# MIDTOWN CONNECTOR

## TRANSPORTATION IMPROVEMENT PROJECT

ARC TAQC Presentation
February 10th, 2021

MAKING MIDTOWN
MORE CONNECTED

# RECONNECTING MIDTOWN

Integrated Transportation · World-Class Park · Catalytic Development

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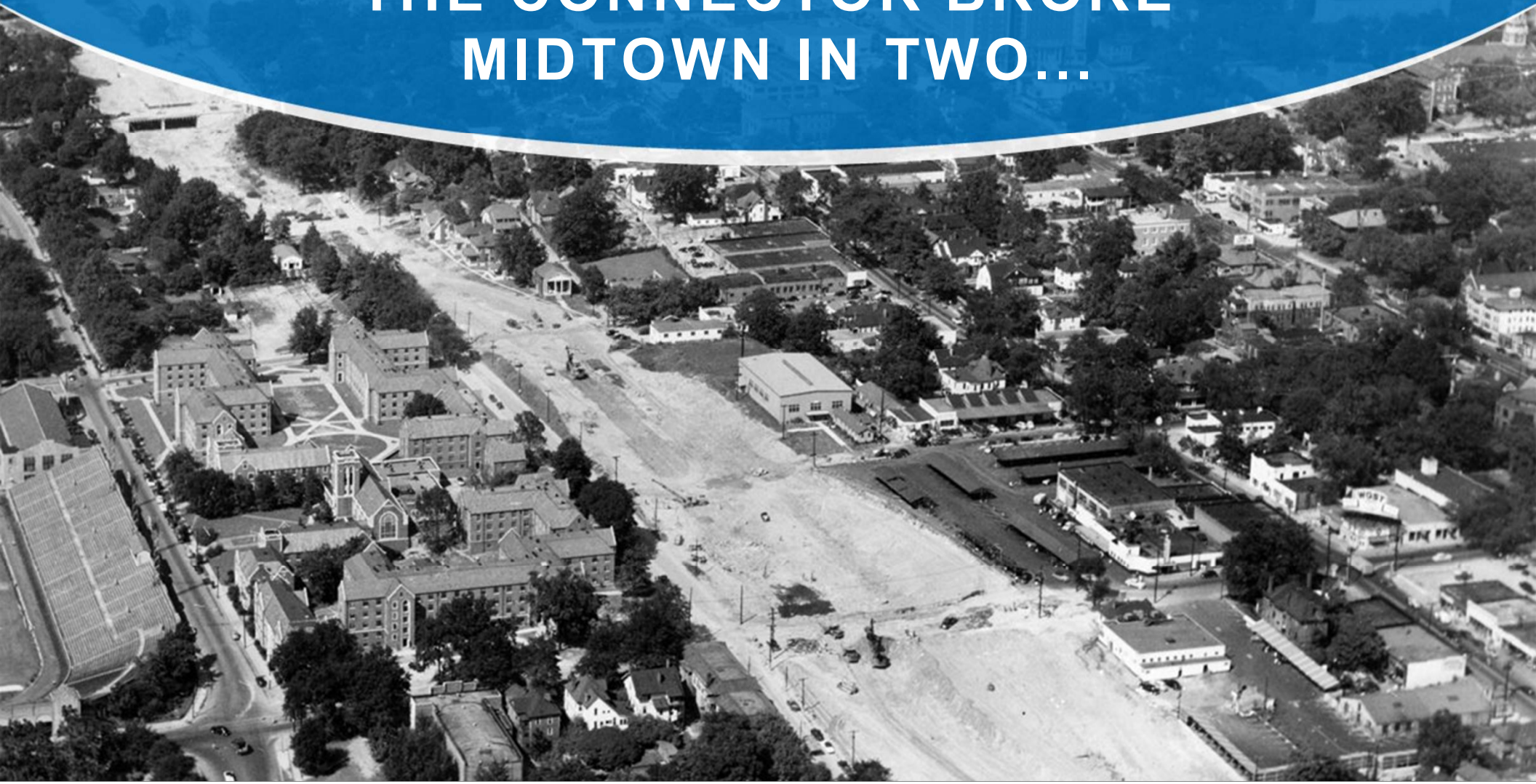
# THE CONNECTOR BROKE MIDTOWN IN TWO...



# OUR CHALLENGE AND OPPORTUNITY

# CHALLENGES OF THE PROJECT AREA

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## Traffic + Safety

Conflicting exits, narrow shoulders, and local/through traffic congestion combine to cause heavy delays and high crash rates on the Connector

## Access + Mobility

Limited connectivity for pedestrians, bicyclists, transit, and vehicles to cross the Connector and access related land uses

