Transportation Analysis

Creative Land Co, LLC
DRI #4027

City of Chattahoochee Hills, Georgia

September 2023

Prepared for:

Creative Land Co, LLC

Prepared by:

Kimley-Horn and Associates, Inc.
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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Creative Land Co., LLC* development located in the City of Chattahoochee Hills, Georgia. The approximate 265-acre site is located south of Cedar Grove Road, west of Cochran Mill Road, and east of Creel Road. The site is currently undeveloped.

The proposed development will consist of the following land uses and densities contained in **Table 1**. The project is expected to be completed by 2031 (approximately 8 years).

Table 1: Proposed Land Use and Density

Land Use	Density
Single-Family Detached Housing	240 units
Townhomes	167 units
Multifamily Residential	200 units
Hotel	100 rooms
Retail	10,000 SF
High-Turnover (Sit-Down) Restaurant	4,000 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 August 2, 2023).

Capacity analyses were performed for the study intersections under the Existing 2023 conditions, the Projected 2031 No-Build conditions, and the Projected 2031 Build conditions.

- Existing 2023 conditions represent traffic volumes collected in May 2023 and August 2023. (Note: Traffic Count methodology was outlined in the Methodology Meeting Packet).
- Projected 2031 No-Build conditions represent the Existing 2023 traffic volumes grown for eight (8) years at 2.0% per year throughout the study network.
- Projected 2031 Build conditions represent the Projected 2031 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *Creative Land Co., LLC* development.

No-Build 2031 (System Improvements)

Due to the low level-of-service (LOS) at the following intersections under the Projected 2031 No-Build conditions, the following intersection improvements are recommended (needed to serve background traffic, without the development, shown in red on **Figure 8** and **Figure 9**):

- Campbellton-Fairburn Road (SR 92) at Cascade Palmetto Highway (SR 70/SR 154) (Intersection 1)
    - Provide an exclusive southbound through lane along Cascade Palmetto Highway (SR 70/SR 154) consistent with long-range project FS-011; or,
    - Remove the existing traffic signal and construct a multilane roundabout with two (2) lanes on each approach; or,
    - Provide an exclusive southbound right-turn lane Cascade Palmetto Highway (SR 70/SR 154) and provide an exclusive eastbound right-turn lane along Campbellton-Fairburn Road (SR 92).

Build 2031 (Site Access Improvements)

In order to serve the *Creative Land Co., LLC* development, the following improvements are recommended (to serve development traffic, shown in blue on **Figure 9**):

- Cochran Mill Road at Site Driveway A (Intersection 7)
    - On the site, construct a full-movement driveway with one (1) ingress lane entering the site and one (1) egress lane exiting the site.
    - Provide a southbound right-turn deceleration lane along Cochran Mill Road entering the site.
- Cochran Mill Road at Site Driveway B (Intersection 8)
    - On the site, construct a full-movement driveway with one (1) ingress lane entering the site and one (1) egress lane exiting the site.
    - Provide a southbound right-turn deceleration lane along Cochran Mill Road entering the site.
- Cedar Grove Road at Site Driveway C (Intersection 9)
    - On the site, construct a full-movement driveway with two (2) ingress lanes entering the site and two (2) egress lanes exiting the site.

The analysis results for the improved conditions at the above intersections are shown in the tables below. With the improvements listed above, all study intersections are projected to operate at or above their overall and approach LOS standard.

Campbellton-Fairburn Road (SR 92) at Cascade Palmetto Highway (SR 70/SR 154) (Intersection 1)

Alternative 1 – Additional Southbound Through Lane (consistent with FS-011)

Overall LOS Standard: D Approach LOS Standard: D			Cascade Palmetto Highway (SR 70/SR 154) Northbound			Cascade Palmetto Highway (SR 70/SR 154) Southbound			Campbellton-Fairburn Road (SR 92) Eastbound			Campbellton-Fairburn Road (SR 92) Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	C (34.0)											
		Approach LOS	D (48.5)			D (52.9)			C (27.0)			C (24.4)		
		Storage	350			200			200			225		
		50th Queue	217	302		29	113		152	741		13	333	
		95th Queue	321	431		60	160		260	1236		34	523	
	PM	Overall LOS	D (38.1)											
		Approach LOS	D (39.7)			D (50.3)			C (30.8)			C (35.5)		
		Storage	350			200			200			225		
		50th Queue	219	204		41	245		31	535		13	674	
		95th Queue	475	340		88	352		61	781		32	987	
BUILD IMPROVED (SIGNAL)	AM	Overall LOS	D (36.8)											
		Approach LOS	D (54.2)			D (52.1)			C (29.4)			C (25.5)		
		Storage	350			200			200			225		
		50th Queue	236	336		29	122		161	792		14	349	
		95th Queue	361	473		59	170		275	1310		36	544	
	PM	Overall LOS	D (40.4)											
		Approach LOS	D (42.2)			D (52.0)			C (33.6)			C (37.3)		
		Storage	350			200			200			225		
		50th Queue	247	228		42	273		32	578		14	692	
		95th Queue	520	373		88	382		63	844		33	1019	

Alternative 3 – Multilane Roundabout

Overall LOS Standard: D Approach LOS Standard: D			Cascade Palmetto Highway (SR 70/SR 154) Northbound			Cascade Palmetto Highway (SR 70/SR 154) Southbound			Campbellton-Fairburn Road (SR 92) Eastbound			Campbellton-Fairburn Road (SR 92) Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD IMPROVED (ROUNDABOUT)	AM	Overall LOS	C (15.7)											
		Approach LOS	C (19.5)			A (9.9)			C (16.3)			B (13.6)		
		Storage			300			300			300			300
		50th Queue												
		95th Queue	148	148	61	36	36	20	357	357	84	86	86	39
	PM	Overall LOS	B (13.7)											
		Approach LOS	B (11.3)			C (17.7)			B (11.8)			B (14.2)		
		Storage			300			300			300			300
		50th Queue												
		95th Queue	74	74	39	120	120	50	114	114	49	139	139	51
BUILD IMPROVED (ROUNDABOUT)	AM	Overall LOS	C (16.9)											
		Approach LOS	C (22.0)			B (10.3)			C (17.1)			B (14.5)		
		Storage			300			300			300			300
		50th Queue												
		95th Queue	181	181	71	39	39	22	382	382	91	93	93	42
	PM	Overall LOS	B (14.4)											
		Approach LOS	B (11.8)			C (18.9)			B (12.3)			B (14.8)		
		Storage			300			300			300			300
		50th Queue												
		95th Queue	86	86	43	137	137	56	119	119	54	146	146	54

Alternative 4 – Additional Southbound and Eastbound Right-Turn Lanes

Overall LOS Standard: D Approach LOS Standard: D			Cascade Palmetto Highway (SR 70/SR 154)			Cascade Palmetto Highway (SR 70/SR 154)			Campbellton-Fairburn Road (SR 92)			Campbellton-Fairburn Road (SR 92)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	C (28.1)											
		Approach LOS	C (29.5)			D (38.2)			C (23.3)			C (32.7)		
		Storage	350			200			200			225		
		50th Queue	142	209		19	138	0	151	396	70	13	338	
		95th Queue	254	364		50	246	32	340	644	159	36	533	
	PM	Overall LOS	D (37.6)											
		Approach LOS	D (42.4)			D (50.4)			C (24.7)			D (37.8)		
		Storage	350			200			200			225		
		50th Queue	270	231		48	383	42	35	298	54	15	763	
		95th Queue	473	342		89	522	124	71	456	130	36	1146	
BUILD IMPROVED (SIGNAL)	AM	Overall LOS	C (29.6)											
		Approach LOS	C (30.7)			D (39.7)			C (24.7)			C (34.3)		
		Storage	350			200			200			225		
		50th Queue	158	236		19	152	0	156	406	75	13	345	
		95th Queue	281	408		51	268	33	362	672	171	37	551	
	PM	Overall LOS	D (40.9)											
		Approach LOS	D (47.0)			D (52.7)			C (26.9)			D (41.8)		
		Storage	350			200			200			225		
		50th Queue	300	256		48	428	55	37	312	60	16	797	
		95th Queue	536	373		88	576	138	75	478	145	39	1204	

Impacted Queue Lengths Exceeding Storage

Intersection	Movement	Storage Length	Projected Build Queue Length (AM / PM)	Recommendation
1. Campbellton-Fairburn Road (SR 92) at Cascade Palmetto Highway (SR 70/SR 154)	NBL	350	236 / 247 (50th) 361 / 520 (95th)	*No-Build (System Improvement):* Consider extending NBL lane storage/construct a multilane roundabout.

