Transportation Analysis

Sawtell DRI #3727

City of Atlanta, Georgia

November 2022

Prepared for:

OZF Sawtell, LLC.

Prepared by:

Kimley-Horn and Associates, Inc. 11720 Amber Park Drive, Suite 600 Alpharetta, GA 30009 014476000

Kimley »Horn

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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 <u>without</u> 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)					
			N	orthbour	nd	So	outhbou	nd	E	astboun	d	Westbound		
			L	Т	R	L	Т	R				L	Т	R
		Overall LOS		C (33.6)										
ΔN	AM	Approach LOS		C (31.0)			B (19.7)					D (38.9)		
С С Ш С		Storage										400		
Ľ Š D		50th Queue		84	65	83	36					254		0
ΞΨ¥		95th Queue		169	187	141	71					306		62
<u>ິ</u> ບ ≧ <u>ច</u>		Overall LOS						C (3	33.4)					
525		Approach LOS		C (33.1)			D (45.4)						C (28.0)	
N N	Σ	Storage										400		
а ш	_	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)				
			١	Vorthbou	ind	Sc	outhbour	nd	Eastbound			Westbound		
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						C (2	25.3)					
ED 2	_	Approach LOS		B (11.7	´)		B (15.0)			D (50.1)			D (35.2)	
003	AN	Storage	170						50		75	90		
L RO2		50th Queue	42	174			75		1	157	0	18	115	
Ξ¥		95th Queue	83	299			140		4	235	6	39	207	
		Overall LOS						C (2	26.1)					
	_	Approach LOS		A (9.9))		B (17.9)			D (43.7)			D (40.0)	
8° 8'	PM	Storage	170						50		75	90		
L N		50th Queue	42	95			163		3	138	19	28	139	
		95th Queue	91	185			322		9	205	45	50	231	
		Overall LOS	C (26.0)											
	_	Approach LOS		B (14.6	i)		B (17.6)		[D (43.0)*	*	(C (33.4)*	*
133 193	AM	Storage	170						50		75	90		
		50th Queue	47	215			82		0	171	3	35	137	
ΠAΑ		95th Queue	83	330			140		4	303	37	69	261	
ŭ ₹ Ö		Overall LOS						C (2	26.8)					
595		Approach LOS		B (11.9)		C (20.7)		[D (43.3)*	*	[D (35.9)*	*
N N	M	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.

Overall LOS Standard: D			Lakewood Avenue		Lakewood Avenue		Claire Drive			Claire Drive				
Approach LOS Standard: D		N	lorthbou	nd	So	Southbound		E	astboun	d	Westbound			
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS		В (18.7)										
		Approach LOS		B (12.3)			A (9.0)			D (39.2)		C (29.1)		
ED 33	Δ	Storage			50							160		
		50th Queue		162	60		26			43		86	39	
PR		95th Queue		274	136		57			85		210	115	
<u>ר</u> ו צ פ		Overall LOS		C (21.0)										
LD CL		Approach LOS		B (12.5)		B (12.9)			D (40.5)			C (24.9)	
N N	Σd	Storage			50							160		
		50th Queue		61	0		78			76		92	29	
		95th Queue		117	54		144			129		222	80	

Lakewood Avenue at Claire Drive (Intersection 7) LOS Summary

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) <mark>162/360</mark> (95 th)	System Improvement: Consider extending WBL lane storage.
5. McDonough Boulevard (SR 42) at Boulevard	EBL	250	121/106 (50 th) <mark>260</mark> /248 (95 th)	Build Improvement: Consider extending EBL lane storage.
7. Lakewood Avenue at Claire Drive	NBR*	50	42/ <mark>94</mark> (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 Meenandum 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.





1.2 Site Access

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

- 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 sidestreet stop control.
- 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									
Office	N/A	85 2.5 spaces per 1,000 SF									
Eating/Drinking	103 1 space per 600 SF	N/A	3,160								
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).

Ta	able 5: Ro	adway Classificat	ions	
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



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 Sum	mary		
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.

	Т	able 7: Programme	ed 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	<u>AT-377</u>	2022	2023	2025
Beltline Corridor Multi- Use Trail and Streetscapes	Glenwood Ave / University Ave	Atlanta Development Authority	0009397	<u>AR-450C</u>	2018	2021	2023
SR 42 Signal Upgrades	Various intersections along Sawtell Ave	GDOT	<u>0013208</u>	N/A	2014	2020	2022
SR 54 Signal Upgrades	Various intersections along Jonesboro Rd	GDOT	<u>0013208</u>	N/A	2014	2020	2022
Installation of RRFB on SR 54	2 locations	GDOT	<u>S015748</u>	N/A	N/A	N/A	2022
I-75: SR 42 Spur & SR 54 Signal Upgrades	Various intersections	GDOT	<u>0013212</u>	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

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

*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: Pla	anned 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	<u>AR-490G</u>	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 offsite 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: T	rip Gener	ation					
	Density	D	aily Traff	ic	AM Pea	ak Hour	PM Pea	k Hour
	Density	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-Us	se Reductions	-1,776	-888	-888	-110	-110	-201	-201
Alternative Mode (20%	6) Reductions	-3,470	-1,735	-1,735	-100	-189	-153	-94
Pass-E	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.







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

Over Approa	all L ach	OS Standard: D LOS Standard: D	Univ	ersity Av	renue	Hanl	k Aaron	Drive				McDon	ough Bo (SR 42)	ulevard
			N	lorthbour	nd	S	outhbou	nd	E	astbour	ld	N	/estboun	d
			L	Т	R	L	Т	R				L	Т	R
		Overall LOS						C (3	31.8)					
	_	Approach LOS		C (23.4)			B (11.6)			.			D (46.4)	
52	AN	Storage										400		
L 2		50th Queue		55	0	17	26					205		0
₽₹		95th Queue		112	26	44	60					272		59
Ξ		Overall LOS						C (3	3.1)					
(IS)		Approach LOS		C (22.5)			B (13.6)						D (51.7)	
ω	PZ	Storage										400		
		50th Queue		59	0	26	35					258		0
		95th Queue		113	22	57	74					311		39
		Overall LOS						C (3	3.6)					
۲ م		Approach LOS		C (23.9)			C (21.1)						D (47.2)	
ED 2032 SIGNAL)	AM	Storage										400		
		50th Queue		78	13	86	34					268		0
E S		95th Queue		144	58	147	68					369		64
		Overall LOS						C (3	84.2)					
	_	Approach LOS		C (22.7)			C (30.1)						D (51.9)	
Ř 2	P	Storage										400		
чz		50th Queue		80	188	174	48					343		0
		95th Queue		139	273	277	87					426		44
		Overall LOS						F (8	3.8)					
20	_	Approach LOS		C (24.0)			C (26.5)			-			F (131.4))
AL 33	AΝ	Storage										400		
D N		50th Queue		87	65	83	38					719		54
世장		95th Queue		169	187	141	71					953		144
ШQ	Overall LOS					1		D (4	3.4)					
24	-	Approach LOS		C (34.9)			D (43.7)				1		D (54.4)	
R R	Ы	Storage			1=0							400		
		50th Queue		85	470	174	53					494		21
	50th Queue 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 <u>overall</u> 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 <u>approach</u> 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:

Overa Approa	ll L(ch L	DS Standard: D _OS Standard: D	Univ	ersity Av	renue	Hank	Aaron I	Drive				McDon	ough Bo (SR 42)	ulevard
			N	orthbour	nd	S	outhbou	nd	E	astboun	d	W	/estboun	d
			L	Т	R	L	Т	R				L	Т	R
		Overall LOS						C (3	33.6)					
20		Approach LOS		C (31.0)			B (19.7)						D (38.9)	
red 2032 IPROVEC VAL) AM	٩N	Storage										400		
		50th Queue		84	65	83	36					254		0
	95th Queue		169	187	141	71					306		62	
		Overall LOS						C (3	33.4)					
1 <u>2</u> 7 8)		Approach LOS		C (33.1)			D (45.4)						C (28.0)	
SUI SUI	РМ	Storage										400		
<u>а</u> ш	_	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 <u>overall and approach</u> LOS under the Projected 2032 Build Improved conditions.

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

Over Appro	all L ach	OS Standard: D LOS Standard: D	Jon	esboro F	Road				McDon	ough Bo (SR 42)	ulevard	McDon	ough Bo (SR 42)	ulevard
			N	lorthbour	nd	S	outhbou	nd	E	astboun	d	W	/estbour	nd
			L	Т	R				L	Т	R	L	Т	R
		Overall LOS						B (1	1.7)					
		Approach LOS		B (12.9)						A (8.8)			A (8.9)	
52	AN	Storage									145			
L 20		50th Queue	82							9	0		15	
₽₽		95th Queue	154							31	39		43	
		Overall LOS						A (9.7)					
S) (S		Approach LOS		B (12.3)						A (7.0)			A (6.8)	
ω	РМ	Storage									145			
		50th Queue	43							9	0		10	
		95th Queue	98							29	41		33	
		Overall LOS						B (1	1.9)					
С "	_	Approach LOS		B (13.0)						B (11.0)			B (10.8)	
NA N3	AN	Storage									145			
<u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u><u></u></u>		50th Queue	103							66	0		52	
E S		95th Queue	237							132	39		107	
		Overall LOS						A (9.8)					
	_	Approach LOS		B (12.9)						A (9.0)			A (7.8)	r
Å 2	PΝ	Storage									145			
Ξz		50th Queue	65							80	0		43	
		95th Queue	177							194	41		110	
		Overall LOS						B (1	5.9)					
2 0		Approach LOS		C (21.2)				r		B (12.2)			B (14.9)	
AL 23	AN	Storage									145			
		50th Queue	162							140	0		197	
E S		95th Queue	416							219	33		304	
ЩĄ		Overall LOS						B (1	1.0)	A (40.0)		1	A (7 O)	
23	Þ	Approach LOS		<u>В (18.7)</u>						A (10.0)	4.45		A (7.8)	
ВВ	₫	Storage	100							190	145		80	
		95th Queue	100							300	0 55		09 101	
		Sour Queue	191							299	55		191	

The intersection of McDonough Boulevard (SR 42) at Jonesboro Road (Intersection 2) is projected to operate at an acceptable <u>overall</u> 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)

Over Appro	all L ach	.OS Standard: D LOS Standard: D	Ha	rriet Stre	eet*	Mil	ton Aver	nue	McDon	ough Bo (SR 42)	oulevard	McDon	ough Bo (SR 42)	ulevard
			N	orthbou	nd	S	outhbou	nd	E	astbour	nd	V	/estbour	ld
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS				r		A (:	5.1)			r		
	~	Approach LOS		*	1		<u>C (22.2)</u>			A (3.2)			A (4.5)	
122	A	Storage												
L) 20		50th Queue	*	*	*		0			20			52	
N Z		95th Queue	*	*	*		32			41			98	
E S		Overall LOS				r		A (6.2)			r		
l ¥ [©]	5	Approach LOS		*			<u>C (21.6)</u>			A (4.3)			A (4.6)	1
ш	٦	Storage												
		50th Queue	*	*	*		0			41			34	
		95th Queue	*	*	*		24			75			65	
		Overall LOS				1		A (6.2)			1		
L)	5	Approach LOS		*			<u>C (22.4)</u>			A (4.2)			A (6.2)	1
TED 2032 D (SIGNAL) AM	A	Storage												
		50th Queue	*	*	*		8			59			93	
		95th Queue	*	*	*		49			119			192	
ШШ	95th Queu Overall LO			*		1	0 (04 0)	A (8.3)	A (7 A)		1	A (7 a)	
SB	5	Approach LOS		*			C (21.6)			A (7.4)			A (7.0)	1
Кġ	P	Storage		4	4					400				
2		50th Queue	*	*	*		6			129			79	
		95th Queue	^	Ŷ	Ŷ		44			254			159	
		Overall LOS		B (B a)		1	B (FB ()	C (2	23.3)	D ((D))		1	<u> </u>	
2	Approach LOS D (5						D (53.1)	í		B (15.8)			C (21.9)	1
AL 33	A	Storage												
D 20		50th Queue		43			110			482			680	ļ
ES		95th Queue		88			225			739			1,069	
ШĞ		Overall LOS				1		C (2	21.2)			1		
34	_	Approach LOS		D (50.7)			D (49.2)			B (20.0)			B (13.7)	
R B	P	Storage												
		50th Queue		17			138			616			335	
	Storage 50th Queu 95th Queu			47			232			1,001			534	

