestrian warrants: The project area currently has sidewalks with curb and gutter. The adjacent land use includes high density residential, a university, hotel, office, and retail; thereby meeting warrant 1 (travel generators and destinations) for pedestrian accommodations. Pedestrian demand is very high and pedestrian infrastructure needs upgrades consistent with warrants 2 (evidence of pedestrian traffic) and 4 (needs identified by a planning study).

Transit warrants: 10th Street is included on the MARTA and Georgia Tech Stinger bus routes meeting warrant 1 (transit vehicles – corridors served by fixed-route transit). The Midtown MARTA station is less than 1000 feet from the project limits meeting warrant 2 (pedestrian transit users – within ¾ mile of an existing fixed-route transit facility).

Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project? ☒ No ☐ Yes

Pavement Evaluation and Recommendations
Initial Pavement Evaluation Summary Report Required? ☒ No ☐ Yes
Feasible Pavement Alternatives: ☒ HMA ☐ PCC ☐ HMA & PCC

DESIGN AND STRUCTURAL

Description of the proposed Project: 10th Street is located in Fulton County in the City of Atlanta. The proposed project is centered on the 10th Street Bridge over I-75/85. The project seeks to serve all modes of travel in Midtown in a more balanced way. The width and number of the travel lanes along 10th Street are proposed to be reconfigured to 11-foot lanes with a one foot buffer to the barrier and 11-foot left turn lanes allowing for 9.5-foot sidewalks on both sides and a 10-foot separated two-way cycle track on the south side. The lanes on Williams Street south of 10th Street are to be narrowed to 11 feet and shifted to the west to construct a separated two-way cycle track. The proposed Williams Street cycle track will extend from Peachtree Place to 12th Street. To accommodate the separated bicycle and pedestrian facilities along Williams Street across 10th Street, the northeast corner is bulbed out allowing two receiving lanes on Williams Street instead of three. The existing 42-feet pavement width of Techwood Drive will be restriped to utilize the extra wide existing 22-foot wide northbound lane to create room for a two-way cycle track from 10th Street to the Turner Broadcasting entrance on the west side of Techwood Drive. Intersections will be enhanced with curb extensions and crossings to accommodate heavy pedestrian demand and the proposed two-way cycle tracks. Aesthetic features, such as landscaping planters, a decorative fence, and architectural pedestrian and roadway lighting, are proposed for the bridge to create a gateway into Midtown. The project length is approximately 600 feet on 10th Street, 1400 feet on Williams Street, and 350 feet on Techwood Drive.

Major Structures:

Structure	Existing	Proposed
ID # 121-0407-0	10th Street Bridge over I-75/85 is 213' long by 104' wide, with 7 x (11'-16') wide lanes, a 12' sidewalk, and 8' sidewalk	Existing structure to remain. Typical section on the bridge deck will be modified to provide 6 x 11' lanes, a 1-foot buffer between the outside lanes and barrier, a 9.5' barrier separated sidewalk on the north side, and a 9.5' wide sidewalk with a 10' wide barrier separated two-way cycle track on the south side; architectural fence and other aesthetic features will be added
Retaining walls	Cast in place wall	Existing wall to remain

Accelerated Bridge Construction (ABC) techniques anticipated: ☒ No ☐ Yes

Is the Project located on a NHS roadway? ☒ No ☐ Yes

Is the project located on a Special Roadway or Network? ☒ No ☐ Yes STRAHNET Connectors

Mainline Design Features: 10th Street

Feature	Existing	Policy	Proposed
Typical Section:			
- Number of Lanes	4-7		4-6

- **Lane Width(s)**	**11'-16'**	**11'**	**11'**
- **Median Width & Type**	**0'**	**N/A**	**0'**
Border Area Width	**8'-12'**	**10'-16'**	**15'-25'**
- **Outside Shoulder Slope**	**2%**	**2%**	**2% maximum**
- **Inside Shoulder Width**	**N/A**	**N/A**	**N/A**
- **Sidewalks**	**8'-12'**	**5'**	**9.5' minimum**
- Auxiliary Lanes	N/A		N/A
- **Bike Accommodation**	**No**	**On-Street Bike Lanes**	**10' Two-Way Cycle track**
Posted Speed	35 mph		35 mph
Design Speed	**35 mph**	**35 mph**	**35 mph**
Minimum Horizontal Curve Radius	**N/A**	**N/A**	**N/A**
Maximum Superelevation Rate	**N/A**	**N/A**	**N/A**
Maximum Grade	**6%**	**8%**	**6%**
Access Control	**Permit**	**Permit**	**Permit**
Design Vehicle	Bus-40		Bus-40
Check Vehicle	WB-40		WB-40
Pavement Type	HMA		HMA

*According to current GDOT design policy if applicable

Side Street Design Features: Williams Street

Feature	Existing	Policy	Proposed
Typical Section:			
- Number of Lanes	3		2-3
- **Lane Width(s)**	**11-14'**	**11'**	**11'**
- **Median Width & Type**	**N/A**	**N/A**	**N/A**
Border Area Width	**15'**	**10'-16'**	**15'-25'**
- **Outside Shoulder Slope**	**2%**	**2%**	**2% maximum**
- **Inside Shoulder Width**	**N/A**	**N/A**	**N/A**
- **Sidewalks**	**5'-10'**	**5'**	**5'-10'**
- Auxiliary Lanes	N/A		N/A
- **Bike Accommodation**	**No**	**On-Street Bike Lanes**	**10' Two-Way Cycle track**
Posted Speed	35 mph		35 mph
Design Speed	**35 mph**	**35 mph**	**35 mph**
Minimum Horizontal Curve Radius	**N/A**	**N/A**	**N/A**
Maximum Superelevation Rate	**N/A**	**N/A**	**N/A**
Maximum Grade	**6%**	**8%**	**6%**
Access Control	**Permit**	**Permit**	**Permit**
Design Vehicle	Bus-40		Bus-40
Check Vehicle	WB-40		WB-40
Pavement Type	HMA		HMA

*According to current GDOT design policy if applicable

Side Street Design Features: Techwood Drive

Feature	Existing	Policy	Proposed
Typical Section:			
- Number of Lanes	3		3
- **Lane Width(s)**	**11-22'**	**11'**	**11'**
- **Median Width & Type**	**N/A**	**N/A**	**N/A**
Border Area Width	**15'**	**10'-16'**	**15'-25'**
- **Outside Shoulder Slope**	**2%**	**2%**	**2% maximum**
- **Inside Shoulder Width**	**N/A**	**N/A**	**N/A**
- **Sidewalks**	**5'**	**5'**	**5'**
- Auxiliary Lanes	N/A		N/A
- **Bike Accommodation**	**No**	**On-Street Bike Lanes**	**10' Two-Way Cycle track**
Posted Speed	35 mph		35 mph
Design Speed	**35 mph**	**35 mph**	**35 mph**
Minimum Horizontal Curve Radius	**N/A**	**N/A**	**N/A**
Maximum Superelevation Rate	**N/A**	**N/A**	**N/A**
Maximum Grade	**6%**	**8%**	**6%**
Access Control	**Permit**	**Permit**	**Permit**
Design Vehicle	Bus-40		Bus-40
Check Vehicle	WB-40		WB-40
Pavement Type	HMA		HMA

*According to current GDOT design policy if applicable

Design Exceptions/Design Variances to FHWA or GDOT Controlling Criteria anticipated:

FHWA or GDOT Controlling Criteria	No	Undeter-mined	Yes	DE or DV	Approval Date (if applicable)
1. Design Speed	☒	☐	☐		
2. Design Loading Structural Capacity	☒	☐	☐		
3. Stopping Sight Distance	☒	☐	☐		
4. Horizontal Curve Radius	☒	☐	☐		
5. Maximum Grade	☒	☐	☐		
6. Vertical Clearance	☒	☐	☐		
7. Superelevation Rate	☒	☐	☐		
8. Lane Width	☒	☐	☐		
9. Cross Slope	☒	☐	☐		
10. Shoulder Width	☒	☐	☐		

Design Variances to GDOT Standard Criteria anticipated:

GDOT Standard Criteria	Reviewing Office	No	Undeter--mined	Yes	Approval Date (if applicable)
1. Access Control	DP&S	☒	☐	☐	
2. Shoulder Width	DP&S	☒	☐	☐	
3. Intersection Sight Distance	DP&S	☒	☐	☐	
4. Intersection Skew Angle	DP&S	☒	☐	☐	
5. Tangent Lengths on Reverse Curves	DP&S	☒	☐	☐	
6. Lateral Offset to Obstruction	DP&S	☒	☐	☐	
7. Rumble Strips	DP&S	☒	☐	☐	
8. Safety Edge	DP&S	☒	☐	☐	
9. Median Usage	DP&S	☒	☐	☐	
10. Roundabout Illumination Levels	DP&S	☒	☐	☐	
11. Complete Streets Warrants	DP&S	☒	☐	☐	
12. ADA Requirements in PROWAG	DP&S	☒	☐	☐	
13. GDOT Construction Standards	DP&S	☒	☐	☐	
14. GDOT Drainage Manual	DP&S	☒	☐	☐	

The streetscape requirements for Midtown include landscaping and pedestrian lighting to be within 4' of the face of curb in accordance with zoning code (City of Atlanta SPI-16 Zoning Regulations).

VE Study anticipated: ☒ No ☐ Yes ☐ Completed – Date:

Lighting Required: ☐ No ☒ Yes

There are existing vehicular and pedestrian light fixtures within the project limits on Williams Street which will be adjusted as necessary for the cycle track. Architectural lighting will be installed on the 10th Street Bridge to provide lighting for all bridge users and an aesthetic enhancement for the gateway experience.

Off-site Detours Anticipated: ☒ No ☐ Undetermined ☐ Yes

If yes: Roadway type to be closed: ☐ Local Road ☐ State Route

Detour Route selected: ☐ Local Road ☐ State Route

District Concurrence w/Detour Route: ☐ No/Pending ☐ Received

Transportation Management Plan [TMP] Required: ☐ No ☒ Yes

If Yes: Project classified as: ☒ Non-Significant ☐ Significant

TMP Components Anticipated: ☒ TTC ☐ TO ☐ PI

INTERSECTIONS AND INTERCHANGES

Interchanges/Major Intersections: I-75/85 at 10th Street is a split diamond interchange with ramps to the south of 10th Street and one-way frontage roads to the north connecting to 14th Street.

Intersection Control Evaluation (ICE) Required: ☐ No ☒ Yes

Roundabout Peer Review Required: ☒ No ☐ Yes ☐ Completed – Date:

UTILITY AND PROPERTY

Railroad Involvement: N/A

Utility Involvements:

- City of Atlanta Watershed Management
- Georgia Power Distribution
- Level 3 Communications/CenturyLink/Qwest/Lightcore
- Southern Company Gas
- Comcast Corporation
- FiberLight
- Atlantic Telegraph and Telephone (AT&T)
- ZAYO Fiber Solutions
- Verizon/Microwave Communications Incorporated (MCI-WorldCom)/XO Communications

SUE Required: ☒ No ☐ Yes ☐ Undetermined
SUE was previously collected by Midtown Alliance in August-September of 2017.

Public Interest Determination Policy and Procedure recommended: ☒No ☐Yes

Right-of-Way (ROW): Existing width: varies 76 ft-102 ft. Proposed width: varies 76 ft-102 ft.
Required Right-of-Way anticipated: ☒None ☐Yes ☐Undetermined
Easements anticipated: ☒None ☐Temporary ☐Permanent ☐Utility ☐Other

Anticipated total number of impacted parcels: 0
Displacements anticipated: Businesses: 0
Residences: 0
Other: 0
Total Displacements: 0

Location and Design approval: ☒ Not Required ☐ Required

Impacts to USACE property anticipated: ☒ No ☐ Yes ☐ Undetermined

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: Dense development, Historic properties

Context Sensitive Solutions Proposed: The project is avoiding impacting the historic resources, HM Patterson & Son Funeral Home and Retail Credit Company Building [now Turner Broadcasting System building]. The design elements for lane width and lateral offset to obstruction are intended to meet the project need and purpose without acquiring right of way.

ENVIRONMENTAL & PERMITS

Anticipated Environmental Document: **NEPA ~ CE**

Level of Environmental Analysis:

☒ The environmental considerations noted below are based on preliminary desktop or screening level environmental analysis and are subject to revision after the completion of resource identification, delineation, and agency concurrence.

☐ The environmental considerations noted below are based on the completion of resource identification, delineation, and agency concurrence.

Water Quality Requirements:

MS4 Permit Compliance – Is the Project located in a MS4 area? ☐ No ☒ Yes

A project level exclusion is expected because disturbed area is anticipated to be under one acre.

Is Non-MS4 water quality mitigation anticipated? ☒ No ☐ Yes

Environmental Permits/Variances/Commitments/Coordination anticipated

Permit/Variance/Commitment/ Coordination Anticipated	No	Yes	Remarks
1. U.S. Coast Guard Permit	☒	☐	
2. Forest Service/NPS	☒	☐	
3. CWA Section 404 Permit	☒	☐	
4. Tennessee Valley Authority Permit	☒	☐	
5. USACE Real Estate Outgrant	☒	☐	
6. Buffer Variance	☒	☐	
7. Coastal Zone Management Coordination	☒	☐	
8. NPDES	☒	☐	
9. FEMA	☒	☐	
10. Cemetery Permit	☒	☐	
11. Other Permits	☒	☐	
12. Other Commitments	☒	☐	
13. Other Coordination	☒	☐	

Is a PAR required? ☒ No ☐ Yes ☐ Completed – Date:

Environmental Comments and Information:

NEPA/GEPA: A Categorical Exclusion is the anticipated class of action. There are two NRHP-eligible historic properties along Williams Street that should be avoidable or have only *de minimis* 4(f) involvement. The project is not expected to cause disproportionate impacts to low-income, minority, or non-English speaking communities.

Ecology: The Project area is in range of the endangered dwarf sumac. However, an ecological survey found no habitat within the area. Fulton County lies outside the range for protected bats in Georgia. There are no jurisdictional waters within the Project area.

History: An environmental screening revealed no previously recorded historic resources within the Project area. A historic survey of the Project area identified two historic resources as being National Register of Historic Places eligible, the H.M. Patterson & Son – Spring Hill Chapel (1928) and the Retail Credit Company Building [now Turner Broadcasting System

building] (1951 & 1959). Each of these resources has its western boundary at the eastern edge of the sidewalk along Williams Street. Both of these resources are not anticipated to be impacted.

Archaeology: An environmental screening revealed no previously recorded archaeological sites within the Project area. An archaeological survey identified no National Register of Historic Places eligible sites.

Air Quality:
Is the Project located in an Ozone Non-attainment area? ☐ No ☒ Yes
Is a Carbon Monoxide hotspot analysis required? ☐ No ☒ Yes

The Project was included in the region's air quality conformity analysis. The conforming plan's model description includes a Project length and lane reductions that are consistent with those proposed in this report. Carbon Monoxide hotspot analysis will be performed during preliminary design.

Noise Effects: The project is a federal-aid that should qualify as a Type III project because it does not add capacity or significantly alter the horizontal or vertical alignment. Therefore, the need for noise modeling is not expected.

Public Involvement: Midtown Alliance held an open house format listening session on November 28, 2017 and five stakeholder meetings between June and August of 2018 with Turner Broadcasting, Georgia Institute of Technology, Atlanta Bicycle Coalition (ABC), Pedestrians Educating Drivers on Safety (PEDS), Mill Creek Residential, Cousins Properties, Hilton Garden Inn, Selig, HM Patterson & Sons, and 100 Midtown. Additional public involvement is anticipated in the Spring and Summer of 2019 with Cousins Properties, CityLife Development Partners, Novare, Midtown Neighbor Association, and the Georgia Institute of Technology and a Public Information Open House (PIOH) was held on September 5, 2019.

Major stakeholders: Atlanta Neighborhood Planning Unit-E, Midtown Neighbors Association, Turner Broadcasting System, Georgia Institute of Technology.

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: The project is located in a densely developed urban area with high traffic volumes on the freeway and the surface streets. Construction will need to be completed during off peak hours to avoid impacts to vehicular and pedestrian traffic. The presence of a 36-inch water line near I-75/85 will require special attention to staging and construction in this area.

Early Completion Incentives recommended for consideration: ☒ No ☐ Yes

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Federal Aviation Administration (FAA) coordination anticipated: ☒No ☐ Yes

Initial Concept Meeting: N/A

Concept Meeting: February 21, 2019

Other coordination to date:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Midtown Alliance/City of Atlanta
Design	Midtown Alliance/City of Atlanta
Right-of-Way Acquisition	Midtown Alliance/City of Atlanta
Utility Coordination (Preconstruction)	Midtown Alliance/City of Atlanta
Utility Relocation (Construction)	Utility Owners: City of Atlanta Watershed Management, Georgia Power Distribution, Level 3 Communications/CenturyLink/Qwest/Lightcore, Southern Company Gas, Comcast Corporation, FiberLight, Atlantic Telegraph and Telephone (AT&T), ZAYO Fiber Solutions, Verizon/Microwave Communications Incorporated (MCI-WorldCom)/XO Communications
Letting to Contract	Midtown Alliance/City of Atlanta
Construction Supervision	Midtown Alliance/City of Atlanta
Providing Material Pits	N/A
Providing Detours	N/A
Environmental Studies, Documents, & Permits	Midtown Alliance/City of Atlanta
Environmental Mitigation	N/A
Construction Inspection & Materials Testing	Midtown Alliance/City of Atlanta

Project Cost Estimate Summary and Funding Responsibilities:

	PE Activities		ROW	Reimbursable Utilities	CST*	Total Cost
	PE Funding	Section 404 Mitigation				
Programmed Cost:	$581,100		$0	$125,000	$4,617,000	$5,348,100
Funded By:	Midtown Alliance/City of Atlanta	N/A	Midtown Alliance/City of Atlanta	Midtown Alliance/City of Atlanta	Midtown Alliance/City of Atlanta/ARC	
Estimated Amount:	$750,000	N/A	$0	$300,000	$5,401,966.36	$6,451,966.36
Date of Estimate:	8/26/2019	N/A	9/26/2019	7/25/2019	8/26/2019	
Cost Difference:	$168,900		$0	$175,000	$784,966.36	$1,127,966.36

*CST Cost includes: Construction, Engineering and Inspection, Contingencies and Liquid AC Cost Adjustment. Additional funding is the responsibility of the locals. Some gateway enhancements may be done by future contract.

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: Two-way Cycle Tracks, Intersection Improvements at Williams Street and lane removed from 10th Street

The preferred alternative is to restripe 10th Street between Techwood Drive and Williams Street to remove one eastbound through lane to allow room for a separated, two-way cycle track from Williams Street to the Georgia Institute of Technology campus. The eastern curb line of Williams Street is to be shifted west and lanes narrowed to construct a buffered, two-way cycle track on Williams Street from Peachtree Place to 12th Street. The intersection of 10th Street and Williams Street will be modified with curb extensions and enhanced crosswalks to provide improved safety and operations for bicycles and pedestrians. The existing 42-foot pavement width of Techwood Drive will be restriped to utilize the extra width of the existing 22-foot wide northbound lane to create a two-way cycle track from 10th Street to the Turner Broadcasting entrance. The southbound off-ramp north of 10th Street should be restriped to a right turn, a through, a shared through left, and a left turn lane. The changes recommended in the Safety Driven No-Build Alternative project Level of Service E at 10th Street and Techwood Drive and 10th Street and Williams Street intersections in the base year. The Preferred Alternative is expected to have the same delay and Level of Service of E at 10th Street and Techwood Drive in the base year. The projected Level of Service for 10th Street and Williams Street is D in the base year for the Preferred Alternative. The changes recommended in the Safety Driven No-Build Alternative project Level of Service F at 10th Street and Techwood Drive and 10th Street and Williams Street intersections in the design year. The Preferred Alternative is expected to have the same delay and Level of Service of F at 10th Street and Techwood Drive in the design year. The projected Level of Service for 10th Street and Williams Street is E in the design year for the Preferred Alternative.

Estimated Property Impacts:	**0**	**Estimated Total Cost:**	**$6,450,000**
Estimated ROW Cost:	**$0**	**Estimated CST Time:**	**18 months**

Rationale: This alternative provides the best overall safety and operational benefits for motorists, cyclists, and pedestrians. As dense, multi-use development continues in Midtown Atlanta, the modal split of pedestrians and bicyclists will likely grow. The south side of 10th Street is the preferred location for the 10th Street cycle track because the Georgia Institute of Technology campus, student housing, and the Midtown MARTA station are all south of 10th Street and a large generator of cycling trips.

No-Build Alternative

Estimated Property Impacts:	**0**	**Estimated Total Cost:**	**$0**
Estimated ROW Cost:	**$0**	**Estimated CST Time:**	**N/A**

Rationale: The no build alternative does not address the concerns from the Traffic Engineering Study done for Midtown Alliance of near collisions between vulnerable users and vehicles. The

intersection of 10th Street and the south bound on-ramp revealed that 10% of pedestrian crossings and 15% of cyclist crossings were classified as at risk of conflicts with vehicles. This alternative does not meet the project justification to improve safety and mobility for all users. The no build alternative does not improve the facilities for anticipated growth in bike and pedestrian traffic. The no build does operate better for vehicular traffic than any other alternative.

No Build Alternative: Safety Driven Operational Changes

This alternative does not include physical changes to 10th Street but does include operational changes to mitigate conflicts between vehicles and vulnerable users. The left turn from 10th Street to the southbound on-ramp would be changed from protected/permissive to a protected only left turn. The southbound off-ramp north of 10th Street would be restriped to a right turn, a through, a shared through left, and a left turn lane. The intersection of 10th Street and Williams Street would be retimed to add a pedestrian only scramble phase and restrict right turns on red.

Estimated Property Impacts:	**0**	**Estimated Total Cost:**	**$500,000**
Estimated ROW Cost:	**$0**	**Estimated CST Time:**	**6 months**

Rationale: This alternative does propose some changes be made to 10th Street that is consistent with the recommendations from the Traffic Engineering Study done for Midtown Alliance of near collisions between vulnerable users and vehicles. The intersection of 10th Street and the south bound on-ramp revealed that 10% of pedestrian crossings and 15% of cyclist crossings were classified as at risk of conflicts with vehicles. Safety driven operational changes do not improve the facilities for anticipated growth in bike and pedestrian traffic which is the project justification. The changes would result in increased delays for motorists.

Alternative 1: Separated Bicycle Lanes on 10th St, Two Way Cycle Track on Williams St

Alternative 1 is to restripe 10th Street between Techwood Drive and Williams Street to remove an eastbound through lane to allow room for separated bike lanes on each side of 10th Street from Williams Street to the Georgia Institute of Technology campus. Williams Street would be shifted west and lanes narrowed to construct a separated, two-way cycle track on Williams Street from Peachtree Place to 12th St.

Estimated Property Impacts:	**0**	**Estimated Total Cost:**	**$6,200,000**
Estimated ROW Cost:	**$0**	**Estimated CST Time:**	**18 months**

Rationale: The Williams Street cycle track is expected to generate a heavy amount of bike traffic from south of 10th Street traveling to the Georgia Institute of Technology campus. One-way bike lanes on both sides of 10th St would require bike traffic traveling from Williams Street to the Georgia Institute of Technology to cross 10th Street twice

Alternative 2: Two Way Cycle Track on 10th Street and Williams Street + Dual Lefts onto the southbound on-ramp			
Estimated Property Impacts:	**0**	**Estimated Total Cost:**	**$7,000,000**
Estimated ROW Cost:	**$0**	**Estimated CST Time:**	**18 months**
Rationale: Because of the width needed on the bridge for dual left turn lanes and two through lanes westbound and removing a through lane eastbound, Alternative 2 limits the improvements to the bike and pedestrian facilities with little benefit to vehicular traffic. The sidewalk, cycle track, and physical separation on the south side of the bridge would be reduced too much to meet the heavy pedestrian and bicycling demand. The storage on the southbound on-ramp is recommended for improvements to accommodate the dual left turn. The ramp work extends the limits beyond the scope of the project.			

Alternative 3: Two Way Cycle Track on 10th Street and Williams Street + Lagging left turn at Williams Street + Dual Lefts on the southbound on-ramp and single westbound through at 10th Street and the on-ramp; storage improvements to the southbound on-ramp			
Estimated Property Impacts:	**0**	**Estimated Total Cost:**	**$7,000,000**
Estimated ROW Cost:	**$0**	**Estimated CST Time:**	**18 months**
Rationale*:* Alternative 3 offers operational benefits to vehicular, pedestrian, and bicycle operations. However, the storage on the southbound on-ramp is recommended for improvements to accommodate the dual left turn. Alternative 3 accomplishes the improvements of the Preferred Alternative with the addition of the ramp improvements. The ramp work extends the limits beyond the scope of the project.			

Alternative 4: Bicycle Lanes on 10th Street + Two-way Cycle track on Williams Street+ no scramble phase Alternative 4 is to remove an eastbound lane on 10th St to introduce bike lanes.			
Estimated Property Impacts:	**0**	**Estimated Total Cost:**	**$4,500,000**
Estimated ROW Cost:	**$0**	**Estimated CST Time:**	**12 months**
Rationale: Alternative 4 does not address safety concerns for pedestrians crossing 10th Street at Williams Street. Williams Street would be shifted west and lanes narrowed to construct a separated, two-way cycle track on Williams Street from Peachtree Place to 12th Street. The Williams Street cycle track is expected to generate a heavy amount of bike traffic from south of 10th Street traveling to the Georgia Institute of Technology campus. One-way bike lanes on both sides of 10th Street would require bike traffic traveling from Williams Street to the Georgia Institute of Technology to cross 10th Street twice.			

Comments: N/A

Notes:

Level of Service Comparison of No-Build, Safety Driven Changes, and Preferred Alternate

	Design year, No-Build (AM)	Design year, No-Build: Safety Driven Operational changes (AM)	Design, year Preferred Alt. (AM)	Design year, No-Build (PM)	Design year, No-Build: Safety Driven Operational changes (PM)	Design, year Preferred Alt. (PM)
10th St. at I-75/I-85 SB ramps (Delay)	33.4 sec	31.8 sec	50.0 sec	39.7 sec	41.2 sec	52.0 sec
10th St. at I-75/I-85 SB ramps (LOS)	C	C	D	D	D	D
10th St. at Williams St. (Delay)	18.9 sec	76.3 sec*	79.8 sec	35.4 sec	107.9 sec*	58.3 sec
10th St. at Williams St. (LOS)	B	E	E	D	F	E

*Delay increase at Williams St because an exclusive pedestrian phase was added.

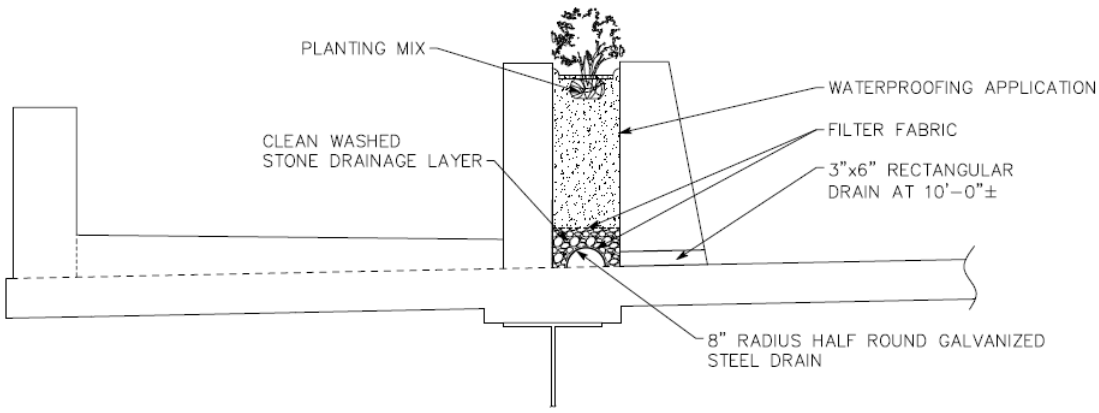
The preferred alternative does expect to increase vehicular delay during the peak hours compared to making no changes to 10th Street. However, the preferred alternative performs comparably to operational changes to address concerns between vehicles and vulnerable users. For safety and operations of all the users of 10th Street, the preferred alternative is considered the proper balance.

Surface Drainage on Bridge Deck

During preliminary design, strategies will be evaluated to limit gutter spread in the outside lanes to meet the GDOT Drainage Manual guidelines. The design team may consider alternatives to either:

a) Pass drainage through the planters from one side of the planters to the other side. For this option the sidewalk on the north side of the bridge deck would lowered and the walk way used to convey the surface drainage on the deck. On the south side of the bridge, the cycle track would collect the water passing under the planter to serve as the gutter for the bridge deck.
b) Construct a system integral to the planters (see one option below) to convey the storm water. Maintenance requirements and outlets would be detailed in the preliminary design.

During the preliminary design, the design team will detail the interaction between walk ways, surface drainage, and connections to the storm sewers.



DRAINAGE ALTERNATE
N.T.S.

LIST OF ATTACHMENTS/SUPPORTING DATA

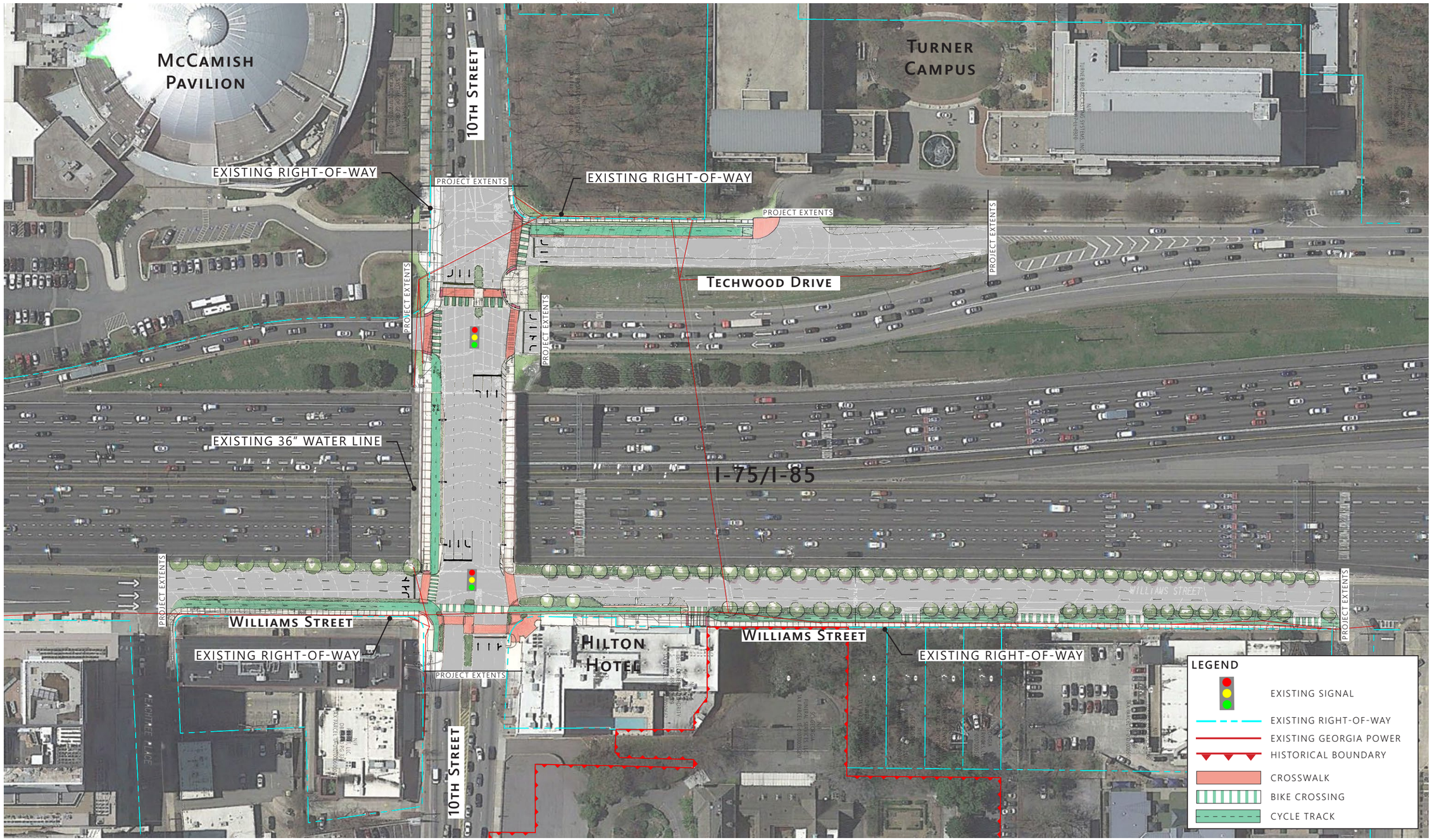
1. Concept Layout
2. Typical Sections
3. Detailed Cost Estimates:
    a. Construction including Engineering and Inspection and Contingencies
    b. Completed Liquid AC Cost Adjustment forms
    c. Utility Estimate
    d. Right of Way Estimate
4. Traffic Study (with the following attachments)
    a. Crash summaries
    b. Midtown Traffic Operations Program Near Miss Analysis
    c. Design Traffic diagrams
    d. Capacity analysis summary
5. S I & A Report
6. Conforming plan's network schematics showing thru lanes.
7. Concept Team Meeting Minutes
8. Stakeholder Meeting Minutes

APPROVALS

Concur: Heidi Betel 12-12-19
Director of Engineering Date

Approve: Margaret B. Pickle 12.20.19
Chief Engineer Date

Concept Layout

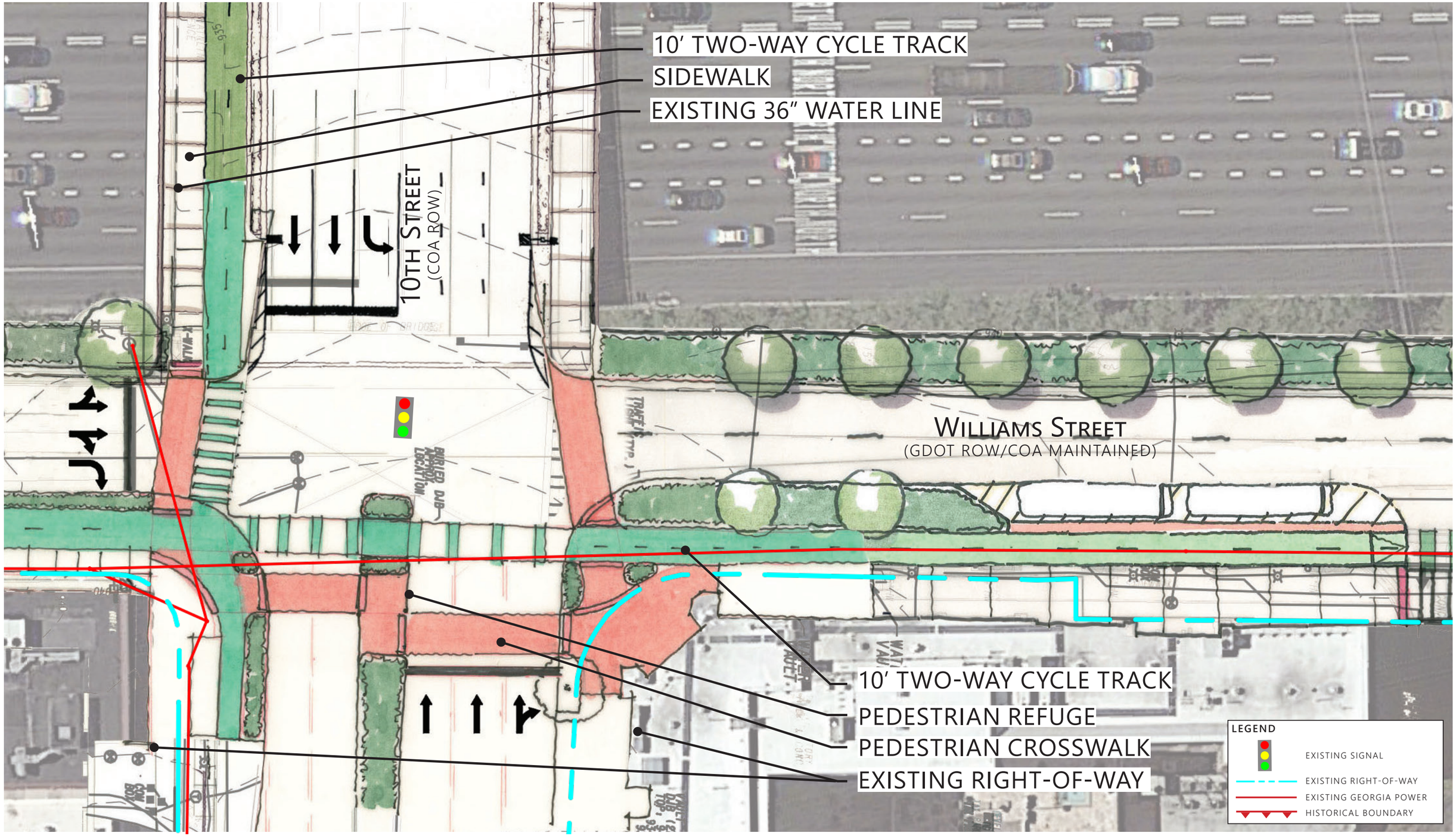


PI #: 0015890
COUNTY: FULTON

CS654/10th Street at I-75/85, including Williams Street and Techwood Drive

BRIDGE ENHANCEMENT AND MULTIMODAL IMPROVEMENTS - SEPTEMBER 5, 2019

PRELIMINARY



PI #: 0015890
COUNTY: FULTON

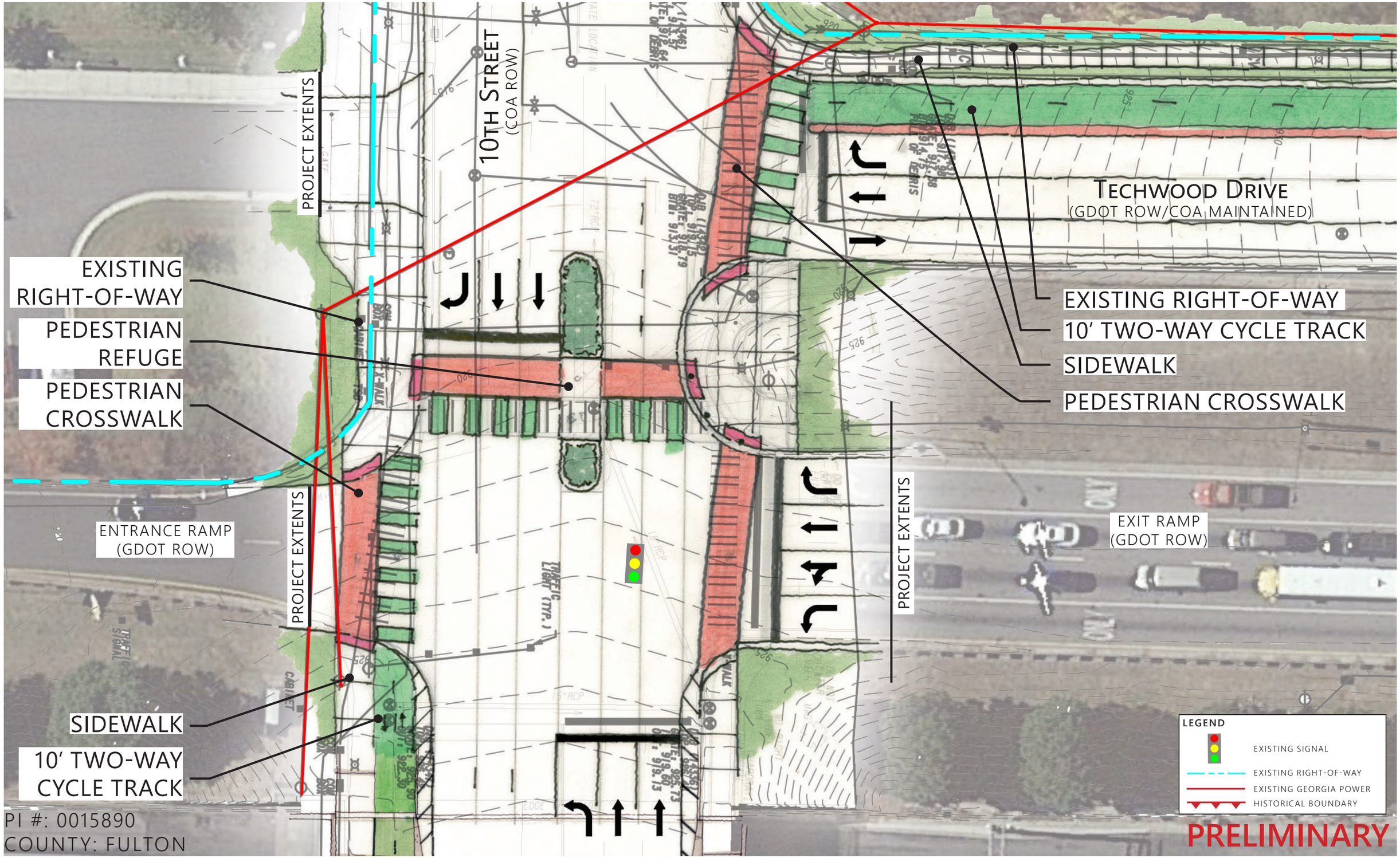
CS654/10th Street at I-75/85, including Williams Street and Techwood Drive

BRIDGE ENHANCEMENT AND MULTIMODAL IMPROVEMENTS - JULY 2019

PRELIMINARY

5 10 20 NORTH

Kimley»Horn



PI #: 0015890
COUNTY: FULTON

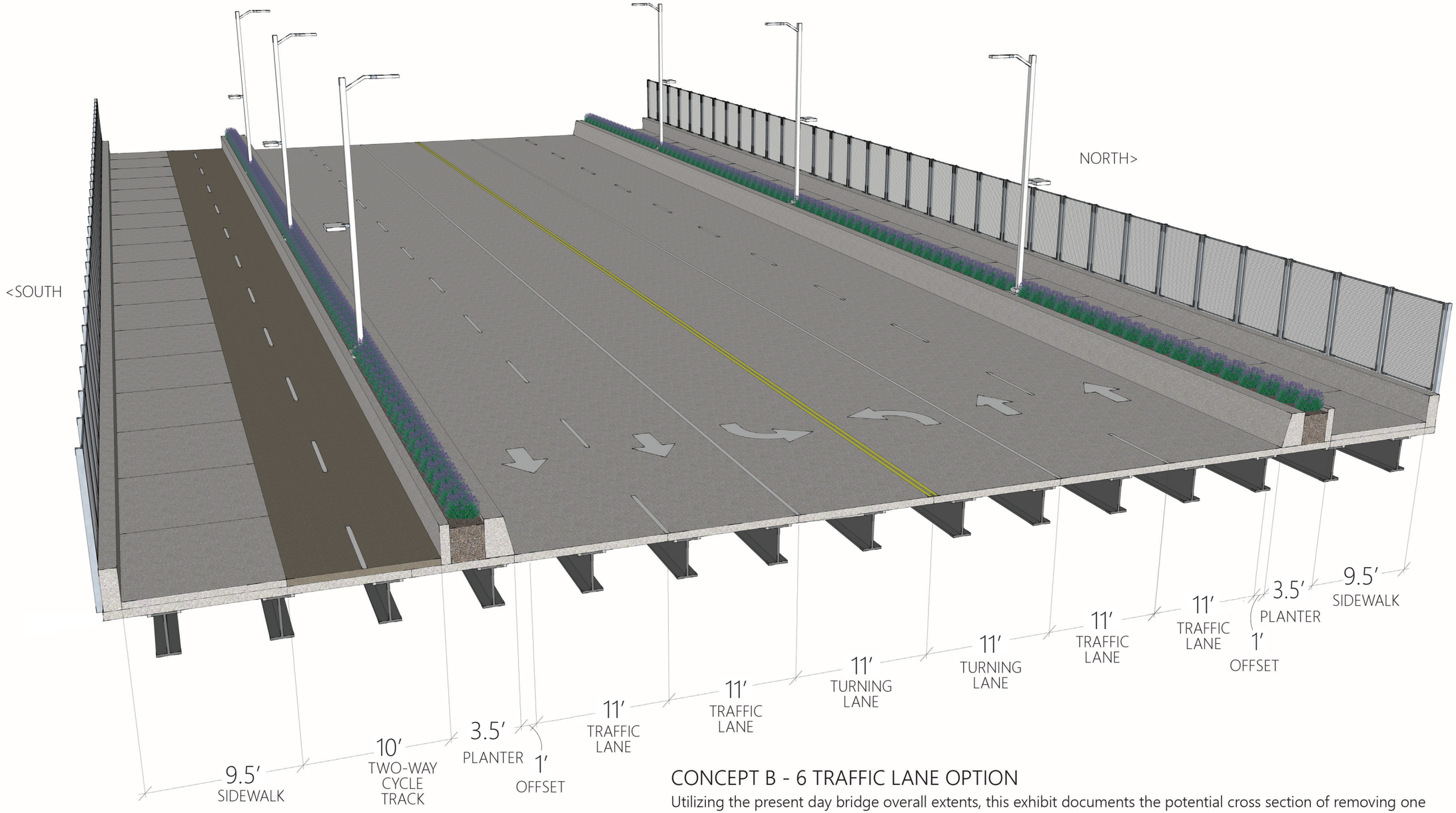
CS654/10TH STREET AT I-75/85, INCLUDING WILLIAMS STREET AND TECHWOOD DRIVE

BRIDGE ENHANCEMENT AND MULTIMODAL IMPROVEMENTS - JULY 2019

5 10 20 NORTH

Kimley»Horn

Typical Sections



CONCEPT B - 6 TRAFFIC LANE OPTION

Utilizing the present day bridge overall extents, this exhibit documents the potential cross section of removing one traffic lane and reducing 10th Street to 6 lanes of vehicular traffic, which would provide a 10′ sidewalk to the north and a 12′ sidewalk and 8′ cycle track to the south. This concept incorporates new 8′ tall decorative metal fencing and a planted 5′ wide concrete barrier.

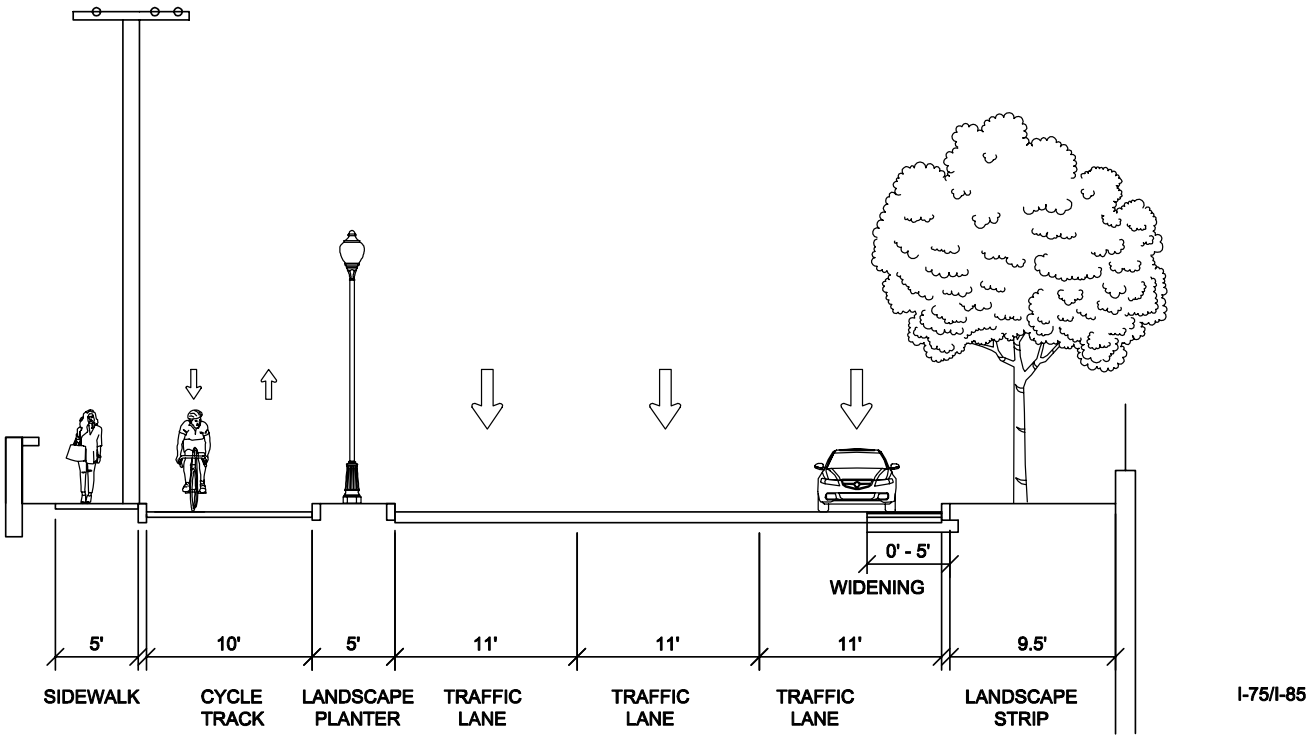
PI #: 0015890
COUNTY: FULTON

PRELIMINARY

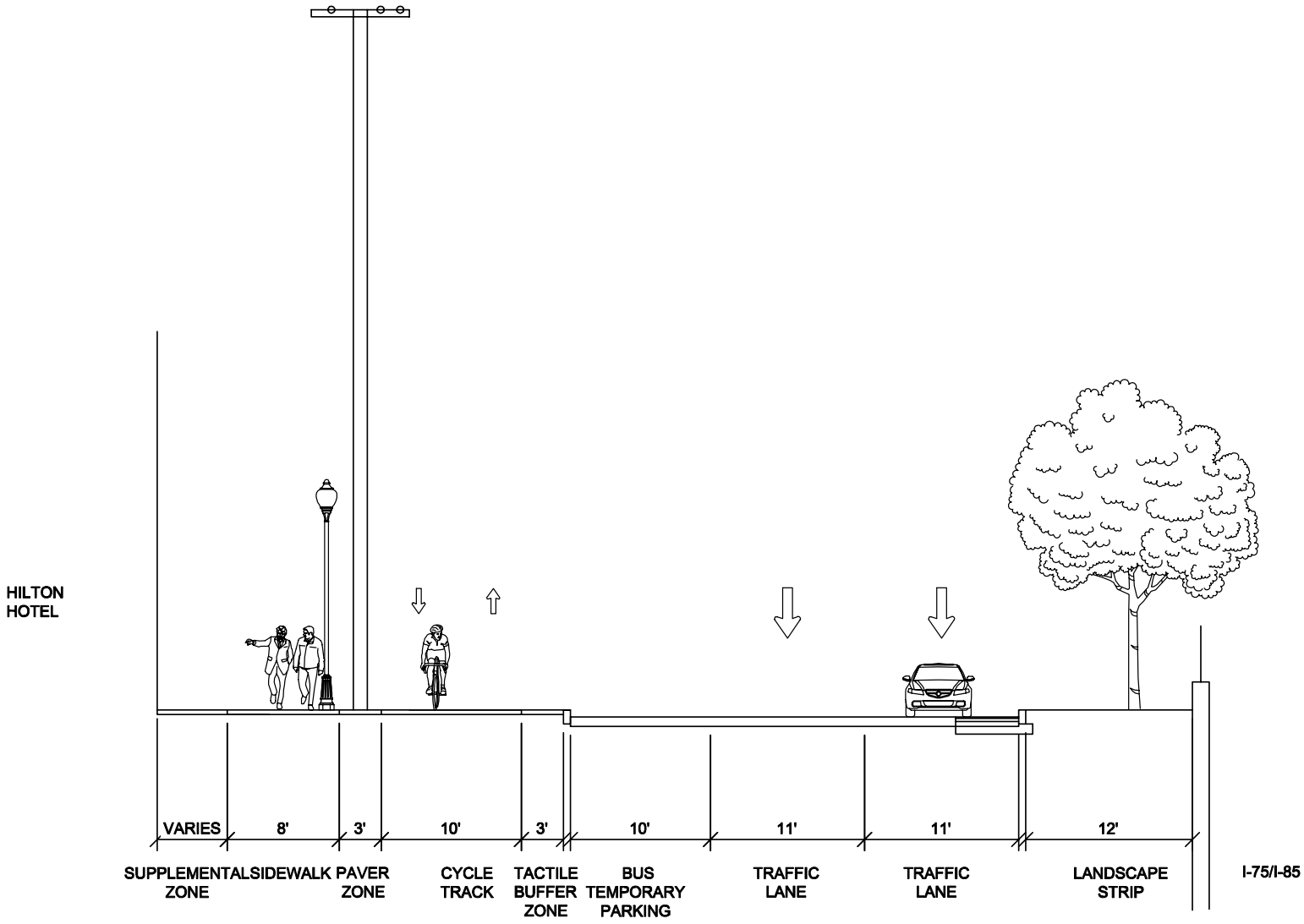
CS654/10th Street at I-75/85, including Williams Street and Techwood Drive

BRIDGE ENHANCEMENT AND MULTIMODAL IMPROVEMENTS - JULY 2019

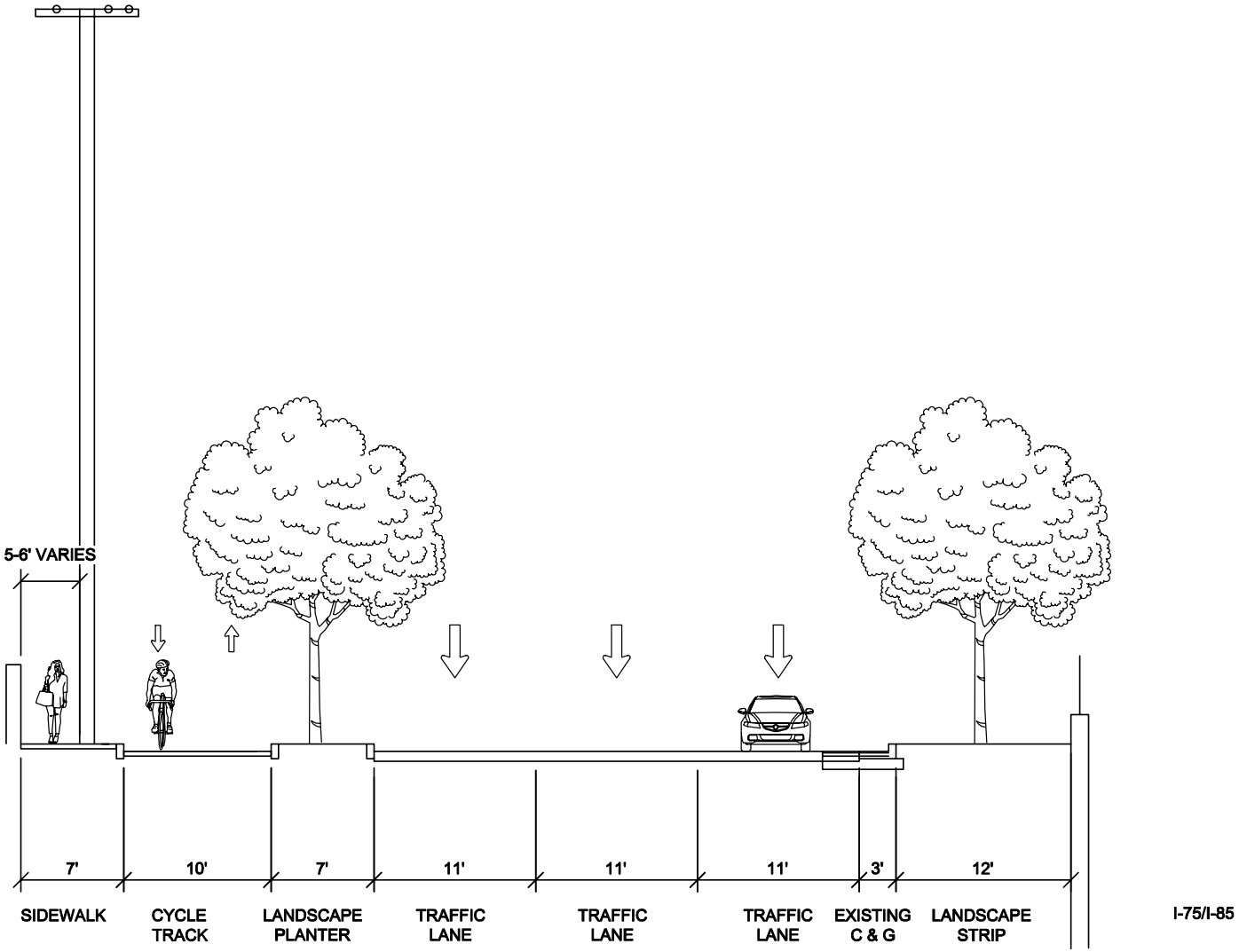
Kimley»Horn



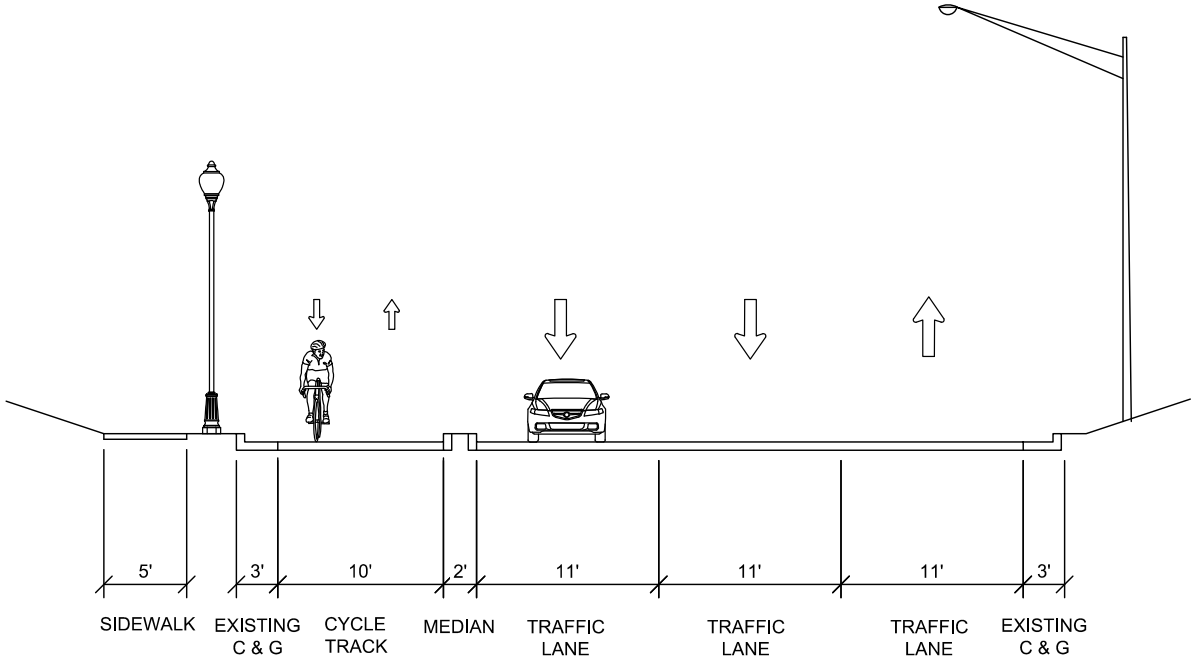
PROPOSED WILLIAMS STREET SECTION SOUTH OF 10TH STREET



PROPOSED WILLIAMS STREET SECTION AT HILTON HOTEL



PROPOSED WILLIAMS STREET SECTION NORTH OF HILTON HOTEL



PROPOSED TECHWOOD DRIVE SECTION NORTH OF 10TH STREET

Cost Estimate

Georgia Department of Transportation

Interoffice Memo

FILE

PI NUMBER	0015890	PROJECT DESCRIPTION	10th Street Bridge Multi-modal Connection Project
OFFICE	Program Delivery		
DATE	Monday, August 26,2019		

From: Emily Schwimmer

To: Erik Rohde, P.E., State Project Review Engineer
via email Mailbox: CostEstimatesandUpdates@dot.ga.gov

Subject: **REVISIONS TO PROGRAMMED COSTS**

Project Manager:	Vinesha Pegram
Management Let Date:	TBD
Management Right of Way Date:	FY 2021

Summary of Programmed Costs and Proposed Revised Costs:

Estimate Type	Programmed Costs (T-Pro Without Inflation)	Last Estimate Date	Revised Cost Estimate
CONSTRUCTION	$4,617,000.00	01/16/2019	$5,401,966.36
RIGHT OF WAY	$0.00	01/16/2019	
UTILITIES	$125,000.00	01/16/2019	$300,000.00

Explanation for Cost Increase and Contingency Justification:

Contingency is based on GDOT Policy 3A-9 Cost Estimating. Estimate is changing as project becomes more defined during stakeholder outreach and public involvement.