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 *Creative Land Co., LLC* development located in the City of Chattahoochee Hills, Georgia. The approximate 265-acre site is located south of Cedar Grove Road, west of Cochran Mill Road, and east of Creel Road. The project site is currently zoned RL (Rural). The site is proposed to be rezoned to HM-MU (Mixed-Use Hamlet), and the draft rezoning application was filed on July 17, 2023. **Figure 1** provides a location map of the project site. **Figure 2** provides a zoomed out aerial view of the project site and surrounding area. **Figure 3** provides a zoomed in aerial view of the project site.

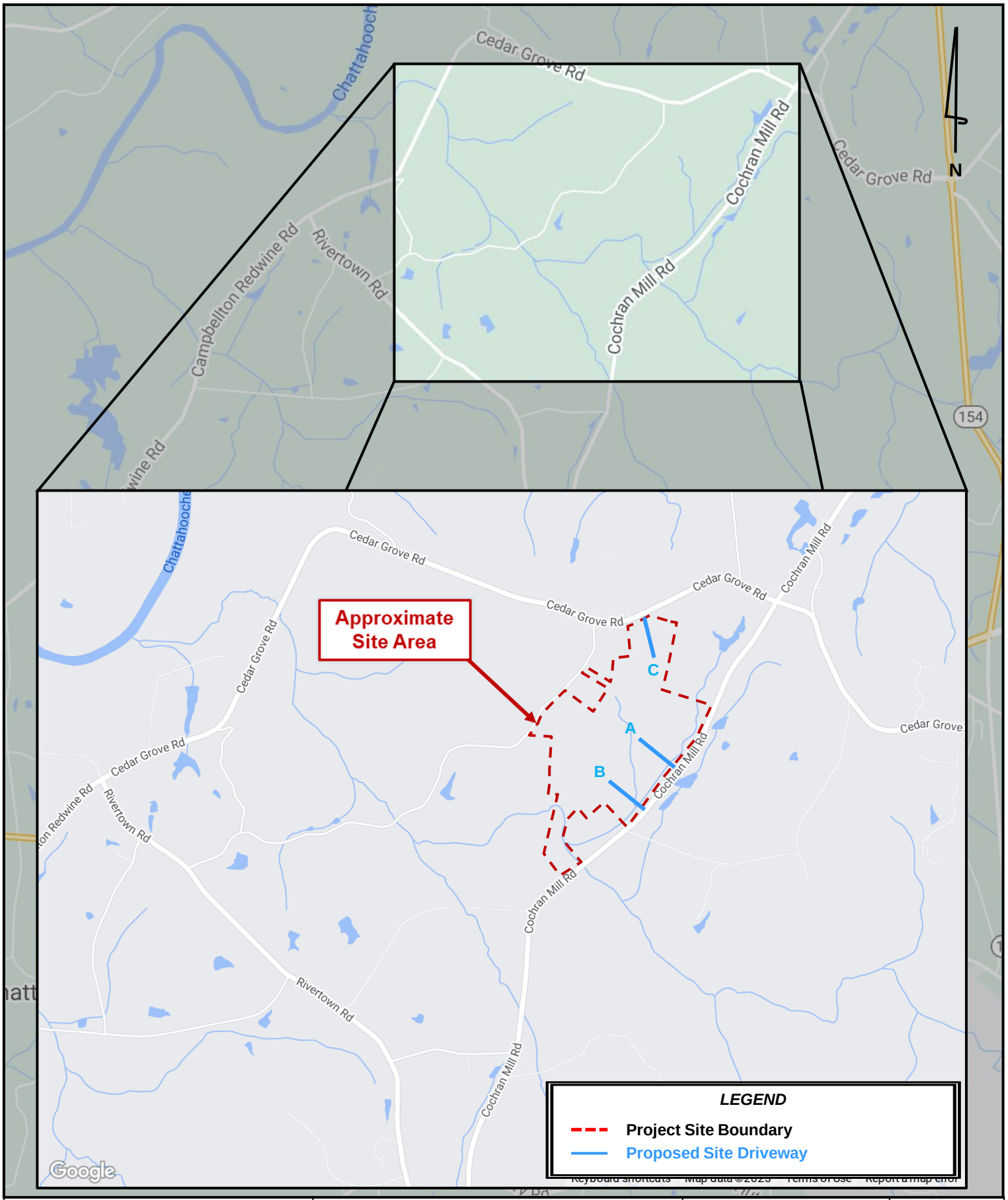
The site is currently undeveloped. The proposed development will consist of the following land uses and densities contained in **Table 2**. The project is expected to be completed by 2031 (approximately 8 years).

Table 2: Proposed Land Use and Density

Land Use	Density
Single-Family Detached Housing	240 units
Townhomes	167 units
Multifamily Residential	200 units
Hotel	100 rooms
Retail	10,000 SF
High-Turnover (Sit-Down) Restaurant	4,000 SF

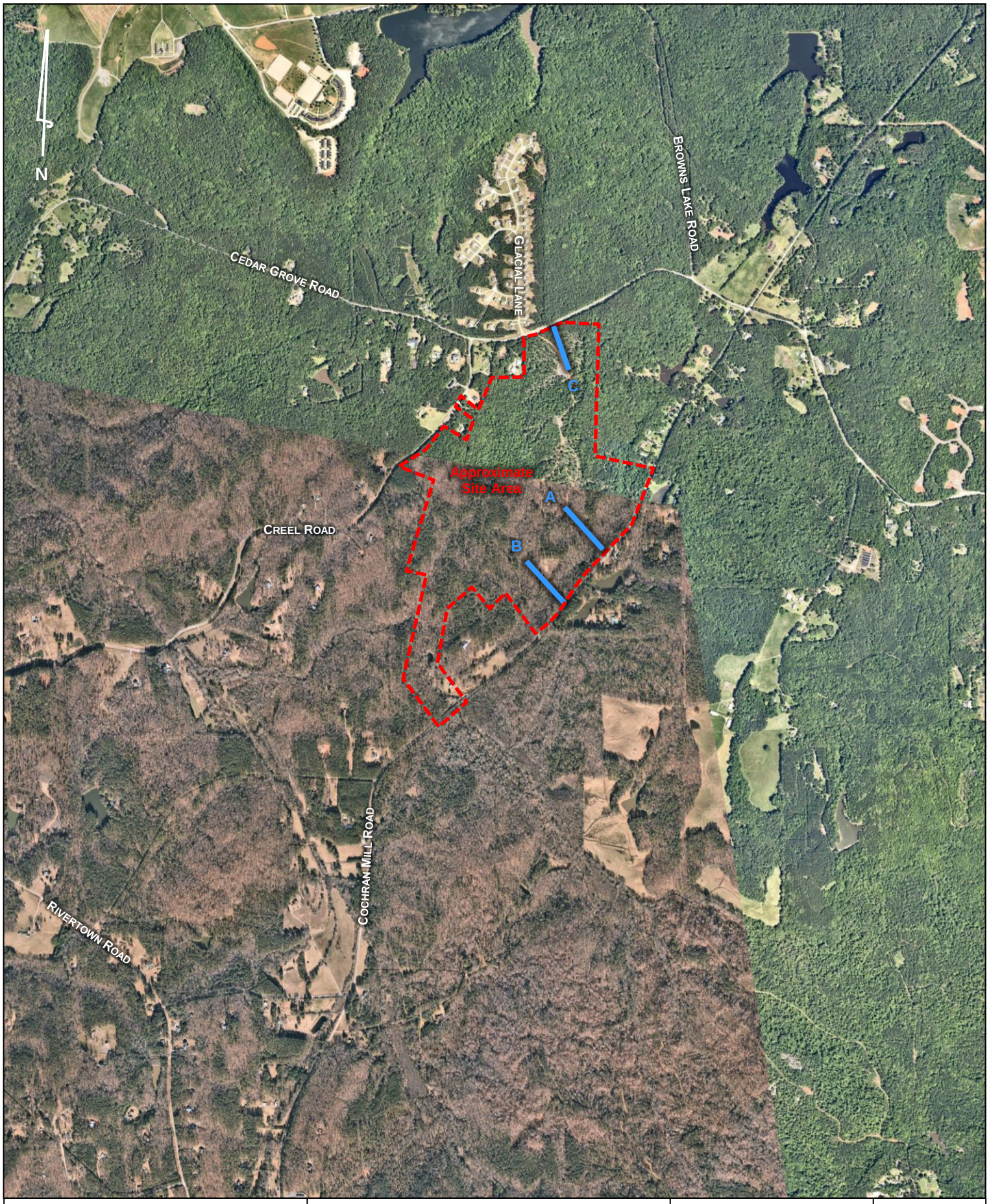
A reference of the proposed site plan is provided in **Appendix A**. A full-sized site plan consistent with GRTA's Site Plan Guidelines is also being submitted as part of the review package.

