Transportation Analysis

Sawtell DRI #3727

City of Atlanta, Georgia

November 2022

Prepared for:

OZF Sawtell, LLC.

Prepared by:

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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Sawtell* development located in Atlanta, Georgia. The approximate 39.7-acre site is located in the southwest quadrant of McDonough Boulevard (SR 42) at Sawtell Avenue (SR 54). The site currently contains 151,451 SF of industrial warehouse space (119,451 SF of which is open and generating traffic). The proposed development will consist of the following land uses and densities contained in **Table 1**. The project is expected to be completed by 2032 (approximately 10 years).

Table 1: Proposed Land Use and Density

Land Use	Proposed
Multifamily Residential	2,300 units
Office	33,800 SF
Retail	27,000 SF
Restaurant	61,700 SF

The DRI analysis includes an estimation of the overall vehicle trips projected to be generated by the development, also known as gross trips. Mixed-use and pass-by reductions to gross trips are included in the trip generation, as outlined in the Georgia Regional Transportation Authority (GRTA) Letter of Understanding (dated June 27, 2022).

Capacity analyses were performed for the study intersections under the Existing 2022 conditions, the Projected 2032 No-Build conditions, and the Projected 2032 Build conditions.

- Existing 2022 conditions represent current traffic volumes collected in April 2022 with no COVID adjustment factor applied (NOTE: Traffic Count methodology which eliminated the use of a COVID factor was approved by GRTA and ARC on September 21, 2022).

- Projected 2032 No-Build conditions represent the Existing 2022 traffic volumes grown for ten (10) years using a 1.0% per year growth rate, plus project trips associated with the *Chosewood Development DRI #3206* and *Englewood South DRI #3299.*

- Projected 2032 Build conditions represent the Projected 2032 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *Sawtell* development.

Projected 2032 No-Build (System Improvements)

Per GRTA's DRI guidelines, an improvement should be considered if either the overall intersection, or an individual approach operates at a failing LOS. Due to the low level-of-service (LOS) at the following intersection under the Projected 2032 No-Build conditions, the following intersection improvements have been identified to serve future background traffic (traffic conditions that exist without the proposed future development traffic):

- Jonesboro Road (SR 54) at Sawtell Avenue (SR 54)/Claire Drive (Intersection 6)
    - System Improvements identified for further consideration (needed to serve background traffic, without the development, shown in red on **Figure 8** and **Figure 9**)
        - Install an exclusive eastbound right-turn lane along Claire Drive so that it consists of one (1) exclusive left-turn lane, one (1) through lane, and one (1) exclusive right-turn lane.

Projected 2032 Build (Site Access Improvements)

Due to the low level-of-service (LOS) at the following intersections under the Projected 2032 Build conditions, the following intersection improvements have been identified to serve future development traffic (traffic conditions that exist with proposed future development traffic):

- McDonough Boulevard (SR 42) at University Avenue/Hank Aaron Drive (Intersection 1)
    - Improvements (needed to serve development traffic, shown in blue on **Figure 9**)
        - Install an additional westbound left-turn lane along McDonough Boulevard (SR 42), creating two (2) exclusive left-turn lanes and one (1) exclusive right-turn lane. (Note: Dual southbound receiving lanes currently exist along University Avenue.)
- Lakewood Avenue at Claire Drive (Intersection 7)
    - Improvements (needed to serve development traffic, shown in blue on **Figure 9**)
        - Reconstruct the westbound approach of Claire (SR 42) to include an exclusive left-turn lane and a shared through/right-turn lane.

Under Projected 2032 Build conditions, all site driveways are projected to operate at an acceptable LOS under the Projected 2032 Build conditions. Additional site access improvements needed to serve the site are listed below (shown in blue on **Figure 9)**:

- Harriet Street at Site Driveway A (Intersection 8)
    - On the site, construct a conventional full-movement driveway with one (1) ingress lane entering the site and one (1) egress lane exiting the site.
- McDonough Boulevard (SR 42) at Site Driveway B/Miller Reed Avenue (Intersection 9)
    - On the site, construct a conventional full-movement driveway with one (1) ingress lane entering the site and two (2) egress lanes exiting the site.
    - Provide an exclusive westbound left-turn lane by providing a center two-way left-turn lane along McDonough Boulevard (SR 42) across the site frontage.
- McDonough Boulevard (SR 42) at Site Driveway C/Eric Street (Intersection 10)
    - On the site, construct a conventional full-movement driveway with one (1) ingress lane entering the site and two (2) egress lanes exiting the site.
    - Provide an exclusive westbound left-turn lane by providing a center two-way left-turn lane along McDonough Boulevard (SR 42) across the site frontage.
- Sawtell Avenue (SR 54) at Site Driveway D (Intersection 11)
    - On the site, construct a conventional full-movement driveway with one (1) ingress lane entering the site and two (2) egress lanes exiting the site.
    - Note: Alternative to consider restriping the existing four-lane roadway to a three-lane roadway (one lane in each direction with center two-way left-turn lane).

- Sawtell Avenue (SR 54) at Site Driveway E (Intersection 12)
    - On the site, construct a conventional full-movement driveway with one (1) ingress lane entering the site and two (2) egress lanes exiting the site.
    - Note: Alternative to consider restriping the existing four-lane roadway to a three-lane roadway (one lane in each direction with center two-way left-turn lane).

McDonough Boulevard (SR 42) at University Avenue/Hank Aaron Drive (Intersection 1) LOS Summary

Overall LOS Standard: D Approach LOS Standard: D			University Avenue			Hank Aaron Drive						McDonough Boulevard (SR 42)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R				L	T	R
PROJECTED 2032 BUILD IMPROVED (SIGNAL)	AM	Overall LOS	C (33.6)											
		Approach LOS	C (31.0)			B (19.7)						D (38.9)		
		Storage										400		
		50th Queue		84	65	83	36					254		0
		95th Queue		169	187	141	71					306		62
	PM	Overall LOS	C (33.4)											
		Approach LOS	C (33.1)			D (45.4)						C (28.0)		
		Storage										400		
		50th Queue		85	470	174	53					196		0
		95th Queue		139	712	277	87					241		44

Jonesboro Road (SR 54) at Sawtell Avenue (SR 54)/Claire Drive (Intersection 6) LOS Summary

Overall LOS Standard: D Approach LOS Standard: D/E			Jonesboro Road (SR 54)			Jonesboro Road (SR 54)			Claire Drive			Sawtell Avenue (SR 54)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
PROJECTED 2032 NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	C (25.3)											
		Approach LOS	B (11.7)			B (15.0)			D (50.1)			D (35.2)		
		Storage	170						50		75	90		
		50th Queue	42	174			75		1	157	0	18	115	
		95th Queue	83	299			140		4	235	6	39	207	
	PM	Overall LOS	C (26.1)											
		Approach LOS	A (9.9)			B (17.9)			D (43.7)			D (40.0)		
		Storage	170						50		75	90		
		50th Queue	42	95			163		3	138	19	28	139	
		95th Queue	91	185			322		9	205	45	50	231	
PROJECTED 2032 BUILD IMPROVED (SIGNAL)	AM	Overall LOS	C (26.0)											
		Approach LOS	B (14.6)			B (17.6)			D (43.0)**			C (33.4)**		
		Storage	170						50		75	90		
		50th Queue	47	215			82		0	171	3	35	137	
		95th Queue	83	330			140		4	303	37	69	261	
	PM	Overall LOS	C (26.8)											
		Approach LOS	B (11.9)			C (20.7)			D (43.3)**			D (35.9)**		
		Storage	170						50		75	90		
		50th Queue	46	116			175		3	127	3	35	146	
		95th Queue	91	207			323		8	194	47	63	254	

*** Existing minimum green timings, which prioritize pedestrians, were maintained which resulted in negligible improvement to the westbound approach delay.*

Lakewood Avenue at Claire Drive (Intersection 7) LOS Summary

Overall LOS Standard: D Approach LOS Standard: D			Lakewood Avenue Northbound			Lakewood Avenue Southbound			Claire Drive Eastbound			Claire Drive Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
PROJECTED 2032 BUILD IMPROVED (SIGNAL)	AM	Overall LOS	B (18.7)											
		Approach LOS	B (12.3)			A (9.0)			D (39.2)			C (29.1)		
		Storage			50							160		
		50th Queue		162	60		26			43		86	39	
		95th Queue		274	136		57			85		210	115	
	PM	Overall LOS	C (21.0)											
		Approach LOS	B (12.5)			B (12.9)			D (40.5)			C (24.9)		
		Storage			50							160		
		50th Queue		61	0		78			76		92	29	
		95th Queue		117	54		144			129		222	80	

Impacted Queue Lengths Exceeding Storage

Intersection	Movement	Storage Length	Projected Build Queue Length (AM/PM)	Recommendation
1. McDonough Boulevard (SR 42) at University Avenue/Hank Aaron Drive	WBL**	400	719/494 (50^{th}) 953/700 (95^{th})	System Improvement: Consider extending WBL lane storage.
4. McDonough Boulevard (SR 42) at Sawtell Avenue (SR 54)	WBL**	125	56/110 (50^{th}) 162/360 (95^{th})	System Improvement: Consider extending WBL lane storage.
5. McDonough Boulevard (SR 42) at Boulevard	EBL	250	121/106 (50^{th}) 260/248 (95^{th})	Build Improvement: Consider extending EBL lane storage.
7. Lakewood Avenue at Claire Drive	NBR*	50	42/94 (50^{th}) 0/41 (95^{th})	System Improvement: Consider extending NBR lane storage.

** Exceeds available storage in Existing 2022 conditions*

*** Exceeds available storage in No-Build 2032 conditions*

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *Sawtell* development located in Atlanta, Georgia. The approximate 39.7-acre site is located in the southwest quadrant of McDonough Boulevard (SR 42) at Sawtell Avenue (SR 54). The project site is currently zoned MRC-3-C (Light Industrial). The SAP Permit was filed on June 2, 2022. **Figure 1** provides a location map of the project site. **Figure 2** provides an aerial view of the project site and surrounding area.

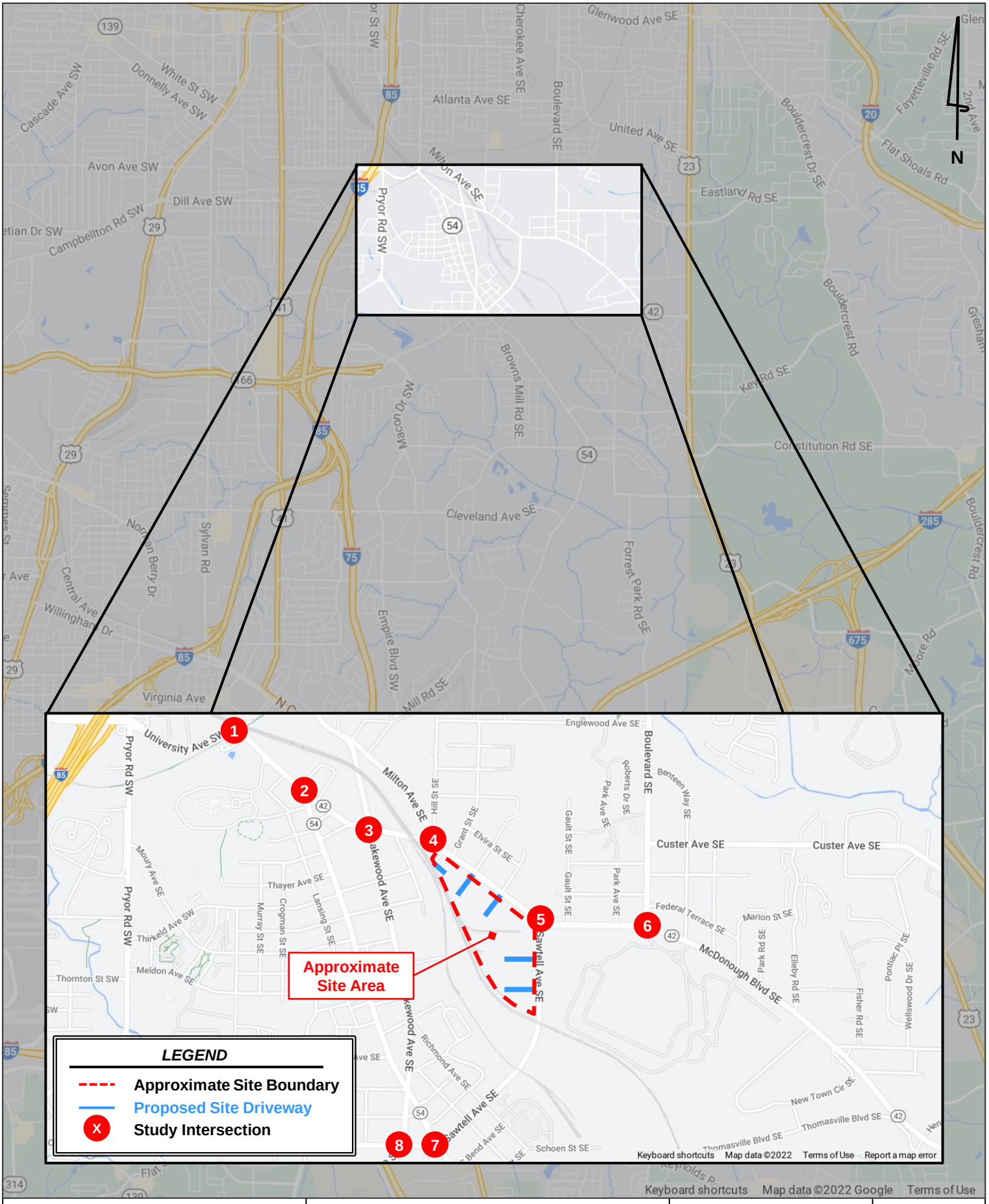
The site currently contains 151,451 SF of industrial warehouse space (119,451 SF of which is open and generating traffic). The proposed development will consist of the following land uses and densities contained in **Table 2**. The project is expected to be completed by 2032 (approximately 10 years).

Table 2: Proposed Land Use and Density

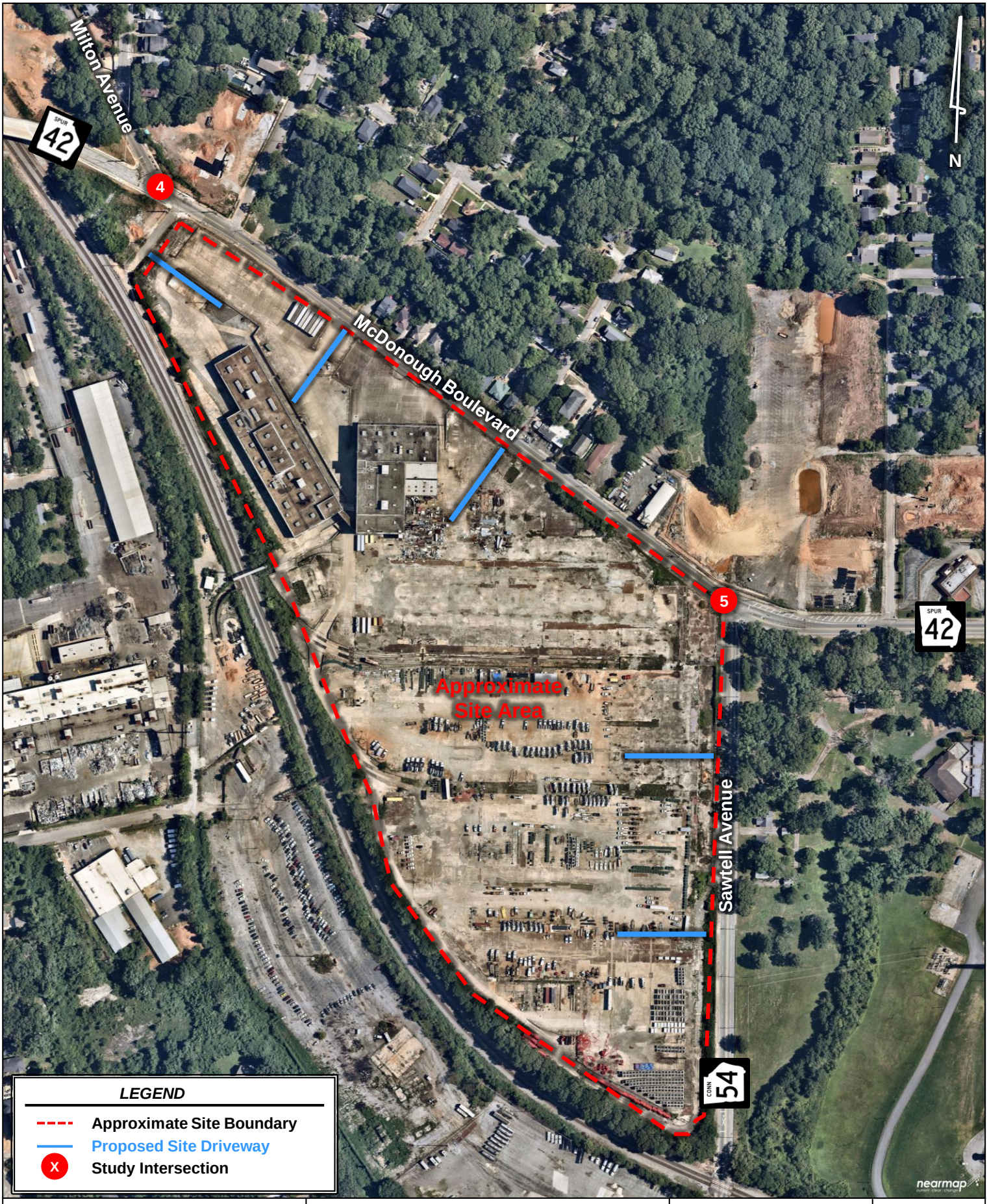
Land Use	Proposed
Multifamily Residential	2,300 units
Office	33,800 SF
Retail	27,000 SF
Restaurant	61,700 SF

A reference of the proposed site plan is provided in **Appendix A**. A full-sized site plan consistent with GRTA's Site Plan Guidelines is also being submitted as part of the review package.

The project is considered a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 500,000 SF of mixed-use development in a Maturing Neighborhood Area (per UGPM). The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on June 13, 2022 by the City of Atlanta. This transportation analysis includes all inputs and methodologies discussed at the DRI Methodology Meeting with GRTA, ARC, and other stakeholders. The inputs and methodologies are outlined in the GRTA Letter of Understanding (LOU) dated June 27, 2022. Note: During the Methodology Meeting it was discovered that the McDonough Boulevard (SR 42) bridge over the railroad was closed due to construction, affecting two (2) of the study intersections included in the network outlined in the LOU. The COVID-19 Methodology Memorandum submitted to GRTA (August 3, 2022) resulted in the recommendation to utilize historical data at one (1) of the intersections, and remove the other, due to a lack of historical data. This methodology was approved by GRTA on August 11, 2022. Revised traffic count methodology which eliminated the use of a COVID-19 factor was approved by GRTA and ARC on September 21, 2022.



Kimley»Horn	*Sawtell DRI #3727* **Transportation Analysis**	**Site Location Map**	**Figure 1** **Page 6**



Kimley»Horn	*Sawtell DRI #3727* **Transportation Analysis**	**Site Aerial**	**Figure 2** **Page 7**

1.2 Site Access

As currently envisioned, the proposed development will be accessible via five (5) access points:

1. **Site Driveway A** – an existing (to be reconstructed), full-movement driveway located along Harriet Street, approximately 125 feet south of McDonough Boulevard (SR 42) that will continue to operate under side-street stop control.

2. **Site Driveway B** – an existing (to be reconstructed), full-movement driveway located along McDonough Boulevard (SR 42), aligned with Miller Reed Avenue, that will continue to operate under side-street stop control.

3. **Site Driveway C** – an existing (to be reconstructed), full-movement driveway located along McDonough Boulevard (SR 42), aligned with Eric Street, that will continue to operate under side-street stop control.

4. **Site Driveway D** – a proposed full-movement driveway along Sawtell Avenue (SR 54), approximately 350 feet south of McDonough Boulevard (SR 42), that is proposed to operate under side-street stop control.

5. **Site Driveway E** – a proposed full-movement driveway along Sawtell Avenue (SR 54), approximately 800 feet south of McDonough Boulevard (SR 42), that is proposed to operate under side-street stop control.

1.3 Internal Circulation Analysis

Internal roadways throughout the site provide vehicular access to all buildings and parking on the site. See referenced site plan in Appendix A for a visual representation of vehicular access and circulation throughout the development. Pedestrian facilities will be provided throughout the development between the various land uses.

1.4 Parking

The current number of total site parking spaces to be provided are listed below in **Table 3**.

Table 3: Proposed Parking

Land Use	Min (MRC-3)	Max (MRC-3)	Proposed
Residential	1,932 *0.84 space per 1 unit*	N/A	**3,160**
Office	N/A	85 *2.5 spaces per 1,000 SF*	
Eating/Drinking	103 *1 space per 600 SF*	N/A	
Commercial	45 *1 space per 600 SF*	N/A	
Total	Min: 2,080	N/A	

Additional parking details are provided on the proposed site plan in **Appendix A**.

1.5 Alternative Transportation Facilities

There are designated bicycle lanes along the site frontage on McDonough Boulevard (SR 42). Additionally, there are sidewalks on both sides of McDonough Boulevard (SR 42) along the entire site frontage. The project site plan proposes sidewalks along the site frontage. MARTA Route 49 currently serves McDonough Boulevard (SR 42) with seven (7) bus stops adjacent to the project site.

2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

2.1 Study Network Determination

The study area was determined at the methodology meeting with input from GRTA, ARC, and other local agency stakeholders. The study includes the following seven (7) off-site intersections described in **Table 4** and shown in **Figure 3**.

