

Transportation Analysis

Chastain Meadows

DRI #3940

Cobb County, Georgia

June 2023

Prepared for:

Strategic Real Estate Partners, LLC

Prepared by:

Kimley-Horn and Associates, Inc.
11720 Amber Park Drive, Suite 600
Alpharetta, Georgia 30009
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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Chastain Meadows* development located in unincorporated Cobb County, Georgia. The approximate 57.28-acre site is located south of Chastain Road, west of Chastain Meadows Parkway, north of Big Shanty Road, and east of I-575. The proposed development will consist of the following land uses and densities contained in **Table 1**. The project is expected to be completed by 2025 (approximately 2 years).

Table 1: Proposed Land Use and Density	
Land Use	Proposed
Light Industrial	425,000 SF
Age-Restricted Multifamily Residential	220 units
Townhomes	140 units
Retail	7,500 SF
Restaurant	22,500 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, alternative transportation mode, and pass-by reductions to gross trips are also included in the trip generation, as outlined in the Georgia Regional Transportation Authority (GRTA) Letter of Understanding (dated April 21, 2023).

Capacity analyses were performed for the study intersections under the Existing 2023 conditions, the Projected 2025 No-Build conditions, and the Projected 2025 Build conditions.

- Existing 2023 conditions represent current traffic volumes that were collected in April 2023. (Note: Traffic Count methodology was outlined in the methodology meeting packet).
- Projected 2025 No-Build conditions represent the Existing 2023 traffic volumes grown for two (2) years using a 2.0% per year growth rate, plus the addition of the project trips associated with the *Chastain Logistics Center* development and the *Edison Chastain Meadows Phase II* development.
- Projected 2025 Build conditions represent the Projected 2025 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *Chastain Meadows* development.

No-Build 2025 (System Improvements)

All study intersections currently operate at an acceptable overall intersection LOS. Any approaches operating at LOS F could be improved to an acceptable approach LOS with signal timing adjustments in lieu of physical improvements. Therefore, no system improvements recommended for the study intersections.

Build 2025 (Site Access Improvements)

Any approaches operating at LOS F could be improved to an acceptable approach LOS with signal timing adjustments as specified in the GRTA DRI review procedures. In order to serve the *Chastain Meadows* development, the following intersection improvements are recommended (to serve development traffic, shown in blue on **Figure 18**):

- Chastain Road at Chastain Meadows Parkway/Private Driveway (Intersection 4)
 - Pull the nose of the median along the south leg of Chastain Meadows Parkway back approximately 60 feet and replace with striping.
- Chastain Road at Site Driveway A (Intersection 6)
 - On the site, construct a northbound exclusive right-turn lane exiting the site.
 - Construct an exclusive eastbound right-turn lane along Chastain Road entering the site.
- Chastain Road at Chastain Lakes Drive/Site Driveway B (Intersection 7)
 - On the site, construct a northbound shared left-turn/through lane and a northbound exclusive right-turn lane exiting the site.
 - Utilize the existing westbound U-turn/left-turn lane along Chastain Road to enter the site.
 - Construct an exclusive eastbound right-turn lane along Chastain Road entering the site.
- Chastain Meadows Parkway at Site Driveway C (Intersection 8)
 - On the site, construct an eastbound driveway that connects to the existing stub along Chastain Meadows Parkway with one ingress lane entering the site and one egress lane exiting the site.
- Chastain Meadows Parkway at Site Driveway D (Intersection 9)
 - On the site, construct an eastbound exclusive left-turn lane and an eastbound exclusive right-turn lane exiting the site.
 - Utilize the existing northbound U-turn/left-turn lane along Chastain Meadows Parkway to enter the site.
 - Construct an exclusive southbound right-turn lane along Chastain Meadows Parkway entering the site.

Impacted Queue Lengths Exceeding Storage

Intersection	Movement	Storage Length	Projected Build Queue Length (AM / PM)	Recommendation
1. Chastain Road at George Busbee Parkway	SBL*	125	237 / 200 (50 th) 393 / 312 (95 th)	<i>No-Build (System Improvement):</i> Consider extending SBL lane storage.
4. Chastain Road at Chastain Meadows Parkway/Private Driveway	NBL**	175	36 / 191 (50 th) 81 / 366 (95 th)	<i>No-Build (System Improvement):</i> Consider extending NBL lane storage.
	WBL	175	57 / 44 (50 th) 233 / 112 (95 th)	Consider extending WBL lane storage.
5. Chastain Meadows Parkway at Big Shanty Road	EBL**	250	83 / 147 (50 th) 150 / 289 (95 th)	<i>No-Build (System Improvement):</i> Consider extending EBL lane storage.

* Exceeds available storage in Existing 2023 conditions

** Exceeds available storage in Projected 2025 No-Build Conditions

Other movements where the projected queueing exceeds the available storage are not impacted by the proposed development traffic.

1.0 PROJECT DESCRIPTION

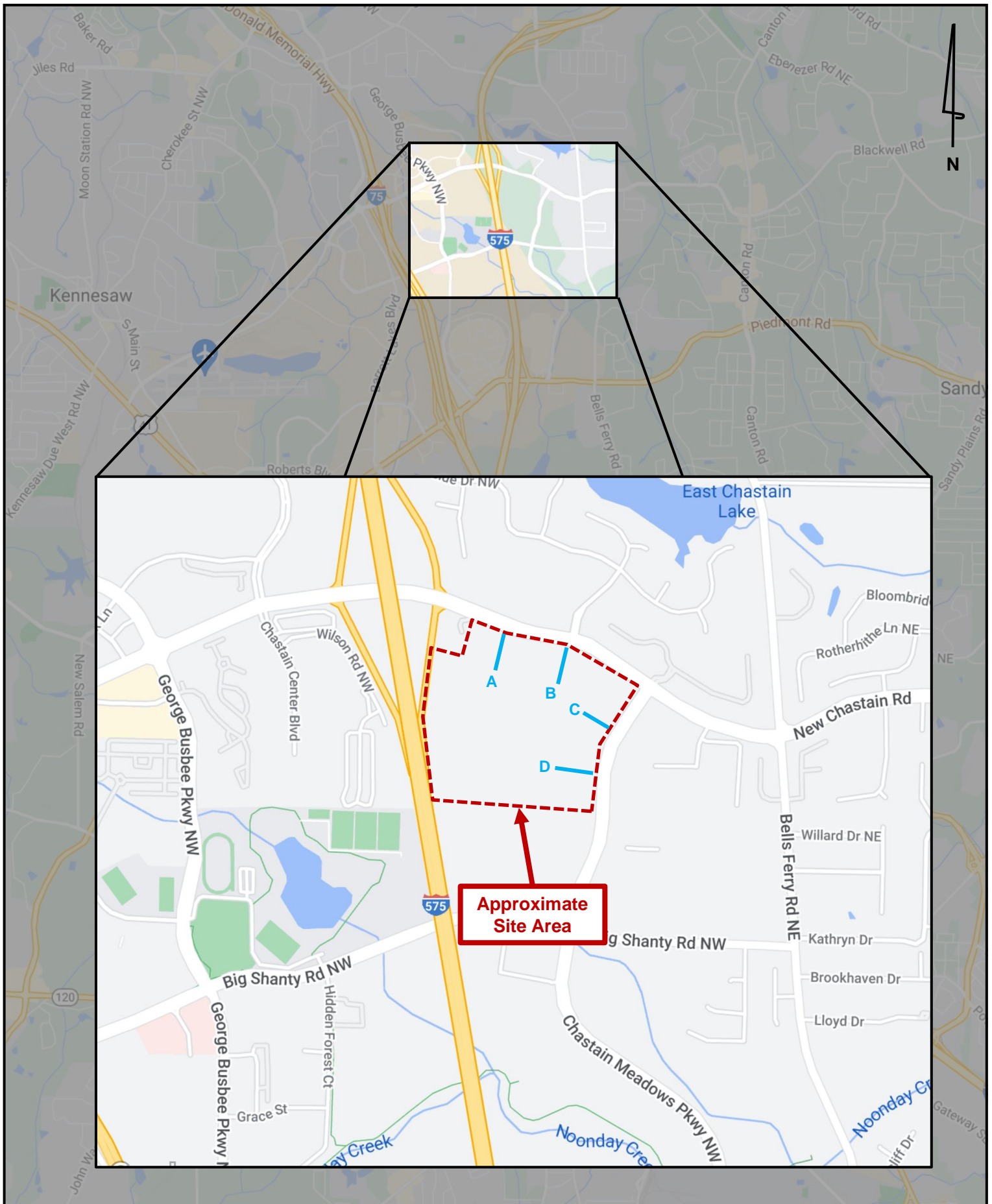
1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *Chastain Meadows* development located in unincorporated Cobb County, Georgia. The approximate 57.28-acre site is located south of Chastain Road, west of Chastain Meadows Parkway, north of Big Shanty Road, and east of I-575. The project site is currently zoned a combination of R-20 (Single-Family Residential), GC (General Commercial), NS (Neighborhood Shopping), OS (Office/Service), RA-4 (Single-Family Attached/Detached Residential), and O&I (Office Institutional). The site is proposed to be rezoned to PVC (Planned Village Community), and OS (Office/Service) to accommodate the proposed land-uses, and the rezoning application was filed on March 3, 2023. **Figure 1** provides a location map of the project site. **Figure 2** provides an aerial view of the project site and surrounding area. The proposed development will consist of the following land uses and densities contained in **Table 2**. The project is expected to be completed by 2025 (approximately 2 years).

Table 2: Proposed Land Use and Density	
Land Use	Proposed
Light Industrial	425,000 SF
Age-Restricted Multifamily Residential	220 units
Townhomes	140 units
Retail	7,500 SF
Restaurant	22,500 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 600,000 SF of new mixed-use development in *Regional Employment Corridor* and *Regional Center* area per the Atlanta Region's Plan *Unified Growth Policy Map*. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on March 13, 2023 by Cobb County. The rezoning application was filed with Cobb County on March 3, 2023. 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).





1.2 Site Access

As currently envisioned, the proposed development will be accessible via four (4) total access points (1 existing, 3 proposed). No new median openings are proposed.

1. **Site Driveway A** – an existing, unsignalized, right-in/right-out driveway located along Chastain Road approximately 620 feet east of the I-575 Northbound Ramps. Site Driveway A is proposed to provide access to the residential, retail, and restaurant buildings of the development.
2. **Site Driveway B** – a proposed, unsignalized, full movement driveway located along Chastain Road approximately 1,340' east of the I-575 Northbound Ramps and 835' west of Chastain Meadows Parkway, aligning with Chastain Lakes Drive. Site Driveway B will create the 4th (south) leg of the intersection of Chastain Road and Chastain Lakes Drive. Site Driveway B is proposed to provide access to the residential, retail, and restaurant buildings of the development. Site Driveway B is located at an existing median opening.
3. **Site Driveway C** – a proposed, unsignalized, full movement driveway located at the existing driveway stub along Chastain Meadows Parkway approximately 420' south of Chastain Road. Site Driveway C is proposed to provide access to the residential, retail, and restaurant buildings of the development. Site Driveway C is located at an existing median opening.
4. **Site Driveway D** – a proposed, unsignalized, full movement driveway located along Chastain Meadows Parkway approximately 900' south of Chastain Road. Site Driveway D will create the 4th (west) leg of the intersection of Chastain Meadows Parkway and a Private Driveway for 3300 Chastain Meadows Parkway. Site Driveway D will provide access to the light industrial buildings of the development. Site Driveway D is located at an existing median opening.

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 proposed development. Pedestrian facilities are currently under consideration along internal streets between the various land uses, and will be developed per Cobb County requirements.

The site is comprised of two (2) main areas: Mixed-Use and Light Industrial. There is no vehicular connectivity between the Mixed-Use and Light Industrial areas of the site. Site access and connectivity for each site area is summarized below:

- **Mixed-Use:** The Mixed-Use area includes all the residential, retail, and restaurant buildings. The Mixed-Use area is located in the northern portion of the site along Chastain Road and Chastain Meadows Parkway. This area can be accessed from Site Driveway A, Site Driveway B, and Site Driveway C. The internal roadways throughout this portion of the site provides access between the residential, retail, and restaurant buildings.
- **Light Industrial:** The Light Industrial area includes all the industrial buildings. The Light Industrial area is located in the southern portion of the site along Chastain Meadows Parkway. This area can be accessed from Site Driveway D.

1.4 Parking

The current number of total site parking spaces to be provided are listed below in **Table 3**. The required number of parking spaces is provided in the [Cobb County code](#).

Table 3: Proposed Parking		
Land Use	Required	Proposed
Warehouse (>250K SF)	213 1 per 2,000 SF	433 1 per 1,360 SF
Retail/Restaurant	150 1 per 200 SF	204 1 per 119 SF
Age-Restricted Multifamily Residential	330 1.5 per dwelling	330 1.5 per dwelling
Townhomes	280 2 per dwelling	280 2 per dwelling
Total	973 spaces	1,247 spaces

A total of 1,247 parking spaces are proposed for the site, proposed to be located in surface lots at each building of the development. The site development is currently in progress and the number of parking provided is subject to change.

1.5 Alternative Transportation Facilities

Pedestrian sidewalk facilities are currently provided along at least one side of the roadway along the site frontages. Pedestrian and bicycle facilities internal to the site connect to each land use. A connection from the internal pedestrian and bicycle facilities to the greater transportation network is currently under consideration and will be implemented as required by Cobb County.

There are no transit stops located on the site or on the site frontage. The Town Center Park and Ride is located approximately 1 mile southwest of the project site. The Park and Ride is served by Cobb Linc and GRTA Xpress bus routes.

The Cobb County Trails Master Plan and Town Center CID identifies that there is a multi-use path that is anticipate along the north and east frontage of the site. The multi-use path is planned to run along the west side of Chastain Meadows Parkway and the south side of Chastain Road. Additionally, the developer has the opportunity to participate in the Town Center CID bike share program.

1.6 Enhanced Focus Area for Dense Urban Environments

Per Section 3.2.4.2 of the GRTA *Development of Regional Impact Review Procedures* the *Chastain Meadows* development does not qualify for a “Dense Urban Environment Enhanced Focus Area” review, due to its location within Cobb County.

1.7 Heavy Vehicle Enhanced Focus Area

Per Section 3.2.4.1 of the GRTA *Development of Regional Impact Review Procedures*, the *Chastain Meadows* development qualifies for a “Heavy Vehicle Enhanced Focus Area” review, due to the development generating heavy vehicles.

1.7.1 Heavy Vehicle Routing

Figure 3 depicts the proposed truck routes that will serve project traffic (highlighted blue). The following segments are included in the Enhanced Focus Area (highlighted yellow):

- Chastain Meadows Parkway between Chastain Road and Big Shanty Road

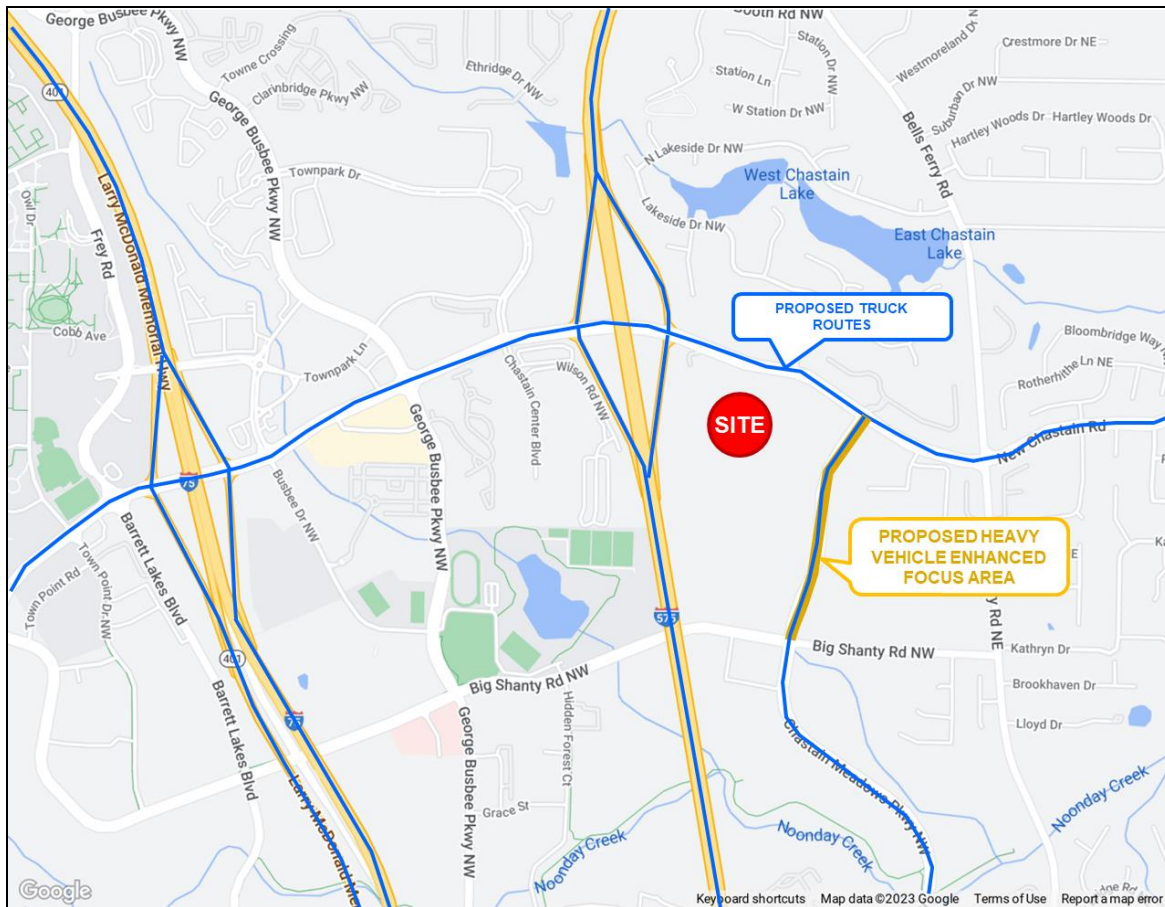


Figure 3: Heavy Vehicle Routing

1.7.2 Pavement Condition

A site visit was conducted on May 30, 2023. Pavement conditions within the Enhanced Focus Area were noted during the site visit. Pavement within the Heavy Vehicle focus area is generally in good condition. Repaired pavement distress was observed in one (1) location, pavement cracking was observed in one (1) location, and a stormwater grate was observed in one (1) location, as outlined in **Table 4**. No pavement distress was noted at locations between intersections. A relocation of the stormwater grate should be considered during the Big Shanty Road Widening project (Cobb SPLOST X2411).