Attachments:

Utility Cost Estimate Review Checklist, Right of Way Checklist

Interoffice Memo

Design Phase Leader Validation of Final QC/QA for Construction Cost Estimate Used In This Revision to Programmed Costs:

Consultant Company or GDOT Design Office:	Kimley-Horn and Associates
Printed Name:	Michael Lobdell
Title:	Associate
Signature:	Mike Lobdell
Date:	26-Aug-19

Georgia Department of Transportation

Interoffice Memo

Cost Estimate Worksheet:

CONSTRUCTION COST ESTIMATE (Required base estimate entered from CES and should not include E&I). →	**A**	$ 4,651,381.96
ENGINEERING AND INSPECTION (The default E&I percentage is 5.0%, but may be adjusted per project scope.) →	**D**	$ 232,569.10

Construction Cost	E&I Percentage	E&I Cost
B	C	D = B x C
$ 4,651,381.96	5%	$ 232,569.10

CONTINGENCY (Refer to the Risk and Contingencies Table included in GDOT Policy 3A-9 Cost Estimating Purpose) →	**I**	$ 488,395.11

Construction Cost	E&I Cost	Construction + E&I	Contingency Percentage	Contingency Cost
E	F	G = E + F	H	I = G x H
$ 4,651,381.96	$ 232,569.10	$ 4,883,951.06	10%	$ 488,395.11

ASPHALT FUEL PRICE ADJUSTMENT (Leave blank if not applicable) →	**Q**	$ 29,620.20

Date	Aug 2019
Regular Unleaded	$2.719/ GAL
Diesel	$2.987/ GAL
Liquid AC	$532.00/ TON

Current Asphalt Fuel Index Prices can be found at the link below:

http://www.dot.ga.gov/PS/Materials/AsphaltFuelIndex

	Description	Tons	Percentage of Asphaltic Concrete	Tons of Asphaltic Concrete	Total Monthly Tonnage of Asphalt Cement (TMT)	Monthly Asphalt Cement Price month project let (APL)	Max. Cap	Monthly Asphalt Cement Price month placed (APM)	Price Adjustment (PA)
Liquid AC									
		J	K	L = J x K	M = Sum of Columns L, T & W	N	O	P = (N x O)+N	Q = [((P - N) / N)] x M x N
	Leveling				92.80 TN	$532.00/ TON	60%	$ 851.20	$ 29,620.20
	9.5 mm SP								
	12.5 OGFC								
	12.5 PEM								
	12.5 mm SP	1270.00 TN	5.00%	63.50 TN					
	19 mm SP	100.00 TN	5.00%	5.00 TN					
	25 mm SP	400.00 TN	5.00%	20.00 TN					
Bituminous Tack Coat		Tack Coat	GL/TN	Tons					
	Description	R	S	T = R/S					
	Tack Coat	1000.00 GL	232.8234 GL/TN	4.30 TN					
Bituminous Tack Coat (Surface Treatment)		SY	GL/SY	TN					
	Description	U	V	W = (U x V) / (232.8234 GL/TN)					
	Single Surface Treatment		0.20 Gl/SY						
	Double Surface Treatment		0.44 Gl/SY						
	Triple Surface Treatment		0.71 Gl/SY						

CONSTRUCTION TOTAL COST →	**X = A+D+I+Q**	$ 5,401,966.36
RIGHT OF WAY COST →	**Y**	$ -
UTILITIES COST (Provided by Utility Office) →	**Z = Sum of Reimbursable Costs**	$ 300,000.00

Utility Owner	Reimbursable Cost	Utility Owner	Reimbursable Cost
Georgia Power	$ 300,000.00		

STATE HIGHWAY AGENCY

DATE : 08/26/2019
PAGE : 1

JOB ESTIMATE REPORT

JOB NUMBER : 0015890 SPEC YEAR: 13
DESCRIPTION: 10TH STREET MULTI-MODAL IMPROVEMENT

ITEMS FOR JOB 0015890

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
ATMS							
0005	004-0047		MI	EXTRA WORK - ATMS	1.000	30000.00	30000.00
						SUBTOTAL	30000.00
UTILITIES							
0010	610-6866		EA	REM WOOD POLE,INCL ARM & LUMNR	10.000	10000.00	100000.00
0155	004-0012		EA	EXTRA WORK - BUILDING SERVICE RECONNECTION	1.000	20000.00	20000.00
						SUBTOTAL	120000.00
TRAFFIC SIGNALS							
0015	647-1000		LS	TRAF SIGNAL INSTALLATION NO - WILLIAMS	1.000	150000.00	150000.00
0020	647-1000		LS	TRAF SIGNAL INSTALLATION NO - TECHWOOD	1.000	150000.00	150000.00
						SUBTOTAL	300000.00
ROADWAY/BRIDGE ITEMS							
0025	150-1000		LS	TRAFFIC CONTROL - 0015890	1.000	500000.00	500000.00
0030	210-0100		LS	GRADING COMPLETE - 0015890	1.000	950000.00	950000.00
0035	310-1101		TN	GR AGGR BASE CRS, INCL MATL	600.000	38.32	22994.66
0040	402-1802		TN	RECYL AC PATCHING, INCL BM&HL	50.000	150.17	7508.91
0045	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	400.000	95.86	38347.69
0050	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	100.000	102.38	10238.18
0055	402-4510		TN	RECYL AC 12.5 MM SP,GP2ONLY,INC P-MBM&HL	1270.000	107.66	136740.37
0060	413-0750		GL	TACK COAT	1000.000	2.40	2400.00
0065	432-0206		SY	MILL ASPH CONC PVMT/ 1.50 DEP	15330.000	4.42	67823.14
0070	441-0018		SY	DRIVEWAY CONCRETE, 8 IN TK	450.000	64.75	29141.27
0075	441-0104		SY	CONC SIDEWALK, 4 IN	1960.000	42.00	82320.00
0080	441-5002		LF	CONC HEADER CURB, 6, TP 2	7700.000	20.58	158510.97
0084	519-0530		SY	POLYMER OVERLAY	2461.000	35.87	88277.05
0150	643-8300		LF	ORNAMENTAL FENCE	400.000	500.00	200000.00
0165	500-2100		LF	CONCRETE BARRIER	400.000	500.00	200000.00
0180	441-6022		LF	CONC CURB & GUTTER, 6X30TP2	1600.000	32.41	51866.91
0185	641-1200		LF	GUARDRAIL, TP W	100.000	27.34	2734.55
						SUBTOTAL	2548903.70
STORM DRAINAGE							
0085	550-1180		LF	STM DR PIPE 18,H 1-10	400.000	57.10	22841.76
0090	611-3000		EA	RECONSTR CATCH BASIN, GROUP 1	18.000	2448.44	44072.10
0095	611-8055		EA	ADJUST MINOR STRUCT TO GRADE	20.000	1000.00	20000.00
						SUBTOTAL	86913.86
SIGNING/MARKING							
0100	652-9000		SY	TRAFFIC STRIPE, GREEN	2670.000	120.00	320400.00
0105	653-0110		EA	THERM PVMT MARK, ARROW, TP 1	10.000	80.15	801.52
0110	653-0120		EA	THERM PVMT MARK, ARROW, TP 2	10.000	88.51	885.12
0115	653-1501		LF	THERMO SOLID TRAF ST 5 IN, WHI	3000.000	0.72	2175.69
0120	653-1502		LF	THERMO SOLID TRAF ST, 5 IN YEL	2000.000	0.67	1349.12
0125	653-3501		GLF	THERMO SKIP TRAF ST, 5 IN, WHI	8000.000	0.59	4769.04
0130	653-6004		SY	THERM TRAF STRIPING, WHITE	200.000	5.08	1016.05
0175	632-0003		EA	CHANGEABLE MESS SIGN,PORT,TP 3	4.000	6877.91	27511.66
0190	636-1033		SF	HWY SIGNS, TP1MAT,REFL SH TP 9	40.000	20.60	824.08
0195	636-2070		LF	GALV STEEL POSTS, TP 7	90.000	9.24	832.12
						SUBTOTAL	360564.40
LANDSCAPING							
0135	004-0012		EA	EXTRA WORK - TREES	80.000	1000.00	80000.00
0140	004-0022		LS	EXTRA WORK - VERTICAL GREENING	1.000	600000.00	600000.00
0145	004-0029		SY	EXTRA WORK - MISC. SHRUBS	2500.000	70.00	175000.00
						SUBTOTAL	855000.00
EROSION CONTROL							
0160	004-0022		LS	EXTRA WORK - EROSION CONTROL	1.000	50000.00	50000.00
						SUBTOTAL	50000.00
LIGHTING							
0170	681-3600		EA	LIGHTING STD, SPCL DES	30.000	10000.00	300000.00
						SUBTOTAL	300000.00

JOB ESTIMATE REPORT

ITEM TOTAL	4651381.95
INFLATED ITEM TOTAL	4651381.96

TOTALS FOR JOB 0015890

ESTIMATED COST:	4651381.96
CONTINGENCY PERCENT (0.0):	0.00
ESTIMATED TOTAL:	4651381.96

EDWARDS-PITMAN

July 25, 2019

FILE **P.I. No. 0015890 Fulton County**
CS 654/10TH ST @ I-75/I-85; INC WILLIAMS ST & TECHWOOD DR

SUBJECT **PRELIMINARY UTILITY COST (ESTIMATE)**

As requested, we are furnishing you with a Preliminary Utility Cost Estimate for the subject project.

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE	GRAND TOTAL	ESTIMATE BASED ON
AT&T	$ 0.00	$ 0.00		
City of Atlanta Dept. of Watershed Mgmt.	$ 0.00	$ 0.00		
Comcast	$ 0.00	$ 0.00		
Fiberlight, LLC	$ 0.00	$ 0.00		
Georgia Power Company-Distribution	$ 0.00	$ 300,000.00		Site Visit/ Available Drawings
Level 3 Communications, Inc	$ 0.00	$ 0.00		
Southern Company Gas	$ 0.00	$ 0.00		
Verizon Business	$ 0.00	$ 0.00		
XO / AGL Networks	$ 0.00	$ 0.00		
Zayo Fiber Solutions	$ 0.00	$ 0.00		
TOTALS	$ 0.00	$ 300,000.00	$ 300,000.00	

Costs are based on the best available information at the time of the estimate and current project stage, unforeseen prior rights information may be provided by the Utility owner later that could cause some non-reimbursable costs to shift to reimbursable cost.

If you have any questions, please contact Matthew Jones at 678-996-4899

GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date:	9/26/2019	Project:	15890
Revised:		County:	Fulton
		PI:	15890

Description: 10th Street at I-75/85 Williams St and Techwood Dr

Project Termini: 12th St

Existing ROW: Varies

Parcels: 0

Required ROW: Varies

Land and Improvements		$0.00
Proximity Damage	*$0.00*	
Consequential Damage	*$0.00*	
Cost to Cures	*$0.00*	
Trade Fixtures	*$0.00*	
Improvements	*$0.00*	
Valuation Services		$0.00
Legal Services		$0.00
Relocation		$0.00
Demolition		$0.00
Administrative		$0.00
TOTAL ESTIMATED COSTS		$0.00
TOTAL ESTIMATED COSTS (ROUNDED)		***$0.00***

Prepared By: MATTHEW RAHN — Print Name; Signature; 9/26/19 — Date

Cost Estimation Supervisor : MATTHEW RAHN — Print Name; Signature; 9/26/19 — Date

NOTE: Superviser is only attesting that the estimate was completed using the correct information provided for the the project. The Supervisor is not attesting to property values or the accuracy of the market value estimations provided in this report. No Market Appreciation is included in this Preliminary Cost Estimate.

Comments:

allsop

Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet

Project/County/PI 15890 Fulton 15890

		A	B	C	D
	Land and Improvements	**Agriculture**	**Residential**	**Commercial**	**Industrial**
1	Estimate Low (ac)	$0.00	$0.00	$7,405,200.00	$0.00
2	Estimate High (ac)	$0.00	$0.00	$14,733,000.00	$0.00
3	Estimate Used (ac)	$0.00	$0.00	$10,890,000.00	$0.00
4	Fee Simple Area (ac)	0.00	0.00	0.00	0.00
5	Fee Simple Estimate	$0.00	$0.00	$0.00	$0.00
6	Perm Esmt Area (ac)	0.00	0.00	0.00	0.00
7	Perm Esmt Factor	75%	75%	75%	75%
8	Perm Esmt Estimate	$0.00	$0.00	$0.00	$0.00
9	Temp Esmt Area (ac)	0.00		0.00	0.00
10	Temp East Factor	40%	40%	40%	40%
11	Temp Esmt Estimate	$0.00	$0.00	$0.00	$0.00
12	Proximity Damages	$0.00	$0.00	$0.00	$0.00
13	Consequential Damages	$0.00	$0.00	$0.00	$0.00
14	Cost to Cures	$0.00	$0.00	$0.00	$0.00
15	Improvements	$0.00	$0.00	$0.00	$0.00
16	Trade Fixtures	$0.00	$0.00	$0.00	$0.00
17					
18	PROPERTY TYPE TOTALS	$0.00	$0.00	$0.00	$0.00
19			SUB TOTAL PROPERTY TYPES		$0.00
20			Counter Offers and Condemnation Increases		$0.00
21					
22			**GRAND TOTAL LANDS AND IMPROVEMENTS**		$0.00

Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet

Project/County/PI 15890 Fulton 15890

		A	B	C	D
	Valuation Services	**Agriculture**	**Residential**	**Commercial**	**Industrial**
1	Appraisals (# of Parcels)	0	0	0	0
2	Estimated Fees (per Parcel)	$3,000.00	$3,500.00	$5,000.00	$5,000.00
3	TOTAL APPRAISALS	$0.00	$0.00	$0.00	$0.00
4	Sign Estimates	0	0	0	0
5	Estimated Fees	$1,000.00	$1,000.00	$1,000.00	$1,000.00
6	TOTAL SIGN ESTIMATES	$0.00	$0.00	$0.00	$0.00
7	Specialty Reports	0	0	0	0
8	Estimated Fees	$2,500.00	$2,500.00	$2,500.00	$2,500.00
9	TOTAL SPECIALTY REPORTS	$0.00	$0.00	$0.00	$0.00
10	Septic/Well Reports	0	0	0	0
11	Estimated Fees	$2,500.00	$2,500.00	$2,500.00	$2,500.00
12	TOTAL SEPTIC/WELL REPORTS	$0.00	$0.00	$0.00	$0.00
13					
14					
15					
16	TOTAL VALUATION FEES	$0.00	$0.00	$0.00	$0.00
17			SUB TOTAL VALUATION SERVICES		$0.00
18			Updates and Incidentals (Min $2,500 or 25%)		$2,500.00
19			**GRAND TOTAL VALUATION SERVICES**		$0.00

Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet

Project/County/PI 15890 Fulton 15890

		A	B	C	D
	Legal Services	**Parcels**	**Estimated Fees**		**TOTALS**
1	Meeting with Attorney	0	$125.00		$0.00
2	Preliminary Titles	0	$200.00		$0.00
3	Closing and Final Title	0	$300.00		$0.00
4	Recording Fees	0	$50.00		$0.00
5	Condemnation Filing	0	$5,000.00		$0.00
6	Litigation Costs	0	$25,000.00		$0.00
7	Updates and Incidentials	0	$7,500.00		$0.00
8					
9					
10					
11					
12					
13					
14					
15					
16					
17			**GRAND TOTAL LEGAL SERVICES**		$0.00

Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet

Project/County/PI 15890 Fulton 15890

		A	B	C	D
	Relocation	**Displacements**	**Estimated Costs**		**TOTALS**
1	Business Displacement		$30,000.00		$0.00
2	Residential Tenant		$35,000.00		$0.00
3	Residential Owner		$55,000.00		$0.00
4	Pro-Rata Taxes	0	$1,500.00		$0.00
5	Property Pin Replacement	0	$1,500.00		$0.00
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17			**GRAND TOTAL RELOCATION**		$0.00

Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet

Project/County/PI 15890 Fulton 15890

		A	B	C	D
	Demolition	**Items/Improvements**	**Estimated Costs**		**TOTALS**
1	Residential Structures		$15,000.00		$0.00
2	Commercial Structures		$25,000.00		$0.00
3	Hotels/Apartments		$60,000.00		$0.00
4	UST's - Dispensers		$50,000.00		$0.00
5	Billboards		$8,000.00		$0.00
6	Signs - Light Standards		$1,500.00		$0.00
7	Water Vaults		$15,000.00		$0.00
8	Gas/Water Service Separation		$2,500.00		$0.00
9					
10					
11					
12					
13					
14					
15					
16					
17			**GRAND TOTAL DEMOLITION**		$0.00

Georgia Department of Transportation
Preliminary ROW Cost Estimate Worksheet

Project/County/PI 15890 Fulton 15890

		A	B	C	D
	Administrative	**Parcels**	**Man hours per Parcel**		**TOTALS**
1	Pre-Acquisition	0	40		$0.00
2	Acquisition	0	100		$0.00
3	Relocation	0	50		$0.00
4	Administrative Appeals	0	50		$0.00
5	Post-Acquisition	0	100		$0.00
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17			**GRAND TOTAL INHOUSE**		$0.00

COMPARABLE SALES DATA

PROJECT NO. PI # 0015890 COUNTY Fulton

SALE NO.	DATE	GRANTOR	GRANTEE	RECORDED BOOK	RECORDED PAGE	LOCATION	SALES PRICE	SIZE	PER UNIT VALUE	HIGHEST & BEST USE	REMARKS
1	2/20/15	Piedmont & Eleventh, LLC	Piedmont Realty Partners, LLC	54645	4 & 11	169-199 11th St	$9,700,000	78,408 sf	$123.71/sf	Mixed Use	Land
2	4/1/15	1010 West Peachtree, LP	Midtown Apartment Developers I	54772	447	1010 West Peachtree St	$15,000,000	100,952 sf	$148.59/sf	Mixed Use	Land
3	2/3/15	GBR Properties, Inc.	Broadstone Juniper, LLC	54607	148	811 Juniper St	$7,000,000	68,389 sf	$102.36/sf	High Density Residential	Land
4	9/1/15	Atlanta Hotel Associates, LLC	P3 Venture, LLC	55332	51 & 59	693 Peachtree St NE	$2,200,000	14,000 sf	$157.14/sf	Hotel	Land
5	5/2/16	JT 1400 West, LP	GS Midtown Hotel Owner, LLC	56114	592	1400 West Peachtree St NW	$9,150,000	67,213 sf	$136.13/sf	Mixed Use	Land
6	5/17/16	1270 Spring Street, LLC	1270 Spring Street Development, LLC	56178	445	1270 Spring St	$9,025,000	77,358 sf	$116.67/sf	Mixed Use	Land
7	6/1/16	Bayshore Broadway, Inc	Downtown Atlanta Investments, LLC	56233	404	323 Spring St	$4,241,685	40,511 sf	$104.71/sf	Mixed Use	Land
8	8/9/16	JH Holdings, Inc.	Buckhead Place Hotel Company	56487	649	3242 Piedmont Rd	$5,580,000	31,440 sf	$177.48/sf	Hotel	Land
9	8/29/16	Rohrig-811, LLC	811 Peachtree Holding, LLC	56544	495	811 Peachtree St	$11,925,000	55,583 sf	$214.54/sf	Mixed Use	Land
10	8/1/16	P & L West Peachtree, LLC	880 Apartments, LLC	56448	109	880 West Peachtree St	$14,100,000	60,026 sf	$234.90/sf	Mixed Use	Land

Sales Verification and Source:

Costar, grantor/grantee or their reps, public records

COMPARABLE SALES DATA

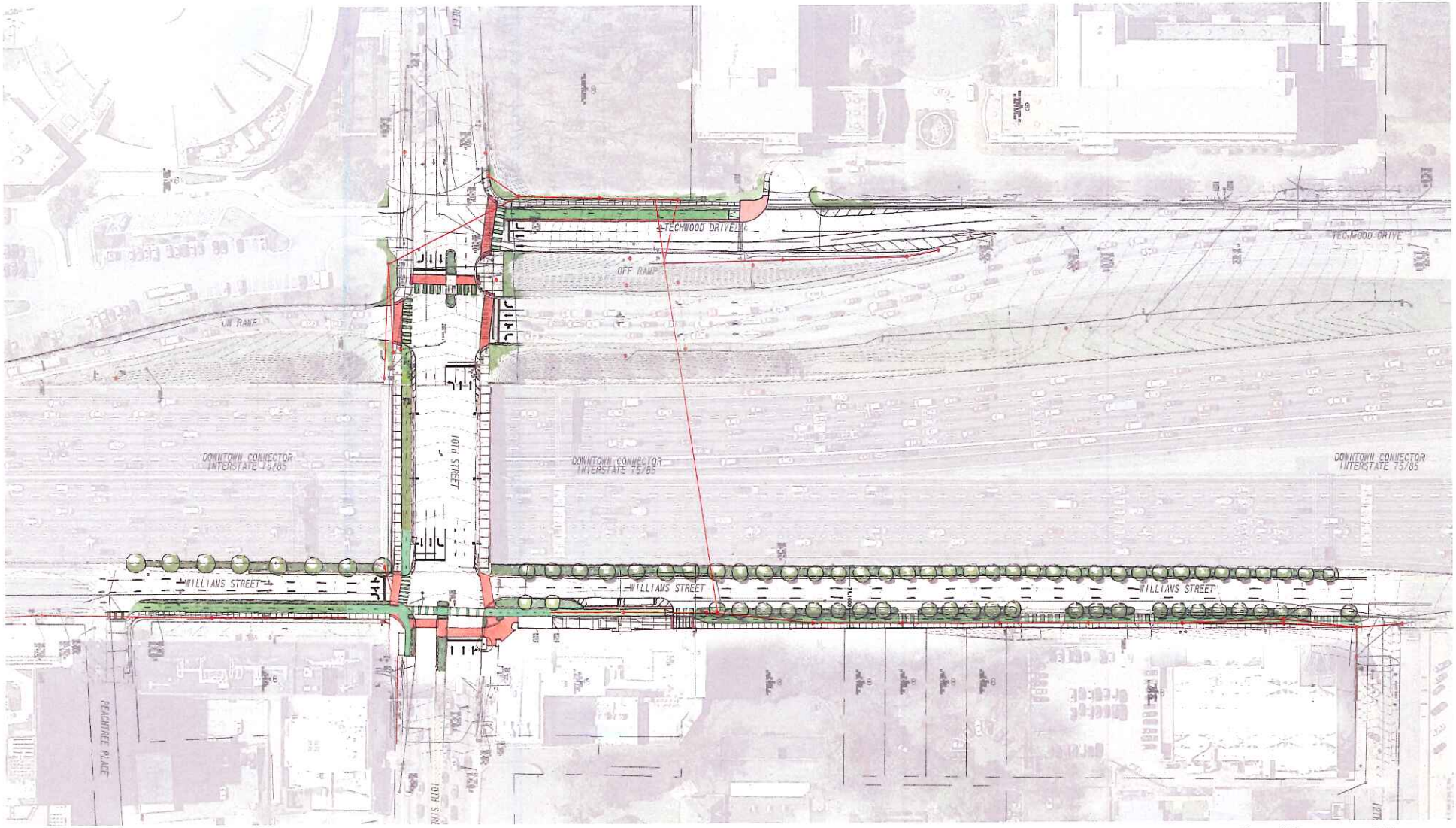
PROJECT NO. PI # 0015890 COUNTY Fulton

SALE NO.	DATE	GRANTOR	GRANTEE	RECORDED BOOK	RECORDED PAGE	LOCATION	SALES PRICE	SIZE	PER UNIT VALUE	HIGHEST & BEST USE	REMARKS
11	10/3/16	Rap Lexington, LLC	1137 Ponce Holdings, LLC	56735	415	1137 Ponce De Leon Ave	$512,500	6,400 sf	$80.08/sf	High Density Residential	Land
12	8/1/17	CP Prominence, LLC	Buckhead Hotel Group, LLC	57808	497	NWC Piedmont Rd & Lenox Rd	$6,100,000	35,520 sf	$171.73/sf	Hotel	Land
13	12/14/17	J5 Residential Holdings LLC	Juniper & Fiffth Ventures, LP	58315	121	747-771 Juniper St	$13,300,000	79,236 sf	$167.85/sf	High Density Residential	Land
14	12/14/17	Roderique Enterprises, LLC	The Mark at Atlanta, LLC	58265	421	955 Spring St	$7,000,000	34,674 sf	$201.88/sf	Mixed Use	Land
15	1/26/18	1089 West Peachtree Associates, LLC	Selig Enterprises, Inc.	58398	545	1089 West Peachtree St	$2,666,212	14,474 sf	$184.21/sf	Mixed Use	Land
16	4/10/19	Light/Land, LLC	Selig Enterprises, Inc.	59901	524	84 12th St & 1123 P'tree Walk	$4,600,000	13,600 sf	$338.24/sf	Mixed Use	Land

Sales Verification and Source:

Costar, grantor/grantee or their reps, public records

Rev. 08-01-2010



50 100 200

NORTH

10TH STREET MULTIMODAL ENHANCEMENTS

FEBRUARY 2019

Kimley»Horn

Traffic Study

Traffic Engineering Study

10th Street Bridge Multi-Modal Enhancements GDOT PI#0015890

City of Atlanta, Georgia

Report Prepared:

May 2019

Prepared for:

Midtown Alliance

Georgia Department of Transportation

Prepared by:

Kimley-Horn and Associates, Inc.
817 West Peachtree Street, Suite 601
Atlanta, Georgia 30308
019476023

Kimley»Horn

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Appendix G: ICE Stage 1 and Waiver Forms

Available Upon Request:

- Detailed Synchro Reports
- Raw Traffic Count Data

EXECUTIVE SUMMARY

The 10th Street corridor serves as a primary east-west connection across Midtown Atlanta. 10th Street provides access to the Georgia Tech campus, the Downtown Connector (I-75/85), a growing high-density mixed-use district, and the Midtown MARTA transit station. Based on the nearby land-uses, pedestrian and bicycle facilities are critical along 10th Street to provide a multi-modal connection across I-75/85. As redevelopment occurs within the Midtown core, additional housing for Georgia Tech students has become available east of I-75/85 causing a growth in pedestrian and bicycle traffic over the interstate.The City of Atlanta currently has a growing bicycle and pedestrian infrastructure to provide access to complimentary land use districts and transit.

This traffic engineering study analyzes the impacts of constructing protected pedestrian and bicycle facilities along 10th Street, Williams Street, and Techwood Drive in Midtown Atlanta, Georgia. The study network consists of six (6) intersections along 10th Street from Fowler Street to West Peachtree Street. The proposed multi-modal enhancements are planned to be constructed and open to traffic by 2022 (Base Year) with a 20-year design horizon of 2042 (Design Year).

Existing and future traffic volumes were approved through the GDOT Office of Planning's Traffic Forecasting process. The Existing 2018 Volumes and future conditions methodology were approved on 10/31/2018 and the Projected Base Year 2022 and Design Year 2042 volumes were approved on 11/16/2018.

Crash data for the study intersections was obtained through the Georgia Electronic Accident Report System (GEARS) database. Over a five-year period (2013-2017), 903 total crashes occurred. The intersection of 10th Street at Williams Street experienced the most crashes, followed by the intersection of 10th Street at Spring Street. The overall crash rate of the study corridor was found to be more than nine (9) times higher than the state-wide averages. Eleven (11) crashes involving a bicyclist or pedestrian were reported during the five-year period. Additionally, Midtown Alliance conducted a pedestrian "near-miss" study through the Midtown Traffic operations Program (MTOP) to quantify the number of potential pedestrian/bicycle and vehicle conflicts at the intersection of 10th Street at I-75/85 SB Ramps. The MTOP study found that 10% of pedestrians and 15% of bicyclists were identified as being involved in a potential conflict or near-miss. The study recommended signal phasing modifications to increase pedestrian safety as well as a tightened radius for the eastbound right-turn movement onto the southbound on-ramp.

Existing Year 2018, Base Year 2022 and Design Year 2042 traffic conditions were evaluated for the following three (3) scenarios. It should be noted that four (4) alternatives under the Build scenario are reported in this study.

1. No-Build
    a. Existing laneage and signal operations
2. No-Build Improved
    a. Includes signal phasing changes and restriping to improve safety for all users
3. Build
    a. Includes removing one EB lane from 10th Street to add protected bicycle and pedestrian facilities.

Based on the existing geometry, existing operations and crash data, Kimley-Horn offers the following recommended improvements for the proposed study corridor to address existing deficiencies in the network. These improvements are recommended regardless of the implementation of the proposed project.

<u>10th Street at Techwood Drive (Intersection #2)</u>

- Consider installing a gate across the southern leg to close access to the McCamish Pavilion parking lot during non-event times. This would reduce pedestrian-vehicle conflicts for pedestrians in the southern crosswalk across the driveway.

<u>10th Street at I-75/85 SB ramps (Intersection #3)</u>

- Widen the southbound interstate on-ramp to provide two lanes of storage to the ramp meter. This will help clear vehicles blocking the intersection and give more merge space to receive the two existing southbound through lanes.
- Modify the westbound left-turn from protected/permissive phasing to protected-only phasing.
- Restripe the southbound approach of the I-75/85 SB Ramps to consist of one (1) right-turn lane, one (1) exclusive through lane, one (1) shared through/left-turn lane, and one (1) left-turn lane.

<u>10th Street at Williams Street (Intersection #4)</u>

- Install overhead signage on the northbound approach of Williams Street to clearly define the lane assignments. Presently only pavement markings define the lane assignments. This will help reduce side-swipe crashes on the approach.
- Modify the signal phasing to add a pedestrian-only phase for all pedestrian movements. This is intended to mitigate the conflict with northbound right-turning vehicles and pedestrians using the crosswalk on the east leg of the intersection.
- Restrict right-turns on red for all approaches.

Based on the results of this traffic engineering study, **Build Alternative 4** is recommended to accommodate a protected pedestrian and bicycle facility along the 10th Street Bridge. Build Alternative 4 provides the desired pedestrian accommodations with the least impact on vehicular level-of-service. A concept graphic of Build Alternative 4 is provided in **Appendix B.**

Kimley-Horn offers the following recommended multi-modal improvements to support a proposed protected two-way bicycle facility:

Overall Corridor

- Between the intersections of 10th Street at I-75/85 SB ramps and 10th Street at Williams Street, remove one (1) eastbound through lane to accommodate a two-way cycle track along the southern side of the roadway.
- Construct a two-way cycle track along the west side of Techwood Drive from 10th Street to the Turner Studios
- Construct a two-way cycle track along the east side of Williams Street between Peachtree Place and 12th Street.
- Signal timing optimization will be required for Base Year 2022 and Design Year 2042. The GDOT Regional Traffic Operations Program (RTOP) is currently preparing a signal timing update for Midtown Atlanta which includes this study network.

10th Street at I-75/85 SB Ramps (Intersection #3)

- Restripe the eastbound shared right-turn/through lane to be a right-turn only lane.
- Provide protected-only phasing for the eastbound right-turns, restrict right-turns on red.
- Provide protected-only phasing for the southbound right-turns, restrict right-turns on red.
- Provide bicycle signals and protected phasing for the two-way cycle track across the western and southern legs of the intersection.
- Restripe the westbound approach so that it consists of one (1) westbound through lane and two (2) westbound left-turn lanes. This improvement should only be implemented if the widening of the southbound on-ramp is implemented.

10th Street at Williams Street (Intersection #4)

- Construct a bulb-out across the right-most lane of Williams Street north of 10th Street (northeast quadrant) to reduce the number of receiving lanes. This will enforce right-turns only from the right-most northbound lane of Williams Street as well as reduce the pedestrian crossing distance for pedestrians utilizing the north leg of the crosswalk. The space immediately north of the proposed bulb-out will be hatched area. It was observed that current hotel bus operations frequently block the right-most lane.

- Construct a pedestrian refuge and offset crosswalk across the east leg of the intersection.
- Consider modifying the eastbound left-turn phase from a leading phase to a lagging phase.
- Implement an exclusive pedestrian phase to provide clearance for pedestrians to cross the eastbound lanes of 10th Street, and cyclists to cross the entirety of 10th Street.
- Allow pedestrians to cross the westbound lanes of 10th Street during the lagging eastbound left-turn phase, exclusive pedestrian phase, and northbound phase.

1.0 INTRODUCTION

The segments of 10th Street from Techwood Drive to Williams Street and Williams Street from Peachtree Place to 12th Street in the City of Atlanta have been identified as a location for a potential bicycle facility and pedestrian improvements by the Midtown Alliance Transportation Plan and the City of Atlanta's Cycle Atlanta 1.0 plan. Additionally, a bicycle connection to Turner Studios is being contemplated via Techwood Drive. The Techwood Drive bicycle facility would connect to the 10th Street bicycle facility via a protected crossing across 10th Street between Techwood Drive and the I-75/85 SB Ramps. This traffic engineering study is being performed to analyze traffic conditions along the 10th Street corridor to determine what geometric and operational improvements could be made to improve safety for all users. Furthermore, the operations of the corridor will be assessed for future traffic conditions with improvements to determine the feasibility of constructing pedestrian and bicycle facilities.

The 10th Street corridor serves as a primary east-west thoroughfare through Midtown Atlanta. 10th Street is a major connection across the Downtown Connector (I-75/85) and intersects with Interstate on and off ramps.

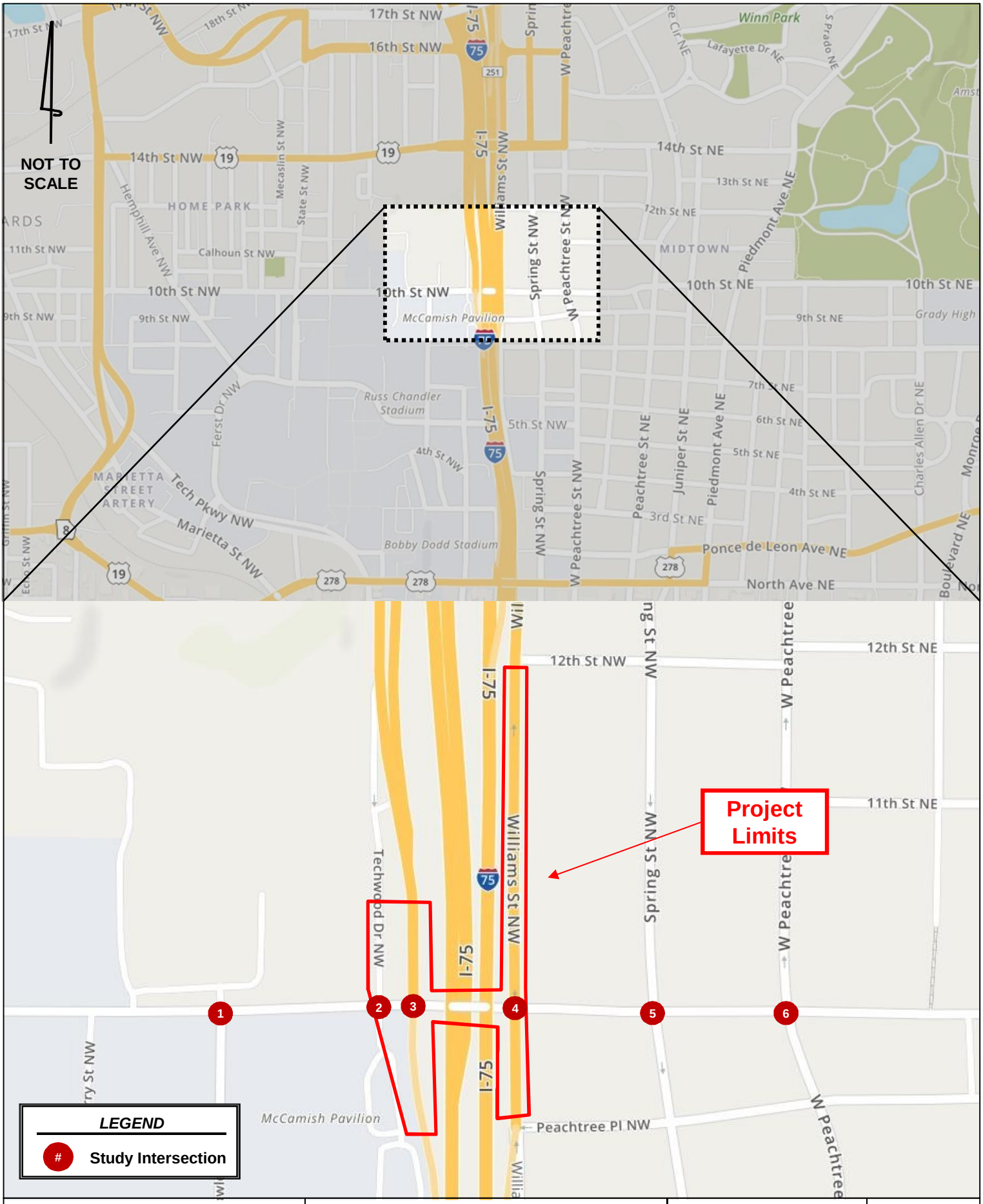
The proposed improvements are planned to be constructed and open to traffic by year 2022 (Base Year) with a 20-year design horizon of 2042 (Design Year). The study network along 10th Street spans from Fowler Street to West Peachtree Street. The project proposes to remove an eastbound through lane from 10th Street between the I-75/85 SB Ramps and Williams Street to construct protected bicycle and pedestrian facilities.

This report summarizes the data collection, crash data, analysis of projected traffic conditions, and conclusions from the analysis of Existing Year 2018, as well as the Base Year 2022 and Design Year 2042 for the following three (3) scenarios:

1. No-Build
    a. Existing laneage and signal operations
2. No-Build Improved
    a. Includes signal phasing changes and restriping to improve safety for all users
3. Build
    a. Includes removing one EB lane from 10th Street to add protected bicycle and pedestrian facilities.

Note: Under the Build scenario, four (4) alternatives are presented in this report.

For purposes of this report, the 10th Street corridor will be considered an east-west oriented roadway. A project location map is depicted on **Figure 1.**



Kimley»Horn	10th Street Bridge Multi-Modal Enhancements Traffic Engineering Study	Project Location Map	Figure 1

2.0 DATA COLLECTION

2.1 STUDY INTERSECTIONS

Table 1 provides the six (6) intersections that are included in the study network. These intersections are also shown in **Figure 1**.

Table 1: Study Intersections		
Intersection ID	**Intersection**	**Control Type**
1	10th Street at Fowler Street	Signal
2	10th Street at Techwood Drive/McCamish Pavilion	TWSC
3	10th Street at I-75/85 SB Ramps	Signal
4	10th Street at Williams Street	Signal
5	10th Street at Spring Street	Signal
6	10th Street at West Peachtree Street	Signal

Vehicle turning movement volume counts were collected at Intersections 1-5 in August 2018 and at Intersection 6 in April 2018 to quantify existing peak hour traffic conditions and patterns. The AM peak hour counts were conducted between 6:30 AM – 9:30 AM, and the PM peak hour counts were conducted between 4:00 PM – 7:00 PM.

Note: The existing conditions traffic flow diagrams were approved on 10/31/2018 by the Georgia Department of Transportation (GDOT) Office of Planning and can be found in **Appendix A**.

2.2 VEHICULAR VOLUMES

Table 2 summarizes the existing peak hour truck percentages along 10th Street (west of Fowler Street to east of West Peachtree Street) for August 2018.

Table 2: Truck Percentages		
	Peak Hour	**24-Hour Total**
Single Unit (SU)	5.0%	5.5%
Comb.	0.5%	0.5%
Total	5.5%	6.0%

These bi-directional automatic classification tube counts resulted in a heavy vehicle percentage of approximately 6.0% for the daily traffic, and 5.5% for the peak hour.

Table 3 summarizes AADT recorded in the vicinity of the 10th Street corridor by GDOT at three (3) count stations. It should be noted that GDOT's AADT counts are estimates based on a variety of factors, and not necessarily representative of a particular day of actual count data. Therefore, the average annual growth rates were calculated using count data only for the years for which an actual count was performed (noted in bold text).

Table 3: GDOT AADT Count Stations

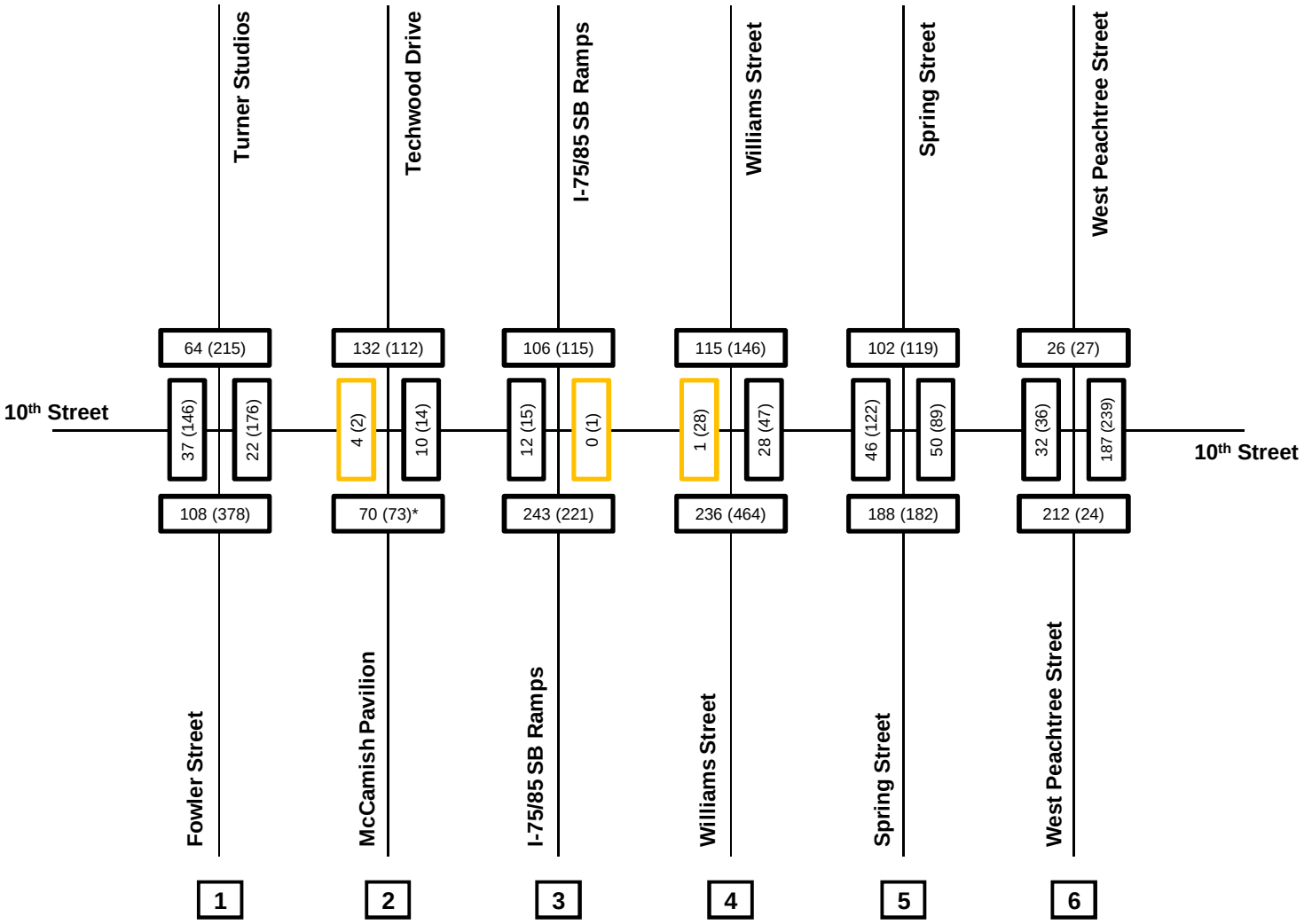
Roadway Location	Spring Street north of 10th Street	I-75/85 On-Ramp south of 10th Street	I-75/85 NB Off-Ramp south of 10th Street
Count Station	#1215100	#121r640	#121r039
Year 2006	**18,960**	**12,240**	**16,230**
Year 2007	**14,160**	**15,320**	**17,480**
Year 2008	**13,330**	**12,880**	**16,620**
Year 2009	12,960	**17,950**	**19,750**
Year 2010	12,990	**14,520**	**16,550**
Year 2011	12,980	**17,450**	**15,720**
Year 2012	**14,900**	**18,110**	**13,210**
Year 2013	14,970	**20,610**	**13,590**
Year 2014	15,000	**18,100**	**14,700**
Year 2015	16,100	18,800	15,300
Year 2016	**16,200**	18,700	**14,000**
Average Annual Growth Rate	2.1% (2012-2016)	0.8% (2012-2016)	1.5% (2012-2016)

The approved existing traffic flow diagrams can be found in **Appendix A.**

2.3 PEDESTRIAN VOLUMES

Pedestrian volumes were collected at the study intersections as a part of the intersection turning movement counts. Sidewalks are located on both sides of all roadways within the study network, with the exception of the east side of Techwood Drive, both sides of the I-75/85 SB ramps, and the west side of the Williams Street. At intersections, pedestrians are controlled by a standard Walk/Flashing Don't Walk pedestrian signal. **Figure 2** illustrates the 2-day average pedestrian volumes in the study network during the entire 3-hour AM and PM count periods.

The majority of pedestrians typically travel east-west along 10th Street, with smaller volumes of pedestrians traveling north-south along the intersecting roads. A majority of the east-west pedestrians use the sidewalk on the southern side of 10th Street. This sidewalk provides direct access to/from the Georgia Tech campus. There is a growing amount of student housing between 8th Street and 11th Street east of I-75/85. Sidewalks along the 10th Street bridge provide a connection between these developments and the Georgia Tech campus. Additionally, the Midtown MARTA transit station is located approximately 1,300 feet east of the 10th Street bridge along 10th Street.



*Due to the location of the crosswalk, it is possible that not all pedestrians were counted through the TMC.
**Inconsistencies may exist between adjacent crosswalks due to changes in the peak hours between intersections.

LEGEND

- Crosswalk Present
- No Crosswalk Present
- XX 2-day Average AM Pedestrian Volumes
- (XX) 2-day Average PM Pedestrian Volumes

Kimley»Horn	10th Street Bridge Multi-Modal Enhancements Traffic Engineering Study	Existing 2018 Pedestrian Volumes	Figure 2

3.0 EXISTING TRAFFIC CONDITIONS

The 10th Street corridor has a functional classification of an Urban Minor Arterial. The corridor is a four-lane undivided facility west of Fowler Street, a five-lane undivided facility (three eastbound through lanes, and two westbound through lanes) between Fowler Street and the I-75/85 SB ramps, a seven-lane undivided facility (three eastbound through lanes, one eastbound left-turn lane, one westbound left-turn lane, and two westbound through lanes) between the I-75/85 SB ramps and Williams Street, and a six-lane undivided facility between Williams Street and West Peachtree Street.

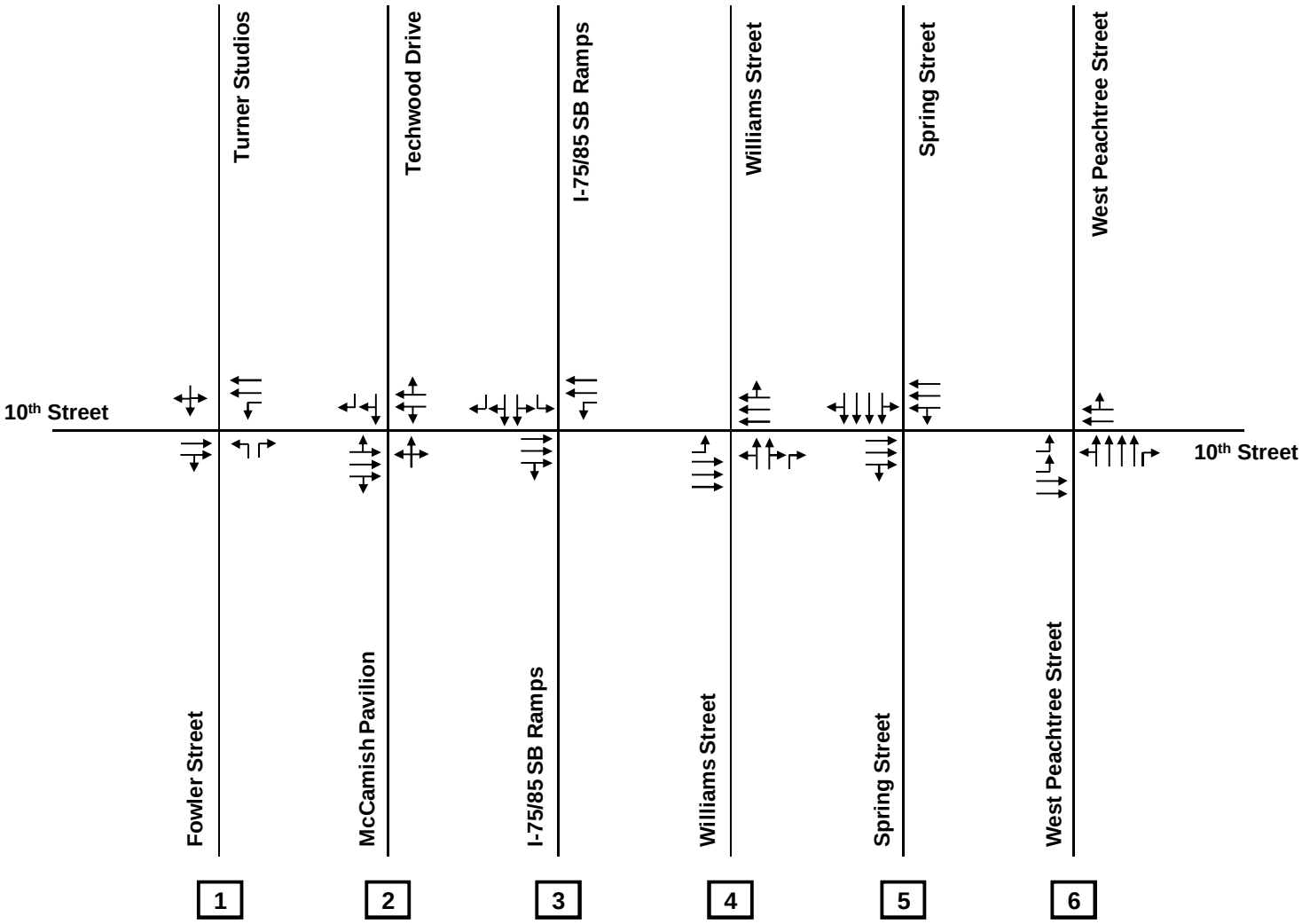
10th Street has a posted speed limit of 35 MPH in the vicinity of the project. There is curb and gutter along both sides of the roadway. Sidewalks are provided along both sides of the roadway, typically with no landscaping buffer between the travel lanes and sidewalk. Along the south side of 10th Street between Fowler Street and Techwood Drive, a wide sidewalk exists with a landscape buffer.