The project is considered a DRI and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 400,000 SF of mixed-use in a Rural Area per the ARC *Unified Growth Policy Map*. The DRI was formally triggered with the filing of the rezoning application and the Initial DRI Information (Form 1) on June 26, 2023 by the City of Chattahoochee Hills. 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).



Kimley»Horn	***Creative Land Co, LLC*** ***DRI #4027*** ***Transportation Analysis***	**Site Location Map**	**Figure 1** **Page 6**

Kimley»Horn	*Creative Land Co, LLC* *DRI #4027* *Transportation Analysis*	Site Aerial (zoomed out)	Figure 2
			Page 7



Kimley»Horn	*Creative Land Co, LLC* *DRI #4027* *Transportation Analysis*	**Site Aerial (zoomed in)**	**Figure 3** **Page 8**

1.2 Site Access

As currently envisioned, the proposed development will be accessible via three (3) proposed vehicular access points:

1. **Site Driveway A** – a proposed, unsignalized, full-movement driveway located along Cochran Mill Road approximately 2,500 feet south of Cedar Grove Road.
2. **Site Driveway B** – a proposed, unsignalized, full-movement driveway located along Cochran Mill Road approximately 3,900 feet south of Cedar Grove Road.
3. **Site Driveway C** – a proposed, unsignalized, full-movement driveway located along Cedar Grove Road approximately 1,000 feet east of Creel Road, 400 feet east of Glacial Lane, and 3,500 feet west of Cochran Mill Road.

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.

There are currently no sidewalks along the site frontage. Pedestrian facilities will be provided between the various land uses on-site as necessary. Details for these proposed pedestrian connections will be determined as the site proceeds through the permitting process.

1.4 Parking

Parking will be provided on-site in individual parking for all buildings. The site development is currently in progress and the number of parking provided is subject to change.

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

Table 3: Required Parking

Land Use	Maximum	Proposed
Non-Residential	228 5 per 1,000 SF	228
Multi-family Residential	1,518 2.5 per unit	1,518
Single Family	N/A	N/A
Total	**1,746 spaces**	**1,746 spaces**

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

1.5 Alternative Transportation Facilities

There are no dedicated pedestrian or bicycle facilities along the site frontage. Similarly, there are no transit stops in the vicinity of the site.

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 *Creative Land Co., LLC* does not qualify for a “Dense Urban Environment Enhanced Focus Area” review, due to its location within the City of Chattahoochee Hills.

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 six (6) existing intersections described in **Table 4** and is shown visually in **Figure 4**.

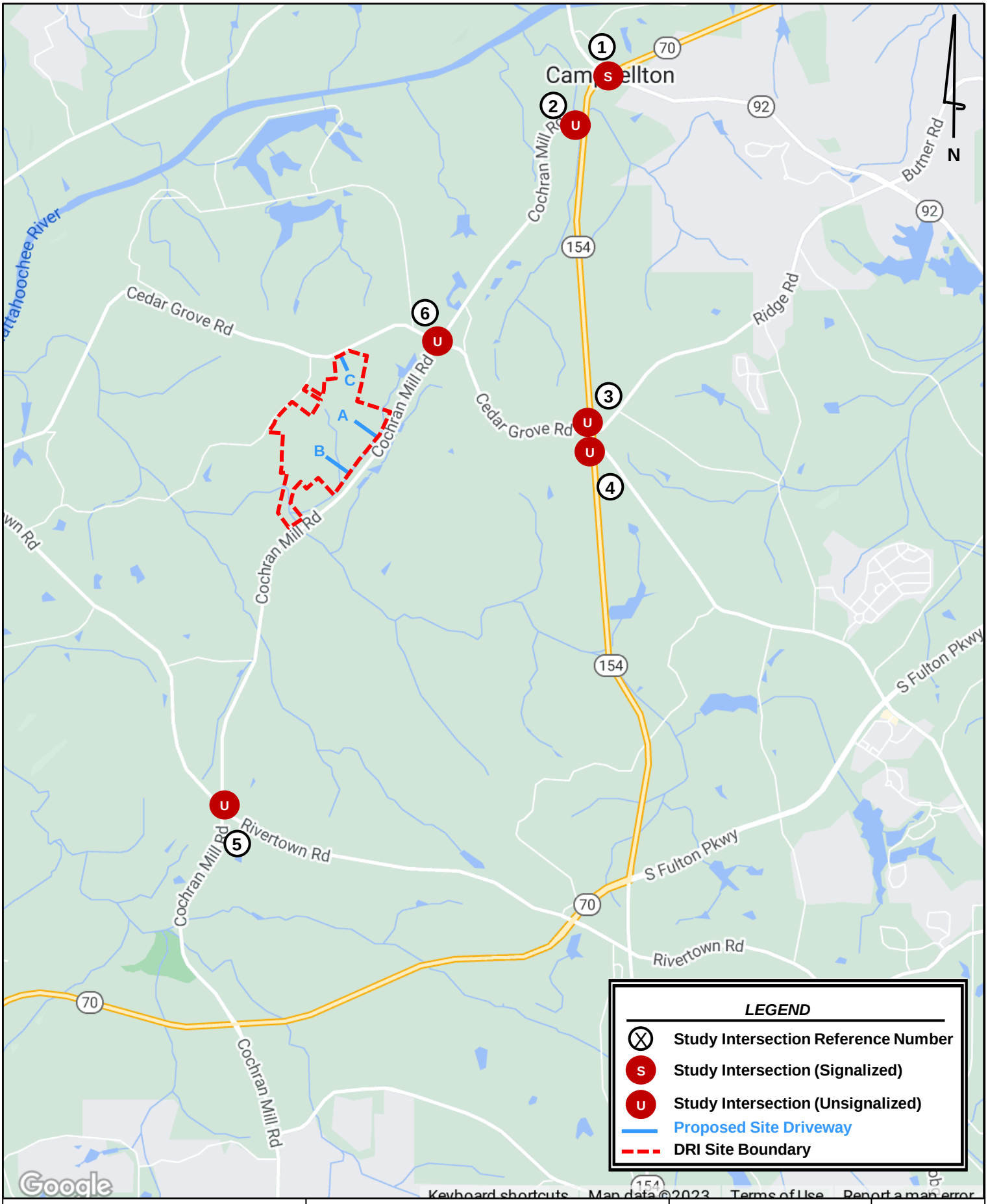
Table 4: Intersection Control Summary		
Intersection	**Jurisdiction**	**Existing Control**
1. Campbellton-Fairburn Road (SR 92) at Cascade Palmetto Highway (SR 70/SR 154)	GDOT	Signal
2. Cascade Palmetto Highway (SR 70/SR 154) at Cochran Mill Road	GDOT	Unsignalized (TWSC)
3. Cascade Palmetto Highway (SR 70/SR 154) at Cedar Grove Road/Ridge Road	GDOT	Roundabout
4. Cascade Palmetto Highway (SR 70/SR 154) at Cedar Grove Road	GDOT	Unsignalized (TWSC)
5. Cochran Mill Road at Rivertown Road	City of Chattahoochee Hills	Unsignalized (AWSC)
6. Cedar Grove Road at Cochran Mill Road	City of Chattahoochee Hills	Unsignalized (AWSC)

Note: TWSC = Two-Way Stop-Control for sidestreets and AWSC = All-Way Stop-Control.