Figure 4 shows repaired pavement cracking along Chastain Road. **Figure 5** shows a minor pavement crack along Chastain Meadows Parkway. **Figure 6** shows a stormwater grate in the intersection of Chastain Meadows Road at Big Shanty Road.

Table 4: Pavement Condition Observations

Number	Roadway	Location	Observed Distress
1	Chastain Road	Along Chastain Road at Chastain Meadows Parkway	Repaired Pavement Cracking
2	Chastain Meadows Parkway	Along Chastain Meadows Parkway approximately 660 feet south of Chastain Road	Minor Pavement Cracking
3	Intersection of Chastain Meadows Parkway at Big Shanty Road	Intersection of Chastain Meadows Parkway at Big Shanty Road	Stormwater Grate



Figure 4: Chastain Road Repaired Pavement Cracking



Figure 5: Chastain Meadows Parkway Southbound Turn Lane Minor Cracking



Figure 6: Chastain Meadows Parkway at Big Shanty Road Stormwater Grate

1.7.3 Roadway Width

The lane widths for the Enhanced Focus Area are shown in **Table 5**. The Cobb County right-of-way standards were taken from the [Cobb County Development Standard](#) document, which notes that roadways with arterial classifications use the minimum right-of-way width of 100' to 110'. Roadways with the major collector classification use the minimum right-of-way width of 80'. Roadways with the minor collector classification have a minimum right-of-way width of 60'. Roadways that are non-residential are to have a lane width of 12'.

Lane width dimensions were measured on NearMap.

Table 5: Roadway Widths			
Roadway	Lane Width	ROW Width Standard (Cobb County)	Lane Width Standard (Cobb County)
Chastain Meadows Parkway	12 ft	110 ft	12 ft desirable

1.7.4 Corner Radii

The corner radii of one (1) study intersection was analyzed along the Enhanced Focus Area:

1. Chastain Road at Chastain Meadows Parkway/Private Driveway

The corner radii for the intersection of Chastain Meadows Parkway at Big Shanty Road was not analyzed, as Big Shanty is not a designated truck route.

Note: The *GDOT Regulations for Driveway and Encroachment Control* outlines minimum corner radii for trucks as 75 feet.

Chastain Road at Chastain Meadows Parkway/Private Driveway (Entering)

Figure 7 outlines the anticipated wheel-path for a WB-67 vehicle entering the site by making an eastbound right-turn from Chastain Road onto Chastain Meadows Parkway. The existing curb radius is approximately 43 feet. The WB-67 truck does not impede traffic along Chastain Meadows Parkway to make the maneuver, however the wheel path of the truck is projected to run over the south leg median of the intersection. The nose of the median should be pulled back 60' to allow the maneuver and the median should be designated through pavement striping.

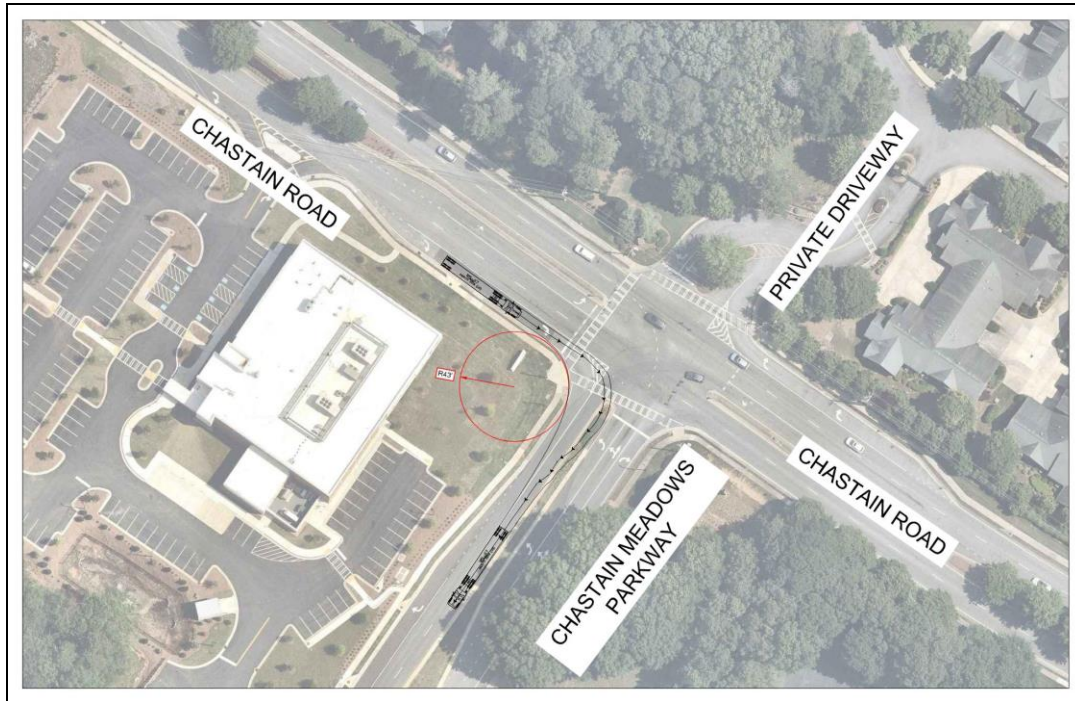


Figure 7: Chastain Road at Chastain Meadows Parkway/Private Driveway – Eastbound Right (Entering Truck)

Chastain Road at Chastain Meadows Parkway/Private Driveway (Exiting)

Figure 8 outlines the anticipated wheel-path for a WB-67 vehicle exiting the site by making a northbound left-turn from Chastain Meadows Parkway onto Chastain Road. The existing curb radius is approximately 43 feet. The WB-67 truck does not impede traffic to make the maneuver.

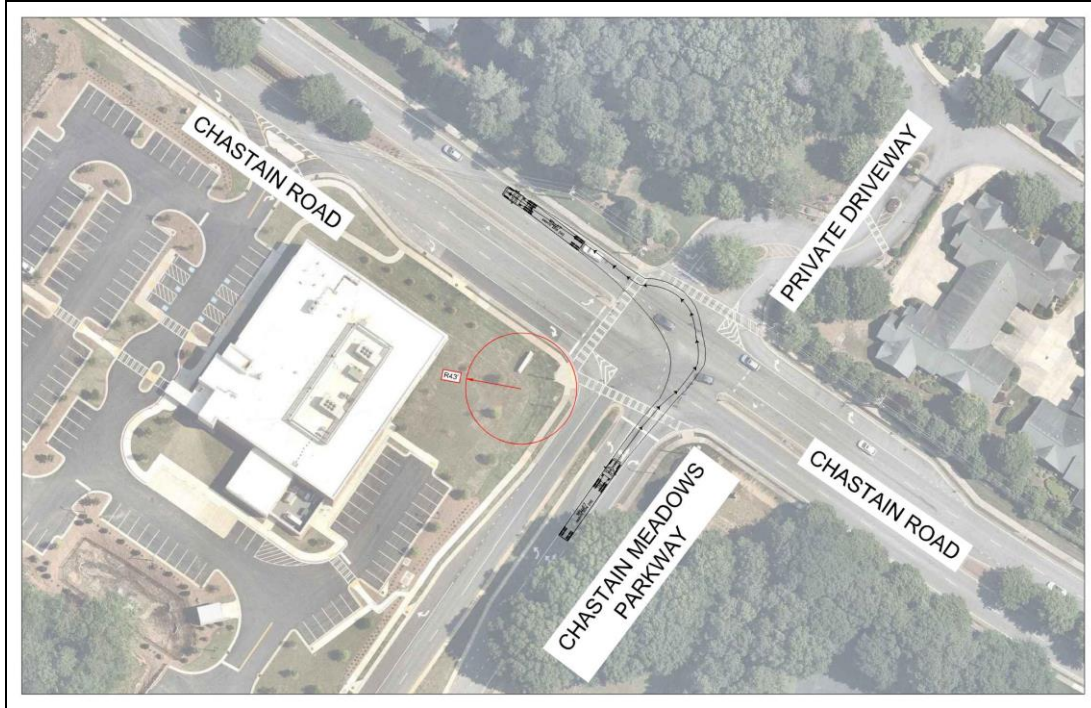


Figure 8: Chastain Road at Chastain Meadows Parkway/Private Driveway – Northbound Left (Exiting Truck)

1.7.5 Heavy Vehicle Staging

The site plan includes a designated truck court to accommodate heavy vehicle queueing, staging, and overflow. **Figure 9** indicates the designated truck staging/overflow areas on the site plan, circled in red.



Figure 9: Heavy Vehicle Staging

2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

2.1 Study Network Determination

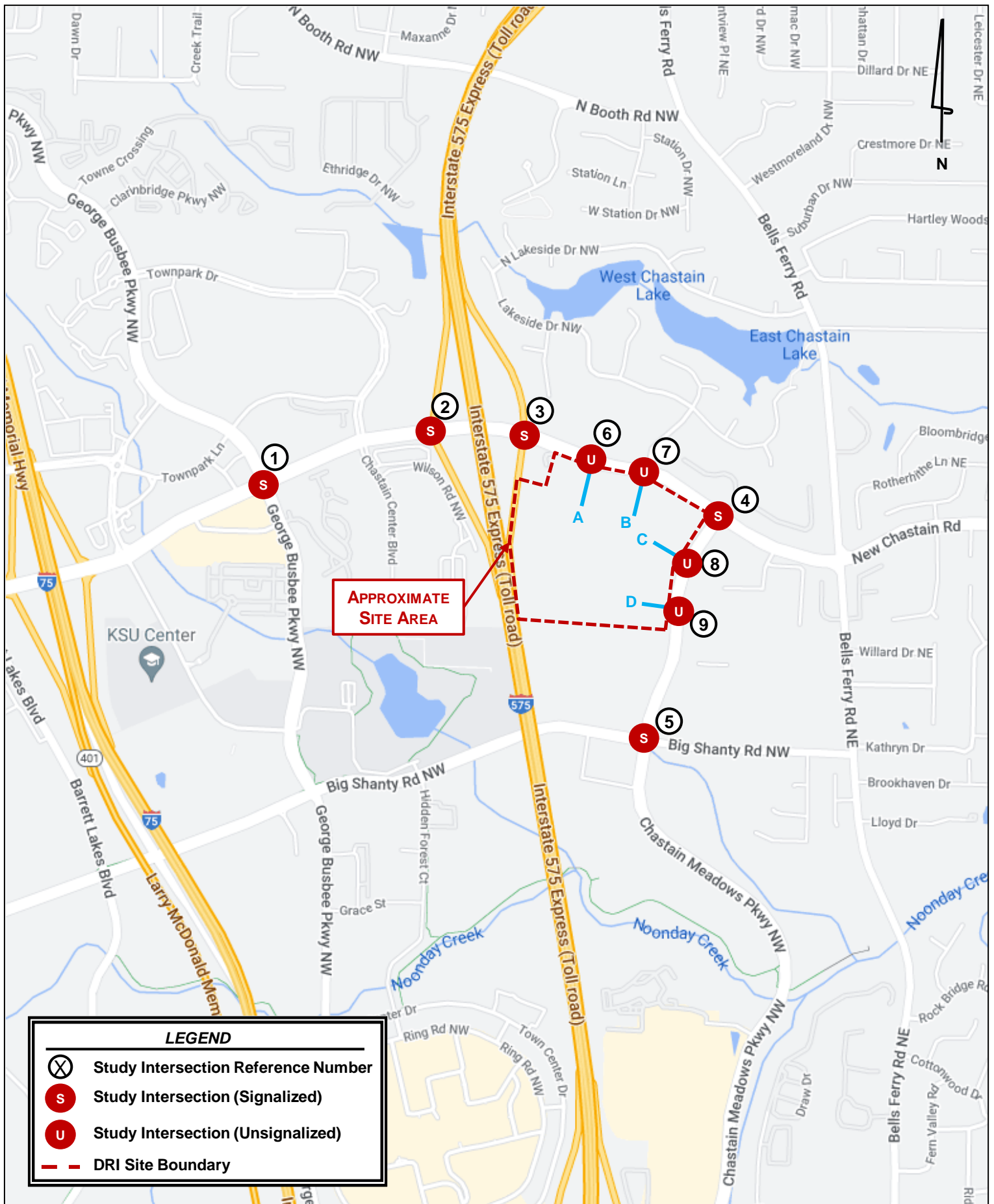
The study area was determined at the methodology meeting with input from GRTA, ARC, and other local agency stakeholders. The study includes the following five (5) off-site intersections plus four (4) site driveways described in **Table 6** and is shown visually in **Figure 10**.

Table 6: Intersection Control Summary		
Intersection	Jurisdiction	Control
1. Chastain Road at George Busbee Parkway	Cobb	Signal
2. Chastain Road at I-575 SB Ramps	Cobb/GDOT	Signal
3. Chastain Road at I-575 NB Ramps	Cobb/GDOT	Signal
4. Chastain Road at Chastain Meadows Parkway/Private Driveway	Cobb	Signal
5. Chastain Meadows Parkway at Big Shanty Road	Cobb	Signal
6. Chastain Road at Site Driveway A	Cobb	TWSC
7. Chastain Road at Chastain Lakes Drive/Site Driveway B	Cobb	TWSC
8. Chastain Meadows Parkway at Site Driveway C	Cobb	TWSC
9. Chastain Meadows Parkway at Private Driveway/Site Driveway D	Cobb	TWSC

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 7** (bolded roadways are adjacent to the site).

Table 7: Roadway Classifications				
Roadway	Lanes	AADT	Cobb County Functional Class	GDOT Functional Classification
Chastain Road	4	17,600	Arterial	Minor Arterial
Chastain Meadows Parkway	4	13,900	Arterial	Local Road
I-575	4	97,000	Interstate	Interstate
George Busbee Parkway	4	14,300	Arterial	Major Collector
Big Shanty Road	2	N/A	Major Collector	Local Road



2.3 Traffic Data Collection and Calibration

New traffic counts were collected at the existing study intersections on Wednesday, April 26, 2023. Per GDOT Policy issued on July 15, 2022, traffic forecasts based on new traffic count data collected after the start of the Fall 2022 school year will no longer be required to follow COVID-19 policy procedures. Therefore, no COVID adjustment factor was applied. The traffic count methodologies used in this analysis were outlined in the Methodology Meeting Packet.

Traffic count peak hours for all the study intersections are shown in **Table 8**.

Table 8: Traffic Count Summary				
Intersection		Count Date	AM Peak Hour	PM Peak Hour
1.	Chastain Road at George Busbee Parkway	4/2023	7:45 – 8:45 AM	4:45 – 5:45 PM
2.	Chastain Road at I-575 Southbound Ramp	4/2023	7:30 – 8:30 AM	4:30 – 5:30 PM
3.	Chastain Road at I-575 Northbound Ramp	4/2023	7:15 – 8:15 AM	4:30 – 5:30 PM
4.	Chastain Road at Chastain Meadows Parkway/Private Driveway	4/2023	7:30 – 8:30 AM	4:45 – 5:45 PM
5.	Chastain Meadows Parkway at Big Shanty Road	4/2023	7:45 – 8:45 AM	5:00 – 6:00 PM
7.	Chastain Road at Chastain Lakes Drive/Site Driveway B	4/2023	7:15 – 8:15 AM	4:45 – 5:45 PM
8.	Chastain Meadows Parkway at Site Driveway C	4/2023	7:30 – 8:30 AM	4:45 – 5:45 PM
9.	Chastain Road at Private Driveway/Site Driveway D	4/2023	7:30 – 8:30 AM	5:00 – 6:00 PM

The collected peak hour turning movement traffic counts are available upon request.

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 *Chastain Meadows* development. Background traffic can include a base growth rate based on historical count data and population growth data as well as trips anticipated from nearby or adjacent other projects.

Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 2.0% per year background traffic growth rate from 2023 to 2025 (2 years) was used for all roadways. The Projected 2025 No-Build conditions represent the Existing 2023 traffic volumes grown for two (2) years at 2.0% per year throughout the study network, plus project trips associated with the *Chastain Logistics Center* development and the *Edison Chastain Meadows Phase II* development.

The Projected 2025 Build conditions represent the project trips generated by the *Chastain Meadows* development (discussed in Section 3.0 and 4.0) added to the Projected 2025 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. Project information was obtained from GeoPI (GDOT) and the Atlanta Region's Plan (ARC), and Cobb County SPLOST Project List. The projects shown in **Table 9** and **Table 10** are programmed or planned to occur near the development beyond the build-out year of the proposed development and are not anticipated to affect the study network.

Table 9: Programmed Projects							
Project Name	From / To Points:	Sponsor	GDOT PI #	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY
Big Shanty Road Widening	Chastain Meadows Parkway to Bells Ferry Road	Cobb County (X2411)	0019616	CO-297B	2023	2025	2026

Table 10: Planned Projects

Project Name	From / To Points:	Potential Sponsor	Project ID #	Project Timeline	Planning Document
Connect Cobb/Northwest Atlanta High Capacity Premium Transit Service	Kennesaw State University to Cumberland Activity Center	Cobb County	AR-475	2050	ARC Fact Sheet
Cobb County Multi-Use Path Extension	Along Chastain Meadows Parkway and Shanty Road	Town Center CID	-	-	Town Center CID Master Plan

Available fact sheets for projects listed in the tables 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*. Existing traffic signal phasing and timing data was provided by Cobb County for available intersections.

LOS for signalized 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 E was assumed for all study intersections, due to their location within a *Regional Employment Corridor* and *Regional Center* area per the ARC Unified Growth Policy Map, per section 3.2.2.1 of the *GRTA Development of Regional Impact Review Procedures*.

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, 2021*, using equations where available. Reductions to gross trips are also considered in the analysis, including mixed-use reductions and alternative transportation mode reductions.

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

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). Alternative mode reductions were taken at 2% 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.

Table 11 summarizes the gross trip generation, reductions, net trip generation, and driveway volumes for the proposed *Chastain Meadows* development.