## Greenspace + Environment

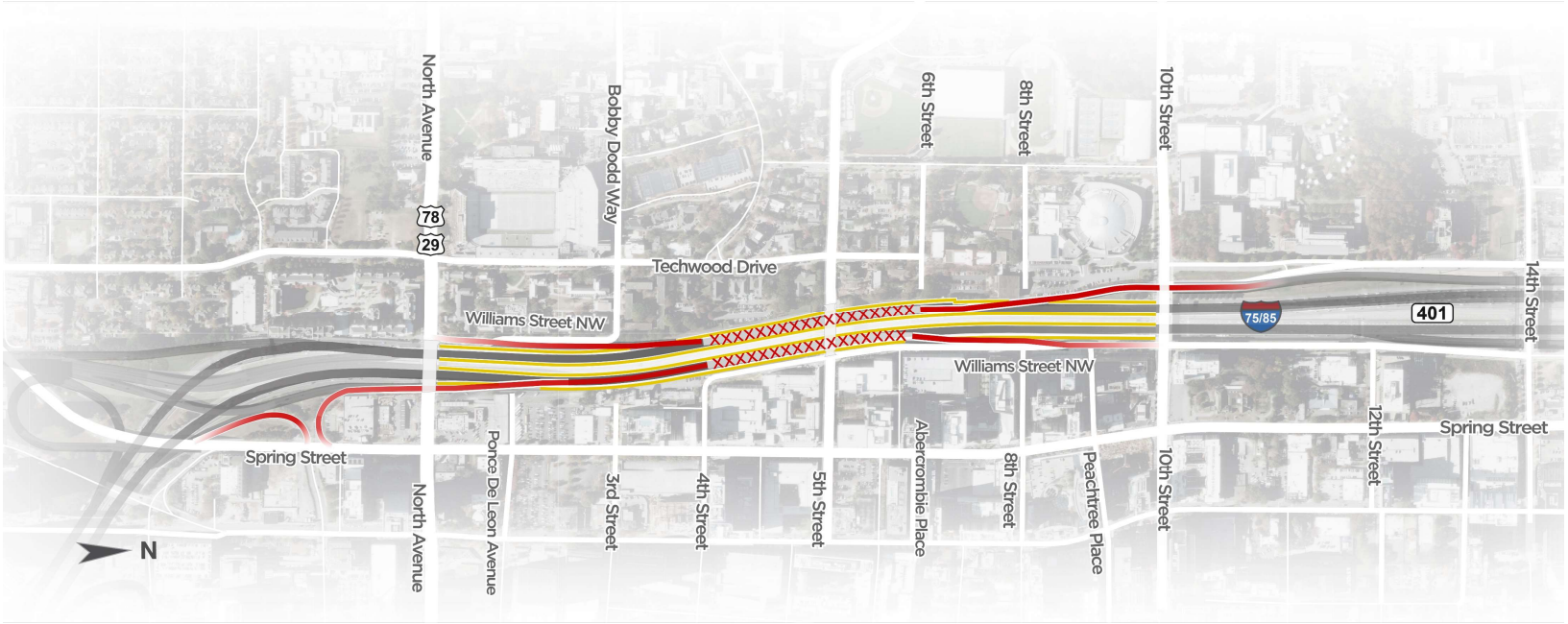
Poor air and water quality, significant noise, and lack of public greenspace accessible to area employees, residents, and students

Problem #1:

# TRAFFIC & SAFETY

# Challenge: Traffic + Safety

Conflicting exits and entrance ramps in Midtown, along with high traffic volumes during peak periods, create friction between local and through traffic and contribute to crashes, leading to some of the heaviest congestion in the region's interstate system. Narrow shoulders limit safe places for disabled vehicles to pull over, which hinders safety and mobility.




Narrow Shoulders Within the Project Area

Conflicting Exits Within the Project Area

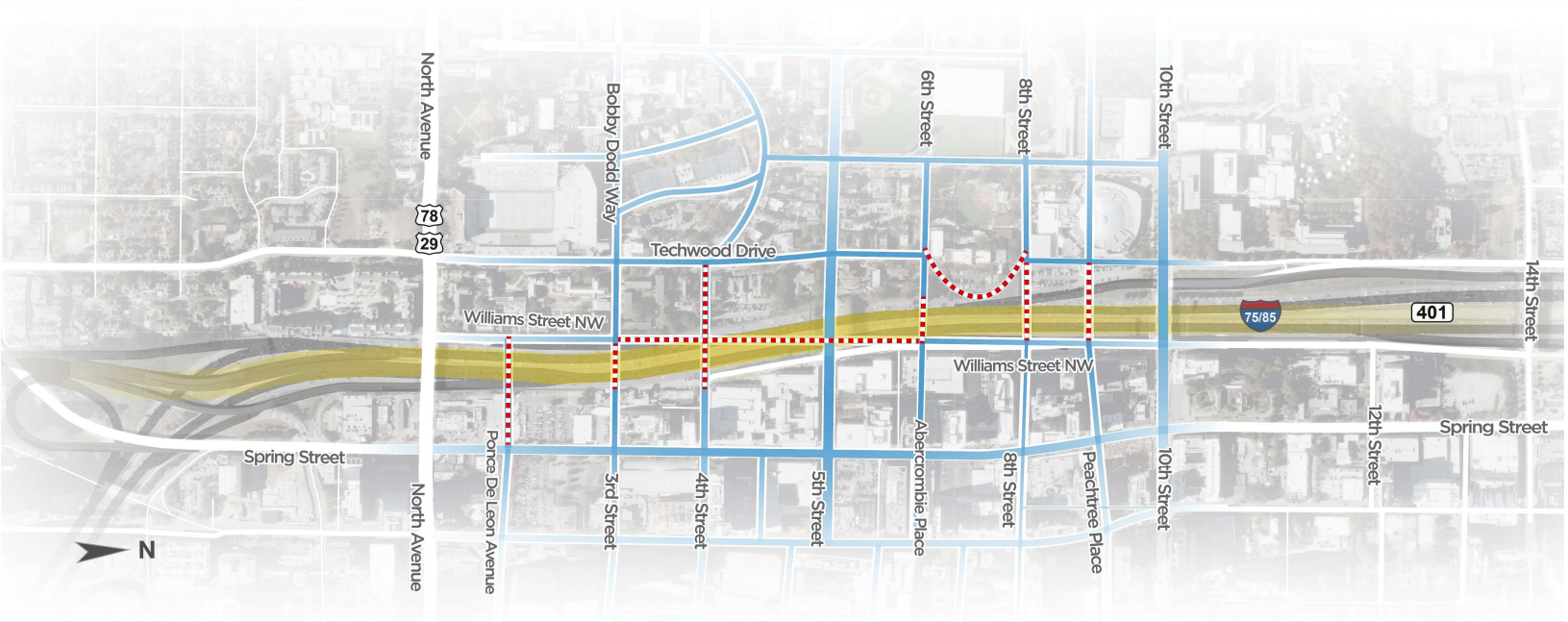
xxxxx xx Areas with High Traffic Weaving

Problem #2:

# ACCESS & MOBILITY

# Challenge: Access + Mobility

Historic roadway connections removed by the Connector during its construction in the 1950's limit options for pedestrians, bicycles, and vehicles to cross the interstate and access nearby destinations.