2.2 Existing Roadway Facilities

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

Table 5: Roadway Classifications			
Roadway	**Lanes**	**2022 AADT**	**GDOT Functional Classification**
Cascade Palmetto Highway (SR 70/SR 154)	2	8,350	Minor Arterial
Campbellton-Fairburn Road (SR 92)	2	16,100	Principal Arterial
Cedar Grove Road	**2**	**720**	**Major Collector west of Cochran Mill Road and east of SR 70/SR 154/Minor Arterial east of Cochran Mill Road**
Cochran Mill Road	**2**	**930**	**Major Collector south of Cedar Grove Road/Minor Arterial north of Cedar Grove Road**
Ridge Road	2	730	Minor Arterial
Rivertown Road	2	1,280	Major Collector



Kimley»Horn	***Creative Land Co, LLC*** ***DRI #4027*** ***Transportation Analysis***	**Study Intersections**	**Figure 4**
			Page 11

2.3 Traffic Data Collection and Calibration

New traffic counts were collected at the study intersections on Wednesday, May 10, 2023, and Tuesday, August 1, 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. A 15% adjustment factor was applied to the AM peak hour for the August 2023 traffic counts to adjust the August traffic count volumes to be consistent with the May count data. 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 6**.

Table 6: Traffic Count Summary

Intersection	Count Date	AM Peak Hour	PM Peak Hour
1. Campbellton-Fairburn Road (SR 92) at Cascade Palmetto Highway (SR 70/SR 154)	5/2023	7:15 – 8:15 AM	4:00 – 5:00 PM
2. Cascade Palmetto Highway (SR 70/SR 154) at Cochran Mill Road	5/2023	7:15 – 8:15 AM	4:45 – 5:45 PM
3. Cascade Palmetto Highway (SR 70/SR 154) at Cedar Grove Road/Ridge Road	5/2023	7:00 – 8:00 AM	5:00 – 6:00 PM
4. Cascade Palmetto Highway (SR 70/SR 154) at Cedar Grove Road	8/2023	7:15 – 8:15 AM	4:45 – 5:45 PM
5. Cochran Mill Road at Rivertown Road	5/2023	7:30 – 8:30 AM	4:00 – 5:00 PM
6. Cedar Grove Road at Cochran Mill Road	5/2023	7:30 – 8:30 AM	4:00 – 5:00 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 *Creative Land Co., LLC* 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 2031 (8 years) was used for all roadways. Additionally, per the LOU, no nearby or adjacent developments were identified to be included in background traffic conditions. The DRIs shown on **Figure 2** are not anticipated to be completed before 2031 or will not have a significant impact on the study network intersections.

The Projected 2031 No-Build conditions represent the Existing 2023 traffic volumes grown for eight (8) years at 2.0% per year throughout the study network. The Projected 2031 Build conditions represent the project trips generated by the *Creative Land Co., LLC* development (discussed in **Section 3.0** and **4.0**) added to the Projected 2031 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 that are anticipated to be constructed within the study network before or by the build-out year of the development. The planned projects were discussed in the methodology meeting with GRTA, ARC, and other local stakeholders.

The projects shown in Table 7 are planned to occur near the development beyond the build-out year of the proposed development or are not anticipated to impact the study network. Planned Project fact sheets are provided in **Appendix D**.

Table 7: Planned Projects

Project Name	From / To Points:	Potential Sponsor	GDOT PI #	ARC ID # (TIP)	Project Timeline	Planning Document
South Fulton Scenic Byway Multi-use Trail Phase I	Cochran Mill Park to Phillips Road	Chattahoochee Hills	0009643	FS-209	TBD	ARC Fact Sheet
Cascade-Palmetto Highway Widening from SR 92 to SR 154	SR 92 to SR 154	GDOT	N/A	FS-011	2050	ARC Fact Sheet

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 were retrieved for available intersections.

LOS for signalized intersections, all-way stop-control intersections, and roundabouts 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 sidestreet approaches and the major street left-turn movements. Low LOS for sidestreet approaches is not uncommon, as vehicles may experience significant delays in turning onto a major roadway.

2.7 Level-of-Service Standards

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

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 pass-by reductions based on ITE methodologies, 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.).

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.

ITE Trip Generation rates have been reduced by 40% based on SEI data for actual trip generation rates of the nearby Serenbe development. In this area, there are fewer vehicle trips and a higher percentage of working from home.

Table 8 summarizes the gross trip generation, reductions, net trip generation, and driveway volumes for the proposed *Creative Land Co., LLC* development.

Table 8: Trip Generation

Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
210 – Single-Family Detached Housing	240 units	2,258	1,129	1,129	43	122	142	84
215 – Single-Family Attached Housing	167 units	1,222	611	611	25	56	55	41
220 – Multi-Family Housing (Low-Rise)	200 units	1,358	679	679	20	65	67	40
310 - Hotel	100 rooms	660	330	330	24	19	23	23
822 – Strip Retail Plaza (<40k)	10,000 sf	652	326	326	17	12	39	39
932 – High-Turnover (Sit-Down) Restaurant	4,000 sf	428	214	214	21	17	22	14
Gross Project Trips		**6,578**	**3,289**	**3,289**	**150**	**291**	**348**	**241**
Mixed-Use Reductions		*-216*	*-108*	*-108*	*-15*	*-15*	*-40*	*-40*
Alternative Mode (0%) Reductions		*-0*	*-0*	*-0*	*-0*	*-0*	*-0*	*-0*
Pass-By Reductions		*-156*	*-78*	*-78*	*-0*	*-0*	*-8*	*-8*
40% Trip Generation Reduction		*-2,482*	*-1,241*	*-1,241*	*-54*	*-110*	*-120*	*-77*
Net New Trips		**3,724**	**1,862**	**1,862**	**81**	**166**	**180**	**116**

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 in **Figure 5.** The peak hour project trips are shown by turning movement throughout the study network in **Figure 6**.

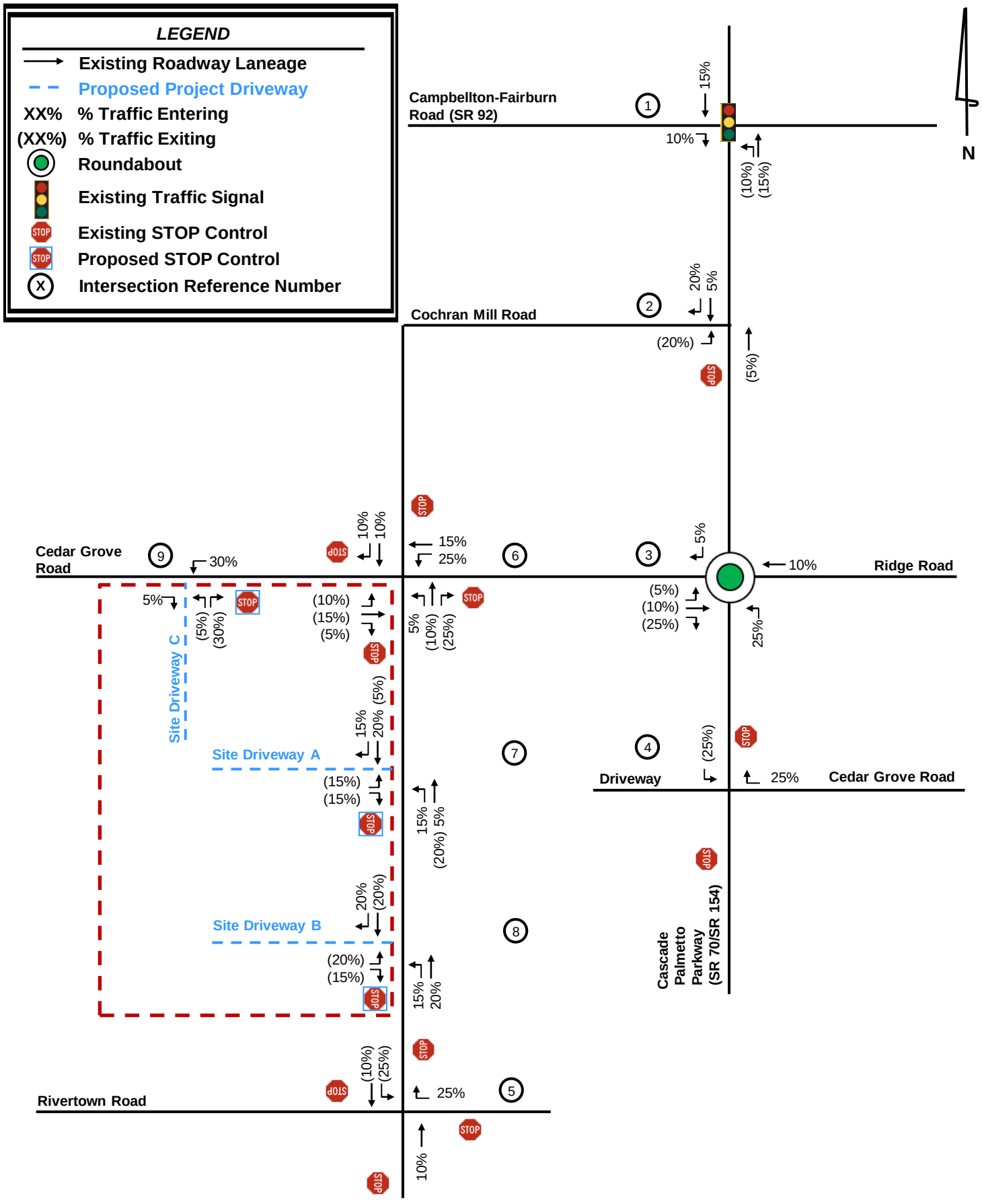
Detailed intersection volume worksheets are provided in **Appendix C**.