Table 4 gives a summary of the geometry and signalization for each study intersection, and the existing laneage along the 10th Street corridor is shown in **Figure 3**.

Table 4: Study Intersections - Geometry and Signalizations

ID	Intersection	Exclusive Mainline Turn Lanes	Side Street Geometry	Signalization Type
1	10th Street at Fowler Street	Exclusive WB left-turn lane	NB – exclusive left-turn lane, exclusive right-turn lane SB – shared left/through/right (one-way)	Permissive/Protected WB phasing Split NB/SB phasing NBR overlap phasing
2	10th Street at Techwood Drive/McCamish Pavilion	No exclusive turn lanes	NB – shared left/through/right SB – exclusive right-turn lane, shared through/right	Unsignalized
3	10th Street at I-75/85 SB Ramps	Exclusive WB left-turn lane	SB – exclusive right-turn lane, shared right/through lane, shared left/through lane, exclusive left-turn lane (one-way)	Protected/permissive WB phasing
4	10th Street at Williams Street	Exclusive EB left-turn lane	NB – shared left-through lane, shared right/through lane, exclusive right-turn lane (one way)	Protected/permissive EB phasing
5	10th Street at Spring Street	No exclusive turn lanes	SB – shared left/through lane, two exclusive through lanes, shared right/through lane (one-way)	Protected/permissive WB phasing
6	10th Street at West Peachtree Street	Exclusive WB dual left-turn lanes	NB – shared left/through lane, three exclusive through lanes, exclusive right-turn lane (one-way)	Protected only EB phasing

NOT TO SCALE



Kimley»Horn	10th Street Bridge Multi-Modal Enhancements Traffic Engineering Study	Existing Roadway Geometry	Figure 3

4.0 CRASH HISTORY DATA

Crash report data was obtained for the 10th Street corridor in Midtown Atlanta, Georgia. The crash data was obtained from the GDOT *Georgia Electronic Accident Reporting System* (GEARS) online crash database for the five-year period from January 1, 2013 to December 31, 2017. The limits of the corridor included the 0.33-mile section of 10th Street from Fowler Street to West Peachtree Street, and cross-street influence areas were assumed to be 250 feet north and south of 10th Street. Only data extracted from GEARS was analyzed and with the exception of bicycle and pedestrian crashes, individual crash reports were not reviewed.

The data was analyzed to identify specific crash patterns and locations that may indicate a safety deficiency within the study area. Crashes were analyzed by intersection, type, time-of-day, and other surrounding circumstances. The crash data was cleaned to more precisely analyze crash locations and crash types, and the locations of crashes along the corridor were cleaned by reviewing both location descriptions and coded geographic coordinates. Crash types were cleaned by reviewing harmful event types and coded circumstances surrounding each crash, such as manner of collision, initial directions of travel, and vehicle maneuvers prior to collision. Corresponding crash data tables are included in **Appendix E**.

The primary safety concerns along the study corridor include conflicts between vulnerable roadway users and turning motorists; congestion-related sideswipe and rear-end crashes; and northbound sideswipe crashes at Williams Street that are associated with center turn lane movements. This project directly addresses safety of vulnerable roadway users by including a protected bicycle and pedestrian facility, as well as an exclusive pedestrian phase at the intersection of 10th Street at Williams Street, which includes restrictions on right-turn-on-red movements. Additionally, other aspects included as part of reconfiguring the corridor, such as striping and signal timing improvements, will help address congestion-related crash trends.

4.1 HISTORICAL CRASH ANALYSIS

A total of 903 crashes were reported for the five-year period, including 113 injury crashes, resulting in 174 injuries, and no fatal crashes. The number of crashes per year remained consistent from 2013 to 2016; however, there was a sharp increase in 2017: 166 crashes were reported in 2013, 162 were reported in 2014, 157 were reported in 2015, 159 were reported in 2016, and 259 crashes were reported in 2017. **Table 5** summarizes the total number of crashes that occurred along the study corridor.

Table 5: Summary of Crashes

Year	Total Number of Crashes	Number of Injury Crashes	Number of Fatal Crashes	Number of Dark Crashes	Number of Wet Crashes	Number of Bike/Ped Crashes
2013	166	19	0	54	22	1
2014	162	22	0	49	21	1
2015	157	22	0	49	32	3
2016	159	18	0	42	14	4
2017	259	32	0	82	24	2
Total	903	113	0	276	113	11
Average	180.6	22.6	0.0	55.2	22.3	2.2
Percent		12.5%	0.0%	30.6%	12.5%	1.2%

The crash data was manipulated to determine any significant trends in the circumstances involved in the crashes, and the following observations were made:

- Nearly 13 percent of the crashes occurred on wet pavement.
- Approximately 31 percent of the crashes occurred during dark conditions, and an additional 2 percent of the crashes occurred during dawn/dusk conditions. While street lighting is present along both sides of 10th Street, the proportion of crashes occurring during dark conditions suggests that there may be inadequate visibility along the corridor when it is dark. This may be evaluated in a lighting study or by reviewing visibility of pavement markings, signing, and signal equipment during dark conditions.
- Eight of the crashes (0.9 percent) reported involved a driver under the influence of drugs or alcohol.
- Approximately 5 percent of the crashes were attributed to distracted driving.
- Nearly 35 percent of the crashes occurred at-fault in the northbound direction, and approximately 27 percent occurred at-fault in the eastbound direction.
- Approximately 95 percent of the crashes were two-vehicle crashes.

- The frequency in crashes peaked from 4:00 PM to 6:00 PM, which is consistent with the evening peak hour for the corridor, as shown in **Figure 4**.

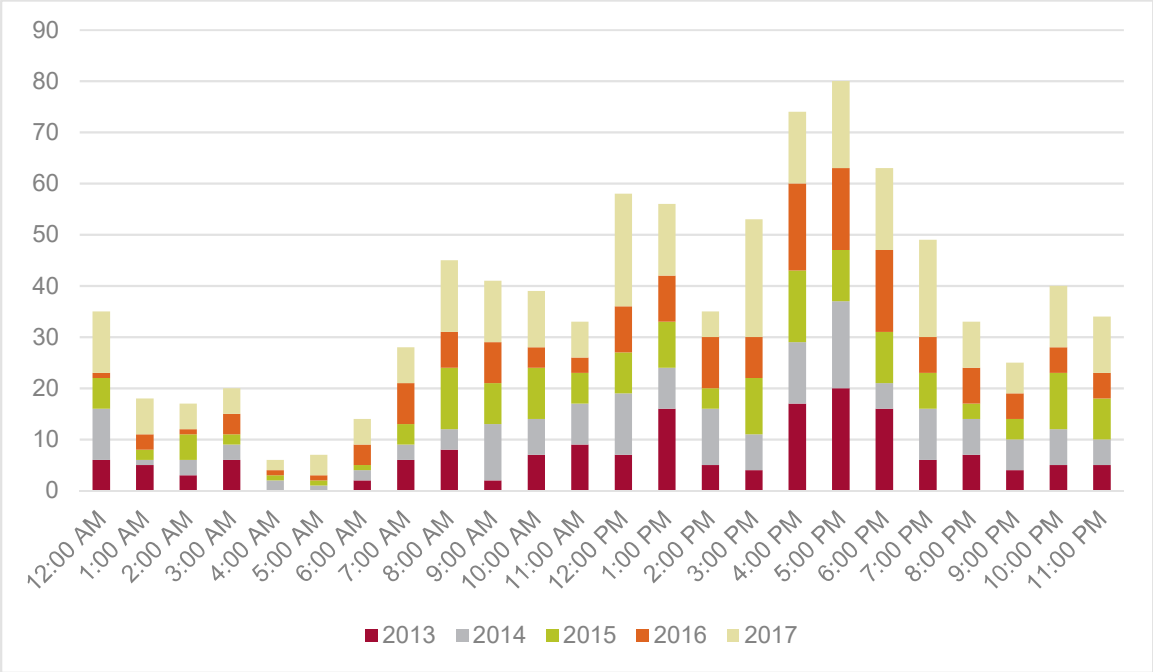


Figure 4: Crashes by Time of Day

4.2 CRASH TYPE ANALYSIS

The predominant crash type along the study corridor was a same-direction sideswipe crash (45.2 percent) and the second most common crash type was a rear-end crash (29.9 percent), which is consistent for congested corridors with signalized intersections. Nearly 65 percent of the same-direction sideswipe crashes occurred on side streets: 48 percent at-fault in the northbound direction and 17 percent at-fault in the southbound direction. Of the rear-end crashes, approximately 34 percent occurred at-fault in the eastbound direction along 10th Street. An additional 15.5 percent of the crashes reported were angle crashes, and 3.2 percent of the crashes were left-turn crashes. Of all the crashes, 3.1 percent were categorized as “other” crash types. Crashes were analyzed by type and are summarized in **Table 6**.

Table 6: Summary of Crashes by Type

Crash Type	2013	2014	2015	2016	2017	Total	Percent
Sideswipe – Same Direction	75	70	68	76	119	408	45.2%
Rear End	53	60	36	49	72	270	29.9%
Angle	21	22	34	18	45	140	15.5%
Left Turn	4	6	9	2	8	29	3.2%
Backed Into	4	1	2	5	5	17	1.9%
Pedestrian	1	0	1	3	2	7	0.8%
Bicycle	0	1	2	1	0	4	0.4%
All Others	8	2	5	5	8	28	3.1%

The sideswipe crashes were further analyzed, and over 48 percent of the sideswipe crashes occurred at the intersection of 10th Street at Williams Street. Of the 197 sideswipe crashes that occurred at this intersection, 69 percent occurred in the northbound direction, 19 percent occurred in the eastbound direction, and 11 percent occurred in the westbound direction. Of the overall trend of northbound sideswipe crashes in the study area, 70 percent were reported at the intersection of 10th Street at Williams Street. Crash records indicate that northbound sideswipe crashes at this intersection are often attributed to turning movements in the center lane. While the center lane is marked as a shared through/right-turn lane, some motorists attempt left-turn movements onto 10th Street from this lane, colliding with through movement vehicles in the adjacent inside lane. Additionally, while the outside lane is marked as a right-turn only lane, some motorists attempt through movements from this lane and collide with motorists who are making a right-turn movement from the center lane. Some records also indicate that some motorists attempting a right-turn movement from the center lane fail to maintain their lane during the turn or attempt to enter the incorrect receiving lane, colliding with motorists attempting a right turn from the outside lane. Sideswipe crashes are depicted by intersection and direction of travel in **Figure 5**.

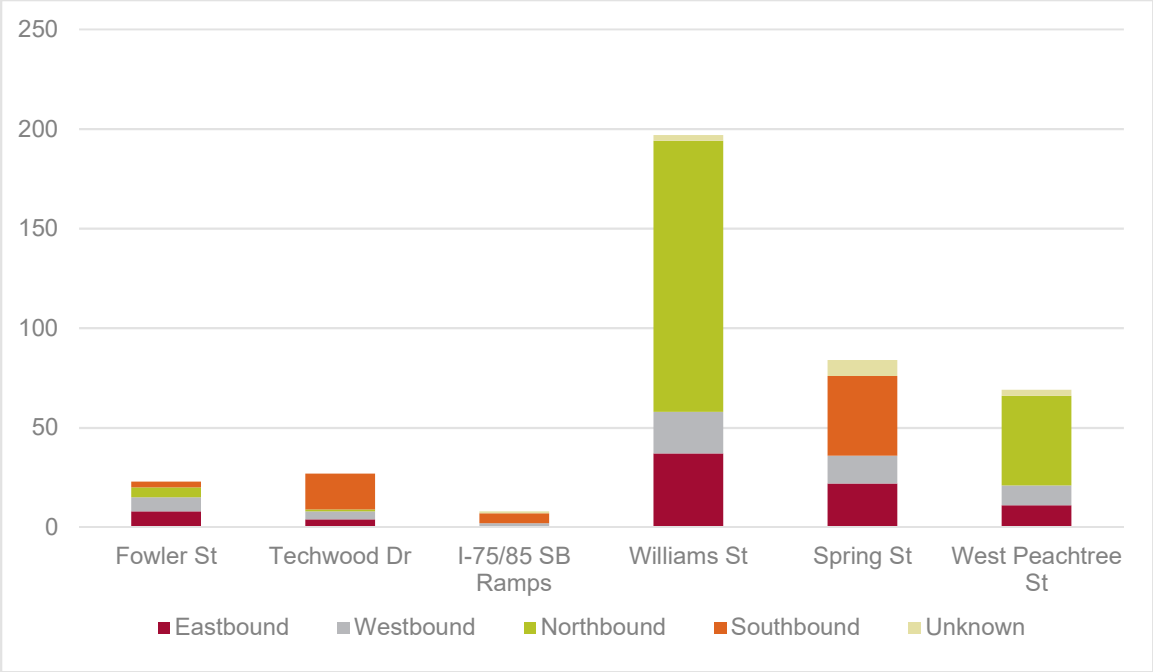


Figure 5: Sideswipe Crash Trends

A total of seven pedestrian crashes and four bicycle crashes were reported along the corridor during the five-year period. Seven of these crashes occurred at the intersection with Williams Street, three occurred at the intersection with Spring Street and one occurred at the intersection with Techwood Drive. All of the pedestrian crashes involved a collision between a pedestrian crossing in a crosswalk and a motorist attempting a turning movement, and all of the bicycle crashes involved a turning motorist. To better understand the circumstances surrounding these crashes, the crash report narratives and accompanying crash diagrams were reviewed:

- **4546697**: In 2013, at the intersection of 10th Street at Williams Street, a pedestrian was crossing the south crosswalk with a pedestrian "walk" phase. A northbound motorist was looking left for eastbound traffic while attempting a right-turn-on-red movement. The motorist began to make the turn, failing to see the pedestrian, and struck the pedestrian.
- **4899562**: In 2014, at the intersection of 10th Street at Techwood Drive, a westbound bicyclist was traveling in the outside lane over the 10th Street bridge. A westbound motorist who was behind the bicyclist moved over to the inside lane in order to pass the bicyclist. The motorist then attempted a right-turn movement onto Techwood Drive from the inside lane, directly in the travel path of the bicyclist, who collided with the motorist while it was turning.
- **5217648**: In 2015, at the intersection of 10th Street at Spring Street, a southbound motorist was attempting a left-turn movement onto 10th Street. The motorist struck a bicyclist crossing the street within the east crosswalk, with a pedestrian "walk" phase.

- **5337323**: In 2015, at the intersection of 10th Street at Williams Street, a northbound motorist was attempting a right-turn movement onto 10th Street with a green traffic indication. The motorist struck a bicyclist who was crossing Williams Street within the south crosswalk, without a pedestrian "walk" phase.
- **5382373**: In 2015, at the intersection of 10th Street at Williams Street, two pedestrians were crossing 10th Street within the east crosswalk, with a pedestrian "walk" phase, during dark conditions. A northbound motorist who was reported to be distracted by using a cell phone attempted a right-turn movement onto 10th Street and struck one of the crossing pedestrians.
- **5737876**: In 2016, at the intersection of 10th Street at Williams Street, a pedestrian was crossing 10th Street in the crosswalk, during dark conditions. A northbound motorist was unable to see the pedestrian and attempted a right-turn movement, striking the pedestrian.
- **5761582**: In 2016, at the intersection of 10th Street at Spring Street, a pedestrian was crossing Spring Street in the south crosswalk, without a pedestrian "walk" phase. An eastbound motorist did not see the pedestrian in the crosswalk and attempted a right-turn movement onto Spring Street, striking the pedestrian.
- **5778187**: In 2016, at the intersection of 10th Street at Williams Street, a westbound motorist and a westbound bicyclist attempted a right-turn movement onto Williams Street at the time, from the same lane. The motorist struck the bicyclist while making the maneuver.
- **5808718**: In 2016, at the intersection of 10th Street at Williams Street, two pedestrians were crossing Williams Street in the north crosswalk, with a pedestrian "walk" phase. A westbound motorist attempted a right-turn movement onto Williams Street from the center travel lane, striking one of the crossing pedestrians.
- **6127536**: In 2017, at the intersection of 10th Street at Spring Street, an eastbound motorist attempted a right-turn movement onto Spring Street, striking a pedestrian who was crossing Spring Street in the south crosswalk with a pedestrian "walk" phase.
- **6338279**: In 2017, at the intersection of 10th Street at Williams Street, a motorist traveling northbound on Williams Street attempted a right-turn movement onto 10th Street, striking a pedestrian who was crossing in one of the crosswalks at the intersection.

4.3 CRASH CONCENTRATIONS

The crash data was additionally analyzed by location to identify hot spots along the corridor. The intersection of 10th Street at Williams Street experienced the highest number of crashes over the five-year period (361 crashes), following by the intersection at Spring Street (241 crashes). The crashes are summarized by intersection and type in **Figure 6**.

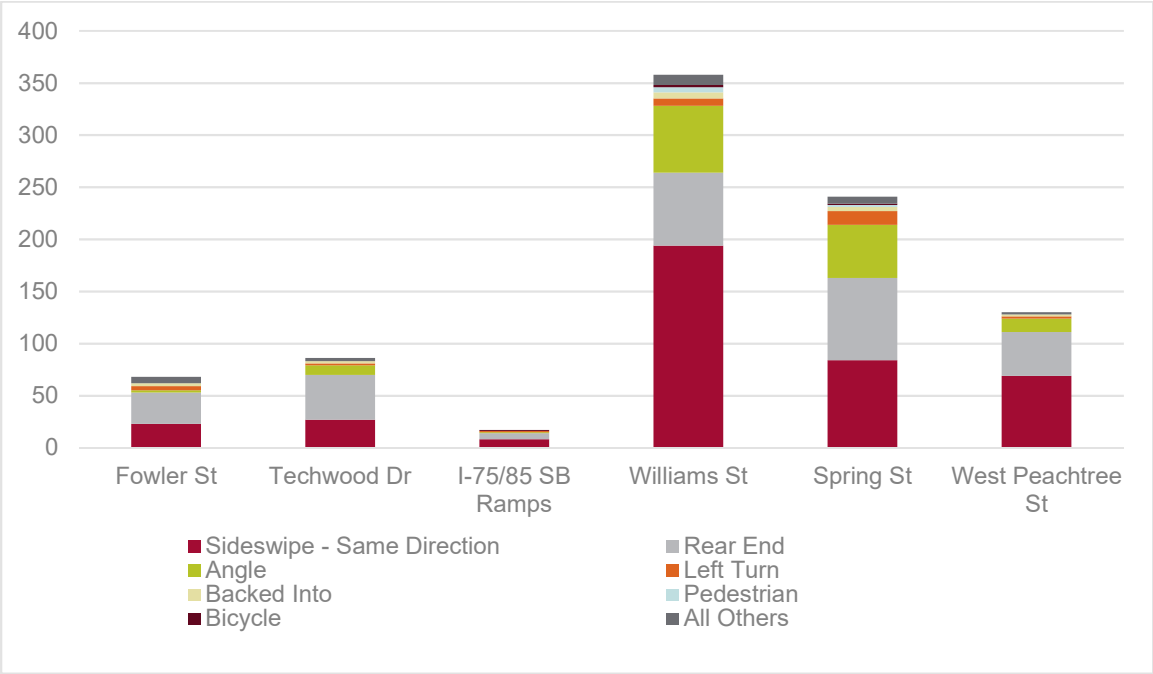


Figure 6: Crash Types by Intersection

4.4 COMPARISON TO STATEWIDE AVERAGES

The segment crash rate for this section of 10th Street was calculated over the five-year period for all crashes, fatal crashes, and injury crashes, as summarized in **Table 7**. Crash rates are reported as the number of crashes per 100 million vehicle-miles traveled, and calculating crash rates provides a more reasonable comparison of crash frequencies among similar facilities of varying lengths and volumes. Because no GDOT count stations are located within study limits, AADT values from the approved GDOT traffic flow diagrams were averaged along the corridor and used to calculate the segment crash rate.

Table 7: Segment Crash Rates

Length	Volume (AADT)	Number of Crashes (2013-2017)			Crash Rates		
		All Crashes	Fatal	Injury	Segment	Fatal	Injury
0.33 mi	24,414	903	0	113	**6,141**	0.00	**769**

The segment crash rate for this section of 10th Street was then compared to the annual statewide average crash rates available for the years captured in the crash history, which is summarized in **Table 8**. These rates are provided in the GDOT *Statewide Mileage, Travel & Accident Data – 2013;* GDOT *Statewide Mileage, Travel & Crash Data – 2014;* GDOT *Statewide Mileage, Travel & Crash Data – 2015;* and GDOT *Statewide Mileage, Travel & Crash Data – 2016* reports, which are included in **Appendix E**.

Because the study segment is classified by GDOT as an urban minor arterial, its segment crash rate was compared to the facility type "Minor Arterial, Urbanized". GDOT does not publish intersection crash rates, and they were therefore not analyzed. The report with statewide average crash rates for 2017 is not yet available and is therefore not summarized.

Table 8: Statewide Average Crash Rate Calculations

Year	Facility Type	Roads in Service (miles)	ADVMT (Millions)	All Crashes		Fatal Crashes		Injury Crashes	
				Number	Rate	Number	Rate	Number	Rate
2013	Minor Arterial, Urban[1]	4,308	9,288	88,465	**606**	167	1.14	18,666	**128**
2014	Minor Arterial, Urbanized	3,553	10,395	81,017	**601**	163	1.21	195,566	**145**
2015	Minor Arterial, Urbanized	3,671	10,998	93,858	**637**	248	1.68	23,041	**156**
2016	Minor Arterial, Urbanized	3,710	11,519	102,133	**655**	239	1.53	24,257	**156**

1-It should be noted that report formats changed between 2013 and 2014, with slight differences in roadway classification

As shown in **Table 8**, the overall segment crash rate of the study corridor ranges from 9.4 to 10.2 times higher than the statewide average for similar facilities for each of the years reported. While fatal crashes are absent along the study corridor, the injury crash rate ranges from 4.9 to 6.0 times higher than the statewide average injury crash rate.

4.5 PEDESTRIAN NEAR-MISS STUDY

Midtown Alliance conducted a pedestrian near-miss study for various intersections through its Midtown Traffic Operations Program (MTOP) in May 2018. The study quantified the number of near-misses between pedestrians and vehicles at the intersection. A "potential conflict" was categorized as incident where a pedestrian and vehicle were three seconds or less away from a collision. The study identified the intersection of 10th Street at I-75/85 SB Ramps as a potential safety issue, specifically the southern leg of the intersection. Excerpts from the Midtown Alliance Study are provided in **Appendix F**.

The data indicated that 10% of pedestrians and 15% of bicyclists at the intersection were identified as being involved in a potential conflict. Approximately 55% of the pedestrian potential conflicts were a result of a right-turning vehicle, while approximately 67% of bicycle potential conflicts were the result of a right-turning vehicle. The pedestrian near-miss study indicates that there are a significant number of potential crashes that go unreported. The near-miss study offered the following recommendations to reduce the number of potential conflicts at the intersection of 10th Street at I-75/85 SB Ramps:

- Reduce the radius of the southwest corner in order to slow right-turning vehicles
- Provide a protected pedestrian phase for the south leg of the intersection, concurrent with the eastbound and westbound through movements.
    - Modify the westbound left-turn phase to a flashing yellow arrow (FYA) with a red arrow during the pedestrian phase.
    - Modify the eastbound right-turn phase to a flashing red arrow (FRA) with a red arrow during the pedestrian phase, and a flashing red arrow during the southbound and westbound left-turn movements.
    - The protected pedestrian phase could coincide with a future protected bicycle phase.

5.0 FUTURE TRAFFIC VOLUME DEVELOPMENT

The intersection traffic growth projections were determined from an evaluation of the ARC Travel Demand Model for the 10th Street corridor, population projections, and historical traffic growth for the AADT count stations in the project vicinity. The methodology for developing future traffic volumes was approved by the GDOT Office of Planning on 10/31/2018.

A growth rate of ***1.00%*** per year for 4 years was applied to the Existing 2018 traffic volumes to account for background growth in traffic to determine Base Year 2022 No-Build and Build traffic volumes. Additionally, project trips from DRI #2634 (Georgia Tech High Performance Computing Center) and DRI #2707 (740 West Peachtree) were included in the Base Year 2022 No-Build and Build traffic volumes.

A growth rate of ***1.00%*** per year for 20 years was applied to the Base Year 2022 traffic volumes to account for background growth in traffic to determine the Design Year 2042 No-Build and Build traffic volumes.

The GDOT Approved Traffic Flow Diagrams can be found in **Appendix A.**

6.0 FUTURE SCENARIOS

This report analyzes the impacts of constructing a two-way cycle track along the southern side of 10th Street, a two-way cycle track on the western side of Techwood Drive, and a two-way cycle track on the eastern side of Williams Street. Other alternatives, such as constructing separated one-way cycle lanes, constructing the cycle track on the northern side of 10th Street, and the inclusion of the Williams Street cycle track, were considered; however, they were determined not to be viable options due to user demand, a lack of logical termini, geometric considerations, and operational limitations. Cycle facilities are provided on Fowler Street, and Georgia Tech plans to continue bicycle facilities west along 10th Street. Additionally, development on both sides of the bridge and pedestrian volumes indicate that there is more demand for a protected facility along the south side of 10th Street. Please refer to the “Alternatives Analysis” section of the Concept Report for more information. Concept Graphics of the preferred alternative can be found in **Appendix B.** Level-of-Service results for various alternatives considered can be found in **Appendix C.**

Based on a review of the roadway geometry and the crash data, the following improvements should be considered to improve safety and operations along the corridor:

- Intersection 2: 10th Street at Techwood Drive
    - Consider installing a gate across the southern leg (northbound approach) of the intersection to close access to the McCamish Pavilion parking lot during non-event times. This would reduce pedestrian-vehicle conflicts for pedestrians in the southern crosswalk across the driveway.

- Intersection 3: 10th Street at I-75/85 SB Ramps
  - Widen the southbound interstate on-ramp to provide two lanes of storage to the ramp meter. This will help clear vehicles blocking the intersection and give more merge space to receive the two existing southbound through lanes.
- Intersection 4: 10th Street at Williams Street
  - Install overhead signage on the northbound approach of Williams Street to clearly define the lane assignments. Presently only pavement markings define the lane assignments. This will help reduce side-swipe crashes on the approach.
  - Construct a bulb-out across the right-most lane of Williams Street north of 10th Street (northeast quadrant) to reduce the number of receiving lanes from three (3) lanes to two (2) lanes. This will enforce right-turns only from the right-most northbound lane of Williams Street, as well as reduce the pedestrian crossing distance for pedestrians utilizing the north leg of the crosswalk.

6.1 NO-BUILD IMPROVED (APPENDIX C, SCENARIO C)

A No-Build Improved scenario was analyzed for the Base Year 2022 and Design Year 2042 scenarios. Improvements contained in the no-build improved scenario include phasing and restriping changes that will improve safety for all users along the 10th Street corridor. Changes included in the No-Build Improved Scenario address existing deficiencies in the network.

The following changes were included in the No-Build Improved scenario:

- Intersection 3: 10th Street at I-75/85 SB Ramps
  - Modify the westbound left-turn from protected/permissive phasing to protected-only phasing to reduce conflicts between left-turning vehicles and eastbound right-turning vehicles and conflicts between left-turning vehicles and pedestrians.
  - Restripe the southbound approach of the I-75/85 SB Ramps to consist of one (1) right-turn lane, one (1) exclusive through lane, one (1) shared through/left-turn lane, and one (1) left-turn lane.
- Intersection 4: 10th Street at Williams Street
  - Modify the signal phasing to add a pedestrian-only phase for all pedestrian movements, to reduce vehicle-pedestrian conflicts.
  - Restrict right-turns on red for all approaches.

6.2 BUILD ALTERNATIVE 1 (APPENDIX C, SCENARIO E)

In addition to the improvements listed in the No-Build Improved scenario, Build Alternative 1 considers removing an eastbound through lane across the 10th Street Bridge and constructing a barrier-separated two-way cycle track along the southern side of the roadway. Additionally, two-way cycle tracks would be constructed on Techwood Drive and Williams Street. In order to accommodate the cycle track, following restriping and phasing changes are required.

- Intersection 3: 10th Street at I-75/85 SB Ramps
    - Restripe the eastbound shared right-turn/through lane to be a right-turn only lane.
    - Provide protected-only phasing for the eastbound right-turns, restricting right-turns on red.
    - Provide protected-only phasing for the southbound right-turns, restrict right-turns on red.
    - Provide bicycle signals and protected phasing for the two-way cycle track across the western and southern legs of the intersection.
- Intersection 4: 10th Street at Williams Street
    - Install cycle signals to provide protected phasing to the 10th Street and Williams Street cycle tracks during the pedestrian scramble phase.
    - Construct a bulb-out across the right-most lane of Williams Street north of 10th Street (northeast quadrant) to reduce the number of receiving lanes from three (3) lanes to two (2) lanes. This will enforce right-turns only from the right-most northbound lane of Williams Street, as well as reduce the pedestrian crossing distance for pedestrians utilizing the north leg of the crosswalk.

6.3 BUILD ALTERNATIVE 2 (APPENDIX C, SCENARIO F)

In order to improve operations at the intersection of 10th Street at I-75/85 SB Ramps (Intersection 3) after the implementation of the cycle track, the Build Alternative 1 scenario was modified as Build Alternative 2. The WB approach of 10th Street would be restriped to accommodate dual left-turn lanes. Presently, the I-75/85 SB On-ramp is striped for two receiving lanes to accommodate southbound traffic. It was observed that traffic in the inside through lane was frequently blocked by vehicles attempting to change lanes and enter into the left-turn queue during peak hours, and vehicles frequently make illegal left-turns from the through lane. Build Alternative 2 would include widening the I-75/85 SB On-Ramp to two (2) storage lanes.

- Intersection 3: 10th Street at I-75/85 SB Ramps
    - Restripe the westbound approach so that it consists of one (1) westbound through lane and two (2) westbound left-turn lanes – the dual left-turn lanes would operate with protected-only phasing.

6.4 BUILD ALTERNATIVE 3 (APPENDIX C, SCENARIO I)

In order to improve operations at the intersection of 10th Street at Williams Street (Intersection 4) after the implementation of the cycle track, the Build Alternative 1 scenario was modified as Build Alternative 3. A pedestrian-only phase at this intersection is necessary to prevent existing pedestrian-vehicle conflicts and to accommodate a two-way cycle track along Williams Street. Signal phasing changes are proposed as part of Build Alternative 3 to reduce the vehicle all-red time and improve operations at the intersection. A pedestrian refuge and offset crosswalk would be constructed across the east leg of the intersection. The pedestrian crossing would be set-up as a two-phase crossing, in order to minimize the vehicular delay at the intersection.

Based on signal phasing, the pedestrians should be able to cross 10th Street with minimal delay in the pedestrian refuge. Bicyclists in the Williams Street cycle track would be able to cross 10th Street in one motion, as the exclusive phase would be in compliance with industry guidelines for bicycle signal phasing.

The protected eastbound left-turn phasing could be changed from a leading left to a lagging left, allowing pedestrians to cross the WB lanes of 10th Street during the protected eastbound left. A pedestrian-only phase would follow the lagging left, allowing pedestrians to cross the EB lanes of 10th Street. Following the pedestrian-only phase, northbound traffic would be given a green indication and pedestrians would be allowed to cross the WB lanes of 10th Street.

Northbound pedestrians would begin crossing 10th Street during the pedestrian-only phase, and they would finish crossing the street during the northbound green phase. Southbound pedestrians would begin crossing 10th Street during the lagging left-turn phase, and they would finish crossing the street during the pedestrian-only phase. Cyclists on the cycle track would have an indication to cross the entirety of 10th Street during the pedestrian-only phase.

To summarize, the following modifications to Build Alternative 1 are included in the Build Alternative 3 scenario:

- Intersection 4: 10th Street at Williams Street
    - Construct a pedestrian refuge and offset crosswalk across the east leg of the intersection.
    - Modify the eastbound left-turn phase from a leading phase to a lagging phase.
    - Time the pedestrian-only phase to provide clearance for pedestrians to cross the eastbound lanes of 10th Street, and cyclists to cross the entirety of 10th Street.
    - Allow pedestrians to cross the westbound lanes of 10th Street during the lagging eastbound left-turn phase, pedestrian-only phase, and northbound phase.

6.5 BUILD ALTERNATIVE 4 (APPENDIX C, SCENARIO J)

Build Alternative 4 includes the improvements identified in both Build Alternatives 2 and 3. The following improvements are included to improve operations after the proposed installation of the two-way cycle tracks along 10th Street, Williams Street, and Techwood Drive:

- Intersection 3: 10th Street at I-75/85 SB Ramps
  - Restripe the westbound approach so that it consists of one (1) westbound through lane and two (2) westbound left-turn lanes.
- Intersection 4: 10th Street at Williams Street
  - Construct a pedestrian refuge and offset crosswalk across the east leg of the intersection.
  - Change the eastbound left-turns from a leading phase to a lagging phase.
  - Implement an exclusive pedestrian phase to provide clearance for pedestrians to cross the eastbound lanes of 10th Street, and cyclists to cross the entirety of 10th Street.
  - Allow pedestrians to cross the westbound lanes of 10th Street during the lagging eastbound left-turn phase, exclusive pedestrian phase, and northbound phase.

The widening of the southbound on-ramp to two full-length storage lanes is recommended as part of Build Alternative 4. It should be noted that Build Alternative 4 assumes all improvements associated with Build Alternative 1 in order to construct protected bicycle and pedestrian facilities.

7.0 INTERSECTION CAPACITY ANALYSIS

7.1 INTRODUCTION

Level-of-service determinations were made for the study intersections along 10th Street using *Synchro, Version 9*. The program uses methodologies contained in the 2000 and 2010 *Highway Capacity Manual* (HCM) to determine the operating characteristics of an intersection. Due to complex signal phasing at several intersections and limitations in HCM 2010 methodologies, HCM 2000 methodology was used to evaluate all signalized intersections under all build-out scenarios.

Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions.

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 of a traffic stream. The *Highway Capacity Manual* defines six levels of service, LOS A through LOS F, with A representing free-flow conditions and F representing extreme delay.

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. An overall signalized intersection LOS of E or better is generally the desirable threshold for operating conditions in an urban environment.

Levels-of-service for unsignalized intersections, with stop control on the minor street(s) only, are reported for the side street approaches. Low levels-of-service for the side street approaches are not uncommon, as vehicles may experience a delay turning onto a major roadway. The level-of-service at unsignalized intersections for mainline traffic is very good as through vehicles do not stop. An unsignalized side street approach LOS of E or better is generally the accepted minimum threshold for operating conditions.

Level-of-service determinations were made for the weekday AM and PM peak hours for the study intersections along 10th Street under Existing 2018 conditions, Base Year 2022 No-Build and Build conditions, and Design Year 2042 No-Build and Build conditions. Additionally, No-Build Improved and Build improved scenarios were also provided.

7.2 INTERSECTION CAPACITY ANALYSIS

Capacity analyses were performed for all study intersections during the AM and PM peak hours based on peak of overall roadway network. It should be noted that it is not uncommon to have long delays for stop-controlled approaches when there is heavy major street volume. Small fluctuations in intersection delay between scenarios are not unexpected due to the changes in vehicle progression based on the signal phasing adjustments. Furthermore, it should be noted that the study intersections experience significant queueing during the peak periods, especially around I-75/85. The queueing is a result of congestion on I-75/85, and the impacts of the congestion spill back into the surface roadway network. This congestion associated with I-75/85 sometimes results in a level-of-service that “feels” worse than reported in **Table 9** and **Table 10**.

Table 9 summarizes the level-of-service and delay in seconds (per vehicle) during the AM peak hour. The following scenarios include the proposed improvements that are recommended in **Section 6.0.**

- Base Year 2022
- Design Year 2042

Copies of the *Synchro* intersection capacity analyses are available upon request.

Table 9: AM Peak Hour Level-of-Service Summary

INT #	Intersection	Overall LOS (Delay in Seconds)				
		Existing 2018	Base Year 2022 No-Build	Design Year 2042 No-Build	Base Year 2022 No-Build Improved	Design Year 2042 No-Build Improved
1	10th Street at Fowler Street (signalized)	C (22.0)	C (25.7)	E (57.8)	C (25.7)	E (58.0)
2	10th Street at Techwood Drive (side-street stop-controlled)	NB – B (12.8) SB – B (14.9)	NB – B (13.5) SB – C (15.5)	NB – C (15.1) SB – C (20.4)	NB – B (13.5) SB – C (15.5)	NB – C (15.1) SB – C (20.4)
3	10th Street at I-75/85 SB Ramps (signalized)	C (27.5)	C (28.5)	C (33.4)	C (27.6)*	C (31.8)*
4	10th Street at Williams Street (signalized)	B (17.6)	B (18.6)	B (18.9)	D (36.7)**	E (76.3)**
5	10th Street at Spring Street (signalized)	C (21.7)	C (23.2)	C (30.8)	C (26.0)	C (34.1)
6	10th Street at West Peachtree Street (signalized)	C (26.7)	C (27.6)	C (29.9)	C (28.0)	C (31.4)

*Delay decreases at this intersection despite the implementation of the protected-only left, due to the changes at other intersections and their effect on vehicle progression through the corridor.

**Delay increases at this intersection due to the implementation of the exclusive pedestrian phase.

Table 9 (Continued): AM Peak Hour Level-of-Service Summary									
INT #	Intersection	Overall LOS (Delay in Seconds)							
		Base Year 2022 Build Alt 1	Design Year 2042 Build Alt 1	Base Year 2022 Build Alt 2	Design Year 2042 Build Alt 2	Base Year 2022 Build Alt 3	Design Year 2042 Build Alt 3	Base Year 2022 Build Alt 4	Design Year 2042 Build Alt 4
1	10th Street at Fowler Street (signalized)	C (25.9)	E (59.0)	C (26.0)	E (59.8)	C (25.6)	E (58.7)	C (25.7)	E (59.6)
2	10th Street at Techwood Drive (side-street stop-controlled)	NB – B (13.5) SB – C (15.5)	NB – C (15.1) SB – C (20.4)	NB – B (13.5) SB – C (15.5)	NB – C (15.1) SB – C (20.4)	NB – B (13.5) SB – C (15.5)	NB – C (15.1) SB – C (20.4)	NB – B (13.5) SB – C (15.5)	NB – C (15.1) SB – C (20.4)
3	10th Street at I-75/85 SB Ramps (signalized)	D (47.4)	E (69.8)	D (36.5)	D (47.7)	D (49.6)	E (72.4)	D (38.7)	D (50.0)
4	10th Street at Williams Street (signalized)	E (73.8)	F (144.0)	E (74.2)	F (144.2)	D (40.6)	E (79.6)	D (40.9)	E (79.8)
5	10th Street at Spring Street (signalized)	C (27.0)	D (35.3)	C (27.0)	D (35.3)	C (26.5)	D (37.0)	C (26.5)	D (37.0)
6	10th Street at West Peachtree Street (signalized)	C (28.1)	C (31.6)	C (28.1)	C (31.6)	C (30.2)	C (32.2)	C (30.2)	C (32.2)

Based on the results shown in **Table 9**, all study intersections are expected to operate at LOS E or better during the AM peak hour under Design Year 2042 No-Build and No-Build Improved Conditions. The intersection of 10th Street at Williams Street is projected to operate at LOS F during the AM peak under the Design Year 2042 Build Alternative 1 and Build Alternative 2 conditions. All study intersections are expected to operate at LOS E or better during the AM peak under the Design Year 2042 Build Alternative 3 and Build Alternative 4 conditions.

Improvements at Intersections 2-4 are recommended in **Section 11.0 – Recommendations.**

Table 10 summarizes the level-of-service and delay in seconds (per vehicle) during the PM peak hour.

Table 10: PM Peak Hour Level-of-Service Summary						
INT #	**Intersection**	**Overall LOS (Delay in Seconds)**				
		Existing 2018	**Base Year 2022 No-Build**	**Design Year 2042 No-Build**	**Base Year 2022 No-Build Improved**	**Design Year 2042 No-Build Improved**
1	10th Street at Fowler Street (signalized)	D (36.5)	D (41.6)	E (69.2)	D (42.2)	E (69.8)
2	10th Street at Techwood Drive (side-street stop-controlled)	NB – C (21.3)	NB – E (39.4)	NB – F (205.7)	NB – E (39.4)	NB – F (205.7)
		SB – B (12.7)	SB – B (13.6)	SB – C (17.0)	SB – B (13.6)	SB – C (17.0)
3	10th Street at I-75/85 SB Ramps (signalized)	C (28.2)	C (32.9)	D (39.7)	C (34.6)	D (41.2)
4	10th Street at Williams Street (signalized)	C (28.3)	C (29.8)	D (35.4)	E (60.7)**	F (107.9)**
5	10th Street at Spring Street (signalized)	C (30.2)	C (31.1)	D (36.2)	C (31.4)	D (38.3)
6	10th Street at West Peachtree Street (signalized)	C (26.1)	C (26.7)	C (28.1)	C (26.8)	C (28.2)

**Delay increases at this intersection due to the implementation of the exclusive pedestrian phase.

Table 10 (Continued): PM Peak Hour Level-of-Service Summary									
INT #	Intersection	Overall LOS (Delay in Seconds)							
		Base Year 2022 Build Alt 1	Design Year 2042 Build Alt 1	Base Year 2022 Build Alt 2	Design Year 2042 Build Alt 2	Base Year 2022 Build Alt 3	Design Year 2042 Build Alt 3	Base Year 2022 Build Alt 4	Design Year 2042 Build Alt 4
1	10th Street at Fowler Street (signalized)	D (42.3)	E (70.5)	D (42.4)	E (70.6)	D (42.5)	E (70.1)	D (42.4)	E (70.2)
2	10th Street at Techwood Drive (side-street stop-controlled)	NB – E (39.4)	NB – F (205.7)	NB – E (39.4)	NB – F (205.7)	NB – E (39.4)	NB – F (205.7)	NB – E (39.4)	NB – F (205.7)
		SB – B (13.6)	SB – C (17.0)	SB – B (13.6)	SB – C (17.0)	SB – B (13.6)	SB – C (17.0)	SB – B (13.6)	SB – C (17.0)
3	10th Street at I-75/85 SB Ramps (signalized)	E (59.9)	F (92.0)	D (37.7)	D (52.6)	E (57.7)	F (90.1)	D (36.2)	D (52.0)
4	10th Street at Williams Street (signalized)	E (61.2)	F (112.9)	E (62.0)	F (113.5)	D (36.6)	E (58.8)	D (36.7)	E (58.3)
5	10th Street at Spring Street (signalized)	C (31.9)	D (38.9)	C (31.9)	D (39.0)	C (34.9)	D (41.0)	D (35.3)	D (41.4)
6	10th Street at West Peachtree Street (signalized)	C (26.8)	C (28.3)	C (27.0)	C (28.5)	C (26.9)	C (28.2)	C (26.9)	C (28.2)

Based on the results shown in **Table 10**, all study intersections except for two (2) are expected to operate at LOS E or better during the PM peak hour under Design Year 2042 No-Build and No-Build Improved Conditions. The northbound approach of Techwood Drive/McCamish Pavilion is projected to operate at LOS F during the Design Year 2042 No-Build and No-Build Improved scenarios. It is not uncommon for high delay at side-street approach of an unsignalized intersection. Additionally, the intersection of 10th Street at Williams Street (Intersection 4) is expected to operate at LOS F during the Design Year 2042 No-Build Improved scenarios, due to the implementation of an exclusive pedestrian phase.

All study intersections are expected to operate at LOS E or better during the Base Year 2022 Build Alternative 1, 2, 3, and 4 scenarios. The intersections of 10th Street at I-75/85 SB Ramps and 10th Street at Williams Street are expected to operate at LOS F in Design Year 2042 under Build Alternative 1 conditions. With mitigation measures in Build Alternative 2, the intersection of 10th Street at I-75/85 SB Ramps is expected to operate at LOS D in Design Year 2042. With the mitigation measures in Build Alternative 3, the intersection of 10th Street at Williams Street is expected to operate at LOS E in Design Year 2042. Under Build Alternative 4 conditions, the intersections of 10th Street at I-75/85 SB Ramps and 10th Street at Williams Street are expected to operate at LOS D and LOS E, respectively, in Design Year 2042

Improvements at Intersections 2-4 are recommended in **Section 11.0 – Recommendations.**

8.0 QUEUE LENGTH ANALYSIS

Queuing analyses were performed for the AM and PM peak hours for the signalized study intersections along 10th Street using *Synchro, Version 9.* The queueing analysis presented below utilizes *SimTraffic, Version 9* to focus on critical movements which directly impact I-75/85. The results of 10 runs of the SimTraffic model were averaged to determine the 95th percentile queue length for each scenario.

Table 11 summarizes the 95th percentile queue lengths (in feet) for the signalized study intersection's turning movements. Complete *Synchro* queuing analysis reports are available. A summary table of the queueing results can be found in **Appendix D.**

Table 11: SimTraffic Queue Length Analysis
Base Year 2022, Design Year 2042 Conditions

INT #	Intersection *Approach/Movement*	Scenario	AM Peak Hour 95th % Queue	PM Peak Hour 95th % Queue
3	10th Street at I-75/85 SB Ramps *EBR onto Interstate*	Base Year 2022 No-Build	535'	537'
		Base Year 2022 Build Alternative 4	456'	635'
		Design Year 2042 No-Build	538'	531'
		Design Year 2042 Build Alternative 4	425'	547'
3	10th Street at I-75/85 SB Ramps *WBL onto Interstate*	Base Year 2022 No-Build	236'	257'
		Base Year 2022 Build Alternative 4	102'	123'
		Design Year 2042 No-Build	288'	288'
		Design Year 2042 Build Alternative 4	113'	113'
3	10th Street at I-75/85 SB Ramps *WBT along 10th Street*	Base Year 2022 No-Build	224'	159'
		Base Year 2022 Build Alternative 4	283'	171'
		Design Year 2042 No-Build	272'	177'
		Design Year 2042 Build Alternative 4	282'	192'
4	10th Street at Williams Street *Northbound Approach*	Base Year 2022 No-Build	324'	318'
		Base Year 2022 Build Alternative 4	354'	331'
		Design Year 2042 No-Build	317'	317'
		Design Year 2042 Build Alternative 4	344'	346'

Currently, Williams Street merges with the I-75/85 NB Off-Ramp approximately 400 feet south of 10th Street. There are three (3) total lanes provided between the I-75/85 NB Off-Ramp and Williams Street from approximately 500 feet south of 10th Street to the intersection. The I-75/85 NB Off-Ramp is approximately 1,200 feet from the travel lanes of I-75/85 to the 10th Street intersection.

9.0 GDOT INTERSECTION CONTROL EVALUATION (ICE)

According to the guidance statement/application provided by GDOT, "An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/construction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: **1)** the intersection includes at least one roadway designated as a State Route (State Highway System) or as a part of the National Highway System; or **2)** the intersection will be designed or constructed using federal or state funding."

Based on the criteria above, ICE analysis was required for the following intersections:

- Intersection 2: 10th Street at Techwood Drive
- Intersection 3: 10th Street at I-75/85 SB Ramps
- Intersection 4: 10th Street at Williams Street

For each intersection, ICE Stage 1 and an ICE Waiver were completed. Detailed ICE analysis can be found in **Appendix G.**

10.0 CONCLUSION

The segments of 10th Street from Techwood Drive to Williams Street and Williams Street from Peachtree Place to 12th Street in the City of Atlanta have been identified as a location for a potential bicycle facility and pedestrian improvements by the Midtown Alliance Transportation Plan and the City of Atlanta's Cycle Atlanta 1.0 plan. Additionally, a bicycle connection to Turner Studios is being contemplated via Techwood Drive. The Techwood Drive bicycle facility would connect to the 10th Street bicycle facility via a protected crossing across 10th Street between Techwood Drive and the I-75/85 SB Ramps. This traffic engineering study is being performed to analyze traffic conditions along the 10th Street corridor to determine what geometric and operational improvements could be made to improve safety for all users. Furthermore, the operations of the corridor will be assessed for future traffic conditions with improvements to determine the feasibility of constructing pedestrian and bicycle facilities.

The 10th Street corridor serves as a primary east-west thoroughfare through Midtown Atlanta. 10th Street is a major connection across the Downtown Connector (I-75/85) and intersects with Interstate on and off ramps.

The proposed improvements are planned to be constructed and open to traffic by year 2022 (Base Year) with a 20-year design horizon of 2042 (Design Year). The study network along 10th Street spans from Fowler Street to West Peachtree Street. The project proposes to remove an eastbound through lane from 10th Street between the I-75/85 SB Ramps and Williams Street to construct protected bicycle and pedestrian facilities.

This report summarizes the data collection, crash data, analysis of projected traffic conditions, and conclusions from the analysis of Existing Year 2018, as well as the Base Year 2022 and Design Year 2042 for the following three (3) scenarios:

1. No-Build
    a. Existing laneage and signal operations
2. No-Build Improved
    a. Includes signal phasing changes and restriping to improve safety for all users
3. Build
    a. Includes removing one EB lane from 10th Street to add protected bicycle and pedestrian facilities.

Note: Under the Build scenario, four (4) alternatives were evaluated.

Based upon the results of this analysis, **the Build Alternative 4 scenario is recommended** to accommodate the construction of a two-way cycle track along the 10th Street corridor. The recommended improvements are further discussed in **Section 11.0 – Recommendations**.

11.0 RECOMMENDATIONS

11.1 "NO-BUILD IMPROVED" RECOMMENDATIONS

Based on the existing geometry, crash data, and deficiencies in the study network, Kimley-Horn offers the following recommended improvements for the proposed study corridor to improve safety for all users:

10th Street at Techwood Drive (Intersection #2)

- Consider installing a gate across the southern leg to close access to the McCamish Pavilion parking lot during non-event times. This would reduce pedestrian-vehicle conflicts for pedestrians in the southern crosswalk across the driveway.

10th Street at I-75/85 SB ramps (Intersection #3)

- Widen the southbound interstate on-ramp to provide two lanes of storage to the ramp meter. This will help clear vehicles blocking the intersection and give more merge space to receive the two existing southbound through lanes.
- Modify the westbound left-turn from protected/permissive phasing to protected-only phasing.
- Restripe the southbound approach of the I-75/85 SB Ramps to consist of one (1) right-turn lane, one (1) exclusive through lane, one (1) shared through/left-turn lane, and one (1) left-turn lane.

10th Street at Williams Street (Intersection #4)

- Install overhead signage on the northbound approach of Williams Street to clearly define the lane assignments. Presently only pavement markings define the lane assignments. This will help reduce side-swipe crashes on the approach.
- Modify the signal phasing to add a pedestrian-only phase for all pedestrian movements. This is intended to mitigate the conflict with northbound right-turning vehicles and pedestrians using the crosswalk on the east leg of the intersection.
- Restrict right-turns on red for all approaches.

11.2 MULTI-MODAL ENHANCEMENT RECOMMENDATIONS

Based on the results of the traffic study, Kimley-Horn offers the following recommended improvements for to support a proposed protected two-way bicycle facility.

Overall Corridor

- Between the intersections of 10th Street at I-75/85 SB ramps and 10th Street at Williams Street, remove one (1) eastbound through lane to accommodate a two-way cycle track along the southern side of the roadway.
- Construct a two-way cycle track along the west side of Techwood Drive from 10th Street to the Turner Studios.
- Construct a two-way cycle track along the east side of Williams Street between Peachtree Place and 12th Street.
- Signal timing optimization will be required for Base Year 2022 and Design Year 2042. The GDOT Regional Traffic Operations Program (RTOP) is currently preparing a signal timing update for Midtown Atlanta which includes this study network.

10th Street at I-75/85 SB Ramps (Intersection #3)

- Restripe the eastbound shared right-turn/through lane to be a right-turn only lane.
- Provide protected-only phasing for the eastbound right-turns, restrict right-turns on red.
- Provide protected-only phasing for the southbound right-turns, restrict right-turns on red.
- Provide bicycle signals and protected phasing for the two-way cycle track across the western and southern legs of the intersection.
- Restripe the westbound approach so that it consists of one (1) westbound through lane and two (2) westbound left-turn lanes. This improvement should only be implemented if the widening of the southbound on-ramp is implemented.

10th Street at Williams Street (Intersection #4)

- Construct a bulb-out across the right-most lane of Williams Street north of 10th Street (northeast quadrant) to reduce the number of receiving lanes. This will enforce right-turns only from the right-most northbound lane of Williams Street as well as reduce the pedestrian crossing distance for pedestrians utilizing the north leg of the crosswalk.
- Construct a pedestrian refuge and offset crosswalk across the east leg of the intersection.
- Consider modifying the eastbound left-turn phase from a leading phase to a lagging phase.
- Implement an exclusive pedestrian phase to provide clearance for pedestrians to cross the eastbound lanes of 10th Street, and cyclists to cross the entirety of 10th Street.
- Allow pedestrians to cross the westbound lanes of 10th Street during the lagging eastbound left-turn phase, exclusive pedestrian phase, and northbound phase.

Elizabeth Johnson

PREPARED BY: _____ DATE 5/28/2019

Kimley-Horn and Associates, Inc.

RECOMMENDED BY: _____ DATE _____

District Traffic Engineer

RECOMMENDED BY: _____ DATE _____

State Traffic Engineer

APPROVED BY: _____ DATE _____

Director of Operations

Approved Peak Hour and Daily Traffic Volume Diagrams

Georgia Department of Transportation

Interoffice Memo

DATE: 11/16/18

FROM: Paul Tanner, State Transportation Planning Administrator

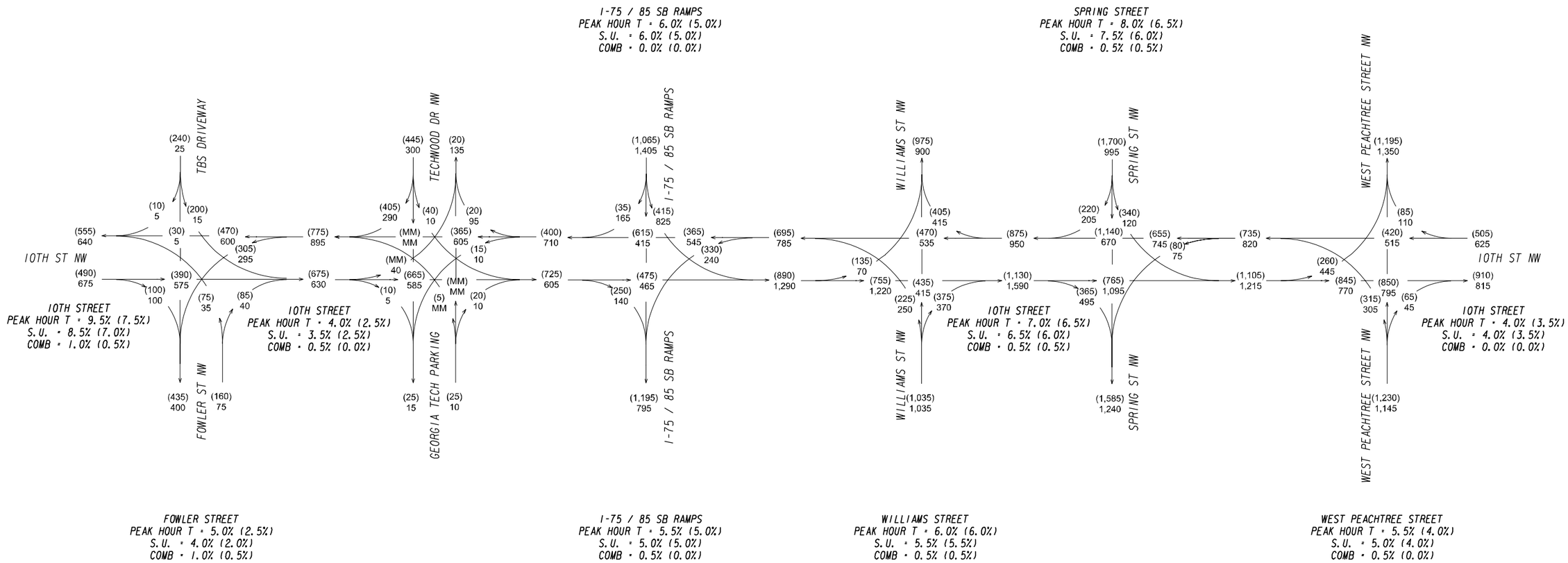
TO: Kimberly Nesbitt, State Program Delivery Administrator
Attention: Vinesha Pegram

SUBJECT: Design Traffic Forecasts for PI# 0015890, Fulton County, CR 454/ 10th Street at I-75/ I-85; Including Williams Street and Techwood Drive.