*Traffic counts collected as part of Englewood South DRI #3299 did <u>not</u> 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 <u>overall</u> 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)

Over Appro	all L ach	OS Standard: D LOS Standard: D	Sa	wtell Ave (SR 54)	enue	[Driveway	<i>ı</i> *	McDon	ough Bo (SR 42)	oulevard	McDon	ough Bo (SR 42)	ulevard
			N	lorthbour	nd	S	outhbou	nd	E	astbour	nd	V	/estbour	ıd
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						Α (8.4)					
	_	Approach LOS		B (16.2)						B (11.9)			A (6.4)	
22	AN	Storage										125		
Ţ 2		50th Queue	21		0					25		31	63	
₽¥		95th Queue	58		52					71		72	138	
Ξg		Overall LOS						Α (9.5)					
SIX S)	_	Approach LOS		B (16.3)						B (13.3)			A (5.9)	
Ш	PZ	Storage										125		
		50th Queue	8		0					66		30	20	
		95th Queue	32		60					157		74	51	
		Overall LOS						В (′	1.0)					
Г л	_	Approach LOS		B (17.5)			A (0.0)			B (17.1)			A (7.8)	
NA 03	AN	Storage										125		
0 2		50th Queue	30		0					97		42	116	
E S		95th Queue	81		0					228		102	264	
		Overall LOS						В (1	3.2)					
B O	_	Approach LOS		C (23.4)			A (0.0)			B (18.2)			A (7.2)	
Å ?	PZ	Storage										125		
۳z		50th Queue	14		0					237		50	52	
		95th Queue	37		58					515		196	130	
		Overall LOS						В (′	2.4)					
	_	Approach LOS		C (20.6)			A (0.0)			B (19.3)			A (8.3)	
F B	AN	Storage										125		
NA 2		50th Queue	38		0					166		56	154	
正況		95th Queue	82		27					373		162	337	
50		Overall LOS						В (′	19.9)					
121		Approach LOS		C (27.1)			A (0.0)			C (25.1))		B (14.4)	
BU BU	PZ	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 <u>overall</u> 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)

Over Appro	all L ach	.OS Standard: D LOS Standard: D	Р	enitentia	ary	E	Boulevar	d	McDon	ough Bo (SR 42)	ulevard	McDon	ough Bo (SR 42)	ulevard
			N	lorthbou	nd	S	outhbou	nd	E	astboun	d	V	Vestbour	nd
			L	Т	R	L	Т	R	L	Т	R	L	T	R
		Overall LOS						B (1	7.2)			1		
	٧	Approach LOS		<u>C (23.9)</u>)		<u>C (25.1)</u>			A (7.3)			<u>C (21.6)</u>	
22	AN	Storage							250				_	
Ľ 7		50th Queue		1		31	4		44	29			255	
2 N		95th Queue		9		68	63		75	53			465	
Ē		Overall LOS				1		B (1	4.4)			1		
	L.	Approach LOS		<u>C (23.6)</u>)		<u>C (27.3)</u>			A (7.9)			B (16.1)	
ш	Р	Storage							250					
		50th Queue		7		91	0		52	68			94	
		95th Queue		27		167	0		87	110			176	
		Overall LOS						C (2	25.9)					
Γ _N	_	Approach LOS		C (23.4))		C (25.6)			B (12.1)			D (35.3)	
NA 03	AN	Storage							250					
SIGN/		50th Queue		1		61	5		62	32			347	
		95th Queue		9		115	78		117	58			592	
		Overall LOS				1		B (1	7.7)			1		
DD	_	Approach LOS		C (23.6))		C (30.2)			A (8.8)			C (23.8)	
Ř 2	РΝ	Storage							250					
Ξz		50th Queue		8		133	0		91	77			155	
		95th Queue		29		269	0		144	123			338	
		Overall LOS	D (42.7)											
	_	Approach LOS	C (23.6) C (26.7) D (37.1)								D (54.0)			
E S	AN	Storage							250					
NA 2		50th Queue		1		61	45		99	61			442	
低い	95th Queue			9		115	163		260	100			660	
5		Overall LOS						C (2	20.6)					
21		Approach LOS		C (23.6))		C (29.9)			B (10.4)			C (31.5)	,
N N	Σ	Storage							250			1		
		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 <u>overall</u> 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)

Ove Appro	erall ach	LOS Standard: D LOS Standard: D/E	Jor	nesboro (SR 54	Road I)	Jone	esboro F (SR 54)	Road	С	laire Driv	ve	Sav	vtell Ave (SR 54)	nue
			Ν	Vorthbou	und	S	outhbou	nd	E	astboun	d	N	/estboun	id
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						C (27.7)					
	_	Approach LOS		B (12.4	1)		<u>B (15.9)</u>			E (57.7)			<u>C (30.6)</u>	
22	AN	Storage	170						50					
r 2		50th Queue	42	167			73		1	179		12	90	
₽¥		95th Queue	76	258			127		3	296		31	180	
ΕS		Overall LOS						C (28.7)					
SIX (S)	_	Approach LOS		B (12.2	<u>2)</u>		C (20.9)	1		D (54.6)			<u>C (29.8)</u>	
ш	P	Storage	170						50					
		50th Queue	43	95			159		3	187		21	107	
		95th Queue	83	162			260		8	315		43	203	
		Overall LOS						C (30.0)					
Ę 2	-	Approach LOS		B (14.6	5)		B (18.2)			E (62.7)	*	(<u>(29.4)*</u>	*
NA 03	A	Storage	170						50					
25		50th Queue	47	195			82		1	208		17	106	
		95th Queue	83	299			140		4	356		39	207	
ᇟ님		Overall LOS					<u> </u>					C (20 C)**		
28	_	Approach LOS		B (14.2	<u>2)</u>	C (25.2)			E (59.5)*			(<u>(28.5)*</u>	*
R O	P	Storage	170						50					
- z		50th Queue	51	116			188		3	218		24	119	
		95th Queue	91	185			323		8	384		50	231	
		Overall LOS						D (38.8)					
	_	Approach LOS		B (16.8	3)		B (19.9)			F (91.0)	r		C (29.4)	
F S	AN	Storage	170						50					
2 Z		50th Queue	47	215			82		1	274		35	137	
間認		95th Queue	83	330			140		3	459		69	261	
500		Overall LOS						D (35.9)					
25		Approach LOS		B (16.0))		C (27.7)			E (72.7)	*	0	C (27.2)*	*
N N	Ρ	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 <u>overall</u> 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 <u>approach</u> 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.

nue	/tell Avei (SR 54)	Sav	/e	laire Driv	С	Road	esboro R (SR 54)	Jone	Road I)	nesboro (SR 54	Jor	.OS Standard: D .OS Standard: D/E	rall L ach L	Ove Approa				
d	/estboun	N	d	astboun	E	nd	outhbour	S	Ind	Vorthbou	1							
R	Т	L	R	Т	L	R	Т	L	R	Т	L							
					25.3)	C (Overall LOS		-				
	D (35.2)			D (50.1)			B (15.0)		')	B (11.7		Approach LOS	_	ED ~				
		90	75		50						170	Storage	AN	S S S S S				
	115	18	0	157	1		75			174	42	50th Queue		C % (1				
	207	39	6	235	4		140			299	83	95th Queue		ΞĔ¥				
					26.1)	C (Overall LOS		<u>רו</u> ה <u>ה</u>				
	D (40.0)			D (43.7)			B (17.9))	A (9.9		Approach LOS	2	S I S				
		90	75		50						170	Storage	ΡM	PR(IO-B				
	139	28	19	138	3		163			95	42	50th Queue	_	^d o '				
	231	50	45	205	9		322			185	91	95th Queue		z				
					26.0)	C (Overall LOS						
k	(33.4)**	0	*	D (43.0)*	[B (17.6)		i)	B (14.6		Approach LOS						
		90	75		50						170	Storage	AM	ED 33				
	137	35	3	171	0		82			215	47	50th Queue						
	261	69	37	303	4		140			330	83	95th Queue		PR				
					26.8)	C (Overall LOS		 [] ≥ []				
*) (35.9)*		*	D (43.3)*	[C (20.7)))	B (11.9		Approach LOS	Approach LO					
		90	75		50				1		170	Storage	M	SUIL BUIL				
	146	35	3	127	3		175			116	46	50th Queue	_					
	254	63	47	194	8		323			207	91	95th Queue	95th Queue					
	139 231 (33.4)** 137 261 (35.9)** 146 254	28 50 90 35 69 0 90 35 63	19 45 * 75 3 37 * 75 3 47	138 205 0 (43.0)* 171 303 0 (43.3)* 127 194	3 9 26.0) 50 0 4 26.8) [50 3 8	C (163 322 B (17.6) 82 140 C (20.7) 175 323))))	95 185 B (14.6 215 330 B (11.9 116 207	42 91 170 47 83 170 46 91	50th Queue 95th Queue Overall LOS Approach LOS Storage 50th Queue 95th Queue Overall LOS Approach LOS Storage 50th Queue 95th Queue	PM AM	PROJECTED 2032 BUILD IMPROVED N((SIGNAL)				

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

**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 <u>overall and approach</u> 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.

Approach	LOS Standard: D	N	lorthbou	nd	<u> </u>								
					50	outhboun	ld	E	astboun	d	W	estboun/	d
		L	Т	R	L	Т	R	L	Т	R	L	Т	R
	Overall LOS						B (1	7.5)					
_	Approach LOS		B (11.0)		A (8.5)			C (23.8)			C (31.7)	
AN 22	Storage			50									
(T)	50th Queue		147	46		23			28			206	
₽¥	95th Queue		291	126		61			48			285	
I D	Overall LOS						C (2	21.0)					
(S)	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	
	Overall LOS						C (2	20.6)					
_ C ہ	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	
	Overall LOS				-		C (2	26.1)					
	Approach LOS		B (11.8))		B (12.2)			C (20.9)			D (44.8)	
PA-0-M-	Storage			50									
۳ż	50th Queue		51	0		65			56			300	
	95th Queue		87	38		107			102			491	
	Overall LOS				-		C (2	27.3)					
a –	Approach LOS		B (11.8))		A (8.7)			C (23.7)			E (59.5)	
AN 032	Storage			50									
	50th Queue		156	42		24			33			325	
E S	95th Queue		234	94		48			69			517	
5 5 5	Overall LOS						C (3	30.5)					
	Approach LOS		B (12.0))		B (12.2)			C (20.9)			E (55.2)	
N BU	Storage			50									
	50th Queue		51	0		65			56			338	
	95th Queue		87	41		107			102			532	

5.7 Lakewood Avenue at Claire Drive (Intersection 7)

The intersection of Lakewood Avenue at Claire Drive (Intersection 7) is projected to operate at an acceptable <u>overall</u> 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 <u>approach</u> 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.

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

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

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

Ove	rall L	OS Standard: D	Н	arriet Str	eet	Ha	rriet Str	eet				Site	Drivewa	ay A
Appro	bach	LOS Standard: D	1	Northbou	nd	S	outhbou	nd	E	astbour	nd	W	/estboun	id
			L	Т	R	L	Т	R				L	Т	R
		Overall LOS						(8	5.1)					
		Approach LOS					A (7.2)						A (8.5)	
33	AM	Storage												
/S(50th Queue												
逆온		95th Queue				0							5	
		Overall LOS						(7	.6)					
		Approach LOS					A (7.3)						A (8.4)	
ы Ма	PM	Storage												
-	_	50th Queue												
		95th Queue				3							3	

5.8 Harriet Street at Site Driveway A (Intersection 8)

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)

Over Appro	rall L bach	OS Standard: D	Site	e Drivew	ay B	Miller	Reed Av	venue	McDon	ough Bo (SR 42)	ulevard	McDon	ough Bo (SR 42)	ulevard
			N	lorthbou	nd	S	outhbour	nd	E	astboun	d	N	/estboun	ıd
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						(5	5.1)					
		Approach LOS		E (36.1)	*		C (18.1))		A (10.0)			A (8.5)	
33	۸	Storage	135						150			150		
120		50th Queue												
₩₽		95th Queue	100		8		3		3			3		
		Overall LOS						(2	.5)					
		Approach LOS		C (19.0)		C (21.4)			A (8.1)			B (11.7)	
ы В В В	PZ	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**.