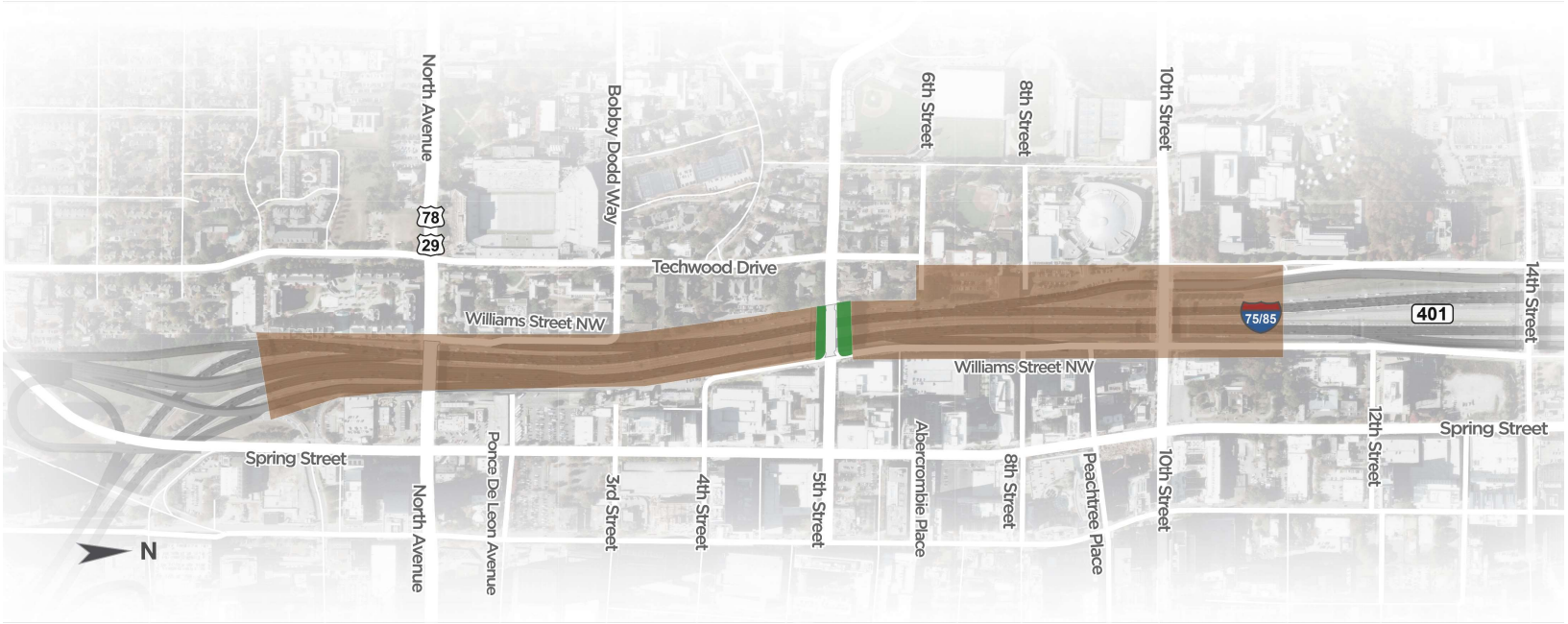

1940s Atlanta Road System (Prior to the Construction of the Connector)
Roadway Connections Removed by the Construction of the Connector
Interstate 75 & 85 (The Connector)

Problem #3:

# GREENSPACE & ENVIRONMENT

# Challenge: Greenspace + Environment

Lack of greenspace, extensive amounts of impervious surfaces and high traffic volumes decrease air and water quality, increase noise levels, stormwater run-off and heat island effects, and compromise public heath and well-being.




Current Impervious Surface Within the Project Area
Current Public Greenspace Within the Project Area

# LEADERSHIP & DELIVERY

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## THROUGH THE MCP FOUNDATION