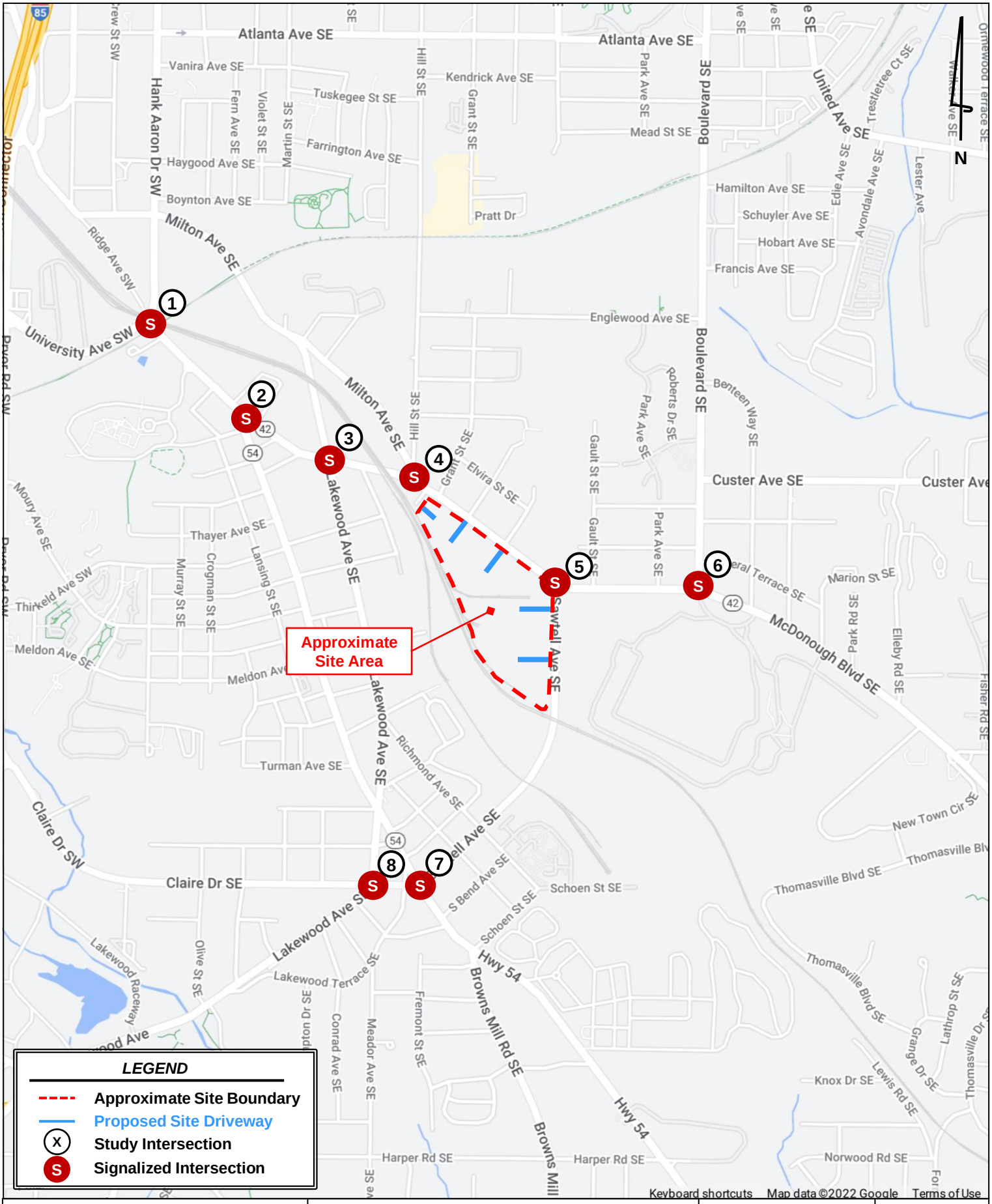
Table 4: Intersection Control Summary			
Intersection		**Jurisdiction**	**Control**
1.	McDonough Boulevard (SR 42) at University Avenue/Hank Aaron Drive	GDOT/City of Atlanta	Signalized
2.	McDonough Boulevard (SR 42) at Jonesboro Road	GDOT/City of Atlanta	Signalized
3.	McDonough Boulevard (SR 42) at Milton Avenue/Harriet Street	GDOT/City of Atlanta	Signalized
4.	McDonough Boulevard (SR 42) at Sawtell Avenue (SR 54)	GDOT/City of Atlanta	Signalized
5.	McDonough Boulevard (SR 42) at Boulevard	GDOT/City of Atlanta	Signalized
6.	Jonesboro Road at Sawtell Avenue (SR 54)/Claire Drive	GDOT/City of Atlanta	Signalized
7.	Lakewood Avenue at Claire Drive	City of Atlanta	Signalized

Note: Following the Methodology Meeting on June 21, 2022, the intersection of McDonough Boulevard (SR 42) at Lakewood Avenue was removed from the study network due to lack of pre-bridge-closure traffic count data. Removal of the intersection from the study network was approved by GRTA on August 11, 2022.

2.2 Existing Roadway Facilities

Roadway classification descriptions and estimated Annual Average Daily Traffic (AADT) for roadway segments within the study network are provided in **Table 5** (bolded roadways are adjacent to the site).

Table 5: Roadway Classifications				
Roadway	**Lanes**	**Posted Speed Limit**	**AADT (GDOT, 2019)**	**GDOT Functional Classification**
McDonough Boulevard (SR 42)	**2**	**30**	**11,600**	**Minor Arterial**
Sawtell Avenue (SR 54)	**4**	**30**	**7,400**	**Major Collector**
Jonesboro Road	2	30	7,650	Minor Arterial
Lakewood Avenue	2	35	5,680	Major Collector
Claire Drive	2	35	4,680	Minor Collector
Boulevard	4	30	8,690	Minor Arterial
Hank Aaron Drive	4	30	15,500	Minor Arterial



Kimley»Horn	*Sawtell DRI #3727* **Transportation Analysis**	**Study Intersections**	**Figure 3** **Page 10**

2.3 Traffic Data Collection and Calibration

Traffic counts were collected at all seven (7) existing study intersections on Tuesday, April 26, 2022. The intersections were not calibrated per request from GRTA and ARC on September 21, 2022.

Traffic count peak hours for all the study intersections are shown in **Table 6**. The collected peak hour turning movement traffic counts are available upon request.

Table 6: Traffic Count Summary

Intersection	Count Date	AM Peak Hour	PM Peak Hour
1. McDonough Boulevard (SR 42) at University Avenue/Hank Aaron Drive	4/2022	8:00 - 9:00 AM	4:00 - 5:00 PM
2. McDonough Boulevard (SR 42) at Jonesboro Road	4/2022	7:45 - 8:45 AM	4:00 - 5:00 PM
3. McDonough Boulevard (SR 42) at Milton Avenue/Harriet Street	4/2022	7:45 - 8:45 AM	4:30 - 5:30 PM
4. McDonough Boulevard (SR 42) at Sawtell Avenue (SR 54)	4/2022	7:45 - 8:45 AM	4:00 - 5:00 PM
5. McDonough Boulevard (SR 42) at Boulevard	4/2022	7:45 - 8:45 AM	4:00 - 5:00 PM
6. Jonesboro Road at Sawtell Avenue (SR 54)/Claire Drive	4/2022	7:30 - 8:30 AM	4:00 - 5:00 PM
7. Lakewood Avenue at Claire Drive	4/2022	7:45 - 8:45 AM	4:00 - 5:00 PM

2.4 Background Growth

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed *Sawtell* development. Background traffic includes a base growth rate, which is based on historical count data and population growth data. It can also include trips anticipated from nearby or adjacent other projects.

Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 1.0% per year background traffic growth rate from 2022 to 2032 (10 years) was used for all roadways. Project traffic from the *Chosewood Development DRI #3206* and *Englewood South DRI #3299* developments were also included.

The Projected 2032 No-Build conditions represent the Existing 2022 traffic volumes grown for ten (10) years at 1.0% per year throughout the study network, plus project trips associated with *Chosewood Development DRI #3206* and *Englewood South DRI #3299*.

The Projected 2032 Build conditions represent the project trips generated by the *Sawtell* development (discussed in **Section 3.0** and **Section 4.0**) added to the Projected 2032 No-Build Conditions.

2.5 Programmed and Planned Projects

Programmed and planned projects near the project site were researched to account for any improvements or modifications within the study network before or by the build-out year of the development. The programmed and planned projects were discussed in the methodology meeting with GRTA, ARC, and other local stakeholders.

The following projects shown in **Table 7** are programmed to occur near the development.

Table 7: Programmed Projects

Project Name	From / To Points:	Sponsor	GDOT PI #	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY
Signal Enhancement Projects – Phase II	Various locations including Boulevard SE	City of Atlanta	0018033	AT-377	2022	2023	2025
Beltline Corridor Multi-Use Trail and Streetscapes	Glenwood Ave / University Ave	Atlanta Development Authority	0009397	AR-450C	2018	2021	2023
SR 42 Signal Upgrades	Various intersections along Sawtell Ave	GDOT	0013208	N/A	2014	2020	2022
SR 54 Signal Upgrades	Various intersections along Jonesboro Rd	GDOT	0013208	N/A	2014	2020	2022
Installation of RRFB on SR 54	2 locations	GDOT	S015748	N/A	N/A	N/A	2022
I-75: SR 42 Spur & SR 54 Signal Upgrades	Various intersections	GDOT	0013212	N/A	2014	2020	2021
Summerhill Bus Rapid Transit (BRT)	Southern Terminus station at cul-de-sac along Ridge Avenue	FTA FY 2017 TIGER Grant No. GA 2020-022-00	N/A	N/A	2020	N/A	2024
SR 42 Spur @ NS #718064Y 0.30 MI E OF SR 54	Bridge replacement along McDonough Blvd (SR 42) over NS RR.	GDOT	0011684	N/A	2013	2017	2018

**Project information was obtained from GeoPI (GDOT), the Atlanta Region's Plan (ARC), ATLDOT Project, and https://www.itsmarta.com/summerhill.aspx*

Additionally, two (2) traffic signal design modifications will be incorporated into the future roadway conditions:

- Sawtell Ave (SR 54) at McDonough Blvd (SR 42) (GPAS Permit ID S-121-002261-7, concept attached)
- McDonough Blvd (SR 42) at Milton Ave/Harriet St (concept attached)

The following projects shown in **Table 8** are planned to occur near the development.

Table 8: Planned Projects

Project Name	From / To Points:	Potential Sponsor	GDOT PI #	ARC ID # (TIP)	Project Timeline	Planning Document
Atlanta Streetcar – Southeast Beltline Corridor	Irwin S/ University Ave	MARTA	N/A	AR-490G	2050	N/A

Note: In 2019, McDonough Boulevard (SR 42) was reduced from a 4-lane undivided roadway to a 2-lane roadway with bike lanes in each direction.

Available fact sheets for projects listed in the table above can be found in **Appendix D**.

2.6 Level-of-Service Overview

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels-of-service, LOS A through LOS F, with A being the best and F being the worst. LOS analyses were conducted at all intersections within the study network using *Synchro 11*.

LOS for signalized intersections and all-way stop controlled intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low LOS while the intersection as a whole may operate acceptably.

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

2.7 Level-of-Service Standards

For the purposes of this traffic analysis, a LOS standard of D was assumed for all study intersections per section 3.2.2.1 of the GRTA *Development of Regional Impact Review Procedures* as specified in the LOU.

3.0 TRIP GENERATION

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition*, using equations where available. Reductions to gross trips including mixed-use reductions and alternative transportation mode reductions are considered in the analysis based on methodology outlined in the GRTA Letter of Understanding (LOU).

Mixed-use reductions occur when a site has a combination of different land uses that interact with one another. For example, people living in a residential development may walk to the restaurants and retail instead of driving off-site or to the site. This reduces the number of vehicle trips that will be made on the roadway, thus reducing traffic congestion. Mixed-use reductions were taken in this analysis per the LOU.

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). Alternative modes reductions were taken in this analysis per the LOU.

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

Table 9 summarizes the gross trip generation, reductions, net trip generation, and driveway volumes for the proposed *Sawtell* development.

Table 9: Trip Generation								
Land Use (ITE Code)	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
Multi-Family Housing (Mid-Rise) (221)	2,300 units	10,924	5,462	5,462	230	770	547	350
General Office Building (710)	33,800 SF	452	226	226	58	8	12	56
Shopping Center (822)	27,000 SF	1,370	685	685	33	22	79	79
High-Turnover (Sit-Down) Restaurant (932)	61,700 SF	6,614	3,307	3,307	325	265	340	218
Gross Project Trips		**19,132**	**9,566**	**9,566**	**617**	**1,056**	**967**	**673**
*Existing Trips (to be removed)**		*-228*	*-114*	*-114*	*-29*	*-9*	*-11*	*-30*
Mixed-Use Reductions		*-1,776*	*-888*	*-888*	*-110*	*-110*	*-201*	*-201*
Alternative Mode (20%) Reductions		*-3,470*	*-1,735*	*-1,735*	*-100*	*-189*	*-153*	*-94*
Pass-By Reductions		*-2,356*	*-1,178*	*-1,178*	*-0*	*-0*	*-77*	*-77*
New Trips		**11,530**	**5,765**	**5,765**	**407**	**757**	**536**	**301**

**Represents the ITE trip generation for 119,451 SF of Warehousing (150) that is currently active (Section 1.1).*

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

4.0 TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of new project trips was based on the project land uses, a review of land use densities and road facilities in the area, engineering judgement, and methodology discussions with GRTA, ARC, and other local stakeholders.

The anticipated distribution and assignment of the trips throughout the study roadway network for non-residential land uses is shown in **Figure 4.** The anticipated distribution and assignment of the trips throughout the study roadway network for residential land uses is shown in **Figure 5**. These trip assignment percentages were applied to the net project trips expected to be generated by the development, and the volumes were assigned to the roadway network. The peak hour project trips are shown by turning movement throughout the study network in **Figure 6**.

Detailed intersection volume worksheets are provided in **Appendix C**.

5.0 TRAFFIC ANALYSIS

Capacity analyses were performed using *Synchro 11* for the AM and PM peak hours under the Existing 2022 conditions, Projected 2032 No-Build conditions, and Projected 2032 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM), 6th Edition* unless otherwise noted.

These analyses included existing roadway laneage for each of the scenarios. The traffic volumes and roadway laneage used for each scenario are shown in **Figure 7** for Existing 2022 conditions, **Figure 8** for Projected 2032 No-Build conditions, and **Figure 9** for Projected 2032 Build conditions.

Sections 5.1 – 5.12 provide the results of the capacity analyses are presented for each study intersection and include projected LOS, delay, and queue lengths.

Hank Aaron Drive
At-grade crossing
Railroad
Railroad
Milton Avenue
Miller Reed Avenue
Eric Street
Driveway
Boulevard
Penitentiary
Jonesboro Road
University Avenue
Harriet Street
Site Driveway A
Site Driveway B
Site Driveway C
Site Driveway D
Site Driveway E
Approximate Site Area
Claire Drive
Sawtell Avenue (SR 54 Conn.)
Lakewood Avenue
Jonesboro Road
Railroad
At-grade crossing
N

LEGEND
- Turning Movement
- XX % Traffic Entering
- (XX) % Traffic Exiting
- Proposed Driveway
- Planned Driveway (by others)
- Existing Traffic Signal
- Existing Stop Control
- Proposed Stop Control
- (X) Intersection Reference Number

Figure 4
Non-Residential Trip Distribution & Assignment
Sawtell DRI #3727
Transportation Analysis
Kimley»Horn

Hank Aaron Drive
At-grade crossing
Railroad
Jonesboro Road
University Avenue
Railroad
Milton Avenue
Miller Reed Avenue
Eric Street
Driveway
Boulevard
Penitentiary
Harriet Street
Site Driveway A
Site Driveway B
Site Driveway C
Site Driveway D
Site Driveway E
Approximate Site Area
Claire Drive
Lakewood Avenue
Jonesboro Road
Sawtell Avenue (SR 54 Conn.)
Railroad
At-grade crossing
N

LEGEND

- → Turning Movement
- XX % Traffic Entering
- (XX) % Traffic Exiting
- Proposed Driveway
- Planned Driveway (by others)
- Existing Traffic Signal
- Existing Stop Control
- Proposed Stop Control
- (X) Intersection Reference Number

Figure 5

Residential Trip Distribution & Assignment

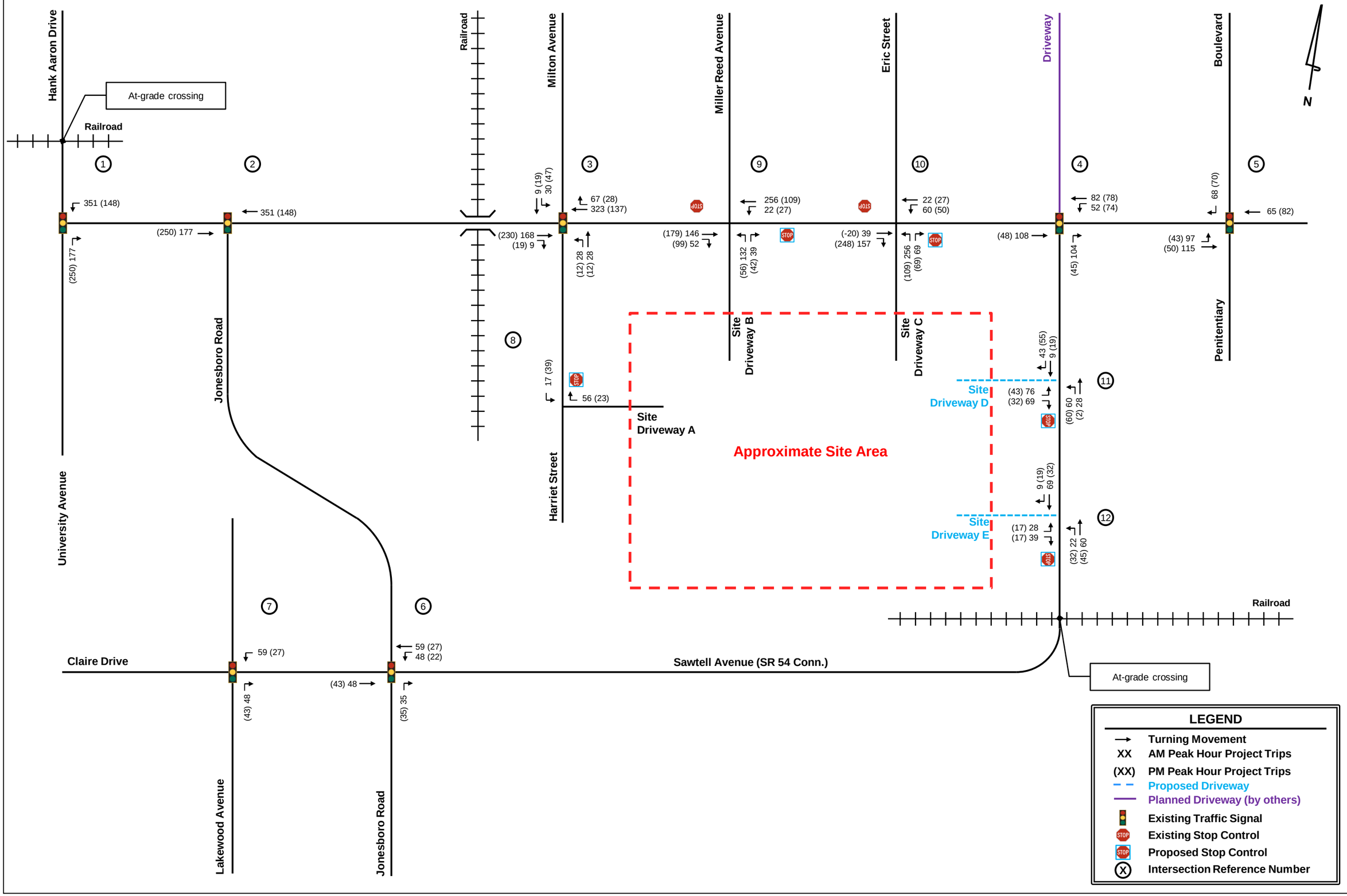
Sawtell DRI #3727
Transportation Analysis

Kimley»Horn

Figure 6

Project Trips

Sawtell DRI #3727
Transportation Analysis



Kimley»Horn

5.1 McDonough Boulevard (SR 42) at University Avenue/Hank Aaron Drive (Intersection 1)

Overall LOS Standard: D Approach LOS Standard: D			University Avenue			Hank Aaron Drive						McDonough Boulevard (SR 42)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R				L	T	R
EXISTING 2022 (SIGNAL)	AM	Overall LOS	C (31.8)											
		Approach LOS	C (23.4)			B (11.6)						D (46.4)		
		Storage										400		
		50th Queue		55	0	17	26					205		0
		95th Queue		112	26	44	60					272		59
	PM	Overall LOS	C (33.1)											
		Approach LOS	C (22.5)			B (13.6)						D (51.7)		
		Storage										400		
		50th Queue		59	0	26	35					258		0
		95th Queue		113	22	57	74					311		39
PROJECTED 2032 NO-BUILD (SIGNAL)	AM	Overall LOS	C (33.6)											
		Approach LOS	C (23.9)			C (21.1)						D (47.2)		
		Storage										400		
		50th Queue		78	13	86	34					268		0
		95th Queue		144	58	147	68					369		64
	PM	Overall LOS	C (34.2)											
		Approach LOS	C (22.7)			C (30.1)						D (51.9)		
		Storage										400		
		50th Queue		80	188	174	48					343		0
		95th Queue		139	273	277	87					426		44
PROJECTED 2032 BUILD (SIGNAL)	AM	Overall LOS	F (83.8)											
		Approach LOS	C (24.0)			C (26.5)						F (131.4)		
		Storage										400		
		50th Queue		87	65	83	38					719		54
		95th Queue		169	187	141	71					953		144
	PM	Overall LOS	D (43.4)											
		Approach LOS	C (34.9)			D (43.7)						D (54.4)		
		Storage										400		
		50th Queue		85	470	174	53					494		21
		95th Queue		139	712	277	87					700		69

The intersection of McDonough Boulevard (SR 42) at University Avenue/Hank Aaron Drive (Intersection 1) is projected to operate at an acceptable overall LOS under the Existing 2022 and No-Build 2032 conditions. The intersection is projected to operate at an unacceptable LOS under Build AM 2032 conditions.

Per GRTA's DRI guidelines, an improvement should be considered if either the overall intersection, or an individual approach operates at a failing LOS. In order to improve the approach LOS under the Projected 2032 Build conditions the following build improvements are proposed for further consideration (shown in blue on **Figure 9**):

- Install an additional westbound left-turn lane along McDonough Boulevard (SR 42).
    - Reconstruct the westbound approach of McDonough Boulevard to include an additional left-turn lane, creating two (2) exclusive left-turn lanes and one (1) exclusive right-turn lane. (Note: Dual southbound receiving lanes currently exist along University Avenue.)

The analysis results for the Improved conditions at Intersection 1 are shown in the table below:

Overall LOS Standard: D Approach LOS Standard: D			University Avenue			Hank Aaron Drive						McDonough Boulevard (SR 42)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R				L	T	R
PROJECTED 2032 BUILD IMPROVED (SIGNAL)	AM	Overall LOS	C (33.6)											
		Approach LOS	C (31.0)			B (19.7)						D (38.9)		
		Storage										400		
		50th Queue		84	65	83	36					254		0
		95th Queue		169	187	141	71					306		62
	PM	Overall LOS	C (33.4)											
		Approach LOS	C (33.1)			D (45.4)						C (28.0)		
		Storage										400		
		50th Queue		85	470	174	53					196		0
		95th Queue		139	712	277	87					241		44

With the noted build improvements, the intersection of McDonough Boulevard (SR 42) at University Avenue/Hank Aaron Drive (Intersection 1) is projected to operate at an acceptable overall and approach LOS under the Projected 2032 Build Improved conditions.