Table 11: Trip Generation								
Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
110 – General Light Industrial	425,000 SF	1,648	824	824	258	35	39	237
215 – Single Family Attached Housing	140 units	1,016	508	508	17	50	47	33
252 – Senior Adult Housing - Attached	220 units	660	330	330	15	28	31	24
822 – Strip Retail (<40K SF)	7,500 SF	546	273	273	14	10	32	31
932 – High-Turnover (Sit-Down) Restaurant	22,500 SF	2,412	1,206	1,206	118	97	124	80
Gross Project Trips		6,282	3,141	3,141	422	220	273	405
<i>Mixed-Use Reductions</i>		-592	-296	-296	-22	-22	-60	-60
<i>Alternative Mode Reductions</i>		-112	-56	-56	-8	-4	-4	-7
<i>Pass-By Reductions</i>		-1,078	-539	-539	-0	-0	-37	-37
Net New Trips		4,500	2,250	2,250	392	194	172	301

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 is shown for residential land uses in **Figure 11**; retail land uses in **Figure 12**; heavy vehicle (truck) warehouse uses in **Figure 13**; and for employee (car) warehouse uses in **Figure 14**. The peak hour project trips are shown by turning movement throughout the study network in **Figure 15**.

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 Existing 2023 conditions, Projected 2025 No-Build conditions, and Projected 2025 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM)*, 6th Edition.

These analyses included existing roadway laneage and signal timing data for each of the scenarios. The traffic volumes and roadway laneage used for each scenario are shown visually in **Figure 16** for Existing 2023 conditions, **Figure 17** for Projected 2025 No-Build conditions, and **Figure 18** for Projected 2025 Build conditions.

Sections 5.1 – 5.9 provide the results of the capacity analyses are presented for each intersection and include projected LOS, delay, and queue lengths.

LEGEND

→

Turning Movement

Proposed Driveway

XX%

% Traffic Entering

(XX%)

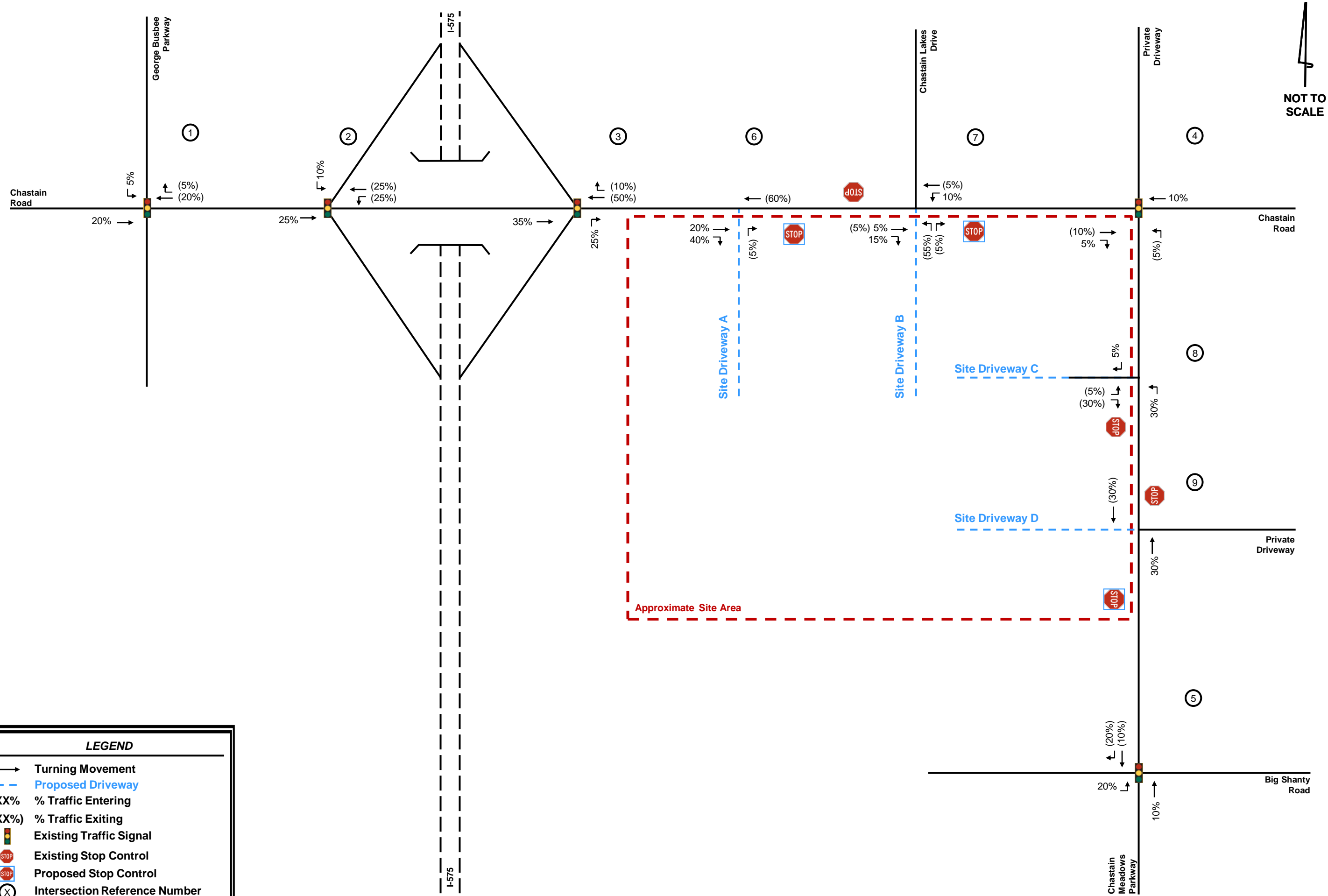
% Traffic Exiting

Existing Traffic Signal

Existing Stop Control

Proposed Stop Control

Intersection Reference Number



LEGEND

→

Turning Movement

Proposed Driveway

XX%

% Traffic Entering

(XX%)

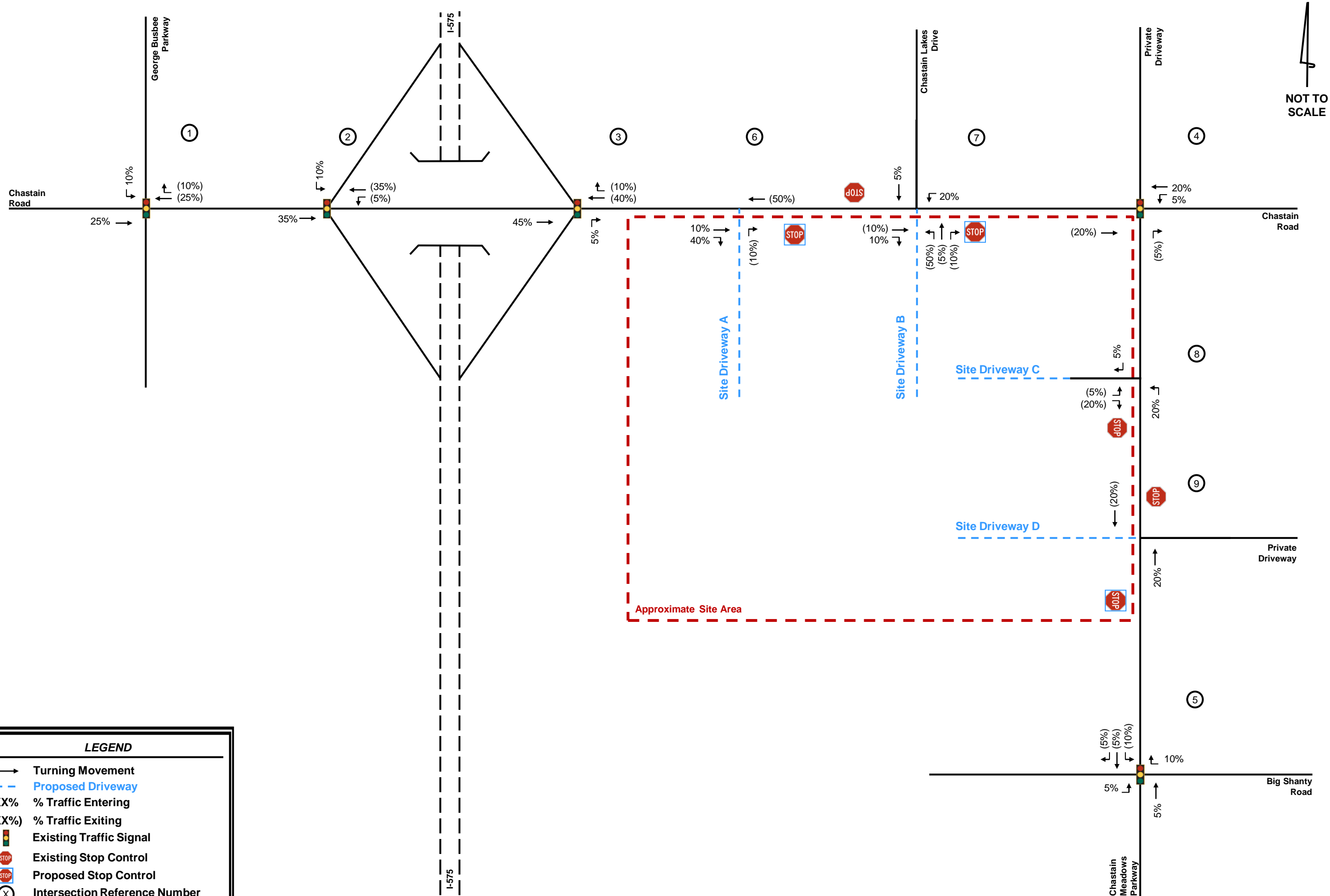
% Traffic Exiting

Existing Traffic Signal

Existing Stop Control

Proposed Stop Control

Intersection Reference Number



LEGEND

→

Turning Movement

Proposed Driveway

XX%

% Traffic Entering

(XX%)

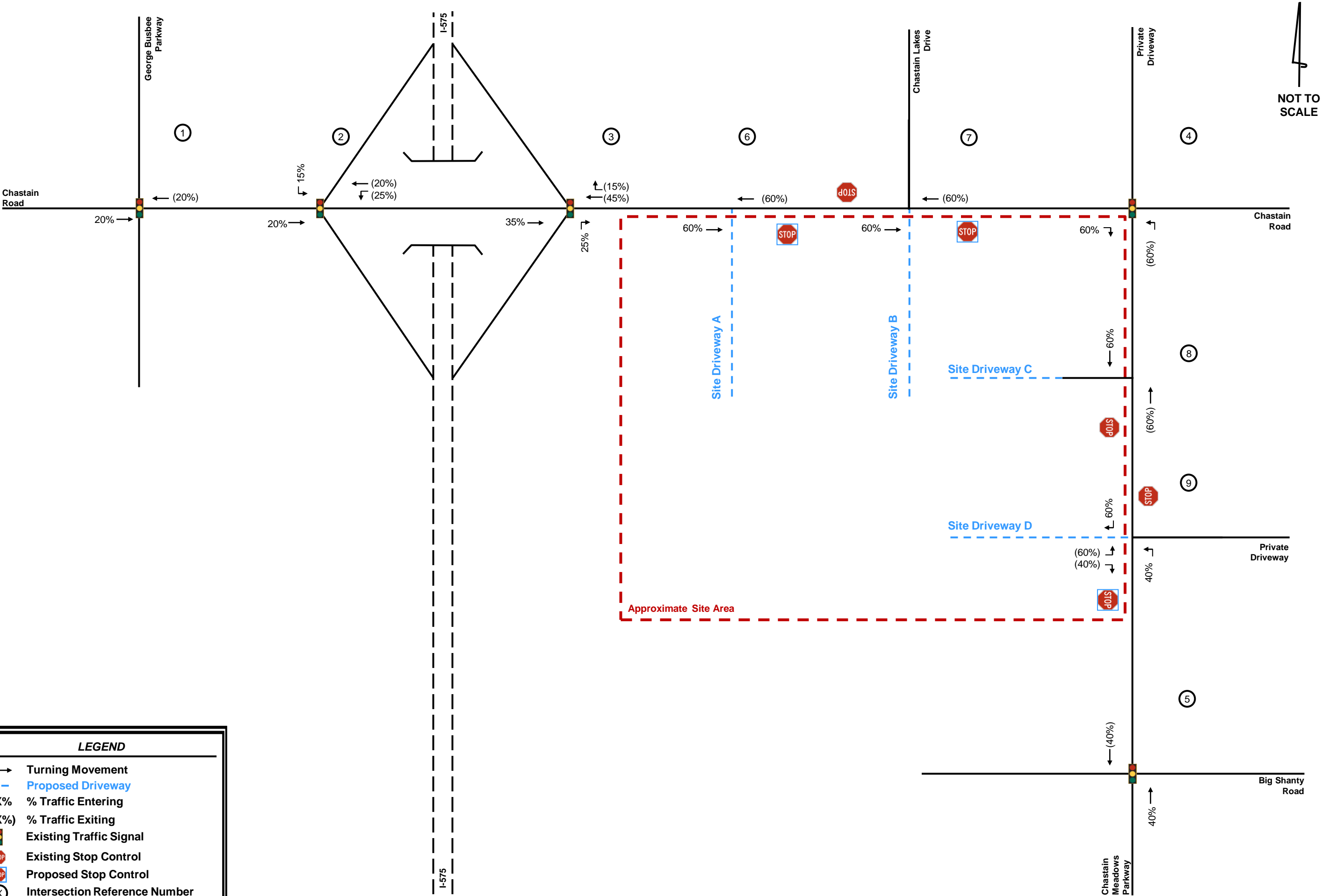
% Traffic Exiting

Existing Traffic Signal

Existing Stop Control

Proposed Stop Control

Intersection Reference Number



LEGEND

→

Turning Movement

Proposed Driveway

XX%

% Traffic Entering

(XX%)

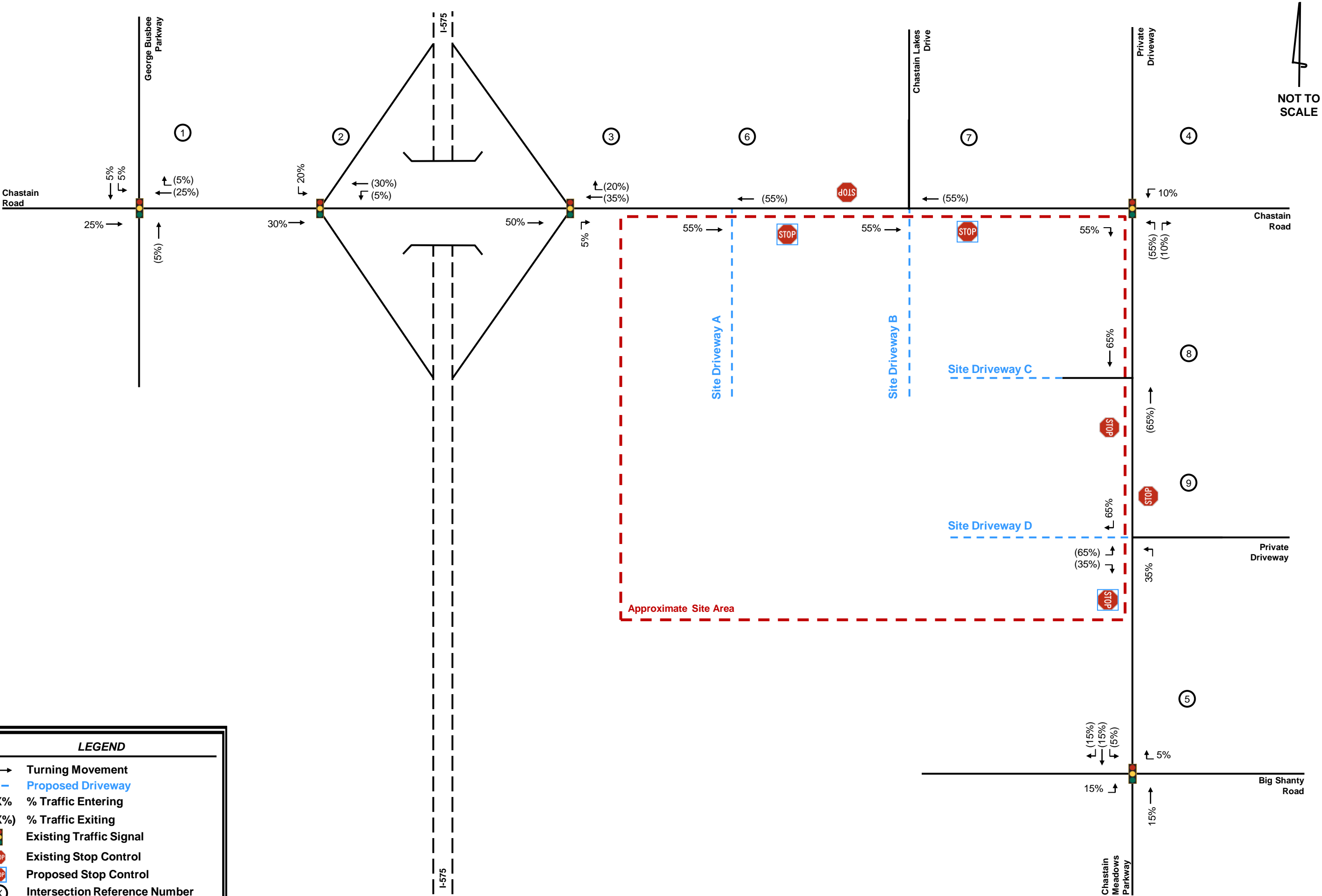
% Traffic Exiting

Existing Traffic Signal

Existing Stop Control

Proposed Stop Control

Intersection Reference Number



LEGEND

→

Turning Movement

--

Proposed Driveway

XX

AM Peak Hour Traffic Volumes

(XX)