### TECHNICAL STUDIES

Transportation Systems Integration

Urban Design and Development

Noise, Safety and Environmental Analysis

Sustainability Profile

Engineering Feasibility/ Structural Analysis

Construction/ Delivery Estimating

Geotechnical Investigation

Utilities Assessment

HVAC/ Fire/ Life/ Safety

Constructability Review

Programmatic Research

Real Estate Impact Analysis

Programming Assessment

Capital Funding and Financing

Operating Revenue Modeling

*With technical support and guidance provided by…*

Georgia Tech

GDOT Georgia Department of Transportation

MIDTOWN Atlanta Powered by Midtown Alliance

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# PRECEDENT PROJECT REVIEW

| MCP Case Studies Backgrounder - Project Comparison Matrix | | | Setting | | | Locale | | Form | | | Style | | | Terrain | | | Size | | Cost | Funding | | | | | Ownership | | | Operation | | | Uses | | | | | Lessons Learned |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project Reference | Completion Date | Location | Waterway | Railway | Roadway | Urban | Suburban | Tunnel | Cut-n-Cover | Capping | Mini-Deck | Partial Deck | Full Deck | Flat | Sloped | Hyperbolic | Approximate Distance | Approximate Land Area | | Federal | State | Local | Business | Philanthropy | Developer | Public | Private | Non-Profit | Public | Private | Non-Profit | Green | Plaza | Pub. Bldg | Prv. Bldg | Parking | Transport | 1.Attention to Details 2. Public Process 3. Use Mitigation 4. Interagency Communication 5. Cost Early 6. Time Construction Needs 7. Value Air Rights 8. Private Sector Early 9. Plan for Loads 10. Private Control |
| Ponte Vecchio | 1300 | Florence, Italy | ● | | | ● | | | | ● | | ● | | ● | | | 500 lf. | 1.3 ac. | N/A | ● | | | ● | | | ● | | | ● | | | | ● | ● | ● | | ● | N/A |
| Pont Au Change | 1639 | Paris, France | ● | | | ● | | | | ● | | ● | | ● | | | 700 lf. | 7.0 ac. | N/A | ● | | | | | | ● | | | ● | | | | | ● | ● | | ● | N/A |
| **Ronde de Dalt *(21 sites)*** | **1992** | **Barcelona, Spain** | ● | | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | 22,000 lf. | 184 ac. | N/A | ● | ● | ● | ● | ● | | ● | | | ● | | | ● | ● | | | ● | ● | 1, 2, 4, 6 |
| **Villa Olimpica** | **1992** | **Barcelona, Spain** | ● | | ● | ● | | | ● | ● | | | ● | | ● | | 3,600 lf. | 37.8 ac. | N/A | ● | ● | ● | ● | ● | | ● | | | ● | ● | | ● | ● | ● | ● | ● | ● | 1, 2, 4, 5, 6, 8 |
| **Moll de la Fusta** | **1992** | **Barcelona, Spain** | ● | | ● | ● | | | ● | ● | | | ● | | ● | | 6,500 lf. | 106 acres | N/A | ● | ● | ● | ● | ● | ● | ● | ● | | ● | ● | | ● | ● | ● | ● | ● | ● | 1, 2, 4, 5, 6, 8 |
| Bishopsgate | 1987 | London, England | | ● | | ● | | | | ● | | ● | | ● | | | 400 lf. | 3.0 ac. | N/A | | | ● | | | ● | | ● | | | ● | | ● | ● | | ● | | ● | 1, 4, 5, 6, 7, 8, 9, 10 |
| Canary Wharf | 1992 | London, England | ● | | | ● | | | | | | | ● | ● | | | 2,600 lf. | 121 ac. | N/A | | | ● | | | ● | | ● | | | ● | | ● | ● | ● | ● | ● | ● | 1, 4, 5, 6, 7, 8, 9, 10 |
| Park Avenue & Grand Central Station | 1930 | New York City, NY | | ● | | ● | | | ● | | | | ● | ● | | | 22,000 lf. | 63 ac. | N/A | | | | | | ● | ● | | | ● | | | ● | ● | ● | ● | ● | ● | N/A |
| **I-278 Brooklyn-Queens Expressway Promenade** | **1948** | **Brooklyn, NY** | ● | | ● | ● | | | | ● | ● | ● | | | ● | | 2,600 lf. | 65 ac. | N/A | ● | ● | ● | | | | ● | | | ● | ● | | ● | ● | ● | | ● | ● | 2, 3, 4 |
| Trans-Manhattan Expressway | 1962 | New York City, NY | | | ● | ● | | | ● | | | | ● | ● | | | 1,800 lf. | 9.0 ac. | N/A | ● | ● | ● | | | ● | ● | | | ● | ● | | | ● | ● | ● | ● | ● | 1, 4, 5, 6, 7, 8, 9 |
| Lighthouse Tunnel Plaza & Customs House | 1969 | Monterey, CA | | | ● | | ● | | ● | | | | ● | ● | | | 1,000 lf. | 20 ac. | N/A | ● | | | | | | ● | | | ● | | ● | ● | ● | ● | ● | ● | | 1, 2, 4, 5, 7, 9 |
| I-71 - Lytle Park | 1970 | Cincinnati, OH | | | ● | | ● | | ● | | | | ● | ● | | | 1,100 lf. | 8.3 ac. | N/A | ● | ● | ● | | | ● | ● | ● | | ● | ● | | ● | ● | ● | ● | ● | | 1, 5, 6, 7, 8, 9 |
| I-80 Platform | 1972 | Reno, NV | | | ● | | ● | | ● | | | ● | | ● | | | 450 lf. | 1.7 ac. | N/A | | | | | | ● | ● | ● | | | ● | | | ● | | | ● | | 1, 5, 6, 7, 9 |
| **I-5 Freeway Park (and Convention Center)** | **1976** | **Seattle, WA** | | | ● | ● | | | | ● | | ● | | | | ● | 1,600 lf. | 20 ac. | $214M | ● | ● | ● | ● | | ● | ● | | | ● | ● | ● | ● | ● | ● | ● | ● | | 1, 2, 3, 4, 5, 6 |
| I-66 Extension - Gateway Park | 1982 | Rosslyn, VA | | | ● | | ● | | ● | ● | | ● | | | | ● | 900 lf. | 4.3 ac. | $28M | ● | ● | | | | | ● | | | ● | | | ● | ● | | | | ● | 1, 2, 3, 4 |
| I-93: Copley Place & Prudential Center | 1984 | Boston, MA | | ● | ● | ● | | | ● | ● | ● | | ● | ● | | | 3,200 lf. | 75 ac. | N/A | | ● | ● | | | ● | | ● | | ● | ● | | | ● | | ● | ● | ● | 1, 4, 5, 6, 7, 8, 9, 10 |
| **Mercer Island, WA: I-90 Lids** | **1985** | **Mercer Island, WA** | | | ● | | ● | | ● | | | | ● | | | ● | 5,700 lf. | 90 ac. | $300M | ● | ● | ● | | ● | | ● | | | ● | | | ● | | | | | | 1, 2, 3, 4, 5, 6 |
| The Capital Mall & Portals (Private) | 1990 | Washington, DC | | ● | | ● | | | | ● | | | ● | ● | | | 750 lf. | 20 ac. | $20M | | | | | | ● | | ● | | | ● | | | | | | | 1, 5, 7, 8, 9, 10 |
| The Capital Mall Portals (Public) | 1990 | Washington, DC | | | ● | ● | | | ● | | | | ● | ● | | | 5,600 lf. | 25 ac. | N/A | ● | | | | | | ● | ● | | ● | ● | | ● | ● | ● | ● | ● | ● | 1, 2, 3, 4, 5, 7, 9 |
| **I-35 Extension: Lake Place & Leif Erickson Park** | **1992** | **Duluth, MN** | ● | ● | ● | ● | | | ● | | | ● | ● | | | ● | 5,800 lf. | 55 ac. | $220M | ● | ● | | | | | ● | | | ● | | | ● | ● | | | ● | ● | 1, 2, 3, 4, 5, 6 |
| I-10 Papago Freeway – Hance Deck Park | 1992 | Phoenix, AZ | | | ● | | ● | | ● | | | | ● | ● | | | 2,700 lf. | 44 ac. | $105M | ● | ● | ● | | | | ● | | | | | ● | ● | ● | ● | | ● | | 1, 2, 3, 4 |
| Route 1/93 CANA Project - City Square Park | 1998 | Charlestown, MA | | | ● | | ● | ● | | | | ● | | ● | | | 1,000 lf. | 4.7 ac. | $113M | ● | ● | ● | | | | ● | | | ● | | | ● | ● | | | | ● | 2, 3, 4 |
| I-91/I-84 Interchange Project - Riverfront Recapture | 2000 | Hartford, CT | ● | | ● | ● | | | | ● | | ● | | | ● | | 300 lf. | 6.3 ac. | $115M | ● | ● | | | ● | | ● | | | | | ● | ● | ● | | | | ● | 1, 2, 3, 4, 6 |
| Fort Washington Way | 2000 | Cincinnatti, OH | | | ● | ● | | | | ● | ● | ● | | ● | | | 2,000 lf. | 16 ac. | $68M | ● | ● | ● | ● | | | ● | | | ● | | | ● | ● | | | | | 1, 2, 3, 4, 5, 6, 8, 9 |
| **I-15 - Mid-City Bridge Widening and Park Deck** | **2001** | **San Diego, CA** | | | ● | | ● | | | ● | ● | ● | | ● | | | 1,100 lf. | 15 ac. | $70M | ● | ● | | | | | ● | | | ● | | | ● | ● | | | | ● | 1, 2, 3, 4, 5, 6, 9 |
| Brigantine Collector | 2001 | Atlantic City, NJ | ● | | ● | | ● | | ● | | | | ● | ● | | | 2,200 lf. | 18 ac. | $330M | | ● | | ● | | | ● | | | ● | | | ● | | | | | | 3, 5, 8 |
| Riverwalk Project | 2003 | Trenton, NJ | ● | | ● | | ● | | | ● | | ● | | ● | | | 2,400 lf. | 12.4 ac. | $150M | | ● | | | | | ● | | | ● | | | ● | ● | | | | ● | 2, 3 |
| Cap at Union Station | 2004 | Columbus, OH | | | ● | ● | | | | ● | ● | | | ● | | | 220 lf. | 1.2 ac. | $7.8M | | | | | | ● | | ● | | | ● | | | ● | | ● | ● | | 1, 5, 7, 8, 9, 10 |
| **Central Artery Tunnel - Rose Kennedy Greenway** | **2008-13** | **Boston, MA** | | | ● | ● | | ● | ● | | | | ● | ● | | | 9,000 lf. | 25 ac. | $500M | ● | ● | ● | | | | ● | | | | | ● | | | | | | | 1, 2, 3, 4, 6 |
| **Woodall Rodgers – Klyde Warren Park** | **2013** | **Dallas, TX** | | | ● | ● | | | | ● | | ● | | ● | | | 800 lf. | 5.2 ac. | $110M | ● | ● | ● | ● | ● | | ● | | | | | ● | ● | | | ● | ● | | 1, 2, 3, 4, 5, 7, 8, 10 |