Per request, we have reviewed the consultant's design traffic for the above project. Based on the information furnished, we find the design traffic forecasts to be satisfactory, and the design traffic forecasting task to be complete for the above project.

If you have any questions concerning this information, please contact Dan Funk at 404 631 1959.

RPT/drf



MM = MINIMAL MOVEMENT (<5 VEHICLES PER HOUR)

10TH STREET BRIDGE PROJECT
FROM FOWLER STREET TO WEST PEACHTREE STREET

FULTON COUNTY, GA
GDOT PI NO. 0015890
OCTOBER 2018

2018 PM DHV = (XXX)
2018 AM DHV = XXX
EXISTING

Kimley»Horn
Engineering, Planning, and Environmental Consultants
817 West Peachtree Street NW, Suite 601
Atlanta, Georgia 30308

REVISION DATES

TRAFFIC DIAGRAM

EXISTING (2018) DHV
SHEET 1 OF 1

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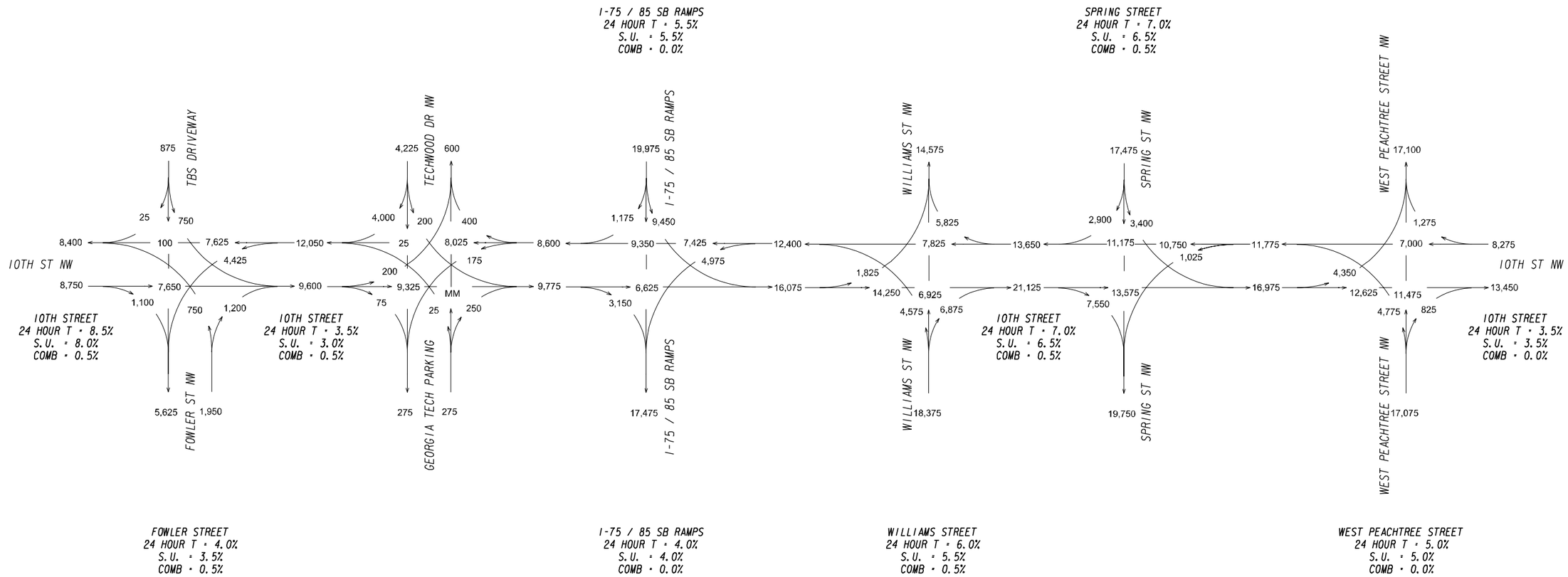

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10TH STREET BRIDGE PROJECT
FROM FOWLER STREET TO WEST PEACHTREE STREET

FULTON COUNTY, GA
GDOT PI NO. 0015890
OCTOBER 2018

2018 AADT
EXISTING

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REVISION DATES

TRAFFIC DIAGRAM

EXISTING (2018) AADT
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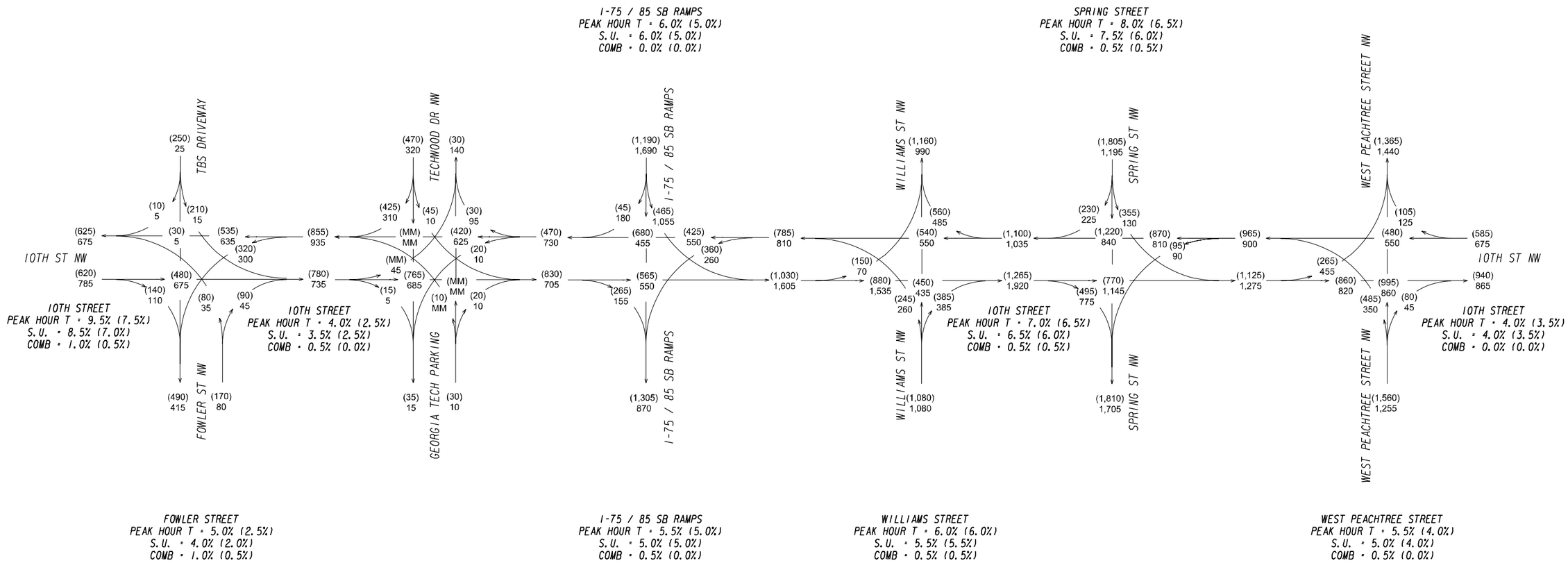

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10TH STREET BRIDGE PROJECT
FROM FOWLER STREET TO WEST PEACHTREE STREET

FULTON COUNTY, GA
GDOT PI NO. 0015890
NOVEMBER 2018

NO-BUILD = BUILD

2022 PM DHV = (XXX)
2022 AM DHV = XXX
BASE YEAR

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REVISION DATES

TRAFFIC DIAGRAM

BASE YEAR (2022) DHV
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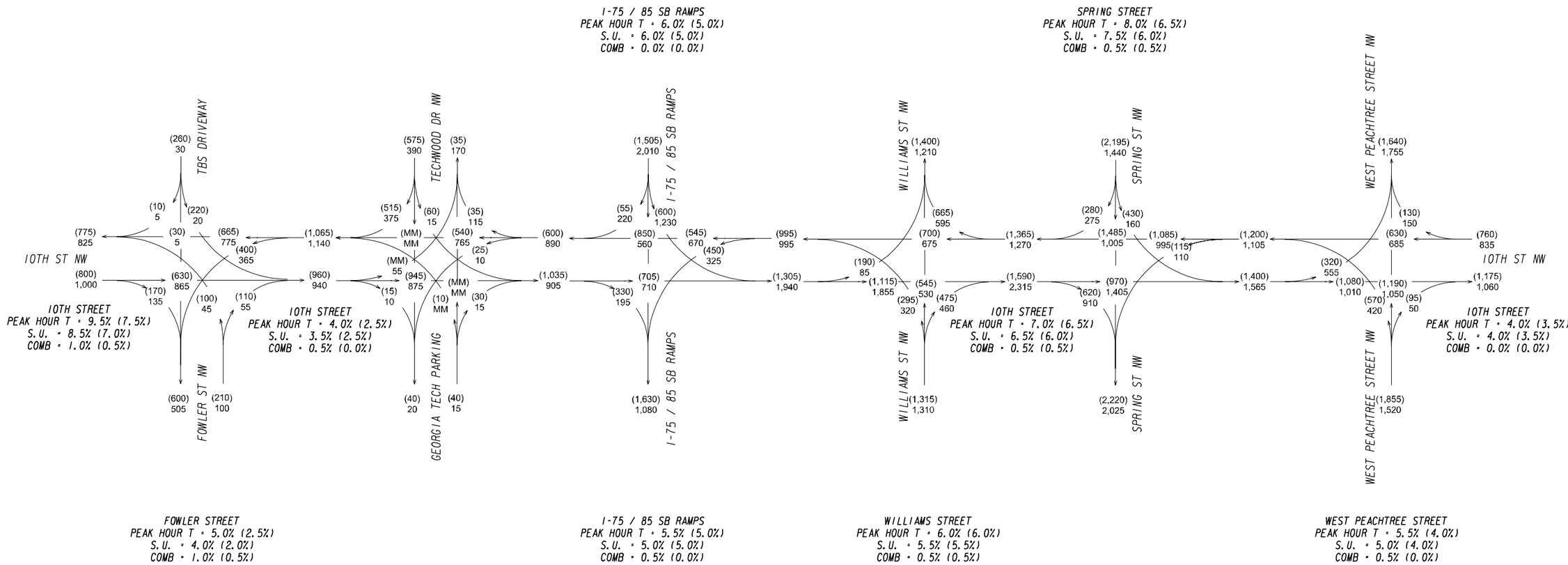

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10TH STREET BRIDGE PROJECT
FROM FOWLER STREET TO WEST PEACHTREE STREET

FULTON COUNTY, GA
GDOT PI NO. 0015890
NOVEMBER 2018

NO-BUILD = BUILD

2042 PM DHV = (XXX)
2042 AM DHV = XXX
DESIGN YEAR

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REVISION DATES

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DESIGN YEAR (2042) DHV
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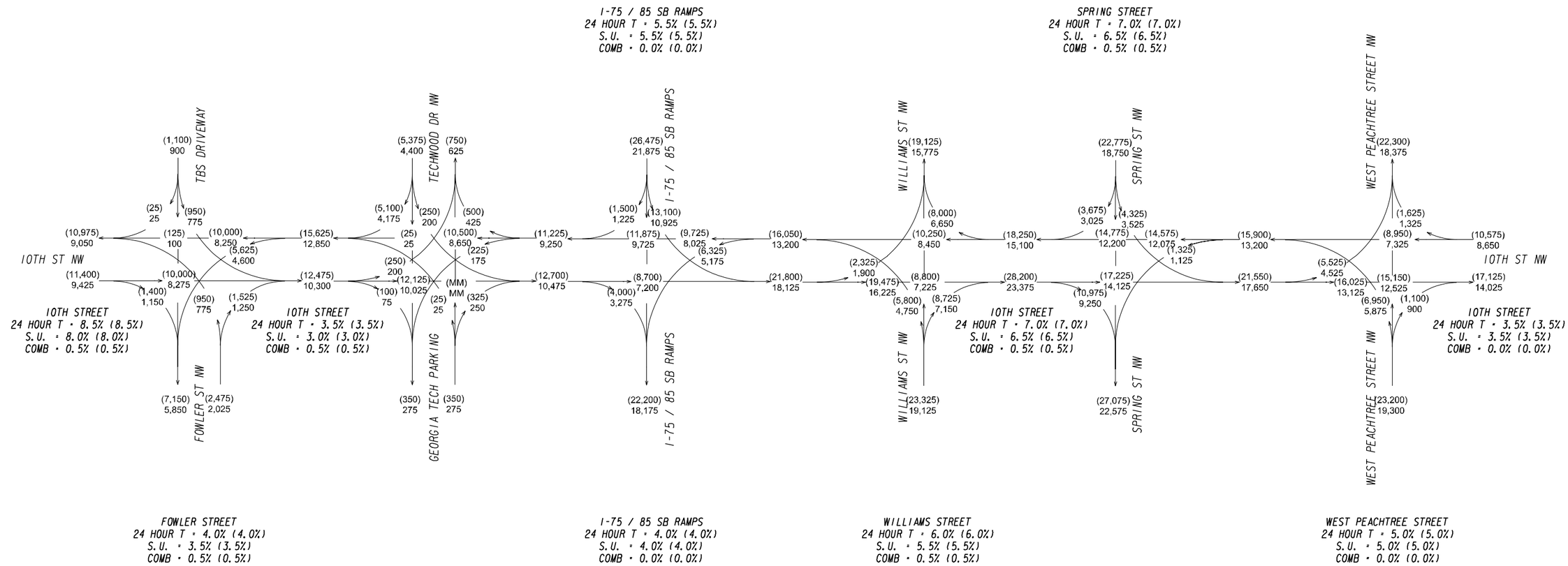

MM = MINIMAL MOVEMENT (<25 VEHICLES PER DAY)

10TH STREET BRIDGE PROJECT
FROM FOWLER STREET TO WEST PEACHTREE STREET

FULTON COUNTY, GA
GDOT PI NO. 0015890
NOVEMBER 2018

NO-BUILD = BUILD

2042 DESIGN YEAR AADT = (XXX)
2022 BASE YEAR AADT = XXX

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TRAFFIC DIAGRAM

BASE YEAR (2022) & DESIGN YEAR (2042) AADT
SHEET 1 OF 1

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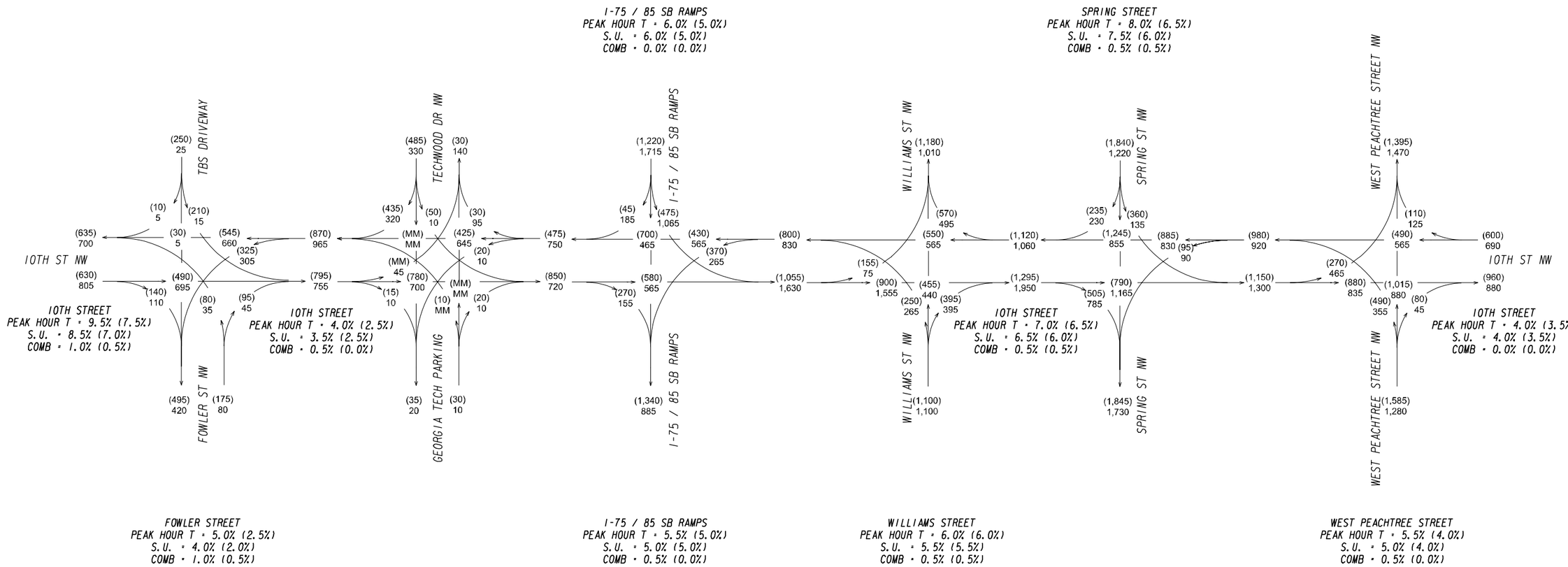

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MM = MINIMAL MOVEMENT (<5 VEHICLES PER HOUR)

10TH STREET BRIDGE PROJECT
FROM FOWLER STREET TO WEST PEACHTREE STREET

FULTON COUNTY, GA
GDOT PI NO. 0015890
NOVEMBER 2018

NO-BUILD = BUILD

2024 PM DHV = (XXX)
2024 AM DHV = XXX
BASE YEAR +2

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TRAFFIC DIAGRAM

BASE YEAR +2 (2024) DHV
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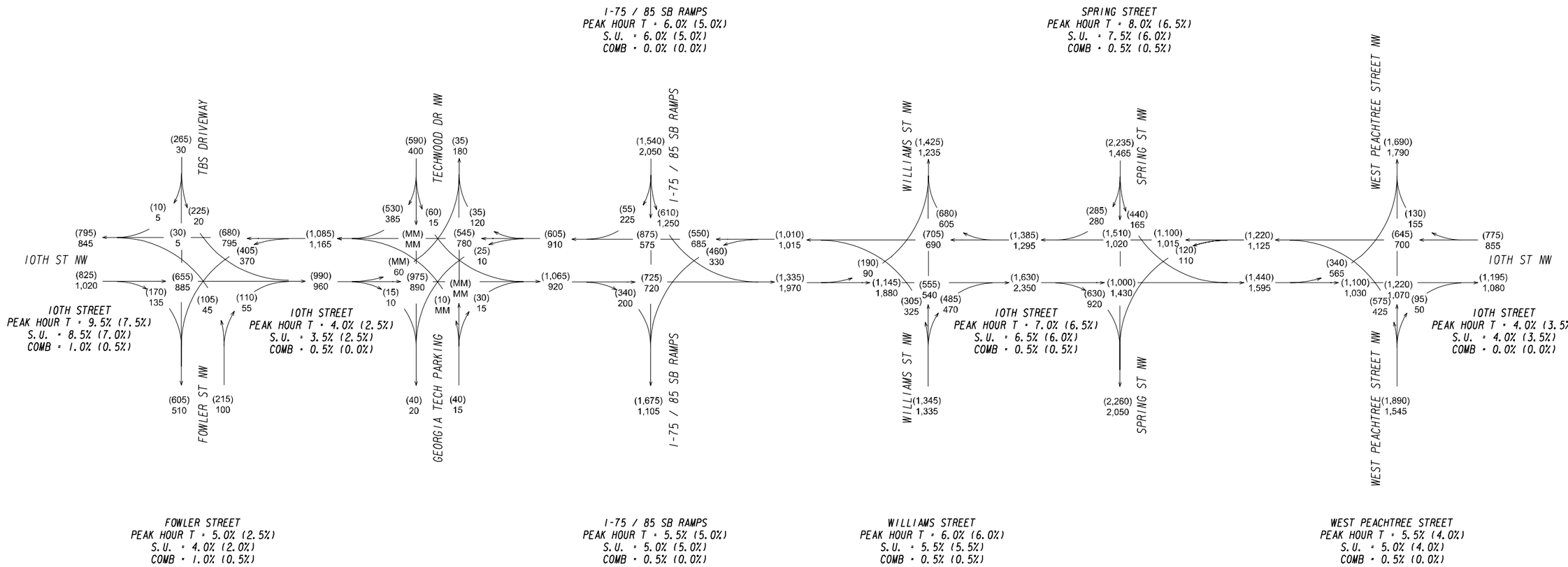

MM = MINIMAL MOVEMENT (<5 VEHICLES PER HOUR)

10TH STREET BRIDGE PROJECT
FROM FOWLER STREET TO WEST PEACHTREE STREET

FULTON COUNTY, GA
GDOT PI NO. 0015890
NOVEMBER 2018

NO-BUILD = BUILD

2044 PM DHV = (XXX)
2044 AM DHV = XXX
DESIGN YEAR +2

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REVISION DATES

TRAFFIC DIAGRAM

DESIGN YEAR +2 (2044) DHV
SHEET 1 OF 1

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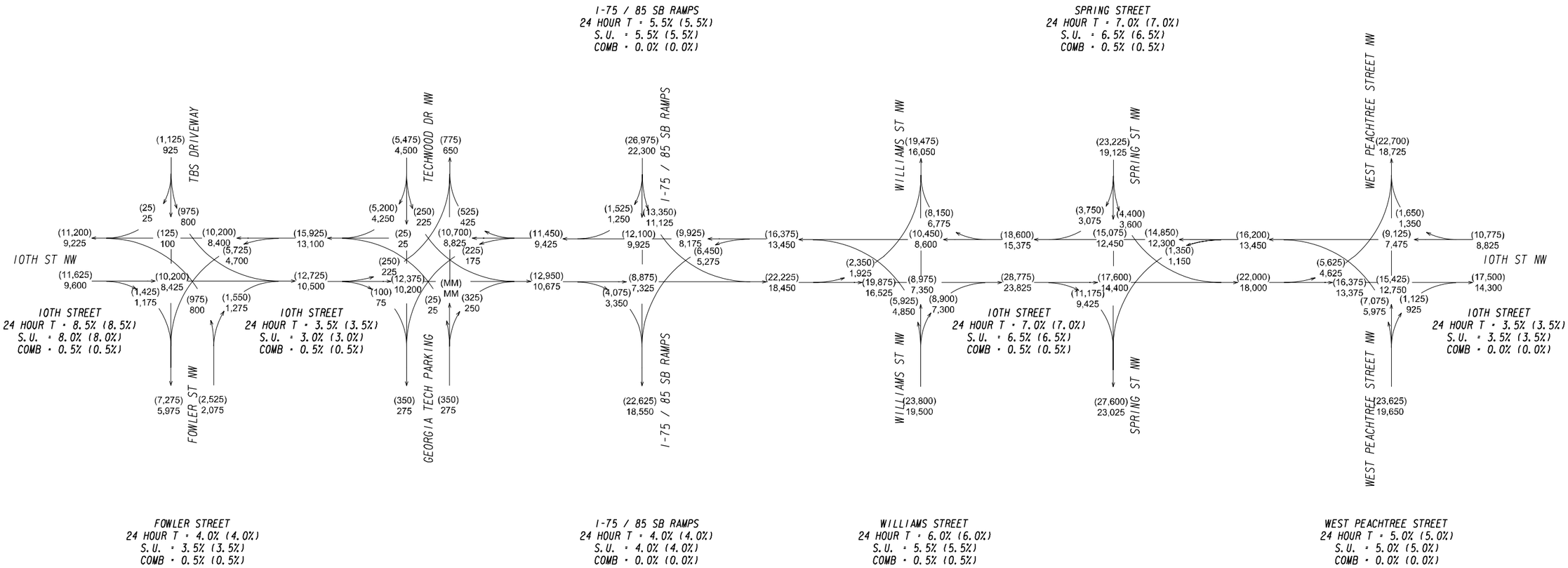

MM = MINIMAL MOVEMENT (<25 VEHICLES PER DAY)

10TH STREET BRIDGE PROJECT
FROM FOWLER STREET TO WEST PEACHTREE STREET

FULTON COUNTY, GA
GDOT PI NO. 0015890
NOVEMBER 2018

NO-BUILD = BUILD

2044 DESIGN YEAR +2 AADT = (XXX)
2024 BASE YEAR +2 AADT = XXX

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REVISION DATES

TRAFFIC DIAGRAM

BASE YEAR+2 (2024) & DESIGN YEAR+2 (2044) AADT
SHEET 1 OF 1

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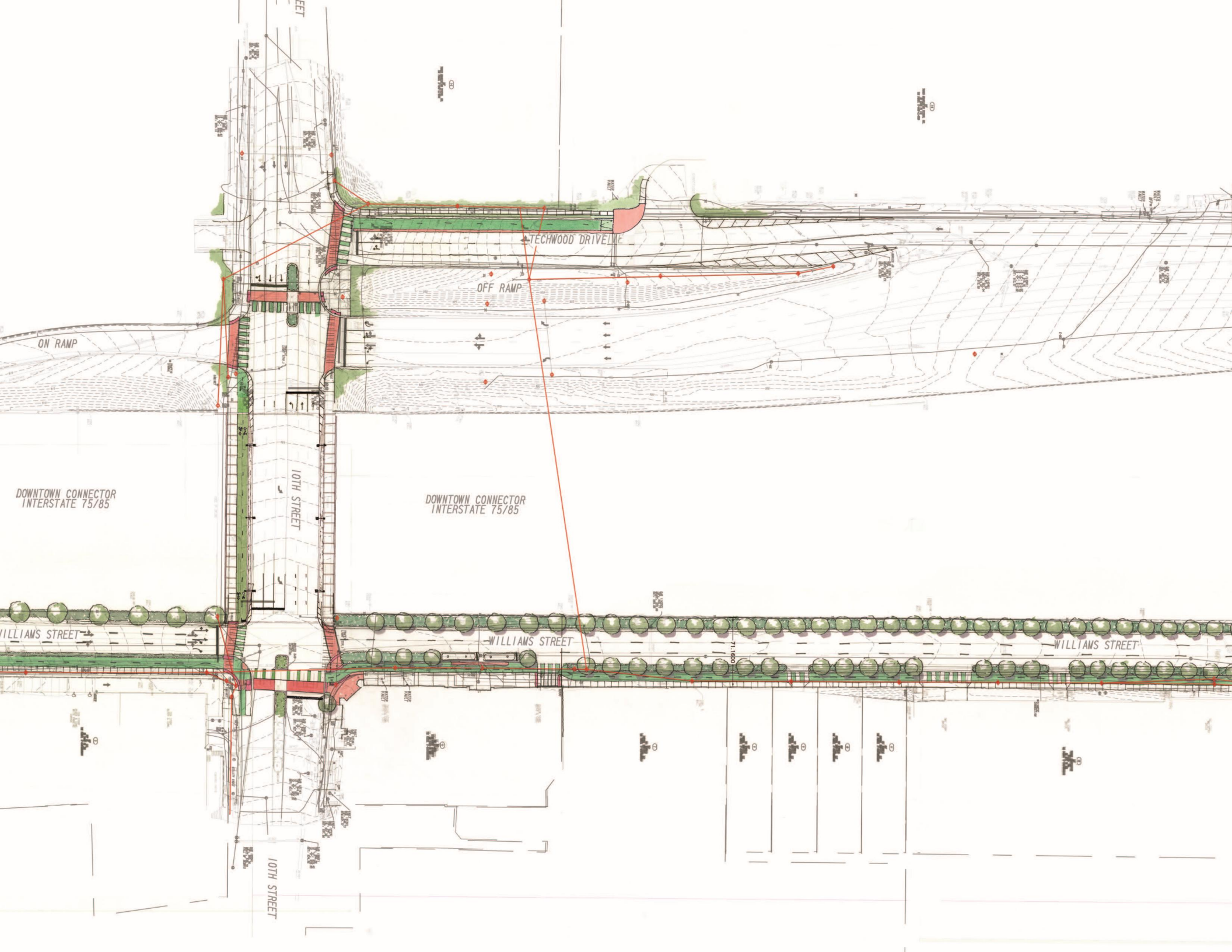
Build Alternative 4 Concept Graphics


TECHWOOD DRIVE
OFF RAMP
ON RAMP
DOWNTOWN CONNECTOR
INTERSTATE 75/85
10TH STREET
DOWNTOWN CONNECTOR
INTERSTATE 75/85
WILLIAMS STREET
WILLIAMS STREET
WILLIAMS STREET
10TH STREET

Level-of-Service Summary

10th Street Synchro Scenarios

A – Existing Laneage, Signal Timings

B – Existing Laneage, Optimized Signal Timings

C – No-Build with Safety Improvements, Optimized Signal Timings

- Intersection 3: 10th Street at I-75/85 SB Ramps
  - Protected-only phasing for WBL
  - Restripe the southbound approach as one (1) right-turn lane, one (1) through lane, one (1) shared through/left-turn lane, and one (1) left-turn lane
- Intersection 4: 10th Street at Williams Street
  - Add a Pedestrian-only phase to the signal timings

D – Build Cycle Lanes, Optimized Signal Timings

- Includes the improvements in **Scenario C** *plus*
- Remove 1 EB through lane from the bridge to install one-way cycle lanes on either side of the roadway, install cycle track along Williams Street

E – Build Two-Way Cycle Track, Optimized Signal Timings

- Includes the improvements in **Scenario C** *plus*
- Remove 1 EB through lane from the bridge to install two-way cycle track on the south side of the roadway, install cycle track along Williams Street and Techwood Drive.
- Includes protected crossings for the cycle tracks across 10th Street, Williams Street, and I-75/85 SB Ramps

F – Build Two-Way Cycle Track, Improved Intersection 3

- Includes the improvements in **Scenario E** *plus*
- Restripe the WB approach at the intersection of 10th Street at I-75/85 SB Ramps to have two (2) left-turn lanes and one (1) through lane

G – Build Two-Way Cycle Track, 240sec cycle length

- Includes the improvements in **Scenario E** *plus*
- Pedestrian Scramble is brought up every-other cycle during the peaks

H – Build Two-Way Cycle Track, Half-Scramble

- Includes the improvements in **Scenario E** *plus*
- Pedestrian Refuge is constructed in the middle of 10th Street, scramble allows enough time to cross the EB lanes and eliminate WB right-turn/ped conflict. Normal walk sign is put up to cross WB lanes between refuge and north curb.

I – Build Two-Way Cycle Track, Half-Scramble with Lagging left

- Includes the improvements in **Scenario H** *plus*
- WBL is changed to a lagging left, to allow pedestrians to cross the north side of 10th Street during that time.

J – Build Two-Way Cycle Track, Half-Scramble with Lagging left

- Includes the improvements in **Scenario F** *plus* **Scenario I**

M – No-Build with Safety Improvements, Optimized Signal Timings

- Intersection 3: 10th Street at I-75/85 SB Ramps
    - Protected-only phasing for WBL
    - Restripe the southbound approach as one (1) right-turn lane, one (1) through lane, one (1) shared through/left-turn lane, and one (1) left-turn lane

N – Build Cycle Lanes, Optimized Signal Timings

- Includes the improvements in **Scenario M** *plus*
- Remove 1 EB through lane from the bridge to install one-way cycle lanes on either side of the roadway, <u>no cycle track along Williams Street</u>

O – Build Two-Way Cycle Track, Optimized Signal Timings

- Includes the improvements in **Scenario M** *plus*
- Remove 1 EB through lane from the bridge to install two-way cycle track on the south side of the roadway, <u>no cycle track along Williams Street</u>
- Includes protected crossings for the cycle track across 10th Street, Williams Street, and I-75/85 SB Ramps

P – Build Two-Way Cycle Track, Improved Intersection 3

- Includes the improvements in **Scenario O** *plus*
- Restripe the WB approach at the intersection of 10th Street at I-75/85 SB Ramps to have two (2) left-turn lanes and one (1) through lane

Table 1: Existing 2018 LOS Summary
LOS (Delay in Seconds)

Intersection	Control	Existing 2018	
		AM Peak	PM Peak
1. 10th Street at Fowler Street	Signal	C (22.0)	D (36.5)
3. 10th Street at I-75/85 SB Ramps	Signal	C (27.5)	C (28.2)
4. 10th Street at Williams Street	Signal	B (17.6)	C (28.3)
5. 10th Street at Spring Street	Signal	C (21.7)	C (30.2)
6. 10th Street at West Peachtree Street	Signal	C (26.7)	C (26.1)

Table 2: Base 2022 AM LOS Summary
LOS (Delay in Seconds)

Intersection	Control	Base 2022								
		B	C	D	E	F	G	H	I	J
1. 10th Street at Fowler Street	Signal	C (25.7)	C (25.7)	C (25.8)	C (25.9)	C (26.0)	C (26.7)	C (26.0)	C (25.6)	C (25.7)
3. 10th Street at I-75/85 SB Ramps*	Signal	C (28.5)	C (27.6)	C (28.3)	D (47.4)	D (36.5)	D (48.5)	D (49.1)	D (49.6)	D (38.7)
4. 10th Street at Williams Street*	Signal	B (18.6)	D (36.7)	E (72.7)	E (73.8)	E (74.2)	E (55.4)	C (31.0)	D (40.6)	D (40.9)
5. 10th Street at Spring Street*	Signal	C (23.2)	C (26.0)	C (26.3)	C (27.0)	C (27.0)	C (23.9)	C (27.4)	C (26.5)	C (26.5)
6. 10th Street at West Peachtree Street	Signal	C (27.6)	C (28.0)	C (28.1)	C (28.1)	C (28.1)	C (27.7)	C (28.0)	C (30.2)	C (30.2)

Table 3: Base 2022 PM LOS Summary
LOS (Delay in Seconds)

Intersection	Control	Base 2022								
		B	C	D	E	F	G	H	I	J
1. 10th Street at Fowler Street	Signal	D (41.6)	D (42.2)	D (42.1)	D (42.3)	D (42.4)	D (41.8)	D (41.5)	D (42.5)	D (42.4)
3. 10th Street at I-75/85 SB Ramps*	Signal	C (32.9)	C (34.6)	C (34.7)	E (59.9)	D (37.7)	E (60.3)	E (58.9)	E (57.7)	D (36.2)
4. 10th Street at Williams Street*	Signal	C (29.8)	E (60.7)	E (61.1)	E (61.2)	E (62.0)	E (76.3)	D (40.4)	D (36.6)	D (36.7)
5. 10th Street at Spring Street*	Signal	C (31.1)	C (31.4)	C (31.8)	C (31.9)	C (31.9)	C (27.0)	C (34.5)	C (34.9)	D (35.3)
6. 10th Street at West Peachtree Street	Signal	C (26.7)	C (26.8)	C (26.5)	C (26.8)	C (27.0)	C (26.0)	C (26.5)	C (26.9)	C (26.9)

Table 4: Design 2042 AM LOS Summary
LOS (Delay in Seconds)

Intersection	Control	Design 2042								
		B	C	D	E	F	G	H	I	J
1. 10th Street at Fowler Street	Signal	E (57.8)	E (58.0)	E (58.7)	E (59.0)	E (59.8)	E (59.3)	E (59.4)	E (58.7)	E (59.6)
3. 10th Street at I-75/85 SB Ramps*	Signal	C (33.4)	C (31.8)	C (32.4)	E (69.8)	D (47.7)	E (71.3)	E (72.9)	E (72.4)	D (50.0)
4. 10th Street at Williams Street*	Signal	B (18.9)	E (76.3)	F (142.8)	F (144.0)	F (144.2)	F (109.0)	E (78.4)	E (79.6)	E (79.8)
5. 10th Street at Spring Street*	Signal	C (30.8)	C (34.1)	C (34.8)	D (35.3)	D (35.3)	D (39.4)	D (47.4)	D (37.0)	D (37.0)
6. 10th Street at West Peachtree Street	Signal	C (29.9)	C (31.4)	C (31.5)	C (31.6)	C (31.6)	C (32.1)	C (31.9)	C (32.2)	C (32.2)

Table 5: Design 2042 PM LOS Summary
LOS (Delay in Seconds)

Intersection	Control	Design 2042								
		B	C	D	E	F	G	H	I	J
1. 10th Street at Fowler Street	Signal	E (69.2)	E (69.8)	E (69.8)	E (70.5)	E (70.6)	E (69.2)	E (70.0)	E (70.1)	E (70.2)
3. 10th Street at I-75/85 SB Ramps*	Signal	D (39.7)	D (41.2)	D (41.2)	F (92.0)	D (52.6)	F (91.4)	F (91.3)	F (90.1)	D (52.0)
4. 10th Street at Williams Street*	Signal	D (35.4)	F (107.9)	F (110.7)	F (112.9)	F (113.5)	F (111.1)	E (58.8)	E (58.8)	E (58.3)
5. 10th Street at Spring Street*	Signal	D (36.2)	D (38.3)	D (38.7)	D (38.9)	D (39.0)	C (31.7)	D (41.8)	D (41.0)	D (41.4)
6. 10th Street at West Peachtree Street	Signal	C (28.1)	C (28.2)	C (28.2)	C (28.3)	C (28.5)	C (28.5)	C (28.2)	C (28.2)	C (28.2)

**note: all results from HCM 2000 due to limitations in HCM 2010*

Table 6: Base 2022 AM LOS Summary
LOS (Delay in Seconds)

Intersection	Control	Base 2022				
		B	M	N	O	P
1. 10th Street at Fowler Street	Signal	C (25.7)	C (25.7)	C (25.7)	C (25.8)	C (25.8)
3. 10th Street at I-75/85 SB Ramps*	Signal	C (28.5)	C (31.3)	C (31.3)	D (50.3)	D (39.2)
4. 10th Street at Williams Street*	Signal	B (18.6)	C (20.6)	C (21.2)	C (22.3)	C (22.5)
5. 10th Street at Spring Street*	Signal	C (23.2)	C (23.9)	C (24.0)	C (24.0)	C (24.0)
6. 10th Street at West Peachtree Street	Signal	C (27.6)	C (27.6)	C (27.7)	C (27.8)	C (27.8)

Table 7: Base 2022 PM LOS Summary
LOS (Delay in Seconds)

Intersection	Control	Base 2022				
		B	M	N	O	P
1. 10th Street at Fowler Street	Signal	D (41.6)	D (41.6)	D (41.6)	D (41.7)	D (41.8)
3. 10th Street at I-75/85 SB Ramps*	Signal	C (32.9)	D (35.1)	D (35.1)	E (58.5)	D (37.7)
4. 10th Street at Williams Street*	Signal	C (29.9)	C (30.4)	C (31.1)	C (31.2)	C (31.5)
5. 10th Street at Spring Street*	Signal	C (31.2)	C (31.6)	C (31.7)	C (31.8)	C (31.9)
6. 10th Street at West Peachtree Street	Signal	C (26.0)	C (26.0)	C (26.0)	C (26.1)	C (26.2)

Table 8: Design 2042 AM LOS Summary
LOS (Delay in Seconds)

Intersection	Control	Design 2042				
		B	M	N	O	P
1. 10th Street at Fowler Street	Signal	E (57.8)	E (58.0)	E (58.0)	E (58.6)	E (59.1)
3. 10th Street at I-75/85 SB Ramps*	Signal	C (33.4)	D (36.3)	D (36.6)	E (73.1)	D (52.2)
4. 10th Street at Williams Street*	Signal	B (18.9)	B (19.7)	C (24.0)	C (25.5)	C (25.9)
5. 10th Street at Spring Street*	Signal	C (30.8)	C (33.1)	C (33.3)	C (33.3)	C (33.3)
6. 10th Street at West Peachtree Street	Signal	C (29.9)	C (29.9)	C (29.9)	C (29.9)	C (29.9)

Table 9: Design 2042 PM LOS Summary
LOS (Delay in Seconds)

Intersection	Control	Design 2042				
		B	M	N	O	P
1. 10th Street at Fowler Street	Signal	E (69.2)	E (69.3)	E (69.3)	E (69.3)	E (69.8)
3. 10th Street at I-75/85 SB Ramps*	Signal	D (39.7)	D (42.7)	D (42.9)	F (91.5)	D (53.0)
4. 10th Street at Williams Street*	Signal	D (35.4)	D (36.6)	D (37.4)	D (38.1)	D (38.1)
5. 10th Street at Spring Street*	Signal	D (36.2)	D (36.7)	D (36.9)	D (37.1)	D (37.4)
6. 10th Street at West Peachtree Street	Signal	C (28.1)	C (28.1)	C (28.2)	C (28.2)	C (28.2)

**note: all results from HCM 2000 due to limitations in HCM 2010*

Queueing Summary

95th Percentile Queue Length in Feet (Rounded to the nearst 5')

INT #	Intersection	Approach	Peak Period	Existing 2018	Base Year 2022 No-Build	Base Year 2022 No-Build Improved	Base Year 2022 Build Alternative 1	Base Year 2022 Build Alternative 2	Base Year 2022 Build Alternative 3	Base Year 2022 Build Alternative 4	Design Year 2042 No-Build	Design Year 2042 No-Build Improved	Design Year 2042 Build Alternative 1	Design Year 2042 Build Alternative 2	Design Year 2042 Build Alternative 3	DesignYear 2042 Build Alternative 4
1	10th Street at Fowler Street	NB	AM	55	55	55	55	55	55	55	65	65	65	65	65	65
			PM	100	105	105	105	105	105	105	125	125	70	125	125	125
		SB	AM	45	45	45	45	45	45	45	50	50	50	50	50	50
			PM	300	325	325	325	325	310	310	345	345	330	330	330	330
		EB	AM	330	435	435	435	435	435	435	625	625	615	615	615	615
			PM	245	310	315	400	400	410	410	495	495	475	475	475	485
		WB	AM	115	255	255	205	205	205	205	390	395	365	355	365	355
			PM	245	285	280	265	265	270	270	515	515	545	545	545	535
2	10th Street at Techwood Drive	NB	AM	5	5	5	5	5	5	5	5	5	5	5	5	5
			PM	10	20	20	20	20	20	20	90	90	90	90	90	90
		SB	AM	45	55	55	55	55	55	55	90	90	90	90	90	90
			PM	50	55	55	55	55	55	55	95	95	95	95	95	95
3	10th Street at I-75/85 SB Ramps	SB	AM	460	475	575	645	645	645	645	770	795	820	645	820	820
			PM	355	405	420	420	420	420	420	615	630	630	630	630	630
		EB	AM	20	70	85	265	220	265	220	60	100	210	145	210	175
			PM	90	270	270	370	315	365	310	300	305	425	370	425	350
		WB	AM	200	205	230	365	485	415	530	390	235	385	580	435	580
			PM	180	290	165	365	155	485	195	475	175	395	160	470	195
4	10th Street at Williams Street	NB	AM	360	445	475	535	535	475	475	370	625	700	700	645	645
			PM	325	355	510	490	500	450	450	465	660	660	650	610	610
		EB	AM	110	75	470	905	905	805	805	485	685	1135	1135	1030	1030
			PM	210	285	325	420	385	255	255	370	390	530	480	350	305
		WB	AM	60	60	380	280	280	265	265	340	490	355	355	330	330
			PM	180	205	395	425	440	240	235	315	530	535	560	500	500
5	10th Street at Spring Street	SB	AM	235	265	305	365	365	365	135	370	445	455	455	455	455
			PM	390	390	480	490	490	490	490	520	610	620	620	620	620
		EB	AM	110	455	290	95	95	175	170	795	145	100	100	225	225
			PM	285	385	300	290	290	310	355	500	390	385	390	160	160
		WB	AM	110	125	128	125	125	125	125	130	130	130	130	130	130
			PM	110	170	165	165	165	165	195	200	195	195	195	195	195
6	10th Street at West Peachtree Street	NB	AM	255	285	285	285	285	285	285	365	365	365	365	365	365
			PM	265	325	325	310	310	325	325	395	395	395	395	395	395
		EB	AM	230	180	220	175	175	190	190	190	200	190	190	185	185
			PM	165	200	185	200	200	165	165	275	225	230	220	220	220
		WB	AM	280	315	315	325	325	325	325	400	400	410	410	410	410
			PM	235	270	275	290	290	295	295	360	365	365	370	375	375

denotes LT as critical lane group

denotes RT as critical lane group

Crash Data

Crash Data (2013 - 2017)

No.	HSMV Crash No.	Date	Time	Location	Crash Type	Lighting	Pavement	At-fault Direction	No. Vehicles	Drugs/ Alcohol	Distracted Driving
1	4315496	1/2/2013	1:50 PM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
2	4328399	1/16/2013	3:49 AM	10th St at West Peachtree St	Left Turn	Dark - Lit	Wet	West	2	No	No
3	4335431	1/19/2013	1:34 PM	10th St at Techwood Dr	Rear End	Daylight	Dry	South	2	No	No
4	4335887	1/14/2013	12:47 AM	Spring St, 200 ft N of 10th St	Sideswipe - Same Direction	Dark - Lit	Wet	South	2	No	No
5	4338906	1/28/2013	5:52 PM	10th St at West Peachtree St	Sideswipe - Same Direction	Dusk	Dry	North	2	No	No
6	4339627	1/20/2013	12:48 AM	Spring St, 25 ft N of 10th St	Rear End	Dark - Lit	Dry	South	2	No	No
7	4339690	1/25/2013	8:19 PM	10th St at Techwood Dr	Rear End	Dark - Lit	Dry	West	2	No	No
8	4340523	1/30/2013	10:23 AM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Wet	East	2	No	No
9	4340607	1/24/2013	12:40 PM	Williams St at 10th St	Hit Parked Vehicle	Daylight	Dry	West	2	No	No
10	4345606	2/2/2013	4:35 PM	10th St at West Peachtree St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
11	4345752	2/3/2013	3:00 AM	Fowler St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	West	2	No	No
12	4358135	1/11/2013	10:20 AM	10th St at Fowler St	Rear End	Dark - Lit	Wet	East	3	No	No
13	4358882	2/15/2013	8:55 AM	Williams St at 10th St	Rear End	Daylight	Dry	West	2	No	No
14	4360096	2/16/2013	4:30 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
15	4366092	2/13/2013	8:08 PM	Spring St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	North	2	No	No
16	4366169	2/17/2013	12:15 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
17	4366678	2/21/2013	9:25 PM	Spring St at 10th St	Angle	Dark - Lit	Dry	East	2	No	No
18	4366790	2/22/2013	1:30 PM	10th St at Williams St	Backed Into	Daylight	Dry	West	2	No	No
19	4366813	2/25/2013	10:25 AM	West Peachtree St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
20	4368496	2/26/2013	6:20 PM	Spring St at 10th St	Rear End	Daylight	Dry	East	2	No	No
21	4372091	3/2/2013	10:05 AM	10th St at Williams St	Rear End	Daylight	Dry	West	2	No	No
22	4374921	3/5/2013	7:55 PM	Williams St at 10th St	Left Turn	Dark - Lit	Dry	East	2	No	No
23	4376117	3/7/2013	6:29 PM	Spring St at 10th St	Rear End	Dark - Lit	Dry	South	2	No	No
24	4377836	3/9/2013	1:29 PM	10th St at West Peachtree St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
25	4379591	3/11/2013	7:24 PM	Williams St at 10th St	Rear End	Dark - Lit	Wet	North	2	No	No
26	4383836	3/12/2013	5:15 PM	Spring St at 10th St	Rear End	Daylight	Dry	South	2	No	No
27	4384104	3/17/2013	11:20 PM	10th St, 40 ft W of Spring St	Rear End	Dark - Lit	Dry	East	2	No	No
28	4384124	3/16/2013	10:43 PM	West Peachtree St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	North	2	No	No
29	4384178	3/12/2013	11:10 AM	10th St at West Peachtree St	Rear End	Daylight	Dry	West	3	No	No
30	4384509	3/15/2013	8:08 AM	West Peachtree St at 10th St	Rear End	Daylight	Dry	North	2	No	No
31	4386417	3/19/2013	8:29 PM	Spring St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	North	2	No	No
32	4388172	3/15/2013	1:00 PM	10th St at Fowler St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No

Crash Data (2013 - 2017)

No.	HSMV Crash No.	Date	Time	Location	Crash Type	Lighting	Pavement	At-fault Direction	No. Vehicles	Drugs/ Alcohol	Distracted Driving
33	4388628	3/17/2013	2:06 PM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
34	4390112	3/21/2013	5:28 PM	10th St at West Peachtree St	Sideswipe - Same Direction	Daylight	Dry	West	2	No	No
35	4396048	3/20/2013	1:40 PM	10th St at West Peachtree St	Rear End	Daylight	Dry	West	2	No	No
36	4400069	3/29/2013	11:20 AM	West Peachtree St at 10th St	Rear End	Daylight	Dry	North	2	No	No
37	4402202	3/29/2013	8:40 AM	10th St at Williams St	Angle	Daylight	Dry	North	2	No	No
38	4403313	4/2/2013	6:59 PM	West Peachtree St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	Yes
39	4405409	4/3/2013	10:14 PM	West Peachtree St at 10th St	Sideswipe - Same Direction	Dark - Lit	Wet	East	2	No	Yes
40	4407090	4/2/2013	11:15 AM	10th St at Williams St	Angle	Daylight	Dry	West	2	No	No
41	4407997	4/5/2013	7:15 PM	West Peachtree St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
42	4408220	4/6/2013	3:35 AM	Spring St at 10th St	Angle	Dark - Lit	Dry	South	2	No	No
43	4410331	4/7/2013	7:55 AM	10th St at Williams St	Angle	Daylight	Dry	East	2	No	No
44	4410399	4/7/2013	1:50 PM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
45	4413864	4/9/2013	12:50 PM	10th St at Williams St	Rear End	Daylight	Dry	North	2	No	No
46	4414897	4/15/2013	6:00 PM	10th St at Fowler St	Rear End	Daylight	Dry	West	2	No	No
47	4415303	4/13/2013	3:00 AM	10th St at Williams St	Rear End	Dark - Lit	Dry	West	2	No	No
48	4416097	4/13/2013	5:33 PM	10th St at Williams St	Rear End	Daylight	Dry	West	3	No	No
49	4417590	4/14/2013	3:30 AM	West Peachtree St at 10th St	Hit Utility Pole	Dark - Unlit	Dry	North	1	No	No
50	4424292	4/20/2013	3:54 PM	West Peachtree St, 50 ft N of 10th St	Sideswipe - Same Direction	Daylight	Dry	West	2	No	No
51	4426480	4/8/2013	5:50 PM	Fowler St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
52	4427865	4/28/2013	10:07 PM	Spring St at 10th St	Backed Into	Dark - Lit	Wet	North	2	No	No
53	4430209	4/18/2013	6:28 PM	West Peachtree St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
54	4431276	4/26/2013	1:45 PM	10th St, 130 ft E of Spring St	Rear End	Daylight	Dry	West	2	No	No
55	4431392	5/1/2013	5:50 PM	Fowler St at 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
56	4439770	5/7/2013	4:22 PM	10th St at Williams St	Rear End	Daylight	Dry	West	2	Yes	No
57	4445512	5/10/2013	11:50 AM	10th St at West Peachtree St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
58	4445539	5/10/2013	8:00 AM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
59	4445705	5/16/2013	3:03 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	West	2	No	No
60	4445801	5/14/2013	7:55 PM	10th St at Fowler St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
61	4446845	5/14/2013	4:30 PM	10th St at Williams St	Angle	Daylight	Dry	North	2	No	No
62	4446904	5/14/2013	4:46 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
63	4447042	5/14/2013	1:25 PM	Techwood Dr at 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
64	4448715	5/11/2013	7:35 AM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No

Crash Data (2013 - 2017)

No.	HSMV Crash No.	Date	Time	Location	Crash Type	Lighting	Pavement	At-fault Direction	No. Vehicles	Drugs/ Alcohol	Distracted Driving
65	4448719	5/11/2013	1:00 PM	Williams St at 10th St	Left Turn	Daylight	Dry	East	2	No	No
66	4448867	5/18/2013	2:22 AM	10th St at Williams St	Rear End	Dark - Lit	Wet	West	2	No	No
67	4459329	5/16/2013	12:31 AM	Williams St at 10th St	Rear End	Dark - Lit	Dry	North	2	No	No
68	4460193	5/16/2013	12:53 AM	10th St at West Peachtree St	Hit Animal	Dark - Lit	Dry	West	1	No	No
69	4461798	5/4/2013	6:10 AM	10th St at Techwood Dr	Hit Parked Vehicle	Daylight	Wet	West	2	No	No
70	4463484	5/12/2013	11:46 AM	10th St, 40 ft E of Spring St	Rear End	Daylight	Dry	East	2	No	No
71	4463486	5/27/2013	1:30 PM	West Peachtree St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
72	4468158	6/1/2013	12:59 PM	10th St at West Peachtree St	Rear End	Daylight	Dry	East	2	No	No
73	4468895	6/1/2013	4:40 PM	10th St at Williams St	Angle	Daylight	Dry	North	2	No	No
74	4469091	6/3/2013	8:59 AM	Williams St at 10th St	Rear End	Daylight	Dry	North	2	No	No
75	4473665	6/6/2013	6:47 PM	Spring St at 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
76	4475735	6/8/2013	7:21 PM	Williams St at 10th St	Rear End	Daylight	Dry	North	3	No	No
77	4479313	6/10/2013	8:45 AM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Wet	North	2	No	No
78	4479444	6/11/2013	6:44 PM	10th St, 150 ft W of West Peachtree St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
79	4480969	6/13/2013	5:17 PM	Fowler St at 10th St	Right Turn	Daylight	Dry	North	2	No	No
80	4482994	6/18/2013	11:00 PM	10th St at Williams St	Sideswipe - Same Direction	Dark - Lit	Dry	North	2	No	No
81	4485292	6/23/2013	6:50 PM	Williams St at 10th St	Angle	Daylight	Dry	West	2	No	No
82	4485333	6/23/2013	2:19 PM	10th St at West Peachtree St	Rear End	Daylight	Dry	East	2	No	No
83	4487981	6/25/2013	10:36 PM	Spring St at 10th St	Angle	Dark - Lit	Dry	West	3	No	No
84	4490763	6/22/2013	1:18 AM	Spring St at 10th St	Rear End	Dark - Lit	Dry	North	2	No	No
85	4492805	6/29/2013	1:40 AM	Spring St at 10th St	Rear End	Dark - Unlit	Wet	East	2	No	No
86	4498551	7/8/2013	4:01 PM	West Peachtree St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
87	4498652	7/9/2013	4:36 PM	Techwood Dr at 10th St	Rear End	Daylight	Dry	South	2	No	No
88	4504976	7/13/2013	2:00 PM	10th St at Spring St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
89	4506767	7/17/2013	5:55 PM	Techwood Dr at 10th St	Sideswipe - Same Direction	Daylight	Wet	South	2	No	No
90	4507843	7/18/2013	4:20 PM	10th St at Fowler St	Rear End	Daylight	Dry	East	2	No	No
91	4513475	5/24/2013	4:27 PM	10th St at Fowler St	Rear End	Daylight	Dry	East	2	No	No
92	4521603	7/20/2013	3:15 AM	10th St at Spring St	Rear End	Dark - Lit	Dry	West	2	No	No
93	4521754	7/24/2013	1:11 PM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
94	4523798	7/28/2013	10:22 AM	Williams St at 10th St	Angle	Daylight	Dry	North	2	No	No
95	4524803	7/27/2013	10:45 PM	10th St at Williams St	Sideswipe - Same Direction	Dark - Lit	Dry	East	2	No	No
96	4524804	7/26/2013	11:10 PM	10th St at Spring St	Rear End	Dark - Lit	Dry	East	2	No	No