5.2 McDonough Boulevard (SR 42) at Jonesboro Road (Intersection 2)

Overall LOS Standard: D Approach LOS Standard: D			Jonesboro Road						McDonough Boulevard (SR 42)			McDonough Boulevard (SR 42)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R				L	T	R	L	T	R
EXISTING 2022 (SIGNAL)	AM	Overall LOS	B (11.7)											
		Approach LOS	B (12.9)						A (8.8)			A (8.9)		
		Storage									145			
		50th Queue	82							9	0		15	
		95th Queue	154							31	39		43	
	PM	Overall LOS	A (9.7)											
		Approach LOS	B (12.3)						A (7.0)			A (6.8)		
		Storage									145			
		50th Queue	43							9	0		10	
		95th Queue	98							29	41		33	
PROJECTED 2032 NO-BUILD (SIGNAL)	AM	Overall LOS	B (11.9)											
		Approach LOS	B (13.0)						B (11.0)			B (10.8)		
		Storage									145			
		50th Queue	103							66	0		52	
		95th Queue	237							132	39		107	
	PM	Overall LOS	A (9.8)											
		Approach LOS	B (12.9)						A (9.0)			A (7.8)		
		Storage									145			
		50th Queue	65							80	0		43	
		95th Queue	177							194	41		110	
PROJECTED 2032 BUILD (SIGNAL)	AM	Overall LOS	B (15.9)											
		Approach LOS	C (21.2)						B (12.2)			B (14.9)		
		Storage									145			
		50th Queue	162							140	0		197	
		95th Queue	416							219	33		304	
	PM	Overall LOS	B (11.0)											
		Approach LOS	B (18.7)						A (10.0)			A (7.8)		
		Storage									145			
		50th Queue	100							189	8		89	
		95th Queue	197							399	55		191	

The intersection of McDonough Boulevard (SR 42) at Jonesboro Road (Intersection 2) is projected to operate at an acceptable overall LOS under the Existing 2022, No-Build 2032, and Build 2032 conditions. Additionally, each approach of the intersection is projected to operate acceptably under all studied scenarios.

5.3 McDonough Boulevard (SR 42) at Milton Avenue/Harriet Street (Intersection 3)

Overall LOS Standard: D Approach LOS Standard: D			Harriet Street*			Milton Avenue			McDonough Boulevard (SR 42)			McDonough Boulevard (SR 42)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 2022 (SIGNAL)	AM	Overall LOS	A (5.1)											
		Approach LOS	*			C (22.2)			A (3.2)			A (4.5)		
		Storage												
		50th Queue	*	*	*		0			20			52	
		95th Queue	*	*	*		32			41			98	
	PM	Overall LOS	A (6.2)											
		Approach LOS	*			C (21.6)			A (4.3)			A (4.6)		
		Storage												
		50th Queue	*	*	*		0			41			34	
		95th Queue	*	*	*		24			75			65	
PROJECTED 2032 NO-BUILD (SIGNAL)	AM	Overall LOS	A (6.2)											
		Approach LOS	*			C (22.4)			A (4.2)			A (6.2)		
		Storage												
		50th Queue	*	*	*		8			59			93	
		95th Queue	*	*	*		49			119			192	
	PM	Overall LOS	A (8.3)											
		Approach LOS	*			C (21.6)			A (7.4)			A (7.0)		
		Storage												
		50th Queue	*	*	*		6			129			79	
		95th Queue	*	*	*		44			254			159	
PROJECTED 2032 BUILD (SIGNAL)	AM	Overall LOS	C (23.3)											
		Approach LOS	D (53.0)			D (53.1)			B (15.8)			C (21.9)		
		Storage												
		50th Queue		43			110			482			680	
		95th Queue		88			225			739			1,069	
	PM	Overall LOS	C (21.2)											
		Approach LOS	D (50.7)			D (49.2)			B (20.0)			B (13.7)		
		Storage												
		50th Queue		17			138			616			335	
		95th Queue		47			232			1,001			534	

**Traffic counts collected as part of Englewood South DRI #3299 did not include the northbound approach (Harriet Street). Therefore, there are no results for Existing 2022 or Projected 2032 No-Build conditions. Traffic is expected to be minimal and is not likely to affect results.*

The intersection of McDonough Boulevard (SR 42) at Milton Avenue/Harriet Street (Intersection 3) is projected to operate at an acceptable overall LOS under the Existing 2022, No-Build 2032, and Build 2032 conditions. Additionally, each approach of the intersection is projected to operate acceptably under all studied scenarios. During the AM and PM peak hours, the split times for the eastbound and westbound approaches were increased to accommodate the additional traffic demand, no physical improvements are recommended to be conditioned. Note: The bridge over railroad crossing NS 718064Y is currently under construction (GDOT PI 0011684), and it is unknown what the proposed roadway laneage will be following completion. It is recommended to coordinate with GDOT.

5.4 McDonough Boulevard (SR 42) at Sawtell Avenue (SR 54) (Intersection 4)

Overall LOS Standard: D Approach LOS Standard: D			Sawtell Avenue (SR 54)			Driveway*			McDonough Boulevard (SR 42)			McDonough Boulevard (SR 42)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 2022 (SIGNAL)	AM	Overall LOS	A (8.4)											
		Approach LOS	B (16.2)						B (11.9)			A (6.4)		
		Storage										125		
		50th Queue	21		0					25		31	63	
		95th Queue	58		52					71		72	138	
	PM	Overall LOS	A (9.5)											
		Approach LOS	B (16.3)						B (13.3)			A (5.9)		
		Storage										125		
		50th Queue	8		0					66		30	20	
		95th Queue	32		60					157		74	51	
PROJECTED 2032 NO-BUILD (SIGNAL)	AM	Overall LOS	B (11.0)											
		Approach LOS	B (17.5)			A (0.0)			B (17.1)			A (7.8)		
		Storage										125		
		50th Queue	30		0					97		42	116	
		95th Queue	81		0					228		102	264	
	PM	Overall LOS	B (13.2)											
		Approach LOS	C (23.4)			A (0.0)			B (18.2)			A (7.2)		
		Storage										125		
		50th Queue	14		0					237		50	52	
		95th Queue	37		58					515		196	130	
PROJECTED 2032 BUILD (SIGNAL)	AM	Overall LOS	B (12.4)											
		Approach LOS	C (20.6)			A (0.0)			B (19.3)			A (8.3)		
		Storage										125		
		50th Queue	38		0					166		56	154	
		95th Queue	82		27					373		162	337	
	PM	Overall LOS	B (19.9)											
		Approach LOS	C (27.1)			A (0.0)			C (25.1)			B (14.4)		
		Storage										125		
		50th Queue	14		16					267		110	66	
		95th Queue	36		95					637		360	206	

The southbound approach is expected to serve an adjacent development before build-out of Sawtell (2032). The traffic signal design modification (Section 2.5**) was used within the analysis. There are no traffic volumes provided (this driveway does not serve the included DRIs).*

The intersection of McDonough Boulevard (SR 42) at Sawtell Avenue (SR 54) (Intersection 4) is projected to operate at an acceptable overall LOS under the Existing 2022, No-Build 2032, and Build 2032 conditions. Additionally, each approach of the intersection is projected to operate acceptably under all studied scenarios.

5.5 McDonough Boulevard (SR 42) at Boulevard (Intersection 5)

Overall LOS Standard: D Approach LOS Standard: D			Penitentiary			Boulevard			McDonough Boulevard (SR 42)			McDonough Boulevard (SR 42)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 2022 (SIGNAL)	AM	Overall LOS	B (17.2)											
		Approach LOS	C (23.9)			C (25.1)			A (7.3)			C (21.6)		
		Storage							250					
		50th Queue		1		31	4		44	29			255	
		95th Queue		9		68	63		75	53			465	
	PM	Overall LOS	B (14.4)											
		Approach LOS	C (23.6)			C (27.3)			A (7.9)			B (16.1)		
		Storage							250					
		50th Queue		7		91	0		52	68			94	
		95th Queue		27		167	0		87	110			176	
PROJECTED 2032 NO-BUILD (SIGNAL)	AM	Overall LOS	C (25.9)											
		Approach LOS	C (23.4)			C (25.6)			B (12.1)			D (35.3)		
		Storage							250					
		50th Queue		1		61	5		62	32			347	
		95th Queue		9		115	78		117	58			592	
	PM	Overall LOS	B (17.7)											
		Approach LOS	C (23.6)			C (30.2)			A (8.8)			C (23.8)		
		Storage							250					
		50th Queue		8		133	0		91	77			155	
		95th Queue		29		269	0		144	123			338	
PROJECTED 2032 BUILD (SIGNAL)	AM	Overall LOS	D (42.7)											
		Approach LOS	C (23.6)			C (26.7)			D (37.1)			D (54.0)		
		Storage							250					
		50th Queue		1		61	45		99	61			442	
		95th Queue		9		115	163		260	100			660	
	PM	Overall LOS	C (20.6)											
		Approach LOS	C (23.6)			C (29.9)			B (10.4)			C (31.5)		
		Storage							250					
		50th Queue		8		133	0		106	92			237	
		95th Queue		30		269	0		248	145			452	

The intersection of McDonough Boulevard (SR 42) at Boulevard (Intersection 5) is projected to operate at an acceptable overall LOS under the Existing 2022, No-Build 2032, and Build 2032 conditions. Additionally, each approach of the intersection is projected to operate acceptably under all studied scenarios. Under 2032 Build conditions, during the AM peak hour, the split time for the westbound approach was increased to accommodate the additional traffic demand, no physical improvements are recommended to be conditioned.

5.6 Jonesboro Road (SR 54) at Sawtell Avenue (SR 54)/Claire Drive (Intersection 6)

Overall LOS Standard: D Approach LOS Standard: D/E			Jonesboro Road (SR 54)			Jonesboro Road (SR 54)			Claire Drive			Sawtell Avenue (SR 54)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 2022 (SIGNAL)	AM	Overall LOS	C (27.7)											
		Approach LOS	B (12.4)			B (15.9)			E (57.7)			C (30.6)		
		Storage	170						50					
		50th Queue	42	167			73		1	179		12	90	
		95th Queue	76	258			127		3	296		31	180	
	PM	Overall LOS	C (28.7)											
		Approach LOS	B (12.2)			C (20.9)			D (54.6)			C (29.8)		
		Storage	170						50					
		50th Queue	43	95			159		3	187		21	107	
		95th Queue	83	162			260		8	315		43	203	
PROJECTED 2032 NO-BUILD (SIGNAL)	AM	Overall LOS	C (30.0)											
		Approach LOS	B (14.6)			B (18.2)			E (62.7)*			C (29.4)**		
		Storage	170						50					
		50th Queue	47	195			82		1	208		17	106	
		95th Queue	83	299			140		4	356		39	207	
	PM	Overall LOS	C (31.3)											
		Approach LOS	B (14.2)			C (25.2)			E (59.5)*			C (28.5)**		
		Storage	170						50					
		50th Queue	51	116			188		3	218		24	119	
		95th Queue	91	185			323		8	384		50	231	
PROJECTED 2032 BUILD (SIGNAL)	AM	Overall LOS	D (38.8)											
		Approach LOS	B (16.8)			B (19.9)			F (91.0)			C (29.4)		
		Storage	170						50					
		50th Queue	47	215			82		1	274		35	137	
		95th Queue	83	330			140		3	459		69	261	
	PM	Overall LOS	D (35.9)											
		Approach LOS	B (16.0)			C (27.7)			E (72.7)*			C (27.2)**		
		Storage	170						50					
		50th Queue	51	129			188		3	256		32	133	
		95th Queue	91	207			324		9	453		63	254	

**LOS standard E due to failing LOS in Existing conditions, per GRTA policies and procedures.*
***Existing minimum green timings, which prioritize pedestrians, were maintained which resulted in negligible improvement to the westbound approach delay.*

The intersection of Jonesboro Road (SR 54) at Sawtell Avenue (SR 54)/Claire Drive (Intersection 6) is projected to operate at an acceptable overall LOS under the Existing 2022, No-Build 2032, and Build 2032 conditions. However, under No-Build 2032 and Build 2032 conditions, the eastbound approach is projected to operate at LOS E or F. Under 2032 Build conditions, during the PM peak hour, the split time for the eastbound approach was increased to accommodate the additional traffic demand.

Per GRTA's DRI guidelines, an improvement should be considered if either the overall intersection, or an individual approach operates at a failing LOS. In order to improve the existing approach deficiency for the No-Build 2032 and Build 2032 conditions, the following system improvements (No-Build conditions) are proposed for further consideration (shown in red on **Figure 8** and **Figure 9**):

- Install an exclusive eastbound right-turn lane along Claire Drive.
    - Reconstruct the eastbound approach of Claire Drive to include one (1) exclusive left-turn lane, one (1) through lane, and one (1) exclusive right-turn lane.

The analysis results for the Improved conditions at Intersection 6 are shown in the table below:

Overall LOS Standard: D Approach LOS Standard: D/E			Jonesboro Road (SR 54)			Jonesboro Road (SR 54)			Claire Drive			Sawtell Avenue (SR 54)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
PROJECTED 2032 NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	C (25.3)											
		Approach LOS	B (11.7)			B (15.0)			D (50.1)			D (35.2)		
		Storage	170						50		75	90		
		50th Queue	42	174			75		1	157	0	18	115	
		95th Queue	83	299			140		4	235	6	39	207	
	PM	Overall LOS	C (26.1)											
		Approach LOS	A (9.9)			B (17.9)			D (43.7)			D (40.0)		
		Storage	170						50		75	90		
		50th Queue	42	95			163		3	138	19	28	139	
		95th Queue	91	185			322		9	205	45	50	231	
PROJECTED 2032 BUILD IMPROVED (SIGNAL)	AM	Overall LOS	C (26.0)											
		Approach LOS	B (14.6)			B (17.6)			D (43.0)**			C (33.4)**		
		Storage	170						50		75	90		
		50th Queue	47	215			82		0	171	3	35	137	
		95th Queue	83	330			140		4	303	37	69	261	
	PM	Overall LOS	C (26.8)											
		Approach LOS	B (11.9)			C (20.7)			D (43.3)**			D (35.9)**		
		Storage	170						50		75	90		
		50th Queue	46	116			175		3	127	3	35	146	
		95th Queue	91	207			323		8	194	47	63	254	

***Existing minimum green timings, which prioritize pedestrians, were maintained which resulted in negligible improvement to the westbound approach delay.*

With the noted system improvements, the intersection of Jonesboro Road (SR 54) at Sawtell Avenue (SR 54)/Claire Drive (Intersection 6) is projected to operate at an acceptable overall and approach LOS under the Projected 2032 No-Build and 2032 Build Improved conditions. Under 2032 Build Improved conditions, during the AM and PM peak hours, the split time for the eastbound approach was increased to accommodate the additional traffic demand.

5.7 Lakewood Avenue at Claire Drive (Intersection 7)

Overall LOS Standard: D Approach LOS Standard: D			Lakewood Avenue Northbound			Lakewood Avenue Southbound			Claire Drive Eastbound			Claire Drive Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING 2022 (SIGNAL)	**AM**	Overall LOS	B (17.5)											
		Approach LOS	B (11.0)			A (8.5)			C (23.8)			C (31.7)		
		Storage			50									
		50th Queue		147	46		23			28			206	
		95th Queue		291	126		61			48			285	
	PM	Overall LOS	C (21.0)											
		Approach LOS	B (11.4)			B (11.6)			C (21.0)			C (32.2)		
		Storage			50									
		50th Queue		50	0		61			45			241	
		95th Queue		103	48		121			73			333	
PROJECTED 2032 NO-BUILD (SIGNAL)	**AM**	Overall LOS	C (20.6)											
		Approach LOS	B (11.6)			A (8.6)			C (23.8)			D (40.7)		
		Storage			50									
		50th Queue		156	36		24			33			242	
		95th Queue		234	81		48			69			426	
	PM	Overall LOS	C (26.1)											
		Approach LOS	B (11.8)			B (12.2)			C (20.9)			D (44.8)		
		Storage			50									
		50th Queue		51	0		65			56			300	
		95th Queue		87	38		107			102			491	
PROJECTED 2032 BUILD (SIGNAL)	**AM**	Overall LOS	C (27.3)											
		Approach LOS	B (11.8)			A (8.7)			C (23.7)			E (59.5)		
		Storage			50									
		50th Queue		156	42		24			33			325	
		95th Queue		234	94		48			69			517	
	PM	Overall LOS	C (30.5)											
		Approach LOS	B (12.0)			B (12.2)			C (20.9)			E (55.2)		
		Storage			50									
		50th Queue		51	0		65			56			338	
		95th Queue		87	41		107			102			532	

The intersection of Lakewood Avenue at Claire Drive (Intersection 7) is projected to operate at an acceptable overall LOS under the Existing 2022, No-Build 2032, and Build 2032 conditions. However, under Build 2032 conditions, the westbound approach is projected to operate at LOS E.

Per GRTA's DRI guidelines, an improvement should be considered if either the overall intersection, or an individual approach operates at a failing LOS. In order to improve the approach LOS under the Build 2032 conditions, the following build improvements are proposed for further consideration (shown in blue on **Figure 9**):

- Install a westbound left-turn lane along Claire Drive.
    - Reconstruct the westbound approach of Claire Drive to an exclusive left-turn lane and a shared through/right-turn lane.
    - Note: The pavement is approximately 30' wide along Claire Drive, which provides the opportunity to possibly restripe the pavement to the proposed improved laneage.

The analysis results for the Improved conditions at Intersection 7 are shown in the table below:

Overall LOS Standard: D Approach LOS Standard: D			Lakewood Avenue Northbound			Lakewood Avenue Southbound			Claire Drive Eastbound			Claire Drive Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
PROJECTED 2032 BUILD IMPROVED (SIGNAL)	AM	Overall LOS	B (18.7)											
		Approach LOS	B (12.3)			A (9.0)			D (39.2)			C (29.1)		
		Storage			50							160		
		50th Queue		162	60		26			43		86	39	
		95th Queue		274	136		57			85		210	115	
	PM	Overall LOS	C (21.0)											
		Approach LOS	B (12.5)			B (12.9)			D (40.5)			C (24.9)		
		Storage			50							160		
		50th Queue		61	0		78			76		92	29	
		95th Queue		117	54		144			129		222	80	

With the noted build improvements, the intersection of Lakewood Avenue at Claire Drive (Intersection 7) is projected to operate at an acceptable overall and approach LOS under the Projected 2032 Build Improved conditions.

5.8 Harriet Street at Site Driveway A (Intersection 8)

Overall LOS Standard: D Approach LOS Standard: D			Harriet Street Northbound			Harriet Street Southbound						Site Driveway A Westbound		
			L	T	R	L	T	R				L	T	R
PROJECTED 2032 BUILD (TWSC)	AM	Overall LOS	(8.1)											
		Approach LOS				A (7.2)						A (8.5)		
		Storage												
		50th Queue												
		95th Queue				0							5	
	PM	Overall LOS	(7.6)											
		Approach LOS				A (7.3)						A (8.4)		
		Storage												
		50th Queue												
		95th Queue				3							3	

The intersection of Harriet Street at Site Driveway A (Intersection 8) is projected to operate at an acceptable LOS under the Build 2032 scenario. Each approach of the intersection is projected to operate acceptably under all studied scenarios. The recommended lane configuration for Site Driveway A is one lane entering the site and one lane exiting the site, as shown in the site plan. The recommended build improvements are shown in blue on **Figure 9.**

5.9 McDonough Boulevard (SR 42) at Site Driveway B/Miller Reed Avenue (Intersection 9)

Overall LOS Standard: D Approach LOS Standard: D			Site Driveway B Northbound			Miller Reed Avenue Southbound			McDonough Boulevard (SR 42) Eastbound			McDonough Boulevard (SR 42) Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
PROJECTED 2032 BUILD (TWSC)	AM	Overall LOS	(5.1)											
		Approach LOS	E (36.1)*			C (18.1)			A (10.0)			A (8.5)		
		Storage	135						150			150		
		50th Queue												
		95th Queue	100		8		3		3			3		
	PM	Overall LOS	(2.5)											
		Approach LOS	C (19.0)			C (21.4)			A (8.1)			B (11.7)		
		Storage	135						150			150		
		50th Queue												
		95th Queue	23		13		5		0			8		

**Low LOS are not uncommon for side street approaches, as vehicles may experience significant delay turning onto a major roadway.*

The intersection of McDonough Boulevard (SR 42) at Site Driveway B/Miller Reed Avenue (Intersection 9) is projected to operate at an acceptable LOS under the Build 2032 scenario. Each approach of the intersection is projected to operate acceptably under all studied scenarios. The recommended lane configuration for Site Driveway B is one lane entering the site and two lanes exiting the site (one (1) shared northbound left-turn/through lane, and one (1) northbound exclusive right-turn lane), as shown in the site plan. Additionally, provide an exclusive westbound left-turn lane entering the site by restriping McDonough Boulevard (SR 42) to provide a three-lane section (one lane in each direction with a center, two-way left-turn lane), as shown in the site plan. The recommended build improvements are shown in blue on **Figure 9.**

5.10 McDonough Boulevard (SR 42) at Site Driveway C/Eric Street (Intersection 10)

Overall LOS Standard: D Approach LOS Standard: D			Site Driveway C			Eric Street			McDonough Boulevard (SR 42)			McDonough Boulevard (SR 42)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
PROJECTED 2032 BUILD (TWSC)	AM	Overall LOS	(15.7)											
		Approach LOS	F (68.0)*			C (17.1)			A (9.1)			A (8.2)		
		Storage	135									150		
		50th Queue												
		95th Queue	228		8		3		0			5		
	PM	Overall LOS	(3.4)											
		Approach LOS	C (17.9)			C (15.1)			A (8.0)			A (9.1)		
		Storage	135									150		
		50th Queue												
		95th Queue	38		13		3		0			5		

**Low LOS are not uncommon for side street approaches, as vehicles may experience significant delay turning onto a major roadway.*

The intersection of McDonough Boulevard (SR 42) at Site Driveway C/Eric Street (Intersection 10) is projected to operate at an acceptable overall LOS under the Build 2032 scenario. The recommended lane configuration for Site Driveway C is one lane entering the site and two lanes exiting the site (one (1) shared northbound left-turn/through lane, and one (1) northbound exclusive right-turn lane), as shown in the site plan. Additionally, provide an exclusive westbound left-turn lane entering the site by restriping McDonough Boulevard (SR 42) to provide a three-lane section (one lane in each direction with a center, two-way left-turn lane), as shown in the site plan. The recommended build improvements are shown in blue on **Figure 9.**