Over Appro	rall L bach	OS Standard: D	Site	e Drivew	ay C	E	ric Stree	et	McDon	ough Bo (SR 42)	ulevard	McDon	ough Bo (SR 42)	ulevard
			N	lorthbou	nd	So	outhbour	nd	E	astboun	d	N	/estboun	d
			L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						(15	5.7)					
		Approach LOS		F (68.0)	*		C (17.1)			A (9.1)			A (8.2)	
033	ΔA	Storage	135									150		
) 2(/S(50th Queue												
μĚ		95th Queue	228		8		3		0			5		
		Overall LOS						(3	.4)					
		Approach LOS		C (17.9))		C (15.1)			A (8.0)			A (9.1)	
ы	Ρ	Storage	135									150		
-		50th Queue	n Queue											
		95th Queue	38		13		3		0			5		

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

*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)

Ove Appro	rall I bach	OS Standard: D	Sa	wtell Ave (SR 54)	enue)	Sav	vtell Ave (SR 54)	nue	Site	Drivewa	ay D			
			N N	lorthbou	nd	S	outhbour	nd	E	astboun	d	VV	estboun	d
			L	T	R	L	T	R	L	T	R			
		Overall LOS						(2	.7)					
		Approach LOS		A (8.3)						B (14.8)				
33	AM	Storage												
VS(50th Queue												
μĘ		95th Queue	5						23		8			
		Overall LOS						(1	.7)					
		Approach LOS	A (8.4)							B (14.1)				
ым	РΜ	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**.

Ove Appro	rall I bach	LOS Standard: D	Sav	wtell Ave (SR 54)	enue)	Sav	vtell Ave (SR 54)	nue	Site	Drivewa	ay E			
			Ν	lorthbou	nd	So	outhbour	nd	E	astboun	d	W	/estboun	ld
			L	Т	R	L	Т	R	L	Т	R			
		Overall LOS						(1	.1)					
		Approach LOS		A (8.3)						B (12.4)				
0.33	۸N	Storage												
1S(50th Queue												
μĘ		95th Queue	3						8		5			
l D O		Overall LOS						(0	.8)					
		Approach LOS		A (8.2)						B (12.5)				
ы К В	PM	Storage												
		50th Queue												
		95th Queue	3						3		3			

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

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**.







APPENDIX A PROPOSED SITE PLAN

Proposed Site Plan

APPENDIX B TRIP GENERATION ANALYSIS

Trip Generation Analysis

Trip Generation Analysis	(11th Ed. with <u>2nd Edition Handbook</u> Daily Sawtell DRI #3727	TC & 3rd E	Edition A	M/PM IC	C)			
	City of Atlanta, Fulton County, GA							
Land Use	Intensity	Daily	AN	I Peak H	our	PN	I Peak H	our
		Trips	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
Cuose Tripe		10 122	1 672	617	1.056	1640	067	673
Residential Trips		10 924	1,073	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
k:\alp_tpto\014476000_sawtell avenue dri - atlanta - february 2022\dri phase ii\02_ana	lysis\[sawtell analysis (11th edition).xls]trip generation	. /				•		

APPENDIX C INTERSECTION VOLUME WORKSHEETS

Intersection Volume Worksheets

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

	Univers	ity Avenue	(SR 54)	Har	ik Aaron D	rive				AcDonous	gh Bouleva	ard (SR 42
	1	Northboun	d	S	outhboun	d		Eastbound	1		Westbound	d
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
Trin Distribution IN			35%									
Trip Distribution OUT			5576							35%		
Retail Trips	0	0	6	0	0	0	0	0	0	4	0	0
Trin Distribution IN			3504									
Trip Distribution OUT			3370							250/		
Pastouront Tring	0	0	71	0	0	0	0	0	0	20	0	0
Restaurant Trips	0	0	/1	0	0	0	0	0	0	08	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

	Universi	ity Avenue	(SR 54)	Han	k Aaron E	Drive				AcDonou	gh Bouleva	rd (SR 42
	N	orthbour	<u>id</u>	S	outhboun	d		Eastbound	1	1	Westboun	d
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
k:\alp_tpto\014476000_sawtell avenue dri - atlanta - february	2022\dri phas	e ii\02_analys	is\[sawtell ana	lysis (11th edi	tion).xls]int I						10/19/20	22 15:02

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

Jonesboro Road (SR 54) cDonough Boulevard (SR 4 IcDonough Boulevard (SR 4 Northbound Through Right Southbound Through Right Eastbound Through Westbound Right Left Left Left Left Through Right Description Observed 2022 Traffic Volumes Pedestrians Conflicting Pedestrians Heavy Vehicles 0% 0% 0% 0% 0% Heavy Vehicle % 8% 0% 8% Peak Hour Factor Adjustment Adjusted 2022 Volumes 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 Project Trips Trip Distribution IN 50%

35%

35%

Trip Distribution OUT

Residential Trips

Office Trips

Trip Distribution IN

Trip Distribution IN Trip Distribution OUT Retail Trips

Trip Distribution IN

Restaurant Trips

Total Project Trips

2032 Buildout Total

Pass-By Trips

Trip Distribution OUT

Trip Distribution OUT

50%

35%

PM PEAK HOUR	

	Jonesb	oro Road ((SR 54)				/IcDonou	gh Bouleva	urd (SR 42	/IcDonou	gh Bouleva	rd (SR 42
	1	Northboun	d	S	outhboun	d		Eastbound	1		Westbound	d
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
Trin Distribution IN								35%				
Trip Distribution OUT								3370			3504	
Office Trips	0	0	0	0	0	0	0	0	0	0	13	0
Office Trips	0	0	0	0	0	0	0	0	0	0	15	0
Trip Distribution IN								35%				
Trip Distribution OUT											35%	
Retail Trips	0	0	0	0	0	0	0	4	0	0	6	0
This Distribution DI								250/				
Trip Distribution OUT	-							3370			250/	
Trip Distribution OUT	0	0	0	0	0	0	0	C1	0	0	35%	0
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 #3: McDonough Boulevard (SR 42) @ Harriet Street / Milton Avenue AM PEAK HOUR

	Н	Harriet Street			ilton Aver	ue	/IcDonou	gh Bouleva	rd (SR 42	AcDonou ₂	gh Bouleva	rd (SR 42
	Ν	Northbour	d	S	outhboun	d		Eastbound	1	1	Westbound	d
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				50/				250/				
Trip Distribution OUT				J 70				3370			3504	504
Retail Trips	0	0	0	1	0	0	0	6	0	0	4	1
L .												
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 Trins	0	0	0	0	0	0	0	0	0	0	0	0
		0	U		3	0	Ŭ	0	,			3
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

	Н	larriet Stre	et	Μ	ilton Aven	ue	AcDonou:	gh Bouleva	rd (SR 42	AcDonou	gh Bouleva	rd (SR 42
	N	Northbour	d	S	outhboun	d		Eastbound	1		Westboun	i
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
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Intersection #4: McDonough Boulevard (SR 42) @ Sawtell Avenue (SR 54) / Private Driveway AM PEAK HOUR

	Sawte	ll Avenue ((SR 54)	Priv	vate Drive	way	/IcDonou	gh Bouleva	urd (SR 42	AcDonou ₂	gh Bouleva	rd (SR 42
	I	Northbour	d	S	outhboun	d		Eastbound	1		 Westboun	d
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%		1070	2570	
Office Trips	0	0	0	0	0	0	0	0	0	4	9	0
once mps	0	0	0	0	0	0	0	0	0	-		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

	Sawtel	l Avenue ((SR 54)	Priv	vate Drive	way	AcDonou:	gh Bouleva	rd (SR 42	AcDonou	gh Bouleva	rd (SR 42
	N	Northbour	nd	S	outhboun	d		Eastbound	1		Westboun	d
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
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Intersection #5: McDonough Boulevard (SR 42) @ Private Driveway / Boulevard AM PEAK HOUR

	Pri	vate Drive	way		Boulevard	l	/IcDonou	gh Bouleva	urd (SR 42	McDonou ₂	gh Bouleva	rd (SR 42
	N	Northbour	d	S	outhboun	d		Eastbound	1	1	Westbound	d
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						2070	20%	15%			1570	
Office Trips	0	0	0	0	0	7	0	0	0	0	6	0
once mps	Ū	0	0	0	Ū	,	Ū	0	0	0	0	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						2070	20%	15%			1070	
Restaurant Trips	0	0	0	0	0	40	39	29	0	0	30	0
restaurant rups	Ū	0	0	0	0	10	57	27	0	0	50	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

	Private Driveway				Boulevard	l	/IcDonou	gh Bouleva	urd (SR 42	McDonou:	gh Bouleva	rd (SR 42
	Ν	Northbour	d	S	outhboun	d		Eastbound	1		Westboun	d
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
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Intersection #6: Jonesboro Road (SR 54) @ Claire Drive / Sawtell Avenue (SR 54) AM PEAK HOUR

	Jonesb	Jonesboro Road (SR 54)			oro Road ((SR 54)	(Claire Driv	e	Sawtel	l Avenue (SR 54)
		Northbour	nd	s	outhboun	d		Eastbound	i	,	Westboun	d
Description	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 Trins												
Trip Distribution IN			5%					5%				
Trip Distribution OUT								- / -		5%	5%	
Residential Trips	0	0	9	0	0	0	0	9	0	28	28	0
residential rips	Ŭ	0	, í		0	0			0	20	20	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
This Distribution DI			1.00/					150/				
	_		10%					15%		100/	1.50/	
Trip Distribution OUT	0	0	20	0	0	0	0	20	0	10%	15%	0
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
Tour roject trips	0	0	55	0	U	0	U	40	U	40	37	v
2032 Buildout Total	144	403	108	15	165	0	4	318	101	94	296	18

	Jonesb	oro Road ((SR 54)	Jonesb	oro Road (SR 54)	(Claire Driv	e	Sawtel	ll Avenue (SR 54)
	N	orthbour	nd	S	outhboun	d		Eastbound	L		Westboun	d
Description	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
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Intersection #7: Lakewood Avenue @ Claire Drive AM PEAK HOUR

	Lak	Lakewood Avenue			ewood Av	enue	(Claire Driv	e	(Claire Driv	е
	N	orthboun	d	S	outhboun	d		Eastbound	1	1	Westbound	1
Description	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
	_		1.50/									
Trip Distribution IN			15%							1.50/		
Trip Distribution OUT						0				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

	Lak	ewood Av	enue	Lak	ewood Av	enue		Claire Driv	e		Claire Driv	e
	N	Northbour	nd	S	outhboun	d		Eastbound	l		Westboun	d
Description	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
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Intersection #8: Harriet Street @ Site Driveway A AM PEAK HOUR

	Harriet Street			Н	arriet Stre	et				Sit	e Drivewa	y A
	N	orthboun	d	S	outhboun	d]	Eastbound	1	1	Vestboun	d
Description	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				1070								10%
Pasidential Tring	0	0	0	17	0	0	0	0	0	0	0	56
Residential Trips	0	0	0	17	0	0	0	0	0	0	0	50
Trip Distribution IN												
Trip Distribution OUT												
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0
T D' L' DI												
Trip Distribution IN												
Trip Distribution OUT	0	0	0	0	0	0	0	0	0	0	0	0
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
Daga Dy Teing	0	0	0	0	0	0	0	0	0	0	0	0
rass-by inps	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

	H	larriet Stre	eet	H	larriet Stre	et				Sit	e Drivewa	y A
	N	orthbour	nd	S	outhboun	d		Eastbound	i		Westboun	d
Description	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
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Intersection #9: McDonough Boulevard (SR 42) @ Site Driveway B / Miller Reed Avenue AM PEAK HOUR