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# PRECEDENT PROJECT REVIEW

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Dallas · Klyde Warren Park
(Organization & Process)

Chicago · Millennium Park
(Programming & Management)

Seattle · Freeway Park
(Site Conditions & Longevity)

# PRECEDENT PROJECT REVIEW

Boston · Rose Kennedy Greenway
(Location and Length)

# LIMITS OF THE PROJECT AREA

Project limits begin north at Exit 84 (Southbound) and extend south to Exit 249D (Northbound), with the majority of improvements focused between North Avenue and 10th Street.

Project Boundary

Proposed Tunnel with Streets, Trails, Park, and Greenspace on Deck

Midtown Connector Interchange and Street Improvements

Anticipated Easements or ROW Potentially Needed for Project Construction

Anticipated Relocation or Reconstruction of Structure as a Result of Project

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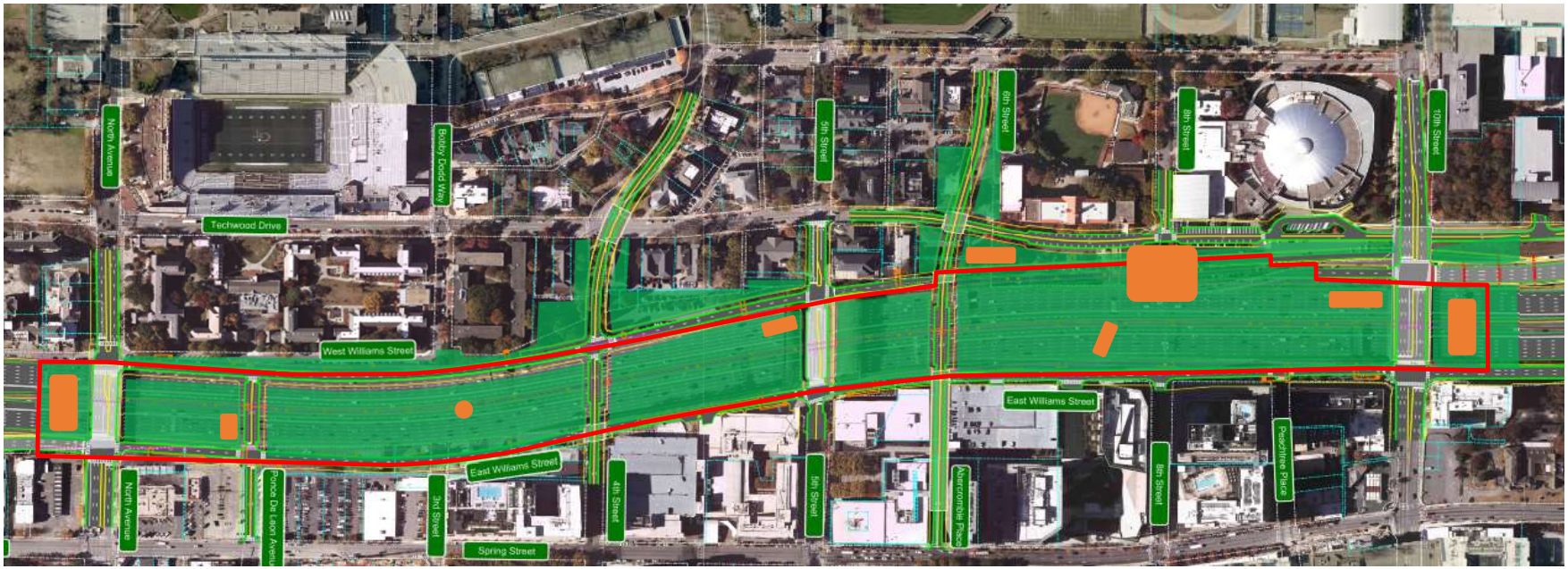
# CONCEPT PLAN