5.11 Sawtell Avenue (SR 54) at Site Driveway D (Intersection 11)

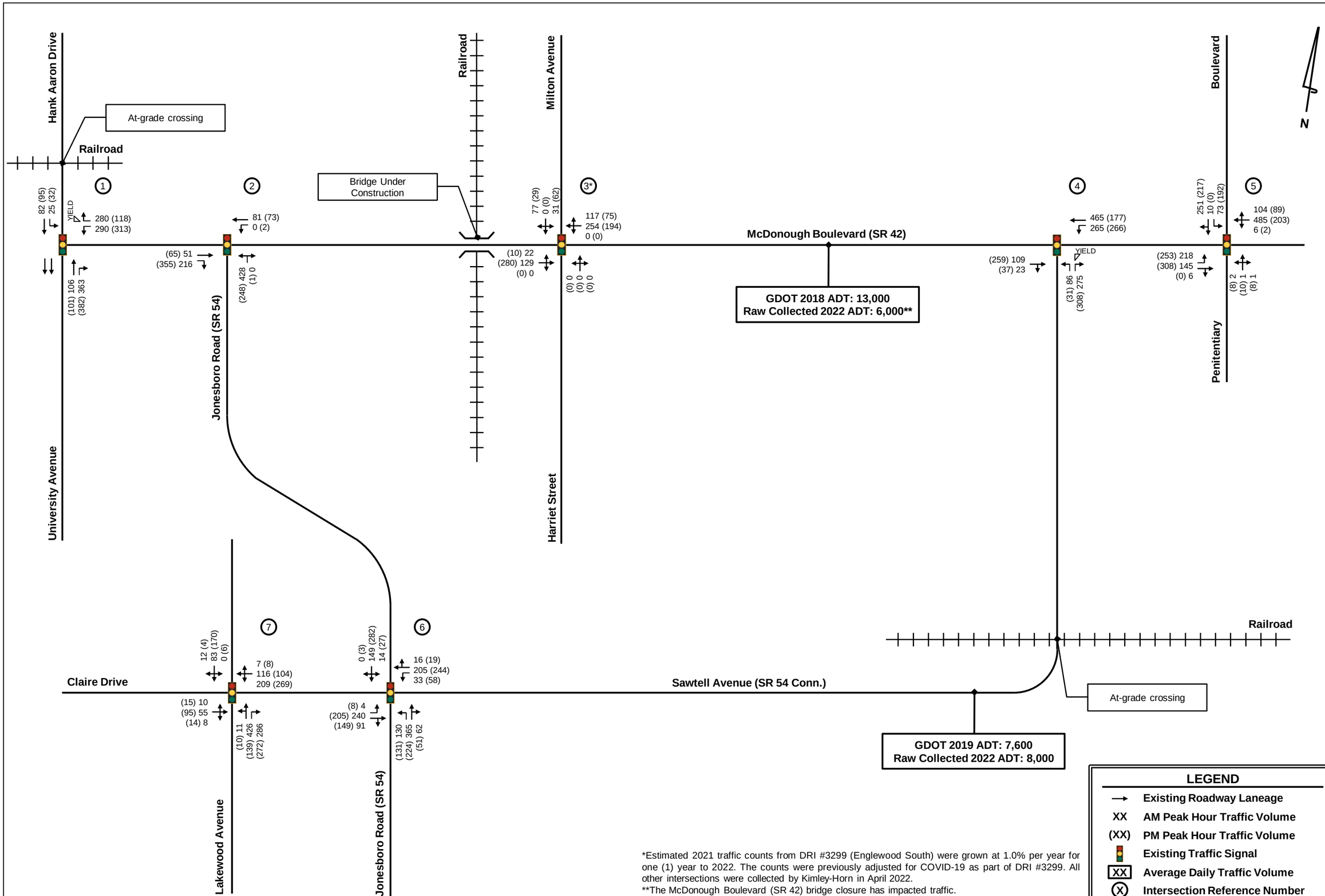
Overall LOS Standard: D Approach LOS Standard: D			Sawtell Avenue (SR 54)			Sawtell Avenue (SR 54)			Site Driveway D					
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R			
PROJECTED 2032 BUILD (TWSC)	AM	Overall LOS	(2.7)											
		Approach LOS	A (8.3)						B (14.8)					
		Storage												
		50th Queue												
		95th Queue	5						23		8			
	PM	Overall LOS	(1.7)											
		Approach LOS	A (8.4)						B (14.1)					
		Storage												
		50th Queue												
		95th Queue	5						10		3			

The intersection of Sawtell Avenue (SR 54) at Site Driveway D (Intersection 11) is projected to operate at an acceptable LOS under the Build 2032 scenario. Each approach of the intersection is projected to operate acceptably under all studied scenarios. The recommended lane configuration for Site Driveway D is one lane entering the site and two lanes exiting the site (one (1) exclusive eastbound left-turn lane, and one (1) exclusive eastbound right-turn lane), as shown in the site plan. Note: Alternative to consider restriping the existing four-lane roadway to a three-lane roadway (one lane in each direction with center two-way left-turn lane). The recommended build improvements are shown in blue on **Figure 9.**

5.12 Sawtell Avenue (SR 54) at Site Driveway E (Intersection 12)

Overall LOS Standard: D Approach LOS Standard: D			Sawtell Avenue (SR 54)			Sawtell Avenue (SR 54)			Site Driveway E					
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R			
PROJECTED 2032 BUILD (TWSC)	AM	Overall LOS	(1.1)											
		Approach LOS	A (8.3)						B (12.4)					
		Storage												
		50th Queue												
		95th Queue	3						8		5			
	PM	Overall LOS	(0.8)											
		Approach LOS	A (8.2)						B (12.5)					
		Storage												
		50th Queue												
		95th Queue	3						3		3			

The intersection of Sawtell Avenue (SR 54) at Site Driveway E (Intersection 12) is projected to operate at an acceptable LOS under the Build 2032 scenario. Each approach of the intersection is projected to operate acceptably under all studied scenarios. The recommended lane configuration for Site Driveway E is one lane entering the site and two lanes exiting the site (one (1) exclusive eastbound left-turn lane, and one (1) exclusive eastbound right-turn lane), as shown in the site plan. Note: Alternative to consider restriping the existing four-lane roadway to a three-lane roadway (one lane in each direction with center two-way left-turn lane). The recommended build improvements are shown in blue on **Figure 9.**



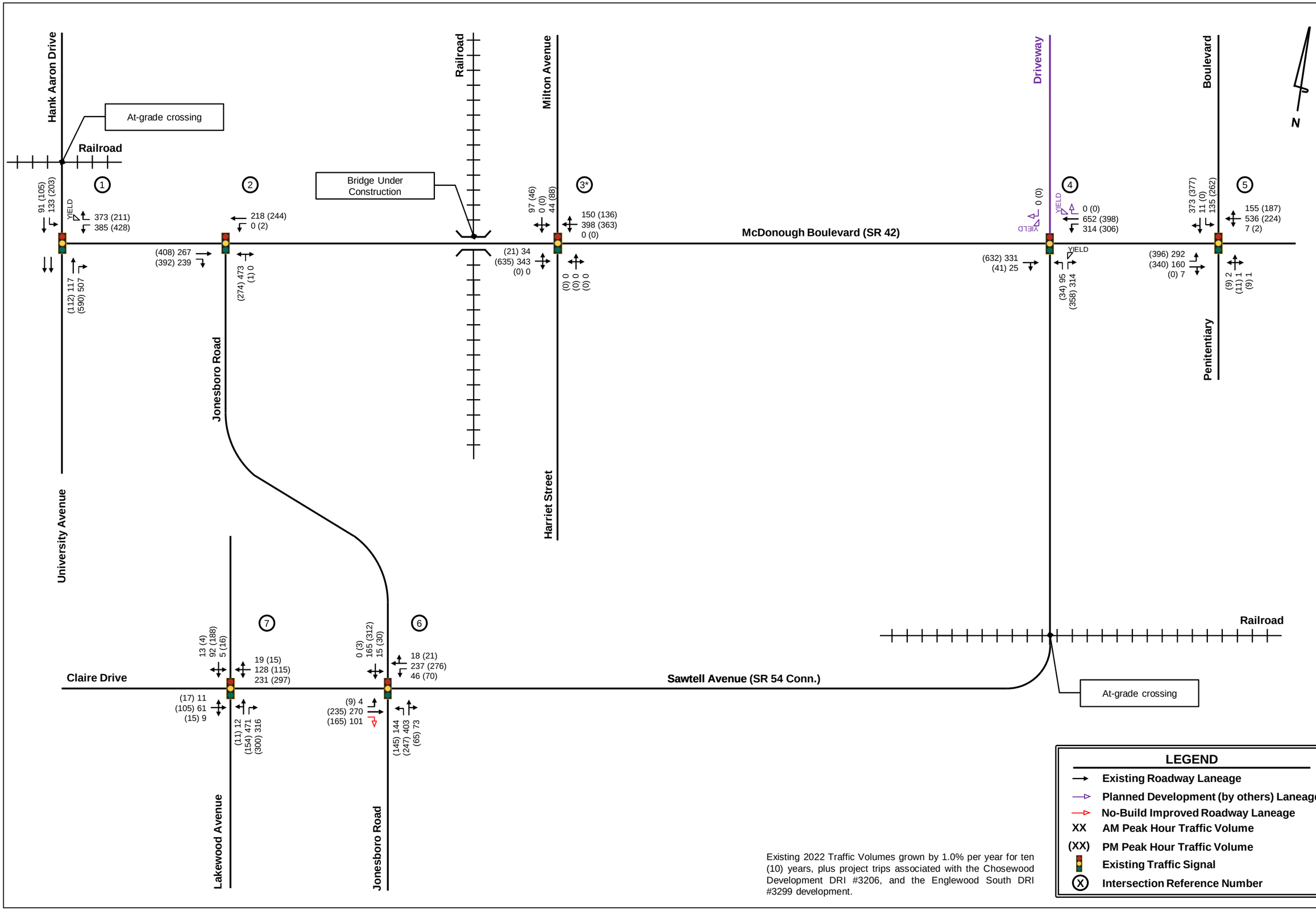
*Estimated 2021 traffic counts from DRI #3299 (Englewood South) were grown at 1.0% per year for one (1) year to 2022. The counts were previously adjusted for COVID-19 as part of DRI #3299. All other intersections were collected by Kimley-Horn in April 2022.
**The McDonough Boulevard (SR 42) bridge closure has impacted traffic.

Figure 7

Existing 2022 Conditions

Sawtell DRI #3727
Transportation Analysis

Kimley»Horn



Existing 2022 Traffic Volumes grown by 1.0% per year for ten (10) years, plus project trips associated with the Chosewood Development DRI #3206, and the Englewood South DRI #3299 development.

Figure 8

Projected 2032 No-Build Conditions

Sawtell DRI #3727
Transportation Analysis

Kimley»Horn

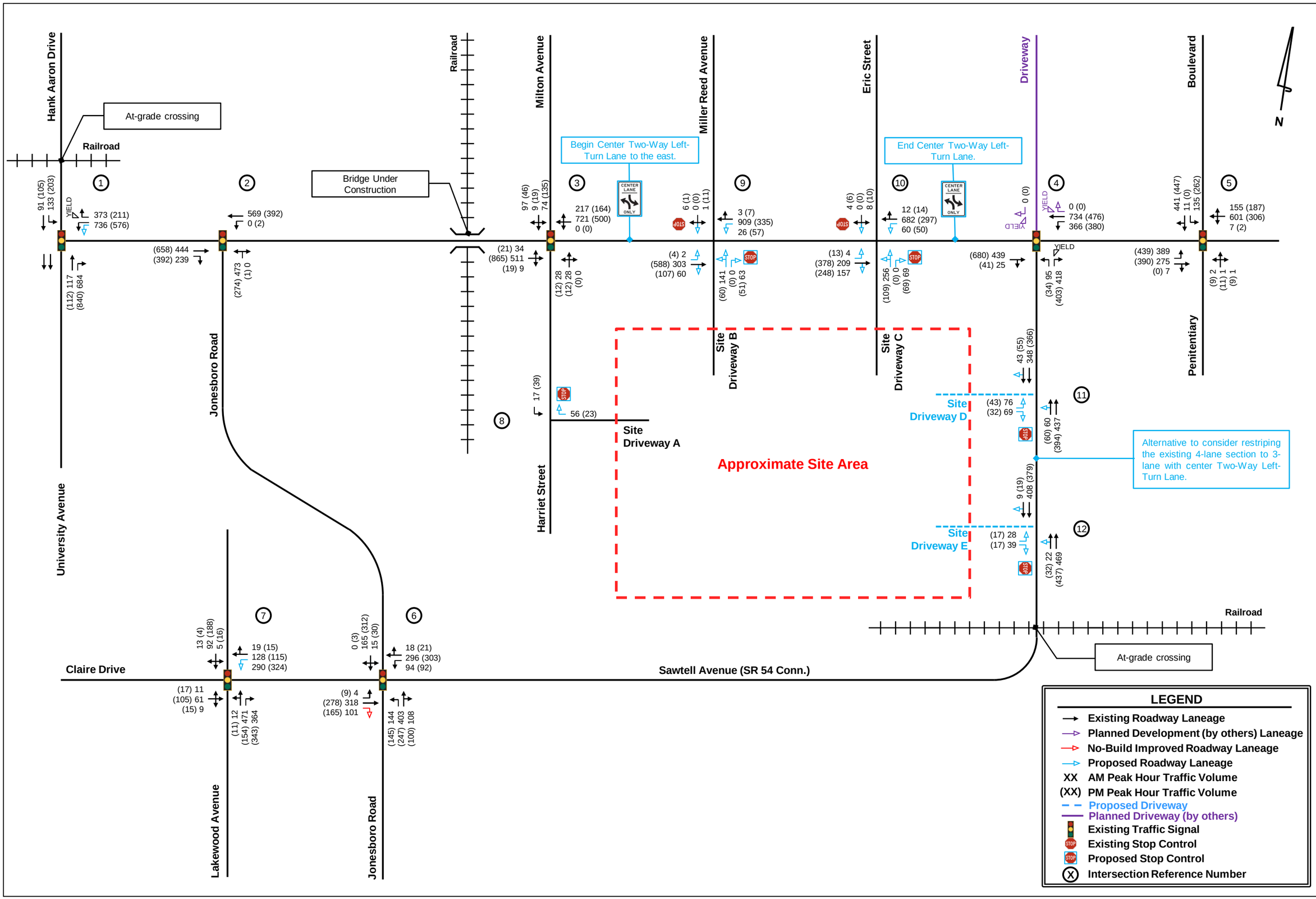


Figure 9

Projected 2032 Build Conditions

Sawtell DRI #3727
Transportation Analysis

Kimley»Horn

APPENDIX A PROPOSED SITE PLAN

Proposed Site Plan

LEGEND:

PARK SPACE/ GREENSPACE

ON STREET PARKING

CAR SHARE AND VANPOOL SPACES WILL BE PROVIDED AS REQUIRED BY CITY OF ATLANTA CODE. SITE PLAN IS BEING DEVELOPED

MOVING TRUCK LOADING, PACKAGE DELIVERY, AND RIDESHARE DROP-OFF/ PICK-UP WILL BE PROVIDED VIA THE SYSTEM OF INTERNAL ROADWAYS ON THE SITE; NO ACTIVITY IS ANTICIPATED ALONG PUBLIC ROADWAY FRONTAGES

EXISTING SIGNALED INTERSECTION

EXISTING 5' BIKE LANE

SAWTELL AVE SR 544-LANE EXISTING 60' ROW CROSS SECTION

5' LANDSCAPE STRIP

PROPOSED SIDEWALK

EXISTING RR GRADE CROSSING WITH GATES

2 LANE CROSS SECTION SOUTH OF RR

FIRE LANE TURNAROUND

STOP SIGNS

STOP SIGN

DRIVEWAY D
(1) 13' ENTRY LANE
(2) 13' EXIT LANE

DRIVEWAY E
(1) 13' ENTRY LANE
(2) 13' EXIT LANE

DRIVEWAY C
(1) 13' ENTRY LANE
(2) 13' EXIT LANE

PROPOSED CENTER TURN LANE

PEDESTRIAN ACCESS ONLY

DRIVEWAY B
(1) 13' ENTRY LANE
(2) 13' EXIT LANE

DRIVEWAY A
(1) 13' ENTRY LANE
(2) 13' EXIT LANE

OFFICE FLEX
3 STORY
33,800 S.F.

TOWNHOMES 3 STORIES
15,360 S.F.

MULTIFAMILY
5 STORIES
72,150 S.F.

MULTIFAMILY
5 STORIES
81,480 S.F.

OPEN SPACE

BLOCK D

BLOCK E

BLOCK F

PARKING DECK

MULTIFAMILY/RETAIL
5 STORIES
69,820 S.F.

RETAIL
1.5 STORY
2,500 S.F.

WQ/CP DETENTION BELOW

PARK
1.25 AC.

PROPOSED PARALLEL PARKING

LEASING, FITNESS, AND COMMUNITY CENTER (FOR SAWTELL RESIDENTS)
2 STORIES
40,000 S.F.

1st FLOOR RETAIL
5,000 S.F.

MULTIFAMILY/RETAIL
5 STORIES
93,510 S.F.

BLOCK B

BLOCK C

BLOCK A

MULTIFAMILY
5 STORIES
129,315 S.F.

MULTIFAMILY
5 STORIES
62,788 S.F.

26' FIRE LANE

FIRE LANE

OPEN SPACE

EXISTING VEHICLE TUNNEL BELOW RR (NOT IN USE)

SOUTHERN RAILWAY

EXISTING SIGNALIZED INTERSECTION MCDONOUGH, MILTON & HARRIET

FEDERAL PENITENTIARY R-5

420 MCD LLC MR-4A

THE MCD GROUP LLC R-4A

THURMON RUSSELL L & KARELD, R-4A

LANG ERISKELL E R-4A

HAMBRICK MATTIE RUTH R-4A

CONLEY WILLIE LEE & CONLEY ROSETTE WYNN, R-4A

TATE VICTOR D R-4A

COLLEGE PARK LOTS LLC R-4A

BURROWS BRANDEN R-4A

LOPEZ MALANIA G & JOSE I R-4A

SIVAD COMMERCIAL ENTERPRISES LLC C-2-C

RAWLS BRANDON A C-2-C

HAN BENJAMIN I C-2-C

HAN DEVELOPMENTS LLC C-2-C

QUONSET HUT INTERNATIONAL LLC C-2-C

SIGNATURE PROPERTIES LLC R-4A

DANIELS REAL INVESTMENTS LLC R-4A

WILLIAMS TED H R-4A

PARAMOUNT INVESTMENT INC C-1-C

EVELOPMENT LLC RG-3-C

CASTLEBERRY MICHAEL L C-1-C

AUERBACH BENNIE C-1-C

ALHADEFF BECKY & COHEN D C-1-C

CITY OF ATLANTA C-1-C

ROSE LEA C-1-C

ASHER ABRAHAM & FARIMAH C-1-C

ENVIRONMENTAL REMEDIES LLC I-2

SAWTELL PARTNERS LLC I-2

UTILIZING STORMWATER STORAGE/STORMWATER PLANTERS AND OTHER STORMWATER RUNOFF TECHNIQUES, THE SITE WILL PROVIDE 112,179 CF OF RUNOFF REDUCTION AND 257,800 CF OF CHANNEL PROTECTION VOLUME AS REQUIRED BY SECTION 74 OF THE ATLANTA CITY CODE. ADDITIONAL MEASURES WILL BE PROVIDED TO ASSURE A REDUCTION IN RUNOFF IN ACCORDANCE WITH SECTION 74-513(d).

GENERAL NOTES

1. JURISDICTIONAL BOUNDARIES: SITE LOCATED ENTIRELY WITHIN THE CITY OF ATLANTA. NOT NEAR ANY JURISDICTIONAL BOUNDARIES
2. STATE HIGHWAYS: BOTH MCDONOUGH BLVD AND SAWTELL AVE ARE STATE HIGHWAYS
3. PARKING STALL LOCATIONS AND QUANTITIES ON PLANS AND DEPICTED FOR ILLUSTRATIVE
4. PLAZAS AND PARKS DEPICTED ON PLAN ARE TO INDICATE OPEN SPACE. PLAZA/PARK DESIGN WILL BE SUBMITTED IN FUTURE DEVELOPMENT PERMITS

SITE DATA

EXISTING ZONING	MRC-3-C
TOTAL AREA	39.696 A.C.
TOTAL UNITS	2,300 UNITS
PROPOSED IMPERVIOUS AREA	90%
REQUIRED PARKING	540
PROVIDED PARKING	3,160
CURRENT ADDRESS	510 SAWTELL AVE SE

DEVELOPMENT SUMMARY

BLOCK DENSITY DATA - A-1:

BLOCK A: +/- 280 TOTAL RESIDENTIAL UNITS
- MULTIFAMILY 5 STORY WRAP
- +/- 314,000 GSF
- +/- 280 UNITS

BLOCK B: +/- 409 TOTAL RESIDENTIAL UNITS
- CLUB SAWTELL: 40,000 S.F.
- MULTIFAMILY 5-STORY
- +/- 446,300 GSF
- +/- 405 UNITS
- RESIDENTIAL WALK UP: 4 UNITS
- RETAIL: 29,850

BLOCK C: +/- 560 TOTAL RESIDENTIAL UNITS
- MULTI-FAMILY 5-STORY WRAP A:
- +/- 308,800 GSF
- +/- 285 UNITS
- MULTI-FAMILY 5 STORY WRAP B:
- +/- 300,300 GSF
- +/- 275 UNITS
- RETAIL: +/- 17,350 S.F.

BLOCK D: +/- 346 TOTAL RESIDENTIAL UNITS
- MULTIFAMILY 5-STORY - +/- 350,000 GSF
- +/- 322 UNITS
- 16'X40' TOWNHOMES: 24 UNITS
- RETAIL: +/- 41,500 S.F
- FLEX BUILDING AREA: 33,800 S.F.

BLOCK E: +/- 329 TOTAL RESIDENTIAL UNITS
- MULTI-FAMILY 5-STORY: +/- 358,650 GSF
- +/- 329 UNITS

BLOCK F: +/- 376 TOTAL RESIDENTIAL UNITS
- MULTI-FAMILY 5-STORY: +/- 407,500 GSF
- +/-376 UNITS

RESIDENTIAL SITE TOTAL: +/- 2,300
- MULTIFAMILY:+/- 2,276
- +/- 2,272 UNITS (5 STORY RES)
- +/- 4 (WALK UP RESIDENTIAL)
- TOWNHOMES: 24
  24 @ 16X40

FLEX BUILDING AREA TOTAL: +/- 33,800
SITE RETAIL TOTAL: 88,700 S.F.