	Sit	Site Driveway B		Mille	Miller Reed Avenue		AcDonough Boulevard (SR 424cDonough Boulevard (SR 42					
	N	Northbour	d	S	outhboun	d		Eastbound	d	1	Westboun	d
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 Trins												
Trip Distribution IN								40%	15%	5%		
Trip Distribution OUT	20%		5%					1070	1070	570	35%	
Residential Trins	112	0	28	0	0	0	0	69	26	9	195	0
Residential Trips	112	0	20	0	0	0	Ū	07	20		175	0
Trip Distribution IN								30%	10%	5%		
Trip Distribution OUT	10%		5%					3070	1070	570	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

	Sit	Site Driveway B		Mille	Miller Reed Avenue		AcDonough Boulevard (SR 42			24cDonough Boulevard (SR 42		
	N	Northbour	d	S	Southboun	ıd		Eastbound	1		Westboun	d
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
								2004	1.000			
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%					5070	1070	570	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
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Intersection #10: McDonough Boulevard (SR 42) @ Site Driveway C / Eric Street AM PEAK HOUR

	Site Driveway C			Eric Street			AcDonough Boulevard (SR 424cDonough Boulevard (SR 42					
	1	Northbour	nd	S	Southboun	d		Eastbound	1	1	Westboun	d
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
									2004	2004	504	
Trip Distribution IN	2004		2044						30%	20%	5%	
Trip Distribution OUT	30%		20%					5%		-		
Office 1 rips	0	0	0	0	0	0	0	0	11	/	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									3504	20%	504	
Trip Distribution OUT	200/		20%					50/	5570	2070	370	
Pastaurant Tring	59	0	20%	0	0	0	0	370	71	40	10	0
Restaurant Trips	38	0	39	0	0	0	0	10	/1	40	10	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Droigat Tring	256	0	60	0	0	0	0	20	157	60	22	0
Total Project Trips	230	0	09	0	U	0	0	39	157	00	22	U
2032 Buildout Total	256	0	69	8	0	4	4	209	157	60	682	12

	Site Driveway C			Eric Street		AcDonough Boulevard (SR 42/AcDonough Boulevard (SR				urd (SR 42		
	N	lorthbour	d	S	outhboun	d		Eastbound	1	1	Westboun	d
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
		<u> </u>										
Total Project Trips	109	0	69	0	0	0	0	-20	248	50	27	0
2022 Buildant Tatal	100		(0)	10			12	279	249	50	207	14
2032 Buildout 1 otai	109	0	69	10	0	6	13	5/8	248	50	297	14
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Intersection #11: Sawtell Avenue (SR 54) @ Site Driveway D AM PEAK HOUR

Sawtell Avenue (SR 54) tell Avenue (c.) <u>Northbound</u> <u>Through</u><u>Right</u> Sawtell Avenue (SR 54) Site Driveway D Westbound Through Right Southbound Through Right Eastbound Through Left Left Left Right Left Description Observed 2022 Traffic Volumes 361 288 0 0 0 0 0 0 Pedestrians Conflicting Pedestrians 0 0 0 0 0 0 0 0 Heavy Vehicles 0 18 0 0 23 0 0 0 0 0 0 0 0% 0% 0% 0% 0% 0% Heavy Vehicle % 0% 5% 0% 8% Peak Hour Factor Adjustment Adjusted 2022 Volumes 361 0 288 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 10 Englewood South DRI #3299 2032 Background Traffic 0 409 0 0 339 0 0 0 0 0 0 0 Project Trips 5% 5% 10% Trip Distribution IN Trip Distribution OUT 5% 10% 5% 9 9 17 0 0 Residential Trips 28 0 0 56 0 28 0 Trip Distribution IN 20% 10% Trip Distribution OUT 7 0 0 0 0 0 0 0 0 0 Office Trips 4 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 Trip Distribution OUT 10% 20% 0 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 Total Project Trips 60 28 0 9 43 76 0 69 0 0 0 0 2032 Buildout Total 437

PM PEAK HOUR

	Sawtell Avenue (SR 54)		Sawtel	Sawtell Avenue (SR 54)		Site Driveway D						
	N	Northbound		Southbound		Eastbound			Westbound			
Description	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

_sawtell avenue dri - atlanta - february 2022\dri phase ii\02_a sis\[sawtell analysis (11th edi lint 11

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

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

PM PEAK HOUR

	Sawtell Avenue (SR 54) S		Sawtell	Sawtell Avenue (SR 54)		Site Driveway E						
	N	orthboun	d	S	Southbound]	Eastbound	1	1	Westboun	d
Description	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

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APPENDIX D PROGRAMMED PROJECT FACT SHEET

Programmed Project Fact Sheet

Search Projects Programs About GDOT							
Fravelers Business & Government Projects Programs About GDOT					Search	٩	
	Travelers	Business & Government	Projects	Programs	About GDOT		

SR 42 SPUR @ NS	#718064Y 0.30 MI E O	F 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	

Most Visited

Road & Traffic Data Contractors Design Guides Crash Reporting Disadvantaged Business Enterprise (DBE) Georgia Department of Transportation One Georgia Center 600 West Peachtree NW Atlanta, GA 30308 (404) 631-1990 Main Office Contact Us

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				Search	۹
Travelers	Business & Government	Projects	Programs	About GDOT	

I-75; SR 42 SPUR & SR 54 @ 9 LOCS IN FULTON COUNTY 0013212 Project ID: 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: 036 State Senate District .: Construction Contractor: 057, 058, 059, 060 State House District: **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 @ Proor 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

Most Visited

Road & Traffic Data Contractors Design Guides Crash Reporting Disadvantaged Business Enterprise (DBE) Georgia Department of Transportation One Georgia Center 600 West Peachtree NW Atlanta, GA 30308 (404) 631-1990 Main Office Contact Us

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5.0 mile

route roundtrip

BRT Dedicated Lane BRT Shared Lane

Obama Academy

Haygood Ave SE

Level boarding

Summerhill BRT History

March TIGER Grant October More MARTA confirmed by	awarded projects MARTA board	July Virtual public mer results of public p LPA rationale November Virtual Public Mer design completio	eting to share preference and eting – 30% n	March Final Design Meet Summer Final Design Com Winter Construction Bidd	ting iplete ling	On-going Construction / In	nplementation
	2019		2021	2	2023		2025
2018	June MARTA sequent committed to pro October Public Meetings preference November LPA approved b	2020 cing and funding oject to gather public y MARTA board	<mark>October</mark> 60% Design Mee	2022	Spring Construction / Im	2024 plementation	Summer Revenue Service Begins