## RESTORE 35 ACRES & 10 CITY BLOCKS




NORTH

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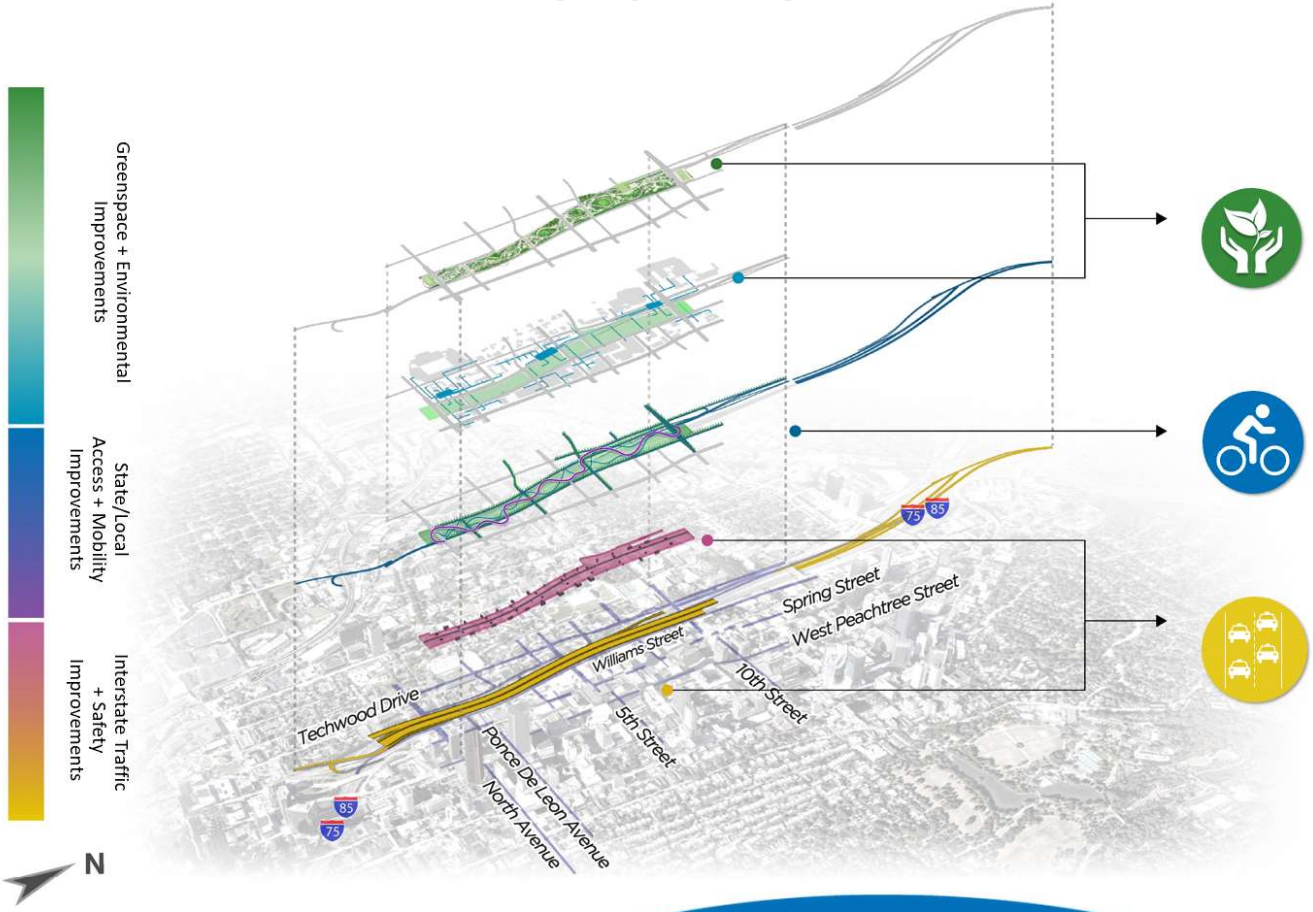
# CONCEPT PLAN




- Approximately 25 acres of park, greenspace, and tree canopy
- Stormwater and condensate capture, filtration, and reuse system integrated into deck structure

- New street, bicycle, and pedestrian connections across new tunnel system and along the Connector

- Tunnel structure with emergency egress stairways, ventilation, and fire suppression system
- Interstate shoulder upgrades, exit reconfiguration, and new collector-distributor street system