CONTACTS

1.	Developer:	Kaplan Residential 1111 Kane Concourse Ste 302 Bay Harbor Islands, FL 33154 Contact: Morris Kaplan mkaplan@kaplan.com 305-901-2202
2.	Site Planner:	HGOR 3443 Peachtree Road NE. Suite 1425 Atlanta, GA 30326 Contact: Clarence Solodkin CSOLODKIN@HGOR.COM 404-929-3353
3.	Traffic Engineer:	Kimley-Horn Parkway 400, Building 2 11720 Amber Park Drive Suite 600 Alpharetta, GA 30009 Contact: John D. Walker JOHN.WALKER@KIMLEY-HORN.COM 470-273-3181
4.	Civil Engineer:	J. Lancaster Associates 255 Village Parkway, Suite 630 Marietta, Georgia 30067 Contact: John Stolberg JSTOLBERG@JLAINC.COM 404-491-3814

GEORGIA811
Utilities Protection Center, Inc.
Know what's **below. Call** before you dig. Call 811 or 1-800-282-7411 before you dig. It's the law in Georgia

GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft.

LOCATION MAP

SCALE: NTS

HGOR
3525 Piedmont Road NE
Building 8, Suite 320
Atlanta, Georgia 30305
www.hgor.com
p. 404-248-1960
f. 404-248-1092

CONSULTANT LOGO:

PROJECT TITLE:

SAWTELL DRI #3727
510 SAWTELL AVE SE, ATLANTA. GA.

KAPLAN RESIDENTIAL
1111 KANE CONCOURSE STE. 302
BAY HARBOR ISLANDS, FL. 33154

PROJECT NO: 22002

PRINCIPAL IN CHARGE: TF
PROJECT ARCHITECT: TF
DRAWN BY: CS

ISSUE AND DATE:
DRI PLANS
September 12, 2022

REVISIONS:

NO.	DATE	DESCRIPTION

SEAL:

GEORGIA REGISTERED No. 902 LANDSCAPE ARCHITECT ROBERT T. HUGHES

SHEET TITLE: DRI PLAN

SHEET NO.: DRI-1

RELEASED FOR PERMIT

Last modified on 11/04/22 by JYOON
File located in J:\Jobs14\21 JOBS\21017_21017-SAP.dwg

APPENDIX B TRIP GENERATION ANALYSIS

Trip Generation Analysis

Trip Generation Analysis (11th Ed. with *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
Sawtell DRI #3727
City of Atlanta, Fulton County, GA

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
150 Warehousing	*119,451 s.f.*	*-228*	*-38*	*-29*	*-9*	*-41*	*-11*	*-30*
221 Multi-Family Housing (Mid-Rise)	2,300 d.u.	10,924	1,000	230	770	897	547	350
710 General Office Building	33,800 s.f.	452	66	58	8	68	12	56
822 Strip Retail Plaza (<40k)	27,000 s.f. gross leasable area	1,370	55	33	22	158	79	79
932 High-Turnover (Sit-Down) Restaurant	61,700 s.f.	6,614	590	325	265	558	340	218
Gross Trips		**19,132**	**1,673**	**617**	**1,056**	**1,640**	**967**	**673**
Residential Trips		10,924	1,000	230	770	897	547	350
Mixed-Use Reductions		*-804*	*-87*	*-14*	*-73*	*-124*	*-61*	*-63*
Alternative Mode Reductions		*-2,024*	*-183*	*-43*	*-139*	*-155*	*-97*	*-57*
Adjusted Residential Trips		8,096	730	173	558	618	389	230
Office Trips		452	66	58	8	68	12	56
Mixed-Use Reductions		*-90*	*-19*	*-12*	*-7*	*-22*	*-13*	*-9*
Alternative Mode Reductions		*-72*	*-9*	*-9*	*0*	*-9*	*0*	*-9*
Adjusted Office Trips		290	38	37	1	37	-1	38
Retail Trips		1,370	55	33	22	158	79	79
Mixed-Use Reductions		*-152*	*-19*	*-11*	*-8*	*-100*	*-54*	*-46*
Alternative Mode Reductions		*-244*	*-7*	*-4*	*-3*	*-12*	*-5*	*-7*
Pass By Reductions (Based on ITE Rates)		*-332*	*0*	*0*	*0*	*-16*	*-8*	*-8*
Adjusted Retail Trips		642	29	18	11	30	12	18
Restaurant Trips		6,614	590	325	265	558	340	218
Mixed-Use Reductions		*-730*	*-95*	*-73*	*-22*	*-156*	*-73*	*-83*
Alternative Mode Reductions		*-1,176*	*-99*	*-50*	*-49*	*-80*	*-53*	*-27*
Pass By Reductions (Based on ITE Rates)		*-2,024*	*0*	*0*	*0*	*-138*	*-69*	*-69*
Adjusted Restaurant Trips		2,684	396	202	194	184	145	39
Other Non-Residential Trips		-228	-38	-29	-9	-41	-11	-30
Mixed-Use Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions		*46*	*8*	*6*	*2*	*8*	*2*	*6*
Adjusted Other Non-Residential Trips		-182	-30	-23	-7	-33	-9	-24
Mixed-Use Reductions - TOTAL		*-1,776*	*-220*	*-110*	*-110*	*-402*	*-201*	*-201*
Alternative Mode Reductions - TOTAL		*-3,470*	*-290*	*-100*	*-189*	*-248*	*-153*	*-94*
Pass-By Reductions - TOTAL		*-2,356*	*0*	*0*	*0*	*-154*	*-77*	*-77*
New Trips		**11,530**	**1,163**	**407**	**757**	**836**	**536**	**301**
Driveway Volumes		**13,886**	**1,163**	**407**	**757**	**990**	**613**	**378**

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APPENDIX C INTERSECTION VOLUME WORKSHEETS

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: University Avenue (SR 54) / Hank Aaron Drive @ McDonough Boulevard (SR 42)
AM PEAK HOUR

	University Avenue (SR 54)			Hank Aaron Drive						McDonough Boulevard (SR 42		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	106	363	25	82	0	0	0	0	290	0	280
Pedestrians		1			0			0			1	
Conflicting Pedestrians	0		1	1		0	0		1	1		0
Heavy Vehicles	0	14	16	4	12	0	0	0	0	22	0	10
Heavy Vehicle %	0%	13%	4%	16%	15%	0%	0%	0%	0%	8%	0%	4%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2022 Volumes	0	106	363	25	82	0	0	0	0	290	0	280
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Chosewood Development DRI #3206			15	14						31		31
Englewood South DRI #3299			91	91						34		33
2032 Background Traffic	0	117	507	133	91	0	0	0	0	385	0	373
Project Trips												
Trip Distribution IN			50%									
Trip Distribution OUT										50%		
Residential Trips	0	0	87	0	0	0	0	0	0	279	0	0
Trip Distribution IN			35%									
Trip Distribution OUT										35%		
Office Trips	0	0	13	0	0	0	0	0	0	0	0	0
Trip Distribution IN			35%									
Trip Distribution OUT										35%		
Retail Trips	0	0	6	0	0	0	0	0	0	4	0	0
Trip Distribution IN			35%									
Trip Distribution OUT										35%		
Restaurant Trips	0	0	71	0	0	0	0	0	0	68	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	177	0	0	0	0	0	0	351	0	0
2032 Buildout Total	0	117	684	133	91	0	0	0	0	736	0	373

PM PEAK HOUR

	University Avenue (SR 54)			Hank Aaron Drive						McDonough Boulevard (SR 42		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	101	382	32	95	0	0	0	0	313	0	118
Pedestrians		1			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		1	1		0
Heavy Vehicles	0	3	32	0	5	0	0	0	0	10	0	4
Heavy Vehicle %	0%	3%	8%	2%	5%	0%	0%	0%	0%	3%	0%	3%
Peak Hour Factor		0.87			0.87			0.87			0.87	
Adjustment												
Adjusted 2022 Volumes	0	101	382	32	95	0	0	0	0	313	0	118
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Chosewood Development DRI #3206			27	27						18		17
Englewood South DRI #3299			141	141						64		64
2032 Background Traffic	0	112	590	203	105	0	0	0	0	428	0	211
Project Trips												
Trip Distribution IN			50%									
Trip Distribution OUT										50%		
Residential Trips	0	0	195	0	0	0	0	0	0	115	0	0
Trip Distribution IN			35%									
Trip Distribution OUT										35%		
Office Trips	0	0	0	0	0	0	0	0	0	13	0	0
Trip Distribution IN			35%									
Trip Distribution OUT										35%		
Retail Trips	0	0	4	0	0	0	0	0	0	6	0	0
Trip Distribution IN			35%									
Trip Distribution OUT										35%		
Restaurant Trips	0	0	51	0	0	0	0	0	0	14	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	250	0	0	0	0	0	0	148	0	0
2032 Buildout Total	0	112	840	203	105	0	0	0	0	576	0	211

INTERSECTION VOLUME DEVELOPMENT

Intersection #2: McDonough Boulevard (SR 42) @ Jonesboro Road (SR 54)
AM PEAK HOUR

	Jonesboro Road (SR 54)						McDonough Boulevard (SR 42)			McDonough Boulevard (SR 42)		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	428	0	0	0	0	0	0	51	216	0	81	0
Pedestrians		0			0			5			0	
Conflicting Pedestrians	5		0	0		5	0		0	0		0
Heavy Vehicles	35	0	0	0	0	0	0	2	17	0	2	0
Heavy Vehicle %	8%	0%	0%	0%	0%	0%	0%	4%	8%	0%	2%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2022 Volumes	428	0	0	0	0	0	0	51	216	0	81	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Chosewood Development DRI #3206								29			62	
Englewood South DRI #3299								182			67	
2032 Background Traffic	473	0	0	0	0	0	0	267	239	0	218	0
Project Trips												
Trip Distribution IN								50%				
Trip Distribution OUT											50%	
Residential Trips	0	0	0	0	0	0	0	87	0	0	279	0
Trip Distribution IN								35%				
Trip Distribution OUT											35%	
Office Trips	0	0	0	0	0	0	0	13	0	0	0	0
Trip Distribution IN								35%				
Trip Distribution OUT											35%	
Retail Trips	0	0	0	0	0	0	0	6	0	0	4	0
Trip Distribution IN								35%				
Trip Distribution OUT											35%	
Restaurant Trips	0	0	0	0	0	0	0	71	0	0	68	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	177	0	0	351	0
2032 Buildout Total	473	0	0	0	0	0	0	444	239	0	569	0

PM PEAK HOUR

	Jonesboro Road (SR 54)						McDonough Boulevard (SR 42)			McDonough Boulevard (SR 42)		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	248	0	1	0	0	0	0	65	355	2	73	0
Pedestrians		3			0			0			3	
Conflicting Pedestrians	0		3	3		0	0		3	3		0
Heavy Vehicles	11	0	0	0	0	0	0	2	30	0	1	0
Heavy Vehicle %	4%	0%	2%	0%	0%	0%	0%	3%	8%	2%	2%	0%
Peak Hour Factor		0.91			0.91			0.91			0.91	
Adjustment												
Adjusted 2022 Volumes	248	0	1	0	0	0	0	65	355	2	73	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Chosewood Development DRI #3206								54			35	
Englewood South DRI #3299								282			128	
2032 Background Traffic	274	0	1	0	0	0	0	408	392	2	244	0
Project Trips												
Trip Distribution IN								50%				
Trip Distribution OUT											50%	
Residential Trips	0	0	0	0	0	0	0	195	0	0	115	0
Trip Distribution IN								35%				
Trip Distribution OUT											35%	
Office Trips	0	0	0	0	0	0	0	0	0	0	13	0
Trip Distribution IN								35%				
Trip Distribution OUT											35%	
Retail Trips	0	0	0	0	0	0	0	4	0	0	6	0
Trip Distribution IN								35%				
Trip Distribution OUT											35%	
Restaurant Trips	0	0	0	0	0	0	0	51	0	0	14	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	250	0	0	148	0
2032 Buildout Total	274	0	1	0	0	0	0	658	392	2	392	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #3: McDonough Boulevard (SR 42) @ Harriet Street / Milton Avenue
AM PEAK HOUR

	Harriet Street			Milton Avenue			McDonough Boulevard (SR 42			McDonough Boulevard (SR 42		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	31	0	77	22	129	0	0	254	117
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	7	0	0	0	0	0	0	0	26
Heavy Vehicle %	0%	0%	0%	23%	0%	2%	2%	2%	0%	0%	2%	22%
Peak Hour Factor		0.89			0.89			0.89			0.89	
Adjustment												
Adjusted 2022 Volumes	0	0	0	31	0	77	22	129	0	0	254	117
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Chosewood Development DRI #3206								29			62	
Englewood South DRI #3299				10		12	10	172			55	21
2032 Background Traffic	0	0	0	44	0	97	34	343	0	0	398	150
Project Trips												
Trip Distribution IN				10%	5%			45%	5%			
Trip Distribution OUT	5%	5%									45%	10%
Residential Trips	28	28	0	17	9	0	0	78	9	0	251	56
Trip Distribution IN				5%				35%				
Trip Distribution OUT											35%	5%
Office Trips	0	0	0	2	0	0	0	13	0	0	0	0
Trip Distribution IN				5%				35%				
Trip Distribution OUT											35%	5%
Retail Trips	0	0	0	1	0	0	0	6	0	0	4	1
Trip Distribution IN				5%				35%				
Trip Distribution OUT											35%	5%
Restaurant Trips	0	0	0	10	0	0	0	71	0	0	68	10
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	28	28	0	30	9	0	0	168	9	0	323	67
2032 Buildout Total	28	28	0	74	9	97	34	511	9	0	721	217

PM PEAK HOUR

	Harriet Street			Milton Avenue			McDonough Boulevard (SR 42			McDonough Boulevard (SR 42		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	62	0	29	10	280	0	0	194	75
Pedestrians		5			0			0			3	
Conflicting Pedestrians	0		3	3		0	0		5	5		0
Heavy Vehicles	0	0	0	11	0	0	0	0	0	0	0	11
Heavy Vehicle %	0%	0%	0%	18%	0%	2%	2%	2%	0%	0%	2%	15%
Peak Hour Factor		0.90			0.90			0.90			0.90	
Adjustment												
Adjusted 2022 Volumes	0	0	0	62	0	29	10	280	0	0	194	75
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Chosewood Development DRI #3206								54			35	
Englewood South DRI #3299				20		14	10	272			114	53
2032 Background Traffic	0	0	0	88	0	46	21	635	0	0	363	136
Project Trips												
Trip Distribution IN				10%	5%			45%	5%			
Trip Distribution OUT	5%	5%									45%	10%
Residential Trips	12	12	0	39	19	0	0	175	19	0	104	23
Trip Distribution IN				5%				35%				
Trip Distribution OUT											35%	5%
Office Trips	0	0	0	0	0	0	0	0	0	0	13	2
Trip Distribution IN				5%				35%				
Trip Distribution OUT											35%	5%
Retail Trips	0	0	0	1	0	0	0	4	0	0	6	1
Trip Distribution IN				5%				35%				
Trip Distribution OUT											35%	5%
Restaurant Trips	0	0	0	7	0	0	0	51	0	0	14	2
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	12	12	0	47	19	0	0	230	19	0	137	28
2032 Buildout Total	12	12	0	135	19	46	21	865	19	0	500	164

INTERSECTION VOLUME DEVELOPMENT

Intersection #4: McDonough Boulevard (SR 42) @ Sawtell Avenue (SR 54) / Private Driveway
AM PEAK HOUR

	Sawtell Avenue (SR 54) Northbound			Private Driveway Southbound			McDonough Boulevard (SR 42) Eastbound			McDonough Boulevard (SR 42) Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	86	0	275	0	0	0	0	109	23	265	465	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	2	0	16	0	0	0	0	12	2	21	26	0
Heavy Vehicle %	2%	0%	6%	0%	0%	0%	0%	11%	9%	8%	6%	0%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2022 Volumes	86	0	275	0	0	0	0	109	23	265	465	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Chosewood Development DRI #3206			10					29		21	62	
Englewood South DRI #3299								182			76	
2032 Background Traffic	95	0	314	0	0	0	0	331	25	314	652	0
Project Trips												
Trip Distribution IN										15%	10%	
Trip Distribution OUT			15%					10%				
Residential Trips	0	0	84	0	0	0	0	56	0	26	17	0
Trip Distribution IN										10%	25%	
Trip Distribution OUT			10%					25%				
Office Trips	0	0	0	0	0	0	0	0	0	4	9	0
Trip Distribution IN										10%	25%	
Trip Distribution OUT			10%					25%				
Retail Trips	0	0	1	0	0	0	0	3	0	2	5	0
Trip Distribution IN										10%	25%	
Trip Distribution OUT			10%					25%				
Restaurant Trips	0	0	19	0	0	0	0	49	0	20	51	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	104	0	0	0	0	108	0	52	82	0
2032 Buildout Total	95	0	418	0	0	0	0	439	25	366	734	0

PM PEAK HOUR

	Sawtell Avenue (SR 54) Northbound			Private Driveway Southbound			McDonough Boulevard (SR 42) Eastbound			McDonough Boulevard (SR 42) Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	31	0	308	0	0	0	0	259	37	266	177	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	0	18	0	0	0	0	13	2	12	26	0
Heavy Vehicle %	3%	0%	6%	0%	0%	0%	0%	5%	5%	5%	15%	0%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2022 Volumes	31	0	308	0	0	0	0	259	37	266	177	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Chosewood Development DRI #3206			18					54		12	35	
Englewood South DRI #3299								292			167	
2032 Background Traffic	34	0	358	0	0	0	0	632	41	306	398	0
Project Trips												
Trip Distribution IN										15%	10%	
Trip Distribution OUT			15%					10%				
Residential Trips	0	0	35	0	0	0	0	23	0	58	39	0
Trip Distribution IN										10%	25%	
Trip Distribution OUT			10%					25%				
Office Trips	0	0	4	0	0	0	0	10	0	0	0	0
Trip Distribution IN										10%	25%	
Trip Distribution OUT			10%					25%				
Retail Trips	0	0	2	0	0	0	0	5	0	1	3	0
Trip Distribution IN										10%	25%	
Trip Distribution OUT			10%					25%				
Restaurant Trips	0	0	4	0	0	0	0	10	0	15	36	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	45	0	0	0	0	48	0	74	78	0
2032 Buildout Total	34	0	403	0	0	0	0	680	41	380	476	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #5: McDonough Boulevard (SR 42) @ Private Driveway / Boulevard
AM PEAK HOUR

	Private Driveway			Boulevard			McDonough Boulevard (SR 42			McDonough Boulevard (SR 42		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	2	1	1	73	10	251	218	145	6	6	485	104
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	6	0	17	11	14	0	0	29	5
Heavy Vehicle %	2%	2%	2%	8%	2%	7%	5%	10%	2%	2%	6%	5%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2022 Volumes	2	1	1	73	10	251	218	145	6	6	485	104
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Chosewood Development DRI #3206				41		41	19					19
Englewood South DRI #3299				13		55	32					21
2032 Background Traffic	2	1	1	135	11	373	292	160	7	7	536	155
Project Trips												
Trip Distribution IN						10%					15%	
Trip Distribution OUT							10%	15%				
Residential Trips	0	0	0	0	0	17	56	84	0	0	26	0
Trip Distribution IN						20%					15%	
Trip Distribution OUT							20%	15%				
Office Trips	0	0	0	0	0	7	0	0	0	0	6	0
Trip Distribution IN						20%					15%	
Trip Distribution OUT							20%	15%				
Retail Trips	0	0	0	0	0	4	2	2	0	0	3	0
Trip Distribution IN						20%					15%	
Trip Distribution OUT							20%	15%				
Restaurant Trips	0	0	0	0	0	40	39	29	0	0	30	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	68	97	115	0	0	65	0
2032 Buildout Total	2	1	1	135	11	441	389	275	7	7	601	155

PM PEAK HOUR

	Private Driveway			Boulevard			McDonough Boulevard (SR 42			McDonough Boulevard (SR 42		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	8	10	8	192	0	217	253	308	0	2	203	89
Pedestrians		0			4			0			1	
Conflicting Pedestrians	0		1	1		0	4		0	0		4
Heavy Vehicles	0	0	0	9	0	9	8	23	0	0	29	5
Heavy Vehicle %	2%	2%	2%	5%	0%	4%	3%	7%	0%	2%	14%	6%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2022 Volumes	8	10	8	192	0	217	253	308	0	2	203	89
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Chosewood Development DRI #3206				23		23	36					36
Englewood South DRI #3299				27		114	81					53
2032 Background Traffic	9	11	9	262	0	377	396	340	0	2	224	187
Project Trips												
Trip Distribution IN						10%					15%	
Trip Distribution OUT							10%	15%				
Residential Trips	0	0	0	0	0	39	23	35	0	0	58	0
Trip Distribution IN						20%					15%	
Trip Distribution OUT							20%	15%				
Office Trips	0	0	0	0	0	0	8	6	0	0	0	0
Trip Distribution IN						20%					15%	
Trip Distribution OUT							20%	15%				
Retail Trips	0	0	0	0	0	2	4	3	0	0	2	0
Trip Distribution IN						20%					15%	
Trip Distribution OUT							20%	15%				
Restaurant Trips	0	0	0	0	0	29	8	6	0	0	22	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	70	43	50	0	0	82	0
2032 Buildout Total	9	11	9	262	0	447	439	390	0	2	306	187

INTERSECTION VOLUME DEVELOPMENT

Intersection #6: Jonesboro Road (SR 54) @ Claire Drive / Sawtell Avenue (SR 54)

AM PEAK HOUR

Description	Jonesboro Road (SR 54) Northbound			Jonesboro Road (SR 54) Southbound			Claire Drive Eastbound			Sawtell Avenue (SR 54) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	130	365	62	14	149	0	4	240	91	33	205	16
Pedestrians		1			1			3			3	
Conflicting Pedestrians	3		3	3		3	1		1	1		1
Heavy Vehicles	15	25	9	2	12	0	2	6	12	3	10	3
Heavy Vehicle %	12%	7%	15%	14%	8%	0%	50%	3%	13%	9%	5%	19%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2022 Volumes	130	365	62	14	149	0	4	240	91	33	205	16
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Chosewood Development DRI #3206			5					5		10	11	
Englewood South DRI #3299												
2032 Background Traffic	144	403	73	15	165	0	4	270	101	46	237	18
Project Trips												
Trip Distribution IN			5%					5%				
Trip Distribution OUT										5%	5%	
Residential Trips	0	0	9	0	0	0	0	9	0	28	28	0
Trip Distribution IN			10%					15%				
Trip Distribution OUT										10%	15%	
Office Trips	0	0	4	0	0	0	0	6	0	0	0	0
Trip Distribution IN			10%					15%				
Trip Distribution OUT										10%	15%	
Retail Trips	0	0	2	0	0	0	0	3	0	1	2	0
Trip Distribution IN			10%					15%				
Trip Distribution OUT										10%	15%	
Restaurant Trips	0	0	20	0	0	0	0	30	0	19	29	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	35	0	0	0	0	48	0	48	59	0
2032 Buildout Total	144	403	108	15	165	0	4	318	101	94	296	18