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

GDOT's Intersection Control Evaluation (ICE) Stage 1

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

GDOT PI#:	N/A	Reque	est By:	GDOT						1					:	2022 F	EXIST	ing y	EAR V	OLUN	IES	1		
Country	Fulton	_	C C		otriot. 7	Mote	o. A tion	to.		-	<u>APP</u>	ROACH	SPLITS	<u>S:</u> /	Γ		6 (11)) [200]						
County:	Fullon		G		Strict: 7	- weur	o Alian	là			Int D	#9 SR 4 Iriveway	2: 95% B: 5%	0	ay B	(0)	(1)	(0)	(10)				•	
Major Road:	Int #9 SR 4	12	Road Class:	Minor A	Arterial		Speed Limit:	< 35	i mph]	_				Drivew	1	5	0	1	Dede	WE	3 Int #9 5	SR 42	
Crossing Road:	Driveway E	3	Road Class:	Local			Speed Limit:	< 35	i mph]			. (4)	85 2	Peds↓	¢ P	ſĻ	\$	Peus ←→	0	(0)	[6800]	
Major Rd Direction:	East/West	Area	Type:	Urban								cc) cz i	3 (32	? 1) 1	116	₽	2022 I Enteri	ntersectio	n Daily e (est):	ų t	535	(173)	2 (206)	
Intersection Control:	Conventior	nal (Minor	Stop)	-		Proj	ect ID:	DRI	3727	1		2) [0/00	(7	')	7	Pode	•	7,100		√ [₽]	4 ص	(27)	542	
Prepared By:	Kimley-Ho	n and As	sociate	es			Date:	10/31	1/2022]		EE	= (0 3 Int #9)) SR 42	0	←→	দি 8	ዣ 0	ନ୍ଦ 22	Peds 0	iveway			
Droject Durnose	Sawtell DE	91 #3727 -	Accict	with DI		ss and	1 future	Drivov	Nav		PEAK		RUCKS	<u>S:</u>			(4)	(0)	(8)	(0)	NB Dri			
Floject Fulpose.	Permitting	.1 #3727 -	ASSIST		NI FIUCE	55 and		DIIVEV	way		EB	WB N	IB SB	3		ĺ		30 (12	2) [500]]			
Existing Data Year:	2022			2032 (OPENIN	IG YE	EAR V	OLUN	1ES		12%	21% 13	8% 7%	Ď		203	2 DES	IGN Y	ΈAR ۱	/OLUN	ЛES			
Project Opening Year:	2032		l		7 (12) [200]		1							Г		7 (12)	[200]		1				
Project Design Year:	2032		уB	(0)	(1)	(0)	(11)								уB	(0)	(1)	(0)	(11)					
Annual Growth Rate:	1.0%	_	ivewa	0	6	0	1		W	B Int #9	9 SR 42				ivewa	0	6	0	1		WF	3 Int #9 5	SR 42	
K Factor*:	10%		SB Dri	Peds	ф	Û	Ø	Peds	0	(0)	5				SB Dri	Peds	Å	Û	Ŷ	Peds	0	(0)	5	
* K Factor = Proportio	on of	(4)	2	* £	2032 Int	ersection	n Daily	् २	3	(7)	[1310	د	ي (4	l)	2	€	2032	ntersectio	n Daily	₹ €	3	(7)	[1310	
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	1200	(0)	0	Peds	ŝ	介	ŵ	Peds	/B	. ,		+200]))	0	Peds	ŝ	介	Â	1 Peds	AB	. ,		
	EB	Int #9 SR	42		141	0	63	÷ 0	/ewa			EE	3 Int #9	, SR 42	-	~~>	141	0	63	0	/ewa			
LEGEND:					(60)	(0)	(51)	(0)	3 Driv								(60)	(0)	(51)	(0)	3 Driv			
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Introduction In 20 prior SHS alter roug inter the I defe	005, SAFET itize safety iP. Intersec natives, and hly seventy section safe CE policy, o nsible bene	EA-LU e funding ir ction Coni d further five percent ety to adva leveloped fits for sa	stablish nvestm trol Eva leverac cent of ance th d and a fety tou	hed the ients. Ir aluatior ge safe f all trat <i>Eoward</i> idopted wards th	e Highwa htersection (ICE) p ty advar ffic crash <i>Zero De</i> to help hose end	ay Saf ons qu oolicie: nceme hes in eathsis ensure ds.	ety Im uickly b s and p nts for Georg sion en e that i	proven became proced interse gia occ nbrace ntersec	nent Preacon lures re ection cur at o d by th ction in	rogram nmon c preser improv or adja e Geor vestme	t (HSIP compor nt a tra vement icent to rgia Go ents ac	e) and n nent of iceable s beyor p interse overnor's ross the	nandat most s and tra nd just ections s Office e entire	ted th tates anspa the s c. Acc e of H e Geo	at ea ' SHS arent safety cordin lighwa orgia h	ich sta P emp proced progr igly, th ay Safe	te prep bhasis lure to am. A e Geo ety (GC y syste	oare a areas strear pproxi rgia SI DHS). 1 em are	Stratec and HS nline th mately HSP in This ICI selecte	gic High SIP proj ne evalu one-th cludes E tool w ed, prio	nway Sa ect lists uation c ird of a an emp vas deve ritized a	afety PI , includ if inters il traffic phasis eloped t ind imp	an (SH ling Ge ection fatalition on enh to supp lemente	ISP) to orgia's control es and ancing ort ed with
Tool Goal The quar	goal of this htify intersed	ICE tool	is to p rol impi	orovide roveme	a simplif nt benef	fied ar its. Th	nd con le tool s	sistent suppor	way o ts the l	f impor CE pol	rting tra icy and	affic, sa I proced	fety, co lures to	ost, e o prov	enviro /ide tr	nment aceabi	al impa lity, tra	act and inspare	l stake ency, co	holder onsister	posture hcy and	data to accour	asses tability	s and when
Requirements An I or er of th be re waiv inter inter requ	CE is required neroachmen e National F equired, the rer eligible a section des section on ired to cons	ed for any at permit ti lighway S and for in: ign, involve either 1)	y inters hat affe system ent ma structic ves on a divid and/or	section i sects an (; 2) the by be wa ons to s by utine i led, mu right tu	improver intersect aived bas submit a traffic sig Iti-lane h rn lanes	ment (tion) v tion wi sed or waive gnal tir highwa (as pe	e.g. ne vh @)e h ill be de n appro er requ ming a ay with er the [ew or m e inters esigned priate o lest to nd equ a clos Drivewa	nodified section d or con evident the De ipment sed me ay Man	inters include nstruct partme mainte dian a jual an	ection, es at le ed usir sented ent). An enance nd only d Distri	widenin ast one og State with a w n ICE is e, or for y right-i ct Traff	ng/reco roadw or Feo vritten r s not re drivew n/right- ic Engi	onstru vay de deral reque equire vay pe out a ineer)	an de uction esign fundir est. (S ed wh ermits acces	or cor ated as ng. In c Maivhe nen the s where s or 2)	ridor pi s a Sta ertain tab to e propo the dr an un	roject, te Rou circum review osed w riveway	or work te (Sta stance criteria ork do is not d roady	accon te High s where a that m es not a new way wh	nplished way Sy e an ICE nay mak include leg to a ere the	throug stem) o would e a proj any ch n alread develo	h a driv r as pa otherw ject anges dy exist pment	veway rt ise to the ting is not
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ng 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	Note: Up to 5 alternatives											
Projec	t Location:	Int #9 SR 42 @ Driveway B	may be	selected a	ind	•		100 Mar	2					
Existir	ng Control:	Conventional (Minor Stop)	evaluate Stage 1	ed; Use thi to screen	s ICE 5 or	AN NO	2 ance II	Werterveits	atte ?	and stille				
Prepa	red by:	Kimley-Horn and Associates	fewer al	ternatives	to	S HOL Y	om	COLL OF S	NO ITH OL	and one with sterry				
Date:		10/31/2022	evaluate	e in Stage	2 10	MILL HOLE	S. Egger	and these	Hapti ciple	and the second				
Ansi cor e	wer "Yes" or " ntrol type to id valuated in the justificati ersection Alte	No" to each policy question for each entify which alternatives should be e Stage 2 Decision Record; enter on in the rightmost column ernative (see "Intersections" tab for	50°	atenative at a	Menane Joseph Contraction	on so crainer of the solution	Sterions Constraints	and a Designer	tes of the test of	at the screening Decision Justification:				
ucu	Conventiona	I (Minor Stop)	Yes	No	No	Yes	Yes	Yes	No	Existing Condition				
	Conventiona	I (All-Way Stop)	No	Yes	Yes	No	No	No	No	Mainline (SR 42) volume not suited for				
	Mini Rounda	bout	No	Yes	Yes	No	No	No	No	Side-street less than 10% of entering				
	Single Lane	Roundabout	No	Yes	Yes	No	No	No	No	Side-street less than 10% of entering volume.				
ions	Multilane Ro	undabout	No	No	No	No	No	No	No	SR 42 recently underwent road-diet for bike lanes.				
ersect	RCUT (stop	control)	Yes	Yes	No	No	Yes	Yes	Yes					
ed Inte	RIRO w/dow	n stream U-Turn	No	Yes	No	No	No	No	No	Project plans to install center TWLTL.				
gnalize	High-T (unsi	gnalized)	No	No	No	No	No	No	No	Not a T-intersection.				
Unsiç	Offset-T Inte	rsections	No	No	No	No	No	No	No	Project plans to align with Miller Reed Ave, to consolidate curb cuts.				
	Diamond Inte	erch (Stop Control)	No	No	No	No	No	No	No	Not an interchange.				
	Diamond Inte	erch (RAB Control)	No	No	No	No	No	No	No	Not an interchange.				
	Add one LT La No RT Lane Ir	ane on SR 42 nprovements	Yes	No	Yes	Yes	Yes	Yes	Yes	WBL Turn lane along SR 42 (TWLTL) entering site.				
	Other unsign	alized (provide description):	No	No	No	No	No	No	No	N/A				
	Traffic Signa	l	No	No	No	No	No	No	No	Not anticipated to meet warrant thresholds.				
	Median U-Tu	rn (Indirect Left)	No	No	No	No	No	No	No	Not anticipated to meet warrant thresholds.				
	RCUT (signa	lized)	No	No	No	No	No	No	No	Left-turns not anticipated to meet warrant thresholds.				
IS	Displaced Le	ft Turn (CFI)	No	No	No	No	No	No	No	Not in scale with project.				
ection	Continuous (Green-T	No	No	No	No	No	No	No	Not a T-intersection.				
Inters	Jughandle		No	No	No	No	No	No	No	Not in scale with project.				
lized	Quadrant Ro	adway	No	No	No	No	No	No	No	Not in scale with project.				
Signa	Diamond Inte	erch (Signal Control)	No	No	No	No	No	No	No	Not an interchange.				
	Diverging Dia	amond	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 Ir No RT Lane Ir	nprovements nprovements	No	No	No	No	No	No	No	N/A				
	Other Signal	ized (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

GDOT PI#: N/A Reques	t By: GDOT]		2022 EXIST	ING YEAR V	OLUMES	Δ
County: Fulton	GDOT District: 7 - Metro	Δtlanta	APPROACH SI	P <u>LITS:</u> 97%	11 (1	4) [400]		
			Driveway C:	3% ³ %	(1) (5)	(0) (9)		
Major Road: Int #10 SR 42	Road Minor Arterial	Speed < 35 mph		Drivew	2 4	0 7	WB	Int #10 SR 42
Crossing Road: Driveway C	Road Class:	Speed < 35 mph		(12) 4	Peds 🖡 🖑	Û <i>R</i>	Peds 0 ↔ 11	(0) 0069
Major Rd Direction: East/West Area T	ype: Urban		132 (323	(311) 128	⇒ 2022 Enter	Intersection Daily ing Volume (est):	⇐ 541	(13) (213) (213)
Intersection Control: Conventional (Minor S	stop) Projec	ct ID: DRI 3727)[6800]	(0) 0	Peds 🚓	7,050	<pre></pre>	22 (0)
Prepared By: Kimley-Horn and Asso	ociates [Date: 10/31/2022	EB Ir	10 SR 42	••• [•] • ••	0 0	Driveway	
Project Purpose: Sawtell DRI #3727 - A	ssist with DRI Process and f	uture Driveway	PEAK HR % TR	UCKS:	(0)	(0) (0)	(0) NB	
Permitting		,	EB WB NB	SB		0 (0) [0]		
Existing Data Year: 2022	2032 OPENING YEA	AR VOLUMES	5% 9% 0%	2%	2032 DES	SIGN YEAR V	OLUMES	
Project Opening Year: 2032	12 (16) [400]			[12 (1	6) [400]		
Project Design Year: 2032	U (0) (6) (0)	(10)		y C	(0) (6)	(0) (10)	-	
Annual Growth Rate: 1.0%		8 WB	Int #10 SR 42	ivewa	0 4	0 8	WB	Int #10 SR 42
K Factor*: 10%	₽eds ↓ 🖑 🗘	♥ Peds 0	(0) 🛜	SB Dr	Peds 🕽 🗳	Û	Peds 0	(0) 🛜
* K Factor = Proportion of (13)	4 🔊 2032 Intersection D	_{aily} 🔂 12	(14) [1040]	(13) 4	£ 2032	Intersection Daily	😪 12	(14) []
occurring in the highest one (378)	209 ⇒ Entering Volume (e	est): 🗢 682	(297) (198) (639	(378) 209	⇒ Enter	ing Volume (est):	⇔ 682	(297) 58
hour of the day \Box (248)	157 🚯 14,650	√≇ 60)[131) (50)	(248) 157	₽ \$	14,650	JF 60	(50)
<u></u> (0)	0 Peds ♠ ℃	Peds C Sed	00]	(0) 0	Peds ♠	<u>କି</u> ପି	Peds C	
LEGEND: EB Int #10 SR 4	2 256 0	Live 0 69	EB Ir	nt #10 SR 42	256	0 69	rivew 0	
000 = AM Peak Approach Volume	(109) (0)	(69) (0) 🛱			(109)	(0) (69)	(0) D	
(000) = PM Peak Approach Volume	325 (178)	[5400]				325 (178) [5400]	
[000] = ADT Volume (Estimate)								
Introduction In 2005, SAFETEA-LU est prioritize safety funding inv SHSP. Intersection Contro alternatives, and further lev roughly seventy five perce intersection safety to advan the ICE policy, developed a defensible benefits for safe	tablished the Highway Safet restments. Intersections quic of Evaluation (ICE) policies verage safety advancement ent of all traffic crashes in C noce theoward Zero Deathwisio and adopted to help ensure f ty towards those ends.	ty Improvement Pro- ckly became a com and procedures re is for intersection i Georgia occur at o on embraced by the that intersection inv	ogram (HSIP) and ma imon component of ma present a traceable ar improvements beyond or adjacent to intersec e Georgia Governor's of vestments across the e	ndated that ea ost states' SHS nd transparent just the safety tions. Accordir Office of Highw entire Georgia	ach state pre SP emphasis procedure to y program. / ngly, the Geo ay Safety (Gi highway syst	pare a Strateg areas and HS o streamline th Approximately orgia SHSP ind OHS). This ICE em are selecte	ic Highway Sa IP project lists e evaluation o one-third of a cludes an em tool was deve d, prioritized a	afety Plan (SHSP) to , including Georgia's of intersection control Il traffic fatalities and phasis on enhancing eloped to support and implemented with
Tool Goal The goal of this ICE tool is quantify intersection control identifying and selecting an	s to provide a simplified and I improvement benefits. The pintersection control solution	I consistent way of tool supports the IC that both meets p	f importing traffic, safe CE policy and procedur project purpose and refl	ty, cost, enviro res to provide ti lects overall be	onmental imp raceability, tra st value in te	act and stakel ansparency, co rms of specific	nolder posture onsistency and performance-	data to assess and accountability when based criteria.
Requirements An ICE is required for any i or encroachment permit tha of the National Highway Sy be required, the requirement waiver eligible and for instr intersection design, involve intersection on either 1) a required to construct left an	intersection improvement (e. at affects an intersection) wh istem; a) the intersection will <u>at may</u> be waived based on a ructions to submit a waiver es on hy utine traffic signal timi divided, multi-lane highway nd/or right turn lanes (as per	g. new or modified (a) the intersection be designed or cor appropriate evidence request to the De ing and equipment with a closed ment the Driveway Man	l intersection, widening includes at least one ro netructed using State o ce presented with a wril partment). An ICE is r maintenance, or for dr dian and only right-in/r ual and District Traffic	/reconstructior oadway design r Federal fundi tten request. (1 not required whi viveway permits right-out access Engineer).	n or corridor p lated as a Sta ng. In certain Waivhe tab to hen the prop s where the d is or 2) an u	project, or work ate Route (Stat circumstances o review criteria osed work doo riveway is not ndivided roadv	a accomplished the Highway Sy s where an ICE a that may makes not include a new leg to a vay where the	d through a driveway stem) or as part E would otherwise te a project any changes to the in already existing e development is not
Two-Stag: A complete ICE process c Process magnitude and complexity appropriate level of effort. shaded grey include drop d	onsists of two (2) distinct st of the intersection. Prior to The Stage 1 and Stage 2 IC lown menu choices and all fi	tages, and it is exp starting an ICE, E forms are design ields shaded blue r	pected that the respected that the District Traffic Engined minimize required require data entry. All c	tive level of ef gineer and/or s data inputs us other cells in th	fort for comp State Traffic ing drop-dov e worksheet	eleting both sta Engineer shou vn menu choice are locked.	ages of ICE w uld be consult es and limiting	ill correspond to the ed for advice on an text entry. All fields
Stage 1 Stage 1 should be conducte Screenin(as a screening effort mean Decisior use good engineering judg Recorc eliminated without due cons	ed early in the project develo t <i>teliminate</i> non-competitive of gement in responding to the sideration, and reasons for e	opment process and options and identify e seven policy que eliminating or adva	d is intended to inform which alternatives me estions by selecting "Y ncing an alternative sh	which alternati erit further cons es" or "No" in ould be docum	ves are worth siderations bat the drop-down iented in the	ny of further evan used on their play wn boxes. Alte "Screening De	aluation in Sta ractical feasibi rnatives shou cision Justifica	ge 2. Stage 1 serves ility. Users should Id not be summarily ation" column.
Stage 2 Stage 2 involves a more del Alternative to detailed design. Stage 2 Selectior stakeholder posture data, for Decisior alternative evaluated, and a Recorc and ranked, with the results	tailed and familiar evaluation data entry may require the to form the basis of the ICE eva a separate Users Guide has s reported at the bottom of the	of the alternatives use of external ana aluation. A separat been prepared to g ne Stage 2 worksho	identified in Stage 1 in lysis tools to determine te "CostEst" workshee jive guidance on Stage eet to inform on the be	order to suppo e costs, operati t tab helps use 1 and Stage 2 st of the interse	rt the selections and/or selections and/or selections and/or selection provide the selection control and selection control selection contr	on of a preferre afety data that, re-planning-lev Once all data is is evaluated for	d alternative th , combined wit rel cost estima entered, each r project recon	at may be advanced h environmental and tes for each Stage 2 alternative is scored nmendation.
Documentation A complete ICE document	consists of the combination	of the outputs fror	m either a completed a	and signed wai	ver form or b	oth Stage 1 ar	nd Stage 2 wo	rksheets (along with