5.0 TRAFFIC ANALYSIS

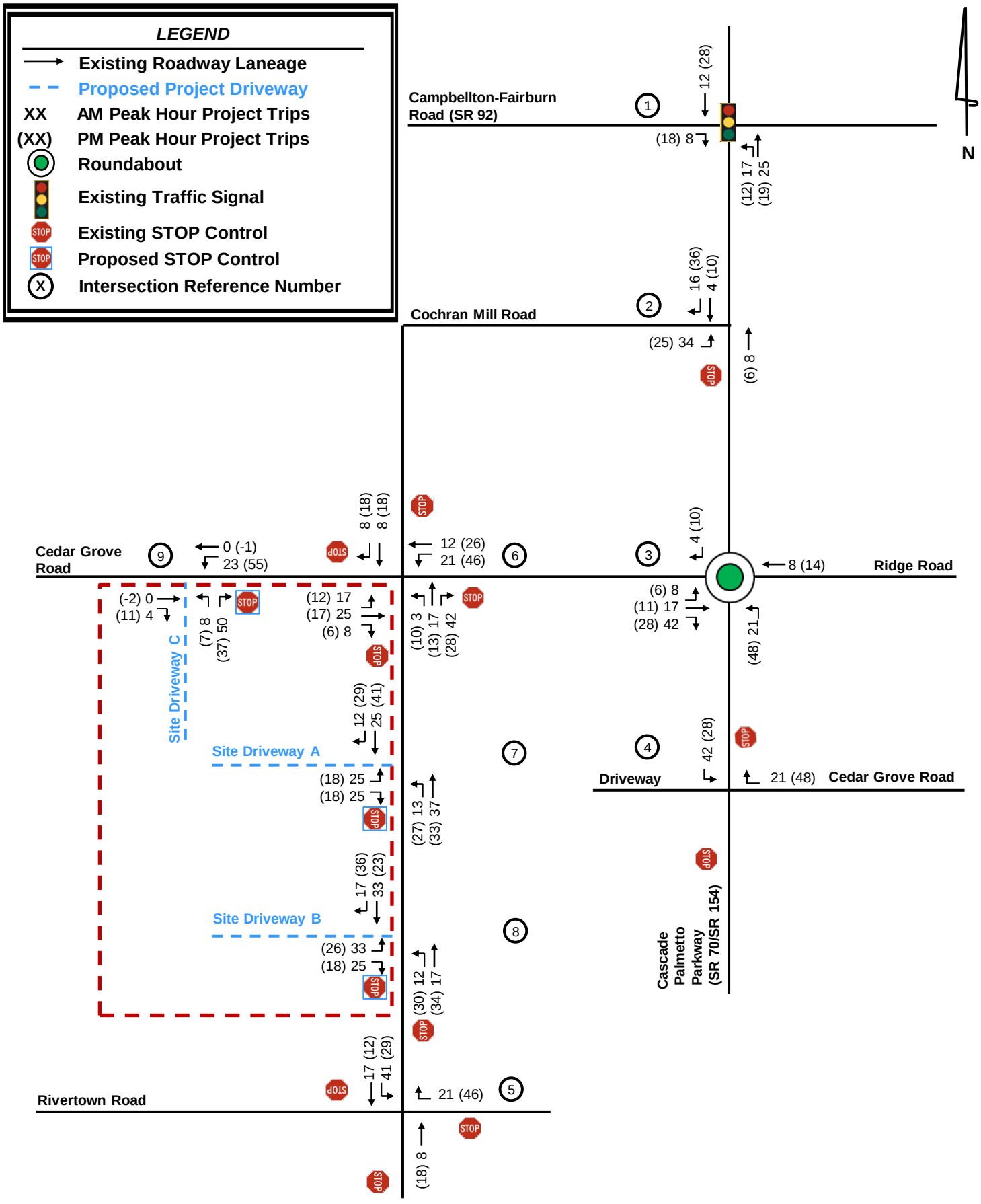
Capacity analyses were performed using *Synchro 11* for the AM and PM peak hours under Existing 2023 conditions, Projected 2031 No-Build conditions, and Projected 2031 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM), 6th Edition* unless otherwise noted.

These analyses included existing roadway laneage and signal timing data for each of the scenarios. The traffic volumes and roadway laneage used for each scenario are shown visually in **Figure 7** for Existing 2023 conditions, **Figure 8** for Projected 2031 No-Build conditions, and **Figure 9** for Projected 2031 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.



Kimley»Horn	*Creative Land Co, LLC* *DRI #4027* *Transportation Analysis*	**Trip Distribution & Assignment**	**Figure 5** **Page 16**



Kimley»Horn	*Creative Land Co, LLC* *DRI #4027* *Transportation Analysis*	**Project Trips**	**Figure 6** **Page 17**

5.1 Campbellton-Fairburn Road (SR 92) at Cascade Palmetto Highway (SR 70/SR 154) (Intersection 1)

Overall LOS Standard: D Approach LOS Standard: D			Cascade Palmetto Highway (SR 70/SR 154)			Cascade Palmetto Highway (SR 70/SR 154)			Campbellton-Fairburn Road (SR 92)			Campbellton-Fairburn Road (SR 92)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (SIGNAL)	AM	Overall LOS	C (29.7)											
		Approach LOS	C (33.2)			D (45.5)			C (26.1)			C (25.7)		
		Storage	350			200			200			225		
		50th Queue	165	230		23	198		133	580		12	272	
		95th Queue	261	360		54	313		212	860		30	420	
	PM	Overall LOS	D (38.2)											
		Approach LOS	D (33.3)			D (46.2)			C (34.3)			D (39.4)		
		Storage	350			200			200			225		
		50th Queue	156	147		30	429		36	551		16	687	
		95th Queue	307	277		73	700		75	830		39	1010	
NO-BUILD (SIGNAL)	AM	Overall LOS	D (44.2)											
		Approach LOS	D (52.6)			E (65.4)			D (40.2)			C (33.1)		
		Storage	350			200			200			225		
		50th Queue	217	301		29	256		173	826		15	369	
		95th Queue	352	426		59	367		272	1277		36	539	
	PM	Overall LOS	E (66.9)											
		Approach LOS	F (82.9)			E (72.8)			D (54.9)			E (64.4)		
		Storage	350			200			200			225		
		50th Queue	348	229		47	678		49	810		21	1005	
		95th Queue	607	334		86	879		94	1150		49	1503	
BUILD (SIGNAL)	AM	Overall LOS	D (48.3)											
		Approach LOS	E (61.2)			E (68.2)			D (43.1)			C (34.3)		
		Storage	350			200			200			225		
		50th Queue	236	335		29	275		179	866		15	378	
		95th Queue	340	467		59	390		280	1330		37	550	
	PM	Overall LOS	E (76.2)											
		Approach LOS	F (105.4)			E (77.9)			E (62.2)			E (69.6)		
		Storage	350			200			200			225		
		50th Queue	407	254		47	740		53	903		22	1069	
		95th Queue	663	366		86	958		94	1215		49	1503	

The intersection of Campbellton-Fairburn Road (SR 92) at Cascade Palmetto Highway (SR 70/SR 154) (Intersection 1) is projected to operate at an acceptable overall LOS under the Existing 2023 conditions and the AM peak hour of the Projected 2031 No-Build and Projected 2031 Build conditions. Intersection 1 is projected to operate at a failing overall LOS under the PM peak hour of the Projected 2031 No-Build and Projected 2031 Build conditions. The northbound, southbound, and westbound approaches for Intersection 1 are projected to operate at a failing approach LOS under the AM and PM peak hours of the Projected 2031 No-Build and Projected 2031 Build conditions. The eastbound approach is projected to operate at a failing approach LOS under the Projected 2031 Build conditions.