PM PEAK HOUR

Description	Jonesboro Road (SR 54) Northbound			Jonesboro Road (SR 54) Southbound			Claire Drive Eastbound			Sawtell Avenue (SR 54) Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	131	224	51	27	282	3	8	205	149	58	244	19
Pedestrians		0			2			1			5	
Conflicting Pedestrians	1		5	5		1	2		0	0		2
Heavy Vehicles	22	16	3	4	29	0	0	11	9	4	10	1
Heavy Vehicle %	17%	7%	6%	15%	10%	2%	2%	5%	6%	7%	4%	5%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2022 Volumes	131	224	51	27	282	3	8	205	149	58	244	19
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Chosewood Development DRI #3206			9					9		6	6	
Englewood South DRI #3299												
2032 Background Traffic	145	247	65	30	312	3	9	235	165	70	276	21
Project Trips												
Trip Distribution IN			5%					5%				
Trip Distribution OUT										5%	5%	
Residential Trips	0	0	19	0	0	0	0	19	0	12	12	0
Trip Distribution IN			10%					15%				
Trip Distribution OUT										10%	15%	
Office Trips	0	0	0	0	0	0	0	0	0	4	6	0
Trip Distribution IN			10%					15%				
Trip Distribution OUT										10%	15%	
Retail Trips	0	0	1	0	0	0	0	2	0	2	3	0
Trip Distribution IN			10%					15%				
Trip Distribution OUT										10%	15%	
Restaurant Trips	0	0	15	0	0	0	0	22	0	4	6	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	35	0	0	0	0	43	0	22	27	0
2032 Buildout Total	145	247	100	30	312	3	9	278	165	92	303	21

INTERSECTION VOLUME DEVELOPMENT

Intersection #7: Lakewood Avenue @ Claire Drive
AM PEAK HOUR

Description	Lakewood Avenue Northbound			Lakewood Avenue Southbound			Claire Drive Eastbound			Claire Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	11	426	286	0	83	12	10	55	8	209	116	7
Pedestrians		0			0			5			2	
Conflicting Pedestrians	5		2	2		5	0		0	0		0
Heavy Vehicles	0	12	15	0	3	4	2	3	1	16	10	1
Heavy Vehicle %	2%	3%	5%	0%	4%	33%	20%	5%	13%	8%	9%	14%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2022 Volumes	11	426	286	0	83	12	10	55	8	209	116	7
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Chosewood Development DRI #3206				5								11
Englewood South DRI #3299												
2032 Background Traffic	12	471	316	5	92	13	11	61	9	231	128	19
Project Trips												
Trip Distribution IN			5%									
Trip Distribution OUT										5%		
Residential Trips	0	0	9	0	0	0	0	0	0	28	0	0
Trip Distribution IN			15%									
Trip Distribution OUT										15%		
Office Trips	0	0	6	0	0	0	0	0	0	0	0	0
Trip Distribution IN			15%									
Trip Distribution OUT										15%		
Retail Trips	0	0	3	0	0	0	0	0	0	2	0	0
Trip Distribution IN			15%									
Trip Distribution OUT										15%		
Restaurant Trips	0	0	30	0	0	0	0	0	0	29	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	48	0	0	0	0	0	0	59	0	0
2032 Buildout Total	12	471	364	5	92	13	11	61	9	290	128	19

PM PEAK HOUR

Description	Lakewood Avenue Northbound			Lakewood Avenue Southbound			Claire Drive Eastbound			Claire Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	10	139	272	6	170	4	15	95	14	269	104	8
Pedestrians		0			3			2			0	
Conflicting Pedestrians	2		0	0		2	3		0	0		3
Heavy Vehicles	0	10	16	0	7	1	1	4	1	19	13	0
Heavy Vehicle %	2%	7%	6%	2%	4%	25%	7%	4%	7%	7%	13%	2%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment												
Adjusted 2022 Volumes	10	139	272	6	170	4	15	95	14	269	104	8
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Chosewood Development DRI #3206				9								6
Englewood South DRI #3299												
2032 Background Traffic	11	154	300	16	188	4	17	105	15	297	115	15
Project Trips												
Trip Distribution IN			5%									
Trip Distribution OUT										5%		
Residential Trips	0	0	19	0	0	0	0	0	0	12	0	0
Trip Distribution IN			15%									
Trip Distribution OUT										15%		
Office Trips	0	0	0	0	0	0	0	0	0	6	0	0
Trip Distribution IN			15%									
Trip Distribution OUT										15%		
Retail Trips	0	0	2	0	0	0	0	0	0	3	0	0
Trip Distribution IN			15%									
Trip Distribution OUT										15%		
Restaurant Trips	0	0	22	0	0	0	0	0	0	6	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	43	0	0	0	0	0	0	27	0	0
2032 Buildout Total	11	154	343	16	188	4	17	105	15	324	115	15

INTERSECTION VOLUME DEVELOPMENT

Intersection #8: Harriet Street @ Site Driveway A
AM PEAK HOUR

Description	Harriet Street Northbound			Harriet Street Southbound			Eastbound			Site Driveway A Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2022 Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Chosewood Development DRI #3206												
Englewood South DRI #3299												
2032 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Residential Trips	0	0	0	17	0	0	0	0	0	0	0	56
Trip Distribution IN												
Trip Distribution OUT												
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	17	0	0	0	0	0	0	0	56
2032 Buildout Total	0	0	0	17	0	0	0	0	0	0	0	56

PM PEAK HOUR

Description	Harriet Street Northbound			Harriet Street Southbound			Eastbound			Site Driveway A Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2022 Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Chosewood Development DRI #3206												
Englewood South DRI #3299												
2032 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN				10%								
Trip Distribution OUT												10%
Residential Trips	0	0	0	39	0	0	0	0	0	0	0	23
Trip Distribution IN												
Trip Distribution OUT												
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	39	0	0	0	0	0	0	0	23
2032 Buildout Total	0	0	0	39	0	0	0	0	0	0	0	23

INTERSECTION VOLUME DEVELOPMENT

Intersection #9: McDonough Boulevard (SR 42) @ Site Driveway B / Miller Reed Avenue
AM PEAK HOUR

	Site Driveway B			Miller Reed Avenue			McDonough Boulevard (SR 42			McDonough Boulevard (SR 42		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	8	0	22	1	0	5	2	116	7	4	535	3
Pedestrians		0			1			0			0	
Conflicting Pedestrians	0		0	0		0	1		0	0		1
Heavy Vehicles	0	0	8	0	0	1	0	12	0	1	25	0
Heavy Vehicle %	2%	0%	36%	2%	0%	20%	2%	10%	2%	25%	5%	2%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2022 Volumes	8	0	22	1	0	5	2	116	7	4	535	3
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Chosewood Development DRI #3206								29			62	
Englewood South DRI #3299												
2032 Background Traffic	9	0	24	1	0	6	2	157	8	4	653	3
Project Trips												
Trip Distribution IN								40%	15%	5%		
Trip Distribution OUT	20%		5%								35%	
Residential Trips	112	0	28	0	0	0	0	69	26	9	195	0
Trip Distribution IN								30%	10%	5%		
Trip Distribution OUT	10%		5%								30%	
Office Trips	0	0	0	0	0	0	0	11	4	2	0	0
Trip Distribution IN								30%	10%	5%		
Trip Distribution OUT	10%		5%								30%	
Retail Trips	1	0	1	0	0	0	0	5	2	1	3	0
Trip Distribution IN								30%	10%	5%		
Trip Distribution OUT	10%		5%								30%	
Restaurant Trips	19	0	10	0	0	0	0	61	20	10	58	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	132	0	39	0	0	0	0	146	52	22	256	0
2032 Buildout Total	141	0	63	1	0	6	2	303	60	26	909	3

PM PEAK HOUR

	Site Driveway B			Miller Reed Avenue			McDonough Boulevard (SR 42			McDonough Boulevard (SR 42		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	4	0	8	10	0	1	4	321	7	27	173	6
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	1	0	0	0	0	12	3	20	7	1
Heavy Vehicle %	2%	0%	13%	2%	0%	2%	2%	4%	43%	74%	4%	17%
Peak Hour Factor		0.91			0.91			0.91			0.91	
Adjustment												
Adjusted 2022 Volumes	4	0	8	10	0	1	4	321	7	27	173	6
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Chosewood Development DRI #3206								54			35	
Englewood South DRI #3299												
2032 Background Traffic	4	0	9	11	0	1	4	409	8	30	226	7
Project Trips												
Trip Distribution IN								40%	15%	5%		
Trip Distribution OUT	20%		5%								35%	
Residential Trips	46	0	12	0	0	0	0	156	58	19	81	0
Trip Distribution IN								30%	10%	5%		
Trip Distribution OUT	10%		5%								30%	
Office Trips	4	0	2	0	0	0	0	0	0	0	11	0
Trip Distribution IN								30%	10%	5%		
Trip Distribution OUT	10%		5%								30%	
Retail Trips	2	0	1	0	0	0	0	4	1	1	5	0
Trip Distribution IN								30%	10%	5%		
Trip Distribution OUT	10%		5%								30%	
Restaurant Trips	4	0	2	0	0	0	0	44	15	7	12	0
Pass-By Trips	0	0	25	0	0	0	0	-25	25	0	0	0
Total Project Trips	56	0	42	0	0	0	0	179	99	27	109	0
2032 Buildout Total	60	0	51	11	0	1	4	588	107	57	335	7

INTERSECTION VOLUME DEVELOPMENT

Intersection #10: McDonough Boulevard (SR 42) @ Site Driveway C / Eric Street
AM PEAK HOUR

	Site Driveway C			Eric Street			McDonough Boulevard (SR 42			McDonough Boulevard (SR 42		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	7	0	4	4	128	0	0	541	11
Pedestrians		0			2			0			0	
Conflicting Pedestrians	0		0	0		0	2		0	0		2
Heavy Vehicles	0	0	0	0	0	0	0	17	0	0	29	1
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	13%	0%	0%	5%	9%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2022 Volumes	0	0	0	7	0	4	4	128	0	0	541	11
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Chosewood Development DRI #3206								29			62	
Englewood South DRI #3299												
2032 Background Traffic	0	0	0	8	0	4	4	170	0	0	660	12
Project Trips												
Trip Distribution IN									40%	5%	5%	
Trip Distribution OUT	35%		5%					5%				
Residential Trips	195	0	28	0	0	0	0	28	69	9	9	0
Trip Distribution IN									30%	20%	5%	
Trip Distribution OUT	30%		20%					5%				
Office Trips	0	0	0	0	0	0	0	0	11	7	2	0
Trip Distribution IN									35%	20%	5%	
Trip Distribution OUT	30%		20%					5%				
Retail Trips	3	0	2	0	0	0	0	1	6	4	1	0
Trip Distribution IN									35%	20%	5%	
Trip Distribution OUT	30%		20%					5%				
Restaurant Trips	58	0	39	0	0	0	0	10	71	40	10	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	256	0	69	0	0	0	0	39	157	60	22	0
2032 Buildout Total	256	0	69	8	0	4	4	209	157	60	682	12

PM PEAK HOUR

	Site Driveway C			Eric Street			McDonough Boulevard (SR 42			McDonough Boulevard (SR 42		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	9	0	5	12	311	0	0	213	13
Pedestrians		0			1			0			0	
Conflicting Pedestrians	0		0	0		0	1		0	0		1
Heavy Vehicles	0	0	0	0	0	0	0	11	0	0	32	1
Heavy Vehicle %	0%	0%	0%	2%	0%	2%	2%	4%	0%	0%	15%	8%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2022 Volumes	0	0	0	9	0	5	12	311	0	0	213	13
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Chosewood Development DRI #3206								54			35	
Englewood South DRI #3299												
2032 Background Traffic	0	0	0	10	0	6	13	398	0	0	270	14
Project Trips												
Trip Distribution IN									40%	5%	5%	
Trip Distribution OUT	35%		5%					5%				
Residential Trips	81	0	12	0	0	0	0	12	156	19	19	0
Trip Distribution IN									30%	20%	5%	
Trip Distribution OUT	30%		20%					5%				
Office Trips	11	0	8	0	0	0	0	2	0	0	0	0
Trip Distribution IN									35%	20%	5%	
Trip Distribution OUT	30%		20%					5%				
Retail Trips	5	0	4	0	0	0	0	1	4	2	1	0
Trip Distribution IN									35%	20%	5%	
Trip Distribution OUT	30%		20%					5%				
Restaurant Trips	12	0	8	0	0	0	0	2	51	29	7	0
Pass-By Trips	0	0	37	0	0	0	0	-37	37	0	0	0
Total Project Trips	109	0	69	0	0	0	0	-20	248	50	27	0
2032 Buildout Total	109	0	69	10	0	6	13	378	248	50	297	14

INTERSECTION VOLUME DEVELOPMENT

Intersection #11: Sawtell Avenue (SR 54) @ Site Driveway D
AM PEAK HOUR

Description	Sawtell Avenue (SR 54) Northbound			Sawtell Avenue (SR 54) Southbound			Site Driveway D Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	361	0	0	288	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	18	0	0	23	0	0	0	0	0	0	0
Heavy Vehicle %	0%	5%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2022 Volumes	0	361	0	0	288	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Chosewood Development DRI #3206		10			21							
Englewood South DRI #3299												
2032 Background Traffic	0	409	0	0	339	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	5%				5%	10%						
Trip Distribution OUT		5%					10%		5%			
Residential Trips	9	28	0	0	9	17	56	0	28	0	0	0
Trip Distribution IN	20%					10%						
Trip Distribution OUT							10%		20%			
Office Trips	7	0	0	0	0	4	0	0	0	0	0	0
Trip Distribution IN	20%					10%						
Trip Distribution OUT							10%		20%			
Retail Trips	4	0	0	0	0	2	1	0	2	0	0	0
Trip Distribution IN	20%					10%						
Trip Distribution OUT							10%		20%			
Restaurant Trips	40	0	0	0	0	20	19	0	39	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	60	28	0	0	9	43	76	0	69	0	0	0
2032 Buildout Total	60	437	0	0	348	43	76	0	69	0	0	0

PM PEAK HOUR

Description	Sawtell Avenue (SR 54) Northbound			Sawtell Avenue (SR 54) Southbound			Site Driveway D Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	339	0	0	303	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	19	0	0	14	0	0	0	0	0	0	0
Heavy Vehicle %	0%	6%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2022 Volumes	0	339	0	0	303	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Chosewood Development DRI #3206		18			12							
Englewood South DRI #3299												
2032 Background Traffic	0	392	0	0	347	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	5%				5%	10%						
Trip Distribution OUT		5%					10%		5%			
Residential Trips	19	12	0	0	19	39	23	0	12	0	0	0
Trip Distribution IN	20%					10%						
Trip Distribution OUT							10%		20%			
Office Trips	0	0	0	0	0	0	4	0	8	0	0	0
Trip Distribution IN	20%					10%						
Trip Distribution OUT							10%		20%			
Retail Trips	2	0	0	0	0	1	2	0	4	0	0	0
Trip Distribution IN	20%					10%						
Trip Distribution OUT							10%		20%			
Restaurant Trips	29	0	0	0	0	15	4	0	8	0	0	0
Pass-By Trips	10	-10	0	0	0	0	10	0	0	0	0	0
Total Project Trips	60	2	0	0	19	55	43	0	32	0	0	0
2032 Buildout Total	60	394	0	0	366	55	43	0	32	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #12: Sawtell Avenue (SR 54) @ Site Driveway E
AM PEAK HOUR

Description	Sawtell Avenue (SR 54) Northbound			Sawtell Avenue (SR 54) Southbound			Site Driveway E Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	361	0	0	288	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	18	0	0	23	0	0	0	0	0	0	0
Heavy Vehicle %	0%	5%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2022 Volumes	0	361	0	0	288	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Chosewood Development DRI #3206		10			21							
Englewood South DRI #3299												
2032 Background Traffic	0	409	0	0	339	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	5%	5%				5%						
Trip Distribution OUT					5%		5%		5%			
Residential Trips	9	9	0	0	28	9	28	0	28	0	0	0
Trip Distribution IN	5%	20%										
Trip Distribution OUT					20%				5%			
Office Trips	2	7	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	5%	20%										
Trip Distribution OUT					20%				5%			
Retail Trips	1	4	0	0	2	0	0	0	1	0	0	0
Trip Distribution IN	5%	20%										
Trip Distribution OUT					20%				5%			
Restaurant Trips	10	40	0	0	39	0	0	0	10	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	22	60	0	0	69	9	28	0	39	0	0	0
2032 Buildout Total	22	469	0	0	408	9	28	0	39	0	0	0

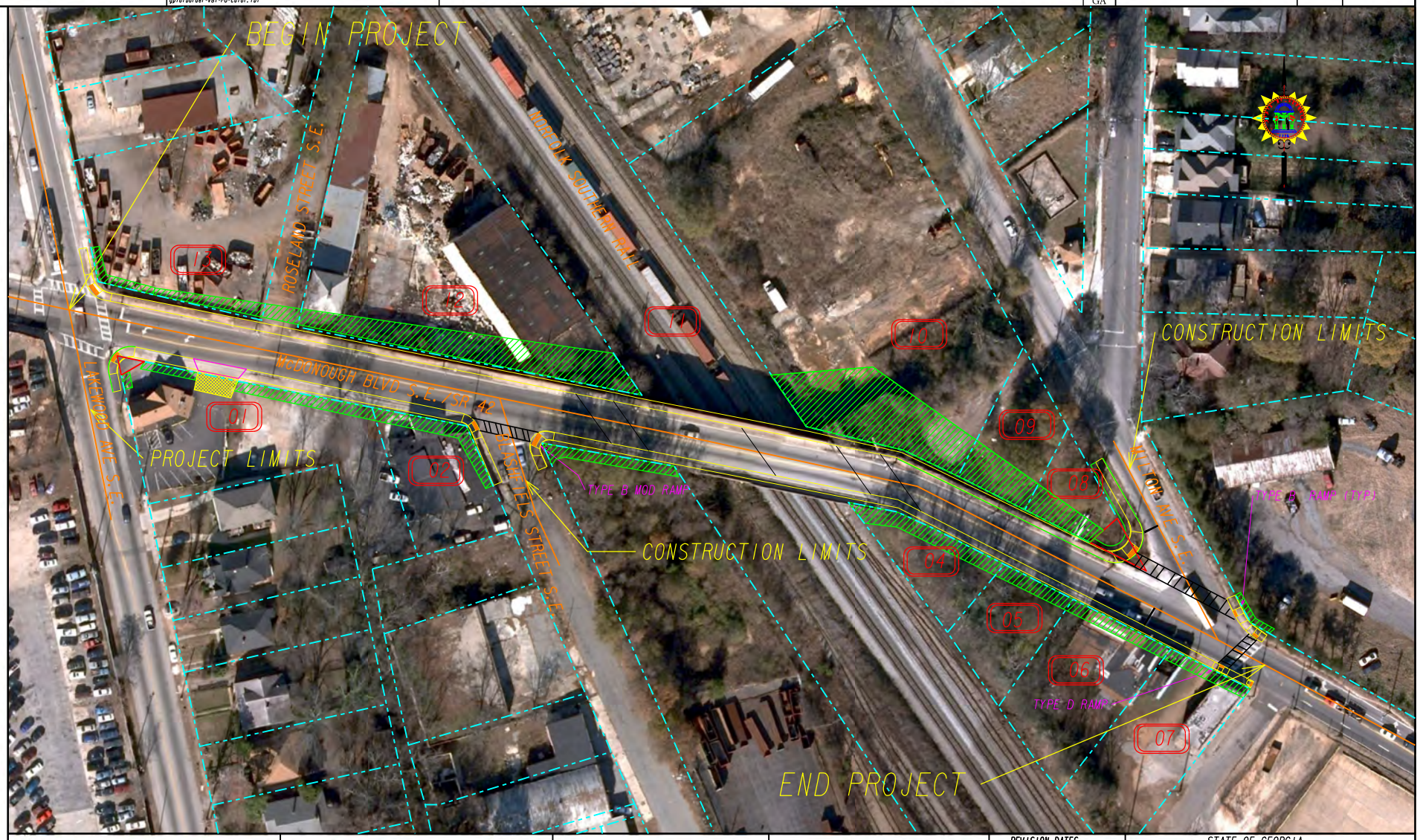
PM PEAK HOUR

Description	Sawtell Avenue (SR 54) Northbound			Sawtell Avenue (SR 54) Southbound			Site Driveway E Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2022 Traffic Volumes	0	339	0	0	303	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	19	0	0	14	0	0	0	0	0	0	0
Heavy Vehicle %	0%	6%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2022 Volumes	0	339	0	0	303	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105	1.105
Chosewood Development DRI #3206		18			12							
Englewood South DRI #3299												
2032 Background Traffic	0	392	0	0	347	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	5%	5%				5%						
Trip Distribution OUT					5%		5%		5%			
Residential Trips	19	19	0	0	12	19	12	0	12	0	0	0
Trip Distribution IN	5%	20%										
Trip Distribution OUT					20%				5%			
Office Trips	0	0	0	0	8	0	0	0	2	0	0	0
Trip Distribution IN	5%	20%										
Trip Distribution OUT					20%				5%			
Retail Trips	1	2	0	0	4	0	0	0	1	0	0	0
Trip Distribution IN	5%	20%										
Trip Distribution OUT					20%				5%			
Restaurant Trips	7	29	0	0	8	0	0	0	2	0	0	0
Pass-By Trips	5	-5	0	0	0	0	5	0	0	0	0	0
Total Project Trips	32	45	0	0	32	19	17	0	17	0	0	0
2032 Buildout Total	32	437	0	0	379	19	17	0	17	0	0	0

APPENDIX D PROGRAMMED PROJECT FACT SHEET

Programmed Project Fact Sheet

11/26/2013 3:43:07 PM	GPLOT-V8	S:\0011684 - SR 42 McDonough Blvd Bridge\CONCEPT STAGE\Report\0011684 layout.dgn	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
USER:oonabanjo	gplotborder-V8i-PO-color.tbl		GA			