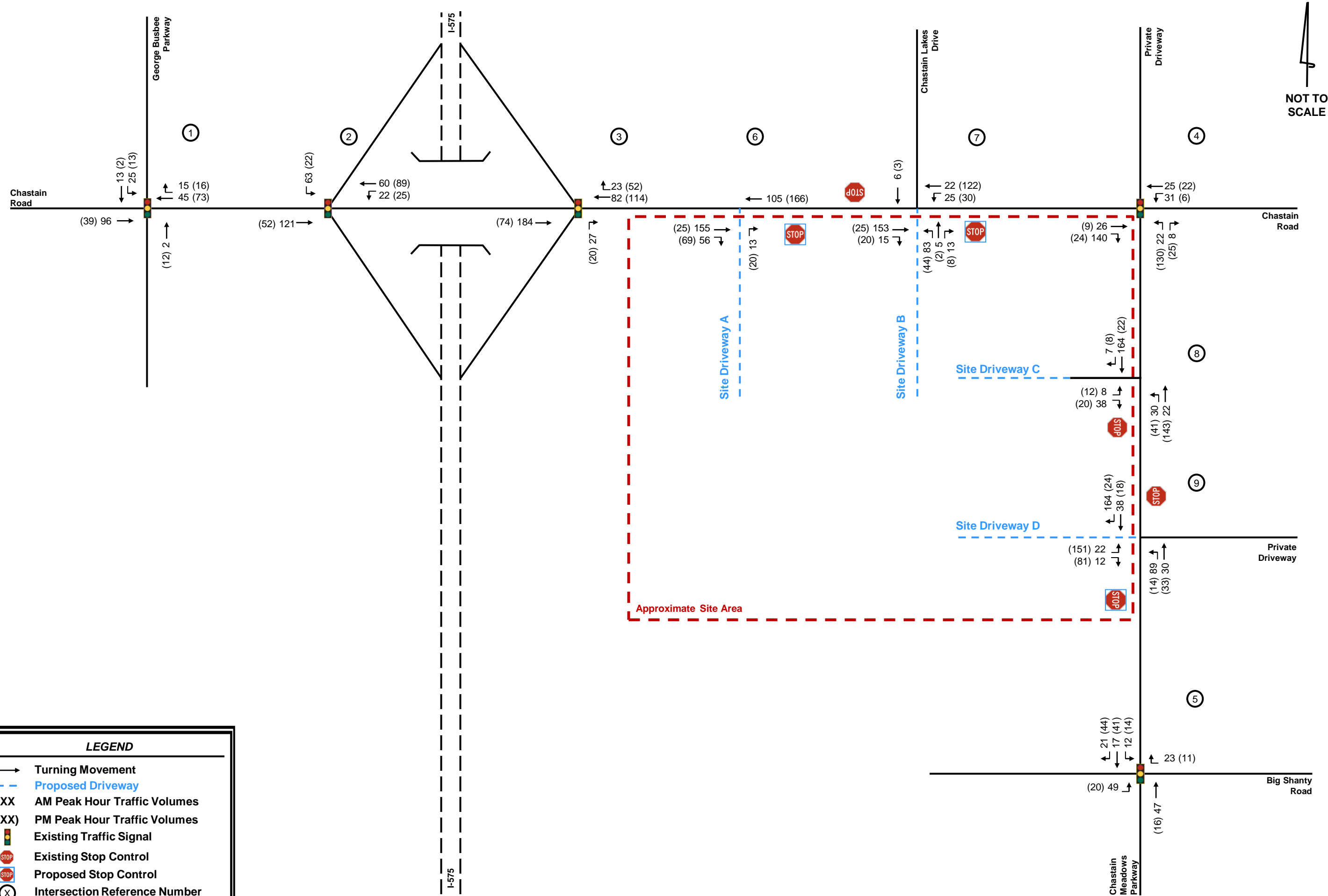
PM Peak Hour Traffic Volumes

Existing Traffic Signal

Existing Stop Control

Proposed Stop Control

Intersection Reference Number



5.1 Chastain Road at George Busbee Parkway (Intersection 1)

Overall LOS Standard: E Approach LOS Standard: E		George Busbee Parkway			George Busbee Parkway			Chastain Road			Chastain Road		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	D (35.8)										
		Approach LOS	E (62.4)			E (64.1)			C (31.0)			C (26.2)	
		Storage	150		150	125			400		250	525	275
		50th Queue	17	63	0	198	86		157	216	0	242	2
		95th Queue	36	97	70	315	127		228	291	0	186	3
	PM	Overall LOS	D (41.9)										
		Approach LOS	E (78.5)			E (55.7)			D (35.7)			C (30.8)	
		Storage	150		150	125			400		250	525	275
		50th Queue	29	183	1	173	191		163	216	0	230	47
		95th Queue	54	261	89	253	254		235	280	3	180	18
NO-BUILD (SIGNAL)	AM	Overall LOS	D (38.0)										
		Approach LOS	E (62.8)			E (75.4)			C (31.8)			C (26.6)	
		Storage	150		150	125			400		250	525	275
		50th Queue	18	65	0	219	91		164	247	0	265	0
		95th Queue	37	100	70	365	132		236	324	0	196	0
	PM	Overall LOS	D (43.0)										
		Approach LOS	E (79.5)			E (55.8)			D (37.3)			C (32.3)	
		Storage	150		150	125			400		250	525	275
		50th Queue	30	193	10	188	200		170	239	0	273	0
		95th Queue	55	277	105	273	264		243	305	5	222	0
BUILD (SIGNAL)	AM	Overall LOS	D (38.6)										
		Approach LOS	E (62.9)			E (73.8)			C (33.3)			C (27.5)	
		Storage	150		150	125			400		250	525	275
		50th Queue	18	66	0	237	94		164	285	0	267	0
		95th Queue	37	101	70	393	136		236	369	0	215	0
	PM	Overall LOS	D (43.8)										
		Approach LOS	E (77.9)			E (56.8)			D (38.2)			C (33.4)	
		Storage	150		150	125			400		250	525	275
		50th Queue	30	201	15	200	201		170	253	0	274	0
		95th Queue	55	281	110	312	265		243	321	5	237	0

The intersection of Chastain Road at George Busbee Parkway (Intersection 1) is projected to operate at an acceptable overall LOS under the Existing 2023, Projected 2025 No-Build, and Projected 2025 Build conditions. Due to the increase in volume on the intersection, the northbound and southbound approaches failed during the AM and PM peak hours. To accommodate the increase in traffic, the split time for the approaches were adjusted to accommodate the additional demand, per the GRTA DRI Review Procedures. As a result, the northbound and southbound approaches operate at an acceptable LOS under Projected 2025 Build conditions. Since a change in signal timing would improve the northbound and southbound approaches to an acceptable LOS, no physical improvements are recommended to be conditioned.

5.2 Chastain Road at I-575 Southbound Ramps (Intersection 2)

Overall LOS Standard: E Approach LOS Standard: E			I-575 Southbound Ramps			I-575 Southbound Ramps			Chastain Road			Chastain Road		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	B (12.6)											
		Approach LOS				F (81.4)			A (9.4)			A (4.8)		
		Storage						250				350		
		50th Queue					143	1347		57	0	3	6	
		95th Queue					235	1612		101	3	41	8	
	PM	Overall LOS	A (6.1)											
		Approach LOS				F (80.1)			A (5.9)			A (2.2)		
		Storage						250				350		
		50th Queue					58	1293		110	0	9	71	
		95th Queue					109	1556		117	1	60	163	
NO-BUILD (SIGNAL)	AM	Overall LOS	B (18.0)											
		Approach LOS				F (111.5)			B (11.4)			A (6.3)		
		Storage						250				350		
		50th Queue					202	1460		66	0	33	103	
		95th Queue					362	1725		109	3	52	127	
	PM	Overall LOS	A (8.1)											
		Approach LOS				F (87.8)			A (7.3)			A (3.0)		
		Storage						250				350		
		50th Queue					92	1439		116	0	15	117	
		95th Queue					157	1704		130	0	25	138	
BUILD (SIGNAL)	AM	Overall LOS	C (21.0)											
		Approach LOS				E (77.8)			B (17.3)			B (11.0)		
		Storage						250				350		
		50th Queue					244	1478		513	0	71	159	
		95th Queue					374	1743		634	4	157	195	
	PM	Overall LOS	A (9.2)											
		Approach LOS				E (79.4)			A (8.5)			A (4.0)		
		Storage						250				350		
		50th Queue					109	1460		556	0	26	178	
		95th Queue					178	1725		686	3	71	210	

The intersection of Chastain Road at I-575 Southbound Ramps (Intersection 2) is projected to operate at an acceptable overall LOS under the Existing 2023, Projected 2025 No-Build, and Projected 2025 Build conditions. However, the southbound approach fails under all studied scenarios. Due to the increase in volume on the southbound movement during the AM and PM peak hour, the split time for the approach was adjusted to accommodate the additional demand, per the GRTA DRI Review Procedures. As a result, the southbound approach operates at an acceptable LOS under Projected 2025 Build conditions. Since a change in signal timing would improve the southbound approach to an acceptable LOS, no physical improvements are recommended to be conditioned.

Significant queueing is projected along the southbound free-flow right-turn movement. The Town Center CID is investigating a new right-turn slip lane from the I-575 Southbound Ramp to Townpark Drive, which will alleviate the queueing on this movement. The *Chastain Meadows* development will not be adding any additional traffic to the southbound right-turn movement of Intersection 2 and will not further impact the southbound right-turn queueing.

5.3 Chastain Road at I-575 Northbound Ramps (Intersection 3)

Overall LOS Standard: E Approach LOS Standard: E		I-575 Northbound Ramps			I-575 Northbound Ramps			Chastain Road			Chastain Road		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	C (22.0)										
		Approach LOS	E (63.0)						C (19.7)			B (13.7)	
		Storage	425						400				175
		50th Queue	87		0				243	67		160	0
		95th Queue	125		54				309	178		244	4
	PM	Overall LOS	C (28.6)										
		Approach LOS	E (72.1)						C (25.7)			C (21.9)	
		Storage	425						400				175
		50th Queue	121		0				270	18		282	25
		95th Queue	164		64				316	21		396	77
NO-BUILD (SIGNAL)	AM	Overall LOS	C (24.9)										
		Approach LOS	E (63.3)						C (24.2)			B (15.0)	
		Storage	425						400				175
		50th Queue	91		0				259	89		177	0
		95th Queue	129		58				306	130		267	15
	PM	Overall LOS	C (32.6)										
		Approach LOS	E (72.2)						C (31.6)			C (24.8)	
		Storage	425						400				175
		50th Queue	126		0				419	95		350	49
		95th Queue	170		67				466	137		486	123
BUILD (SIGNAL)	AM	Overall LOS	C (25.0)										
		Approach LOS	E (67.4)						C (24.0)			B (15.5)	
		Storage	425						400				175
		50th Queue	98		14				280	120		213	3
		95th Queue	138		82				329	170		312	32
	PM	Overall LOS	C (32.7)										
		Approach LOS	E (72.2)						C (32.0)			C (25.5)	
		Storage	425						400				175
		50th Queue	126		0				421	107		412	66
		95th Queue	170		72				470	153		566	155

The intersection of Chastain Road at I-575 Northbound Ramps (Intersection 3) is projected to operate at an acceptable overall LOS under the Existing 2023, Projected 2025 No-Build, and Projected 2025 Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are recommended to be conditioned.

5.4 Chastain Road at Chastain Meadows Parkway/Private Driveway (Intersection 4)

Overall LOS Standard: E Approach LOS Standard: E			Chastain Meadows Parkway			Private Driveway			Chastain Road			Chastain Road		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	A (8.5)											
		Approach LOS	D (45.1)			D (53.8)			B (9.7)			A (5.6)		
		Storage	175					50	150		125	175		200
		50th Queue	15	16	0		5	0	1	78	0	42	47	0
		95th Queue	44	44	40		19	0	5	145	35	128	124	0
	PM	Overall LOS	C (17.3)											
		Approach LOS	D (49.4)			D (52.6)			B (12.9)			A (7.0)		
		Storage	175					50	150		125	175		200
		50th Queue	82	82	75		6	0	3	136	0	32	63	0
		95th Queue	147	145	274		23	0	15	252	3	89	142	0
NO-BUILD (SIGNAL)	AM	Overall LOS	B (10.6)											
		Approach LOS	D (44.7)			D (53.8)			B (10.4)			A (7.9)		
		Storage	175					50	150		125	175		200
		50th Queue	27	27	0		5	0	1	87	0	51	50	0
		95th Queue	63	65	51		19	0	5	151	43	169	130	0
	PM	Overall LOS	C (26.2)											
		Approach LOS	E (68.8)			D (52.6)			B (15.4)			A (8.6)		
		Storage	175					50	150		125	175		200
		50th Queue	140	140	171		6	0	3	144	4	37	67	0
		95th Queue	280	281	381		23	0	15	264	45	100	148	0
BUILD (SIGNAL)	AM	Overall LOS	B (13.3)											
		Approach LOS	D (45.0)			D (53.8)			B (10.9)			B (11.8)		
		Storage	175					50	150		125	175		200
		50th Queue	36	37	0		5	0	1	98	0	57	52	0
		95th Queue	81	81	59		19	0	5	158	48	233	135	0
	PM	Overall LOS	C (29.0)											
		Approach LOS	E (65.3)			D (52.6)			B (17.9)			B (10.3)		
		Storage	175					50	150		125	175		200
		50th Queue	191	189	188		6	0	3	163	11	44	80	0
		95th Queue	366	362	402		23	0	16	284	60	112	168	0

The intersection of Chastain Road at Chastain Meadows Parkway/Private Driveway (Intersection 4) is projected to operate at an acceptable overall LOS under the Existing 2023, Projected 2025 No-Build, and Projected 2025 Build conditions. However, the northbound approach fails under the Projected 2025 Build conditions. Due to the increase in volume on the northbound movement during the PM peak hour, the split time for the approach was adjusted to accommodate the additional demand, per the GRTA DRI Review Procedures. As a result, the northbound approach operates at an acceptable LOS under Projected 2025 Build conditions. Since a change in signal timing would improve the northbound approach to an acceptable LOS, no physical improvements are recommended to be conditioned.

It is recommended to pull the nose of the median along the south leg of Chastain Meadows Parkway back approximately 60 feet and replace with striping. This is to enable the heavy vehicles entering the site to make a right-turn from Chastain Road to Chastain Meadows Parkway.

5.5 Chastain Meadows Parkway at Big Shanty Road (Intersection 5)

Overall LOS Standard: E Approach LOS Standard: E		Chastain Meadows Parkway			Chastain Meadows Parkway			Big Shanty Road			Big Shanty Road		
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	C (24.1)										
		Approach LOS	B (10.4)			B (14.1)			C (32.7)			C (33.8)	
		Storage	175			150			250			200	
		50th Queue	22	10		1	44		52	81	0	20	44
		95th Queue	44	30		7	76		94	145	47	45	73
	PM	Overall LOS	C (30.7)										
		Approach LOS	B (13.0)			B (16.3)			E (55.2)			D (38.5)	
		Storage	175			150			250			200	
		50th Queue	102	48		1	28		120	87	0	13	69
		95th Queue	182	98		4	57		236	171	50	34	108
NO-BUILD (SIGNAL)	AM	Overall LOS	C (24.1)										
		Approach LOS	B (11.1)			B (15.4)			C (32.9)			C (34.6)	
		Storage	175			150			250			200	
		50th Queue	24	13		2	64		60	85	0	26	47
		95th Queue	47	36		8	102		107	160	50	55	78
	PM	Overall LOS	C (34.3)										
		Approach LOS	B (14.9)			B (16.7)			E (67.4)			D (39.3)	
		Storage	175			150			250			200	
		50th Queue	119	62		2	33		139	90	0	14	73
		95th Queue	260	124		10	64		271	181	51	36	114
BUILD (SIGNAL)	AM	Overall LOS	C (24.8)										
		Approach LOS	B (11.8)			B (15.5)			D (35.3)			C (35.0)	
		Storage	175			150			250			200	
		50th Queue	24	20		5	68		83	85	0	26	50
		95th Queue	47	49		15	108		150	160	50	55	82
	PM	Overall LOS	D (34.3)										
		Approach LOS	B (17.2)			B (17.8)			E (64.9)			D (39.8)	
		Storage	175			150			250			200	
		50th Queue	122	66		6	43		147	89	0	14	75
		95th Queue	311	134		18	79		289	175	51	35	117

The intersection of Chastain Meadows Parkway at Big Shanty Road (Intersection 5) is projected to operate at an acceptable overall LOS under the Existing 2023, Projected 2025 No-Build, and Projected 2025 Build conditions. However, the eastbound approach fails under the Projected 2025 Build conditions. Due to the increase in volume on the eastbound movement during the PM peak hour, the split time for the approach was adjusted to accommodate the additional demand, per the GRTA DRI Review Procedures. As a result, the eastbound approach operates at an acceptable LOS under Projected 2025 Build conditions. Since a change in signal timing would improve the eastbound approach to an acceptable LOS, no physical improvements are recommended to be conditioned. Additionally, the planned Big Shanty Road widening project (Cobb SPLOST X2411) will improve the LOS at this intersection.

5.6 Chastain Road at Site Driveway A (Intersection 6)

Overall LOS Standard: E
Approach LOS Standard: E

			Site Driveway A						Chastain Road			Chastain Road		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
BUILD (TWSC)	AM	Overall LOS	(0.1)											
		Approach LOS	B (11.2)											
		Storage												
		50th Queue												
		95th Queue			3									
	PM	Overall LOS	(0.1)											
		Approach LOS	B (10.7)											
		Storage												
		50th Queue												
		95th Queue			3									

The intersection of Chastain Road at Site Driveway A (Intersection 6) is projected to operate at an acceptable overall LOS under the Projected 2025 Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. The following laneage configuration is recommended for the intersection (shown in blue on **Figure 18**):

- On the site, construct a northbound exclusive right-turn lane exiting the site.
- Construct an exclusive eastbound right-turn lane along Chastain Road entering the site.