Crash Data (2013 - 2017)

No.	HSMV Crash No.	Date	Time	Location	Crash Type	Lighting	Pavement	At-fault Direction	No. Vehicles	Drugs/ Alcohol	Distracted Driving
97	4526642	7/20/2013	2:57 AM	10th St at Williams St	Rear End	Dark - Lit	Dry	West	2	No	No
98	4526792	7/30/2013	11:05 PM	10th St at Williams St	Rear End	Dark - Lit	Dry	North	2	No	Yes
99	4533100	8/6/2013	6:50 PM	10th St at Spring St	Rear End	Daylight	Wet	South	2	No	No
100	4535551	8/3/2013	5:30 PM	10th St at Techwood Dr	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
101	4535552	8/3/2013	4:30 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
102	4540844	8/14/2013	3:45 PM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	West	2	No	No
103	4546697	8/15/2013	1:34 PM	Williams St at 10th St	Pedestrian	Daylight	Dry	East	1	No	No
104	4548519	8/20/2013	8:00 AM	West Peachtree St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
105	4548629	8/20/2013	1:56 PM	10th St at Spring St	Rear End	Daylight	Dry	East	2	No	No
106	4556254	8/29/2013	2:55 PM	West Peachtree St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
107	4556431	8/28/2013	9:45 AM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
108	4558774	9/2/2013	4:55 PM	10th St, 70 ft E of West Peachtree St	Angle	Daylight	Dry	North	2	No	No
109	4558862	9/2/2013	12:45 AM	10th St at Spring St	Backed Into	Dark - Lit	Dry	East	2	No	No
110	4559047	8/24/2013	11:45 PM	Williams St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	North	2	No	No
111	4559335	8/31/2013	5:05 PM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
112	4561814	8/31/2013	12:30 PM	Spring St at 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
113	4568114	9/10/2013	5:13 PM	Williams St at 10th St	Rear End	Daylight	Dry	North	2	No	No
114	4572419	9/14/2013	9:54 PM	10th St at Williams St	Sideswipe - Same Direction	Dark - Lit	Dry	North	2	No	No
115	4573793	9/15/2013	1:51 AM	Spring St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	South	2	No	No
116	4576010	9/20/2013	1:25 PM	Fowler St at 10th St	Sideswipe - Same Direction	Daylight	Dry	West	2	No	No
117	4578353	9/20/2013	5:10 PM	10th St at Spring St	Rear End	Daylight	Dry	East	2	No	No
118	4581408	9/21/2013	6:30 PM	10th St at Spring St	Angle	Daylight	Wet	North	2	No	No
119	4584140	9/24/2013	4:05 PM	10th St at Williams St	Rear End	Daylight	Dry	West	2	No	No
120	4588766	9/28/2013	7:17 AM	10th St at Williams St	Angle	Dark - Lit	Dry	East	2	No	No
121	4589663	10/2/2013	7:22 AM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
122	4600173	10/3/2013	5:18 PM	Spring St at 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
123	4603446	10/5/2013	9:38 AM	10th St at Williams St	Angle	Daylight	Dry	West	2	No	No
124	4607109	10/9/2013	5:42 PM	10th St at Spring St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
125	4608587	10/15/2013	8:20 AM	Spring St at 10th St	Angle	Daylight	Dry	East	2	No	No
126	4608625	10/12/2013	4:55 PM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
127	4608652	10/12/2013	6:22 PM	Williams St at 10th St	Right Turn	Daylight	Dry	North	2	No	No
128	4613424	10/18/2013	3:34 PM	10th St at Fowler St	Backed Into	Daylight	Dry	West	2	No	No

Crash Data (2013 - 2017)

No.	HSMV Crash No.	Date	Time	Location	Crash Type	Lighting	Pavement	At-fault Direction	No. Vehicles	Drugs/ Alcohol	Distracted Driving
129	4615468	10/21/2013	11:00 AM	Spring St at 10th St	Rear End	Daylight	Dry	East	2	No	No
130	4616328	9/3/2013	8:54 PM	10th St at Techwood Dr	Rear End	Dark - Unlit	Dry	West	2	No	No
131	4617803	10/23/2013	6:00 PM	Techwood Dr at 10th St	Angle	Daylight	Dry	South	2	No	No
132	4617807	10/23/2013	9:30 PM	10th St at Williams St	Sideswipe - Same Direction	Dark - Lit	Dry	East	2	No	No
133	4619624	10/24/2013	5:11 PM	Spring St at 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
134	4619771	10/23/2013	6:26 PM	10th St at Techwood Dr	Rear End	Dusk	Dry	East	2	No	No
135	4621631	10/27/2013	2:31 PM	10th St at Fowler St	Sideswipe - Same Direction	Daylight	Dry	West	2	No	No
136	4621711	10/22/2013	7:02 AM	10th St at Fowler St	Sideswipe - Same Direction	Dusk	Wet	East	2	No	No
137	4621735	10/26/2013	8:20 PM	Techwood Dr at 10th St	Rear End	Dark - Lit	Dry	South	2	No	No
138	4623866	10/26/2013	10:15 AM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
139	4627250	10/29/2013	5:35 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
140	4628155	10/30/2013	7:05 AM	10th St at Techwood Dr	Left Turn	Dark - Lit	Dry	West	2	No	No
141	4628397	11/1/2013	6:30 AM	10th St at Spring St	Angle	Dark - Lit	Wet	East	2	No	No
142	4630386	10/27/2013	2:20 AM	Williams St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	North	2	No	No
143	4632365	11/1/2013	6:15 PM	Williams St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	North	2	No	No
144	4645431	11/8/2013	9:56 PM	10th St at Spring St	Angle	Dark - Lit	Dry	South	2	No	No
145	4645582	11/14/2013	5:52 PM	West Peachtree St at 10th St	Rear End	Dark - Lit	Dry	West	3	No	No
146	4645652	11/10/2013	4:02 PM	Techwood Dr at 10th St	Rear End	Daylight	Dry	South	2	No	No
147	4645659	11/10/2013	4:10 PM	Techwood Dr at 10th St	Rear End	Daylight	Dry	South	2	No	No
148	4645795	11/11/2013	8:22 PM	10th St at Williams St	Sideswipe - Same Direction	Dark - Lit	Dry	East	2	No	No
149	4647338	11/15/2013	5:15 PM	10th St at Spring St	Right Turn	Daylight	Dry	North	2	No	No
150	4651036	11/21/2013	1:10 AM	West Peachtree St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	North	2	No	No
151	4654058	11/16/2013	11:30 AM	Spring St at 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
152	4655616	11/23/2013	5:10 PM	Techwood Dr at 10th St	Rear End	Dark - Lit	Dry	West	2	No	No
153	4660086	11/24/2013	12:24 AM	Williams St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	East	2	No	No
154	4660179	11/26/2013	11:30 AM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Wet	North	2	No	No
155	4663981	12/2/2013	12:28 PM	Williams St, 250 ft N of 10th St	Sideswipe - Same Direction	Daylight	Wet	North	2	No	No
156	4664086	12/2/2013	6:50 PM	10th St at Spring St	Rear End	Dark - Lit	Wet	South	2	No	No
157	4664257	12/3/2013	6:00 PM	Spring St at 10th St	Angle	Dark - Lit	Wet	West	2	No	No
158	4668183	12/2/2013	5:10 PM	Spring St at 10th St	Hit Parked Vehicle	Daylight	Dry	South	2	No	No
159	4669618	12/9/2013	11:45 AM	Techwood Dr, 45 ft N of 10th St	Rear End	Daylight	Wet	South	2	No	No
160	4670306	12/6/2013	4:09 PM	10th St at Techwood Dr	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No

Crash Data (2013 - 2017)

No.	HSMV Crash No.	Date	Time	Location	Crash Type	Lighting	Pavement	At-fault Direction	No. Vehicles	Drugs/ Alcohol	Distracted Driving
161	4676175	12/8/2013	8:32 PM	Spring St at 10th St	Angle	Dark - Lit	Wet	East	2	No	No
162	4685970	12/21/2013	12:21 PM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
163	4687072	12/26/2013	1:53 AM	Spring St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	West	2	No	No
164	4691346	12/28/2013	1:05 PM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
165	4693936	12/31/2013	10:35 AM	10th St at I-75/85 SB Ramp	Rear End	Daylight	Dry	East	2	No	No
166	4695952	1/3/2014	7:15 PM	Williams St at 10th St	Angle	Dark - Lit	Dry	East	2	No	No
167	4696464	1/6/2014	12:17 PM	Spring St at 10th St	Left Turn	Daylight	Dry	West	2	No	No
168	4697361	1/7/2014	1:20 PM	10th St at Spring St	Left Turn	Daylight	Dry	West	2	No	No
169	4699280	1/9/2014	5:43 PM	Williams St at 10th St	Rear End	Dark - Lit	Wet	North	2	No	No
170	4709002	1/14/2014	8:15 PM	Fowler St at 10th St	Rear End	Dark - Lit	Dry	South	2	No	No
171	4709292	12/24/2013	7:35 PM	Spring St at 10th St	Angle	Dark - Unlit	Dry	East	2	No	No
172	4712567	1/22/2014	9:52 PM	10th St at Williams St	Angle	Dark - Lit	Dry	East	2	No	Yes
173	4721758	1/28/2014	12:30 PM	10th St at Spring St	Sideswipe - Same Direction	Daylight	Snow	South	2	No	No
174	4725534	2/6/2014	10:35 PM	Williams St at 10th St	Rear End	Dark - Lit	Dry	North	2	No	Yes
175	4728270	2/7/2014	1:14 PM	Fowler St at 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
176	4736499	2/15/2014	11:55 PM	10th St at Williams St	Rear End	Dark - Lit	Wet	West	3	No	No
177	4738265	2/17/2014	8:20 PM	10th St at Williams St	Sideswipe - Same Direction	Dark - Lit	0	North	2	No	No
178	4739602	2/20/2014	6:32 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
179	4744488	2/22/2014	3:23 PM	Williams St at 10th St	Rear End	Daylight	Dry	North	2	No	No
180	4744842	2/25/2014	5:37 PM	10th St, 165 ft E of Spring St	Angle	Daylight	Dry	South	2	No	No
181	4746704	2/27/2014	6:51 PM	10th St at Williams St	Sideswipe - Same Direction	Dark - Lit	Dry	North	2	No	No
182	4749907	3/1/2014	9:21 AM	Williams St at 10th St	Angle	Daylight	Dry	North	2	No	Yes
183	4750672	3/2/2014	5:14 PM	Spring St at 10th St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
184	4750698	3/1/2014	12:05 AM	10th St at Spring St	Rear End	Dark - Lit	Wet	East	3	No	No
185	4753728	3/6/2014	4:15 PM	10th St at Fowler St	Rear End	Daylight	Wet	East	2	No	No
186	4756182	3/5/2014	7:25 PM	Spring St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	South	2	No	No
187	4760214	3/12/2014	2:25 PM	Fowler St at 10th St	Rear End	Daylight	Dry	East	2	No	No
188	4760371	3/11/2014	2:50 PM	10th St at I-75/85 SB Ramp	Sideswipe - Same Direction	Daylight	Dry	West	2	No	No
189	4760374	3/11/2014	2:49 PM	I-75/85 SB Ramp at 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
190	4764521	3/14/2014	4:27 PM	Spring St at 10th St	Rear End	Daylight	Dry	South	2	No	No
191	4764540	3/14/2014	5:37 PM	10th St at Techwood Dr	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
192	4764696	3/15/2014	12:39 PM	West Peachtree St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No

Crash Data (2013 - 2017)

No.	HSMV Crash No.	Date	Time	Location	Crash Type	Lighting	Pavement	At-fault Direction	No. Vehicles	Drugs/ Alcohol	Distracted Driving
193	4767588	3/19/2014	1:39 PM	Williams St at 10th St	Rear End	Daylight	Dry	North	2	No	No
194	4768885	3/21/2014	11:25 AM	Williams St, 35 ft N of 10th St	Rear End	Daylight	Dry	East	2	No	No
195	4768927	3/19/2014	11:45 AM	10th St at Williams St	Rear End	Daylight	Dry	North	2	No	No
196	4768929	3/21/2014	1:30 PM	Spring St, 50 ft N of 10th St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
197	4770556	3/18/2014	10:24 PM	10th St at Spring St	Rear End	Dark - Lit	Dry	East	2	No	No
198	4770563	3/18/2014	10:22 AM	10th St at Fowler St	Rear End	Dark - Lit	Dry	East	3	No	No
199	4770624	3/18/2014	10:33 PM	10th St at West Peachtree St	Sideswipe - Same Direction	Dark - Unlit	Dry	West	2	No	No
200	4772487	3/23/2014	12:30 PM	10th St at Williams St	Angle	Daylight	Dry	West	2	No	No
201	4777653	3/29/2014	3:15 PM	Techwood Dr, 70 ft N of 10th St	Rear End	Daylight	Wet	South	2	No	No
202	4778365	3/27/2014	4:45 PM	10th St, 130 ft E of I-75/85 SB Ramp	Rear End	Daylight	Dry	South	2	No	No
203	4780620	3/31/2014	5:35 PM	10th St at West Peachtree St	Angle	Daylight	Dry	South	2	No	No
204	4781010	4/4/2014	7:15 AM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
205	4790691	4/12/2014	11:10 AM	Williams St at 10th St	Angle	Daylight	Dry	East	3	No	Yes
206	4793456	4/14/2014	10:51 PM	Williams St at 10th St	Sideswipe - Same Direction	Dark - Lit	Wet	North	2	No	No
207	4822644	4/18/2014	6:27 PM	West Peachtree St at 10th St	Sideswipe - Same Direction	Daylight	Wet	North	2	No	No
208	4823844	4/20/2014	12:28 AM	Williams St at 10th St	Sideswipe - Same Direction	Dusk	Dry	East	2	No	No
209	4823949	4/22/2014	11:50 AM	10th St at West Peachtree St	Rear End	Daylight	Dry	West	2	No	No
210	4827305	4/21/2014	6:53 PM	Williams St at 10th St	Rear End	Daylight	Dry	North	3	No	No
211	4829883	4/24/2014	12:24 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
212	4831173	4/25/2014	9:00 PM	Spring St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	East	2	No	No
213	4832653	4/27/2014	12:15 PM	Spring St at 10th St	Angle	Daylight	Dry	North	2	No	No
214	4833321	4/27/2014	8:56 PM	10th St at I-75/85 SB Ramp	Angle	Dark - Unlit	Wet	South	2	No	No
215	4833974	5/1/2014	5:45 PM	10th St at Spring St	Rear End	Daylight	Dry	West	2	No	No
216	4838195	5/2/2014	3:14 PM	Spring St at 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
217	4838232	5/2/2014	4:13 PM	Spring St at 10th St	Sideswipe - Same Direction	Daylight	Dry	West	2	No	No
218	4841593	5/1/2014	9:40 AM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
219	4843500	5/8/2014	12:08 PM	10th St, 120 ft E of I-75/85 SB Ramp	Rear End	Daylight	Dry	West	2	No	No
220	4844749	5/9/2014	12:25 PM	10th St at Spring St	Rear End	Daylight	Dry	East	3	No	No
221	4846451	5/13/2014	7:20 AM	West Peachtree St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
222	4846605	5/13/2014	11:13 AM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
223	4847588	5/14/2014	10:00 PM	Williams St at 10th St	Sideswipe - Same Direction	Dark - Lit	Wet	North	2	No	No
224	4847600	5/14/2014	9:45 PM	10th St at Williams St	Left Turn	Dark - Lit	Wet	West	2	No	No

Crash Data (2013 - 2017)

No.	HSMV Crash No.	Date	Time	Location	Crash Type	Lighting	Pavement	At-fault Direction	No. Vehicles	Drugs/ Alcohol	Distracted Driving
225	4851547	5/17/2014	7:13 PM	10th St at Spring St	Rear End	Daylight	Dry	East	2	No	No
226	4853174	5/17/2014	12:04 AM	Williams St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	North	2	No	No
227	4854105	5/20/2014	9:15 AM	Williams St at 10th St	Rear End	Daylight	Dry	North	2	No	No
228	4855187	5/20/2014	2:11 PM	Williams St at 10th St	Left Turn	Daylight	Dry	East	2	No	No
229	4855336	5/20/2014	7:01 PM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
230	4856406	5/22/2014	5:50 PM	Spring St at 10th St	Rear End	Daylight	Dry	South	2	No	No
231	4861215	5/22/2014	8:15 PM	Williams St at 10th St	Angle	Daylight	Dry	North	2	No	No
232	4862086	5/23/2014	12:45 PM	Techwood Dr at 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
233	4862144	5/23/2014	3:40 PM	10th St at Spring St	Rear End	Daylight	Dry	South	2	No	No
234	4862238	5/23/2014	11:39 PM	Williams St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	North	2	No	No
235	4865701	5/28/2014	3:27 PM	Spring St at 10th St	Rear End	Daylight	Dry	South	2	No	No
236	4867066	5/31/2014	4:05 PM	West Peachtree St at 10th St	Backed Into	Daylight	Dry	East	2	No	No
237	4868261	6/2/2014	1:55 PM	Techwood Dr at 10th St	Rear End	Daylight	Dry	South	2	No	No
238	4874921	6/8/2014	2:49 PM	West Peachtree St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
239	4875779	6/7/2014	6:20 AM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Wet	North	2	No	No
240	4881254	4/11/2014	8:15 AM	10th St at Techwood Dr	Rear End	Daylight	Dry	South	2	No	No
241	4881377	4/1/2014	10:25 AM	10th St at Techwood Dr	Angle	Daylight	Dry	South	2	No	No
242	4883576	6/17/2014	2:53 PM	10th St at Spring St	Sideswipe - Same Direction	Daylight	Wet	None	2	No	No
243	4886569	6/23/2014	5:30 PM	10th St at Spring St	Rear End	Daylight	Dry	East	2	No	No
244	4889586	6/14/2014	8:56 PM	West Peachtree St at 10th St	Rear End	Daylight	Dry	East	2	No	No
245	4891475	6/21/2014	9:09 PM	Spring St at 10th St	Rear End	Dark - Lit	Dry	East	2	No	No
246	4899562	7/2/2014	9:01 AM	10th St, 40 ft E of I-75/85 SB Ramp	Bicycle	Daylight	Dry	West	2	No	No
247	4900482	7/4/2014	4:26 AM	Williams St at 10th St	Angle	Dark - Lit	Dry	East	2	No	No
248	4909703	7/13/2014	2:26 PM	10th St at Spring St	Angle	Daylight	Dry	East	2	No	No
249	4909884	7/16/2014	8:42 AM	Williams St at 10th St	Rear End	Daylight	Dry	North	2	No	Yes
250	4909964	7/17/2014	4:30 PM	10th St at West Peachtree St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
251	4913231	7/16/2014	12:30 AM	10th St at Spring St	Sideswipe - Same Direction	Dark - Lit	Dry	East	2	No	No
252	4913867	7/18/2014	4:00 PM	10th St at Spring St	Sideswipe - Same Direction	Daylight	Wet	East	2	No	No
253	4913989	7/19/2014	12:16 AM	Williams St at 10th St	Sideswipe - Same Direction	Dark - Lit	Wet	West	2	No	No
254	4914183	7/20/2014	3:26 AM	10th St at Williams St	Sideswipe - Same Direction	Dark - Lit	Dry	West	2	No	No
255	4915707	7/15/2014	4:00 PM	10th St at Williams St	Rear End	Daylight	Dry	West	2	No	No
256	4917708	7/19/2014	8:49 AM	Williams St at 10th St	Angle	Daylight	Wet	East	2	No	No

Crash Data (2013 - 2017)

No.	HSMV Crash No.	Date	Time	Location	Crash Type	Lighting	Pavement	At-fault Direction	No. Vehicles	Drugs/ Alcohol	Distracted Driving
257	4920518	7/25/2014	3:05 PM	10th St at West Peachtree St	Rear End	Daylight	Dry	North	2	No	No
258	4920700	7/26/2014	8:40 AM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
259	4921757	7/27/2014	7:30 PM	10th St at Spring St	Rear End	Daylight	Dry	West	2	No	No
260	4924369	7/31/2014	4:00 AM	10th St at West Peachtree St	Sideswipe - Same Direction	Dark - Lit	Dry	East	2	No	Yes
261	4927972	8/2/2014	9:40 AM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
262	4928913	8/3/2014	12:58 AM	Williams St at 10th St	Rear End	Dark - Lit	Dry	West	2	No	No
263	4928914	8/2/2014	11:16 PM	Spring St at 10th St	Rear End	Dark - Lit	Dry	East	2	No	No
264	4935083	8/7/2014	12:30 AM	10th St at Spring St	Left Turn	Dark - Lit	Dry	West	2	No	No
265	4944106	8/14/2014	7:30 PM	Spring St at 10th St	Rear End	Dusk	Dry	East	2	No	No
266	4947006	8/16/2014	11:01 AM	West Peachtree St, 250 ft N of 10th St	Rear End	Daylight	Dry	West	2	No	No
267	4948063	8/21/2014	2:57 PM	West Peachtree St at 10th St	Rear End	Daylight	Dry	West	3	No	No
268	4951842	8/23/2014	2:25 AM	10th St at West Peachtree St	Angle	Dark - Lit	Dry	North	2	No	No
269	4951845	8/23/2014	7:15 AM	10th St at West Peachtree St	Rear End	Daylight	Dry	East	2	No	No
270	4952887	8/23/2014	7:33 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
271	4954872	8/24/2014	4:20 PM	10th St at Fowler St	Rear End	Daylight	Dry	East	3	No	No
272	4954971	8/25/2014	10:00 AM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
273	4959114	8/15/2014	11:10 PM	Williams St at 10th St	Rear End	Dark - Lit	Dry	West	2	No	No
274	4965246	9/3/2014	5:41 PM	10th St at Williams St	Angle	Daylight	Wet	North	2	No	No
275	4965483	9/3/2014	12:55 AM	10th St at Williams St	Sideswipe - Same Direction	Dark - Lit	Dry	East	2	No	No
276	4965722	8/23/2014	10:30 AM	10th St, 50 ft E of West Peachtree St	Rear End	Daylight	Dry	East	3	No	No
277	4973181	9/7/2014	10:15 AM	Williams St at 10th St	Angle	Daylight	Dry	East	2	No	No
278	4973196	9/7/2014	12:12 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
279	4973758	9/8/2014	7:20 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
280	4979352	9/13/2014	5:00 PM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
281	4981516	9/12/2014	3:29 AM	10th St at Spring St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
282	4984304	9/17/2014	11:45 AM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
283	4992634	9/17/2014	5:11 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
284	4993772	9/19/2014	4:05 PM	10th St at West Peachtree St	Rear End	Daylight	Dry	East	2	No	No
285	4994368	9/19/2014	8:44 PM	Williams St at 10th St	Hit Parked Vehicle	Dark - Lit	Dry	North	2	No	No
286	4995898	9/21/2014	12:25 PM	Williams St at 10th St	Angle	Daylight	Dry	West	2	No	No
287	4995992	9/20/2014	10:52 PM	10th St, 120 ft E of I-75/85 SB Ramp	Rear End	Dark - Lit	Dry	South	2	No	No
288	4997267	9/24/2014	9:31 AM	West Peachtree St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No

Crash Data (2013 - 2017)

No.	HSMV Crash No.	Date	Time	Location	Crash Type	Lighting	Pavement	At-fault Direction	No. Vehicles	Drugs/ Alcohol	Distracted Driving
289	5000775	9/29/2014	12:00 PM	10th St, 130 ft E of I-75/85 SB Ramp	Rear End	Daylight	Dry	West	2	No	No
290	5000809	9/19/2014	10:40 AM	Williams St at 10th St	Angle	Daylight	Dry	East	2	No	No
291	5003686	10/1/2014	2:15 PM	Spring St at 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
292	5003909	9/27/2014	1:45 PM	West Peachtree St at 10th St	Angle	Daylight	Dry	North	2	No	No
293	5009306	10/1/2014	5:45 PM	Spring St at 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
294	5009458	10/2/2014	9:29 AM	10th St at Spring St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
295	5011942	10/7/2014	5:50 PM	Williams St at 10th St	Right Turn	Daylight	Dry	North	2	No	No
296	5020042	10/12/2014	2:30 PM	10th St at Techwood Dr	Rear End	Daylight	Dry	South	2	No	No
297	5020457	10/12/2014	5:20 PM	West Peachtree St at 10th St	Sideswipe - Same Direction	Daylight	Dry	West	2	No	No
298	5026264	10/15/2014	7:00 PM	Techwood Dr, 100 ft S of 10th St	Rear End	Daylight	Dry	South	3	No	No
299	5027146	10/22/2014	10:29 AM	10th St at West Peachtree St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
300	5028123	10/23/2014	3:54 PM	West Peachtree St at 10th St	Rear End	Daylight	Dry	North	2	No	No
301	5028476	10/19/2014	12:20 AM	Williams St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	East	2	No	No
302	5028518	10/17/2014	8:17 PM	10th St at Techwood Dr	Sideswipe - Same Direction	Dark - Lit	Dry	West	2	No	No
303	5032285	10/25/2014	2:02 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
304	5039386	10/29/2014	9:50 PM	10th St at West Peachtree St	Sideswipe - Same Direction	Dark - Lit	Dry	North	2	No	No
305	5039610	11/1/2014	11:29 PM	10th St at West Peachtree St	Sideswipe - Same Direction	Dark - Lit	Wet	East	2	No	No
306	5042174	11/5/2014	1:45 PM	Williams St at 10th St	Angle	Daylight	Dry	East	2	No	No
307	5047202	11/11/2014	5:58 PM	10th St at Williams St	Rear End	Dark - Lit	Dry	West	3	No	No
308	5048093	11/7/2014	5:30 PM	I-75/85 SB Ramp, 160 ft S of 10th St	Sideswipe - Same Direction	Dusk	Dry	South	2	No	No
309	5050029	11/8/2014	11:40 AM	10th St at West Peachtree St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
310	5063832	11/5/2014	10:41 PM	10th St at Williams St	Sideswipe - Same Direction	0	Dry	North	2	No	No
311	5064501	11/24/2014	6:30 AM	West Peachtree St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
312	5068762	11/20/2014	7:04 PM	10th St at Williams St	Rear End	Dark - Lit	Dry	West	3	No	No
313	5068922	11/25/2014	1:20 PM	10th St at Spring St	Sideswipe - Same Direction	Daylight	Dry	West	2	No	No
314	5072577	12/1/2014	9:50 AM	10th St at Fowler St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
315	5087820	12/8/2014	4:46 PM	10th St at West Peachtree St	Rear End	Daylight	Dry	North	2	No	No
316	5095443	12/11/2014	6:52 PM	10th St, 95 ft W of Spring St	Rear End	Dark - Lit	Dry	East	2	No	No
317	5097059	12/15/2014	5:50 PM	10th St at Williams St	Left Turn	Dark - Lit	Dry	West	2	No	No
318	5103369	12/13/2014	9:30 AM	10th St at Spring St	Rear End	Daylight	Dry	East	2	No	No
319	5119016	1/5/2015	4:20 PM	10th St, 200 ft E of Williams St	Sideswipe - Same Direction	Daylight	Dry	West	2	No	No
320	5122723	12/28/2014	12:29 AM	Spring St at 10th St	Sideswipe - Same Direction	Dark - Lit	Wet	West	2	No	No

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No.	HSMV Crash No.	Date	Time	Location	Crash Type	Lighting	Pavement	At-fault Direction	No. Vehicles	Drugs/ Alcohol	Distracted Driving
321	5122900	12/30/2014	4:16 PM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
322	5122946	12/20/2014	2:01 AM	10th St at West Peachtree St	Rear End	Dark - Lit	Wet	South	3	Yes	No
323	5122976	12/24/2014	1:40 AM	10th St at I-75/85 SB Ramp	Rear End	Dark - Unlit	Wet	South	2	No	No
324	5123100	12/28/2014	9:49 AM	10th St at Williams St	Angle	Daylight	Wet	East	2	No	No
325	5123214	1/3/2015	9:40 AM	10th St at Williams St	Angle	Daylight	Wet	East	2	No	No
326	5123434	1/5/2015	10:35 AM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
327	5125558	1/4/2015	12:14 PM	Spring St at 10th St	Sideswipe - Opposite Direction	Daylight	Dry	North	2	No	No
328	5125759	1/8/2015	9:05 AM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
329	5127224	1/10/2015	5:14 PM	Spring St at 10th St	Rear End	Daylight	Dry	East	2	No	No
330	5127238	1/11/2015	9:22 AM	Williams St at 10th St	Angle	Daylight	Dry	East	2	No	Yes
331	5128677	1/12/2015	8:52 AM	10th St at West Peachtree St	Rear End	Daylight	Dry	East	4	No	Yes
332	5129791	1/13/2015	3:55 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Wet	West	2	No	No
333	5131218	1/16/2015	8:17 AM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
334	5132642	1/17/2015	6:40 PM	West Peachtree St at 10th St	Angle	Dark - Lit	Dry	West	2	No	No
335	5135666	1/21/2015	2:21 AM	10th St at Williams St	Angle	Dark - Lit	Dry	West	2	No	No
336	5137578	1/22/2015	5:57 PM	Spring St at 10th St	Rear End	Daylight	Dry	South	2	No	No
337	5140011	1/23/2015	7:02 AM	Techwood Dr at 10th St	Sideswipe - Same Direction	Dark - Lit	Wet	South	2	No	No
338	5158027	2/2/2015	5:13 PM	10th St, 75 ft W of Williams St	Rear End	Daylight	Dry	North	2	No	No
339	5167191	11/13/2014	9:39 AM	West Peachtree St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
340	5167443	11/16/2014	2:55 AM	West Peachtree St at 10th St	Rear End	Dark - Lit	Dry	West	2	No	No
341	5167444	11/14/2014	9:34 PM	10th St at Williams St	Rear End	Dark - Lit	Dry	West	2	No	No
342	5167531	11/13/2014	5:59 AM	Williams St at 10th St	Sideswipe - Same Direction	Dark - Unlit	Dry	North	2	No	No
343	5179893	1/28/2015	8:45 AM	West Peachtree St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
344	5180158	1/31/2015	3:30 PM	West Peachtree St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
345	5180267	2/4/2015	4:38 PM	10th St at Williams St	Rear End	Daylight	Dry	West	2	No	No
346	5180438	2/5/2015	10:09 AM	Spring St at 10th St	Angle	Daylight	Dry	North	2	No	No
347	5180792	2/10/2015	1:40 PM	Spring St at 10th St	Angle	Daylight	Dry	North	2	No	No
348	5180795	2/10/2015	1:05 PM	10th St at Spring St	Backed Into	Daylight	Dry	West	2	No	No
349	5180827	2/10/2015	11:18 AM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
350	5181752	2/14/2015	10:03 AM	Williams St at 10th St	Angle	Daylight	Dry	East	2	No	Yes
351	5183997	2/17/2015	4:40 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
352	5186939	11/29/2014	3:15 AM	10th St at Techwood Dr	Rear End	Dark - Lit	Dry	West	2	Yes	No

Crash Data (2013 - 2017)

No.	HSMV Crash No.	Date	Time	Location	Crash Type	Lighting	Pavement	At-fault Direction	No. Vehicles	Drugs/ Alcohol	Distracted Driving
353	5186949	1/11/2015	12:10 PM	10th St at Techwood Dr	Angle	Daylight	Dry	East	2	No	No
354	5195518	2/21/2015	3:47 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	Yes
355	5197623	1/21/2015	2:20 AM	10th St at Williams St	Sideswipe - Same Direction	0	0	None	2	No	No
356	5197850	2/22/2015	2:21 AM	Spring St at 10th St	Angle	Dark - Lit	Wet	South	4	No	No
357	5199961	2/26/2015	10:20 AM	West Peachtree St at 10th St	Sideswipe - Same Direction	Daylight	Wet	North	2	No	No
358	5201695	2/22/2015	12:01 AM	Techwood Dr at 10th St	Rear End	Dark - Lit	Wet	West	2	No	No
359	5203760	2/28/2015	5:46 PM	West Peachtree St at 10th St	Sideswipe - Same Direction	Daylight	Wet	None	2	No	No
360	5206392	3/2/2015	4:27 PM	West Peachtree St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
361	5210179	3/6/2015	7:23 PM	Fowler St at 10th St	Rear End	Dark - Unlit	Dry	West	2	No	No
362	5211180	3/7/2015	10:11 PM	West Peachtree St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	North	2	No	No
363	5211607	3/7/2015	6:21 PM	Williams St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	West	2	No	No
364	5212951	3/8/2015	7:12 PM	West Peachtree St at 10th St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
365	5213670	3/11/2015	7:00 PM	Spring St at 10th St	Angle	Daylight	Dry	East	2	No	No
366	5217648	3/9/2015	7:39 AM	Spring St at 10th St	Bicycle	Daylight	Dry	South	2	No	No
367	5221323	3/17/2015	9:26 AM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
368	5221450	3/17/2015	12:01 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
369	5222939	3/19/2015	1:48 PM	10th St at West Peachtree St	Sideswipe - Same Direction	Daylight	Wet	North	2	No	No
370	5228267	3/16/2015	2:41 PM	10th St at West Peachtree St	Rear End	Daylight	Dry	West	4	No	No
371	5236024	3/30/2015	6:30 PM	Williams St at 10th St	Angle	Daylight	Dry	North	2	No	No
372	5236025	3/30/2015	6:29 PM	Fowler St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
373	5238094	4/1/2015	8:19 AM	10th St at Techwood Dr	Rear End	Daylight	Wet	East	2	No	No
374	5238306	3/29/2015	2:40 PM	Williams St at 10th St	Angle	Daylight	Dry	East	2	No	No
375	5239701	4/1/2015	10:55 PM	West Peachtree St at 10th St	Left Turn	Dark - Unlit	Dry	None	1	No	No
376	5242908	4/3/2015	3:15 PM	10th St at Spring St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
377	5244450	4/3/2015	10:40 PM	Spring St at 10th St	Rear End	Dark - Lit	Dry	South	2	No	No
378	5248938	4/9/2015	12:58 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
379	5258278	4/17/2015	12:36 PM	Fowler St at 10th St	Rear End	Daylight	Wet	West	2	No	No
380	5261003	4/18/2015	3:00 PM	Spring St at 10th St	Head On	Daylight	Dry	West	2	No	Yes
381	5261964	4/18/2015	11:25 AM	Spring St at 10th St	Left Turn	Daylight	Dry	North	2	No	No
382	5265232	4/23/2015	10:55 AM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
383	5265249	4/23/2015	8:07 AM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
384	5265568	4/22/2015	4:51 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No

Crash Data (2013 - 2017)

No.	HSMV Crash No.	Date	Time	Location	Crash Type	Lighting	Pavement	At-fault Direction	No. Vehicles	Drugs/ Alcohol	Distracted Driving
385	5267548	4/23/2015	4:46 PM	West Peachtree St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
386	5267940	4/24/2015	11:53 PM	10th St at Fowler St	Angle	Dark - Lit	Dry	North	2	No	No
387	5283863	5/3/2015	4:04 PM	10th St at Techwood Dr	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
388	5284162	5/2/2015	5:46 AM	10th St at West Peachtree St	Angle	Dark - Lit	Dry	North	2	No	No
389	5284185	5/2/2015	1:00 PM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
390	5284318	5/2/2015	9:58 PM	Spring St at 10th St	Sideswipe - Opposite Direction	Dark - Lit	Dry	South	2	No	No
391	5284354	5/8/2015	11:30 PM	Williams St at 10th St	Angle	Dark - Lit	Dry	West	2	No	No
392	5287082	5/8/2015	10:58 PM	10th St at Williams St	Angle	Dark - Lit	Dry	West	2	No	No
393	5295259	5/17/2015	3:32 AM	Williams St at 10th St	Hit Tree	Dark - Lit	Dry	North	2	No	No
394	5297747	5/19/2015	10:51 PM	Spring St at 10th St	Angle	Dark - Lit	Dry	West	2	No	No
395	5298005	5/19/2015	7:44 AM	10th St, 90 ft W of Williams St	Rear End	Daylight	Dry	North	2	No	Yes
396	5299605	5/21/2015	11:15 AM	Williams St at 10th St	Rear End	Daylight	Dry	North	2	No	No
397	5303294	4/20/2015	9:00 PM	10th St at Techwood Dr	Rear End	Dark - Lit	Dry	East	2	No	No
398	5303307	4/30/2015	3:12 PM	10th St at Fowler St	Rear End	Daylight	Dry	East	2	No	Yes
399	5314053	6/1/2015	5:18 PM	Techwood Dr at 10th St	Rear End	Daylight	Dry	South	2	No	No
400	5314168	6/1/2015	8:06 PM	10th St at West Peachtree St	Rear End	Daylight	Dry	North	2	No	Yes
401	5314744	6/5/2015	12:07 AM	10th St at Williams St	Rear End	Dark - Lit	Dry	West	2	No	No
402	5315109	6/4/2015	11:34 AM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	Yes
403	5315229	6/4/2015	12:02 AM	Spring St at 10th St	Left Turn	Dark - Lit	Dry	West	2	No	No
404	5315276	6/3/2015	8:00 AM	10th St at West Peachtree St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
405	5318506	6/5/2015	4:44 PM	Spring St at 10th St	Rear End	Daylight	Dry	South	2	No	No
406	5320922	6/6/2015	11:22 PM	Spring St at 10th St	Left Turn	Dark - Lit	Dry	West	2	No	No
407	5331493	6/16/2015	1:50 PM	10th St at Techwood Dr	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
408	5331568	6/17/2015	6:18 PM	Spring St at 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
409	5331604	6/17/2015	3:30 PM	Spring St at 10th St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
410	5331739	6/16/2015	11:07 AM	10th St at Spring St	Left Turn	Daylight	Dry	West	2	No	No
411	5331813	6/18/2015	8:50 AM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
412	5333702	6/20/2015	7:30 AM	Spring St at 10th St	Angle	Daylight	Dry	East	2	No	No
413	5337323	6/22/2015	10:12 AM	Williams St at 10th St	Bicycle	Daylight	Dry	West	2	No	No
414	5337523	6/25/2015	9:16 AM	West Peachtree St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
415	5351382	7/4/2015	11:20 PM	10th St at Williams St	Rear End	Dark - Lit	Wet	North	2	No	No
416	5356157	7/11/2015	7:00 PM	Techwood Dr at 10th St	Rear End	Daylight	Dry	South	2	No	No

Crash Data (2013 - 2017)

No.	HSMV Crash No.	Date	Time	Location	Crash Type	Lighting	Pavement	At-fault Direction	No. Vehicles	Drugs/ Alcohol	Distracted Driving
417	5361823	7/16/2015	11:42 PM	10th St, 25 ft E of Spring St	Angle	Dark - Lit	Dry	East	2	No	No
418	5362254	7/17/2015	3:05 PM	Williams St at 10th St	Angle	Daylight	Dry	East	2	No	Yes
419	5362384	7/17/2015	9:50 PM	Williams St at 10th St	Angle	Dark - Lit	Dry	West	2	No	No
420	5363965	7/5/2015	12:41 AM	Spring St at 10th St	Left Turn	Dark - Lit	Wet	West	2	No	No
421	5364391	6/10/2015	10:40 PM	10th St at Techwood Dr	Angle	Dark - Lit	Dry	South	2	No	No
422	5364573	6/4/2015	12:00 AM	10th St at Fowler St	Rear End	Daylight	Dry	West	2	No	No
423	5364575	5/6/2015	8:15 AM	Fowler St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
424	5368191	7/24/2015	8:26 AM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	Yes
425	5370203	7/24/2015	3:44 PM	Williams St at 10th St	Angle	Daylight	Dry	East	2	No	Yes
426	5373564	7/28/2015	12:30 PM	10th St at Spring St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
427	5373603	7/28/2015	8:35 PM	Spring St at 10th St	Rear End	Dark - Lit	Dry	East	2	No	No
428	5373703	7/29/2015	6:56 PM	10th St at West Peachtree St	Angle	Daylight	Dry	North	2	No	Yes
429	5381249	8/5/2015	4:39 PM	Spring St at 10th St	Rear End	Daylight	Dry	South	2	No	Yes
430	5382373	8/6/2015	10:42 PM	Williams St at 10th St	Pedestrian	Dark - Lit	Wet	East	2	No	No
431	5389498	8/13/2015	5:36 PM	10th St at Fowler St	Hit Parked Vehicle	Daylight	Wet	South	2	No	No
432	5389606	8/11/2015	12:01 PM	10th St, 215 ft E of West Peachtree St	Sideswipe - Same Direction	Daylight	Dry	West	2	No	No
433	5389676	8/13/2015	1:30 PM	Williams St at 10th St	Rear End	Daylight	Dry	North	2	No	No
434	5391947	8/13/2015	8:40 AM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
435	5410006	8/28/2015	4:32 PM	West Peachtree St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	Yes
436	5413816	9/1/2015	6:14 PM	Spring St at 10th St	Sideswipe - Same Direction	Daylight	Dry	West	2	No	No
437	5419467	9/3/2015	10:38 AM	10th St at West Peachtree St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
438	5420022	9/4/2015	3:31 PM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
439	5420642	9/8/2015	2:20 PM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Wet	South	2	No	No
440	5420953	9/9/2015	7:33 PM	Spring St at 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
441	5421040	9/9/2015	6:00 AM	Williams St at 10th St	Angle	Dark - Lit	Wet	East	2	No	Yes
442	5421401	9/6/2015	9:52 PM	10th St at West Peachtree St	Sideswipe - Same Direction	Dark - Lit	Dry	North	2	No	No
443	5423670	9/10/2015	8:35 AM	10th St at West Peachtree St	Angle	Daylight	Dry	West	2	No	No
444	5424036	9/8/2015	10:25 AM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
445	5425347	9/11/2015	11:59 AM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
446	5428489	9/14/2015	5:32 PM	Spring St at 10th St	Rear End	Daylight	Dry	South	2	No	No
447	5451919	9/30/2015	10:10 AM	10th St at West Peachtree St	Rear End	Daylight	Dry	East	2	No	No
448	5460120	10/6/2015	5:05 PM	Spring St at 10th St	Rear End	Daylight	Dry	South	2	No	No

Crash Data (2013 - 2017)

No.	HSMV Crash No.	Date	Time	Location	Crash Type	Lighting	Pavement	At-fault Direction	No. Vehicles	Drugs/ Alcohol	Distracted Driving
449	5460198	10/3/2015	2:40 AM	10th St at Williams St	Angle	Dark - Lit	Wet	South	2	No	No
450	5461379	10/1/2015	11:30 PM	West Peachtree St at 10th St	Sideswipe - Same Direction	Dark - Lit	Wet	West	2	No	No
451	5466493	10/8/2015	10:41 PM	Techwood Dr at 10th St	Angle	Dark - Lit	Dry	South	2	No	No
452	5471311	10/15/2015	12:22 PM	10th St at Spring St	Left Turn	Daylight	Dry	West	2	No	No
453	5473308	9/29/2015	8:45 AM	10th St, 100 ft W of Spring St	Sideswipe - Same Direction	Daylight	Wet	East	4	No	No
454	5480613	10/22/2015	1:25 PM	Techwood Dr at 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
455	5481068	10/21/2015	1:00 PM	10th St, 45 ft E of Spring St	Rear End	Daylight	Dry	West	2	No	No
456	5488586	10/27/2015	4:57 PM	10th St at Spring St	Sideswipe - Same Direction	Daylight	Wet	East	2	No	No
457	5493417	11/1/2015	1:11 AM	10th St at Spring St	Sideswipe - Same Direction	Dark - Lit	Wet	East	2	No	No
458	5493545	11/1/2015	2:20 AM	10th St at Spring St	Rear End	Dark - Lit	Wet	West	4	No	No
459	5495786	10/28/2015	7:00 PM	10th St at Spring St	Angle	Dusk	Dry	North	2	No	No
460	5498090	11/3/2015	6:29 PM	Techwood Dr at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	South	2	No	No
461	5503056	11/5/2015	1:50 AM	10th St at West Peachtree St	Sideswipe - Same Direction	Dark - Lit	Wet	North	2	No	No
462	5503607	11/6/2015	10:51 PM	West Peachtree St at 10th St	Sideswipe - Same Direction	Dark - Lit	Wet	West	2	No	No
463	5503943	11/8/2015	11:39 PM	Williams St at 10th St	Angle	Dark - Lit	Wet	East	2	No	No
464	5506194	11/5/2015	4:41 PM	Spring St at 10th St	Angle	Daylight	Wet	North	2	No	No
465	5506294	11/8/2015	11:30 PM	Spring St at 10th St	Angle	Dark - Lit	Wet	East	2	No	No
466	5508816	11/10/2015	4:55 AM	10th St at I-75/85 SB Ramp	Sideswipe - Same Direction	Dark - Lit	Wet	South	2	No	No
467	5515799	11/18/2015	6:38 PM	Spring St at 10th St	Rear End	Dark - Lit	Wet	East	2	No	No
468	5517208	11/19/2015	5:20 PM	10th St at West Peachtree St	Rear End	Daylight	Dry	West	2	No	No
469	5517390	11/16/2015	9:00 AM	10th St at Fowler St	Left Turn	Daylight	Dry	East	2	No	No
470	5519849	11/19/2015	7:16 PM	Williams St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	East	2	No	Yes
471	5530310	11/21/2015	3:30 AM	10th St at West Peachtree St	Backed Into	Dark - Lit	Dry	North	2	No	No
472	5533646	11/25/2015	6:13 PM	Williams St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	North	2	No	No
473	5534526	11/29/2015	10:55 PM	10th St at Williams St	Angle	Dark - Lit	Dry	West	2	No	No
474	5535937	7/22/2015	8:00 PM	Techwood Dr at 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
475	5535951	8/30/2015	4:58 PM	10th St at Fowler St	Rear End	Daylight	Dry	East	2	No	No
476	5541929	12/5/2015	9:58 AM	10th St at West Peachtree St	Rear End	Daylight	Dry	East	2	No	No
477	5541949	12/5/2015	10:19 AM	West Peachtree St at 10th St	Rear End	Daylight	Dry	East	2	No	No
478	5541993	12/4/2015	2:24 PM	Fowler St at 10th St	Sideswipe - Same Direction	Daylight	Dry	West	2	No	No
479	5543449	12/5/2015	1:30 PM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
480	5551768	12/8/2015	3:27 PM	Spring St, 40 ft N of 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No

Crash Data (2013 - 2017)

No.	HSMV Crash No.	Date	Time	Location	Crash Type	Lighting	Pavement	At-fault Direction	No. Vehicles	Drugs/ Alcohol	Distracted Driving
481	5552697	12/13/2015	4:17 PM	10th St at Williams St	Angle	Daylight	Dry	East	2	No	No
482	5558144	12/17/2015	10:01 PM	10th St at West Peachtree St	Sideswipe - Same Direction	Dark - Lit	Wet	West	2	No	No
483	5563026	12/20/2015	12:48 AM	10th St at Williams St	Sideswipe - Same Direction	Dark - Lit	Dry	West	2	No	No
484	5572767	12/27/2015	9:00 AM	10th St at Spring St	Left Turn	Daylight	Wet	West	2	No	No
485	5575438	12/30/2015	5:49 PM	10th St at Techwood Dr	Rear End	Dark - Lit	Wet	East	2	No	No
486	5581255	1/1/2016	3:30 AM	10th St, 65 ft E of Spring St	Sideswipe - Same Direction	Dark - Lit	Dry	North	2	No	No
487	5594164	1/9/2016	12:50 AM	10th St at Spring St	Backed Into	Dark - Lit	Wet	North	2	No	No
488	5594254	1/9/2016	5:56 PM	10th St at Williams St	Rear End	Dark - Lit	Dry	West	2	No	No
489	5594480	1/10/2016	9:50 PM	Spring St at 10th St	Rear End	Dark - Lit	Wet	West	2	No	No
490	5599674	1/14/2016	8:00 AM	10th St, 50 ft W of Williams St	Rear End	Daylight	Dry	East	4	No	No
491	5614040	1/15/2016	9:39 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Wet	North	2	No	No
492	5614076	1/16/2016	11:42 AM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
493	5614383	1/17/2016	3:06 AM	10th St at Williams St	Angle	Dark - Lit	Dry	North	2	No	No
494	5614823	1/26/2016	7:54 PM	Techwood Dr at 10th St	Rear End	Dark - Lit	Wet	South	2	No	No
495	5620344	1/28/2016	7:38 PM	Williams St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	South	2	No	No
496	5623659	2/1/2016	7:27 AM	10th St at West Peachtree St	Rear End	Daylight	Wet	East	2	No	No
497	5624983	2/4/2016	3:35 PM	Spring St at 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
498	5629150	2/8/2016	8:34 AM	Techwood Dr at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
499	5640119	2/12/2016	10:55 PM	10th St at Williams St	Sideswipe - Same Direction	Dark - Lit	Dry	East	2	No	No
500	5640169	2/13/2016	3:41 AM	10th St at Fowler St	Other	Dark - Lit	Dry	East	2	Yes	No
501	5640317	2/13/2016	1:54 PM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
502	5644427	2/17/2016	6:30 AM	I-75/85 SB Ramp at 10th St	Sideswipe - Same Direction	0	0	None	2	No	No
503	5649134	2/24/2016	4:31 PM	Spring St at 10th St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
504	5658648	3/1/2016	6:18 PM	West Peachtree St at 10th St	Rear End	Dark - Lit	Dry	North	2	No	No
505	5659437	3/2/2016	5:47 PM	West Peachtree St at 10th St	Rear End	Daylight	Dry	West	2	No	No
506	5668048	2/29/2016	4:24 PM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
507	5672865	3/10/2016	8:50 AM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
508	5673012	3/10/2016	9:38 AM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
509	5674093	3/11/2016	3:11 PM	10th St at Spring St	Angle	Daylight	Dry	East	4	No	Yes
510	5675155	3/10/2016	8:57 PM	10th St at Williams St	Sideswipe - Same Direction	Dark - Lit	Dry	East	2	No	Yes
511	5677041	3/15/2016	9:22 AM	Williams St at 10th St	Overturned	Daylight	Dry	North	2	No	No
512	5677861	3/16/2016	1:08 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	West	2	No	No

Crash Data (2013 - 2017)

No.	HSMV Crash No.	Date	Time	Location	Crash Type	Lighting	Pavement	At-fault Direction	No. Vehicles	Drugs/ Alcohol	Distracted Driving
513	5679668	3/18/2016	8:45 AM	10th St at Spring St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
514	5688131	3/20/2016	12:06 PM	10th St at Techwood Dr	Rear End	Daylight	Dry	None	2	No	No
515	5690731	3/27/2016	3:20 PM	Spring St at 10th St	Rear End	Daylight	Wet	East	2	No	No
516	5700578	3/29/2016	4:00 PM	10th St at Spring St	Sideswipe - Same Direction	Daylight	Dry	West	1	No	No
517	5705499	4/5/2016	5:45 PM	10th St at I-75/85 SB Ramp	Sideswipe - Same Direction	Daylight	Dry	West	2	No	No
518	5717026	4/17/2016	6:42 PM	10th St at West Peachtree St	Rear End	Daylight	Dry	East	4	No	No
519	5720744	4/16/2016	2:30 PM	Spring St at 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
520	5725636	4/21/2016	1:48 PM	10th St at Williams St	Rear End	Daylight	Dry	West	2	No	No
521	5725724	4/21/2016	11:05 PM	Spring St at 10th St	Rear End	Dark - Lit	Wet	North	3	No	No
522	5734556	4/26/2016	7:46 AM	10th St at Spring St	Angle	Daylight	Dry	South	2	No	No
523	5735201	4/28/2016	6:35 PM	Techwood Dr at 10th St	Rear End	Daylight	Dry	South	2	No	No
524	5735423	4/27/2016	6:23 PM	Spring St at 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
525	5737876	4/21/2016	11:58 PM	Williams St at 10th St	Pedestrian	Dark - Lit	Wet	North	1	No	Yes
526	5739760	4/29/2016	10:00 AM	Spring St at 10th St	Rear End	Daylight	Dry	North	2	No	No
527	5739856	5/2/2016	5:40 PM	10th St at Spring St	Angle	Daylight	Dry	West	2	No	No
528	5742656	5/4/2016	4:31 PM	Spring St at 10th St	Rear End	Daylight	Dry	South	2	No	No
529	5743922	5/6/2016	6:22 AM	10th St at Spring St	Rear End	Daylight	Dry	East	2	No	No
530	5744653	5/3/2016	6:00 PM	10th St at Spring St	Angle	Dusk	Dry	North	2	No	Yes
531	5750809	4/13/2016	5:12 PM	10th St at Fowler St	Rear End	Daylight	Dry	East	2	No	No
532	5753866	5/11/2016	9:37 AM	10th St at Techwood Dr	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
533	5753913	3/24/2016	8:11 PM	10th St at Techwood Dr	Angle	Dark - Lit	Dry	South	2	No	No
534	5753922	3/6/2016	4:02 PM	10th St at Fowler St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
535	5753923	3/3/2016	5:20 PM	Fowler St at 10th St	Backed Into	Dark - Lit	Wet	North	2	No	No
536	5754116	5/12/2016	12:11 PM	10th St at Fowler St	Hit Other Fixed Object	Daylight	Dry	West	2	No	No
537	5754119	5/12/2016	12:51 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
538	5754226	5/12/2016	5:41 PM	Williams St at 10th St	Rear End	Daylight	Dry	East	2	No	No
539	5754864	5/12/2016	2:46 PM	10th St at Techwood Dr	Angle	Daylight	Dry	South	2	No	No
540	5754911	5/13/2016	7:30 AM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
541	5761582	5/17/2016	7:30 AM	Spring St at 10th St	Pedestrian	Daylight	Wet	South	1	No	No
542	5767636	5/22/2016	1:28 AM	10th St at Williams St	Angle	Dark - Lit	Dry	East	2	No	No
543	5767648	5/12/2016	12:51 PM	10th St at Fowler St	Rear End	Daylight	Dry	East	2	No	No
544	5769544	5/23/2016	5:10 PM	10th St at Williams St	Backed Into	Daylight	Dry	West	2	No	No

Crash Data (2013 - 2017)