GEORGIA
DEPARTMENT OF TRANSPORTATION

SCALE IN FEET
0 40 80 160

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: DT DESIGN

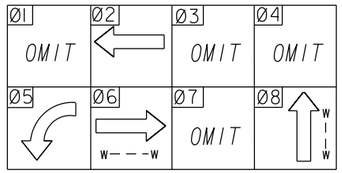
CONSTRUCTION LAYOUT

SR 42 @ N.S. RAILROAD

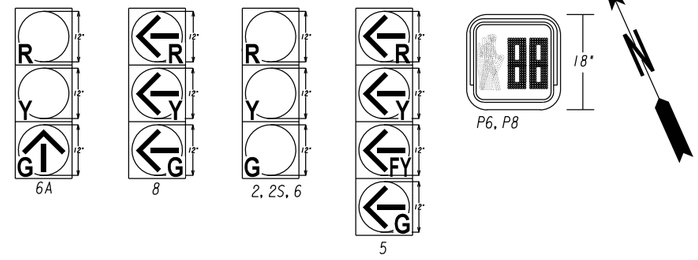
DRAWING No. 11-01

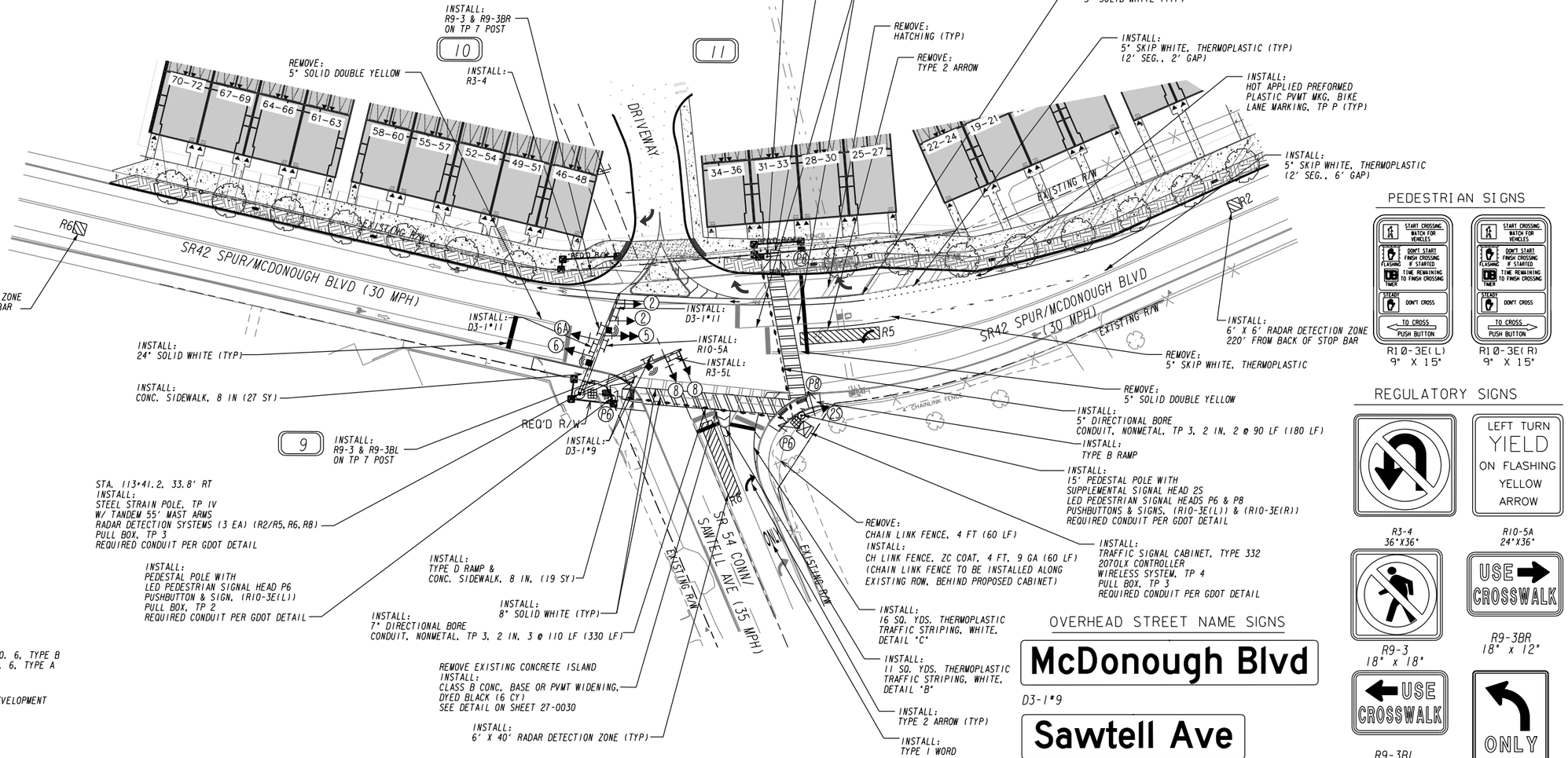
12/14/202 GPLN

PHASING DIAGRAM



LED SIGNAL HEADS WITH RETROREFLECTIVE BACKPLATES





PEDESTRIAN SIGNS

R10-3E(L) 9" X 15"

R10-3E(R) 9" X 15"

REGULATORY SIGNS

R3-4 36"X36"

R10-5A 24"X36"

R9-3 18" x 18"

R9-3BR 18" x 12"

R9-3BL 18" x 12"

R3-5L 30"X36"

OVERHEAD STREET NAME SIGNS

D3-1*9

D3-1*11

DETECTION TYPES:
PHASES 2, 5, 6, 8 - MICROWAVE DETECTION SYSTEM, NO. 6, TYPE B
PHASES P6, P8 - PEDESTRIAN DETECTION SYSTEM, NO. 6, TYPE A

NOTE:
1. DESIGN INCORPORATES THE RIGHT-IN RIGHT-OUT DEVELOPMENT PROJECT THAT TAKES PLACE AT THIS INTERSECTION.

SIGNAL LEGEND

- PROPOSED SIGNAL HEAD
- EXISTING SIGNAL HEAD
- RELOCATED SIGNAL HEAD
- PROPOSED 4-SECTION SIGNAL HEAD
- PROPOSED 5-SECTION (CLUSTER) SIGNAL HEAD
- PEDESTRIAN SIGNAL HEAD

DETECTION LEGEND

- PROPOSED VIRTUAL DETECTION ZONE
- PROPOSED INDUCTIVE LOOP
- PROPOSED VIDEO DETECTION CAMERA
- PROPOSED MAGNETOMETER
- PROPOSED RADAR

ATKINS
Member of the SNC-Lavalin Group
Atkins North America, Inc.
1600 RiverEdge Parkway NW, Sta. 700
Atlanta, GA 30328
Tel: (770)933-0280
Certificate of Authorization #PEF000902
Expiration date 06/30/2022

SCALE IN FEET
0 30 60 120

REVISION DATES

SIGNAL PLANS

INTERSECTION #6 - SIGNAL INSTALLATION
SR 42 SPUR/MCDONOUGH BLVD @
SR 54 CONN/SAWTELL AVE

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		27-0017
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

SR 42 SPUR @ NS #718064Y 0.30 MI E OF SR 54

Project ID:	**0011684**	Notice to Proceed Date:	2/23/2018
Project Manager:	Gretel Sims	Construction Percent Complete:	82.91%
Office:	Program Delivery	Current Completion Date:	7/5/2020
County:	Fulton	Work Completion Date:	10/26/2020
Congressional District:	005	Construction Contract Amount:	
State Senate District.:	036	Construction Contractor:	GEORGIA BRIDGE AND CONCRETE, LLC
State House District:	059	**Preconstruction Status Report**	
Project Type:	Replacement	**Construction Status Report**	
Project Status:	Under Construction		
Right of Way Authorization:		Contact Us	

Project Description:
This bridge (Structure ID 121-0051-0; SR 42 Spur over Norfolk-Southern RR) was built in 1924. The bridge consists of four spans of reinforced concrete deck girders on concrete columns and concrete caps. The design vehicle used for this bridge is below the current standards. The overall condition of this bridge would be classified as poor to fair. The deck is in fair condition due to concrete cracking, spalling and the presents of efflorescence throughout. The superstructure is in poor condition with advanced concrete spalls, delamination and section loss in the reinforcing steel. One sidewalk and approximately eight feet of roadway are closed to traffic due to the section loss and spalls. The substructure is in fair condition with concrete cracking and spalls. Due to structural integrity of all components of this bridge, replacement is recommended.

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2013	$503,196.02	7/19/2012
ROW (Right of Way)	2017	$2,331,575.88	4/5/2016
CST (Construction)	2018	$7,259,007.92	4/19/2017

Project Documents
Approved Concept Reports
0011684_CR_MAR2014.pdf
0011684_L&D_ADs_JUL2016.pdf
0011684_L&D_JUN2016.pdf
Project Outreach Archive
0011684signedhandout.pdf
PIOH0011684.pdf

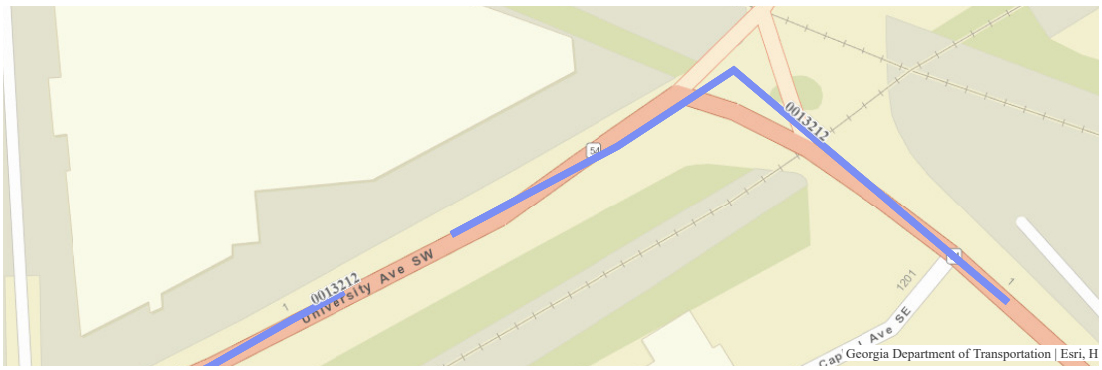
Georgia Department of Transportation
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office
Contact Us

I-75; SR 42 SPUR & SR 54 @ 9 LOCS IN FULTON COUNTY

Project ID:	**0013212**	Notice to Proceed Date:	
Project Manager:	Carrie Claybrook Feliciano	Construction Percent Complete:	%
Office:	Program Delivery	Current Completion Date:	
County:	Fulton	Work Completion Date:	
Congressional District:	005	Construction Contract Amount:	
State Senate District.:	036	Construction Contractor:	
State House District:	057, 058, 059, 060	**Preconstruction Status Report**	
Project Type:	Reconstruction/Rehabilitation	**Construction Status Report**	
Project Status:	Construction Work Program		
Right of Way Authorization:	4/14/2020	Contact Us	

Project Description:
The proposed signal upgrade project would consist of a complete signal upgrade with pedestrian accommodation for every intersection. This would bring these intersection up to ADA requirements and replace old signal parts in place. The following intersections are in this project: 1.) SR 54 @ McDonough Blvd 2.) SR 54 @ Pfeiffer 3.) SR 54 @ Pryor Rd 4.) SR 54 @ Hank Aaron Dr 5.) SR 401/I-75 SB University Ave 6.) SR 42 Spur @ Boulevard 7.) SR 42 Spur @ Henry Thomas Dr 8.) SR 42 Spur @ Moreland Dr 9.) SR 42 Spur @ Sawtell Ave The following intersections have been removed from the project: SR 42 Spur @ Lakewood Ave (overlap with PI 0011684, currently under construction) SR 42 Spur @ Milton Ave (overlap with PI 0011684, currently under construction) University Ave @ McDaniel St (no longer On System, previously SR 54 now only University Ave)

Activity	Program Year	Cost Estimate	Date of Last Estimate
UTL (Utilities)		$91,123.00	7/13/2021
CST (Construction)		$1,707,256.81	7/13/2021
PE (Preliminary Engineering)	2014	$552,466.45	
ROW (Right of Way)	2020	$1,030,000.00	3/10/2020

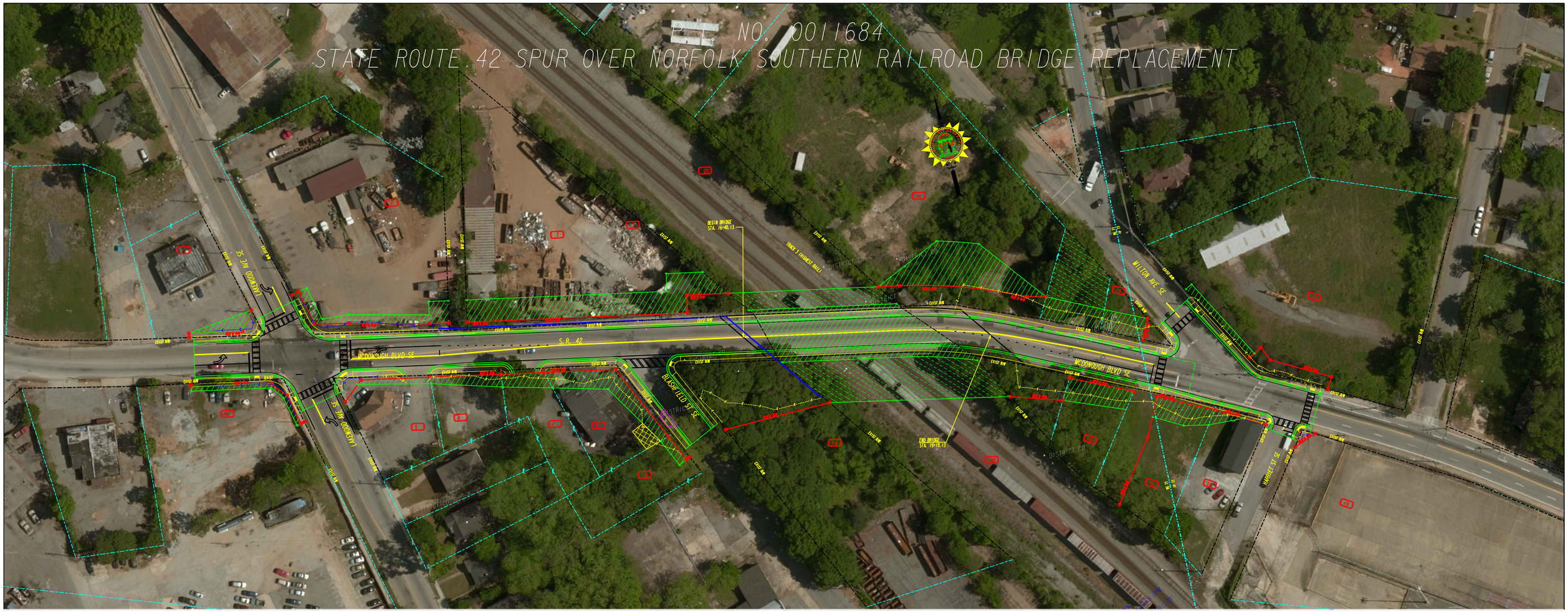


Project Documents
Approved Concept Reports
0013212_ L&D_AD_JUN2020.pdf
0013212_L&D_MAY2020.pdf

Georgia Department of Transportation
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office
Contact Us

P.I. NO. 0011684

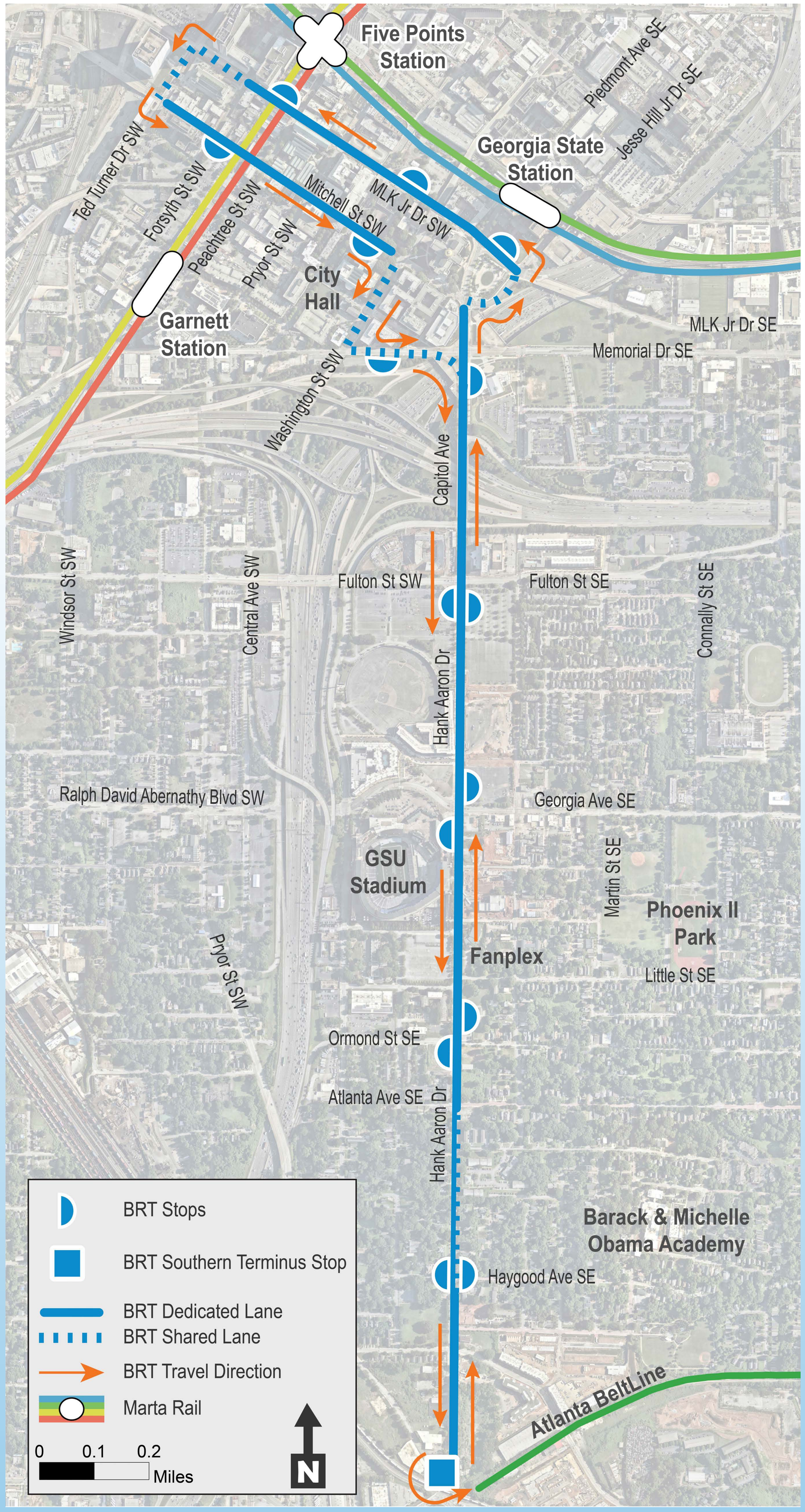
STATE ROUTE 42 SPUR OVER NORFOLK SOUTHERN RAILROAD BRIDGE REPLACEMENT



Summerhill
Bus Rapid Transit

Route Map

marta 2040
TRANSFORMING TRANSIT



5.0 mile route roundtrip

12-15 minute travel time

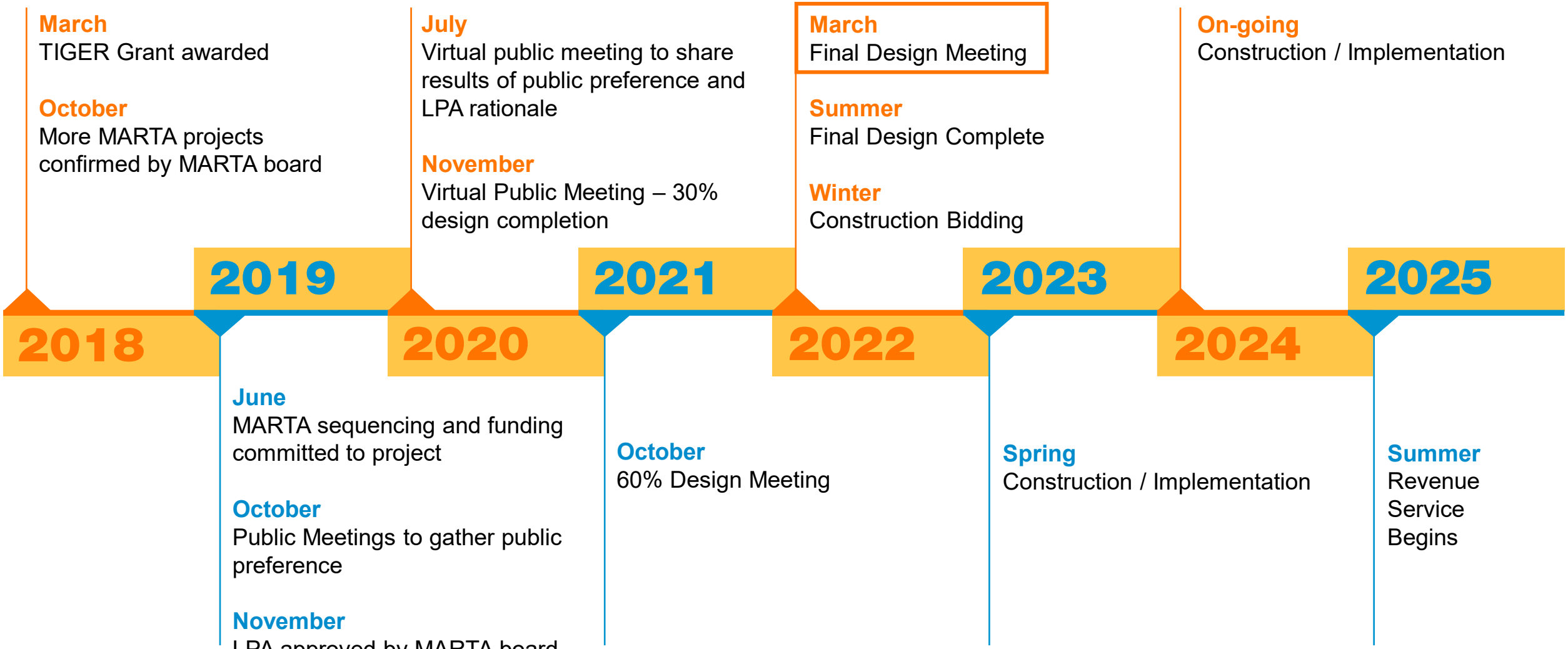
10-12 minute frequency

16 Stops

Level boarding

Transit Signal Priority (TSP)