5.7 Chastain Road at Chastain Lakes Drive/Site Driveway B (Intersection 7)

Overall LOS Standard: E
Approach LOS Standard: E

			Site Driveway B			Chastain Lakes Drive			Chastain Road			Chastain Road		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (TWSC)	AM	Overall LOS	(0.6)											
		Approach LOS				B (11.7)			A (8.7)			A (8.7)		
		Storage												
		50th Queue												
		95th Queue					8		3			0		
	PM	Overall LOS	(0.5)											
		Approach LOS				B (12.2)			A (8.8)			A (8.7)		
		Storage												
		50th Queue												
		95th Queue					8		5			0		
NO-BUILD (TWSC)	AM	Overall LOS	(0.6)											
		Approach LOS				B (12.3)			A (8.7)			A (9.2)		
		Storage												
		50th Queue												
		95th Queue					10		3			0		
	PM	Overall LOS	(0.5)											
		Approach LOS				B (13.1)			A (9.1)			A (9.0)		
		Storage												
		50th Queue												
		95th Queue					8		5			0		
BUILD (TWSC)	AM	Overall LOS	(1.7)											
		Approach LOS	C (22.6)			B (14.5)			A (8.8)			A (9.1)		
		Storage												
		50th Queue												
		95th Queue	38		3		15		3			3		
	PM	Overall LOS	(1.0)											
		Approach LOS	C (20.2)			C (15.2)			A (9.6)			A (8.8)		
		Storage												
		50th Queue												
		95th Queue	123		0		68		5			3		

The intersection of Chastain Road at Chastain Lakes Drive/Site Driveway B (Intersection 7) is projected to operate at an acceptable overall LOS under the Existing 2023, Projected 2025 No-Build, and Projected 2025 Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. Site Driveway B will be constructed as the 4th leg of the existing T-intersection. The following laneage configuration is recommended for the intersection (shown in blue on **Figure 18**):

- On the site, construct a northbound shared left-turn/through lane and a northbound exclusive right-turn lane exiting the site.
- Utilize the existing westbound U-turn/left-turn lane along Chastain Road to enter the site.
- Construct an exclusive eastbound right-turn lane along Chastain Road entering the site.

5.8 Chastain Meadows Parkway at Site Driveway C (Intersection 8)

Overall LOS Standard: E Approach LOS Standard: E			Chastain Meadows Parkway			Chastain Meadows Parkway			Site Driveway C					
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (TWSC)	AM	Overall LOS	(0.1)											
		Approach LOS	A (8.1)						B (10.5)					
		Storage												
		50th Queue												
		95th Queue	0						0					
	PM	Overall LOS	(0.2)											
		Approach LOS	A (0.0)						B (10.5)					
		Storage												
		50th Queue												
		95th Queue	0						3					
NO-BUILD (TWSC)	AM	Overall LOS	(0.1)											
		Approach LOS	A (8.4)						B (11.4)					
		Storage												
		50th Queue												
		95th Queue	0						0					
	PM	Overall LOS	(0.1)											
		Approach LOS	A (0.0)						B (11.3)					
		Storage												
		50th Queue												
		95th Queue	0						3					
BUILD (TWSC)	AM	Overall LOS	(0.9)											
		Approach LOS	A (9.1)						B (15.8)					
		Storage												
		50th Queue												
		95th Queue	3						8					
	PM	Overall LOS	(0.7)											
		Approach LOS	A (7.8)						B (17.1)					
		Storage												
		50th Queue												
		95th Queue	3						8					

The intersection of Chastain Meadows Parkway at Site Driveway C (Intersection 8) is projected to operate at an acceptable overall LOS under the Existing 2023, Projected 2025 No-Build, and Projected 2025 Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. Site Driveway C will be constructed to connect to an existing stub to an opening along Chastain Meadows Parkway. The following laneage configuration is recommended for the intersection (shown in blue on **Figure 18**):

- On the site, construct an eastbound driveway that connects to the existing stub along Chastain Meadows Parkway with one ingress lane entering the site and one egress lane exiting the site.

5.9 Chastain Meadows Parkway at Private Driveway/Site Driveway D (Intersection 9)

Overall LOS Standard: E Approach LOS Standard: E			Chastain Meadows Parkway			Chastain Meadows Parkway			Site Driveway D			Private Driveway		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (TWSC)	AM	Overall LOS	(0.4)											
		Approach LOS	A (0.0)			A (7.8)						B (10.8)		
		Storage												
		50th Queue												
		95th Queue	0			3						0		0
	PM	Overall LOS	(0.2)											
		Approach LOS	A (0.0)			A (0.0)						B (11.5)		
		Storage												
		50th Queue												
		95th Queue	0			0						0		3
NO-BUILD (TWSC)	AM	Overall LOS	(0.3)											
		Approach LOS	A (0.0)			A (7.9)						B (11.6)		
		Storage												
		50th Queue												
		95th Queue	0			3						0		0
	PM	Overall LOS	(0.2)											
		Approach LOS	A (0.0)			A (0.0)						B (13.0)		
		Storage												
		50th Queue												
		95th Queue	0			0						0		3
BUILD (TWSC)	AM	Overall LOS	(1.3)											
		Approach LOS	A (9.9)			A (8.0)			C (16.4)			C (15.1)		
		Storage												
		50th Queue												
		95th Queue	10			3			10			0		0
	PM	Overall LOS	(3.1)											
		Approach LOS	A (7.8)			A (0.0)			C (19.8)			B (13.7)		
		Storage												
		50th Queue												
		95th Queue	0			0			95			0		3

The intersection of Chastain Meadows Parkway at Private Driveway/Site Driveway D (Intersection 9) is projected to operate at an acceptable overall LOS under the Existing 2023, Projected 2025 No-Build, and Projected 2025 Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. Site Driveway D will be constructed as the 4th leg of the existing T-intersection. The following laneage configuration is recommended for the intersection (shown in blue on **Figure 18**):

- On the site, construct an eastbound exclusive left-turn lane and an eastbound exclusive right-turn lane exiting the site.
- Utilize the existing northbound U-turn/left-turn lane along Chastain Meadows Parkway to enter the site.
- Construct an exclusive southbound right-turn lane along Chastain Meadows Parkway entering the site.

LEGEND

→

Existing Roadway Laneage

— —

Proposed Driveway

XX

AM Peak Hour Traffic Volumes

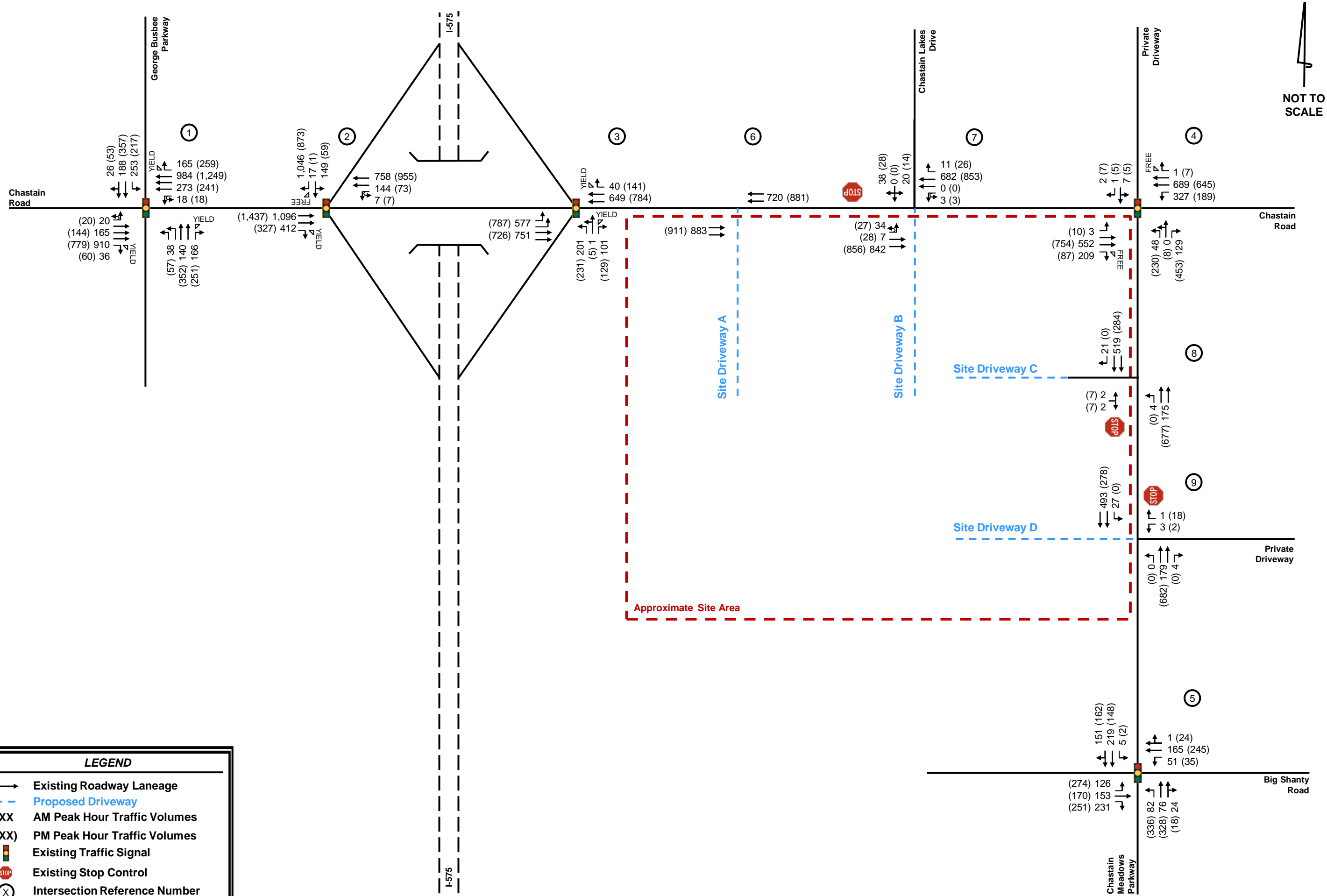
(XX)

PM Peak Hour Traffic Volumes

Existing Traffic Signal

Existing Stop Control

Intersection Reference Number



LEGEND

→

Existing Roadway Laneage

— —

Proposed Driveway

XX

AM Peak Hour Traffic Volumes

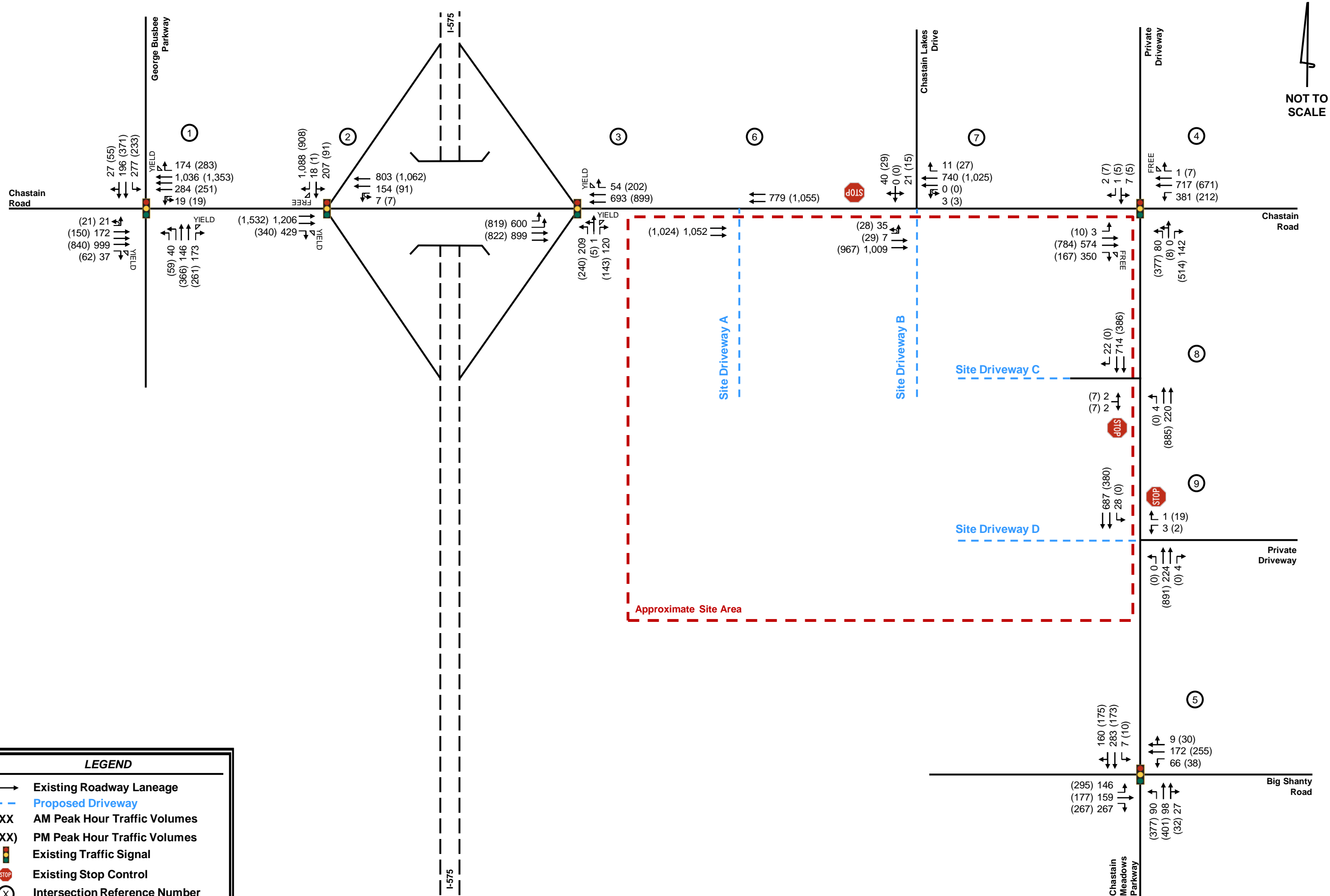
(XX)

PM Peak Hour Traffic Volumes

Existing Traffic Signal

Existing Stop Control

Intersection Reference Number



LEGEND

Existing Roadway Laneage

Proposed Roadway Laneage

Proposed Driveway

XX

AM Peak Hour Traffic Volumes

(XX)

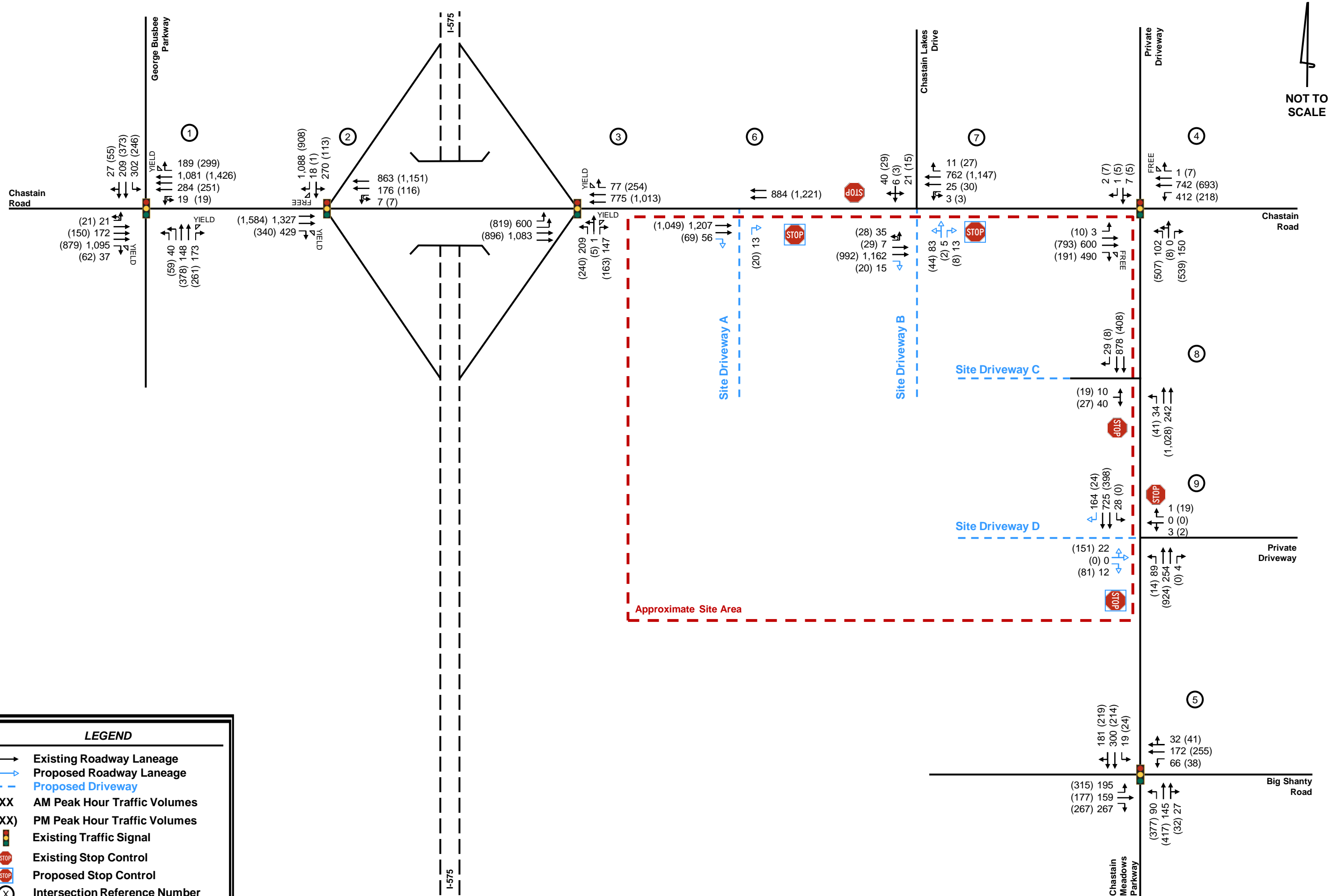
PM Peak Hour Traffic Volumes

Existing Traffic Signal

Existing Stop Control

Proposed Stop Control

Intersection Reference Number



APPENDIX A

Proposed Site Plan

SCALE: NTS

CIVIL ENGINEER:
PAULSON MITCHELL, INC.
PHONE: (770) 650-7685
CONTACT: JOHN WISE
ADDRESS: 85-A MILL STREET
SUITE 200
ROSWELL, GA 30075

LIGHT INDUSTRIAL	RED
RETAIL	BLUE
RESIDENTIAL	MAGENTA
TOWNHOME	GREEN

SITE ANALYSIS

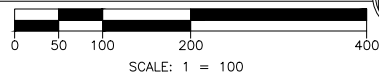
PVC TRACT	±25.00 ACRES
RETAIL	±30,000 S.F.
AGE RESTRICTED RESIDENTIAL (±6.0 AC)	±220 UNITS
TOWNHOME LOTS (24ftx75ft)	140 LOTS
TOTAL OPEN SPACE AREA	±178,000 S.F.
LIGHT INDUSTRIAL TRACT	±32.28 ACRES
BUILDING A	±140,000 S.F.
BUILDING B	±165,000 S.F.
BUILDING C	±120,000 S.F.
TOTAL BUILDING AREA	±425,000 S.F.
TOTAL SITE AREA	±57.28 ACRES
PROPOSED DEDICATED R.O.W.	±0.15 ACRES
TOTAL SITE AREA (NET)	±57.13 ACRES
MINIMUM PARKING REQUIREMENTS	(NO MAXIMUM REQUIREMENTS)
COMMUNITY RETAIL: (1 SP/200 S.F.)	204 SPACES PROVIDED
INDEPENDENT LIVING FACILITIES: (1.5 SP/UNIT)	330 SPACES PROVIDED
TOWNHOUSES: (2 SP/UNIT)	280 SPACES PROVIDED
WAREHOUSES: (1 SP/2,000 S.F.)	433 SPACES PROVIDED

OPEN SPACE: PVC
REQUIRED: 323 UNITS x 550 SF /UNIT = 177,650 S.F. (4.08 ACRES)
PROVIDED: ±178,000 S.F.