ng 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

Georgia I	Department of Transporta	ition								ICE Version 2.22 Revised 5/6/2022
GDOT	· PI #	N/A	Note: U	p to 5 alter	rnatives					
Projec	t Location:	Int #10 SR 42 @ Driveway C	may be	selected a	nd			_~~	<u>م</u> /	
Existin	ng Control:	Conventional (Minor Stop)	evaluate Stage 1	d; Use this	SICE 5 or fewer	SI SE	1 ancen	Nerienville	atte ?	we still stille
Prepa	red by:	Kimley-Horn and Associates	alternati	ves to eva	luate in _ ¿	Ine holy	IOTTIC N	CONT DIC S	NO ILL OL	Net offer it define
Date:		10/31/2022	Stage 2		epton	with tell of	in sale	and pere	allabit sible s	in in the second
Ans	wer "Yes" or "	"No" to each policy question for each			es in sol	Ne Class	OTAL STIAL	Nº 60121	10° 40	we we have a start a st
CUI P	ntrol type to it waluated in th	Tentity which alternatives should be the Stade 2 Decision Record: enter		10 all	and "out	ever enco	N Peoreimp	Elon. 82	E HOIL BO	of the stering the state of the
U	justificat	ion in the rightmost column		ornativant	ornativi ino	ornativity	mathionor	STRAIN C	anather	PT SEIDE NOUS
Int	ersection Alt	ternative (see "Intersections" tab for	Sec.	ALL OF	Me les	ALL BY	allons e	All Certific e	ALL DO	Sal Here
det	ailed descript	ion of intersection/interchange type)		No 2. Let	No Star	3 × × 000	<u>** 50 8</u>	36 0. C	58° 1. 4	Screening Decision Justification:
	Conventiona	Il (Minor Stop)	Yes	No	No	Yes	Yes	Yes	No	Existing Condition
	Conventiona	ıl (All-Way Stop)	No	Yes	Yes	No	No	No	No	Mainline (SR 42) volume not suited for AWSC.
	Mini Rounda	ibout	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.
ctions	Multilane Ro	oundabout	No	No	No	No	No	No	No	SR 42 recently underwent road-diet for bike lanes.
iterse	RCUT (stop	control)	Yes	Yes	No	No	Yes	Yes	Yes	
ced In	RIRO w/dow	<i>i</i> n stream U-Turn	No	Yes	No	No	No	No	No	Project plans to install center TWLTL.
gnaliz	High-T (unsi	gnalized)	No	No	No	No	No	No	No	Not a T-intersection.
Unsi	Offset-T Inte	rsections	No	No	No	No	No	No	No	Project plans to align with Miller Reed Ave, to consolidate curb cuts.
	Diamond Inte	erch (Stop Control)	No	No	No	No	No	No	No	Not an interchange.
	Diamond Inte	erch (RAB Control)	No	No	No	No	No	No	No	Not an interchange.
	Add one LT L No RT Lane I	ane on SR 42 mprovements	Yes	No	Yes	Yes	Yes	Yes	Yes	WBL Turn lane along SR 42 (TWLTL) entering site.
	Other unsign	nalized (provide description):	No	No	No	No	No	No	No	N/A
	Traffic Signa	1	No	No	No	No	No	No	No	Not anticipated to meet warrant thresholds.
	Median U-Tu	urn (Indirect Left)	No	No	No	No	No	No	No	Not anticipated to meet warrant thresholds.
	RCUT (signa	alized)	No	No	No	No	No	No	No	Left-turns not anticipated to meet warrant thresholds.
SL	Displaced Le	eft Turn (CFI)	No	No	No	No	No	No	No	Not in scale with project.
ectior	Continuous	Green-T	No	No	No	No	No	No	No	Not a T-intersection.
Inters	Jughandle		No	No	No	No	No	No	No	Not in scale with project.
lized	Quadrant Ro	badway	No	No	No	No	No	No	No	Not in scale with project.
Signal	Diamond Inte	erch (Signal Control)	No	No	No	No	No	No	No	Not an interchange.
	Diverging Di	amond	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 Ir No RT Lane I	nprovements mprovements	No	No	No	No	No	No	No	N/A
	Other Signal	lized (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

GDOT PI#:	N/A	Reque	est By:	GDOT						1						2022 8	EXIST	ING Y	EAR V	OLUN	IES	Δ	5	
Country	Fulton	-			otriot. 7	Motro	Atlant	to.		-	<u>APP</u>	ROACH	SPLIT	<u>S:</u>	Γ		288 (30	3) [6500]]				
County:	FUILON		GL	JULD	SUICE 7	- metro) Alian	la			INL#	rivewav	04: 0% D· 100	o 0%	ay D	(0)	(0)	(303)	(0)					
Major Road:	Int #11 SR	54	Road	Minor A	Arterial		Speed	< 35	5 mph		U	nicitaly	D. 100	070	rivew	0	0	288	0		WB	nt #11 S	R 54	
Crossing Dood	Driveryou		Road				Speed	. 25		-					SBD	Peds	Å	₽	¢	Peds ←→	0	(0)		
Crossing Road:	Driveway D		Class:	LUCAI			Limit:	< 30	прп				(0)	0	£	2022	ntersectio	n Daily	4	0	(0)	[0] (
Major Rd Direction:	East/West	Area	Туре:	Urban										0)	0	₽	Enteri	ng Volume	e (est):	Û	0	(0)	0) (0)	
Intersection Control:	New Interse	ection or (Other			Proje	ect ID:	DRI	3727	1			<u>(</u>	0)	0	Po da		6,500		₽	0	(0)		
							D 1	10/04	1/0000	-		FF	(2 Int #1	0) 1 SR	0 54	→ Peus	পি	Û	Ŕ	↓ Peds	eway I			
Prepared By:	Kimley-Hor	n and Ass	sociate	S			Date:	10/3	1/2022		DEAK				54		0	361	0	0	Drive			
Project Purpose:	Sawtell DR	I #3727 -	Assist	with DF	RI Proce	ess and	future	Drive	way			HR % I		<u>.s:</u>			(0)	(339)	(0)	(0)	NB			
	Permitting										EB	WB N	0/ 70	В		l		301 (33	9) [6500	IJ	J			
Existing Data Year:	2022			2032 (OPENI	NG YE	AR V	OLUN	1ES		0%	0% 0	70 77	/0		203	2 DES	IGN Y	EAR \	/OLUN	ЛES			
Project Opening Year:	2032		Г		201 (121)			1							Г		201 (12	1) [0000	1	1				
Project Design Year:	2032		Q	(0)	(55)	(366)	(0)								Q	(0)	(55)	(366)	1 (0)					
Annual Growth Rate:	1.0%		eway	(0)	(33)	240	0								eway	(0)	(33)	240	(0)	1				
K Factor*:	10%		3 Driv	Pode	43 رائا	<u>.</u> Л.	<u>ل</u>	Peds	WE	3 Int #11	SR 54				3 Driv	Dode	43 لالہ	340 .Л.	<u>ل</u>	Peds	WB	nt #11 S	R 54	
* K Factor = Proportio	on of	(12)	5	reus V	4	v	\diamond	<->	0	(0)		Г	(4	12)	- 5 76	reus 🗸	\$	v	\diamond	<->	0	(0)	_	
average annual daily	traffic 145	(43)	/0	4	2032 In Enterin	tersection g Volume	Daily (est):	T T	0	(0)	0] (0)			43) 0)	10	1	2032 I Enteri	ntersectio ng Volume	n Daily e (est):	L L	0	(0)	0] (0)	
hour of the day	.75) [2	(0)	60		1	10,300		Æ	0	(0)		, 'J) [2		22)	60			10,300	1	∠₽	0	(0)	0	
	500]	(0)	07	Peds	4	Ŷ	۵	▼ ↑ Dode	0	(0)) ()	07	► Peds	6	Ŷ		▼ Pode		(0)		
	EB	(0) Int #11 SR	2 54	~~>	אי 60	427	۹۲ 0		eway			EE	3 Int #1	0) 1 SR	54	↔	אי 60	127	μ ^ν 0	↓ Feus	eway			
LEGEND:				ŀ	(60)	(30/)	(0)	(0)	3 Driv								(60)	(30/1)	(0)	(0)	3 Driv			
000 = AM P(eak Approach \	/olume		ŀ	(00)	07 (454	(0)	(0)	NE								(00)	(374)	(0)	(0)	NE			
(000) = 1 M 1 ([000] = ADT \	Volume (Estima	ite)		l	4	77 (434)[7100]]							l		477 (45	4) [9100	'I]			
		·																						
Introduction In 20 priori SHS alten rougi inter; the li defei	005, SAFET itize safety f P. Intersec natives, and hly seventy section safe CE policy, d nsible benef	EA-LU e funding ir tion Cont further l five perc ty to adva eveloped its for sat	stablish ivestme trol Eva leverag cent of ance th J and a fety tov	ned the ents. In aluation ge safet all traf Teoward dopted wards th	e Highwa ntersecti n (ICE) ty advar ffic cras <i>Zero D</i> a to help nose en	ay Safe ons qu policies nceme hes in eathsis ensure ds.	ety Imp ickly b s and p nts for Georg ion en e that ip	proven ecame proced inters gia occ nbrace ntersec	nent Present P	rogram nmon c epreser improv or adja e Geor vestme	(HSIP comport t a tra rement cent to gia Go ents ac) and r nent of ceable s beyor o interse vernor's ross the	manda most s and tu nd just ections s Offic e entire	ited the states ransp t the s. Ac se of h e Geo	hat ea s' SHS barent safety cordir Highw orgia I	ich sta SP emp proced progr igly, th ay Safe nighwa	te prep bhasis dure to am. A e Geo ety (GC y syste	oare a areas a strean pproxii rgia SH DHS). T em are	Strateg and HS nline th mately HSP in This ICE selecte	ic High IP proj e evalu one-thi cludes tool w ed, prior	iway Sa ect lists jation o ird of al an emp ras deve ritized a	ifety Pla , includ f inters l traffic hasis (loped t nd impl	an (SH ing Ge ection fataliti on enh o supp emente	ISP) to orgia's control es and ancing ort ed with
Tool Goal The quan ident	goal of this ntify intersec tifying and s	ICE tool tion contr electing a	is to pr ol impr an inter	rovide a roveme rsection	a simpli nt bene i control	ified an fits. The solutio	nd cons e tool s on that	sistent suppor both n	way o ts the I neets p	f impoi CE poli project	ting tra icy and purpos	affic, sa procec	ifety, c lures t eflects	cost, o pro s ovei	enviro vide tr rall be	nment aceabi st valu	al impa ility, tra e in ter	act and nspare ms of s	stakel ncy, co specific	nolder j onsister perfori	bosture hcy and mance-'	data to accour oased c	asses itability riteria.	s and when
Requirements An IC or er of the be re waiv inters inters requi	CE is require ncroachmen e National H equired, the re eligible a section desi section on e ired to const	ed for any t permit tl ighway S requiremend nd for ins gn, involv either 1) a truct left a	/ interse hat affe system; e <u>nt may</u> structio ves on a divide and/or	ection i ects an i ; 2) the i y be wa ons to s youtine t ed, mu ⁱ right tui	improve intersec aived ba submit a traffic sig Iti-lane I rn lanes	ment (ction) w stion wi sed on waive gnal tin highwa s (as pe	e.g. ne (h @)@ h@ II be de appro er requ ning ar y with er the E	ew or m e inters esigned priate o est to nd equ a clos Drivewa	nodified section d or co eviden the De ipment sed me ay Mar	d inters include nstruct ce pres partme mainte dian a nual and	ection, es at le ed usir ented ent). Ar enance nd only d Distri	wideni ast one ng State with a v n ICE is e, or for y right-i ct Traff	ng/rec e roadv e or Fe vritten s not i drivev n/right ic Eng	constr way c ederal requir requir way p t-out jineer	fuction lesign l fundi est. (S red wh ermits acces).	i or cor ated as ng. In c Maivie nen the s where s or 2)	ridor p s a Sta certain tab to e propo e the di an ur	roject, te Rou circum review osed w iveway divideo	or work te (Stat stance criteria ork doo is not d roadv	accom e High s where a that m es not i a new vay wh	iplished way Sys an ICE ay mak include leg to a ere the	throug stem) or would e a proj any ch n alread develo	h a driv r as pa otherw ect anges dy exist pment	/eway rt rise to the ting is not
Two-Stage A co Process mage approshad shad	mplete ICE nitude and o opriate level led grey incl	process complexit l of effort ude drop	consis ty of th . The S down	ts of tw ne inters Stage 1 menu c	vo (2) d section. and Sta choices	istinct Prior age 2 I and all	stages to star CE for fields	s, and i ting ar ms are shadee	it is ex n ICE, e desig d blue	pected the Di ned m require	that th strict T inimize data e	ne resp raffic E require entry. Al	ective Ingine ed dat I othei	leve er ar a inp r cells	l of ef nd/or S uts us s in the	fort for State T ing dro e works	comp raffic p-dow sheet a	leting b Engine n menu are lock	ooth sta er shou u choic ed.	ages of uld be es and	ICE wi consulte limiting	Il corre ed for a text er	spond idvice itry. All	to the on an fields
Stage 1 Stag Screeninç as a Decisior use Recorc elimi	e 1 should b screening e good engine inated withou	e conduc ffort mea eering juc ut due co	cted ea int telim dgemei insidera	rly in th ninatenc nt in re ation, a	e projec on-comp spondir nd reas	ct deve petitive ng to th ons for	lopme option ne sev elimin	nt proc is and en poli iating c	identify icy que or adva	d is into y which estions incing a	ended i altern by sel an alter	to inform atives r ecting mative	m whic nerit fi "Yes" should	ch alte urthe or "N d be c	ernati [,] r cons lo" in locum	ves are ideration the dro ented i	e worth ons ba op-dov in the "	y of fur sed on /n boxe Screer	ther ev their p es. Alte iing De	aluatior ractical ernative cision	i in Stag feasibil s shoul Justifica	je 2. St ity. Use d not b tion" cc	age 1 s ers sho e sum lumn.	erves uld marily
Stage 2 Stag Alternative to de Selectior stake Decisior alten Recorc and	e 2 involves etailed desig eholder post native evalu ranked, with	a more d n. Stage ure data, ated, and the resu	etailed 2 data , form t ⁱ 1 a sepa lts repo	and far entry m he basi arate U orted at	miliar ev nay requ is of the sers Gu the bot	valuation uire the ICE evide has ide has tom of	n of th use o valuati s been the Sta	e altern f extern on. A prepan age 2 v	natives nal ana separa red to g worksh	identif alysis to te "Cos give gui eet to i	ied in S ools to stEst" v idance nform	Stage 1 determi workshe on Stag on the I	in orde ine co eet tab ge 1 a pest of	er to s sts, o b help nd St f the i	suppo perati os use age 2 interse	rt the s ons an rs deve data e ection o	electio d/or sa elop pro ntry. O controls	n of a p ifety da e-planr nce all s evalu	referre ta that hing-lev data is ated fo	d altern combi el cost entered r projec	ative th ned with estimat d, each ct recom	at may 1 enviro es for e alternationnation 1 mendationnation	be adv nment each St ive is s tion.	anced al and tage 2 scored
Documentatior A co	mplete ICE	documer	it cons	ists of t	he com	binatio	n of th	e outp	uts fro	m eithe	er a co	mpleted	and :	signe	d wai	ver forr	n or bo	oth Sta	ge 1 ai	nd Stag	je 2 wo	ksheet	s (alon	g with