In order to improve the overall and approach LOS under the Projected 2031 No-Build and Projected 2031 Build conditions a system improvement is needed. For this analysis, multiple improvement alternatives were studied.

5.1.1 Improvement Alternative 1

Improvement Alternative 1 considers the following (shown in red on **Figure 8 and Figure 9**):

- Provide an additional exclusive southbound through lane along Cascade Palmetto Highway (SR 70/SR 154), consistent with long-range project FS-011.

This improvement is consistent with the planned Cascade-Palmetto Highway Widening project (FS-011). The analysis results for the improved conditions at Intersection 1 are shown in the table below.

Overall LOS Standard: D Approach LOS Standard: D			Cascade Palmetto Highway (SR 70/SR 154)			Cascade Palmetto Highway (SR 70/SR 154)			Campbellton-Fairburn Road (SR 92)			Campbellton-Fairburn Road (SR 92)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD IMPROVED (SIGNAL)	**AM**	Overall LOS	C (34.0)											
		Approach LOS	D (48.5)			D (52.9)			C (27.0)			C (24.4)		
		Storage	350			200			200			225		
		50th Queue	217	302		29	113		152	741		13	333	
		95th Queue	331	431		60	158		260	1237		34	524	
	PM	Overall LOS	D (38.1)											
		Approach LOS	D (39.7)			D (50.3)			C (30.8)			C (35.5)		
		Storage	350			200			200			225		
		50th Queue	219	204		41	245		31	535		13	674	
		95th Queue	475	340		88	352		61	781		32	987	
BUILD IMPROVED (SIGNAL)	**AM**	Overall LOS	D (36.8)											
		Approach LOS	D (54.2)			D (52.1)			C (29.4)			C (25.5)		
		Storage	350			200			200			225		
		50th Queue	236	336		29	122		161	792		14	349	
		95th Queue	361	473		59	170		275	1310		36	544	
	PM	Overall LOS	D (40.4)											
		Approach LOS	D (42.2)			D (52.0)			C (33.6)			C (37.3)		
		Storage	350			200			200			225		
		50th Queue	247	228		42	273		32	578		14	692	
		95th Queue	520	373		88	382		63	844		33	1019	

With the proposed improvement to provide an additional southbound through lane, the intersection of Campbellton-Fairburn Road (SR 92) at Cascade Palmetto Highway (SR 70/SR 154) (Intersection 1) is projected to operate at or above its overall and approach LOS standards under both Projected 2031 No-Build and Projected 2031 Build conditions.

5.1.2 Improvement Alternative 2

Improvement Alternative 2 considers the following:

- Remove the existing traffic signal and construct a single-lane roundabout.

The City of Chattahoochee Hills has identified this intersection as a candidate location for a roundabout. The analysis results for the improved conditions at Intersection 1 are shown in the table below.

Overall LOS Standard: D Approach LOS Standard: D			Cascade Palmetto Highway (SR 70/SR 154)			Cascade Palmetto Highway (SR 70/SR 154)			Campbellton-Fairburn Road (SR 92)			Campbellton-Fairburn Road (SR 92)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD IMPROVED (ROUNDABOUT)	AM	Overall LOS	F (119.4)											
		Approach LOS	F (124.9)			C (17.1)			F (172.8)			E (41.2)		
		Storage												
		50th Queue												
		95th Queue	1178	1178	1178	127	127	127	3314	3314	3314	428	428	428
	PM	Overall LOS	F (88.9)											
		Approach LOS	D (26.5)			F (178.9)			D (31.0)			F (117.3)		
		Storage												
		50th Queue												
		95th Queue	322	322	322	1507	1507	1057	668	668	668	1602	1602	1602
BUILD IMPROVED (ROUNDABOUT)	AM	Overall LOS	F (131.7)											
		Approach LOS	F (149.4)			C (18.1)			F (186.7)			E (42.9)		
		Storage												
		50th Queue												
		95th Queue	1445	1445	1445	139	139	139	3463	3463	3463	441	441	441
	PM	Overall LOS	F (100.1)											
		Approach LOS	D (31.5)			F (186.9)			E (36.9)			F (140.5)		
		Storage												
		50th Queue												
		95th Queue	401	401	401	1629	1629	1629	784	784	784	1797	1797	1797

With the proposed improvement, the intersection of Campbellton-Fairburn Road (SR 92) at Cascade Palmetto Highway (SR 70/SR 154) (Intersection 1) is projected to operate at a failing overall and approach LOS under both Projected 2031 No-Build and Projected 2031 Build conditions. Since the single-lane roundabout alternative is projected to operate at LOS F, a single-lane roundabout is not recommended to improve the intersection LOS.

5.1.3 Improvement Alternative 3

Improvement Alternative 3 considers the following (shown in red on **Figure 8 and Figure 9**):

- Remove the existing traffic signal and construct a multilane roundabout with two (2) lanes on each approach.

The City of Chattahoochee Hills has identified this intersection as a candidate location for a roundabout. The analysis results for the improved conditions at Intersection 1 are shown in the table below.

Overall LOS Standard: D Approach LOS Standard: D			Cascade Palmetto Highway (SR 70/SR 154)			Cascade Palmetto Highway (SR 70/SR 154)			Campbellton-Fairburn Road (SR 92)			Campbellton-Fairburn Road (SR 92)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD IMPROVED (ROUNDABOUT)	**AM**	Overall LOS	C (15.7)											
		Approach LOS	C (19.5)			A (9.9)			C (16.3)			B (13.6)		
		Storage			300			300			300			300
		50th Queue												
		95th Queue	148	148	61	36	36	20	357	357	84	86	86	39
	PM	Overall LOS	B (13.7)											
		Approach LOS	B (11.3)			C (17.7)			B (11.8)			B (14.2)		
		Storage			300			300			300			300
		50th Queue												
		95th Queue	74	74	39	120	120	50	114	114	49	139	139	51
BUILD IMPROVED (ROUNDABOUT)	**AM**	Overall LOS	C (16.9)											
		Approach LOS	C (22.0)			B (10.3)			C (17.1)			B (14.5)		
		Storage			300			300			300			300
		50th Queue												
		95th Queue	181	181	71	39	39	22	382	382	91	93	93	42
	PM	Overall LOS	B (14.4)											
		Approach LOS	B (11.8)			C (18.9)			B (12.3)			B (14.8)		
		Storage			300			300			300			300
		50th Queue												
		95th Queue	86	86	43	137	137	56	119	119	54	146	146	54

With the proposed improvement to construct a multilane roundabout, the intersection of Campbellton-Fairburn Road (SR 92) at Cascade Palmetto Highway (SR 70/SR 154) (Intersection 1) is projected to operate at or above its overall and approach LOS standards under both Projected 2031 No-Build and Projected 2031 Build conditions.

5.1.4 Improvement Alternative 4

Improvement Alternative 4 considers the following (shown in red on **Figure 8 and Figure 9**):

- Construct an exclusive southbound right-turn lane along Cascade Palmetto Highway (SR 70/SR 154)
- Construct an exclusive eastbound right-turn lane along Campbellton-Fairburn Road (SR 92)

The analysis results for the improved conditions at Intersection 1 are shown in the table below.

Overall LOS Standard: D Approach LOS Standard: D			Cascade Palmetto Highway (SR 70/SR 154)			Cascade Palmetto Highway (SR 70/SR 154)			Campbellton-Fairburn Road (SR 92)			Campbellton-Fairburn Road (SR 92)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
NO-BUILD IMPROVED (SIGNAL)	AM	Overall LOS	C (28.1)											
		Approach LOS	C (29.5)			D (38.2)			C (23.3)			C (32.7)		
		Storage	350			200			200			225		
		50th Queue	142	209		19	138	0	151	396	70	13	338	
		95th Queue	254	364		50	246	32	340	644	159	36	533	
	PM	Overall LOS	D (37.6)											
		Approach LOS	D (42.4)			D (50.4)			C (24.7)			D (37.8)		
		Storage	350			200			200			225		
		50th Queue	270	231		48	383	42	35	298	54	15	763	
		95th Queue	473	342		89	522	124	71	456	130	36	1146	
BUILD IMPROVED (SIGNAL)	AM	Overall LOS	C (29.6)											
		Approach LOS	C (30.7)			D (39.7)			C (24.7)			C (34.3)		
		Storage	350			200			200			225		
		50th Queue	158	236		19	152	0	156	406	75	13	345	
		95th Queue	281	408		51	268	33	362	672	171	37	551	
	PM	Overall LOS	D (40.9)											
		Approach LOS	D (47.0)			D (52.7)			C (26.9)			D (41.8)		
		Storage	350			200			200			225		
		50th Queue	300	256		48	428	55	37	312	60	16	797	
		95th Queue	536	373		88	576	138	75	478	145	39	1204	

With the proposed improvement to construct an exclusive southbound right-turn lane along Cascade Palmetto Highway (SR 70/SR 154) and an exclusive eastbound right-turn lane along Campbellton-Fairburn Road (SR 92), the intersection of Campbellton-Fairburn Road (SR 92) at Cascade Palmetto Highway (SR 70/SR 154) (Intersection 1) is projected to operate at or above its overall and approach LOS standards under both Projected 2031 No-Build and Projected 2031 Build conditions.