No.	HSMV Crash No.	Date	Time	Location	Crash Type	Lighting	Pavement	At-fault Direction	No. Vehicles	Drugs/ Alcohol	Distracted Driving
545	5771907	5/25/2016	9:47 AM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
546	5778133	5/30/2016	12:15 PM	10th St at West Peachtree St	Rear End	Daylight	Dry	West	2	No	No
547	5778187	5/31/2016	9:20 AM	10th St at Williams St	Bicycle	Daylight	Dry	North	2	No	No
548	5780423	5/31/2016	3:28 PM	10th St at Williams St	Angle	Daylight	Dry	North	2	No	No
549	5784738	6/4/2016	7:14 AM	Williams St at 10th St	Angle	Daylight	Dry	East	2	No	No
550	5785841	6/5/2016	5:14 PM	Williams St at 10th St	Rear End	Daylight	Dry	West	2	No	No
551	5797096	5/13/2016	4:30 PM	10th St at Williams St	Other	Daylight	Dry	None	2	No	No
552	5800657	6/19/2016	4:03 AM	West Peachtree St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	North	2	No	No
553	5801084	6/18/2016	2:57 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
554	5801473	6/16/2016	9:24 PM	West Peachtree St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	North	2	No	No
555	5808318	6/22/2016	4:33 PM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	West	2	No	No
556	5808324	6/22/2016	6:15 PM	Williams St at 10th St	Backed Into	Daylight	Dry	West	2	No	No
557	5808678	6/17/2016	12:18 PM	Williams St at 10th St	Sideswipe - Same Direction	0	Dry	North	2	No	No
558	5808718	6/21/2016	8:45 AM	10th St at Williams St	Pedestrian	Daylight	Dry	North	2	No	No
559	5811981	6/25/2016	10:28 PM	Techwood Dr at 10th St	Rear End	Dark - Lit	Dry	East	2	No	No
560	5812271	5/25/2016	6:00 PM	10th St at Fowler St	Rear End	Daylight	Dry	East	2	No	No
561	5815808	6/30/2016	1:15 AM	10th St at Williams St	Sideswipe - Same Direction	Dark - Lit	Dry	East	2	No	No
562	5829319	7/12/2016	1:31 PM	West Peachtree St at 10th St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
563	5843477	7/18/2016	5:50 PM	Techwood Dr at 10th St	Rear End	Daylight	Dry	South	2	No	No
564	5843518	7/19/2016	4:27 PM	10th St at Williams St	Rear End	Daylight	Dry	North	2	No	No
565	5845131	7/21/2016	9:05 AM	10th St at Fowler St	Sideswipe - Opposite Direction	Daylight	Dry	North	2	No	No
566	5848579	7/21/2016	3:24 PM	10th St at Fowler St	Rear End	Daylight	Dry	East	2	No	No
567	5848664	7/22/2016	3:22 PM	West Peachtree St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
568	5855337	7/27/2016	1:00 PM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
569	5858011	7/30/2016	6:50 PM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	West	2	No	No
570	5871382	8/9/2016	6:00 PM	10th St at Spring St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
571	5872824	8/9/2016	6:50 AM	Techwood Dr at 10th St	Sideswipe - Same Direction	Daylight	Wet	South	2	No	No
572	5876876	8/12/2016	2:54 PM	Williams St at 10th St	Backed Into	Daylight	Dry	West	2	No	No
573	5883043	8/18/2016	5:56 PM	10th St at Techwood Dr	Rear End	Daylight	Wet	South	2	No	No
574	5884913	7/1/2016	9:30 PM	10th St at Fowler St	Sideswipe - Same Direction	Dark - Lit	Dry	East	2	No	No
575	5886608	8/21/2016	12:33 PM	Williams St at 10th St	Rear End	Daylight	Dry	North	2	No	No
576	5888507	8/20/2016	5:12 PM	Spring St at 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No

Crash Data (2013 - 2017)

No.	HSMV Crash No.	Date	Time	Location	Crash Type	Lighting	Pavement	At-fault Direction	No. Vehicles	Drugs/ Alcohol	Distracted Driving
577	5892447	8/23/2016	12:15 PM	Williams St at 10th St	Rear End	Daylight	Dry	North	2	No	No
578	5896198	8/26/2016	6:23 AM	Williams St at 10th St	Angle	Dawn	Dry	West	2	No	No
579	5896926	8/27/2016	11:20 AM	10th St at Spring St	Sideswipe - Same Direction	Daylight	Dry	West	2	No	No
580	5897053	8/28/2016	6:15 PM	West Peachtree St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
581	5900302	6/17/2016	5:00 AM	10th St at West Peachtree St	Sideswipe - Same Direction	0	0	None	2	No	No
582	5906397	9/6/2016	10:16 AM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
583	5908432	9/7/2016	4:22 PM	10th St at Spring St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
584	5908469	9/4/2016	11:28 PM	Spring St at 10th St	Rear End	Dark - Lit	Dry	South	2	No	Yes
585	5908808	9/7/2016	1:00 PM	10th St, 70 ft W of Spring St	Angle	Daylight	Dry	North	2	No	No
586	5910494	9/8/2016	7:58 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
587	5919150	9/13/2016	8:00 AM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
588	5920222	9/14/2016	7:47 AM	10th St at Techwood Dr	Rear End	Daylight	Dry	East	4	No	Yes
589	5925312	9/16/2016	3:54 PM	10th St at Spring St	Sideswipe - Same Direction	Daylight	Dry	West	2	No	No
590	5927904	9/20/2016	2:23 PM	West Peachtree St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
591	5928239	9/20/2016	4:35 PM	10th St at Fowler St	Rear End	Daylight	Dry	West	2	No	No
592	5928266	9/20/2016	6:35 PM	Fowler St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
593	5929565	9/20/2016	8:28 PM	10th St at Spring St	Angle	Dark - Lit	Dry	West	2	No	No
594	5937996	9/28/2016	8:47 AM	Techwood Dr at 10th St	Rear End	Daylight	Dry	South	2	No	No
595	5942380	9/30/2016	10:38 PM	West Peachtree St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	North	2	No	No
596	5943860	10/3/2016	5:34 PM	10th St at Fowler St	Rear End	Daylight	Dry	East	2	No	No
597	5943908	10/3/2016	8:20 PM	Williams St at 10th St	Angle	Daylight	Dry	East	2	No	No
598	5946263	10/5/2016	6:27 PM	10th St at West Peachtree St	Sideswipe - Same Direction	Daylight	Dry	West	2	No	No
599	5946266	9/29/2016	11:40 PM	Williams St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	East	2	No	No
600	5950479	10/5/2016	1:49 PM	10th St, 70 ft W of West Peachtree St	Rear End	Daylight	Dry	East	2	No	No
601	5950576	10/7/2016	4:53 PM	10th St, 90 ft W of Williams St	Rear End	Daylight	Wet	North	2	No	No
602	5953873	10/11/2016	2:01 PM	Techwood Dr at 10th St	Rear End	Daylight	Dry	South	2	No	No
603	5959234	10/16/2016	2:23 PM	West Peachtree St at 10th St	Rear End	Daylight	Dry	West	2	No	No
604	5959479	10/15/2016	6:40 PM	10th St at Williams St	Sideswipe - Same Direction	Dark - Lit	Dry	West	2	No	No
605	5965738	10/18/2016	9:35 AM	10th St at Spring St	Angle	Daylight	Dry	North	2	No	No
606	5965741	10/18/2016	10:40 AM	10th St, 65 ft E of Spring St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
607	5970457	10/21/2016	8:14 PM	10th St at Techwood Dr	Rear End	Dark - Lit	Dry	East	2	No	No
608	5979216	10/27/2016	6:17 PM	10th St at Williams St	Angle	Daylight	Dry	South	2	No	No

Crash Data (2013 - 2017)

No.	HSMV Crash No.	Date	Time	Location	Crash Type	Lighting	Pavement	At-fault Direction	No. Vehicles	Drugs/ Alcohol	Distracted Driving
609	5979305	10/27/2016	8:47 PM	Techwood Dr at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	South	2	No	No
610	5979418	10/28/2016	1:10 PM	10th St, 100 ft W of Spring St	Angle	Daylight	Dry	North	2	No	No
611	5981250	10/30/2016	3:31 AM	Spring St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	West	2	No	No
612	5984772	11/1/2016	5:20 PM	West Peachtree St at 10th St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
613	5989472	11/5/2016	4:07 PM	West Peachtree St at 10th St	Rear End	Daylight	Dry	East	2	No	No
614	5993542	11/6/2016	12:23 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
615	5993558	11/7/2016	7:24 AM	10th St at West Peachtree St	Rear End	Daylight	Dry	East	2	No	No
616	5994720	11/10/2016	5:53 PM	10th St at Spring St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
617	5994722	11/10/2016	6:35 PM	10th St at Spring St	Sideswipe - Same Direction	Dark - Lit	Dry	East	2	No	No
618	5997522	11/12/2016	7:25 PM	10th St at Spring St	Rear End	Dark - Lit	Dry	West	2	No	No
619	5997769	11/11/2016	10:00 PM	10th St at Williams St	Sideswipe - Same Direction	Dawn	Dry	East	2	No	No
620	5998212	11/11/2016	4:52 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
621	6004501	11/17/2016	2:18 PM	Williams St at 10th St	Rear End	Daylight	Dry	North	2	No	No
622	6004521	11/17/2016	4:17 PM	West Peachtree St at 10th St	Rear End	Daylight	Dry	West	2	No	No
623	6009181	11/19/2016	1:26 AM	10th St at Spring St	Rear End	Dark - Lit	Dry	West	2	Yes	No
624	6009502	11/21/2016	9:00 AM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
625	6009569	11/20/2016	2:51 AM	Fowler St at 10th St	Left Turn	Dark - Lit	Dry	West	4	No	No
626	6011761	11/22/2016	11:00 AM	10th St, 60 ft E of Spring St	Rear End	Daylight	Dry	West	2	No	No
627	6011938	11/23/2016	11:35 PM	Williams St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	North	4	No	No
628	6019168	11/28/2016	9:28 PM	10th St at Williams St	Angle	Dark - Lit	Dry	East	2	No	No
629	6021982	12/1/2016	2:34 PM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
630	6021984	12/1/2016	4:33 PM	10th St at Fowler St	Rear End	Dusk	Dry	North	2	No	No
631	6025633	12/3/2016	10:06 PM	Techwood Dr at 10th St	Sideswipe - Same Direction	Dark - Lit	Wet	South	2	No	No
632	6025975	12/2/2016	5:53 PM	Spring St at 10th St	Left Turn	Dark - Lit	Dry	West	2	No	No
633	6033508	12/7/2016	10:00 AM	10th St, 130 ft E of I-75/85 SB Ramp	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
634	6042225	12/14/2016	7:54 PM	I-75/85 SB Ramp, 115 ft S of 10th St	Sideswipe - Same Direction	Dark - Unlit	Dry	South	2	No	No
635	6046440	12/15/2016	1:20 PM	Techwood Dr at 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
636	6046615	12/16/2016	6:36 PM	Williams St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	North	2	No	No
637	6048940	12/20/2016	4:17 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
638	6049029	12/20/2016	8:27 PM	Spring St at 10th St	Rear End	Dark - Lit	Dry	East	2	No	No
639	6055092	12/26/2016	7:57 PM	10th St at Williams St	Sideswipe - Same Direction	Dark - Lit	Dry	North	2	No	No
640	6061575	12/30/2016	3:44 PM	Spring St at 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No

Crash Data (2013 - 2017)

No.	HSMV Crash No.	Date	Time	Location	Crash Type	Lighting	Pavement	At-fault Direction	No. Vehicles	Drugs/ Alcohol	Distracted Driving
641	6064165	1/2/2017	10:09 AM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Wet	North	2	No	No
642	6071182	1/5/2017	4:07 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
643	6084577	1/13/2017	7:33 PM	10th St at Williams St	Sideswipe - Same Direction	Dark - Lit	Dry	North	2	No	No
644	6084623	1/15/2017	12:22 AM	10th St at West Peachtree St	Rear End	Dark - Lit	Dry	East	2	No	No
645	6084637	1/12/2017	12:18 PM	Fowler St at 10th St	Angle	Daylight	Dry	West	2	No	No
646	6084702	1/15/2017	3:55 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
647	6084919	1/17/2017	12:53 PM	Spring St at 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
648	6084922	1/18/2017	8:00 AM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	West	2	No	No
649	6084923	1/18/2017	10:00 AM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
650	6086431	1/18/2017	6:08 PM	Williams St at 10th St	Rear End	Dark - Lit	Dry	North	2	No	No
651	6086453	1/18/2017	10:16 PM	Williams St at 10th St	Backed Into	Dark - Lit	Dry	North	2	No	No
652	6090763	1/20/2017	12:40 PM	10th St, 60 ft E of Spring St	Rear End	Daylight	Dry	North	2	No	No
653	6099813	1/26/2017	9:40 PM	Techwood Dr at 10th St	Rear End	Dark - Lit	Dry	South	2	No	No
654	6101054	1/30/2017	9:37 AM	10th St at Techwood Dr	Rear End	Daylight	Dry	East	2	No	No
655	6104547	1/25/2017	6:08 PM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
656	6110745	2/7/2017	4:03 PM	Techwood Dr at 10th St	Rear End	Daylight	Dry	South	2	No	No
657	6110774	2/7/2017	6:43 PM	Spring St at 10th St	Rear End	Dark - Lit	Wet	East	2	No	No
658	6110949	2/8/2017	4:52 PM	Techwood Dr at 10th St	Rear End	Daylight	Dry	South	2	No	No
659	6123798	2/17/2017	6:45 PM	10th St at Williams St	Sideswipe - Same Direction	Dark - Lit	Dry	West	2	No	No
660	6126002	2/21/2017	8:14 PM	10th St at Spring St	Rear End	Dark - Lit	Wet	East	2	No	No
661	6126004	2/21/2017	8:35 PM	10th St at Spring St	Angle	Dark - Lit	Wet	West	2	No	No
662	6127186	2/16/2017	12:38 PM	West Peachtree St at 10th St	Rear End	Daylight	Dry	None	2	No	No
663	6127247	2/22/2017	10:18 PM	10th St at Techwood Dr	Rear End	Dark - Lit	Dry	South	2	No	No
664	6127536	2/23/2017	8:40 AM	Spring St at 10th St	Pedestrian	Daylight	Dry	East	1	No	No
665	6127584	2/18/2017	3:03 AM	10th St at Fowler St	Sideswipe - Same Direction	Dark - Unlit	Dry	West	2	No	No
666	6128340	2/21/2017	8:45 AM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
667	6129582	2/24/2017	7:13 AM	Spring St at 10th St	Rear End	Daylight	Dry	South	2	No	No
668	6129617	2/24/2017	3:53 PM	Spring St at 10th St	Rear End	Daylight	Dry	South	2	No	No
669	6131101	2/19/2017	9:23 AM	West Peachtree St at 10th St	Angle	Daylight	Dry	East	2	No	No
670	6131204	2/25/2017	1:58 PM	Spring St at 10th St	Rear End	Daylight	Dry	South	2	No	No
671	6131494	2/26/2017	7:26 PM	Spring St at 10th St	Angle	Dark - Lit	Dry	East	2	No	No
672	6133713	2/24/2017	7:43 PM	10th St at Techwood Dr	Backed Into	Dark - Lit	Dry	West	2	No	No

Crash Data (2013 - 2017)

No.	HSMV Crash No.	Date	Time	Location	Crash Type	Lighting	Pavement	At-fault Direction	No. Vehicles	Drugs/ Alcohol	Distracted Driving
673	6134108	2/28/2017	7:19 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
674	6134894	2/19/2017	12:10 AM	Williams St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	North	2	No	No
675	6135212	3/1/2017	9:41 PM	10th St at Spring St	Angle	Dark - Lit	Wet	West	2	No	No
676	6136354	3/2/2017	12:36 PM	10th St at Techwood Dr	Sideswipe - Same Direction	Daylight	Dry	West	2	No	No
677	6136510	3/2/2017	6:14 PM	Williams St at 10th St	Sideswipe - Same Direction	Dusk	Dry	North	2	No	No
678	6137741	3/3/2017	3:45 PM	Williams St at 10th St	Right Turn	Daylight	Dry	West	2	No	No
679	6139255	3/1/2017	12:57 PM	10th St at Spring St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
680	6142902	3/7/2017	8:41 PM	Williams St at 10th St	Sideswipe - Same Direction	Dark - Lit	Wet	North	2	No	No
681	6143820	3/3/2017	1:40 PM	Spring St at 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
682	6143936	3/8/2017	1:51 PM	10th St at Spring St	Rear End	Daylight	Dry	West	2	No	No
683	6144184	3/6/2017	10:33 AM	10th St at Williams St	Angle	Daylight	Dry	North	4	No	No
684	6148309	3/12/2017	12:25 AM	Williams St at 10th St	Angle	Dark - Lit	Wet	North	2	No	No
685	6148440	3/11/2017	2:14 PM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	West	2	No	No
686	6148590	3/11/2017	9:43 AM	10th St at Williams St	Rear End	Daylight	Dry	North	2	No	No
687	6148615	3/10/2017	11:55 PM	Williams St at 10th St	Left Turn	Dark - Lit	Dry	East	2	No	No
688	6148823	3/12/2017	12:40 PM	Spring St at 10th St	Angle	Daylight	Dry	East	2	No	No
689	6151276	3/14/2017	6:35 AM	Spring St at 10th St	Angle	Dark - Lit	Dry	East	2	No	No
690	6155160	3/18/2017	2:48 AM	10th St at Spring St	Rear End	Dark - Lit	Dry	East	2	No	No
691	6155789	3/18/2017	7:25 PM	10th St at Williams St	Rear End	Dark - Lit	Dry	West	2	No	No
692	6156751	3/18/2017	9:56 PM	10th St at Fowler St	Left Turn	Dark - Lit	Dry	West	2	No	No
693	6159391	3/21/2017	7:52 AM	Spring St at 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
694	6162139	3/22/2017	3:04 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
695	6163409	3/23/2017	9:22 PM	Williams St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	North	2	No	No
696	6163529	3/22/2017	7:36 PM	10th St at Spring St	Angle	Daylight	Dry	West	2	No	No
697	6164710	3/24/2017	5:32 PM	Fowler St at 10th St	Rear End	Daylight	Dry	East	2	No	No
698	6167014	3/27/2017	10:25 AM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	Yes
699	6167479	3/24/2017	6:59 PM	10th St, 50 ft W of Williams St	Sideswipe - Same Direction	Daylight	Dry	West	2	No	No
700	6170874	3/28/2017	2:23 PM	Spring St at 10th St	Angle	Daylight	Dry	South	2	No	Yes
701	6172430	3/30/2017	5:08 PM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	West	2	No	No
702	6173985	3/31/2017	6:58 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
703	6174010	4/1/2017	3:22 AM	10th St at West Peachtree St	Sideswipe - Same Direction	Dark - Lit	Dry	North	2	No	No
704	6177033	3/21/2017	5:40 AM	10th St at Williams St	Angle	Dark - Lit	Dry	East	2	No	No

Crash Data (2013 - 2017)

No.	HSMV Crash No.	Date	Time	Location	Crash Type	Lighting	Pavement	At-fault Direction	No. Vehicles	Drugs/ Alcohol	Distracted Driving
705	6177265	4/2/2017	10:40 PM	10th St at Spring St	Sideswipe - Same Direction	Dark - Lit	Dry	West	2	No	No
706	6177295	4/3/2017	2:20 PM	Spring St at 10th St	Angle	Daylight	Dry	East	2	No	No
707	6177297	4/3/2017	3:02 PM	10th St at Spring St	Left Turn	Daylight	Wet	East	2	No	No
708	6179546	4/4/2017	5:44 AM	West Peachtree St at 10th St	Angle	Dark - Lit	Dry	North	2	No	No
709	6184337	4/8/2017	12:22 AM	West Peachtree St at 10th St	Rear End	Dark - Lit	Dry	North	2	No	No
710	6184341	4/8/2017	3:30 AM	West Peachtree St, 185 ft S of 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	South	2	No	Yes
711	6188745	4/10/2017	3:35 PM	10th St at Spring St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
712	6188809	4/10/2017	6:28 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
713	6188910	4/11/2017	10:47 AM	10th St at Williams St	Angle	Daylight	Dry	North	2	No	No
714	6188921	4/11/2017	7:41 AM	10th St at Spring St	Angle	Daylight	Dry	East	2	No	No
715	6188923	4/11/2017	6:24 AM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
716	6189992	4/11/2017	1:00 PM	10th St at West Peachtree St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
717	6194322	4/11/2017	4:00 AM	Williams St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	East	2	No	No
718	6194377	4/13/2017	6:53 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
719	6194482	4/14/2017	7:22 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
720	6199748	4/18/2017	5:50 PM	Williams St at 10th St	Rear End	Daylight	Dry	North	2	No	No
721	6204593	4/23/2017	10:39 PM	Williams St at 10th St	Angle	Dark - Lit	Dry	East	2	No	No
722	6204895	4/19/2017	3:00 PM	10th St, 55 ft W of Williams St	Sideswipe - Same Direction	Daylight	Dry	West	2	No	No
723	6205364	4/22/2017	8:30 AM	10th St at Williams St	Angle	Daylight	Dry	East	2	No	No
724	6206264	4/17/2017	1:30 PM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
725	6206521	4/24/2017	3:00 PM	Williams St at 10th St	Angle	Daylight	Dry	North	2	No	No
726	6208913	4/22/2017	7:50 PM	Williams St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	East	2	No	No
727	6210228	4/28/2017	1:30 AM	Spring St at 10th St	Angle	Dark - Lit	Dry	West	2	No	Yes
728	6211541	4/29/2017	12:40 AM	Williams St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	North	2	No	No
729	6213146	4/24/2017	4:16 PM	West Peachtree St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
730	6213815	4/30/2017	3:00 AM	10th St at Williams St	Sideswipe - Same Direction	Dark - Lit	Dry	North	2	No	No
731	6217920	5/2/2017	7:58 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
732	6218136	5/3/2017	11:33 PM	Williams St at 10th St	Angle	Dark - Lit	Dry	North	2	No	No
733	6223376	2/10/2017	3:50 PM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	West	2	No	No
734	6226478	5/9/2017	1:28 PM	Techwood Dr at 10th St	Left Turn	Daylight	Dry	East	2	No	No
735	6227353	5/3/2017	12:58 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
736	6228707	10/7/2016	2:30 PM	10th St at Fowler St	Rear End	Daylight	Dry	East	2	No	Yes

Crash Data (2013 - 2017)

No.	HSMV Crash No.	Date	Time	Location	Crash Type	Lighting	Pavement	At-fault Direction	No. Vehicles	Drugs/ Alcohol	Distracted Driving
737	6228721	11/11/2016	4:35 PM	10th St, 20 ft E of Techwood Dr	Sideswipe - Same Direction	Daylight	Dry	West	2	No	No
738	6228731	11/29/2016	7:25 AM	10th St at Fowler St	Sideswipe - Same Direction	0	0	West	2	No	No
739	6233907	5/14/2017	2:03 AM	Williams St at 10th St	Angle	Dark - Lit	Dry	East	2	No	No
740	6235265	5/16/2017	7:30 AM	Spring St at 10th St	Left Turn	Daylight	Dry	West	2	No	No
741	6235486	12/26/2016	7:50 PM	10th St at Fowler St	Sideswipe - Same Direction	Dark - Lit	Dry	East	2	No	No
742	6236812	5/15/2017	11:15 PM	Spring St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	South	2	No	No
743	6237416	5/17/2017	11:03 AM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
744	6238322	5/17/2017	10:20 AM	Spring St at 10th St	Angle	Daylight	Dry	South	2	No	No
745	6238554	5/18/2017	8:40 AM	Spring St at 10th St	Rear End	Daylight	Dry	East	2	No	No
746	6238876	5/18/2017	9:38 AM	10th St at West Peachtree St	Rear End	Daylight	Dry	East	2	No	No
747	6240347	5/18/2017	4:27 PM	10th St at Techwood Dr	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
748	6241262	5/17/2017	8:24 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
749	6241328	5/19/2017	5:57 PM	10th St, 70 ft W of Spring St	Angle	Daylight	Dry	West	2	No	No
750	6241549	5/20/2017	1:25 PM	10th St, 85 ft W of Spring St	Angle	Daylight	Dry	North	2	No	No
751	6242874	5/21/2017	11:45 PM	10th St at Williams St	Left Turn	Dark - Lit	Dry	West	2	No	No
752	6242960	5/20/2017	11:35 PM	10th St at Williams St	Sideswipe - Same Direction	Dark - Lit	Dry	North	2	No	No
753	6243018	5/20/2017	10:37 PM	Williams St at 10th St	Rear End	Dark - Lit	Wet	North	2	No	No
754	6243252	5/20/2017	5:43 PM	Techwood Dr at 10th St	Rear End	Daylight	Wet	South	2	No	No
755	6243319	5/20/2017	4:22 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
756	6250037	5/24/2017	11:01 AM	Spring St at 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
757	6253817	5/29/2017	12:30 PM	10th St at Spring St	Sideswipe - Same Direction	Daylight	Dry	East	2	Yes	No
758	6265556	6/7/2017	1:10 AM	Williams St at 10th St	Angle	Dark - Lit	Dry	East	2	No	Yes
759	6265628	6/7/2017	8:45 AM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
760	6265726	6/7/2017	11:55 AM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
761	6266410	6/6/2017	3:05 PM	10th St at Williams St	Angle	Daylight	Wet	West	4	No	No
762	6267722	6/8/2017	9:30 AM	Spring St, 45 ft N of 10th St	Rear End	Daylight	Dry	South	2	No	No
763	6270577	6/6/2017	5:54 AM	Williams St at 10th St	Rear End	Dawn	Dry	North	2	No	No
764	6270738	6/10/2017	1:48 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	West	2	No	No
765	6273360	6/13/2017	8:12 PM	Williams St at 10th St	Angle	Daylight	Dry	East	2	No	No
766	6276130	6/16/2017	9:30 AM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
767	6277206	6/13/2017	9:20 AM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
768	6277217	6/14/2017	8:45 AM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No

Crash Data (2013 - 2017)

No.	HSMV Crash No.	Date	Time	Location	Crash Type	Lighting	Pavement	At-fault Direction	No. Vehicles	Drugs/ Alcohol	Distracted Driving
769	6278911	6/12/2017	10:50 AM	West Peachtree St at 10th St	Angle	Daylight	Dry	North	2	No	No
770	6279619	6/18/2017	11:40 PM	Williams St at 10th St	Angle	Dark - Lit	Dry	East	2	No	No
771	6281886	6/17/2017	11:47 PM	10th St at Spring St	Sideswipe - Same Direction	Dark - Lit	Dry	South	2	No	Yes
772	6282048	6/20/2017	8:53 PM	Williams St at 10th St	Sideswipe - Same Direction	Dark - Lit	Wet	North	2	No	No
773	6282177	6/21/2017	8:13 AM	Techwood Dr at 10th St	Rear End	Daylight	Dry	South	2	No	No
774	6285335	6/23/2017	12:00 PM	Williams St, 100 ft S of 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
775	6286143	6/23/2017	11:38 PM	Williams St at 10th St	Sideswipe - Same Direction	Dark - Unlit	Dry	North	2	No	No
776	6287782	6/23/2017	8:12 PM	Williams St at 10th St	Angle	Daylight	Dry	North	2	No	No
777	6291897	6/27/2017	5:39 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
778	6291939	6/28/2017	3:12 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
779	6292017	6/28/2017	9:37 PM	10th St at Williams St	Rear End	Dark - Lit	Dry	West	2	No	No
780	6299562	6/30/2017	5:24 PM	10th St at Williams St	Rear End	Daylight	Dry	East	2	No	No
781	6301156	7/6/2017	3:18 PM	10th St at Spring St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
782	6304931	6/30/2017	10:06 PM	Fowler St at 10th St	Rear End	Dark - Lit	Dry	East	3	No	No
783	6305017	7/8/2017	10:28 PM	Spring St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	East	2	No	No
784	6305139	7/7/2017	4:45 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
785	6311685	7/12/2017	3:23 PM	10th St at Spring St	Sideswipe - Same Direction	Daylight	Dry	West	2	No	No
786	6311959	7/14/2017	3:10 PM	Spring St at 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
787	6311998	7/14/2017	4:06 PM	Spring St at 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
788	6314284	7/16/2017	5:14 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
789	6316201	7/18/2017	6:40 PM	Williams St at 10th St	Rear End	Daylight	Wet	North	3	No	No
790	6321393	7/8/2017	11:47 PM	Spring St at 10th St	Sideswipe - Opposite Direction	Dark - Lit	Dry	North	2	Yes	No
791	6321428	7/14/2017	1:32 AM	Williams St at 10th St	Hit Other Fixed Object	Dark - Lit	Dry	North	2	No	No
792	6321599	7/23/2017	4:30 AM	Williams St at 10th St	Rear End	Dark - Lit	Dry	North	2	No	No
793	6326623	7/26/2017	4:30 PM	10th St at Williams St	Rear End	Daylight	Dry	West	2	No	No
794	6326644	7/26/2017	5:35 PM	Spring St at 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
795	6328266	7/23/2017	12:50 AM	10th St at Techwood Dr	Rear End	Dark - Lit	Dry	West	2	No	No
796	6331329	7/23/2017	12:31 AM	10th St at Fowler St	Sideswipe - Same Direction	Dark - Lit	Dry	West	2	No	No
797	6331789	7/29/2017	3:45 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
798	6331990	5/6/2017	7:10 PM	Techwood Dr at 10th St	Angle	Daylight	Dry	West	2	No	No
799	6331994	5/19/2017	4:35 PM	10th St at Techwood Dr	Rear End	Daylight	Dry	East	2	No	No
800	6332003	5/31/2017	10:30 AM	10th St at Fowler St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No

Crash Data (2013 - 2017)

No.	HSMV Crash No.	Date	Time	Location	Crash Type	Lighting	Pavement	At-fault Direction	No. Vehicles	Drugs/ Alcohol	Distracted Driving
801	6332842	6/2/2017	12:45 PM	10th St at Techwood Dr	Backed Into	Daylight	Dry	East	2	No	Yes
802	6335034	7/31/2017	5:45 PM	Fowler St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
803	6337748	8/2/2017	8:53 AM	Spring St at 10th St	Rear End	Daylight	Dry	South	2	No	No
804	6338268	2/8/2017	7:35 PM	10th St at Techwood Dr	Sideswipe - Same Direction	Dark - Lit	Dry	East	2	No	No
805	6338279	2/19/2017	3:05 PM	Williams St at 10th St	Pedestrian	Daylight	Dry	North	1	No	Yes
806	6338286	2/26/2017	6:35 PM	10th St at Fowler St	Rear End	Dusk	Dry	East	2	No	No
807	6340197	8/2/2017	1:00 PM	Spring St at 10th St	Rear End	Daylight	Dry	East	2	No	No
808	6345627	8/8/2017	8:14 AM	Fowler St at 10th St	Rear End	Daylight	Wet	East	2	No	No
809	6348208	7/28/2017	11:18 AM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
810	6350902	8/11/2017	4:50 PM	Spring St at 10th St	Rear End	Daylight	Dry	South	2	No	No
811	6351055	8/11/2017	8:20 AM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
812	6354631	8/13/2017	7:34 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
813	6357231	8/16/2017	3:00 PM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
814	6358529	8/17/2017	4:42 PM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
815	6358535	8/17/2017	7:03 PM	Williams St at 10th St	Rear End	Daylight	Dry	North	2	No	No
816	6361286	8/19/2017	8:41 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
817	6369955	8/26/2017	1:41 AM	10th St, 250 ft E of Williams St	Backed Into	Dark - Lit	Dry	North	2	No	No
818	6371098	8/27/2017	6:51 AM	Spring St at 10th St	Rear End	Daylight	Dry	East	2	No	No
819	6380210	8/29/2017	9:09 AM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
820	6380521	9/2/2017	1:20 AM	Spring St at 10th St	Rear End	Dark - Lit	Dry	East	2	No	No
821	6380891	8/30/2017	5:49 PM	10th St at Spring St	Sideswipe - Same Direction	Daylight	Wet	West	2	No	No
822	6383596	9/3/2017	3:00 PM	Spring St at 10th St	Rear End	Daylight	Dry	South	2	No	No
823	6385068	8/29/2017	8:30 AM	10th St at Spring St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
824	6390002	8/22/2017	3:20 PM	10th St at Fowler St	Rear End	Daylight	Dry	East	2	No	No
825	6391985	9/11/2017	8:41 PM	Williams St at 10th St	Angle	Dark - Lit	Wet	North	2	No	No
826	6392053	9/13/2017	10:30 AM	Spring St, 125 ft W of 10th St	Angle	Daylight	Dry	North	2	No	No
827	6392186	9/12/2017	11:51 AM	Williams St at 10th St	Angle	Daylight	Wet	West	2	No	No
828	6392187	9/12/2017	12:38 PM	10th St at Williams St	Rear End	Daylight	Wet	West	2	No	No
829	6396525	9/14/2017	10:20 PM	Spring St at 10th St	Angle	Dark - Lit	Dry	East	2	No	No
830	6397798	9/16/2017	4:10 PM	Williams St at 10th St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
831	6398028	9/17/2017	4:56 PM	Techwood Dr at 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
832	6400348	9/20/2017	6:27 PM	Techwood Dr at 10th St	Sideswipe - Same Direction	Daylight	Dry	West	2	No	No

Crash Data (2013 - 2017)

No.	HSMV Crash No.	Date	Time	Location	Crash Type	Lighting	Pavement	At-fault Direction	No. Vehicles	Drugs/ Alcohol	Distracted Driving
833	6402822	9/22/2017	3:18 PM	10th St at Williams St	Rear End	Daylight	Dry	West	2	No	No
834	6405100	9/24/2017	3:16 PM	Techwood Dr at 10th St	Rear End	Daylight	Dry	South	4	No	No
835	6408955	9/27/2017	7:27 PM	10th St at West Peachtree St	Rear End	Daylight	Dry	West	2	No	No
836	6409080	9/28/2017	12:52 PM	Williams St at 10th St	Angle	Daylight	Dry	North	2	No	No
837	6410046	9/19/2017	8:50 AM	West Peachtree St at 10th St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
838	6412971	9/28/2017	6:10 PM	10th St at Williams St	Sideswipe - Same Direction	Dusk	Dry	North	2	No	No
839	6413140	9/29/2017	12:00 PM	10th St, 80 ft E of Spring St	Rear End	Daylight	Dry	West	2	No	No
840	6413986	9/30/2017	9:37 AM	Williams St at 10th St	Right Turn	Daylight	Dry	North	2	No	No
841	6415591	10/2/2017	6:50 AM	Spring St at 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
842	6415992	10/4/2017	7:20 AM	10th St at Techwood Dr	Angle	Daylight	Dry	South	2	No	No
843	6418900	10/4/2017	1:12 PM	Spring St at 10th St	Right Turn	Daylight	Dry	East	2	No	No
844	6420042	10/7/2017	12:10 AM	10th St at Spring St	Rear End	Dark - Lit	Dry	East	2	No	No
845	6428643	10/11/2017	9:08 AM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
846	6428887	10/12/2017	12:19 PM	10th St at Spring St	Rear End	Dark - Lit	Dry	West	2	No	No
847	6430917	10/15/2017	1:10 AM	10th St, 65 ft W of West Peachtree St	Sideswipe - Same Direction	Dark - Lit	Dry	West	2	No	No
848	6431018	10/15/2017	11:40 AM	10th St at Spring St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
849	6432530	10/17/2017	12:37 PM	10th St at Spring St	Rear End	Daylight	Dry	East	4	No	No
850	6439780	10/17/2017	12:37 PM	10th St at Spring St	Rear End	Daylight	Dry	East	2	No	No
851	6440441	10/20/2017	2:25 PM	10th St, 120 ft E of I-75/85 SB Ramp	Left Turn	Daylight	Dry	West	2	No	No
852	6441604	10/19/2017	8:29 AM	Spring St at 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
853	6441647	10/20/2017	1:14 AM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
854	6441764	10/22/2017	1:30 PM	Spring St at 10th St	Rear End	Daylight	Dry	West	2	No	No
855	6449786	10/22/2017	12:42 AM	Spring St at 10th St	Angle	Dark - Lit	Dry	East	4	No	Yes
856	6450433	10/24/2017	7:09 PM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
857	6450621	10/26/2017	7:54 PM	Spring St at 10th St	Rear End	Dark - Lit	Dry	South	2	No	No
858	6456077	11/2/2017	12:30 PM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
859	6456857	10/27/2017	12:17 AM	Fowler St at 10th St	Rear End	Dark - Lit	Dry	East	2	No	No
860	6456882	10/25/2017	1:29 PM	10th St at Spring St	Rear End	Daylight	Dry	South	2	No	No
861	6457774	11/2/2017	7:28 PM	10th St at Spring St	Sideswipe - Same Direction	Daylight	Dry	West	2	No	No
862	6458595	11/3/2017	5:12 PM	Spring St at 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
863	6460759	11/5/2017	12:45 AM	10th St at Williams St	Rear End	Dark - Lit	Wet	North	2	No	No
864	6464028	11/7/2017	6:22 PM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No

Crash Data (2013 - 2017)

No.	HSMV Crash No.	Date	Time	Location	Crash Type	Lighting	Pavement	At-fault Direction	No. Vehicles	Drugs/ Alcohol	Distracted Driving
865	6465802	11/8/2017	5:36 PM	Spring St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	South	2	No	No
866	6466805	11/8/2017	6:40 PM	Spring St at 10th St	Sideswipe - Same Direction	Dark - Lit	Wet	South	2	No	No
867	6470250	7/19/2017	5:35 PM	10th St at Techwood Dr	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
868	6470792	11/11/2017	6:26 AM	10th St at Spring St	Angle	Dawn	Dry	West	2	No	No
869	6472682	11/11/2017	2:55 AM	Techwood Dr at 10th St	Hit Curb	Dark - Lit	Dry	South	1	No	No
870	6473772	11/10/2017	1:25 PM	West Peachtree St at 10th St	Rear End	Daylight	Dry	North	2	No	No
871	6475170	11/15/2017	5:43 PM	Spring St at 10th St	Angle	Dark - Lit	Dry	East	2	No	No
872	6480321	11/17/2017	5:11 PM	Spring St at 10th St	Rear End	Daylight	Dry	West	2	No	No
873	6483257	11/18/2017	10:38 PM	10th St at Williams St	Rear End	Dark - Unlit	Wet	North	2	No	No
874	6487331	11/20/2017	7:45 AM	10th St at Spring St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
875	6487573	11/21/2017	9:20 AM	Williams St at 10th St	Rear End	Daylight	Dry	North	2	No	No
876	6490900	11/27/2017	7:10 PM	10th St at Williams St	Rear End	0	0	East	2	No	No
877	6493660	10/12/2017	7:35 AM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	East	2	No	No
878	6493974	10/13/2017	10:00 PM	10th St at West Peachtree St	Sideswipe - Same Direction	Dusk	Dry	North	2	No	No
879	6497917	11/20/2017	1:45 PM	Spring St at 10th St	Sideswipe - Same Direction	Daylight	Dry	South	2	No	No
880	6501755	12/5/2017	9:17 PM	10th St at Williams St	Rear End	Dark - Lit	Wet	East	2	No	No
881	6501886	9/9/2017	10:15 PM	Techwood Dr at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	South	2	No	No
882	6501899	8/20/2017	2:01 AM	Fowler St at 10th St	Backed Into	Dark - Lit	Dry	South	2	No	No
883	6501900	8/22/2017	9:26 AM	10th St at Fowler St	Hit Utility Pole	Daylight	Dry	South	1	No	No
884	6501911	9/16/2017	12:10 PM	10th St at Fowler St	Rear End	Daylight	Dry	East	2	No	Yes
885	6509931	12/5/2017	12:00 AM	Williams St at 10th St	Rear End	Dark - Lit	Dry	North	2	No	No
886	6510149	12/7/2017	11:10 PM	10th St at Spring St	Sideswipe - Same Direction	Dark - Lit	Dry	West	2	No	No
887	6510151	12/8/2017	3:20 AM	Spring St at 10th St	Angle	Dark - Lit	Dry	South	4	Yes	No
888	6512481	12/10/2017	11:55 AM	10th St at Spring St	Angle	Daylight	Dry	North	2	No	No
889	6517911	12/11/2017	2:54 PM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
890	6519993	12/16/2017	12:28 PM	Williams St at 10th St	Rear End	Daylight	Dry	North	2	No	No
891	6520334	12/17/2017	3:00 PM	10th St at Fowler St	Sideswipe - Same Direction	Daylight	Wet	South	2	No	No
892	6521829	12/18/2017	7:46 PM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No
893	6528744	12/25/2017	12:58 PM	10th St at West Peachtree St	Angle	Daylight	Dry	North	2	No	No
894	6529042	12/23/2017	10:20 AM	10th St at West Peachtree St	Angle	Daylight	Dry	North	2	No	Yes
895	6529070	12/23/2017	2:00 AM	10th St at Williams St	Sideswipe - Same Direction	Dark - Lit	Dry	West	2	No	No
896	6530172	12/22/2017	12:17 PM	10th St at Williams St	Sideswipe - Same Direction	Daylight	Dry	North	2	No	No

Crash Data (2013 - 2017)

No.	HSMV Crash No.	Date	Time	Location	Crash Type	Lighting	Pavement	At-fault Direction	No. Vehicles	Drugs/ Alcohol	Distracted Driving
897	6537191	12/30/2017	11:50 PM	Spring St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	East	2	No	No
898	6543466	12/14/2017	5:26 AM	Williams St at 10th St	Rear End	Dark - Lit	Dry	North	2	No	No
899	6543667	12/31/2017	10:38 PM	Williams St at 10th St	Sideswipe - Same Direction	Dark - Lit	Dry	North	2	No	No
900	6551017	10/22/2017	5:40 PM	10th St at Techwood Dr	Rear End	Daylight	Dry	East	2	No	Yes
901	6604197	12/5/2017	10:00 AM	10th St, 100 ft W of Techwood Dr	Hit Parked Vehicle	Daylight	Dry	West	2	No	No
902	6604202	11/12/2017	3:55 PM	10th St at Fowler St	Left Turn	Daylight	Wet	West	2	No	No
903	6604265	11/11/2017	6:27 PM	10th St at Fowler St	Rear End	Dark - Lit	Dry	East	2	No	No

Excerpts from Midtown Alliance Near-Miss Study

Pedestrian Safety Analysis using Alternative Data Collection Methods

Midtown Atlanta
May 23, 2018

GEORGIA TECH Hotel and Conference Center
DIAGONAL CROSSING
OK
Technology Square Parking
Georgia Tech Hotel and Conference Center
Technology Square Research Building/ ATDC
ONE WAY
FORCEPOINT

Executive Summary

This report summarizes the pedestrian safety evaluation of four intersections in Midtown and Downtown Atlanta. The evaluation took into account pedestrian, bicyclist, and motorist behavior using manual data collection and video-based data collection techniques. The goal of the evaluation was to demonstrate alternative ways of quantifying pedestrian and bicyclist safety that do not rely on crash history.

The safety of an intersection is typically measured by the number of crashes that occur at the location. The frequency of vehicular crashes allows this data to be a useful tool for evaluating the safety of an intersection for vehicles. However, crash data is not as useful for evaluating the safety of an intersection for pedestrians because the frequency of pedestrian-vehicle crashes is relatively low. Alternatively, daily pedestrian behavior activity can be more useful because it can be collected at any intersection and there is a larger volume of data. Two different data collection methods were used to quantify pedestrian behavior and evaluate the safety of an intersection:

- **Pedestrian compliance** data with the pedestrian crossings and pedestrian phases, to evaluate the impact of signal timing on pedestrian behavior.

- **Near collision** data, otherwise referred to as potential conflicts, to assess the potential for a crash related to a pedestrian and/or bicyclist. A potential conflict is measured by the “post encroachment time” (PET). A situation where the PET is less than three seconds is perceived to be a near collision. The vendor used to develop the evaluation was Brisk Synergies, which provides a service based on processing video of the intersection to provide PET data and categorizing the severity of potential conflicts.

The potential collision results are based on a field-measured PET of 3 seconds or less, which represents that the time difference between the vehicle and the pedestrian or bicyclist was less than 3 seconds at a conflict point. The potential collision results include the number of potential collisions related to a PET value of 1 second or less (high severity), 1 to 2 seconds (medium severity), and 2 to 3 seconds (low severity). In addition, a PET value of 5 seconds or less is provided as a measure of overall exposure; however it is not intended to indicate a potential collision outcome.

The intersections selected for analysis and the correlating data collected at the intersection is shown Table E1. The results of the evaluation, which are summarized in the following subsections, provide greater understanding and awareness of pedestrian behavior. Quantified results are more likely to prompt decision makers to be more proactive in supporting changes that will improve safety for pedestrians and bicyclists.

10th Street at Techwood / I-75/I-85 Entrance Ramp

The intersection of 10th Street and Techwood / I-75/I-85 Entrance Ramp is a signalized intersection located between Midtown Atlanta and the Georgia Institute of Technology. The pedestrian signals at this intersection correspond to the adjacent vehicular movements. The results indicate that pedestrians and bicyclists crossing the entrance ramp approach experience an elevated potential conflict rate. For comparison purposes, the “before” condition at the Spring Street at 5th Street intersection experienced a potential conflict rate of 4% for pedestrians and 38% for bicyclists; the entrance ramp approach experiences a potential conflict rate of 10% for pedestrians and 15% for bicyclists. In addition, the average right-turn speed for entering the Entrance Ramp is 7.8 mph, which is significantly higher than the “before” condition at the Spring Street at 5th Street intersection (5.6 mph). The elevated rates provide a quantified measure for driver aggressiveness associated with vehicles entering the Entrance Ramp.

The elevated vehicle turning movement speeds and the potential conflict rate related to non-motorized activity should be considered for mitigation measures. The recommendations section provides opportunities for further consideration.

Peachtree Street at 13th Street

Peachtree Street at 13th Street is a three-leg unsignalized intersection with a significant volume of pedestrian crossings. The intersection is stop controlled on the minor leg, with two crosswalks across Peachtree Street and one crosswalk across 13th Street and there are observed to be an average of 152 pedestrians per day crossing Peachtree Street on the north crosswalk. The results indicate that the potential conflict rate for pedestrians is 45%. The worst case condition is when the pedestrian arrives first to the conflict point, before the vehicle arrives; this condition applies to 31% of the pedestrians crossing Peachtree Street. In addition, six pedestrian crossings experienced a potential conflict where the post encroachment time was 1 second or less, representing a high severity level.

The elevated potential conflict rate and severity level for pedestrians crossing Peachtree Street should be taken into account when the traffic signal warrant analysis is conducted. The recommendations section provides opportunities for further consideration.

At Courtland Street and Gilmer Street, the crosswalk on the west side of the intersection has the largest volume of non-compliant pedestrians, as seen in Table 8. However, it is important to note that the eastbound approach, which is associated with the crosswalk on the west side of the intersection, is closed to westbound vehicles and is primarily used by Georgia State buses. In other words, there is not a lot of eastbound through traffic, which can lead to more pedestrians not complying with the signal timing.

Table 8. Pedestrian Compliance at Courtland Street and Gilmer Street

Condition	Crosswalk				Total Pedestrian Volume
	North	South	East	West	
Morning	21	43	76	50	190
Midday	56	241	155	318	770
Afternoon	11	231	66	151	236
Total Non-Compliant	88	315	297	519	1,196
Total Pedestrian Volume	712	2,235	1,789	1,385	6,112
Percentage Non-Compliant	**12%**	**14%**	**17%**	**37%**	**20%**

III. Near Collision Analysis

With a greater emphasis on vision zero policies, which have a goal of no pedestrian fatalities, there is an increasing demand to analyze the safety of an intersection prior to pedestrian-vehicle crash. Until recently, the ability to quantify dangerous situations that did not result in a crash has not existed. Advances in technology now allow for these dangerous situations to be detected through video processing software.

Near collision data were collected at three intersections to test the capabilities of video processing technology in detecting potential vehicle-pedestrian conflicts at intersections. The three intersections selected for analysis are described in detail in Table 10. The overarching goal of the project is to assess the safety of an intersection prior to an actual vehicle-pedestrian conflict, which has a significant potential to result in an injury or fatality.

As shown in Table 9, the overall results indicate that the intersection of 10th Street and the I-75 entrance has the highest number of potential conflicts between pedestrians and vehicles, and the intersection of 13th street and Peachtree Street has the highest percentage of potential conflicts per pedestrian. More information about the data collection method and results from the near collision analyses for each intersection are discussed in the subsequent sections.

Table 9. Potential Conflict Analysis in Midtown, Atlanta

		10th Street and I-75 Entrance Ramp	13th Street and Peachtree Street	5th Street and Spring Street (After, with Pedestrian Scramble)
Potential Conflicts	High Risk	8	7	4
	Medium Risk	114	79	74
	Low Risk	495	254	328
	Total	**617**	**340**	**406**
% of Pedestrians involved in a potential conflict		10%	45%	1.5%
Total Pedestrian Count		6,242	762	26,531

Data Collection

Day/Time

Cameras were deployed to three different intersections in Midtown Atlanta to collect 60 hours of video data at each location. The cameras were mounted at each location from a Tuesday through a Saturday, to capture traffic activity over the weekend was accounted for in the data. The majority of the video data was collected between February and March 2018, with the exception of the “before” data for the intersection of Spring Street and 5th Street, which was collected on September 19, 2017.

Locations

Three intersections were strategically chosen to test the video processing software in a variety of environments. While all of the intersections are located within a mile of each other, they each have different signal cycles and traffic patterns. The intersections chosen for analysis are described in Table 10.

Table 10. Intersections for Near-Collision Analysis

Location	Signalized (Y/N)	Pedestrian Phase	Adjacent Land Uses	Date of Video Data Collection
Spring Street and 5th Street	Yes	(Before): Standard pedestrian phase ~55 seconds for the N/S and E/W direction (After): All-WALK pedestrian phase ~25 seconds for every direction	Restaurants, hotel/conference center, campus bookstore, Georgia Tech educational facilities, offices, and a surface parking lot	Before: September 19, 2017 After: February 13 – 17, 2018
I-75/I-85 Entrance Ramp and 10th Street	Yes	Standard pedestrian phase ~40 seconds for the N/S direction	I-75/I-85 interstate highway, Georgia Tech McCamish Pavilion (basketball stadium), Turner Broadcasting	February 27 – March 3, 2018
Peachtree Street and 13th Street	No	Minor street (13th Street) is stop controlled	Offices, restaurants, and two surface parking lots	March 6 – 10, 2018

Near Collison Detection and Severity Classification

A series of potential conflict scenarios was analyzed for each intersection. The scenarios are defined by the road users involved in the near-collision. For example, one scenario could be pedestrians and left turning vehicles and another scenario could be pedestrians and right turning vehicles.

The video processing technology identifies near collisions by the post-encroachment time (PET) between users. The PET is the time lapse between two road users crossing the same location; this location is referred to as the “conflict point”. A potential conflict is identified by the detection system when the PET is less than 3 seconds. The conflicts are then classified by the severity level based on the PET (measured in seconds), as shown in Table 11.

Table 11. Near Collision Severity Level Categories

Conflict Severity Level	Post Encroachment Time (PET) Range
High	PET ≤ 1 second
Medium	1 second < PET ≤ 2 seconds
Low	2 second < PET ≤ 3 seconds
Exposure (not intended to indicate a potential collision)	PET ≤ 5 seconds

In addition, each conflict is further classified by whether the pedestrian or motorist arrived to the conflict point first. This helps to categorize the potential for a serious injury to the pedestrian and is a useful way to determine if the motorist complied with the rules of the right-of-way. It is perceived to be more dangerous if the pedestrian or bicyclist arrives first because they are not in control of the time lapse between them and the oncoming vehicle. This situation is illustrated in Figure 7 and can be compared to the alternative situation, illustrated in Figure 8, where the vehicle arrives first.

Figure 7. (Left) Example of Near Collision Detection. In this case the pedestrian arrived to the conflict point first and passed in front of the vehicle.

Figure 8. (Rights) Example of Near Collision Detection. In this case the vehicle passed the conflict point first.

10th Street at Techwood Dr / I-75/I-85 Entrance Ramp Analysis

The south crosswalk at the intersection of 10th Street and Techwood / I-75/I-85 Entrance Ramp was the primary focus for the conflict detection analysis because of the large volume of students who use this route to traverse from Midtown to the Georgia Tech campus. The four scenarios chosen for analysis are illustrated in Figure 11 and described in Table 17.

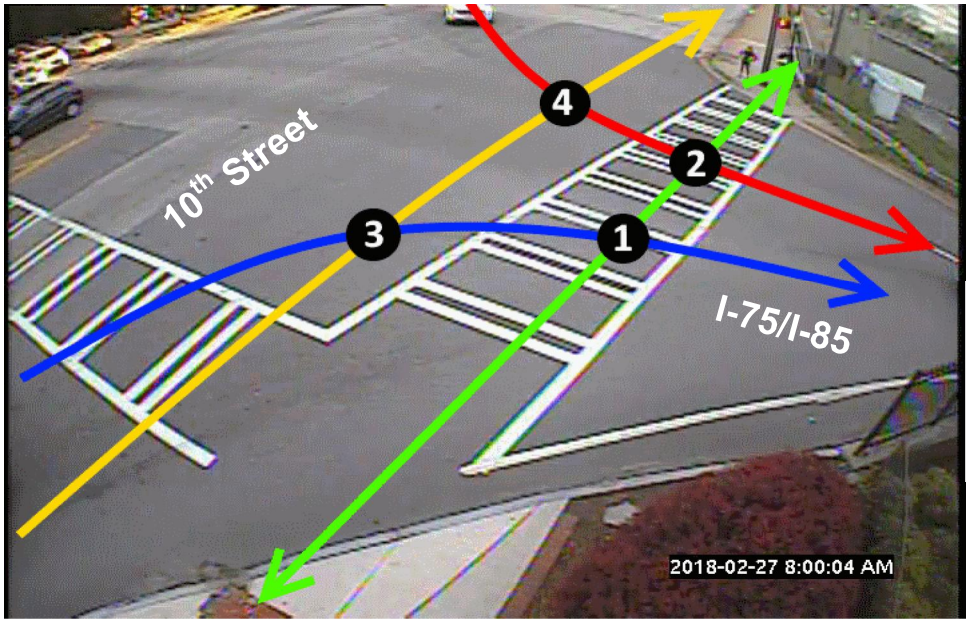


Figure 11. Scenarios Analyzed for I-75/I-85 On-Ramp at 10th Street Intersection

Table 17. Scenarios for I-75/I-85 Entrance Ramp at 10th Street Intersection

Conflicting Movements Scenario	Road Users
1	Pedestrians (E/W) and right-turning vehicles
2	Pedestrians (E/W) and left-turning vehicles
3	Bicycles (E/W) and right-turning vehicles
4	Bicycles (E/W) and left-turning vehicles

Results

At the intersection of 10th Street and the I-75/I-85 Entrance Ramp, 10% of pedestrians and 15% of bicyclists who use the south crosswalk experience a potential conflict with vehicles, as shown in Table 18. For both pedestrians and bicyclists, there are more potential conflicts with right-turning vehicles than left-turning vehicles. The total number of potential conflicts, the percentage of cases where the pedestrian or bicyclists arrived

first, and the breakdown between conflicts with left-turning or right turning vehicles are shown in Figure 12 and 13.

Of the pedestrian-vehicle potential conflicts, there were eight high risk cases, four of which were scenarios where the pedestrian arrived to the conflict point first and passed in front of the car. There were 114 medium risk cases and 495 low risk cases. Of the bicycle-vehicle conflicts, there were no high risk cases, 9 medium risk cases, 4 of which were scenarios where the bicycle arrived first, as shown in Table 18.