ng 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	Note: Up to 5 alternatives										
Projec	t Location:	Int #11 SR 54 @ Driveway D	may be	selected a	nd		/.~	_s	n /				
Existin	ng Control:	New Intersection or Other	evaluate Stage 1	to screen	S ICE 5 or fower	ST SC	2 mcelli	ISTIBILITY OF	atte ?	weile the state			
Prepa	red by:	Kimley-Horn and Associates	alternati	ves to eva	luate in _d	S ROLL	ome	COLL DE	NIN SU	and the state of t			
Date:		10/31/2022	Stage 2		- diole	MIT I ON OF	S. Salet	and des	NaDIII IDIE O				
Ans coi e	wer "Yes" or " ntrol type to id valuated in th justificati	No" to each policy question for each lentify which alternatives should be e Stage 2 Decision Record; enter on in the rightmost column	č	stending the state	Menane Indiana	Several and the several severa	Benaticon Benaticon	aller all all all all all all all all all al	alera di la	A HAR ON AND THE ARE I			
det	ailed descripti	on of intersection/interchange type)	N. 000	Marry 2. Dos	115 3. 000 A	A DOS	8791 5. 008	and 6. 000	Rel 1. H	Screening Decision Justification:			
	Conventiona	I (Minor Stop)	Yes	No	No	Yes	Yes	Yes	Yes				
	Conventiona	I (All-Way Stop)	No	Yes	Yes	No	No	No	No	SR 54 is multilane and volume not suited for AWSC.			
	Mini Rounda	bout	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.			
tions	Multilane Ro	undabout	No	No	No	No	No	No	No	Limited R/W due to RR crossing south of driveway.			
ersec	RCUT (stop	control)	Yes	Yes	No	No	Yes	Yes	Yes				
ed Int	RIRO w/dow	n stream U-Turn	No	Yes	No	No	No	No	Yes				
gnaliz	High-T (unsi	gnalized)	No	Yes	No	Yes	No	No	No	Not feasible due to proximity to signal to the north, merge conflicts.			
Unsiç	Offset-T Inter	rsections	No	No	No	No	No	No	No	T-intersection, no 4th leg to offset.			
	Diamond Inte	erch (Stop Control)	No	No	No	No	No	No	No	Not an interchange.			
	Diamond Inte	erch (RAB Control)	No	No	No	No	No	No	No	Not an interchange.			
	No LT Lane In No RT Lane Ir	nprovements nprovements	No	No	No	No	No	No	No	N/A			
	Other unsign	alized (provide description):	No	No	No	No	No	No	No	N/A			
	Traffic Signa		No	No	No	No	No	No	No	Not anticipated to meet warrant thresholds.			
	Median U-Tu	rn (Indirect Left)	No	No	No	No	No	No	No	Not anticipated to meet warrant thresholds.			
	RCUT (signa	lized)	No	No	No	No	No	No	No	Left-turns not anticipated to meet warrant thresholds.			
s	Displaced Le	ft Turn (CFI)	No	No	No	No	No	No	No	Not in scale with project.			
ection	Continuous (Green-T	No	No	No	No	No	No	No	Not in scale with project.			
nterse	Jughandle		No	No	No	No	No	No	No	Not in scale with project.			
ized I	Quadrant Ro	adway	No	No	No	No	No	No	No	Not in scale with project.			
ignal	Diamond Inte	erch (Signal Control)	No	No	No	No	No	No	No	Not an interchange.			
0)	Diverging Dia	amond	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 In No RT Lane Ir	nprovements	No	No	No	No	No	No	No	N/A			
	Other Signal	zed (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