SITE DENSITY

RETAIL PROPOSED	±30,000 S.F.
RETAIL LAND AREA	±5.0 ACRES
RETAIL FAR	0.14 FAR
LIGHT INDUSTRIAL PROPOSED	±425,000 S.F.
LIGHT INDUSTRIAL LAND AREA	±32.28 ACRES
LIGHT INDUSTRIAL FAR	0.30 FAR
AGE RESTRICTED UNITS PROPOSED	220 UNITS
AGE RESTRICTED LAND AREA	±6.0 ACRES
AGE RESTRICTED DENSITY	36.7 UNITS/ACRE
TOWNHOME UNITS PROPOSED	140 UNITS
TOWNHOME LAND AREA	±14.0 ACRES
TOWNHOME DENSITY	10 UNITS/ACRE

DRI SITE PLAN



PAULSON MITCHELL
INCORPORATED

PROJECT:

DRI #3940

CHASTAIN ROAD
UNINCORPORATED
COBB COUNTY, GEORGIA

FOR:



3715 NORTHSIDE PARKWAY
BUILDING 400, SUITE 425
ATLANTA, GEORGIA 30327

REVISIONS

[illegible]

Know what's below.
Call before you dig.

24 HR EMERGENCY CONTACT
MR. CHRISTOPHER SHAW
404-852-4292

06.12.2023

2022209 DRI - 06.12.2023.dwg

DRI SITE PLAN

SHEET

EX-1

APPENDIX B

Trip Generation Analysis

Trip Generation Analysis (11th Ed. with *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
Chastain Meadows DRI #3940
Cobb County, Georgia

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out

<u>Proposed Site Traffic</u>								
-------------------------------------	--	--	--	--	--	--	--	--

110	General Light Industrial	425,000	s.f.	1,648	293	258	35	276	39	237
215	Single-Family Attached Housing	140	d.u.	1,016	67	17	50	80	47	33
252	Senior Adult Housing - Attached	220	occ. d.u.	660	43	15	28	55	31	24
822	Strip Retail Plaza (<40k)	7,500	s.f. gross leasable area	546	24	14	10	63	32	31
932	High-Turnover (Sit-Down) Restaurant	22,500	s.f.	2,412	215	118	97	204	124	80

Gross Trips	6,282	642	422	220	678	273	405
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APPENDIX C

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Chastain Road @ George Busbee Parkway AM PEAK HOUR

Description	George Busbee Parkway Northbound			George Busbee Parkway Southbound			Chastain Road Eastbound				Chastain Road Westbound			
	Left	Through	Right	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2023 Traffic Volumes	38	140	166	253	188	26	20	165	910	36	18	273	984	165
Pedestrians	0			0			1				0			
Conflicting Pedestrians	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Heavy Vehicles	0	3	8	9	4	1	0	2	66	2	0	4	37	3
Heavy Vehicle %	2%	2%	5%	4%	2%	4%	2%	2%	7%	6%	2%	2%	4%	2%
Peak Hour Factor	0.96			0.96			0.96				0.96			
Adjustment														
Adjusted 2023 Volumes	38	140	166	253	188	26	20	165	910	36	18	273	984	165
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
New Road Adjustment														
Chastain Logistics Crossing (Car)				11			42						10	2
Chastain Logistics Crossing (Truck)														
Edison Chastain Meadows Phase II				3			10						2	
2025 Background Traffic	40	146	173	277	196	27	21	172	999	37	19	284	1,036	174
2025 No-Build Heavy Vehicle %	2%	2%	5%	3%	2%	4%	2%	2%	7%	6%	2%	2%	4%	2%
Project Trips														
Trip Distribution IN				5%			20%							
Trip Distribution OUT													20%	5%
Residential Trips	0	0	0	1	0	0	0	0	6	0	0	0	12	3
Trip Distribution IN				10%			25%							
Trip Distribution OUT													25%	10%
Retail Trips	0	0	0	1	0	0	0	0	3	0	0	0	2	1
Trip Distribution IN				10%			25%							
Trip Distribution OUT													25%	10%
Restaurant Trips	0	0	0	10	0	0	0	0	25	0	0	0	23	9
Trip Distribution IN							20%							
Trip Distribution OUT													20%	
Light Industrial Trips (Trucks)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN				5%	5%			25%						
Trip Distribution OUT														
Light Industrial Trips (Cars)	0	2	0	13	13	0	0	0	63	0	0	0	8	2
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balance							-1							
Total Project Trips	0	2	0	25	13	0	0	0	96	0	0	0	45	15
2025 Buildout Total	40	148	173	302	209	27	21	172	1,095	37	19	284	1,081	189
2025 Build Heavy Vehicle %	2%	2%	5%	3%	2%	4%	2%	2%	6%	6%	2%	2%	4%	2%

PM PEAK HOUR

Description	George Busbee Parkway Northbound			George Busbee Parkway Southbound			Chastain Road Eastbound				Chastain Road Westbound					
	Left	Through	Right	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right		
Observed 2023 Traffic Volumes	57	352	251	217	357	53	20	144	779	60	18	241	1,249	259		
Pedestrians	4			0			1				4					
Conflicting Pedestrians	1		4	4		1	0	0		4	0	4		0		
Heavy Vehicles	0	1	1	2	2	2	0	1	22	1	0	0	32	1		
Heavy Vehicle %	2%	2%	2%	2%	2%	4%	2%	2%	3%	2%	2%	2%	3%	2%		
Peak Hour Factor	0.96			0.96			0.96				0.96					
Adjustment																
Adjusted 2023 Volumes	57	352	251	217	357	53	20	144	779	60	18	241	1249	259		
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%		
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040		
New Road Adjustment																
Chastain Logistics Crossing (Car)				7			28							44	11	
Chastain Logistics Crossing (Trucks)																
Edison Chastain Meadows Phase II							2							10	3	
2025 Background Traffic	59	366	261	233	371	55	21	150	840	62	19	251	1,353	283		
2025 No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	4%	2%	2%	3%	2%	2%	2%	2%	2%		
Project Trips																
Trip Distribution IN				5%			20%									
Trip Distribution OUT														20%	5%	
Residential Trips	0	0	0	3	0	0	0	0	11	0	0	0	8	2		
Trip Distribution IN				10%			25%									
Trip Distribution OUT														25%	10%	
Retail Trips	0	0	0	1	0	0	0	0	2	0	0	0	3	1		
Trip Distribution IN				10%			25%									
Trip Distribution OUT														25%	10%	
Restaurant Trips	0	0	0	7	0	0	0	0	17	0	0	0	5	2		
Trip Distribution IN																
Trip Distribution OUT														20%		
Light Industrial Trips (Trucks)	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Trip Distribution IN				5%		5%	25%									
Trip Distribution OUT														25%	5%	
Light Industrial Trips (Cars)	0	12	0	2	2	0	0	0	9	0	0	0	58	12		
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Project Trips Balance															-1	-1
Total Project Trips	0	12	0	13	2	0	0	0	39	0	0	0	73	16		
2025 Buildout Total	59	378	261	246	373	55	21	150	879	62	19	251	1,426	299		
2025 Build Heavy Vehicle %	2%	2%	2%	2%	2%	4%	2%	2%	3%	2%	2%	2%	2%	2%		

\\sley-bom.com\arc\alps\proj\01100014_chastain meadows dr - cobb county - february 2023\del phase 2analysis\exp_analysis\11bedition_je-2nddaily_fedden pm chastain - no internal capture.dcfint 01

6/7/2023 21:39

INTERSECTION VOLUME DEVELOPMENT

Intersection #2: Chastain Road @ I-575 Southbound Ramp **AM PEAK HOUR**

Description	I-575 Southbound Ramp Northbound			I-575 Southbound Ramp Southbound			Chastain Road Eastbound			U-Turn	Chastain Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right		Left	Through	Right
Observed 2023 Traffic Volumes	0	0	0	149	17	1,046	0	1,096	412	7	144	758	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Pedestrians	0	0	0	2	2	31	0	35	25	0	1	24	0
Heavy Vehicles %	0%	0%	0%	2%	12%	3%	0%	3%	6%	2%	2%	3%	0%
Peak Hour Factor	0.94			0.94			0.94			0.94			
Adjustment	0	0	0	149	17	1046	0	1096	412	7	144	758	0
Adjusted 2023 Volumes	0	0	0	149	17	1046	0	1096	412	7	144	758	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
New Road Adjustment													
Chastain Logistics Crossing (Car)				42				53			2	12	
Chastain Logistics Crossing (Truck)											1		
Edison Chastain Meadows Phase II				10				13			1	2	
2025 Background Traffic	0	0	0	207	18	1,088	0	1,206	429	7	154	803	0
No-Build Heavy Vehicle %	0%	0%	0%	2%	12%	3%	0%	3%	6%	2%	3%	3%	0%
Project Trips													
Trip Distribution IN				10%				25%			25%	25%	
Trip Distribution OUT													
Residential Trips	0	0	0	3	0	0	0	7	0	0	15	15	0
Trip Distribution IN				10%				35%			5%	35%	
Trip Distribution OUT													
Retail Trips	0	0	0	1	0	0	0	4	0	0	0	3	0
Trip Distribution IN				10%				35%					
Trip Distribution OUT											5%	35%	
Restaurant Trips	0	0	0	10	0	0	0	35	0	0	5	32	0
Trip Distribution IN				15%				20%					
Trip Distribution OUT											25%	20%	
Light Industrial Trips (Trucks)	0	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN				20%				30%					
Trip Distribution OUT											5%	30%	
Light Industrial Trips (Cars)	0	0	0	50	0	0	0	75	0	0	2	10	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balance				-1									
Total Project Trips	0	0	0	63	0	0	0	121	0	0	22	60	0
2025 Buildout Total	0	0	0	270	18	1,088	0	1,327	429	7	176	863	0
Build Heavy Vehicle %	0%	0%	0%	2%	12%	3%	0%	3%	6%	2%	3%	3%	0%

PM PEAK HOUR

Description	I-575 Southbound Ramp Northbound			I-575 Southbound Ramp Southbound			Chastain Road Eastbound			U-Turn	Chastain Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right		Left	Through	Right
Observed 2023 Traffic Volumes	0	0	0	59	1	873	0	1,437	327	7	73	955	0
Pedestrians	0	0	0	0	3	0	0	0	0	0	0	0	0
Conflicting Pedestrians	0	0	0	0	0	0	3	0	0	0	0	3	0
Heavy Vehicles	0	0	0	0	0	24	0	29	2	0	0	12	0
Heavy Vehicle %	0%	0%	0%	2%	2%	3%	0%	2%	2%	2%	2%	2%	0%
Peak Hour Factor	0.96			0.96			0.96			0.96			
Adjustment	0	0	0	59	1	873	0	1437	327	7	73	955	0
Adjusted 2023 Volumes	0	0	0	59	1	873	0	1437	327	7	73	955	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
New Road Adjustment													
Chastain Logistics Crossing (Car)				28				35			11	55	
Chastain Logistics Crossing (Truck)											1		
Edison Chastain Meadows Phase II				2				2			3	13	
2025 Background Traffic	0	0	0	91	1	908	0	1,532	340	7	91	1,062	0
No-Build Heavy Vehicle %	0%	0%	0%	2%	2%	3%	0%	2%	2%	2%	3%	2%	0%
Project Trips													
Trip Distribution IN				10%				25%			25%	25%	
Trip Distribution OUT													
Residential Trips	0	0	0	6	0	0	0	14	0	0	10	10	0
Trip Distribution IN				10%				35%			5%	35%	
Trip Distribution OUT													
Retail Trips	0	0	0	1	0	0	0	3	0	0	1	4	0
Trip Distribution IN				10%				35%					
Trip Distribution OUT											5%	35%	
Restaurant Trips	0	0	0	7	0	0	0	24	0	0	1	6	0
Trip Distribution IN				15%				20%			25%	20%	
Trip Distribution OUT													
Light Industrial Trips (Trucks)	0	0	0	0	0	0	0	0	0	0	1	0	0
Trip Distribution IN				20%				30%					
Trip Distribution OUT											5%	30%	
Light Industrial Trips (Cars)	0	0	0	7	0	0	0	11	0	0	12	69	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balance				1									
Total Project Trips	0	0	0	22	0	0	0	52	0	0	25	89	0
2025 Buildout Total	0	0	0	113	1	908	0	1,584	340	7	116	1,151	0
Build Heavy Vehicle %	0%	0%	0%	2%	2%	3%	0%	2%	2%	2%	3%	2%	0%

INTERSECTION VOLUME DEVELOPMENT

Intersection #3: Chastain Road @ I-575 Northbound Ramp **AM PEAK HOUR**

Description	I-575 Northbound Ramp Northbound			I-575 Northbound Ramp Southbound			Chastain Road Eastbound			Chastain Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	201	1	101	0	0	0	577	751	0	0	649	40
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	2	0	0	0	0	0	13	18	0	0	26	0
Heavy Vehicle %	2%	2%	2%	0%	0%	0%	2%	2%	0%	0%	4%	2%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2023 Volumes	201	1	101	0	0	0	577	751	0	0	649	40
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
New Road Adjustment												
Chastain Logistics Crossing (Car)			11					95			14	10
Chastain Logistics Crossing (Truck)			1								1	
Edison Chastain Meadows Phase II			3					23			3	2
2025 Background Traffic	209	1	120	0	0	0	600	899	0	0	693	54
No-Build Heavy Vehicle %	2%	2%	3%	0%	0%	0%	2%	2%	0%	0%	4%	2%
Project Trips												
Trip Distribution IN			25%					35%				
Trip Distribution OUT											50%	10%
Residential Trips	0	0	7	0	0	0	0	10	0	0	30	6
Trip Distribution IN			5%					45%				
Trip Distribution OUT											40%	10%
Retail Trips	0	0	1	0	0	0	0	5	0	0	3	1
Trip Distribution IN			5%					45%				
Trip Distribution OUT											40%	10%
Restaurant Trips	0	0	5	0	0	0	0	45	0	0	37	9
Trip Distribution IN			25%					35%				
Trip Distribution OUT											45%	15%
Light Industrial Trips (Trucks)	0	0	1	0	0	0	0	1	0	0	1	0
Trip Distribution IN			5%					50%				
Trip Distribution OUT											35%	20%
Light Industrial Trips (Cars)	0	0	13	0	0	0	0	125	0	0	11	6
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balance								-2				1
Total Project Trips	0	0	27	0	0	0	0	184	0	0	82	23
2025 Buildout Total	209	1	147	0	0	0	600	1,083	0	0	775	77
Build Heavy Vehicle %	2%	2%	3%	0%	0%	0%	2%	2%	0%	0%	4%	2%

PM PEAK HOUR

Description	I-575 Northbound Ramp Northbound			I-575 Northbound Ramp Southbound			Chastain Road Eastbound			Chastain Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	231	5	129	0	0	0	787	726	0	0	784	141
Pedestrians		0			1			0			0	
Conflicting Pedestrians	0	0	0	0	0	0	1	0	0	0	0	1
Heavy Vehicles	0	0	1	0	0	0	13	20	0	0	13	1
Heavy Vehicle %	2%	2%	2%	0%	0%	0%	2%	3%	0%	0%	2%	2%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2023 Volumes	231	5	129	0	0	0	787	726	0	0	784	141
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
New Road Adjustment												
Chastain Logistics Crossing (Car)			7					63			66	44
Chastain Logistics Crossing (Truck)			1								1	
Edison Chastain Meadows Phase II			1					4			16	11
2025 Background Traffic	240	5	143	0	0	0	819	822	0	0	899	202
No-Build Heavy Vehicle %	2%	2%	3%	0%	0%	0%	2%	3%	0%	0%	2%	2%
Project Trips												
Trip Distribution IN			25%					35%				
Trip Distribution OUT											50%	10%
Residential Trips	0	0	14	0	0	0	0	20	0	0	21	4
Trip Distribution IN			5%					45%				
Trip Distribution OUT											40%	10%
Retail Trips	0	0	0	0	0	0	0	4	0	0	4	1
Trip Distribution IN			5%					45%				
Trip Distribution OUT											40%	10%
Restaurant Trips	0	0	3	0	0	0	0	31	0	0	7	2
Trip Distribution IN			25%					35%				
Trip Distribution OUT											45%	15%
Light Industrial Trips (Trucks)	0	0	1	0	0	0	0	1	0	0	1	0
Trip Distribution IN			5%					50%				
Trip Distribution OUT											35%	20%
Light Industrial Trips (Cars)	0	0	2	0	0	0	0	18	0	0	81	46
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balance												-1
Total Project Trips	0	0	20	0	0	0	0	74	0	0	114	52
2025 Buildout Total	240	5	163	0	0	0	819	896	0	0	1,013	254
Build Heavy Vehicle %	2%	2%	3%	0%	0%	0%	2%	2%	0%	0%	2%	2%

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INTERSECTION VOLUME DEVELOPMENT

Intersection #4: Chastain Road @ Chastain Meadows Parkway / Private Driveway **AM PEAK HOUR**