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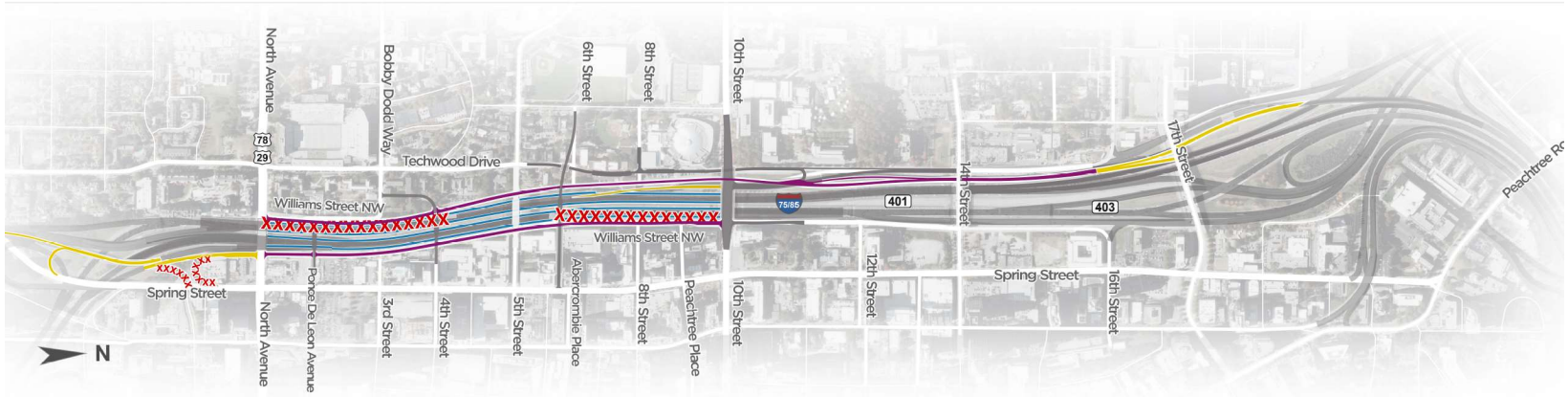
ACTION: TRAFFIC + SAFETY

# Interstate Shoulder Upgrades, Exit Reconfiguration, And New Collector-Distributor Street System




XXXXXXX Removal of Spring St/W Peachtree St Entrance/Exit Ramp, North Avenue Exit (southbound), and 10th Street Exit (northbound)

Collector-Distributor (CD) Street System*

Reconfigurations of Spring St/W Peachtree St Exit (northbound) and 17th/16th/14th/10th Street Exit (southbound) to Connect with CD Street System

Proposed Interstate Shoulder Widening

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ACTION: TRAFFIC + SAFETY

# Tunnel Structure Safety System and Operational Components

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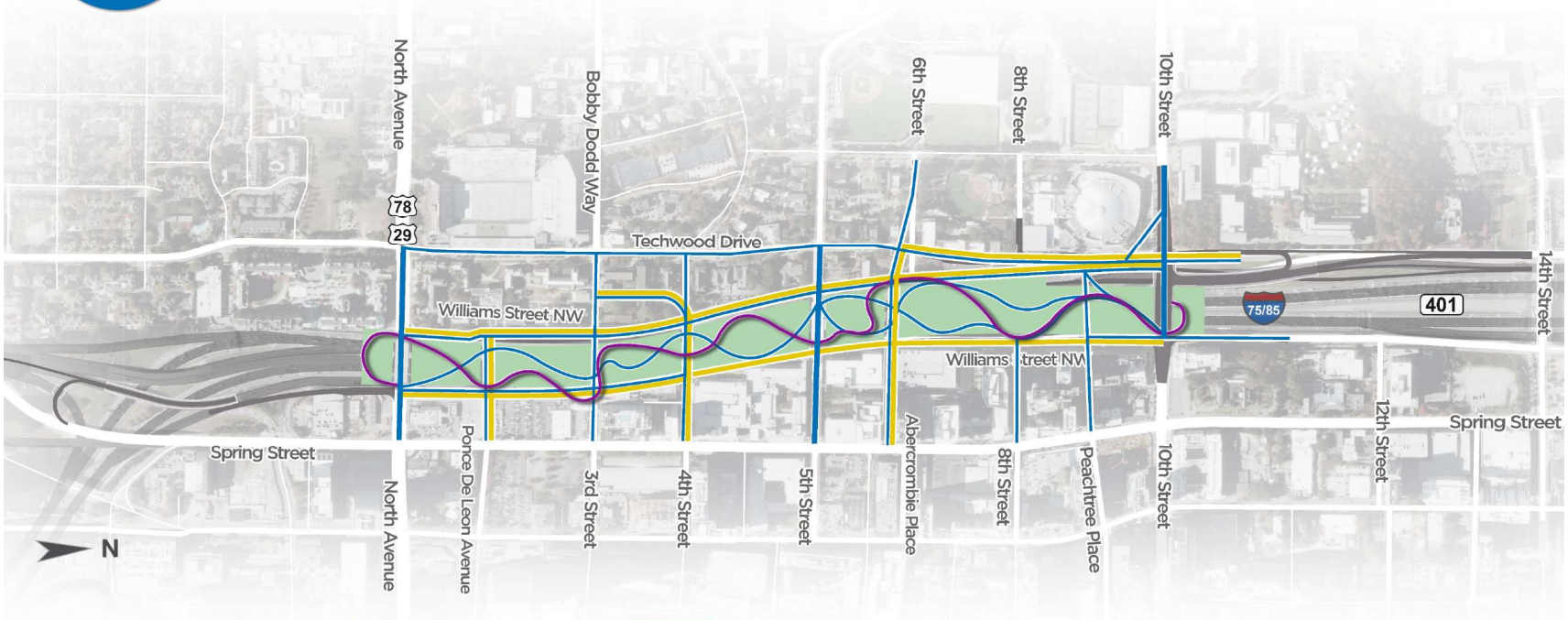
SOLUTION: ACCESS + MOBILITY