Table 18. Potential Conflicts at 10th Street and I-75 Entrance Ramp

10th Street and I-75 Entrance Ramp		**Pedestrian-Vehicle Conflicts**	**Bicycle-Vehicle Conflicts**
Severity of Potential Conflicts	High Risk	8	0
	Medium Risk	114	9
	Low Risk	495	47
	Total	**617**	**56**
% of Pedestrians/Bicyclists involved in a potential conflict		10%	15%
Total Pedestrian or Bicycle Count		6,242	374

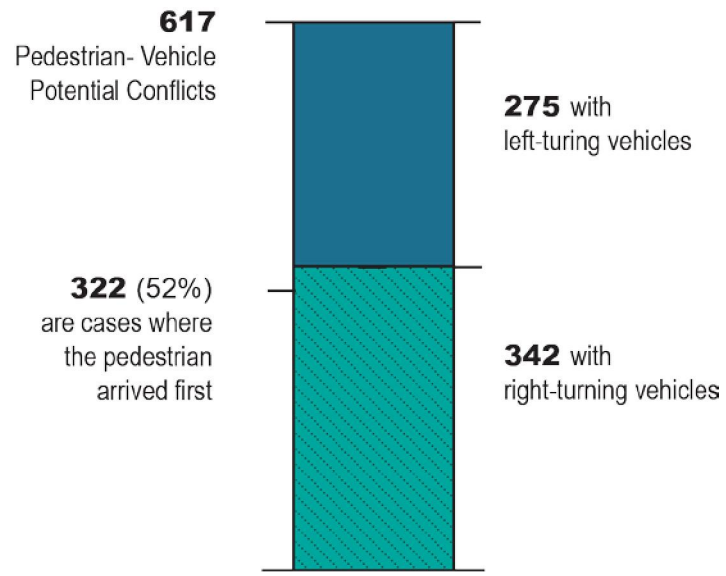


Figure 13. Pedestrian-Vehicle Conflicts at the Intersection of 10th Street and I-75/I-85 On-Ramp

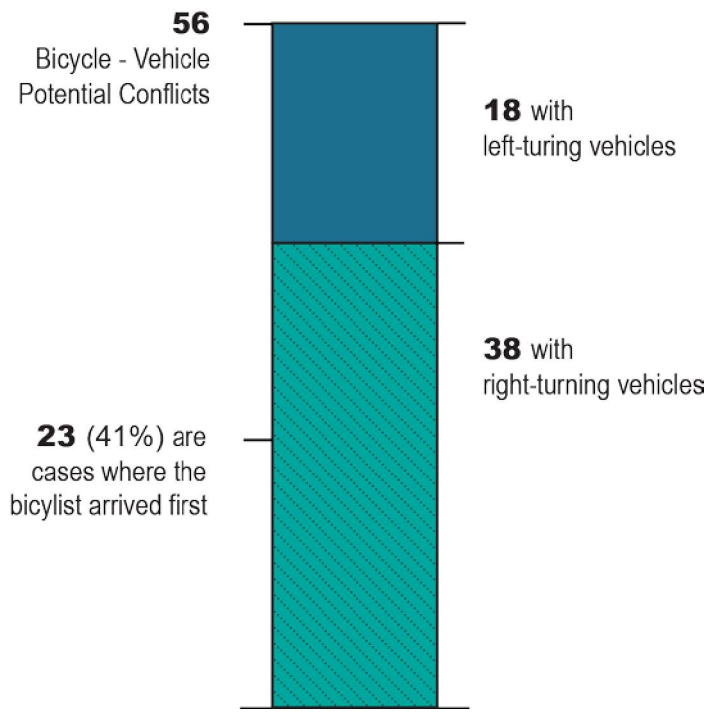


Figure 12. Bicycle-Vehicle Conflicts at the Intersection of 10th Street and I-75/I-85 On-Ramp

conditions for bicyclists to progress through the intersection. The pedestrian scramble removes pedestrians on the south leg crosswalk during the vehicle phase, and so the right- and left-turning vehicles are essentially free-flowing.

The following mitigating design treatments are opportunities for further consideration:

- Bicycle boxes on the eastbound and westbound approaches.
- Striping the bicycle track through the intersection to provide additional visibility.
- Signage reminding motorists to yield to bicyclists.
- Allow bicyclists to traverse the intersection during the pedestrian scramble phase at low speed.
- Installing a bicycle signal and giving a "Leading Bicycle Interval" phase, similar to a LPI.

The following mitigating design treatments are opportunities for further consideration, which represent more costly and longer term solutions:

- Construct protected intersection where the eastbound bicycle lane is set back to the south, providing added visibility to right and left turning vehicles.
- Relocate the bicycle lanes to the middle of 5th Street. This design provides the added benefit of removing conflicts between bicycles and parked vehicles and the Georgia Tech Trolley.

10th Street at I-75/I-85 Entrance Ramp

The data at this intersection indicates an existing safety concern for pedestrians crossing the Entrance Ramp. The data showed speeds of left- and right-turning vehicles higher than those at the intersection of Spring Street at 5th Street. The following mitigating design treatments are opportunities for further consideration:

- Reduce the radius of the southwest corner
    - This should reduce the speed of right-turning vehicles
    - This should also reduce the crossing distance for pedestrians
- Provide a protected pedestrian phase for the south leg concurrent with the eastbound and westbound thru movements
    - Modify the westbound left-turn phase to a flashing yellow arrow (FYA), with a red arrow during the pedestrian phase
    - Modify the eastbound right turn to a flashing red arrow (FRA) with a red arrow during the pedestrian phase, and a flashing red arrow during the southbound and westbound left-turn movements.
    - This protected pedestrian phase could also coincide with a future protected bicycle phase.

Peachtree Street at 13th Street

The data at this intersection indicates that pedestrians may experience on average more than one potential conflict while crossing Peachtree Street. Pedestrians cross 5 lanes of

ICE Stage 1 and Waiver Forms

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.14 | Revised 08/03/2018

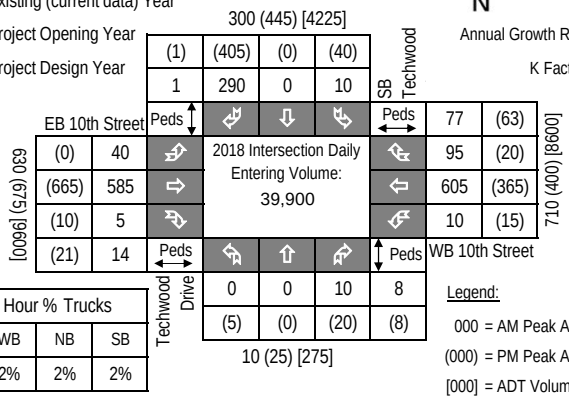
GDOT PI # (or N/A):	0015890	Request By:	GDOT District 7
County:	Fulton	GDOT District:	7 - Metro Atlanta
Major (State) Road:	10th Street	Speed Limit:	35 mph
Minor (Crossing) ST:	Techwood Drive	Speed Limit:	< 35 mph
Major ST Direction:	East/West	Area Type:	Urban
Intersection Control:	Conventional (Minor Stop)		
Prepared By:	KHA	Analyst:	HDF
Date:	12/20/2018	Project ID:	019476023
Project Purpose:	Construct a two-way cycle track along Techwood Drive, 10th Street, and Williams Street in Midtown.		

2018	Existing (current data) Year
2022	Project Opening Year
2042	Project Design Year

N

Annual Growth Rate: 1.0%

K Factor*: 8%



Peak Hour % Trucks			
EB	WB	NB	SB
2%	2%	2%	2%

Legend:

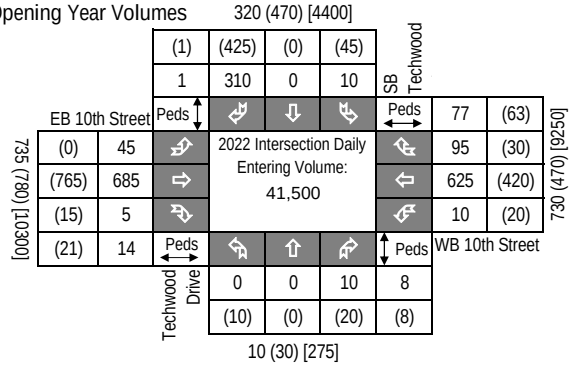
000 = AM Peak Approach Vol

(000) = PM Peak Approach Vol

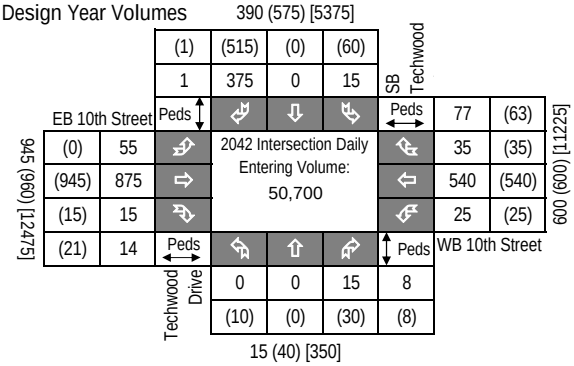
[000] = ADT Volume (Estimate)

Approach Splits: 10th Street - 0.75 / Techwood Drive - 0.25

2022 Opening Year Volumes



2042 Design Year Volumes



Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: 1) the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or 2) the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "Waiver" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Screening Decision Record Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to *eliminate* non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Alternative Selection Decision Record Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.14 | Revised 08/03/2018

GDOT PI #	0015890
Project Location:	10th Street @ Techwood Drive
Prepared by:	KHA
Analyst:	HDF
Date:	12/20/2018

Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column

Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	1. Does alternative address the project need in a balanced manner and in scale with the project?	2. Does alternative improve safety performance in terms of reducing severe crashes?	3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & location context?	6. Does alternative appear feasible with respect to other project factors?	7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?	Screening Decision Justification:
Unsignalized Intersections	Conventional (Minor Stop)	Yes	No	Yes	Yes	Yes	Yes	Yes	
	Conventional (All-Way Stop)	No	Yes	Yes	No	No	No	No	Not Feasible at this location
	Mini Roundabout	No	Yes	Yes	No	No	No	No	Not Feasible at this location
	Single Lane Roundabout	No	Yes	Yes	No	No	No	No	Not Feasible at this location
	Multilane Roundabout	No	Yes	Yes	No	No	No	No	Not Feasible at this location
	RCUT (stop control)	No	Yes	Yes	Yes	No	No	No	No location to make a U-Turn in the vicinity of the intersection
	RIRO w/down stream U-Turn	No	Yes	Yes	Yes	No	No	No	No location to make a U-Turn in the vicinity of the intersection
	High-T (unsignalized)	No	No	No	No	No	No	No	Not Feasible at this location
	Offset-T Intersections	No	No	No	No	No	No	No	Not Feasible at this location
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not Grade Separated
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not Grade Separated
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	
	Other unignalized (provide description):	No	No	No	No	No	No	No	
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Traffic Signal is not warranted at this location
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	No location to make a U-Turn in the vicinity of the intersection
	RCUT (signalized)	No	No	No	No	No	No	No	No location to make a U-Turn in the vicinity of the intersection
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not Feasible at this location
	Continuous Green-T	No	No	No	No	No	No	No	Not Feasible at this location
	Jughandle	No	No	No	No	No	No	No	Not Feasible at this location
	Quadrant Roadway	No	No	No	No	No	No	No	Not Feasible at this location
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not an Interchange
	Diverging Diamond	No	No	No	No	No	No	No	Not an Interchange
	Single Point Interchange	No	No	No	No	No	No	No	Not an Interchange
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	
	Other Signalized (provide description):	No	No	No	No	No	No	No	

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.14 | Revised 08/03/2018

Waiver Request - Level 1

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

1. Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
2. The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
3. The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
   - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
   - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
   - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
   - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information:

Location:	10th Street @ Techwood Drive
County:	Fulton
GDOT District:	7 - Metro Atlanta
Area Type:	Urban
Existing Intersection Control:	Conventional (Minor Stop)
GDOT PI # (or N/A):	0015890
Requested By:	GDOT District 7
Prepared By:	KHA
Analyst:	HDF
Date:	12/20/2018
Waiver Request Type:	GDOT PDP Project

Traffic and Operations Data:[1]

Intersection meets signal/AWS warrants?	None	
Traffic Analysis Type:	Intersection Delay	
Existing Avg Daily Traffic (Major Street):	18,200	
Existing Avg Daily Traffic (Minor Street):	4,500	
Analysis Period:	AM Peak	PM Peak
2022 Opening Yr Peak Hour Intersection Delay:	3.4 sec	4.6 sec
2022 Opening Yr Peak Hour Intersection V/C:	0.42	0.44
2042 Design Yr Peak Hour Intersection Delay:	4.4 sec	8.7 sec
2042 Design Yr Peak Hour Intersection V/C:	0.58	0.83

[1]Crash data required for all existing intersections. ADT's required if available (from data collected or nearest GDOT count station site). Capacity data is optional unless needed to justify basis of the waiver request.

Crash Data (Required):[1]

Crash Data: Enter 5 most recent years of intersection crash data (Crash Type)	Crash Severity: PDO	Injury Crash*	Fatal Crash*
Angle	7	2	0
Head-On	0	0	0
Rear End	34	9	0
Sideswipe - same	27	0	0
Sideswipe - opposite	0	1	0
Not Collision w/Motor Veh	2	1	0
TOTALS:	**70**	**13**	**0**

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required):	This ICE waiver is requested based on a lack of feasible alternatives. The intersection is currently TWSC, and it is proposed to continue operating as two-way stop control. A signal is not warranted at this location, the intersection is closely spaced with other traffic signals, and due to the lack of right-of-way and constraints associated with the existing 10th Street Bridge, there are no other feasible alternatives.
Proposed Intersection Control:	Conventional (Minor Stop)

REQUESTED BY: Elizabeth Johnson, P.E., PTOE Date: 12/20/2018

Title: Project Engineer

APPROVED BY: [signature] Date: 7/12/19

Name: Andrew Heath

Chief Engineer or (Approved Delegate)

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.14 | Revised 08/03/2018

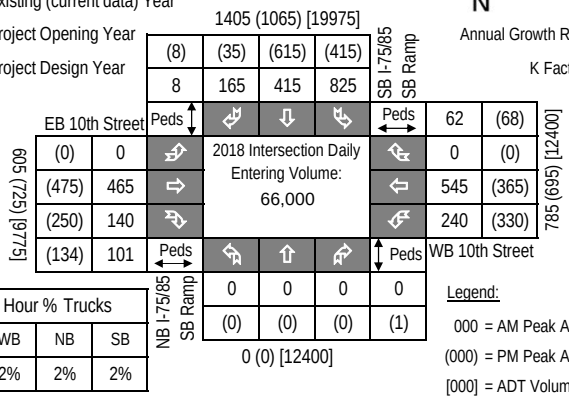
GDOT PI # (or N/A):	0015890	Request By:	GDOT District 7
County:	Fulton	GDOT District:	7 - Metro Atlanta
Major (State) Road:	10th Street	Speed Limit:	35 mph
Minor (Crossing) ST:	I-75/85 SB Ramp	Speed Limit:	< 35 mph
Major ST Direction:	East/West	Area Type:	Urban
Intersection Control:	Signal (turn lanes on mainline)		
Prepared By:	KHA	Analyst:	HDF
Date:	12/20/2018	Project ID:	019476023
Project Purpose:	Construct a two-way cycle track along Techwood Drive, 10th Street, and Williams Street in Midtown.		

2018	Existing (current data) Year
2022	Project Opening Year
2042	Project Design Year

N

Annual Growth Rate: 1.0%

K Factor*: 8%



Peak Hour % Trucks			
EB	WB	NB	SB
2%	2%	2%	2%

Legend:

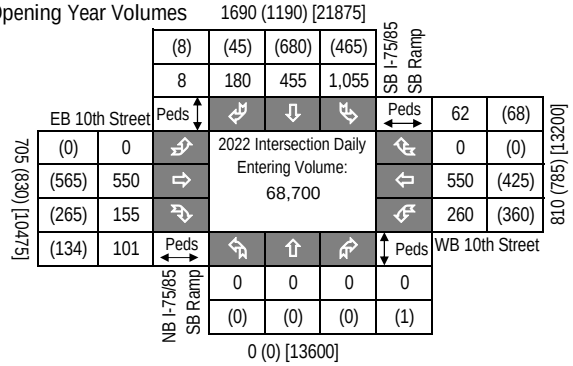
000 = AM Peak Approach Vol

(000) = PM Peak Approach Vol

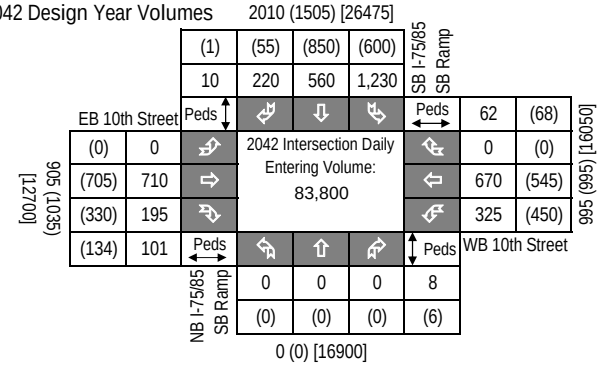
[000] = ADT Volume (Estimate)

Approach Splits: 10th Street - 0.53 / I-75/85 SB Ramp - 0.47

2022 Opening Year Volumes



2042 Design Year Volumes



Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: 1) the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or 2) the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "Waiver" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Screening Decision Record Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to *eliminate* non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Alternative Selection Decision Record Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.14 | Revised 08/03/2018

GDOT PI #	0015890
Project Location:	10th Street @ I-75/85 SB Ramp
Prepared by:	KHA
Analyst:	HDF
Date:	12/20/2018

Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column

Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	1. Does alternative address the project need in a balanced manner and in scale with the project?	2. Does alternative improve safety performance in terms of reducing severe crashes?	3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & location context?	6. Does alternative appear feasible with respect to other project factors?	7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?	Screening Decision Justification:
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	No	Not Feasible at this location
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Not Feasible at this location
	Mini Roundabout	No	Yes	Yes	No	No	No	No	Not Feasible at this location
	Single Lane Roundabout	No	Yes	Yes	No	No	No	No	Not Feasible at this location
	Multilane Roundabout	No	Yes	Yes	No	No	No	No	Not Feasible at this location
	RCUT (stop control)	No	No	No	No	No	No	No	No location to make a U-Turn in the vicinity of the intersection
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	No location to make a U-Turn in the vicinity of the intersection
	High-T (unsignalized)	No	No	No	No	No	No	No	Not Feasible at this location
	Offset-T Intersections	No	No	No	No	No	No	No	Not Feasible at this location
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Conventional Diamond Interchange not feasible
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Conventional Diamond Interchange not feasible
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	
	Other unignalized (provide description):	No	No	No	No	No	No	No	
Signalized Intersections	Traffic Signal	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
	Median U-Turn (Indirect Left)	No	Yes	Yes	No	No	No	No	No location to make a U-Turn in the vicinity of the intersection
	RCUT (signalized)	No	Yes	Yes	No	No	No	No	No location to make a U-Turn in the vicinity of the intersection
	Displaced Left Turn (CFI)	No	Yes	No	No	No	No	No	Not Feasible at this location
	Continuous Green-T	No	Yes	No	No	No	No	No	Not Feasible at this location
	Jughandle	No	Yes	No	No	No	No	No	Not Feasible at this location
	Quadrant Roadway	No	Yes	No	No	No	No	No	Not Feasible at this location
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Conventional Diamond Interchange not feasible
	Diverging Diamond	No	No	No	No	No	No	No	Not feasible with SB through movements
	Single Point Interchange	No	No	No	No	No	No	No	Not feasible with SB through movements
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	
	Other Signalized (provide description):	No	No	No	No	No	No	No	

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.14 | Revised 08/03/2018

Waiver Request - Level 1

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

1. Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
2. The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
3. The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
   - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
   - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
   - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
   - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information:

Location:	10th Street @ I-75/85 SB Ramp	GDOT PI # (or N/A):	0015890
County:	Fulton	Requested By:	GDOT District 7
GDOT District:	7 - Metro Atlanta	Prepared By:	KHA
Area Type:	Urban	Analyst:	HDF
Existing Intersection Control:	Signal (turn lanes on mainline)	Date:	12/20/2018
		Waiver Request Type:	GDOT PDP Project

Traffic and Operations Data:[1]

Intersection meets signal/AWS warrants?	Meets Signal Warrants	
Traffic Analysis Type:	Intersection Delay	
Existing Avg Daily Traffic (Major Street):	22,175	
Existing Avg Daily Traffic (Minor Street):	19,975	
Analysis Period:	AM Peak	PM Peak
2022 Opening Yr Peak Hour Intersection Delay:	38.7 sec	36.2 sec
2022 Opening Yr Peak Hour Intersection V/C:	0.81	0.73
2042 Design Yr Peak Hour Intersection Delay:	50.0 sec	52.0 sec
2042 Design Yr Peak Hour Intersection V/C:	0.96	0.92

[1]Crash data required for all existing intersections. ADT's required if available (from data collected or nearest GDOT count station site). Capacity data is optional unless needed to justify basis of the waiver request.

Crash Data (Required):[1]

Crash Type	*Crash Data: Enter 5 most recent years of intersection crash data*	*Crash Severity*		
		PDO	Injury Crash*	Fatal Crash*
	Angle	2	0	0
	Head-On	0	0	0
	Rear End	6	0	0
	Sideswipe - same	8	0	0
	Sideswipe - opposite	0	0	0
	Not Collision w/Motor Veh	1	0	0
	TOTALS:	**17**	**0**	**0**

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required):	This ICE waiver is requested based on a lack of feasible alternatives. The intersection is currently a signal, and it is proposed to continue operating as a signal with additional turn-lane restrictions and bike signals. Due to the lack of available right-of-way, the constraints of the 10th Street Bridge, and the nature of the two-way cycle track, other alternatives are not feasible at this location.
Proposed Intersection Control:	Traffic Signal

REQUESTED BY: Elizabeth Johnson, P.E., PTOE Date: 12/20/2018

Title: Project Engineer

APPROVED BY: Date: 7/19/19

Name: Angela Hoath

Chief Engineer or (Approved Delegate)

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.14 | Revised 08/03/2018

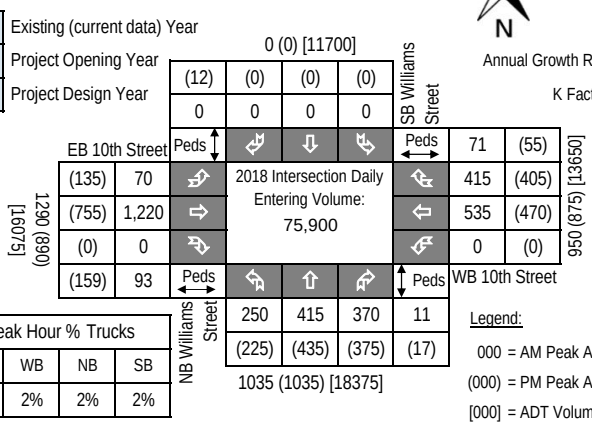
GDOT PI # (or N/A):	0015890	Request By:	GDOT District 7
County:	Fulton	GDOT District:	7 - Metro Atlanta
Major (State) Road:	10th Street	Speed Limit:	35 mph
Minor (Crossing) ST:	Williams Street	Speed Limit:	< 35 mph
Major ST Direction:	East/West	Area Type:	Urban
Intersection Control:	Signal (turn lanes on mainline)		
Prepared By:	KHA	Analyst:	HDF
Date:	12/20/2018	Project ID:	019476023
Project Purpose:	Construct a two-way cycle track along Techwood Drive, 10th Street, and Williams Street in Midtown.		

2018	Existing (current data) Year
2022	Project Opening Year
2042	Project Design Year

N

Annual Growth Rate: 1.0%

K Factor*: 8%



Peak Hour % Trucks			
EB	WB	NB	SB
2%	2%	2%	2%

Legend:

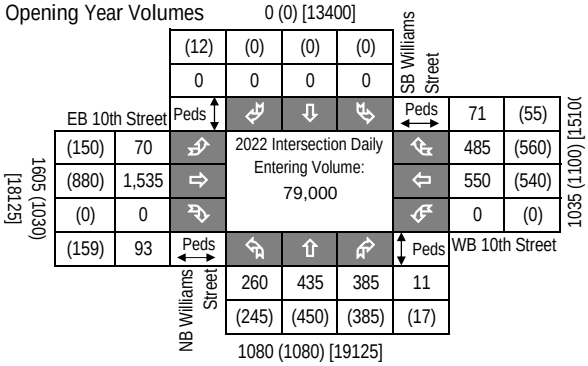
000 = AM Peak Approach Vol

(000) = PM Peak Approach Vol

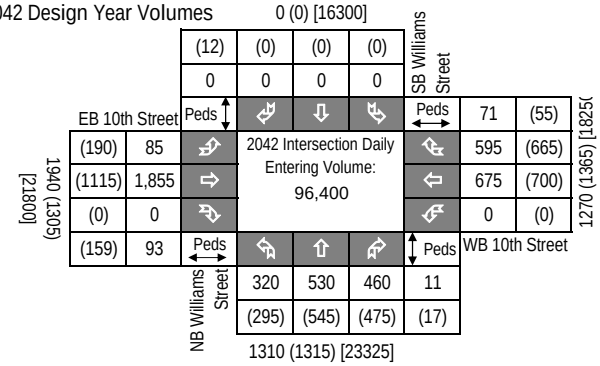
[000] = ADT Volume (Estimate)

Approach Splits: 10th Street - 0.65 / Williams Street - 0.35

2022 Opening Year Volumes



2042 Design Year Volumes



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Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: 1) the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or 2) the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "Waiver" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Screening Decision Record Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to *eliminate* non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Alternative Selection Decision Record Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.14 | Revised 08/03/2018

GDOT PI #	0015890
Project Location:	10th Street @ Williams Street
Prepared by:	KHA
Analyst:	HDF
Date:	12/20/2018

Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column

Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	1. Does alternative address the project need in a balanced manner and in scale with the project?	2. Does alternative improve safety performance in terms of reducing severe crashes?	3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & location context?	6. Does alternative appear feasible with respect to other project factors?	7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?	Screening Decision Justification:
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	No	Not Feasible at this location
	Conventional (All-Way Stop)	No	Yes	Yes	No	No	No	No	Not Feasible at this location
	Mini Roundabout	No	Yes	Yes	No	No	No	No	Not Feasible at this location
	Single Lane Roundabout	No	Yes	Yes	No	No	No	No	Not Feasible at this location
	Multilane Roundabout	No	Yes	Yes	No	No	No	No	Not Feasible at this location
	RCUT (stop control)	No	No	No	No	No	No	No	No location to make a U-Turn in the vicinity of the intersection
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	No location to make a U-Turn in the vicinity of the intersection
	High-T (unsignalized)	No	No	No	No	No	No	No	Not Feasible at this location
	Offset-T Intersections	No	No	No	No	No	No	No	Not Feasible at this location
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Conventional Diamond Interchange not feasible
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Conventional Diamond Interchange not feasible
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	
	Other unignalized (provide description):	No	No	No	No	No	No	No	
Signalized Intersections	Traffic Signal	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
	Median U-Turn (Indirect Left)	No	Yes	Yes	No	No	No	No	No location to make a U-Turn in the vicinity of the intersection
	RCUT (signalized)	No	Yes	Yes	No	No	No	No	No location to make a U-Turn in the vicinity of the intersection
	Displaced Left Turn (CFI)	No	Yes	No	No	No	No	No	Not Feasible at this location
	Continuous Green-T	No	Yes	No	No	No	No	No	Not Feasible at this location
	Jughandle	No	Yes	No	No	No	No	No	Not Feasible at this location
	Quadrant Roadway	No	Yes	No	No	No	No	No	Not Feasible at this location
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Conventional Diamond Interchange not feasible
	Diverging Diamond	No	No	No	No	No	No	No	Not feasible with SB through movements
	Single Point Interchange	No	No	No	No	No	No	No	Not feasible with SB through movements
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	
	Other Signalized (provide description):	No	No	No	No	No	No	No	

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.14 | Revised 08/03/2018

Waiver Request - Level 1

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

1. Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
2. The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
3. The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
   - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
   - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
   - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
   - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information:

Location:	10th Street @ Williams Street
County:	Fulton
GDOT District:	7 - Metro Atlanta
Area Type:	Urban
Existing Intersection Control:	Signal (turn lanes on mainline)
GDOT PI # (or N/A):	0015890
Requested By:	GDOT District 7
Prepared By:	KHA
Analyst:	HDF
Date:	12/20/2018
Waiver Request Type:	GDOT PDP Project

Traffic and Operations Data:[1]

Intersection meets signal/AWS warrants?	None	
Traffic Analysis Type:	Intersection Delay	
Existing Avg Daily Traffic (Major Street):	29,725	
Existing Avg Daily Traffic (Minor Street):	18,375	
Analysis Period:	AM Peak	PM Peak
2022 Opening Yr Peak Hour Intersection Delay:	40.9 sec	36.7 sec
2022 Opening Yr Peak Hour Intersection V/C:	0.84	0.96
2042 Design Yr Peak Hour Intersection Delay:	79.8 sec	58.3 sec
2042 Design Yr Peak Hour Intersection V/C:	1.02	0.85

[1]Crash data required for all existing intersections. ADT's required if available (from data collected or nearest GDOT count station site). Capacity data is optional unless needed to justify basis of the waiver request.

Crash Data (Required):[1]

Crash Data: Enter 5 most recent years of intersection crash data	*Crash Severity*		
Crash Type	PDO	Injury Crash*	Fatal Crash*
Angle	53	11	0
Head-On	0	0	0
Rear End	54	16	0
Sideswipe - same	190	7	0
Sideswipe - opposite	0	0	0
Not Collision w/Motor Veh	2	5	0
TOTALS:	**299**	**39**	**0**

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required):	This ICE waiver is requested based on a lack of feasible alternatives. The intersection is currently a signal, and it is proposed to continue operating as a signal with additional turn-lane restrictions and bike signals. Due to the lack of available right-of-way, the constraints of the existing 10th Street Bridge, and the nature of the two-way cycle track, other alternatives are not feasible at this location.
Proposed Intersection Control:	Traffic Signal

REQUESTED BY: Elizabeth Johnson, P.E., PTOE Date: 12/20/2018

Title: Project Engineer

APPROVED BY: Date: 7/19/19

Name: Andrew Heath

Chief Engineer or (Approved Delegate)

SI&A Report

Georgia Department of Transportation
Bridge Inventory Data Listing

Processed Date:Jan-17-2019 8:23:03 AM

Parameters: Bridge Serial Number

Bridge Serial Number: 121-0407-0 **County: Fulton** **SUFF. RATING: 93.9**

Location & Geography

Structure ID:	121-0407-0
200 Bridge Information:	91
*6 Feature Intersected:	I-75
*7A Route Number Carried:	CS00654
*7B Facility Carried:	TENTH STREET
9 Location:	IN ATLANTA
2 GDOT District:	4841700000 - D7 District Seven Chamblee
*91 Inspection Frequency:	24 Date: May-15-2017
92A Fracture Critical Insp. Freq:	0 Date: Feb-01-1901
92B Underwater Insp Freq:	0 Date: Feb-01-1901
92C Other Spc. Insp Freq:	0 Date: Feb-01-1901
* 4 Place Code:	04000
*5A Inventory Route(O/U):	1
5B Route Type:	5 - City Street
5C Service Designation:	1- Mainline
5D Route Number:	09149
5E Directional Suffix:	0. Not applicable
*16 Latitude:	33 - 46.8930
*17 Longtitude:	84 - 23.4624
98A Border Bridge:	0 98B: GA% 00
99 ID Number:	000000000000000
*100 STRAHNET:	1- The Feature is on an Interstate STRAHNET route.
12 Base Highway Network:	Yes
13A LRS Inventory Route:	1213065403
13B Sub Inventory Route:	0
101 Parallel Structure:	N. No parallel structure exists
*102 Direction of Traffic:	2- Two Way
*264 Road Inventory Mile Post:	1.35
*208 Inspection Area:	Area 12
*104 Highway System:	1-Inventory Route is on the NHS
*26 Functional Classification:	16- Urban - Minor Arterial
*204A Federal Route Type:	M - Urban.
*204B Federal Route Number:	09149
105 Federal Lands Highway:	0. Not applicable
*110 Truck Route:	0- The Feature is not part of the National Network for Trucks
217 Benchmark Elevation:	0000.00
* Location ID No:	121-09149M-001.12E

218 Datum:	0- Not Applicable
*19 Bypass Length:	1
*20 Toll:	3- On a Free Road or Non-Highway
*21 Maintenance Responsibility:	01-State Highway Agency.
*22 Owner:	01-State Highway Agency.
*31 Design Load:	6- HS 20 + Mod (2-24,000# Axles @ 4ft Ctrs., when they govern)
37 Historical Significance:	5- Not eligible for the National Register of Historic Places
205 Congressional District:	005
27 Year Constructed:	1983
106 Year Reconstructed:	0
33 Bridge Median:	0-None
34 Skew:	0
35 Structure Flared:	No
38 Navigation Control:	N- Bridge is not over water
213 Special Steel Design:	1- A588 weathering steel/multi-beam. A588 weathering steel/multi-beam.
267A Type Paint Super Structure:	6- No Paint present. Year : 1983
267B Type Paint Sub Structure:	0- Not Applicable Year : 0000
*42A Type of Service On:	5-Highway-Pedestrian
*42B Type of Service Under:	1-Highway (with or without pedestrians)
214A Movable Bridge:	0
214B Operator on Duty:	0
203 Type Bridge:	Z - Unknown. O. Concrete M. Steel O. Concrete
259 Pile Encasement:	3
*43A Structure Type Main material:	4-Steel (Continuous)
*43B Structure Type Main Type:	2-Stringer/Multi-Beam or Girder
45 Number of Main Spans:	2
44 Structure Type Approach:	A:0- Other B: 0- Other
46 Number of Approach Spans:	0
226 Bridge Curve:	A: Vertical: YesB: Horizontal: No
111 Pier Protection:	N - Navigation Control item coded 0, or Feature not a waterway
107 Deck Structure Type:	2 - Precast Concrete Plank
108A Wearing Surface Type:	1. Concrete
108B Membrane Type:	0. None
108C Deck Protection:	1. Epoxy Coated Reinforcing
265 Underwater Inspection Area:	0

Signs & Attachments

225 Expansion Joint Type:	10- Polymer or concrete end dam.
242 Deck Drains:	0- None.
243A Parapet Location:	3- Both sides.
243B Parapet Height:	2.20
243C Parapet Width:	1.10
238A Curb Height:	0.5
238B Curb Material:	1- Concrete.
239A Handrail Left:	2- Steel.
239B Handrail Right:	2- Steel.
*240 Median Barrier Rail:	0- None.
241A Bridge Median Height:	0
241B Bridge Median Width:	0
*230A Guardrail Location Direction Rear:	3- Both sides.
*230B Guardrail Location Direction Fwrd:	0- None.
*230C Guardrail Location Opposing Rear:	0- None.
*230D Guardrail Location Opposing Fwrd:	0- None.
244 Approach Slab:	3- Forward and Rear.
224 Retaining Wall:	1- Cast-in-Place Concrete.
233 Posted Speed Limit:	35
236 Warning Sign:	No
234 Delineator:	No
235 Hazard Boards:	No
237A Gas:	22- Bottom Right.
237B Water:	32- Side Right.
237C Electric:	00- Not Applicable
237D Telephone:	22- Bottom Right.
237E Sewer:	00- Not Applicable
247A Lighting: Street:	Yes
247B Navigation:	No
247C Aerial:	No
*248 County Continuity No.:	00
36A Bridge Railings:	1- Meets current standards
36B Transition:	2- Inspected feature meets acceptable construction date standards.
36C Approach Guardrail:	2- Inspected feature meets acceptable construction date standards.
36D Approach Guardrail Ends:	1- Meets current standards

Georgia Department of Transportation
Bridge Inventory Data Listing

Processed Date:Jan-17-2019 8:23:03 AM

Bridge Serial Number: 121-0407-0

County: Fulton

SUFF. RATING: 93.9

Programming Data

201 Project Number:	I-75-2 (41) 256 CT.2
202 Plans Available:	1- Plans at General Office.
249 Proposed Project Number:	0000000000000000000000000
250A Reconstruction Approval Status:	No
250B Route Approval Status:	No
250C Approval Status Definition:	0
250D Approval Status Federal:	0
251Project Identification Number:	M004430
252 Contract Date:	Feb-01-1901
260 Seismic Number:	00000
75A Type Work Proposed:	0- Not Applicable
75B Work Done by:	0- Initial Inventory
94 Bridge Improvement Cost:(X$1,000)	$1,967
95 Roadway Improvement Cost: (X$1,000)	$197
96 Total Improvement Cost: (X$1,000)	$2951
76 Improvement Length:	0.0'
97 Year Improvement Cost Based On:	2013
114 Future AADT:	33015
115 Future AADT Year:	2032

Hydraulic Data

113 Scour Critical:	N. Bridge not over waterway.
216A Water Depth:	00.0
216B Bridge Height:	00.0
222 Slope Protection:	0
221A Spur Dike Rear:	
221B Spur Dike Fwd:	
219 Fender System:	0- None.
220 Dolphin:	
223A Culvert Cover:	000
223B Culvert Type:	0- Not Applicable
223C Number of Barrels:	0
223D Barrel Width:	0.0
223E Barrel Height:	0.0
223F Culvert Length:	0.0
223G Culvert Apron:	0
39 Navigation Vertical Clearance:	0'
40 Navigation Horizontal Clearance:	0
116 Navigation Vertical Clear Closed:	0

Measurements:

*29 AADT:	22010
*30 AADT Year:	2012
109 % Truck Traffic:	1
* 28A Lanes On:	7
*28B Lanes Under:	14
210A Tracks On:	00
210B Tracks Under:	0
* 48 Maximum Span Length:	107
* 49 Structure Length:	213
51 Bridge Roadway Width:	84.0'
52 Deck Width:	112.2'
* 47 Total Horizontal Clearance:	84.0'
50A Curb / Sidewalk Width Left:	8.0
50B Curb / Sidewalk Width Right:	12.0
32 Approach Rdwy. Width:	84.0'

***229 Approach Roadway**

Rear Shoulder Left: Width:	2	*Right Width:*2.0	Type: 1 - Concrete.
Fwd Shoulder: Left Width:	2	*Right Width:*2.0	Type: 1 - Concrete.
Rear Pavement: Width:	80.0	*Type:*2- Asphalt.	
Forward Pavement: Width:	80.0	*Type:*2- Asphalt.	
Intersection Rear:	1	*Forward:*1	

53 Minimum Vertical Clearance Over Rd:	99' 99"
54A Under Reference Feature:	H- Highway beneath structure.
54B Minimum Clearance Under:	16' 5"

***228 Minimum Vertical Clearance**

228A Actual Odometer Direction:	99'99"
228B Actual Opposing Direction:	99'99"
228C Posted Odometer Direction:	00'00"
228D Posted Opposing Direction:	00'00"
55A Lateral Underclearance Reference:	H- Highway beneath structure.
55B Lateral Underclearance on Right:	13.0
56 Lateral Underclearance on Left:	6.0
10A Direction of Travel for Max Min:	0
10B Max Min Vertical Clearance:	99'99"
245A Deck Thickness Main:	8.1
245B Deck Thickness Approach:	0.0
246 Overlay Thickness:	0

Ratings and Posting

65 Inventory Rating Method:	1-Load Factor (LF)
63 Operating Rating Method:	1-Load Factor (LF)
66A Inventory Type:	2 - HS loading.
66B Inventory Rating:	53
64A Operating Type:	2 - HS loading.
64B Operating Rating:	88

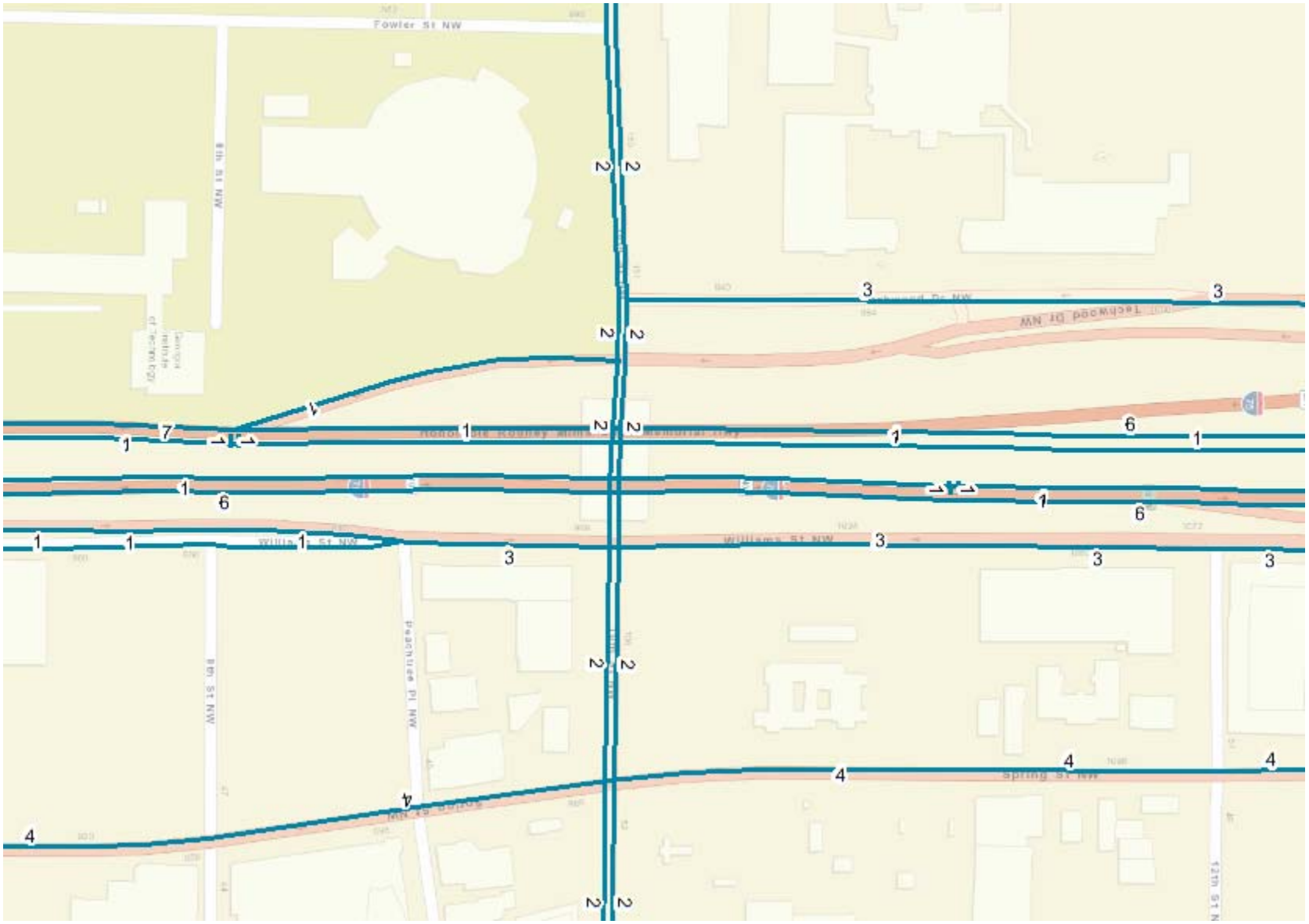
231Calculated Loads		**Posting Required**
231A H-Modified:	21	No
231B Type3/Tandem:	33	No
231C Timber:	37	No
231D HS-Modified:	30	No
231E Type 3S2:	40	No
231F Piggyback:	00	No

261 H Inventory Rating:	34
262 H Operating Rating:	57
67 Structural Evaluation:	7
58 Deck Condition:	7 - Good Condition
59 Superstructure Condition:	7 - Good Condition
* 227 Collision Damage:	
60A Substructure Condition:	7 - Good Condition
60B Scour Condition:	N - Not Applicable
60C Underwater Condition:	N - Not Applicable
71 Waterway Adequacy:	Not Applicable.
61 Channel Protection Cond.:	Not Applicable.
68 Deck Geometry:	4
69 UnderClr. Horz/Vert:	7
72 Approach Alignment:	8-No reduction of vehicle operating speed required.
62 Culvert:	N - Not Applicable
70 Bridge Posting Required:	5. Equal to or above legal loads
41 Struct Open, Posted, CL:	A. Open, no restriction
* 103 Temporary Structure:	No

232 Posted Loads

232A H-Modified:	00
232B Type3/Tandem:	00
232C Timber:	00
232D HS-Modified:	00
232E Type 3s2:	00
232F Piggyback:	00
253 Notification Date:	Feb-01-1901
258 Federal Notify Date:	Feb-01-1901

Conforming Plan Schematics


Fowler St NW
8th St NW
Technology Dr NW
Williams St NW
Peachtree Pl NW
Spring St NW
12th St N

Meeting Minutes

CONCEPT MEETING SUMMARY

Project: 0015890 CS 654/10TH ST @ I-75/I-85; INC WILLIAMS ST & TECHWOOD DR

Meeting Date: February 21,2019

Location: GDOT District 7

Re: Concept Team Meeting Minutes

Attendees:	Cladie Washburn	Midtown Alliance
	Phil Meador	Silverman Construction
	Vinesha Pegram	GDOT
	Merishia Robinson	GDOT
	Paul Denard	GDOT
	Gene McKissick	GDOT
	Ibrahim Abousaud	City of Atlanta
	Mike Lobdell	Kimley-Horn
	Elizabeth Johnson	Kimley-Horn
	Patrick Smith	Kimley-Horn

The following is a summary of topics of discussion at the meeting:

- Introductions
- Project Background and History
  - Need & Purpose
    - Improve conditions for the heavy bike and pedestrian modes
    - Project is an important link in a planned network
- Project Description
  - Preferred alternative for 10th St is 2 lanes in each direction varying from 10'-11' with a left turn in each direct, 10' sidewalks, 10' two-way cycle track
  - Bulb out on the NE corner of Williams St and 10th St to better direct traffic and shorten pedestrian crossing
  - Two-way cycle track along east side of Williams St
  - Two-way cycle track on west side of Techwood Dr to Turner Broadcasting
  - Tighten radius for right turns on to southbound entrance ramp
  - Design Variances
    - 10' Lane Width
    - 4' Lateral offset to landscape elements and street lights
- Discussion of Schedule
  - Midtown's proposed schedule:
    - Concept Submittal June 1, 2019
    - PIOH April 23, 2019
    - CE Approval April 2, 2020
    - PFPR July 15, 2020
    - FFPR TBD
    - Letting Fiscal Year 2022

    - Current TPRO schedule is
        - ROW Authorization March 2021
        - CST Authorization March 2022
- Environmental Resources
    - History- two potential resources identified, expect to avoid
    - Archeology-none identified
    - Ecology-none identified
    - Hazardous Materials-may need to investigate at 8th St and Williams St
- Traffic Analysis
    - Elizabeth Johnson presented a summary of the traffic study (submitted 1/2/2019), detailing the methodology, crash history, existing conditions, network deficiencies, and proposed alternatives.
    - The inclusion of the cycle track requires some modifications to laneage and signal phasing in order to operate acceptably.
    - KHA recommended to restrict right turns on red. GDOT would prefer to include right-turn flashing yellow arrows.
    - Preferred alternative includes removing the southern-most EB lane of 10th Street to construct a two-way cycle track. Protected cycle crossings across the western and southern legs of the intersection of 10th Street at I-75/85 SB Ramps would be required. A two-stage pedestrian crossing is recommended across the eastern leg of the intersection of 10th Street at Williams Street.
    - Williams Street south of 10th would maintain the existing configuration with a left turn lane, a shared through right turn lane, and a right turn lane.
- Public Involvement
- Utilities
- Project Risks
- Comments/Questions
    - Local Government-Requested that the bridge structure itself be analyzed regarding the proposed enhancements
    - Office of Planning-not present
    - Office of Design Policy and Support-not present
    - Office of Financial Management-not present
    - Office of Engineering Services-not present
    - Office of Traffic Operations-not present, but follow up meeting is scheduled for 2/25/19
    - Office of Environmental Services-not present
    - District Preconstruction
        - requested letters of support from stakeholders before PIOH
        - expressed concerns of the traffic impacts of restricting the right turns on red
    - Office of Right of Way-not present
    - Office of Utilities
        - Project sponsor responsible for coordination
    - Utility Companies-none present

Adjourn

Record of Meeting

MIDTOWN Alliance

Meeting Date: June 8, 2018, 1:00 PM	
Project: 10th Street Bridge Multi Modal Enhancements	

Attendees:	Lisa Harris, Dan Hourigan, Emily Marsh	Subject:	Understanding Multi-Modal Access to Turner's Campus
Prepared by:	Emily Marsh (404.809.2118)	Location:	CNN Center

Notes: *The purpose of the meeting was to introduce the 10th Street Bridge Multi-Modal Enhancement project (Project) to Turner Properties and to understand how employees, particularly cyclist and transit-rider commuters, access their Techwood Campus.*

1. Mr. Hourigan described the Project and detailed what information we would like to gather from Turner.
2. Ms. Harris confirmed that the primary access point for employees using all modes (e.g. bike, vehicle) use the Techwood Drive entrance. This entrance has a nicer parking garage and the majority of the bike parking. She noted that this entrance feels like the "front door" of the campus, while the parking garage and access point further west on 10th Street feels like the "back door."
    a. Ms. Harris also noted that the gym and showers are closer to the Techwood Drive entrance, which may be another reason this entrance is preferred by cyclists.
    b. She observed that very few people take MARTA to campus, in part because of the 10th Street Bridge experience for pedestrians.
3. Ms. Harris expressed preference for the Project design to provide improved bike/ped access to both entrances (e.g. the Techwood Drive entrance and the west 10th Street entrance). Turner is encouraging more people to use the 10th Street entrance so improving access to it would be beneficial to them.
4. Mr. Hourigan agreed to share designs as the Project progresses. Mr. Hourigan will contact Ms. Harris if we need further support for the Project.

Record of Meeting

MIDTOWN Alliance

Project: 10th Street Bridge Multi Modal Enhancements	
Meeting Date: June 18, 2018, 1:30 PM	

Attendees:	See attached sign-in sheet.
Prepared by:	Emily Marsh (404.809.2118)

Subject:	Initial feedback on conceptual designs
Location:	Georgia Tech, O'Keefe Building, 3rd Floor

Notes: *The purpose of the meeting was to share conceptual designs for the 10th Street Bridge Multi-Modal Enhancement project (Project) to relevant departments at Georgia Tech, including capital planning, transportation planning, and McCamish Pavilion. Midtown Alliance also sought to understand Georgia Tech's design preferences and learn of relevant capital projects.*

1. Mr. Hourigan described the Project and detailed what information we would like to gather from Georgia Tech.
2. Mr. Strychalski described the current conceptual design, which was shared with the group via a PowerPoint presentation and large print-outs.
3. Georgia Tech representatives described the conditions and challenges of their right-of-way on the south side of 10th Street:
    a. Their right-of-way design provides for 60 feet of space between the roadway and structures. The capital planning department purposefully allowed for ample right-of-way so as to not preempt the potential for a streetcar line.
    b. While this space provides space for a multi-modal pathway along the south side of 10th Street, this right-of-way space decreases at both the tennis courts and the president's house, which could be problematic for future plans to extend the pathway (note: Midtown Alliance's current project will not extend outside of the Midtown Improvement District).
    c. Georgia Tech expressed interest in seeing a design option that continues the multi-modal pathway along the north side of 10th Street.
    d. Jason Gregory will check to see if he has design plans or surveys of the existing conditions to confirm measurements.
4. Georgia Tech requested that Midtown Alliance broaden the project study area to consider how multi-modal enhancements might, in the future, extend further west along 10th Street and connect into their campus. For example, Georgia Tech expressed interest in seeing a design option that would connect the pathway to Atlantic Drive, which is the campus' primary pedestrian spine.
5. The group discussed methods for indicating that the pathway is for multiple user types and Georgia Tech expressed preference for the striping designation used at Scheller College of Business.
6. McCamish Pavilion representatives noted that they are working with transportation network companies (TNCs) to encourage passenger drop-off and pick-up on 6th and 4th Streets so as to

mitigate congestion during games. When asked about the possibility of removing the existing driveway curbcut onto 10th Street, representatives noted that the parking lot on 10th Street is typically for athletic VIP and team parking only. Most ADA parking is on Fowler Street.

7. The group discussed whether the southbound Downtown Connector off-ramp and Techwood Drive could be reconfigured so as to better control traffic at the 10th Street intersection.
8. The group discussed a potential road diet (one thru lane in each direction with a center turn lane) on 10th Street from the Connector to Northside. Midtown nor Georgia Tech has drawn it, and it is not in a City plan. McCamish Pavilion representatives expressed concern over the road diet idea in regards to potential negative impact to game day traffic.
9. Lisa Safstrom will advise Midtown Alliance of any planned changes to Georgia Tech Stinger route. On June 20, 2018 Ms. Safstrom confirmed via email that there are no plans to change this route.
10. Midtown Alliance will continue to provide project updates to Georgia Tech and seek feedback as the Project progresses.

MEETING SIGN IN SHEET
10TH Street Bridge Multi-Modal enhancements.
June 18, 2018

MIDTOWN Alliance

NAME	ORGANIZATION	TITLE	EMAIL	PHONE
Emily Marsh	Midtown Alliance	Project Manager	emily@midtownatl.com	
Lisa Safstrom	GT Transportation	Campus Transportation Planner	lisa.safstrom@pts.gatech.edu	404-385-6030
Dan Hourigan	Midtown Alliance	Dir. of Transportation	Dan@midtownATL.com	4-809-2113
John D. Tweedy	GTAA	Asst. AD, Fac, Ops, + Events	jdtweedy@gtathletics.org	770-548-8527
Mike Lobdell	Kimley-Horn	Consultant	mike.lobdell@kimley-horn.com	404 274-7587
Sean Johnston	Kimley Horn	"	sean.johnston@kimley-horn.com	404/419-8716
Bryan Elliott	GTAA	Assoc. Dir Fac & Events	belliott@athletics.gatech.edu	404 973-6216
Tameka Wimberly-Jones	GT Capital Planning	Sr Educational facilities planner	twimberly6@gatech.edu	404 385 5676
JASON GREGORY	GT CAPITAL PLANNING (CPSM)	SR. EDUCATIONAL FACILITIES PLANNER/ LANDSCAPE ARCH	JASON.GREGORY@CPSM.GATECH.EDU	678.860 1244
RAY STRYCHALSKI	KHA	LA		(4) 229.0397
HOWARD WERTHEIMER	GT	INSTITUTE ARCHITECT	werth@gatech.edu	4.894.2896
Cladie Washburn	Midtown Alliance	Director, Capital Projects	cladie@midtownatl.com	4) 809-2125

OVER

Record of Meeting

MIDTOWN Alliance

Project: 10th Street Bridge Multi Modal Enhancements	
Meeting Date: July 26, 2018, 11:00 AM	

Attendees:	See attached redacted sign-in sheet.
Prepared by:	Emily Schwimmer (404.809.2118)

Subject:	ABC & PEDS Stakeholder Meeting: initial feedback on conceptual designs
Location:	Midtown Alliance, 999 Peachtree, suite 730

Notes: *The purpose of the meeting was to share and receive feedback on conceptual designs for the 10th Street Bridge Multi-Modal Enhancement project (Project) with leadership from Atlanta's bicycle and pedestrian advocacy groups, Atlanta Bicycle Coalition and PEDS.*

1. Cladie Washburn introduced the Project, including how it originated, current funding sources, and overall schedule. Ms. Washburn noted that the project is expected to receive federal funding which extends the project implementation timeline. Emily Schwimmer then provided further details about the Project scope, goals, and design priorities.
2. Gabe Hogan and Ray Strylchaski described the current conceptual design, which was shared with the group via a PowerPoint presentation.
    a. Rebecca Serna noted two-way cycle tracks are not a preferred bike path design as cycle tracks are less safe than one-way bike lanes. Mr. Hogan and Ms. Serna discussed that the two-way cycle track is necessary on Williams Street given that it's a one-way street.
    b. Mr. Strylchaski explained that the design team has considered many bike lane configurations for the bridge and that the configuration proposed in the current conceptual design is a result of Georgia Tech's current bicycle master plan, which proposes a shared-use path along the south side of 10th Street (on the western side of the Bridge). Dan Hourigan suggested that the design team needs to understand Georgia Tech's commitment to their proposed shared-use path in order to inform the final configuration for this Project.
    c. Ms. Serna requested that the design team revisit design configurations that do not use the two-way cycle track on the Bridge.
3. Mr. Hogan and Mr. Strylchaski explained the nuances of the vehicular lane configuration – both existing and proposed. They noted that the conceptual design proposes removing a vehicular lane on the bridge in order to create the sidewalk-level cycle track.
    a. Sally Flocks and Ms. Serna agreed that it is not preferable to have a bike path at the same level as the sidewalk as it increases risk of bicycle and pedestrian collision.
4. Mr. Hogan discussed the details of the Williams Street portion of the design.
    a. Ms. Flocks expressed that it is not preferable to use the high visibility brick-patterned crosswalk treatment; however, this treatment would be more impactful if it includes the traditional "piano key" treatment.

b. Ms. Flocks also requested that the design consider a crosswalk on the west side of the Williams and 10th Street intersection. Mr. Strylchaski noted that the design team will need to confirm GDOT's stance on this suggestion.

c. The group discussed the challenges of designing the loading zone on Williams Street adjacent to the Hilton Garden Inn. The group discussed the pros and cons of raised crosswalks and tactile strips. It was noted that 3' loading/unloading zone for pedestrians may not be sufficient.

d. Ms. Serna noted the various safety challenges that driveways pose for two-way cycle tracks. She suggested that the design team revisit the proposed design and leverage design best practices to make both drivers and cyclists more aware of each other.