Description	Chastain Meadows Parkway			Private Driveway			Chastain Road			Chastain Road		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	48	0	129	7	1	2	3	552	209	327	689	1
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	0	7	0	0	0	0	23	1	9	25	0
Heavy Vehicle %	2%	0%	5%	2%	2%	2%	2%	4%	2%	3%	4%	2%
Peak Hour Factor	0.94			0.94			0.94			0.94		
Adjustment												
Adjusted 2023 Volumes	48	0	129	7	1	2	3	552	209	327	689	1
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
New Road Adjustment												
Chastain Logistics Crossing (Car)	24		3						106	15		
Chastain Logistics Crossing (Truck)	1								1			
Edison Chastain Meadows Phase II	5		5						26	26		
2025 Background Traffic	80	0	142	7	1	2	3	574	350	381	717	1
No-Build Heavy Vehicle %	3%	0%	5%	2%	2%	2%	2%	4%	2%	2%	4%	2%
Project Trips												
Trip Distribution IN									5%		10%	
Trip Distribution OUT	5%							10%				
Residential Trips	3	0	0	0	0	0	0	6	1	0	3	0
Trip Distribution IN										5%	20%	
Trip Distribution OUT			5%					20%				
Retail Trips	0	0	0	0	0	0	0	2	0	1	2	0
Trip Distribution IN										5%	20%	
Trip Distribution OUT			5%					20%				
Restaurant Trips	0	0	5	0	0	0	0	18	0	5	20	0
Trip Distribution IN									60%			
Trip Distribution OUT	60%											
Light Industrial Trips (Trucks)	1	0	0	0	0	0	0	0	1	0	0	0
Trip Distribution IN									55%	10%		
Trip Distribution OUT	55%		10%									
Light Industrial Trips (Cars)	18	0	3	0	0	0	0	0	138	25	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balance												
Total Project Trips	22	0	8	0	0	0	0	26	140	31	25	0
2025 Buildout Total	102	0	150	7	1	2	3	600	490	412	742	1
Build Heavy Vehicle %	3%	0%	5%	2%	2%	2%	2%	4%	2%	2%	4%	2%

PM PEAK HOUR

Description	Chastain Meadows Parkway			Private Driveway			Chastain Road			Chastain Road		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	230	8	453	5	5	7	10	754	87	189	645	7
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	3	0	5	0	0	0	0	18	0	2	9	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment												
Adjusted 2023 Volumes	230	8	453	5	5	7	10	754	87	189	645	7
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
New Road Adjustment												
Chastain Logistics Crossing (Car)	110		16						70	10		
Chastain Logistics Crossing (Truck)	1								1			
Edison Chastain Meadows Phase II	27		27						5	5		
2025 Background Traffic	377	8	514	5	5	7	10	784	167	212	671	7
No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Project Trips												
Trip Distribution IN									5%		10%	
Trip Distribution OUT	5%							10%				
Residential Trips	2	0	0	0	0	0	0	4	3	0	6	0
Trip Distribution IN										5%	20%	
Trip Distribution OUT			5%					20%				
Retail Trips	0	0	1	0	0	0	0	2	0	0	2	0
Trip Distribution IN										5%	20%	
Trip Distribution OUT			5%					20%				
Restaurant Trips	0	0	1	0	0	0	0	4	0	3	14	0
Trip Distribution IN									60%			
Trip Distribution OUT	60%											
Light Industrial Trips (Trucks)	1	0	0	0	0	0	0	0	1	0	0	0
Trip Distribution IN									55%	10%		
Trip Distribution OUT	55%		10%									
Light Industrial Trips (Cars)	127	0	23	0	0	0	0	0	20	4	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balance								-1		-1		
Total Project Trips	130	0	25	0	0	0	0	9	24	6	22	0
2025 Buildout Total	507	8	539	5	5	7	10	793	191	218	693	7
Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

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INTERSECTION VOLUME DEVELOPMENT**Intersection #5: Big Shanty Road @ Chastain Meadows Parkway
AM PEAK HOUR**

Description	Chastain Meadows Parkway Northbound			Chastain Meadows Parkway Southbound			Big Shanty Road Eastbound			Big Shanty Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	82	76	24	5	219	151	126	153	231	51	165	1
Pedestrians	0			3			0			0		
Conflicting Pedestrians	0	1	0	0	5	6	3	2	2	0	0	3
Heavy Vehicles	4	1	0	0	5	6	3	2	2	1	0	0
Heavy Vehicle %	5%	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.89			0.89			0.89			0.89		
Adjustment												
Adjusted 2023 Volumes	82	76	24	5	219	151	126	153	231	51	165	1
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
New Road Adjustment												
Chastain Logistics Crossing (Car)	8			2			3			15		
Chastain Logistics Crossing (Truck)	1			1								
Edison Chastain Meadows Phase II	5	10	2	52						27	13	
2025 Background Traffic	90	98	27	7	283	160	146	159	267	66	172	9
No-Build Heavy Vehicle %	5%	3%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%
Project Trips												
Trip Distribution IN	10%						20%					
Trip Distribution OUT				10%			20%					
Residential Trips	0	3	0	0	6	12	6	0	0	0	0	0
Trip Distribution IN	5%						5%					
Trip Distribution OUT				10%			5%					
Retail Trips	0	1	0	1	0	0	1	0	0	0	0	1
Trip Distribution IN	5%						5%					
Trip Distribution OUT				10%			5%					
Restaurant Trips	0	5	0	9	5	5	5	0	0	0	0	10
Trip Distribution IN	40%											
Trip Distribution OUT				40%								
Light Industrial Trips (Trucks)	0	1	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN	15%						15%					
Trip Distribution OUT				5%			15%					
Light Industrial Trips (Cars)	0	38	0	2	5	5	38	0	0	0	0	13
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balance	-1						-1			-1		
Total Project Trips	0	47	0	12	17	21	49	0	0	0	0	23
2025 Buildout Total	90	145	27	19	300	181	195	159	267	66	172	32
Build Heavy Vehicle %	5%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%

PM PEAK HOUR

Description	Chastain Meadows Parkway Northbound			Chastain Meadows Parkway Southbound			Big Shanty Road Eastbound			Big Shanty Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	336	328	18	2	148	162	274	170	251	35	245	24
Pedestrians	3			0			0			3		
Conflicting Pedestrians	0	0	0	0	0	0	0	3	3	3	0	0
Heavy Vehicles	0	2	0	0	0	3	2	3	1	1	1	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%
Peak Hour Factor	0.92			0.92			0.92			0.92		
Adjustment												
Adjusted 2023 Volumes	336	328	18	2	148	162	274	170	251	35	245	24
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
New Road Adjustment												
Chastain Logistics Crossing (Car)	5			8			10					
Chastain Logistics Crossing (Truck)	1			1								
Edison Chastain Meadows Phase II	27	54	13	10						6	2	
2025 Background Traffic	377	401	32	10	173	175	295	177	267	38	255	30
No-Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%
Project Trips												
Trip Distribution IN	10%						20%					
Trip Distribution OUT				10%			20%					
Residential Trips	0	6	0	0	4	8	11	0	0	0	0	0
Trip Distribution IN	5%						5%					
Trip Distribution OUT				10%			5%					
Retail Trips	0	0	0	1	1	1	0	0	0	0	0	1
Trip Distribution IN	5%						5%					
Trip Distribution OUT				10%			5%					
Restaurant Trips	0	3	0	2	1	1	3	0	0	0	0	7
Trip Distribution IN	40%											
Trip Distribution OUT				40%								
Light Industrial Trips (Trucks)	0	1	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN	15%						15%					
Trip Distribution OUT				5%			15%					
Light Industrial Trips (Cars)	0	5	0	12	35	35	5	0	0	0	0	2
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balance	1			-1			-1					
Total Project Trips	0	16	0	14	41	44	20	0	0	0	0	11
2025 Buildout Total	377	417	32	24	214	219	315	177	267	38	255	41
Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%

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INTERSECTION VOLUME DEVELOPMENT**Intersection #6: Chastain Road @ Site Driveway A
AM PEAK HOUR**

Description	Site Driveway A Northbound			Southbound			Chastain Road Eastbound			Chastain Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	0	0	0	0	0	883	0	0	720	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	25	0
Heavy Vehicles	0	0	0	0	0	0	0	20	0	0	25	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	3%	0%
Peak Hour Factor	0.94			0.94			0.94			0.94		
Adjustment												
Adjusted 2023 Volumes	0	0	0	0	0	0	0	883	0	0	720	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
New Road Adjustment												
Chastain Logistics Crossing (Car)							106			24		
Chastain Logistics Crossing (Truck)							1			1		
Edison Chastain Meadows Phase II							26			5		
2025 Background Traffic	0	0	0	0	0	0	0	1,052	0	0	779	0
No-Build Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	3%	0%
Project Trips												
Trip Distribution IN							20%			40%		
Trip Distribution OUT				5%						60%		
Residential Trips	0	0	3	0	0	0	0	6	11	0	36	0
Trip Distribution IN							10%			40%		
Trip Distribution OUT				10%						50%		
Retail Trips	0	0	1	0	0	0	0	1	5	0	4	0
Trip Distribution IN							10%			40%		
Trip Distribution OUT				10%						50%		
Restaurant Trips	0	0	9	0	0	0	0	10	40	0	46	0
Trip Distribution IN							60%					
Trip Distribution OUT										60%		
Light Industrial Trips (Trucks)	0	0	0	0	0	0	0	1	0	0	1	0
Trip Distribution IN							55%					
Trip Distribution OUT										55%		
Light Industrial Trips (Cars)	0	0	0	0	0	0	0	138	0	0	18	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balance							-1					
Total Project Trips	0	0	13	0	0	0	0	155	56	0	105	0
2025 Buildout Total	0	0	13	0	0	0	0	1,207	56	0	884	0
Build Heavy Vehicle %	0%	0%	2%	0%	0%	0%	0%	2%	2%	0%	3%	0%

PM PEAK HOUR

Description	Site Driveway A Northbound			Southbound			Chastain Road Eastbound			Chastain Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	0	0	0	0	0	0	911	0	0	881	0
Pedestrians	0			0			0			0		
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	18	0	0	12	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor	0.96			0.96			0.96			0.96		
Adjustment												
Adjusted 2023 Volumes	0	0	0	0	0	0	0	911	0	0	881	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
New Road Adjustment												
Chastain Logistics Crossing (Car)							70			110		
Chastain Logistics Crossing (Truck)							1			1		
Edison Chastain Meadows Phase II							5			27		
2025 Background Traffic	0	0	0	0	0	0	0	1,024	0	0	1,055	0
No-Build Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Project Trips												
Trip Distribution IN							20%			40%		
Trip Distribution OUT				5%						60%		
Residential Trips	0	0	2	0	0	0	0	11	23	0	25	0
Trip Distribution IN							10%			40%		
Trip Distribution OUT				10%						50%		
Retail Trips	0	0	1	0	0	0	0	1	4	0	5	0
Trip Distribution IN							10%			40%		
Trip Distribution OUT				10%						50%		
Restaurant Trips	0	0	2	0	0	0	0	7	27	0	9	0
Trip Distribution IN							60%					
Trip Distribution OUT										60%		
Light Industrial Trips (Trucks)	0	0	0	0	0	0	0	1	0	0	1	0
Trip Distribution IN							55%					
Trip Distribution OUT										55%		
Light Industrial Trips (Cars)	0	0	0	0	0	0	0	20	0	0	127	0
Pass-By Trips	0	0	15	0	0	0	0	-15	15	0	0	0
Project Trips Balance										-1		
Total Project Trips	0	0	20	0	0	0	0	25	69	0	166	0
2025 Buildout Total	0	0	20	0	0	0	0	1,049	69	0	1,221	0
Build Heavy Vehicle %	0%	0%	2%	0%	0%	0%	0%	2%	2%	0%	2%	0%

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Intersection #7: Chastain Road @ Site Driveway B / Chastain Lakes Drive
AM PEAK HOUR

PM PEAK HOUR

[\\winley-horn.com\wp_wp-content\uploads\2013\05\014_chastain_meadows_dri_-_cobb_county_-_february_2023_dri_phase_2_analysis\cqi_analysis-11thedition_ic-2ndedition_3rdedition-pm_chastain_-_no_internal_capture.xls#int #](http://winley-horn.com/wp/wp-content/uploads/2013/05/014_chastain_meadows_dri_-_cobb_county_-_february_2023_dri_phase_2_analysis/cqi_analysis-11thedition_ic-2ndedition_3rdedition-pm_chastain_-_no_internal_capture.xls#int #)

6/7/2023 21:39

INTERSECTION VOLUME DEVELOPMENT

Intersection #8: Chastain Meadows Parkway @ Site Driveway C **AM PEAK HOUR**

Description	Chastain Meadows Parkway Northbound			Chastain Meadows Parkway Southbound			Site Driveway C Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	4	175	0	0	519	21	2	0	2	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0	8	0	0	10	0	0	0	0	0	0	0
Heavy Vehicles	0	8	0	0	10	0	0	0	0	0	0	0
Heavy Vehicle %	2%	5%	0%	0%	2%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		0.82			0.82			0.82			0.82	
Adjustment												
Adjusted 2023 Volumes	4	175	0	0	519	21	2	0	2	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
New Road Adjustment												
Chastain Logistics Crossing (Car)		27			121							
Chastain Logistics Crossing (Truck)		1			1							
Edison Chastain Meadows Phase II		10			52							
2025 Background Traffic	4	220	0	0	714	22	2	0	2	0	0	0
No-Build Heavy Vehicle %	2%	4%	0%	0%	2%	2%	2%	0%	2%	0%	0%	0%
Project Trips												
Trip Distribution IN	30%				5%							
Trip Distribution OUT							5%		30%			
Residential Trips	8	0	0	0	0	1	3	0	18	0	0	0
Trip Distribution IN	20%				5%							
Trip Distribution OUT							5%		20%			
Retail Trips	2	0	0	0	0	1	0	0	2	0	0	0
Trip Distribution IN	20%				5%							
Trip Distribution OUT							5%		20%			
Restaurant Trips	20	0	0	0	0	5	5	0	18	0	0	0
Trip Distribution IN					60%							
Trip Distribution OUT		60%										
Light Industrial Trips (Trucks)	0	1	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN					65%							
Trip Distribution OUT		65%										
Light Industrial Trips (Cars)	0	21	0	0	163	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balance												
Total Project Trips	30	22	0	0	164	7	8	0	38	0	0	0
2025 Buildout Total	34	242	0	0	878	29	10	0	40	0	0	0
Build Heavy Vehicle %	2%	4%	0%	0%	2%	2%	2%	0%	2%	0%	0%	0%

PM PEAK HOUR

Description	Chastain Meadows Parkway Northbound			Chastain Meadows Parkway Southbound			Site Driveway C Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	677	0	0	284	0	7	0	7	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0	8	0	0	3	0	0	0	0	0	0	0
Heavy Vehicles	0	8	0	0	3	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		0.89			0.89			0.89			0.89	
Adjustment												
Adjusted 2023 Volumes	0	677	0	0	284	0	7	0	7	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
New Road Adjustment												
Chastain Logistics Crossing (Car)		126			80							
Chastain Logistics Crossing (Truck)		1			1							
Edison Chastain Meadows Phase II		54			10							
2025 Background Traffic	0	885	0	0	386	0	7	0	7	0	0	0
No-Build Heavy Vehicle %	0%	2%	0%	0%	2%	0%	2%	0%	2%	0%	0%	0%
Project Trips												
Trip Distribution IN	30%				5%							
Trip Distribution OUT							5%		30%			
Residential Trips	17	0	0	0	0	3	2	0	12	0	0	0
Trip Distribution IN	20%				5%							
Trip Distribution OUT							5%		20%			
Retail Trips	2	0	0	0	0	0	1	0	2	0	0	0
Trip Distribution IN	20%				5%							
Trip Distribution OUT							5%		20%			
Restaurant Trips	14	0	0	0	0	3	1	0	4	0	0	0
Trip Distribution IN					60%							
Trip Distribution OUT		60%										
Light Industrial Trips (Trucks)	0	1	0	0	1	0	0	0	0	0	0	0
Trip Distribution IN					65%							
Trip Distribution OUT		65%										
Light Industrial Trips (Cars)	0	150	0	0	23	0	0	0	0	0	0	0
Pass-By Trips	8	-8	0	0	-2	2	8	0	2	0	0	0
Project Trips Balance												
Total Project Trips	41	143	0	0	22	8	12	0	20	0	0	0
2025 Buildout Total	41	1,028	0	0	408	8	19	0	27	0	0	0
Build Heavy Vehicle %	2%	2%	0%	0%	2%	2%	2%	0%	2%	0%	0%	0%

\\indy-hor.com\as_alp\alp_spr011805014_chastain_meadows.dti - colb county - January 2023 - dt phase 2 analysis\eq_analysis-11\redlines_n-2\ndbldy_1\ndban-pm_chastain - no internal capture.dti\m

6/7/2023 2:1:39

INTERSECTION VOLUME DEVELOPMENT

Intersection #9: Chastain Meadows Parkway @ Site Driveway D / Private Driveway AM PEAK HOUR

Description	Chastain Meadows Parkway Northbound			Chastain Meadows Parkway Southbound			Site Driveway D Eastbound			Private Driveway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	179	4	27	493	0	0	0	0	3	0	1
Pedestrians	0	0		0	0		0	0		1	0	
Conflicting Pedestrians	0	7	1	1	0	0	0	0	0	0	0	0
Heavy Vehicles	0	7	0	0	11	0	0	0	0	0	0	0
Heavy Vehicle %	0%	4%	2%	2%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor	0.82			0.82			0.82			0.82		
Adjustment												
Adjusted 2023 Volumes	0	179	4	27	493	0	0	0	0	3	0	1
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
New Road Adjustment												
Chastain Logistics Crossing (Car)		27			121							
Chastain Logistics Crossing (Truck)		1			1							
Edison Chastain Meadows Phase II		10			52							
2025 Background Traffic	0	224	4	28	687	0	0	0	0	3	0	1
No-Build Heavy Vehicle %	0%	4%	2%	2%	2%	0%	0%	0%	0%	2%	0%	2%
Project Trips												
Trip Distribution IN		30%										
Trip Distribution OUT					30%							
Residential Trips	0	8	0	0	18	0	0	0	0	0	0	0
Trip Distribution IN		20%										
Trip Distribution OUT					20%							
Retail Trips	0	2	0	0	2	0	0	0	0	0	0	0
Trip Distribution IN		20%										
Trip Distribution OUT					20%							
Restaurant Trips	0	20	0	0	18	0	0	0	0	0	0	0
Trip Distribution IN	40%					60%						
Trip Distribution OUT							60%		40%			
Light Industrial Trips (Trucks)	1	0	0	0	0	1	1	0	1	0	0	0
Trip Distribution IN	35%					65%						
Trip Distribution OUT							65%		35%			
Light Industrial Trips (Cars)	88	0	0	0	0	163	21	0	11	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balance												
Total Project Trips	89	30	0	0	38	164	22	0	12	0	0	0
2025 Buildout Total	89	254	4	28	725	164	22	0	12	3	0	1
Build Heavy Vehicle %	2%	3%	2%	2%	2%	2%	5%	0%	8%	2%	0%	2%