# New Street, Bicycle, and Pedestrian Connections




New or Enhanced Bicycle and Pedestrian Connections

New or Enhanced Pedestrian Only Connections

Proposed Decking Structure with Greenspace

New or Enhanced Street Connections

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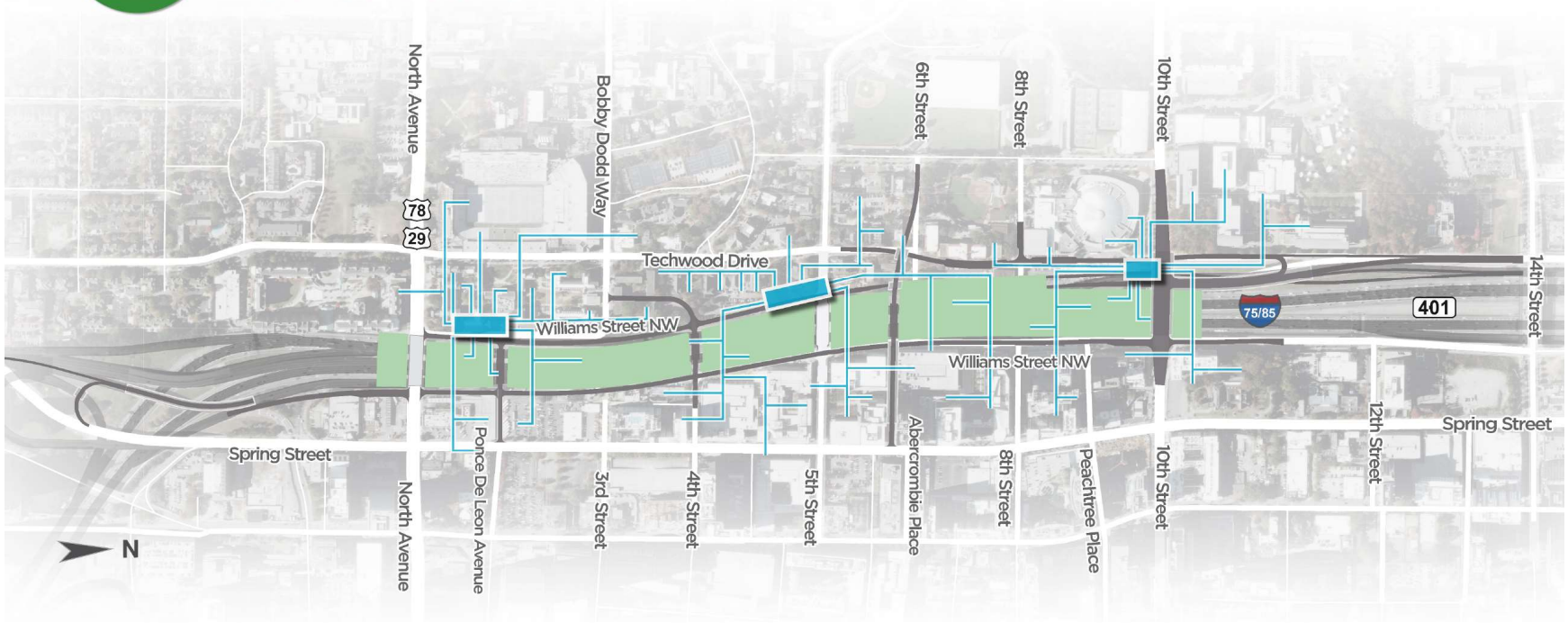
ACTION: GREENSPACE + ENVIRONMENT

# Stormwater Management on Deck Structure




Deck Structure with Greenspace

Conceptual Stormwater and Condensate Capture, Filtration, and Reuse System

Stormwater Cistern

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ACTION: GREENSPACE + ENVIRONMENT

# New Park & Public Greenspace on Deck Structure

Greenspace to Support Tree Canopy, Park, and Recreation Areas with Interconnected Multimodal Surface Transportation Corridor

Green Roof Buildings

Elevated Pedestrian-Only Circulation

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# TRAFFIC & SAFETY

## RESTORE & IMPROVE

- ✓ Southbound travel delay on Connector reduced by 13%
- ✓ Northbound travel delay on Connector reduced by 37%
- ✓ Overall intersection performance improved by 60%
- ✓ Connector interchange crashes reduced by 52%
- ✓ Midtown area street crash rates decreased by 15%



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# ACCESS & MOBILITY

## RECONNECT WHAT WAS LOST

- ✓ Connector crossing street network expanded by 100%
- ✓ 6 out of 10 Midtown intersections perform better and more safely
- ✓ Local area street network increased by 150%
- ✓ Protected interconnected pedestrian/bike access expanded by more than 3.5 miles



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# GREENSPACE & ENVIRONMENT

## DESIGNING WITH NATURE

- ✓ Approximately 25 acres of new park land added to the City's greenspace inventory
- ✓ 2.7M gallons of storm rainfall captured, cleaned, and stored for self-sustaining reuse
- ✓ CO2 reduced from atmosphere through landscape absorption and storage
- ✓ Heat island temperature reduced by 14 degrees through natural ecology
- ✓ Connector vehicle exhaust captured and cleaned through tunnel filter/ventilation
- ✓ Highway traffic noise eliminated for almost a mile



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# BROAD COMMUNITY BENEFIT

## A NEW CENTERPIECE FOR MIDTOWN

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# BROAD COMMUNITY BENEFIT

## A GREENER HEART FOR ATLANTA

- ✓ **Environment**: Creating a smarter transportation network and innovative deck park
- ✓ **Experience**: Creating a new "connector" with greenspace and gathering places
- ✓ **Equity**: Creating a space that is inclusive and accessible to all
- ✓ **Ecology**: Creating an environment that is harmonious and sustainable
- ✓ **Economy**: Creating benefits beyond the everyday use of the park



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TRANSPORTATION IMPROVEMENT PROJECT
A CIVIC INFRASTRUCTURE INVESTMENT INITIATIVE
THANK YOU
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