GDOT PI#:	: N/A		Reque	est By:	GDOT												2022	exist	ing y	EAR V	'OLUN	1ES	Δ		
Country	Fulton					latriat. 7	Mote	o Atlan	to		-	<u>APP</u>	ROACH	<u>H SP</u>	LITS:			288 (30	3) [6500]					
County:	Fullon			G	ום וסם	SUICE 7	- weu	o Allan	lla			INU: F	#IZ SR)rivewav	54: / F·	0% 100%	ay E	(0)	(0)	(303)	(0)				h	
Major Road:	: Int #12 S	SR 54		Road Class:	Minor /	Arterial		Speed	< 35	5 mph			intenta.	,	10070	rivew	0	0	288	0		WB	Int #12 S	R 54	
Crossing Road:	Drivewa	уE		Road	Local			Speed	< 35	5 mph]		Γ		(0)	SBD	Peds	₹.	Û	Ð	Peds ←→	0	(0)		
Major Rd Direction:	East/We	est	Area	Type:	Urban						_			0 (C	(0)	0	ት î	2022 Enter	Intersectio ing Volum	n Daily e (est):	1) A	0	(0)	0] (0) 0	
Intersection Control:	New Inte	ersecti	.on or (Other			Pro	ject ID:	DRI	3727]			0] (0]	(0)	0	Peds	6	6,500	A	√ ₽	0 ш	(0)		
Prepared By:	: Kimley-H	-lorn a	nd Ass	sociate	es			Date:	10/3	1/2022]		E	B In	(0) t #12 SI	0 R 54	↔	ג <i>יי</i> 0	า 17 361	ም 0	↓ Peds 0	iveway			
Droject Durneco	Soutoll	א ומח	2727	Acciet	with D	DI Droc	000.00	d future				PEAk	KHR %	TRU	JCKS:			(0)	(339)	(0)	(0)	NB Dr			
Project Purpose:	Permittir	א ואכ וg)/2/-	A22121	with Di		622 gil		Dive	way		EB	WB	NB	SB				361 (33	9) [6500)]]_			
Existing Data Year:	: 2022	2			2032 (OPENI	NG YI	EAR V	OLUN	<i>N</i> ES		0%	0%	6%	7%		203	2 DES	SIGN Y	EAR ۱	/OLUN	∕IES			
Project Opening Year:	: 2032	2		ļ		117 (20)	2) [0100	1	1									/17 /20	Q) [0100	1					
Project Design Year:	2032	<u>!</u>		ЧE	(0)	(19)	(379)	(0)								,Ε	(0)	(19)	(379)	(0)					
Annual Growth Rate:	: 1.0%	,		reway	0	(17)	(377)	(0)	-	14/5						'ewa)	0	(17)	408	(0)	-	WD		DEA	
K Factor*:	: 10%			3 Driv	Pods	لالم	400 Л	<u>ل</u> ر ۲	Peds	Wł O	3 Int #12	2 SR 54				3 Driv	Dods	7 لالم	400 .Л.	<u>ل</u> ر	Peds	0 WB	nt #12 S	R 54	
* K Factor = Proportio	on of		(17)	28		~	v	Ý	↔	0	(0)	[Г		(17)	28 SI		Ý	v	Ý	↔	0	(0)	5	
average annual daily	raffic	67 ()	(17)	20	4	2032 Ir Enterir	ntersectio ng Volume	n Daily e (est):	e A	0	(0)	(0) [(67 ((17)	20	à 1	2032 Enter	Intersectio ing Volum	n Daily e (est):	ve Æ	0	(0)	(0) [(
hour of the day	est one	34) [1	(0)	20	-7 		9,750		~- ~	0	(0)	0		34) [1	(0)	20	۲۲ بو		9,750		A A	0	(0)	0	
		000	(17)	39	Peds	6		<u>ک</u>	T Dead	ш	(0)			[000]	(17)	39	• veds	~		A	v ↑ Double	Ш	(0)		
	L	FB Int i	(U) #12 SR	54	↔	געי בכ	U A(O	я [•]	↓ Peu:	eway			L	Bln	(U) t #12 SI	U R 54	↔	גרי בכ	U 4(0	я [•]		eway			
LEGEND:			12 51	01		22	469	0	0	Driv			-	.0	12 01			22	469	0	0	Driv			
000 = AM P	Peak Approa	ch Volur	me			(32)	(437)	(0)	(0)	NB								(32)	(437)	(0)	(0)	NB			
(000) = PM P	Peak Approa	ch Volur	me				491 (46	9) [9400)]										491 (46	9) [9400)]]			
[000] = ADT	volume (ES	limate)																							
Introduction In 20 prior SHS alter roug inter the I defe	005, SAF ritize safe SP. Inters matives, a phly sever section sa ICE policy ensible be	ETEA ty func- section and fu- nty five afety te y, deve nefits	-LU es ding in 1 Contr inther li e perc o adva eloped for saf	stablisi ivestm rol Eva everac cent of ance th and a fety tov	hed the lents. Ir aluatior ge safe f all trai toward idopted wards t	Highw ntersect 1 (ICE) ty adva ffic cras <i>I Zero E</i> to help hose er	vay Sa tions q policie anceme shes ir Deaths ensur nds.	fety Im uickly b ents for n Geor sion er sion er e that i	prover became proced r inters gia occ nbrace nterse	ment P e a cor lures re ection cur at ed by th ction ir	rogram mmon (eprese improv or adja e Geor ivestme	n (HSIF compoint a tra vement icent to rgia Go ents ac	P) and nent of aceable is beyco o inters overnor cross th	mar mo e an ond j secti secti secti	ndated st state d trans just the ions. A office of ntire G	that ea es' SH sparent e safet Accordin f Highw eorgia	ach sta SP em t proce y prog ngly, th ay Saf highwa	ate pre phasis dure to ram. <i>A</i> ne Geo ety (Go ay syste	oare a areas a strear Approxi rgia SI OHS). T em are	Strateg and HS nline th mately HSP in This ICE selecte	jic High IP proj one-th cludes E tool w ed, prio	nway Sa ect lists Jation o ird of al an emp vas deve ritized a	afety Pla , includ f inters l traffic phasis (aloped t nd impl	an (SH ing Ge ection fatalition on enh o supp emento	ISP) to orgia's control es and ancing ort ed with
Tool Goal The quar iden	goal of th ntify inters	nis ICE section	E tool i n contri	is to p ol impi	rovide roveme	a simpl nt bene	lified a efits. Th	nd con ne tool	sistent suppor	t way o ts the l	of impo CE pol	rting tr icy and	affic, s d proce	afet dure	y, cost es to pr	;, enviro rovide t	onmen raceat	tal imp ility, tra	act and inspare	l stakel ency, co	holder onsister	posture ncy and	data to accour	asses tability	s and when
Requirements An I or er of th be re waiv inter inter requ	CE is required, the contract of the contract o	uired filent per il High he requ e and esign, on eitho onstruc	or any ermit the way S uireme for ins involv er 1) a ct left a	inters nat affe ystem e <u>nt m</u> a structic /es on a divid and/or	ection i ects an ; a) the y be wa ons to s by utine ied, mu right tu	interse interse aived ba submit traffic s ilti-lane rn lane	ement ction) v ction w ased or a waiv ignal ti highw s (as p	(e.g. ne wh @) eh rill be d n appro er requ ming a ay with er the l	ew or n e inters esigne priate uest to nd equ a clos Drivew	nodifie section d or co eviden the De ipmen sed me ay Mar	d inters includ nstruct ce pres partme t maint edian a nual an	ection es at le ed usin sented ent). A enance nd onl d Distr	, widen east on ng Stat with a n ICE e, or fo y right ict Traf	ing/ e ro e or writt is n r dri in/ri fic E	recons adway Feder en req ot requ veway ght-ou	struction desigr al fund uest. (uired w permit t access er).	n or col nated a ing. In Strivth hen th s wher ss or 2	rridor p s a Sta certain ë ťab to e prop e the d) an ur	roject, ite Rou circum review osed w riveway ndivideo	or work te (Stat stance: criteria ork doo is not d roadv	accon te High s where a that m es not a new vay wh	nance- plished way Sys an ICE ay mak include leg to a were the	throug stem) of would e a proj any ch n alread develo	n a driv as par otherw ect anges ly exist pment	veway rt rise to the ting is not
Two-Stage A co Process mag appr shac	omplete 10 Initude ar ropriate le ded grey i	CE pro Id com Evel of Include	ocess nplexit effort. e drop	consis y of th . The S down	sts of tw ne inter Stage 1 menu o	vo (2) c section and S choices	distinct i. Prior tage 2 and al	stages to sta ICE fo Il fields	s, and rting a rms are shade	it is ex n ICE, e desiç d blue	pected the Di ned m require	I that t istrict 7 inimize data e	he resp Fraffic e requine entry. A	pect Eng red (ive lev ineer a data in ther ce	el of e and/or puts us lls in th	ffort fo State sing dr e work	r comp Fraffic op-dow sheet a	leting t Engine 'n meni are lock	ooth sta er shou u choic ced.	ages of uld be es and	ICE wi consulte limiting	Il corre ed for a text er	spond dvice try. All	to the on an fields
Stage 1 Stag Screenin(as a Decisior use Recorc elimi	ge 1 shoul screenin good eng inated wit	d be c g effor gineeri hout c	onduc rt meai ing juc due cor	ted ea nt telin geme nsider	urly in th ninatene nt in re ation, a	ie proje on-com spondi ind reas	ect deve petitive ng to t sons fo	elopme e optior he sev r elimir	nt proc ns and ren pol nating o	cess ar identif licy qu or adva	nd is int y which estions ancing	ended n altern by se an alte	to info atives lecting rnative	rm v mer "Ye sho	vhich a it furth es" or ' ould be	Iternati er cons "No" in docum	ives are siderati the dr nented	e worth ons ba op-dov in the	y of fur sed on vn boxe 'Screer	ther ev their p es. Alte hing De	aluation ractical ernative cision	ı in Stag feasibi s shoul Justifica	je 2. St lity. Use d not b tion" cc	age 1 s rs sho e sum lumn.	erves uld marily
Stage 2 Stag Alternative to de Selectior stake Decisior alter Recorc and	ge 2 involvetailed de eholder p mative ev ranked, v	res a m sign. S osture aluate vith the	nore de Stage 2 data, d, and e resul	etailed 2 data form t a sep Its repo	l and fa entry n he bas arate U orted a	miliar e nay req is of the sers Gu t the bo	valuati uire the e ICE e uide ha ttom of	on of the e use of evaluat is been f the St	ne alter of exter ion. A i prepa age 2	natives nal ana separa red to worksh	s identii alysis to ate "Co give gu neet to	fied in S ools to stEst" idance inform	Stage 1 determ worksh on Sta on the	l in c nine neet nge bes	order to costs, tab he 1 and S t of the	o suppo operat Ips use Stage 2 e inters	ort the s ions ar ers dev data e ection	selectio nd/or sa elop pr entry. O control	n of a p afety da e-planr nce all s evalu	referre ita that ning-lev data is ated fo	d alterr , combi vel cost entere r projec	native th ned with estimat d, each ct recon	at may 1 enviro es for e alternai 1menda	be adva nmenta ach St ive is s tion.	anced al and tage 2 scored
Documentatior A co	omplete IC	CE dor	cumen	it cons	ists of f	the con	nbinatio	on of th	ne outp	outs fro	m eithe	er a co	mplete	d ar	nd sigr	ned wai	ver for	m or b	oth Sta	ge 1 ai	nd Stad	je 2 wo	rksheet	s (alon	g with

ng 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	Note: Up to 5 alternatives									
Projec	t Location:	Int #12 SR 54 @ Driveway E	may be	selected a	nd		/.~	~~	n /			
Existin	ng Control:	New Intersection or Other	evaluate Stage 1	to screen	S ICE 5 or fower	ST SC	2 mcelli	ISTIBILITY OF	atte ?	weile the state		
Prepa	red by:	Kimley-Horn and Associates	alternati	ves to eva	luate in _3	S ROLL	ome	COLL DE	NIN SO	anti-cher in Herry		
Date:		10/31/2022	Stage 2		- PIOP	MIT I ON OF	S. Salet	and des	NaDIII IDIE O			
Ans coi e	wer "Yes" or " ntrol type to id valuated in th justificati	No" to each policy question for each lentify which alternatives should be e Stage 2 Decision Record; enter on in the rightmost column	č	stending the state	Meridian Contraction	Several and the several severa	Benaticon Benaticon	aller all all all all all all all all all al	alera di la	A HAR ON AND THE ARE I		
det	ailed descripti	ion of intersection/interchange type)	N. 000	Marry 2. Dos	115 3. DOS 1	A DOS	8791 5. 008	and 6. 000	Rel 1. H	Screening Decision Justification:		
	Conventiona	I (Minor Stop)	Yes	No	No	Yes	Yes	Yes	Yes			
	Conventiona	I (All-Way Stop)	No	Yes	Yes	No	No	No	No	SR 54 is multilane and volume not suited for AWSC.		
	Mini Rounda	bout	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.		
tions	Multilane Ro	undabout	No	No	No	No	No	No	No	Limited R/W due to RR crossing south of driveway.		
ersec	RCUT (stop	control)	Yes	Yes	No	No	Yes	Yes	Yes			
ed Int	RIRO w/dow	n stream U-Turn	No	Yes	No	No	No	No	Yes			
gnaliz	High-T (unsi	gnalized)	No	Yes	No	Yes	No	No	No	Not feasible due to proximity to signal to the north, merge conflicts.		
Unsiç	Offset-T Inter	rsections	No	No	No	No	No	No	No	T-intersection, no 4th leg to offset.		
	Diamond Inte	erch (Stop Control)	No	No	No	No	No	No	No	Not an interchange.		
	Diamond Inte	erch (RAB Control)	No	No	No	No	No	No	No	Not an interchange.		
	No LT Lane In No RT Lane Ir	nprovements nprovements	No	No	No	No	No	No	No	N/A		
	Other unsign	alized (provide description):	No	No	No	No	No	No	No	N/A		
	Traffic Signa	l	No	No	No	No	No	No	No	Not anticipated to meet warrant thresholds.		
	Median U-Tu	rn (Indirect Left)	No	No	No	No	No	No	No	Not anticipated to meet warrant thresholds.		
	RCUT (signa	lized)	No	No	No	No	No	No	No	Left-turns not anticipated to meet warrant thresholds.		
s	Displaced Le	ft Turn (CFI)	No	No	No	No	No	No	No	Not in scale with project.		
ection	Continuous (Green-T	No	No	No	No	No	No	No	Not in scale with project.		
nterse	Jughandle		No	No	No	No	No	No	No	Not in scale with project.		
ized I	Quadrant Ro	adway	No	No	No	No	No	No	No	Not in scale with project.		
ignal	Diamond Inte	erch (Signal Control)	No	No	No	No	No	No	No	Not an interchange.		
,	Diverging Dia	amond	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 In No RT Lane Ir	nprovements	No	No	No	No	No	No	No	N/A		
	Other Signal	ized (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