Summerhill BRT History



APPENDIX E GDOT'S INTERSECTION CONTROL EVALUATION (ICE) STAGE 1

GDOT's Intersection Control Evaluation (ICE) Stage 1

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.22 | Revised 5/6/2022

GDOT PI#: N/A Request By: GDOT

County: Fulton GDOT District: 7 - Metro Atlanta

Major Road: Int #9 SR 42 Road Class: Minor Arterial Speed Limit: < 35 mph

Crossing Road: Driveway B Road Class: Local Speed Limit: < 35 mph

Major Rd Direction: East/West Area Type: Urban

Intersection Control: Conventional (Minor Stop) Project ID: DRI 3727

Prepared By: Kimley-Horn and Associates Date: 10/31/2022

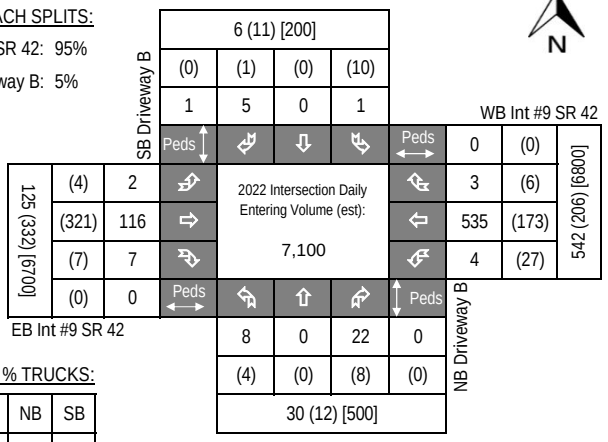
Project Purpose: Sawtell DRI #3727 - Assist with DRI Process and future Driveway Permitting

Existing Data Year:	2022
Project Opening Year:	2032
Project Design Year:	2032
Annual Growth Rate:	1.0%
K Factor*:	10%

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2022 EXISTING YEAR VOLUMES

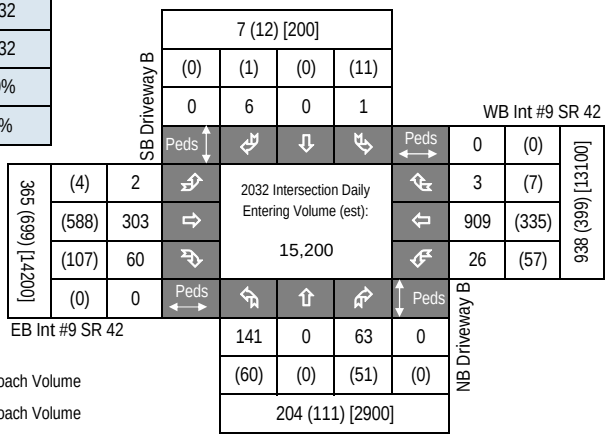
APPROACH SPLITS:
Int #9 SR 42: 95%
Driveway B: 5%



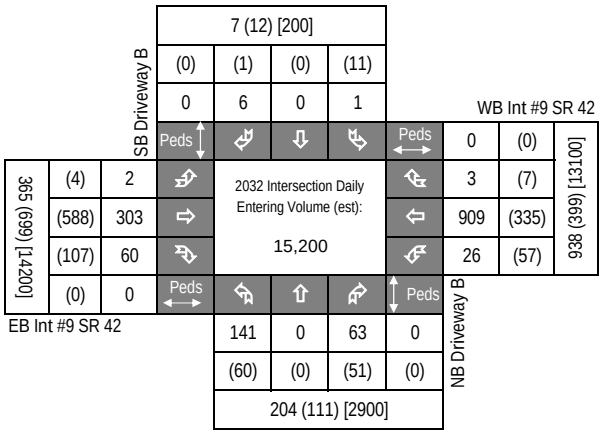
PEAK HR % TRUCKS:

EB	WB	NB	SB
12%	21%	13%	7%

2032 OPENING YEAR VOLUMES



2032 DESIGN YEAR VOLUMES



LEGEND:

000 = AM Peak Approach Volume

(000) = PM Peak Approach Volume

[000] = ADT Volume (Estimate)

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; 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 2.22 | Revised 5/6/2022

GDOT PI #	N/A
Project Location:	Int #9 SR 42 @ Driveway B
Existing Control:	Conventional (Minor Stop)
Prepared by:	Kimley-Horn and Associates
Date:	10/31/2022

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	No	Yes	Yes	Yes	No	Existing Condition
	Conventional (All-Way Stop)	No	Yes	Yes	No	No	No	No	Mainline (SR 42) volume not suited for AWSC.
	Mini Roundabout	No	Yes	Yes	No	No	No	No	Side-street less than 10% of entering volume.
	Single Lane Roundabout	No	Yes	Yes	No	No	No	No	Side-street less than 10% of entering volume.
	Multilane Roundabout	No	No	No	No	No	No	No	SR 42 recently underwent road-diet for bike lanes.
	RCUT (stop control)	Yes	Yes	No	No	Yes	Yes	Yes	
	RIRO w/down stream U-Turn	No	Yes	No	No	No	No	No	Project plans to install center TWLTL.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not a T-intersection.
	Offset-T Intersections	No	No	No	No	No	No	No	Project plans to align with Miller Reed Ave, to consolidate curb cuts.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not an interchange.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not an interchange.
	Add one LT Lane on SR 42 No RT Lane Improvements	Yes	No	Yes	Yes	Yes	Yes	Yes	WBL Turn lane along SR 42 (TWLTL) entering site.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	N/A
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Not anticipated to meet warrant thresholds.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not anticipated to meet warrant thresholds.
	RCUT (signalized)	No	No	No	No	No	No	No	Left-turns not anticipated to meet warrant thresholds.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not in scale with project.
	Continuous Green-T	No	No	No	No	No	No	No	Not a T-intersection.
	Jughandle	No	No	No	No	No	No	No	Not in scale with project.
	Quadrant Roadway	No	No	No	No	No	No	No	Not in scale with project.
	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	N/A
	Other Signalized (provide description):	No	No	No	No	No	No	No	N/A

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

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.22 | Revised 5/6/2022

GDOT PI#: N/A Request By: GDOT

County: Fulton GDOT District: 7 - Metro Atlanta

Major Road: Int #10 SR 42 Road Class: Minor Arterial Speed Limit: < 35 mph

Crossing Road: Driveway C Road Class: Local Speed Limit: < 35 mph

Major Rd Direction: East/West Area Type: Urban

Intersection Control: Conventional (Minor Stop) Project ID: DRI 3727

Prepared By: Kimley-Horn and Associates Date: 10/31/2022

Project Purpose: Sawtell DRI #3727 - Assist with DRI Process and future Driveway Permitting

Existing Data Year:	2022
Project Opening Year:	2032
Project Design Year:	2032
Annual Growth Rate:	1.0%
K Factor*:	10%

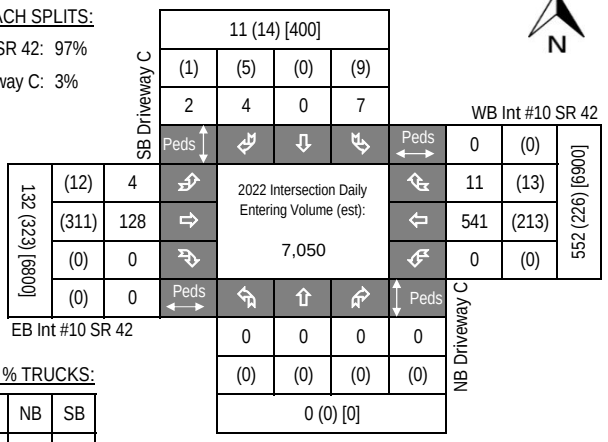
* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2022 EXISTING YEAR VOLUMES

APPROACH SPLITS:

Int #10 SR 42: 97%

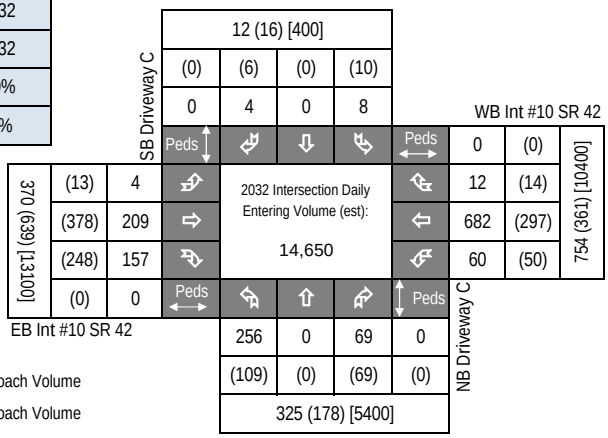
Driveway C: 3%



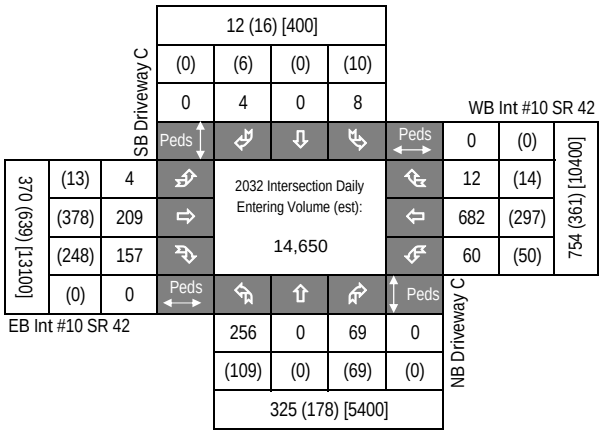
PEAK HR % TRUCKS:

EB	WB	NB	SB
5%	9%	0%	2%

2032 OPENING YEAR VOLUMES



2032 DESIGN YEAR VOLUMES



LEGEND:

000 = AM Peak Approach Volume

(000) = PM Peak Approach Volume

[000] = ADT Volume (Estimate)

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; 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.

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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 2.22 | Revised 5/6/2022

GDOT PI #	N/A
Project Location:	Int #10 SR 42 @ Driveway C
Existing Control:	Conventional (Minor Stop)
Prepared by:	Kimley-Horn and Associates
Date:	10/31/2022

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	No	Yes	Yes	Yes	No	Existing Condition
	Conventional (All-Way Stop)	No	Yes	Yes	No	No	No	No	Mainline (SR 42) volume not suited for AWSC.
	Mini Roundabout	No	Yes	Yes	No	No	No	No	Side-street less than 10% of entering volume.
	Single Lane Roundabout	No	Yes	Yes	No	No	No	No	Side-street less than 10% of entering volume.
	Multilane Roundabout	No	No	No	No	No	No	No	SR 42 recently underwent road-diet for bike lanes.
	RCUT (stop control)	Yes	Yes	No	No	Yes	Yes	Yes	
	RIRO w/down stream U-Turn	No	Yes	No	No	No	No	No	Project plans to install center TWLTL.
	High-T (unsignalized)	No	No	No	No	No	No	No	Not a T-intersection.
	Offset-T Intersections	No	No	No	No	No	No	No	Project plans to align with Miller Reed Ave, to consolidate curb cuts.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not an interchange.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not an interchange.
	Add one LT Lane on SR 42 No RT Lane Improvements	Yes	No	Yes	Yes	Yes	Yes	Yes	WBL Turn lane along SR 42 (TWLTL) entering site.
	Other unsignalized (provide description):	No	No	No	No	No	No	No	N/A
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Not anticipated to meet warrant thresholds.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not anticipated to meet warrant thresholds.
	RCUT (signalized)	No	No	No	No	No	No	No	Left-turns not anticipated to meet warrant thresholds.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not in scale with project.
	Continuous Green-T	No	No	No	No	No	No	No	Not a T-intersection.
	Jughandle	No	No	No	No	No	No	No	Not in scale with project.
	Quadrant Roadway	No	No	No	No	No	No	No	Not in scale with project.
	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	N/A
	Other Signalized (provide description):	No	No	No	No	No	No	No	N/A

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

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.22 | Revised 5/6/2022

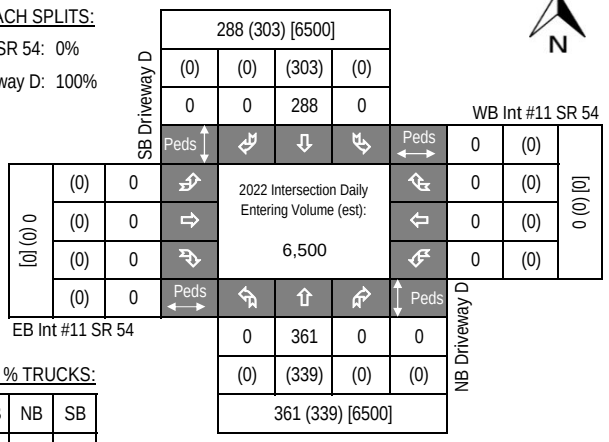
GDOT PI#:	N/A	Request By:	GDOT		
County:	Fulton	GDOT District:	7 - Metro Atlanta		
Major Road:	Int #11 SR 54	Road Class:	Minor Arterial	Speed Limit:	< 35 mph
Crossing Road:	Driveway D	Road Class:	Local	Speed Limit:	< 35 mph
Major Rd Direction:	East/West	Area Type:	Urban		
Intersection Control:	New Intersection or Other	Project ID:	DRI 3727		
Prepared By:	Kimley-Horn and Associates	Date:	10/31/2022		
Project Purpose:	Sawtell DRI #3727 - Assist with DRI Process and future Driveway Permitting				

Existing Data Year:	2022
Project Opening Year:	2032
Project Design Year:	2032
Annual Growth Rate:	1.0%
K Factor*:	10%

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2022 EXISTING YEAR VOLUMES

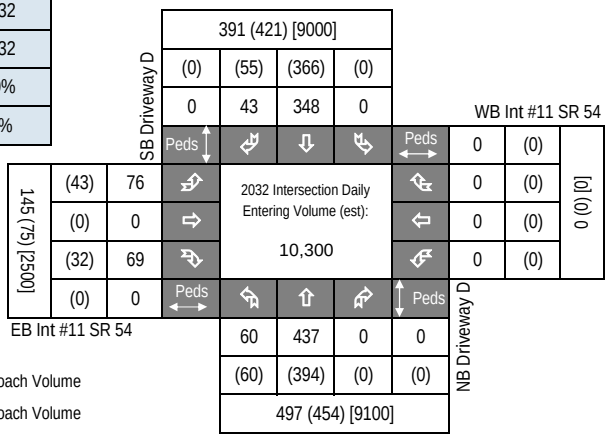
APPROACH SPLITS:
Int #11 SR 54: 0%
Driveway D: 100%



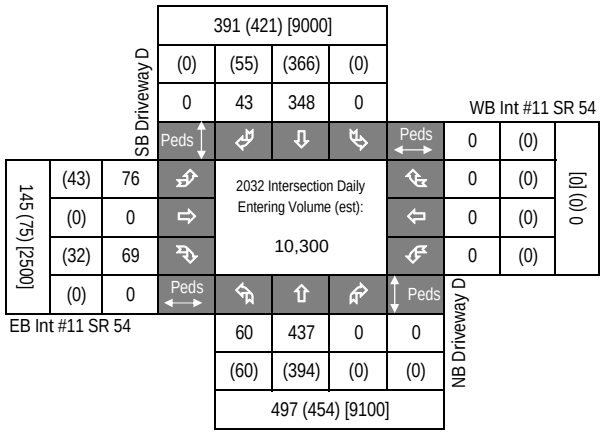
PEAK HR % TRUCKS:

EB	WB	NB	SB
0%	0%	6%	7%

2032 OPENING YEAR VOLUMES



2032 DESIGN YEAR VOLUMES



LEGEND:

000 = AM Peak Approach Volume
(000) = PM Peak Approach Volume
[000] = ADT Volume (Estimate)

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.

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GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.22 | Revised 5/6/2022

GDOT PI #	N/A
Project Location:	Int #11 SR 54 @ Driveway D
Existing Control:	New Intersection or Other
Prepared by:	Kimley-Horn and Associates
Date:	10/31/2022

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	No	Yes	Yes	Yes	Yes	
	Conventional (All-Way Stop)	No	Yes	Yes	No	No	No	No	SR 54 is multilane and volume not suited for AWSC.
	Mini Roundabout	No	Yes	Yes	No	No	No	No	SR 54 is multilane across site frontage.
	Single Lane Roundabout	No	Yes	Yes	No	No	No	No	SR 54 is multilane across site frontage.
	Multilane Roundabout	No	No	No	No	No	No	No	Limited R/W due to RR crossing south of driveway.
	RCUT (stop control)	Yes	Yes	No	No	Yes	Yes	Yes	
	RIRO w/down stream U-Turn	No	Yes	No	No	No	No	Yes	
	High-T (unsignalized)	No	Yes	No	Yes	No	No	No	Not feasible due to proximity to signal to the north, merge conflicts.
	Offset-T Intersections	No	No	No	No	No	No	No	T-intersection, no 4th leg to offset.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not an interchange.
	Diamond Interch (RAB Control)	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	N/A
	Other unsignalized (provide description):	No	No	No	No	No	No	No	N/A
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Not anticipated to meet warrant thresholds.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not anticipated to meet warrant thresholds.
	RCUT (signalized)	No	No	No	No	No	No	No	Left-turns not anticipated to meet warrant thresholds.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not in scale with project.
	Continuous Green-T	No	No	No	No	No	No	No	Not in scale with project.
	Jughandle	No	No	No	No	No	No	No	Not in scale with project.
	Quadrant Roadway	No	No	No	No	No	No	No	Not in scale with project.
	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	N/A
	Other Signalized (provide description):	No	No	No	No	No	No	No	N/A

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

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.22 | Revised 5/6/2022

GDOT PI#: N/A | Request By: GDOT

County: Fulton | GDOT District: 7 - Metro Atlanta

Major Road: Int #12 SR 54 | Road Class: Minor Arterial | Speed Limit: < 35 mph

Crossing Road: Driveway E | Road Class: Local | Speed Limit: < 35 mph

Major Rd Direction: East/West | Area Type: Urban

Intersection Control: New Intersection or Other | Project ID: DRI 3727

Prepared By: Kimley-Horn and Associates | Date: 10/31/2022

Project Purpose: Sawtell DRI #3727 - Assist with DRI Process and future Driveway Permitting

Existing Data Year:	2022
Project Opening Year:	2032
Project Design Year:	2032
Annual Growth Rate:	1.0%
K Factor*:	10%

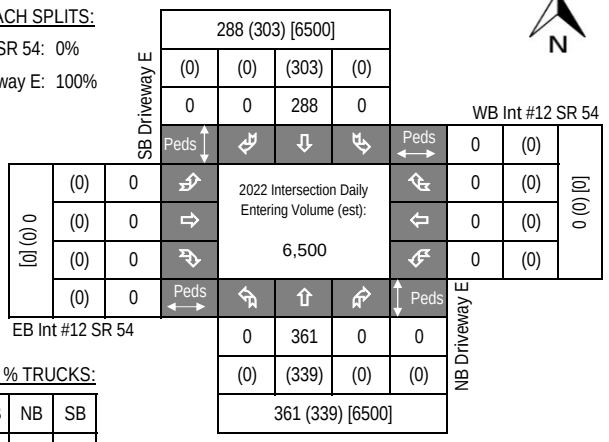
* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2022 EXISTING YEAR VOLUMES

APPROACH SPLITS:

Int #12 SR 54: 0%

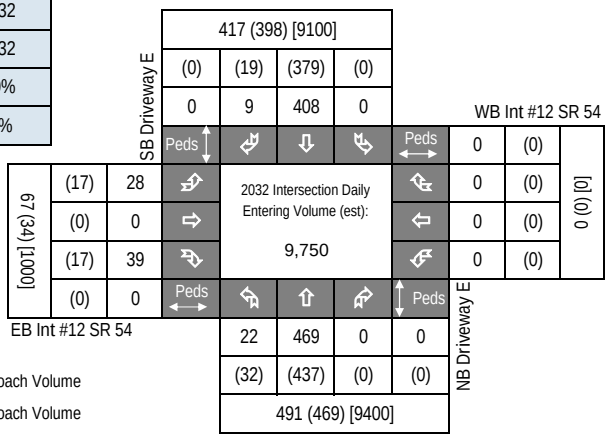
Driveway E: 100%



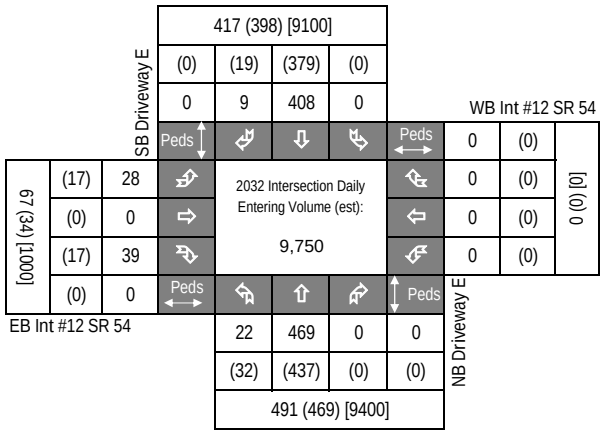
PEAK HR % TRUCKS:

EB	WB	NB	SB
0%	0%	6%	7%

2032 OPENING YEAR VOLUMES



2032 DESIGN YEAR VOLUMES



LEGEND:

000 = AM Peak Approach Volume

(000) = PM Peak Approach Volume

[000] = ADT Volume (Estimate)

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; 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 2.22 | Revised 5/6/2022

GDOT PI #	N/A
Project Location:	Int #12 SR 54 @ Driveway E
Existing Control:	New Intersection or Other
Prepared by:	Kimley-Horn and Associates
Date:	10/31/2022

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	No	Yes	Yes	Yes	Yes	
	Conventional (All-Way Stop)	No	Yes	Yes	No	No	No	No	SR 54 is multilane and volume not suited for AWSC.
	Mini Roundabout	No	Yes	Yes	No	No	No	No	SR 54 is multilane across site frontage.
	Single Lane Roundabout	No	Yes	Yes	No	No	No	No	SR 54 is multilane across site frontage.
	Multilane Roundabout	No	No	No	No	No	No	No	Limited R/W due to RR crossing south of driveway.
	RCUT (stop control)	Yes	Yes	No	No	Yes	Yes	Yes	
	RIRO w/down stream U-Turn	No	Yes	No	No	No	No	Yes	
	High-T (unsignalized)	No	Yes	No	Yes	No	No	No	Not feasible due to proximity to signal to the north, merge conflicts.
	Offset-T Intersections	No	No	No	No	No	No	No	T-intersection, no 4th leg to offset.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not an interchange.
	Diamond Interch (RAB Control)	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	N/A
	Other unsignalized (provide description):	No	No	No	No	No	No	No	N/A
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Not anticipated to meet warrant thresholds.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not anticipated to meet warrant thresholds.
	RCUT (signalized)	No	No	No	No	No	No	No	Left-turns not anticipated to meet warrant thresholds.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not in scale with project.
	Continuous Green-T	No	No	No	No	No	No	No	Not in scale with project.
	Jughandle	No	No	No	No	No	No	No	Not in scale with project.
	Quadrant Roadway	No	No	No	No	No	No	No	Not in scale with project.
	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	N/A
	Other Signalized (provide description):	No	No	No	No	No	No	No	N/A

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