5. The group discussed the configuration of the Techwood Drive portion of the project. Ms. Flocks and Ms. Serna agreed that the Techwood Dr. / Connector off-ramp buffer island could be reconfigured to better protect cyclists and pedestrians. They also asked the design team to look into narrowing Techwood lanes to 11', which would be GDOT's decision due to this area's function as an interstate off-ramp. Finally, the group discussed the potential of amending the signalization to favor pedestrians.

END OF NOTES

MEETING SIGN IN SHEET

16th Street Bridge Multi-Modal Enhancement Project
ABC + PEDS Stakeholder Meeting

MIDTOWN Alliance

July 26, 2018 11am

NAME	ORGANIZATION	TITLE	EMAIL	PHONE
Cladie Washburn	Midtown Alliance	Director, Capital Projects	[redacted]	[redacted]
RAY STRYCHALSKI	KIMLEY HORN	SR. LANDSCAPE ARCH.	[redacted]	[redacted]
GABE HOGAN	KIMLEY-HORN	LAND. ARCH	[redacted]	[redacted]
Rebecca Serna	Atlanta Bicycle Coalition	ED	[redacted]	[redacted]
Sally Flocks	FED	President & CEO	[redacted]	[redacted]
Dan Hourigan	Midtown Alliance	Dir. Midtown Alliance	[redacted]	[redacted]
Emily Schwimmer	Midtown Alliance	PM.	[redacted]	
Sean Johnston	Kimley Horn		[redacted]	[redacted]

Record of Meeting

MIDTOWN Alliance

Project: 10th Street Bridge Multi Modal Enhancements	
Meeting Date: August 1, 2018, 1:00 PM	

Attendees:	See attached redacted sign-in sheet.	Subject:	Williams Street Property Owners Stakeholder Meeting: initial feedback on conceptual designs
Prepared by:	Emily Schwimmer (404.809.2118)	Location:	Midtown Alliance, 999 Peachtree, suite 730

Notes: *The purpose of the meeting was to share and receive feedback on conceptual designs for the 10th Street Bridge Multi-Modal Enhancement project (Project) with representatives from the project-area properties along Williams Street.*

1. After attendees introduced themselves, Emily Schwimmer (Midtown Alliance) introduced the Project goals, scope, design priorities, current funding sources, and overall schedule.
2. Ray Strylchaski (Kimley-Horn) outlined the history of the Project. He noted that the complicated urban context of the Project demands that the scope remain very geographically focused so as to avoid extending the project timeline. Kimley-Horn's multi-disciplinary team is equipped to address the traffic, engineering, and design challenges within the project area.
3. Liz Johnson (Kimley-Horn) described the existing traffic conditions within the project area and the anticipated traffic conditions once the Project is implemented.
    a. Keisha Hutchinson (Cousins) commented that the traffic at the Williams Street and 10th Street intersection is bad and inquired if this scope will include traffic mitigation measures on 10th Street. Kimley-Horn representatives responded that this Project does not include changes to 10th Street beyond the bridge. GDOT will likely not make improvements to 10th Street given the density of the corridor. By improving multi-modal infrastructure, however, this Project may reduce traffic.
    b. John McColl (Cousins) noted that vehicles exiting the Connector at Williams Street often make high-speed movements across traffic lanes before reaching the 10th Street intersection. He inquired if improvements would be made to slow down traffic. Kimley-Horn noted that, once implemented, the Project will make it more apparent to exiting vehicles that they have exited a highway facility and have entered a dense urban environment, which should incite behavior change. The design team will study the potential to prohibit right turns on red from Williams Street onto 10th Street. The Project will, however, avoid touching the Connector off-ramp, which is owned by GDOT, as this would likely require an Interchange Modification Report (IMR), additional permits, and would extend the overall project timeline.
4. Gabe Hogan (Kimley-Horn) discussed the conceptual design for the bridge and noted that the proposed modifications are an option because the middle lane is currently underutilized so it can be removed and the existing lanes are very wide so their width can be reduced.
    a. Steve Baile (Selig) and Mr. McColl suggested that the lane reconfiguration include directional striping to inform drivers which lanes are turn lanes.

b. Mr. McColl inquired whether traffic signalization of the two project-area intersections will be amended to favor cyclists and pedestrians using the intersections. Kimley-Horn and Midtown Alliance responded that, although traffic signalization is out of the scope of this project, the final design will make recommendations to improve safety of cyclists and pedestrians. The capital improvements will only be made if the entire intersection is safe for all user types, which will likely require GDOT to make changes to the signalization of these intersections.

5. Mr. Hogan described the conceptual design for the 10th and Williams Street intersection, including the proposed connections for the two two-way cycle tracks and pedestrian movements.

a. Mr. McColl inquired if GDOT will be open to implementing improvements that favor pedestrian and cyclist safety and to using more durable materials to reduce maintenance. Dan Hourigan (Midtown Alliance) noted that there is recent precedence indicating that both GDOT and the City of Atlanta are moving in the direction of bicycle and pedestrian improvements. Cladie Washburn added that Midtown Alliance recently obtained GDOT's approval to install red thermoplastic crosswalks on multiple GDOT routes. Mr. Strylchaski agreed that the design team should consider more durable materials as they progress project design.

b. Harvey Wadsworth (Mill Creek) inquired if the design team has considered tighter corner radii at this intersection. The ones shown in the conceptual design appear to be suburban-looking. Sean Johnston (Kimley-Horn) noted that the intersection must be able to accommodate the turning radii of trucks; however, the design team will endeavor to make the radii as tight as possible.

c. Deborah Mitchell (Hilton Garden Inn) noted that the Hilton Garden Inn would not have valet and visiting tour buses using the Williams Street loading/unloading area (immediately to the north of the intersection) at the same time. The proposed protected loading/unloading zone would create space for both their buses and their valet, which is helpful to their operations and would prevent traffic back-up in the travel lanes. This configuration, however, does require an 8-foot sidewalk rather than the preferred 10-foot width. Mr. McColl commented that Midtown Alliance should be mindful of using public monies to create private benefits such as this as it may set precedence, particularly if the Spring Hill Chapel site or other sites to the north are redeveloped. Mr. McColl suggested that the Project extend to 14th Street so as to pre-empt any effort by future developers to construct an 8-foot sidewalk.

6. Mr. Hogan described the conceptual design for the area of Williams Street between Peachtree Place and 10th Street, which proposes reduced lane widths, a shift of the traffic lanes to the west, and the addition of a two-way cycle track and buffer along the eastern edge.

a. The group discussed that the trees along this section will be replaced and that the Project may include greening treatments. Mr. McColl inquired if the design team has researched Houston's efforts with highway greening. Kimley-Horn responded that the design team will research this example.

7. Kimley-Horn noted that the Peachtree Place and Williams Street intersection design has not been fully developed yet. Peachtree Place is currently one-way but will become two-way with two-way bike lanes east of the Mill Creek driveway, so the current thinking is to provide a contra-flow bike lane for a short duration along the southern edge of Peachtree Place for eastbound cyclists.

a. Mr. Wadsworth indicated that Mill Creek is comfortable with this proposal.

b. Mr. Baile inquired why the right turn movement from Williams Street onto Peachtree place is not allowed. Mr. Hourigan explained that it's a safety hazard given how fast vehicles are moving as they exit the Connector.

c. The group discussed the current challenges of crossing Spring Street on Peachtree Place because there is no traffic signal at this intersection. Mr. Hourigan noted that a traffic signal is planned for that intersection and should be in place by March 2019.

8. Mr. Hogan detailed the conceptual design of the Techwood Drive and 10th Street intersection to the west of the bridge. The group discussed the current vehicular movements and how the proposed configuration would change these movements.

a. Mr. McColl requested that the design team consider an option that removes northbound vehicular movement on Techwood Drive to access the Turner campus. Mr. McColl volunteered to speak with the head of Turner's real estate department, Lisa Harris, about this idea. Kimley-Horn agreed to sketch this configuration to facilitate a conversation with Ms. Harris.

b. The group also discussed the possibility of removing 10th Street access to McCamish Pavilion's VIP parking lot and to instead shift access from farther south on Georgia Tech's campus. Kimley-Horn agreed to research this option.

c. Midtown Alliance explained that the potential for Georgia Tech to construct a multi-use path on the south side of 10th Street west of the bridge is still undetermined. Kimley-Horn's current design concept for a two-way cycle track works with that plan. However, reconfiguring 10th Street west of the bridge from a 4-lane section to 2 through lanes and a center turn lane could allow room for one-way unprotected bike lanes, but the City has not studied this concept. Midtown Alliance will continue to follow development of Georgia Tech's and the City's plans for this area to help inform the Project.

9. Finally, Mr. McColl requested that the design team consider opportunities to advance certain project elements sooner, such as the Peachtree Place and Williams Street improvements. Kimley-Horn and Midtown Alliance agreed to look into this potential.

END OF NOTES

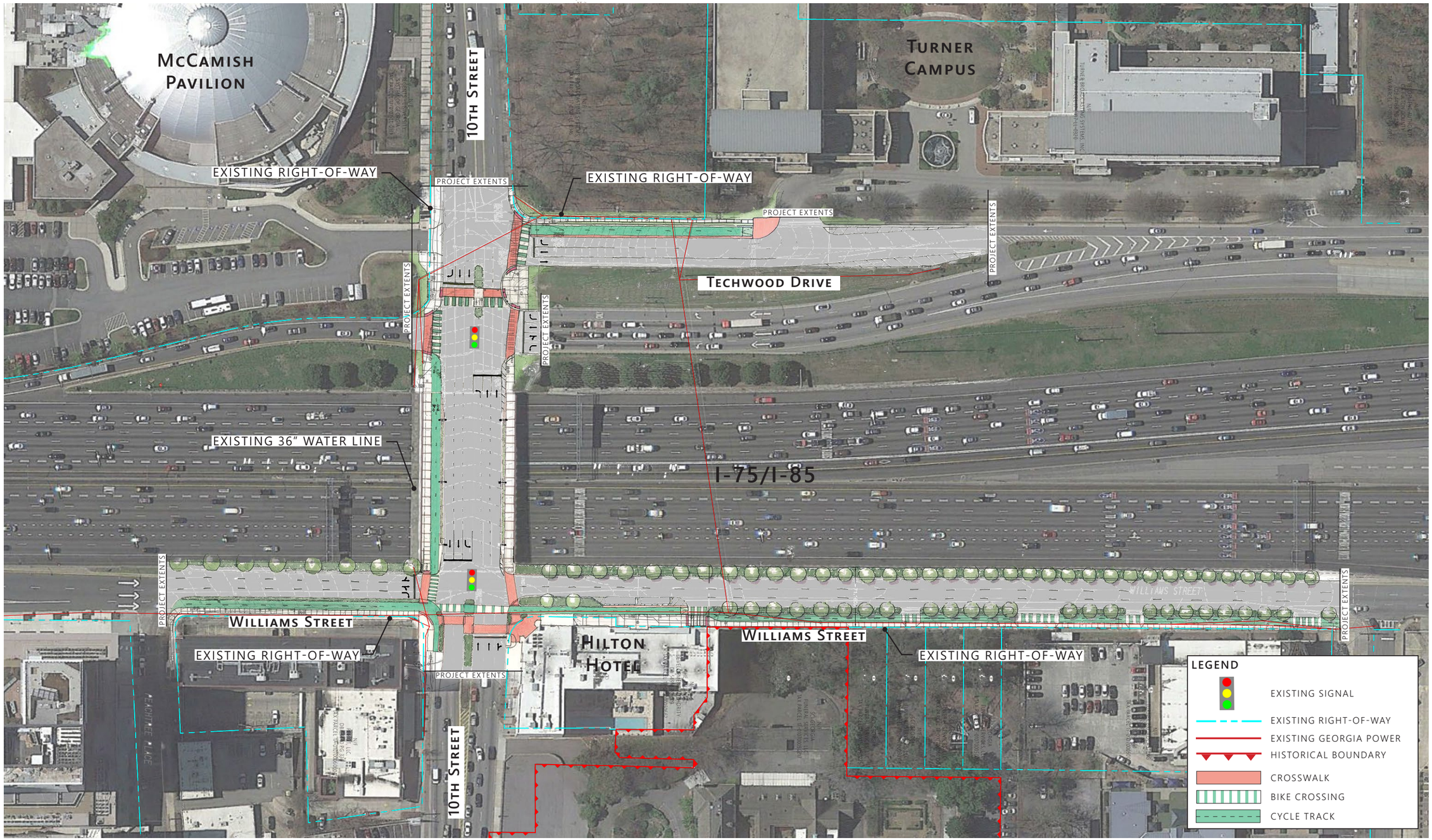
MEETING SIGN IN SHEET
10th Street Bridge Project
Williams St. Property owners Stakeholder Mtg.

MIDTOWN Alliance
8/1/18

NAME	ORGANIZATION	TITLE	EMAIL	PHONE
Mike Lobdell	Kimley - Horn	Engineer	[redacted]	[redacted]
STEVE BAILE	BERG	EVP.	[redacted]	[redacted]
Cladie Washburn	Midtown Alliance	Director of Capital Projects	[redacted]	[redacted]
Emily Schwimmer	Midtown ALLIANCE	Project Manager, TRANSPORTATION	[redacted]	
Sean Johnston	Kimley-Horn	Transportation Engineer	[redacted]	[redacted]
Harvey Wadsworth	Mill Creek Residential	Managing Director	[redacted]	[redacted]
Liz Johnson	Kimley-Horn	Transportation Engineer	[redacted]	[redacted]
John McColl	Cousins	EVP	[redacted]	[redacted]
Keisha Hutchinson	Cousins	Senior Property Mgr	[redacted]	[redacted]
Deborah Mitchell	Hilton Garden Inn Atlanta Midtown	Director of Sales	[redacted]	[redacted]
RAY STRUCHALSKI	KEA	LAND ARCH.	[redacted]	[redacted]
Dean McNaughton	CIW	Senior Director	[redacted]	[redacted]
Dan Hourigan	Midtown Alliance	Dir of Transportation	[redacted]	[redacted]
Gabe Hogan	KH	LANDSCAPE ARCH	[redacted]	

ATTACHMENT 3

10th Street Bridge Multi-Modal Enhancement - Concept Layout

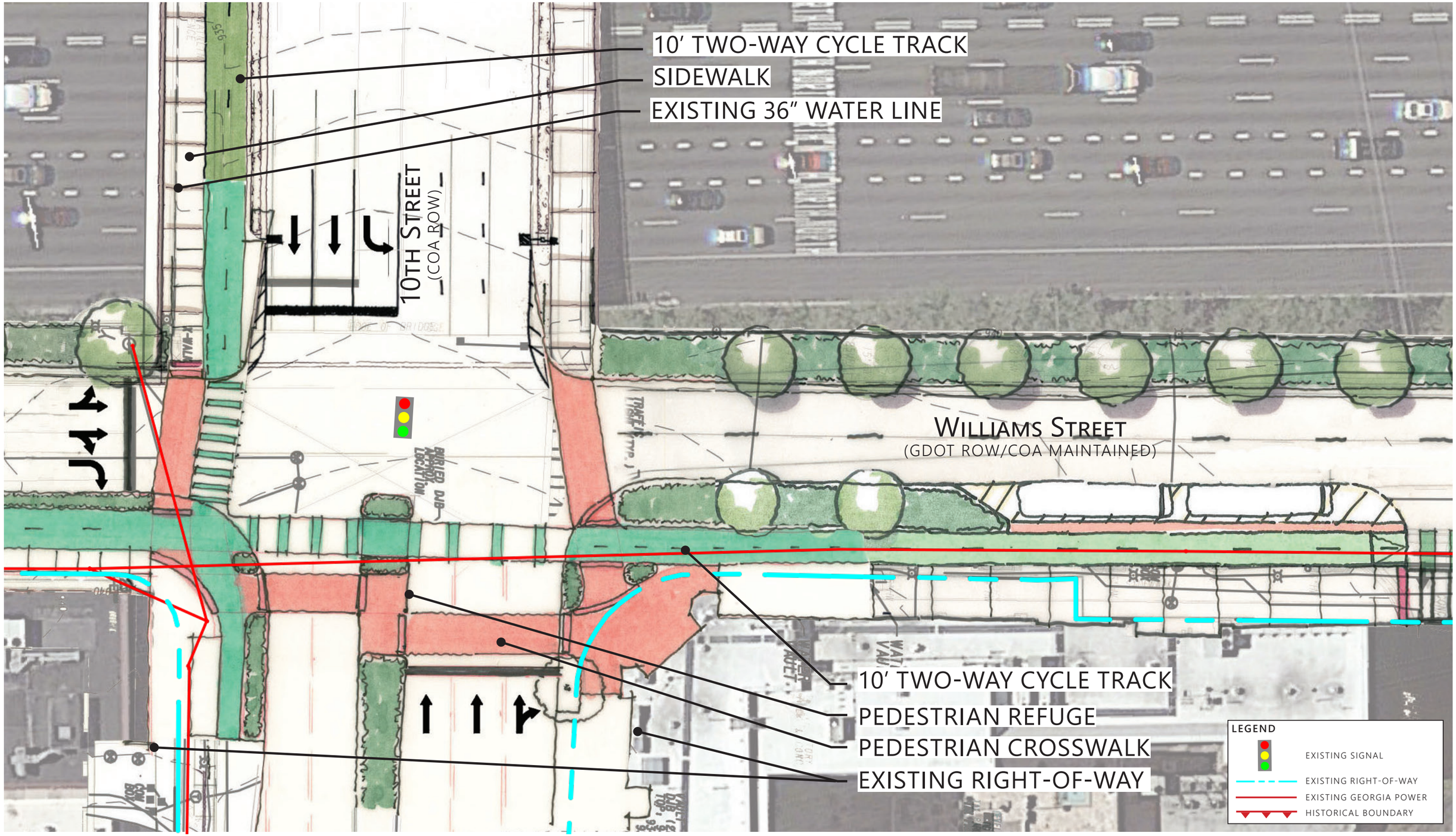


PI #: 0015890
COUNTY: FULTON

CS654/10th Street at I-75/85, including Williams Street and Techwood Drive

BRIDGE ENHANCEMENT AND MULTIMODAL IMPROVEMENTS - SEPTEMBER 5, 2019

PRELIMINARY



PI #: 0015890
COUNTY: FULTON

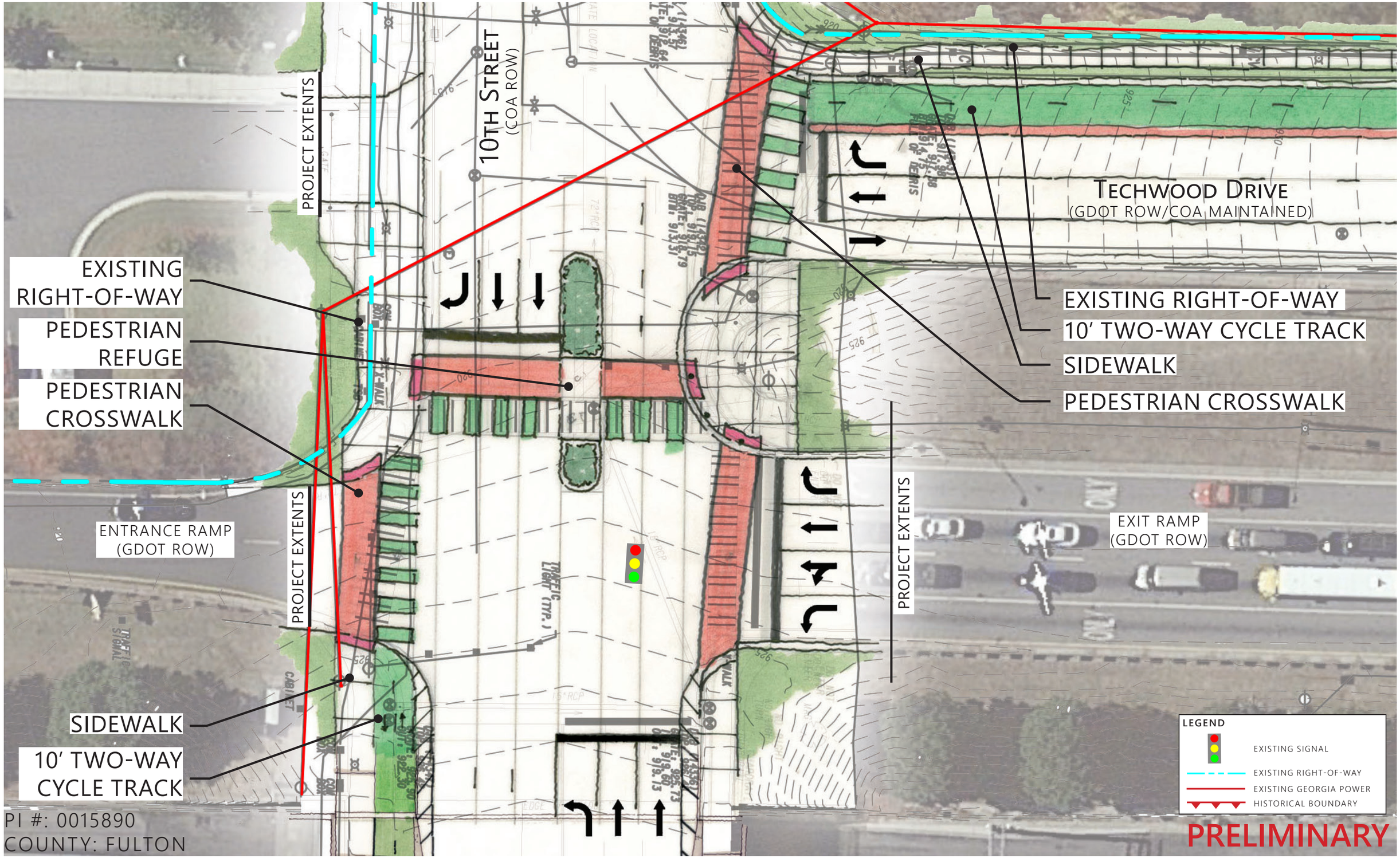
CS654/10th Street at I-75/85, including Williams Street and Techwood Drive

BRIDGE ENHANCEMENT AND MULTIMODAL IMPROVEMENTS - JULY 2019

PRELIMINARY

5 10 20 NORTH

Kimley»Horn



PI #: 0015890
COUNTY: FULTON

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

BRIDGE ENHANCEMENT AND MULTIMODAL IMPROVEMENTS - JULY 2019

5 10 20 NORTH

Kimley»Horn

ATTACHMENT 4

10th Street Bridge Multi-Modal Enhancement - Right of Way Survey

Proposal / Contract for Underground Utilities Locating Services

Client **Bill Wohlford**
TerraMark Land Surveying, Inc.
1396 Bells Ferry Road
Marietta, GA 30066

November 6, 2017

Site Location and Description

97 10th Street in Atlanta, GA 30309

Said site is more accurately depicted on the attached exhibit.

Services to be completed

UtiliSurvey, LLC, will provide the following services related to the subject site:

Physical Markings - Paint and/or flags will be placed on the ground directly above all traceable underground utilities within the specified area. Each utility will be marked with a specific color. Underground utilities will be located utilizing radio frequency techniques. This technique is capable of locating metallic utilities and other utilities with tracer wires. Non-metallic utilities and utilities without tracer wires will not be physically marked on the ground. Utilities not located utilizing this technique may exist, but not be marked, and may be disturbed upon excavation. Also, we will not locate underground storage tanks, irrigation systems, traffic control wires and cables as well as sewer and storm drain lines .

Site Sketch - A detailed sketch of the subject site will be provided in electronic format. Said sketch will detail the approximate locations of all underground utilities, along with the size and type of water and gas lines. This sketch may be added to an existing drawing of the site, or to an aerial photograph of the site. Notes will be placed on the sketch indicating possible existence of underground utilities and improvements that were not marked on the ground.

Utility Owner Information - The owner of each respective utility affecting the subject site will be determined and documented, including names, addresses and phone numbers. The sources of this information will be from the "One-CALL Design or Dig Ticke" and other sources as may be required. This information will be assimilated and delivered electronically in a .pdf format. Any other types of information, such as maps or other documents will be delivered in .pdf format as well.

Limitations - UtiliSurvey, LLC, will expend reasonable efforts to determine the actual location of all existing underground utilities within the project area. It is expressly understood by both parties that utilities may exist within the subject area, but not be marked or located, especially if no above ground evidence of the utility exists.We locate underground utilities solely as an accommodation and our markings/locates shall not be used for excavation. We accept no liability for ANY underground utilities that are not locate or marked by us.

Project Fee and Payment Schedule

Our estimate of time required to complete this project unless inclement weather or other unforeseen circumstances delays our work is	**TBD**

Our lump sum fee to provide the services as outlined above is:	

All submitted invoices are to be paid upon receipt. It is EXPRESSLY understood that UtiliSurvey, LLC., will be paid upon completion of our work, and there are no contingencies for payment once our services are satisfactory completed. Invoices over 30 days old will be considered past due and will be charged 1 ½ % per month interest until paid. Any and all costs incurred to collect past due accounts will be the sole responsibility of the client.

Proposal Authorization and Acceptance

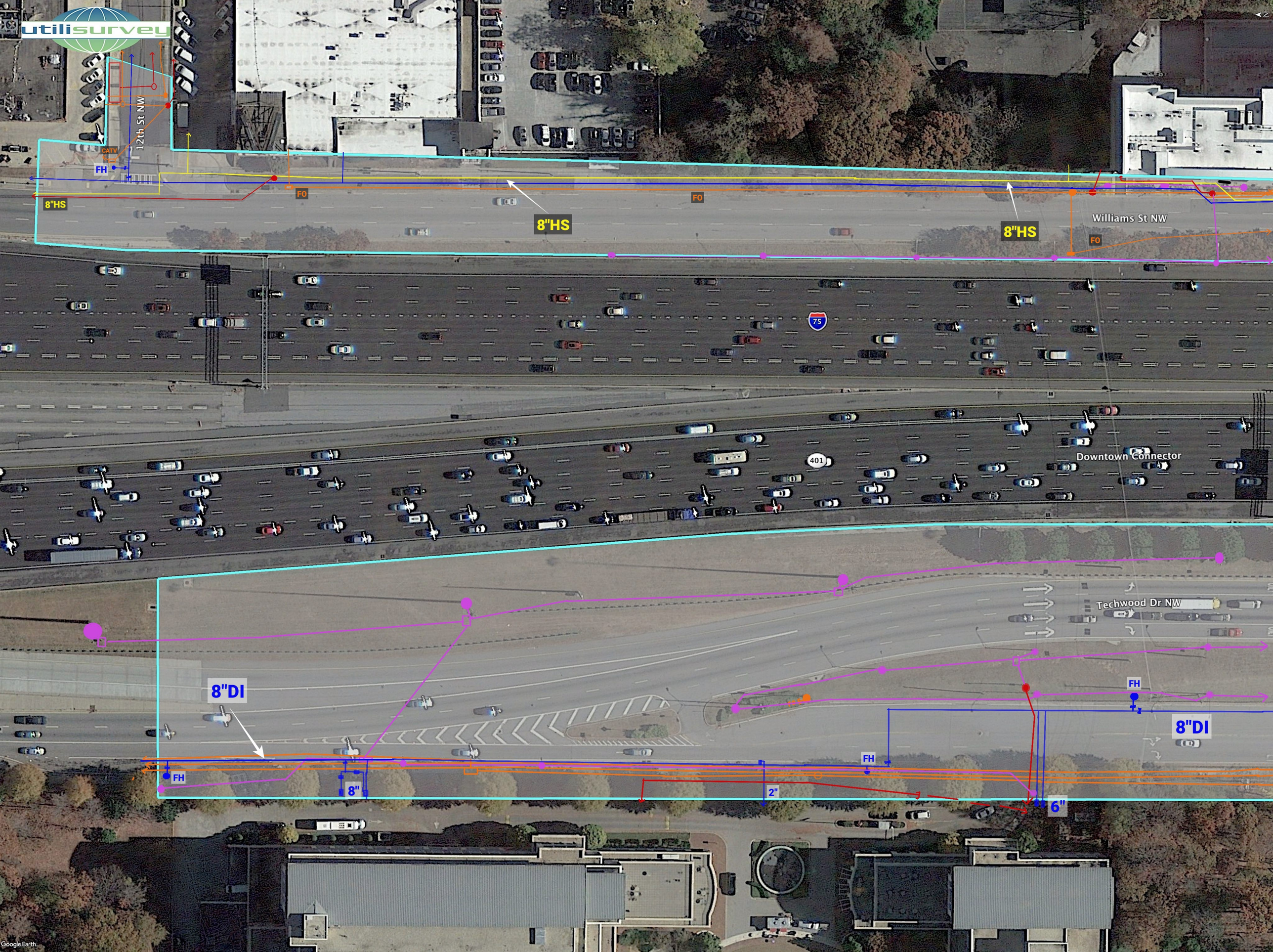
I, the undersigned, authorize UtiliSurvey, LLC, to proceed with the services as outlined in this proposal / contract. I certify that the company I represent to solicit and authorize the services as outlined herein authorizes me, and I agree to all the terms as set forth in this contract.

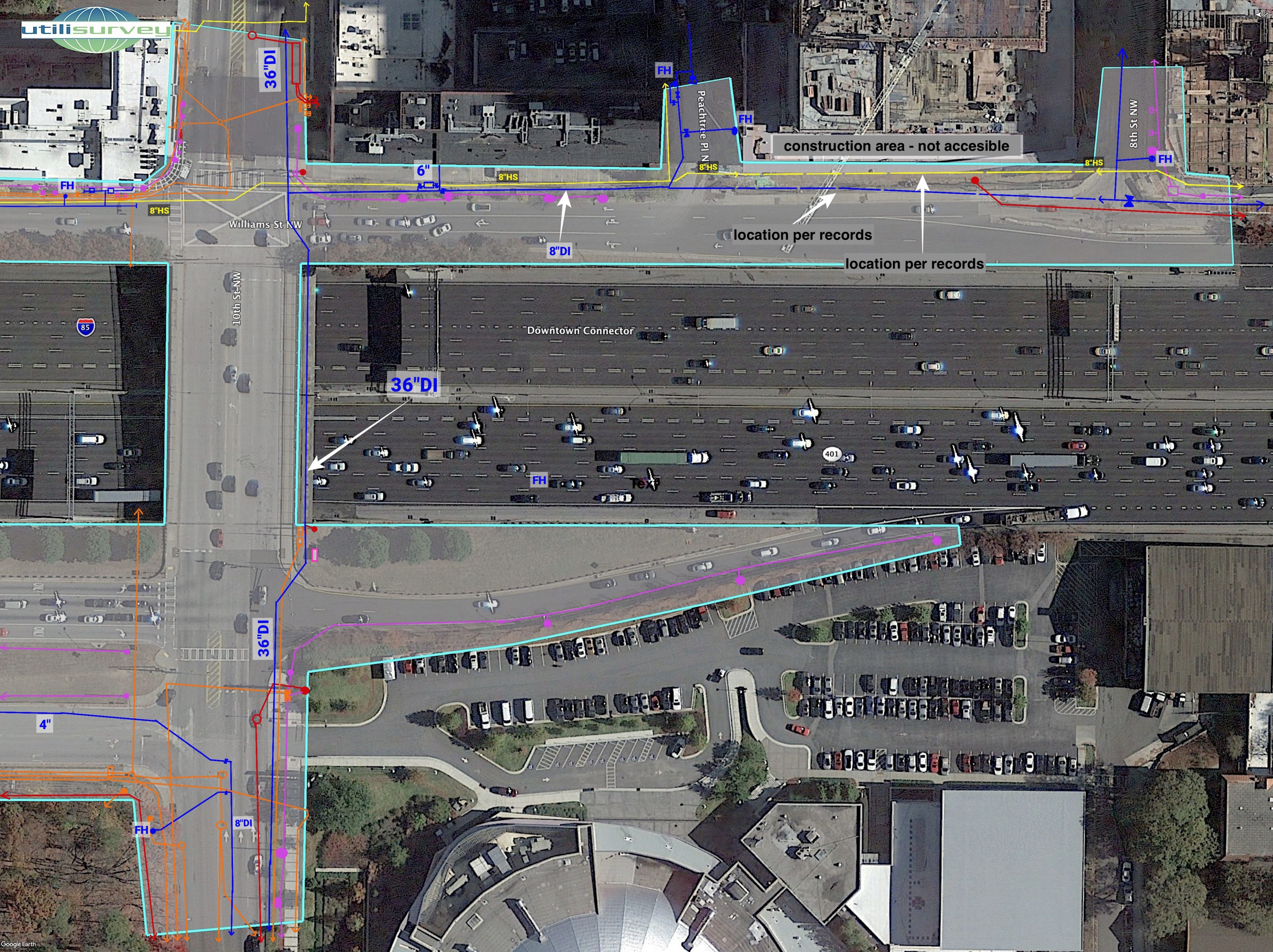
Hans J. Wonneberger 11/6/17

Hans J. Wonneberger (Civil Engineer) Date
UtiliSurvey, LLC.

Bill Wohlford Date
TerraMark Land Surveying, Inc.

154 Grant Road Fayetteville, GA 30215 ph 404-312-6912 Hans@UtiliSurvey.com


utilisurvey
12th St NW
CATV
FH
8"HS
FO
FO
8"HS
8"HS
Williams St NW
FO
75
401
Downtown Connector
Techwood Dr NW
8"DI
FH
8"
FH
2"
6"
FH
8"DI
Google Earth


utilisurvey
36"DI
FH
Peachtree Pl NW
FH
construction area - not accesible
8th St NW
FH
6"
8"HS
8"HS
8"HS
8"HS
FH
Williams St NW
8"DI
location per records
location per records
10th St NW
85
Downtown Connector
36"DI
401
FH
Text
36"DI
4"
FH
8"DI
Google Earth

line type on the sketch	field marked
lines located	yes
not able verify location of line (location of line per records)	no
not able verify location of line (location of line per records)	yes
lines located	no
dots of any color in the field are provisional markings !!! IGNORE THEM !!!!	

? lost signal (field markings end here)

line continues (field markings end here)

line ends here

Water

Power

Gas

Communication

Power for Street Lights & Signs

Force Main

Not Specified (pink field markings)

Limits of Underground Utility Locating

off-set measurements are in feet

depth of lines are from the surface and in inches

Fire Hydrant or Blackflow Preventer

Water Meter or Vault

Water Manhole

Pole with Commumication Cable going Underground

Phone Pedestal / Cross Box / Switch Station or Cable TV Box

Communication Manhole

Communication Handhole

Pole with Power Line going Underground

Transformer

Power Manhole

Gas Meter or Gas Regulator

Gas Manhole and/or Test Station

Lightpole

Illuminated Sign

Distribution Box

Force Main or Sewer Manhole

utilisurvey

If you have any questions regarding the sketch or find any indication of additional utilities please call us @ 404-312-6912

10th St NE
Atlanta, GA
Fulton County

11/6/2017

Utility Providers - Contact Info
Note: This list is limited to utility companies that have buried facilities in the vicinity of survey area

Gas
Southern Company Gas (former Atlanta Gas Light)
10 Peachtree Street NE
Atlanta, GA 30309
Hayden Hinton
(404) 584-4338
X2HHINTO@SOUTHERNCO.COM

Power
Georgia Power Company
823 Jefferson Street
Atlanta, GA 30318
(404) 506-4569
Ike Collins

Water
City of Atlanta Department of Watershed Management
651 14th Street
Atlanta, GA 30318
(404) 330-6600
James Bostwick

Communication
Level 3 Communications, Inc
1025 Eldorado Boulevard
Broomfield, CO 80021
(877) 366-8344 ext. 3

Comcast
(770) 559-6879
Sandra Andrews

FiberLight, LLC
11700 Great Oaks Way, Suite 100
Alpharetta, GA 30022
Dell Miller

AT&T
208 S. Akard St
Dallas, TX 75202
210-821-4105
Angelo Hines
(770) 784-3972

XO / AGLN
10 Peachtree Place NE
Atlanta, GA 30309
(770) 901-9160
Steve Gaines
(404) 473-0750

ZAYO Fiber Solutions
400 Centennial Pkwy, Suite. 200
Louisville, CO 80027
(678) 666-2493
Nic Flores

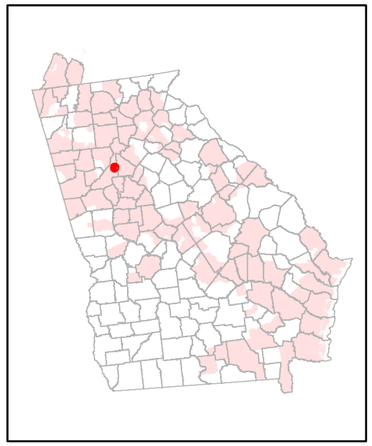
Verizon / MCI
2400 N Glenville
Richardson, TX 75082
(478) 471-1042
Dennis Rainey

Line Locate

Atlanta Gas Light

Chattanooga Gas

- Steel Main
- Plastic Main
- Iron Main
- ConnectorPipe
- Copper Main
- Service Line
- Retired Gas Main



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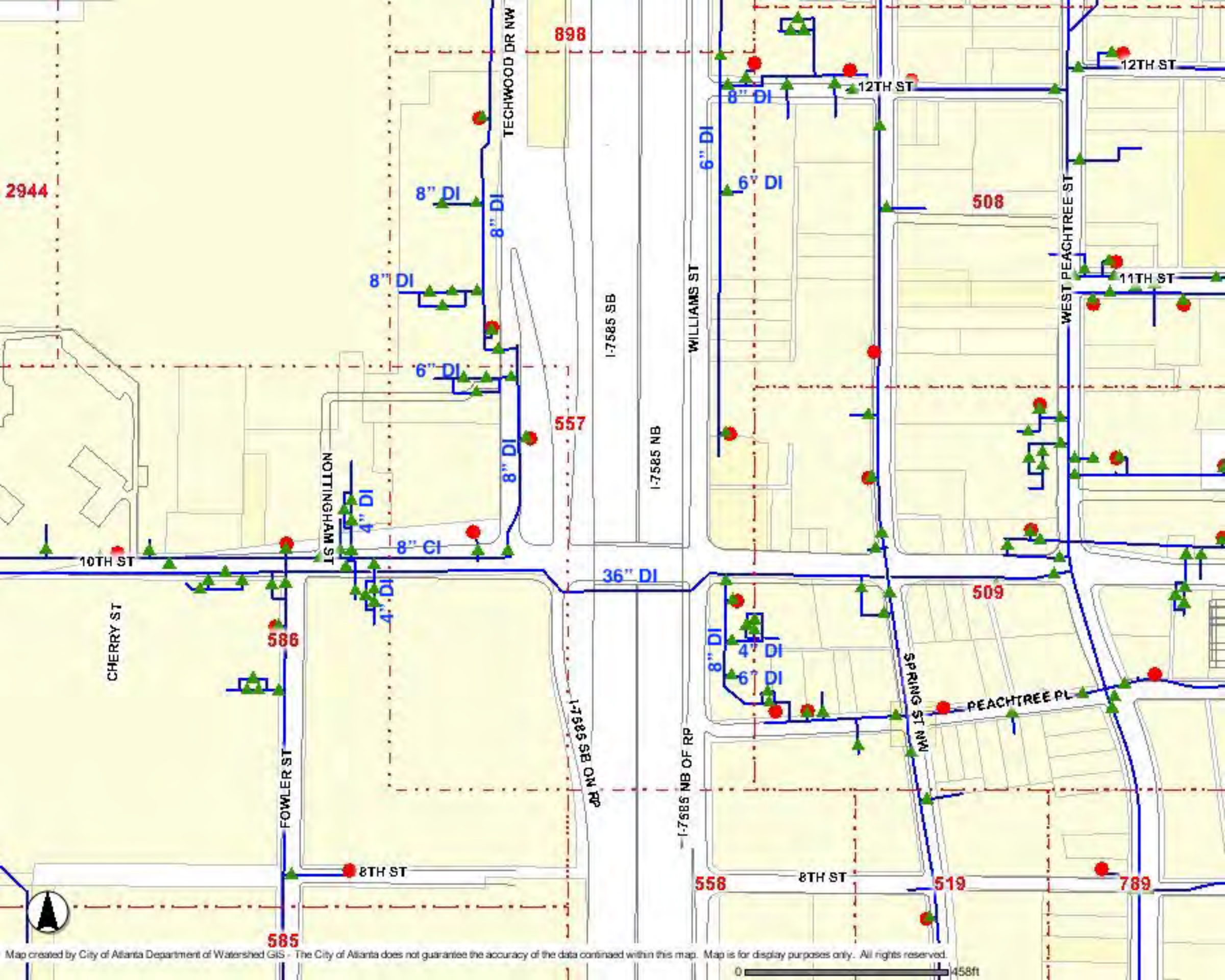
811 Know what's below. Call before you dig.

Feet
0 25 50 100 150 200

N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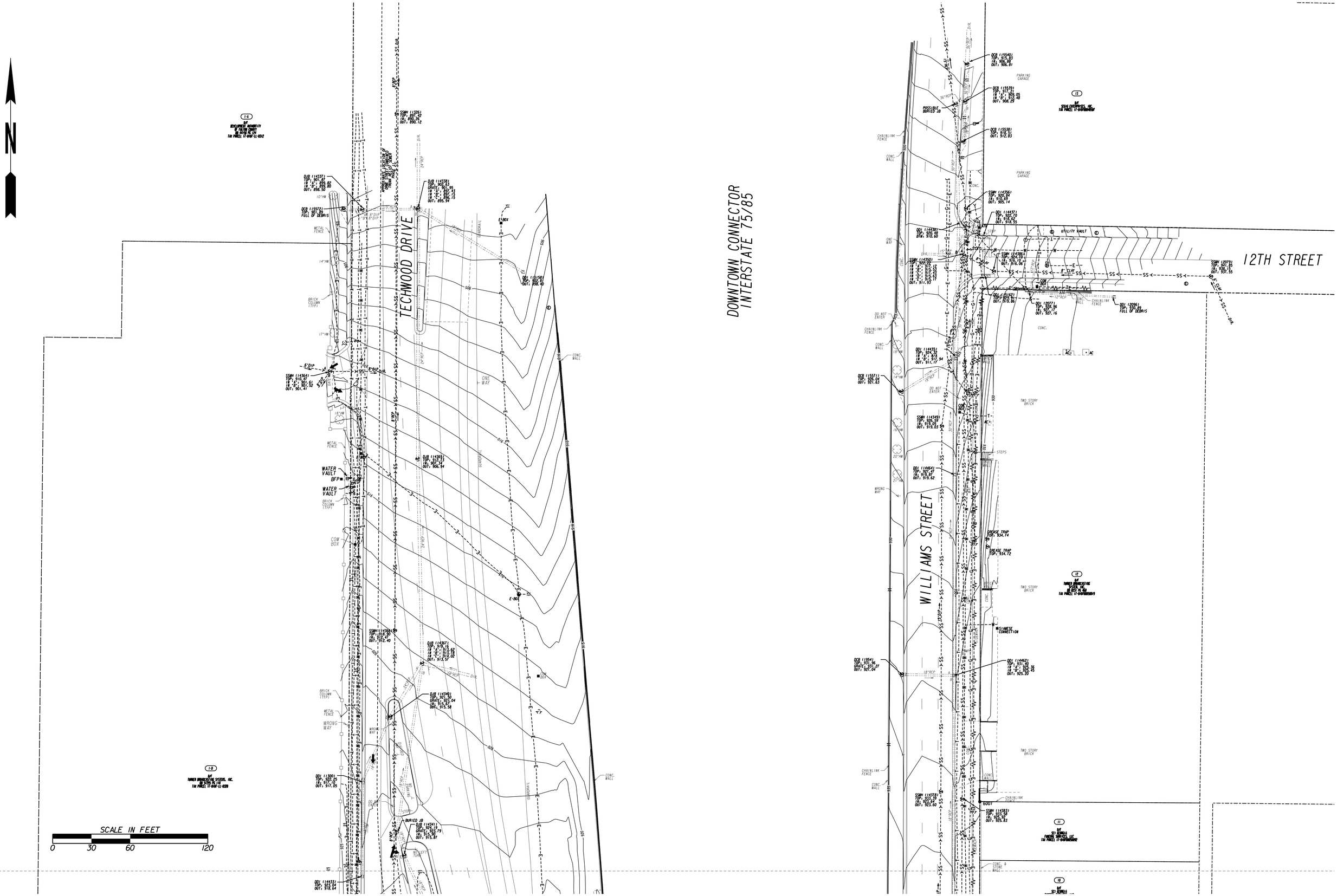
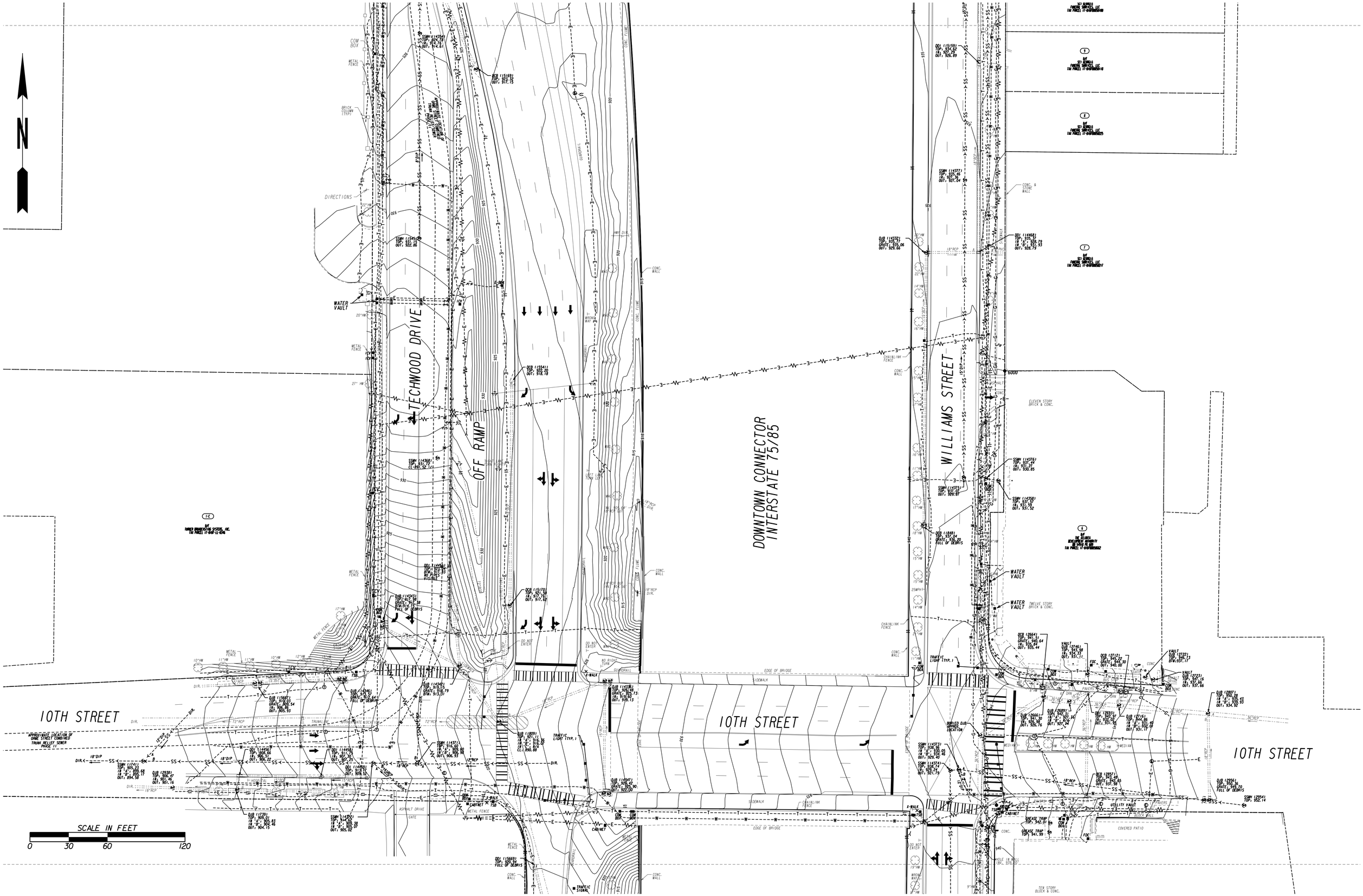
2944
508
557
509
586
558
519
789
585
TECHWOOD DR NW
WILLIAMS ST
I-7585 SB
I-7585 NB
12TH ST
11TH ST
WEST PEACHTREE ST
NOTTINGHAM ST
10TH ST
CHERRY ST
FOWLER ST
8TH ST
SPRING ST NW
PEACHTREE PL
I-7585 SB ON RP
I-7585 NB OF RP
8" DI
6" DI
4" DI
8" CI
36" DI
Map created by City of Atlanta Department of Watershed GIS - The City of Atlanta does not guarantee the accuracy of the data contained within this map. Map is for display purposes only. All rights reserved.
0
458ft


N
DOWNTOWN CONNECTOR
INTERSTATE 75/85
TECHWOOD DRIVE
12TH STREET
WILLIAMS STREET
SCALE IN FEET
0
30
60
120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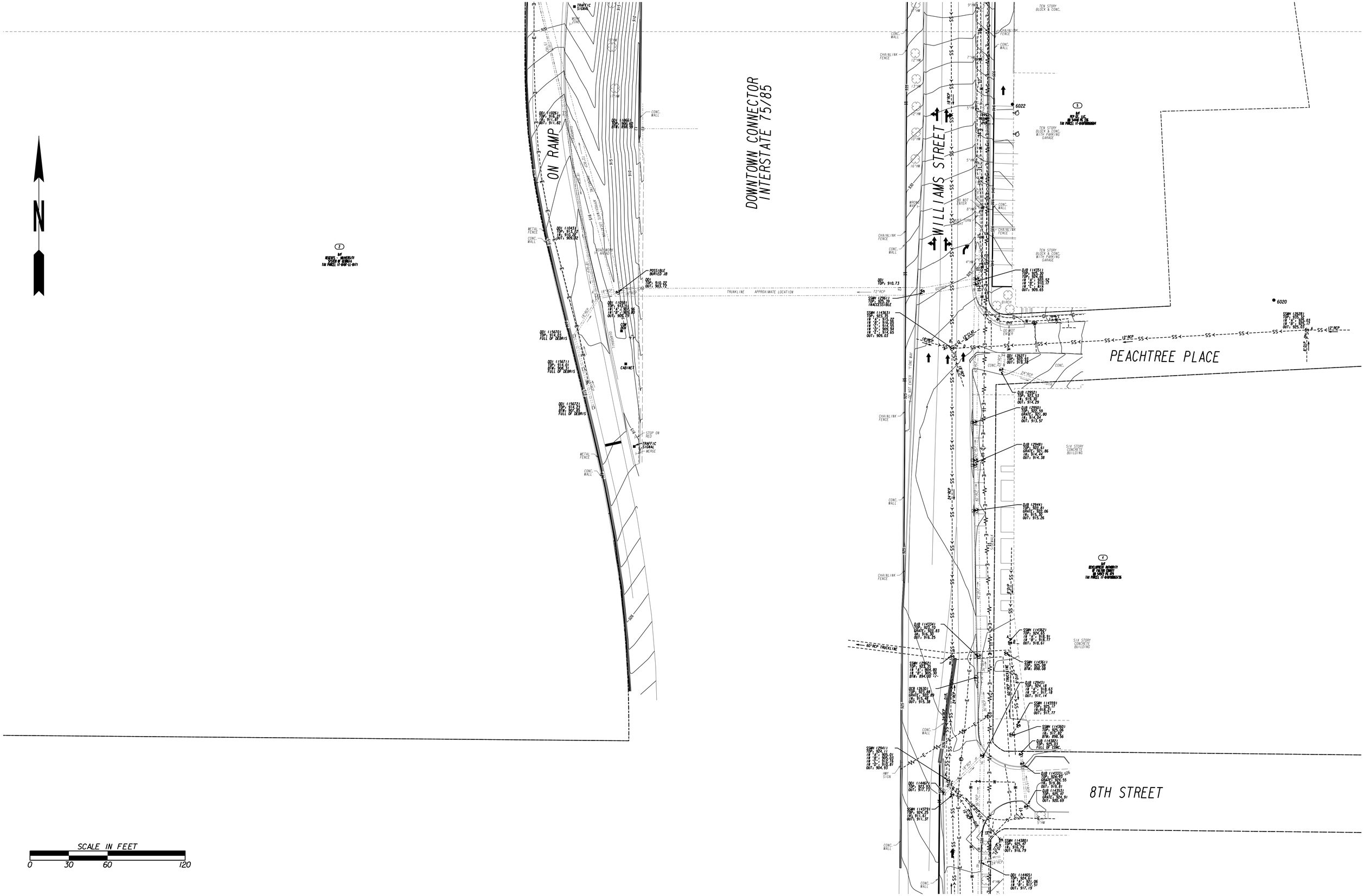
TECHWOOD DRIVE
OFF RAMP
DOWNTOWN CONNECTOR
INTERSTATE 75/85
WILLIAMS STREET
10TH STREET
10TH STREET
10TH STREET
COM BOX
METAL FENCE
BRICK COLUMN (TYP)
DIRECTIONS
WATER VAULT
CHAINLINK FENCE
CONC. WALL
CONC. & STONE WALL
ELEVEN STORY BRICK & CONC.
TWELVE STORY BRICK & CONC.
TEN STORY BLOCK & CONC.
COVERED PATIO
UTILITY VAULT
TRAFFIC LIGHT (TYP.)
TRAFFIC SIGNAL
CABINET
EDGE OF BRIDGE
SIDEWALK
ASPHALT DRIVE
GATE
DO NOT ENTER
NO WRONG TURN
WRONG WAY
MEDIAN
APPROXIMATE LOCATION OF ONE STREET COMBINED TRUNK RELIEF SEWER
SCALE IN FEET
0
30
60
120


N
DOWNTOWN CONNECTOR
INTERSTATE 75/85
ON RAMP
WILLIAMS STREET
PEACHTREE PLACE
8TH STREET
TRAFFIC SIGNAL
CONC. WALL
CHAINLINK FENCE
METAL FENCE
TRUNKLINE APPROXIMATE LOCATION
POSSIBLE BURIED JB
CABINET
STOP ON RED
MERGE
DO NOT ENTER
TEN STORY BLOCK & CONC.
TEN STORY BLOCK & CONC. WITH PARKING GARAGE
SIX STORY CONCRETE BUILDING
6022
6020
SCALE IN FEET
0
30
60
120