PM PEAK HOUR

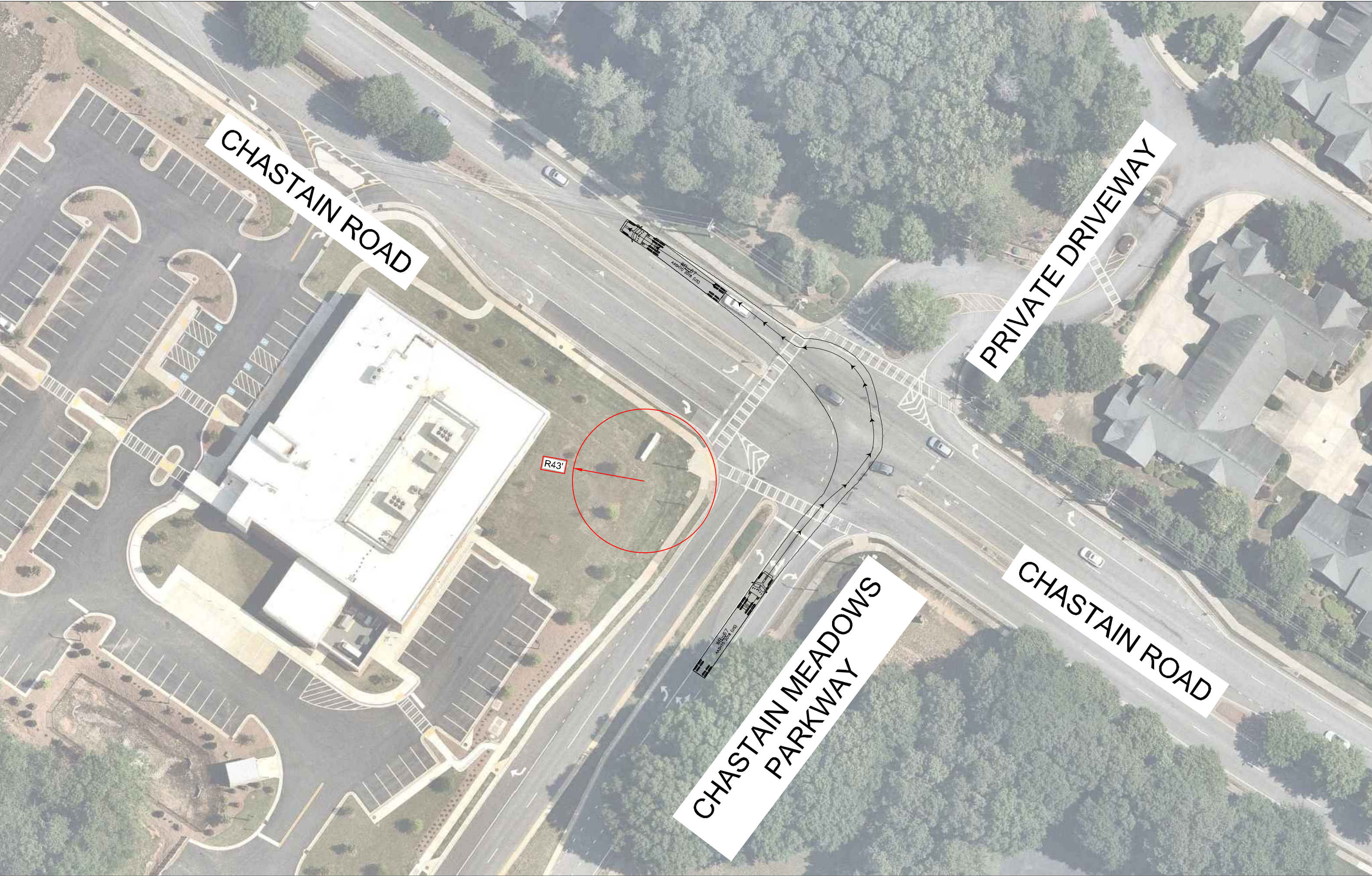
Description	Chastain Meadows Parkway Northbound			Chastain Meadows Parkway Southbound			Site Driveway D Eastbound			Private Driveway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	682	0	0	278	0	0	0	0	2	0	18
Pedestrians	0	0		0	0		0	0		0	0	
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	5	0	0	2	0	0	0	0	0	0	0
Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	2%	0%	2%
Peak Hour Factor	0.88			0.88			0.88			0.88		
Adjustment												
Adjusted 2023 Volumes	0	682	0	0	278	0	0	0	0	2	0	18
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
New Road Adjustment												
Chastain Logistics Crossing (Car)		126			80							
Chastain Logistics Crossing (Truck)		1			1							
Edison Chastain Meadows Phase II		54			10							
2025 Background Traffic	0	891	0	0	380	0	0	0	0	2	0	19
No-Build Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	2%	0%	2%
Project Trips												
Trip Distribution IN		30%										
Trip Distribution OUT					30%							
Residential Trips	0	17	0	0	12	0	0	0	0	0	0	0
Trip Distribution IN		20%										
Trip Distribution OUT					20%							
Retail Trips	0	2	0	0	2	0	0	0	0	0	0	0
Trip Distribution IN		20%										
Trip Distribution OUT					20%							
Restaurant Trips	0	14	0	0	4	0	0	0	0	0	0	0
Trip Distribution IN	40%					60%						
Trip Distribution OUT							60%		40%			
Light Industrial Trips (Trucks)	1	0	0	0	0	1	1	0	1	0	0	0
Trip Distribution IN	35%					65%						
Trip Distribution OUT							65%		35%			
Light Industrial Trips (Cars)	13	0	0	0	0	23	150	0	81	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balance									-1			
Total Project Trips	14	33	0	0	18	24	151	0	81	0	0	0
2025 Buildout Total	14	924	0	0	398	24	151	0	81	2	0	19
Build Heavy Vehicle %	7%	2%	0%	0%	2%	4%	2%	0%	2%	2%	0%	2%

\\sdc-hor.com\as_alp\alp_spr011805014_chastain_meadows_dti - cobb county - february 2023_dti phase 2 analysis\eq_analysis-11\buildout_2ndbuildout_1rdbuildout_pm_chastain - no internal capture.dti\m

6/7/2023 2:1:19

APPENDIX E

Full Page Truck Exhibits



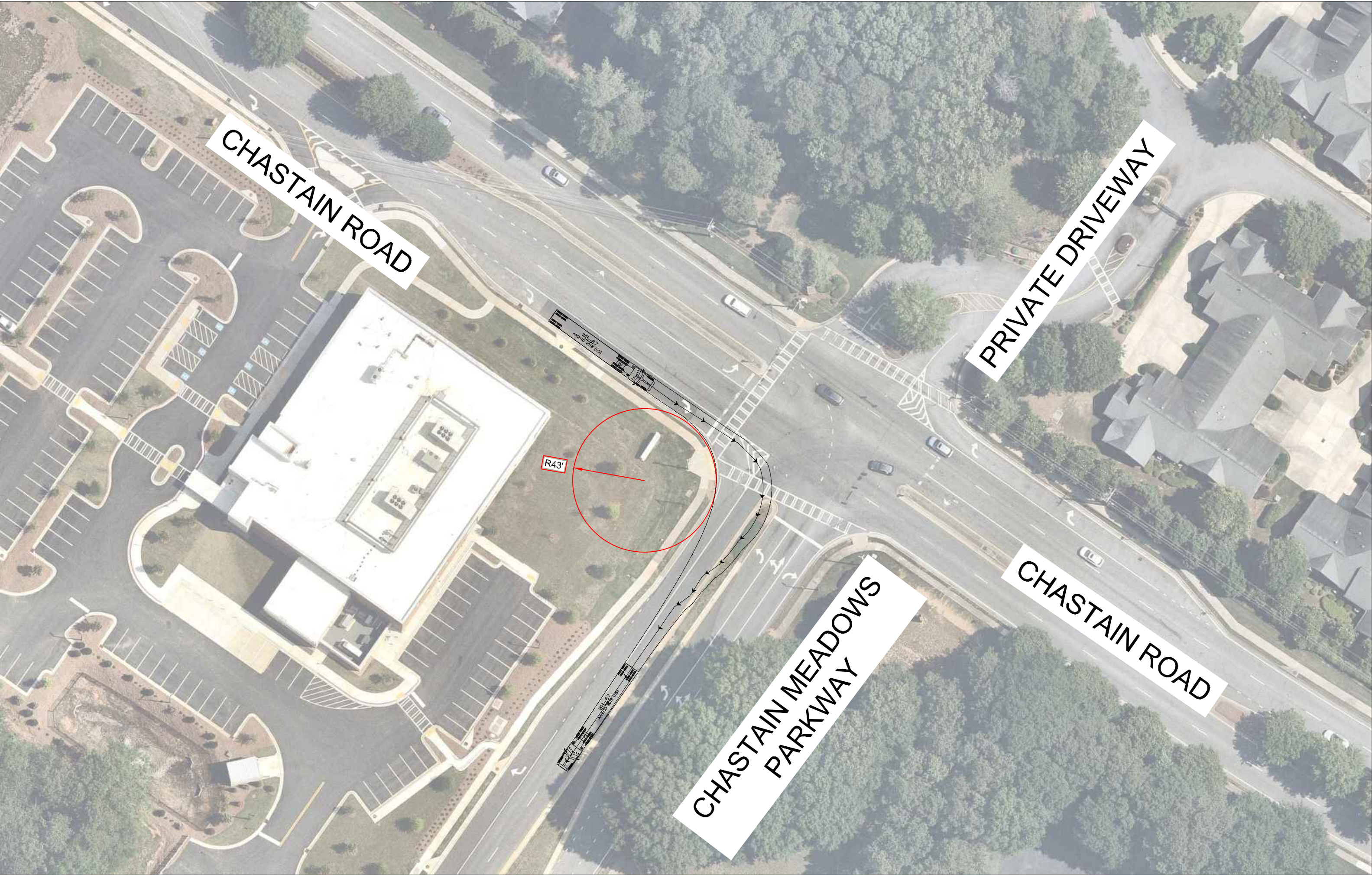
CHASTAIN ROAD

PRIVATE DRIVEWAY

R43'

CHASTAIN MEADOWS
PARKWAY

CHASTAIN ROAD



APPENDIX D

Programmed Project Fact Sheets

[Blog](#)[News](#)[Contact Us](#)

BIG SHANTY RD FROM CHASTAIN MEADOWS PKWY TO BELLS FERRY RD

Project ID: **0019616**

Notice to Proceed Date:

Project Manager: Lily Slaughter

Construction Percent Complete: %

Office: Program Delivery

Current Completion Date:

County: Cobb

Work Completion Date:

Congressional District: 011

Construction Contract Amount:

State Senate District.: 032

Construction Contractor:

State House District: 035

[Preconstruction Status Report](#)

Project Type: Reconstruction/Rehabilitation

[Construction Status Report](#)

Project Status: Construction Work Program

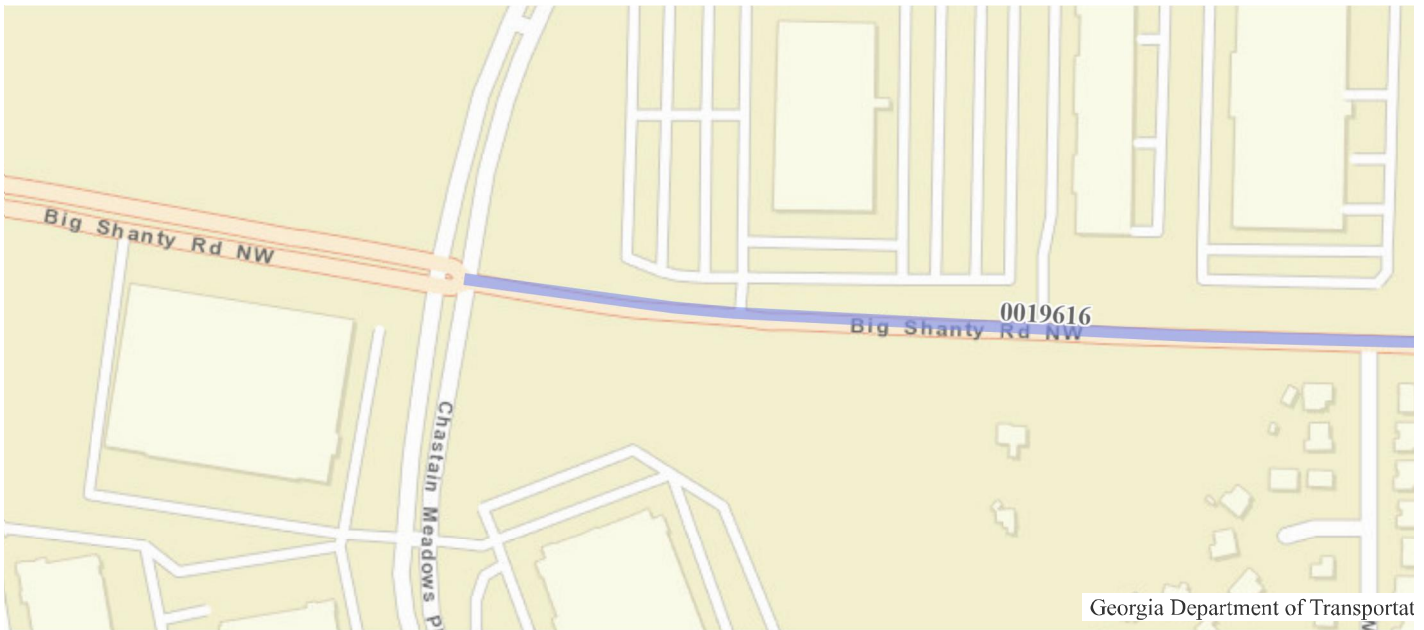
Right of Way

[Contact Us](#)

Authorization:

Project Description:

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2023	\$2,500,000.00	
ROW (Right of Way)	2025	\$2,350,000.00	
CST (Construction)	2026	\$11,550,000.00	



Georgia Department of Transportat

Project Documents

There are no items to show in this view.



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

Contact Us

Employment

Privacy Policy

Short Title

CONNECT COBB / NORTHWEST ATLANTA HIGH CAPACITY PREMIUM TRANSIT SERVICE FROM KENNESAW STATE UNIVERSITY TO MIDTOWN ATLANTA

GDOT Project No.

N/A

Federal ID No.

N/A

Status

Long Range

Service Type

Transit / BRT Capital

Sponsor

Cobb County

Jurisdiction

Regional - Northwest

Analysis Level

In the Region's Air Quality Conformity Analysis

Existing Thru Lane

N/A

LCI

☐

Planned Thru Lane

N/A

Flex

☐

Network Year

2050

Corridor Length

25.3 miles



Detailed Description and Justification

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

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2012	\$1,700,000	\$1,266,667	\$0,000	\$0,000	\$433,333
ALL	New Starts		LR 2041-2050	\$491,000,000	\$171,850,000	\$0,000	\$0,000	\$319,150,000
				\$492,700,000	\$173,116,667	\$0,000	\$0,000	\$319,583,333

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



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



Short Title

BIG SHANTY ROAD WIDENING - PHASE IV FROM
CHASTAIN MEADOWS PARKWAY TO BELLS FERRY
ROAD

GDOT Project No.

0019616

Federal ID No.

N/A

Status

Programmed

Service Type

Roadway / General Purpose Capacity

Sponsor

Cobb County

Jurisdiction

Cobb County

Analysis Level

In the Region's Air Quality Conformity Analysis

Existing Thru Lane

2

LCI

☐

Planned Thru Lane

4

Flex

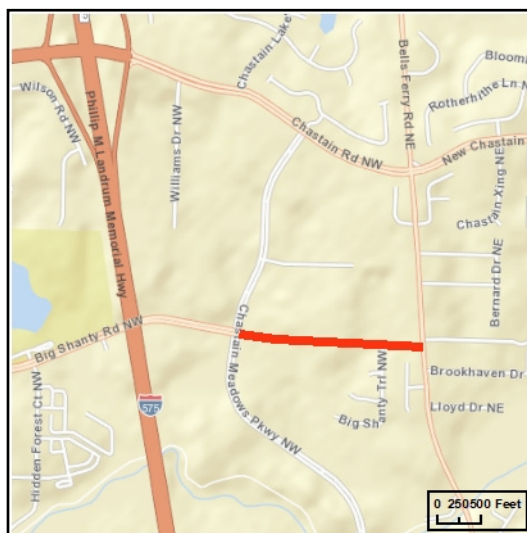
☐

Network Year

2030

Corridor Length

0.4 miles



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Detailed Description and Justification

This project involves adding one general purpose lane in each direction along Big Shanty Road between Chastain Meadows Parkway and Bells Ferry Road. Georgia Transportation Infrastructure Bank (GTIB) funding is being utilized to match federal earmark funding on this project.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Congressionally Directed Spending - FY 2022		2023	\$2,000,000	\$2,000,000	\$0,000	\$0,000	\$0,000
PE	Georgia Transportation Infrastructure Bank		2023	\$500,000	\$0,000	\$0,000	\$500,000	\$0,000
ROW	Local Jurisdiction/Municipality Funds		2025	\$2,350,000	\$0,000	\$0,000	\$0,000	\$2,350,000
CST	Local Jurisdiction/Municipality Funds		2026	\$11,550,000	\$0,000	\$0,000	\$0,000	\$11,550,000
				\$16,400,000	\$2,000,000	\$0,000	\$500,000	\$13,900,000

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



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