5.2 Cascade Palmetto Highway (SR 70/SR 154) at Cochran Mill Road (Intersection 2)

Overall LOS Standard: D Approach LOS Standard: D			Cascade Palmetto Highway (SR 70/SR 154)			Cascade Palmetto Highway (SR 70/SR 154)			Cochran Mill Road					
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (TWSC)	AM	Overall LOS	(1.9)											
		Approach LOS	A (0.0)						C (19.8)					
		Storage												
		50th Queue												
		95th Queue	0						28					
	PM	Overall LOS	(0.7)											
		Approach LOS	A (9.6)						C (21.8)					
		Storage												
		50th Queue												
		95th Queue	0						13					
NO-BUILD (TWSC)	AM	Overall LOS	(2.5)											
		Approach LOS	A (0.0)						D (26.4)					
		Storage												
		50th Queue												
		95th Queue	0						45					
	PM	Overall LOS	(0.9)											
		Approach LOS	B (10.1)						D (28.6)					
		Storage												
		50th Queue												
		95th Queue	0						20					
BUILD (TWSC)	AM	Overall LOS	(3.9)											
		Approach LOS	A (0.0)						D (33.2)					
		Storage												
		50th Queue												
		95th Queue	0						73					
	PM	Overall LOS	(1.7)											
		Approach LOS	B (10.3)						E (35.8)					
		Storage												
		50th Queue												
		95th Queue	0						40					

The intersection of Cascade Palmetto Highway (SR 70/SR 154) at Cochran Mill Road (Intersection 2) is projected to operate at an acceptable overall LOS under the Existing 2023, Projected 2031 No-Build, and Projected 2031 Build conditions. Every approach of the intersection is projected to operate acceptably under all studied scenarios, except for one. The eastbound approach is projected to operate at an unacceptable LOS standard during the PM peak hour of the Projected 2031 Build conditions. Low levels-of-service for side street approaches are not uncommon, as vehicles may experience significant delay turning onto a major roadway. No improvements are needed or recommended to be conditioned.

5.3 Cascade Palmetto Highway (SR 70/SR 154) at Cedar Grove Road/Ridge Road (Intersection 3)

Overall LOS Standard: D Approach LOS Standard: D			Cascade Palmetto Highway (SR 70/SR 154)			Cascade Palmetto Highway (SR 70/SR 154)			Cedar Grove Road			Ridge Road		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (ROUNDABOUT)	AM	Overall LOS	A (6.7)											
		Approach LOS	A (6.4)			A (7.3)			A (5.0)			A (4.5)		
		Storage												
		50th Queue												
		95th Queue	66	66	66	82	82	82	7	7	7	7	7	7
	PM	Overall LOS	A (7.6)											
		Approach LOS	A (7.3)			A (8.3)			A (5.4)			A (5.0)		
		Storage												
		50th Queue												
		95th Queue	93	93	93	97	97	97	7	7	7	9	9	9
NO-BUILD (ROUNDABOUT)	AM	Overall LOS	A (7.6)											
		Approach LOS	A (7.1)			A (8.4)			A (5.6)			A (4.9)		
		Storage												
		50th Queue												
		95th Queue	84	84	84	108	108	108	10	10	10	9	9	9
	PM	Overall LOS	A (8.9)											
		Approach LOS	A (8.5)			A (9.9)			A (6.3)			A (5.6)		
		Storage												
		50th Queue												
		95th Queue	124	124	124	130	130	130	9	9	9	12	12	12
BUILD (ROUNDABOUT)	AM	Overall LOS	A (8.1)											
		Approach LOS	A (7.8)			A (9.0)			A (6.8)			A (5.3)		
		Storage												
		50th Queue												
		95th Queue	97	97	97	110	110	110	25	25	25	11	11	11
	PM	Overall LOS	B (10.1)											
		Approach LOS	A (9.6)			B (11.5)			A (7.5)			A (6.4)		
		Storage												
		50th Queue												
		95th Queue	152	152	152	139	139	139	23	23	23	17	17	17

The intersection of Cascade Palmetto Highway (SR 70/SR 154) at Cedar Grove Road/Ridge Road (Intersection 3) is projected to operate at an acceptable overall LOS under the Existing 2023, Projected 2031 No-Build, and Projected 2031 Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are needed or recommended to be conditioned.

5.4 Cascade Palmetto Highway (SR 70/SR 154) at Cedar Grove Road (Intersection 4)

Overall LOS Standard: D Approach LOS Standard: D			Cascade Palmetto Highway (SR 70/SR 154)			Cascade Palmetto Highway (SR 70/SR 154)			Private Driveway			Cedar Grove Road		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (TWSC)	AM	Overall LOS	(3.1)											
		Approach LOS	A (0.0)			A (8.6)			A (0.0)			B (12.2)		
		Storage												
		50th Queue												
		95th Queue	0			13			0			3	15	
	PM	Overall LOS	(4.0)											
		Approach LOS	A (0.0)			A (8.3)			C (20.5)			B (12.6)		
		Storage												
		50th Queue												
		95th Queue	0			10			3			3	33	
NO-BUILD (TWSC)	AM	Overall LOS	(3.3)											
		Approach LOS	A (0.0)			A (9.0)			A (0.0)			B (13.4)		
		Storage												
		50th Queue												
		95th Queue	0			18			0			5	20	
	PM	Overall LOS	(4.4)											
		Approach LOS	A (0.0)			A (8.6)			D (26.9)			B (14.3)		
		Storage												
		50th Queue												
		95th Queue	0			13			3			3	48	
BUILD (TWSC)	AM	Overall LOS	(3.9)											
		Approach LOS	A (0.0)			A (9.2)			A (0.0)			B (14.0)		
		Storage												
		50th Queue												
		95th Queue	0			23			0			5	25	
	PM	Overall LOS	(5.2)											
		Approach LOS	A (0.0)			A (8.7)			D (31.0)			C (15.5)		
		Storage												
		50th Queue												
		95th Queue	0			15			5			5	63	

The intersection of Cascade Palmetto Highway (SR 70/SR 154) at Cedar Grove Road (Intersection 4) is projected to operate at an acceptable overall LOS under the Existing 2023, Projected 2031 No-Build, and Projected 2031 Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are needed or recommended to be conditioned.

5.5 Cochran Mill Road at Rivertown Road (Intersection 5)

Overall LOS Standard: D Approach LOS Standard: D			Cochran Mill Road			Cochran Mill Road			Rivertown Road			Rivertown Road		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	U	T	R	L	T	R
EXISTING (AWSC)	AM	Overall LOS	A (7.6)											
		Approach LOS	A (7.2)			A (8.1)			A (7.5)			A (7.5)		
		Storage												
		50th Queue												
		95th Queue		5			10			3			10	
	PM	Overall LOS	A (7.2)											
		Approach LOS	A (7.4)			A (7.4)			A (7.1)			A (7.1)		
		Storage												
		50th Queue												
		95th Queue		3			3			0			8	
NO-BUILD (AWSC)	AM	Overall LOS	A (7.8)											
		Approach LOS	A (7.4)			A (8.3)			A (7.6)			A (7.7)		
		Storage												
		50th Queue												
		95th Queue		8			13			5			13	
	PM	Overall LOS	A (7.3)											
		Approach LOS	A (7.5)			A (7.4)			A (7.1)			A (7.2)		
		Storage												
		50th Queue												
		95th Queue		3			3			0			8	
BUILD (AWSC)	AM	Overall LOS	A (8.5)											
		Approach LOS	A (7.8)			A (9.2)			A (8.0)			A (8.2)		
		Storage												
		50th Queue												
		95th Queue		8			25			5			15	
	PM	Overall LOS	A (7.8)											
		Approach LOS	A (7.9)			A (8.1)			A (7.4)			A (7.7)		
		Storage												
		50th Queue												
		95th Queue		5			10			0			15	

The intersection of Cochran Mill Road at Rivertown Road (Intersection 5) is projected to operate at an acceptable overall LOS under the Existing 2023, Projected 2031 No-Build, and Projected 2031 Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are needed or recommended to be conditioned.

5.6 Cedar Grove Road at Cochran Mill Road (Intersection 6)

Overall LOS Standard: D Approach LOS Standard: D			Cochran Mill Road			Cochran Mill Road			Cedar Grove Road			Cedar Grove Road		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
EXISTING (AWSC)	AM	Overall LOS	A (7.9)											
		Approach LOS	A (7.6)			A (8.3)			A (8.0)			A (7.7)		
		Storage												
		50th Queue												
		95th Queue		8			8			10			3	
	PM	Overall LOS	A (7.3)											
		Approach LOS	A (7.3)			A (7.0)			A (7.5)			A (7.6)		
		Storage												
		50th Queue												
		95th Queue		5			5			3			5	
NO-BUILD (AWSC)	AM	Overall LOS	A (8.1)											
		Approach LOS	A (7.8)			A (8.5)			A (8.2)			A (7.9)		
		Storage												
		50th Queue												
		95th Queue		8			10			13			5	
	PM	Overall LOS	A (7.4)											
		Approach LOS	A (7.4)			A (7.1)			A (7.6)			A (7.7)		
		Storage												
		50th Queue												
		95th Queue		5			8			5			5	
BUILD (AWSC)	AM	Overall LOS	A (9.0)											
		Approach LOS	A (8.7)			A (9.2)			A (9.2)			A (8.7)		
		Storage												
		50th Queue												
		95th Queue		20			15			23			10	
	PM	Overall LOS	A (8.3)											
		Approach LOS	A (8.2)			A (7.9)			A (8.3)			A (8.9)		
		Storage												
		50th Queue												
		95th Queue		13			13			10			15	

The intersection of Cedar Grove Road at Cochran Mill Road (Intersection 6) is projected to operate at an acceptable overall LOS under the Existing 2023, Projected 2031 No-Build, and Projected 2031 Build conditions. Each approach of the intersection is projected to operate acceptably under all studied scenarios. No improvements are needed or recommended to be conditioned.

5.7 Cochran Mill Road at Site Driveway A (Intersection 7)

Overall LOS Standard: D Approach LOS Standard: D			Cochran Mill Road			Cochran Mill Road			Site Driveway A					
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
BUILD (TWSC)	AM	Overall LOS	(2.2)											
		Approach LOS	A (7.5)			A (0.0)			B (10.0)					
		Storage												
		50th Queue												
		95th Queue	0						8					
	PM	Overall LOS	(2.2)											
		Approach LOS	A (7.5)			A (0.0)			A (9.5)					
		Storage												
		50th Queue												
		95th Queue	3						5					

The intersection of Cochran Mill Road at Site Driveway A (Intersection 7) is projected to operate at or above its overall and approach LOS standards. The intersection is proposed to operate as a full-movement driveway under two-way stop-control with stop control for the eastbound approach only. A right-turn deceleration lane along Cochran Mill Road is recommended. The recommended lane configuration for Proposed Site Driveway A is one lane entering the site and one lane exiting the site.

5.8 Cochran Mill Road at Site Driveway B (Intersection 8)

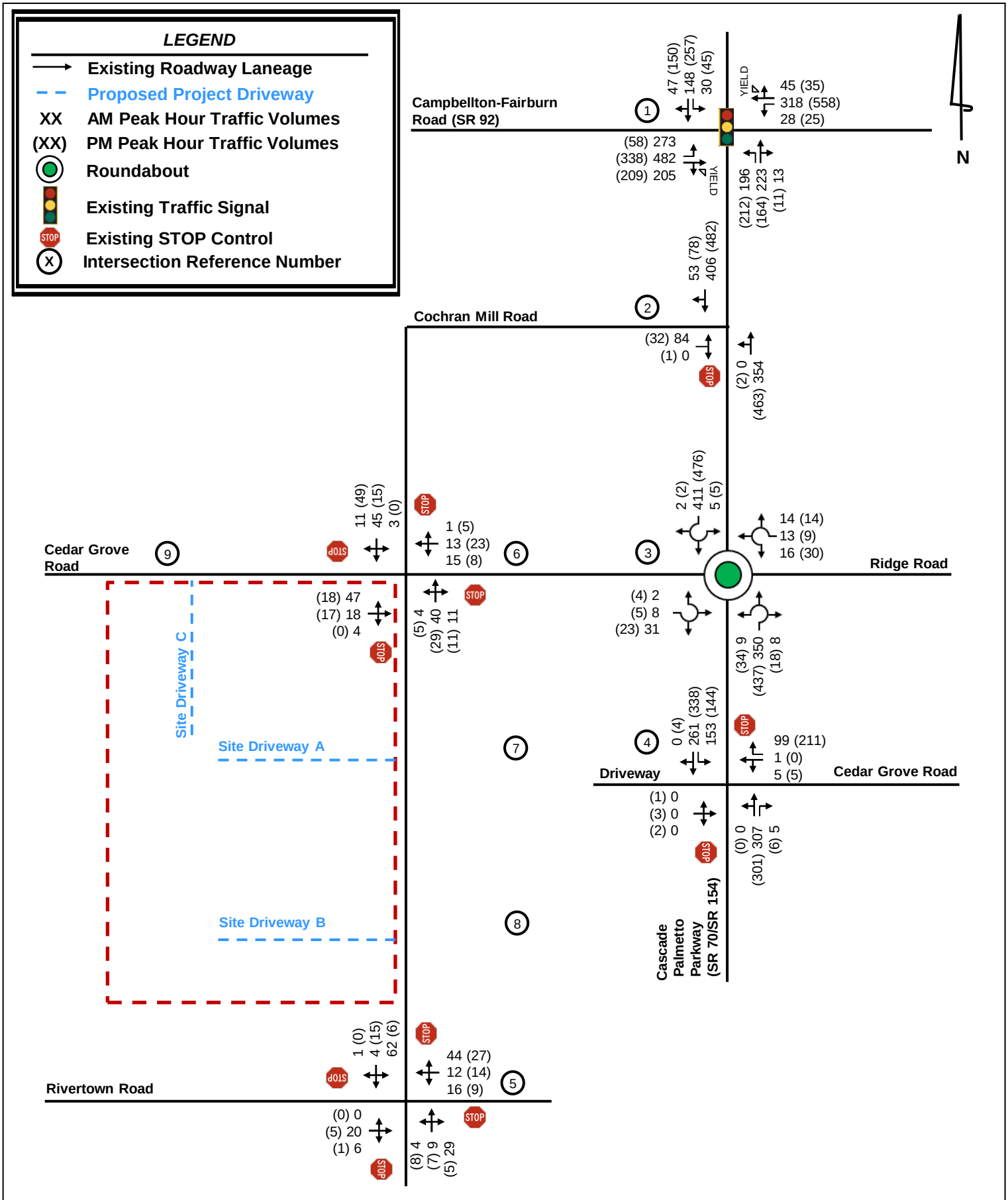
Overall LOS Standard: D Approach LOS Standard: D			Cochran Mill Road			Cochran Mill Road			Site Driveway B					
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
BUILD (TWSC)	AM	Overall LOS	(2.5)											
		Approach LOS	A (7.6)			A (0.0)			B (10.1)					
		Storage												
		50th Queue												
		95th Queue	0						8					
	PM	Overall LOS	(2.6)											
		Approach LOS	A (7.4)			A (0.0)			A (9.6)					
		Storage												
		50th Queue												
		95th Queue	3						5					

The intersection of Cochran Mill Road at Site Driveway B (Intersection 8) is projected to operate at or above its overall and approach LOS standards. The intersection is proposed to operate as a full-movement driveway under two-way stop-control with stop control for the eastbound approach only. A right-turn deceleration lane along Cochran Mill Road is recommended. The recommended lane configuration for Proposed Site Driveway B is one lane entering the site and one lane exiting the site.

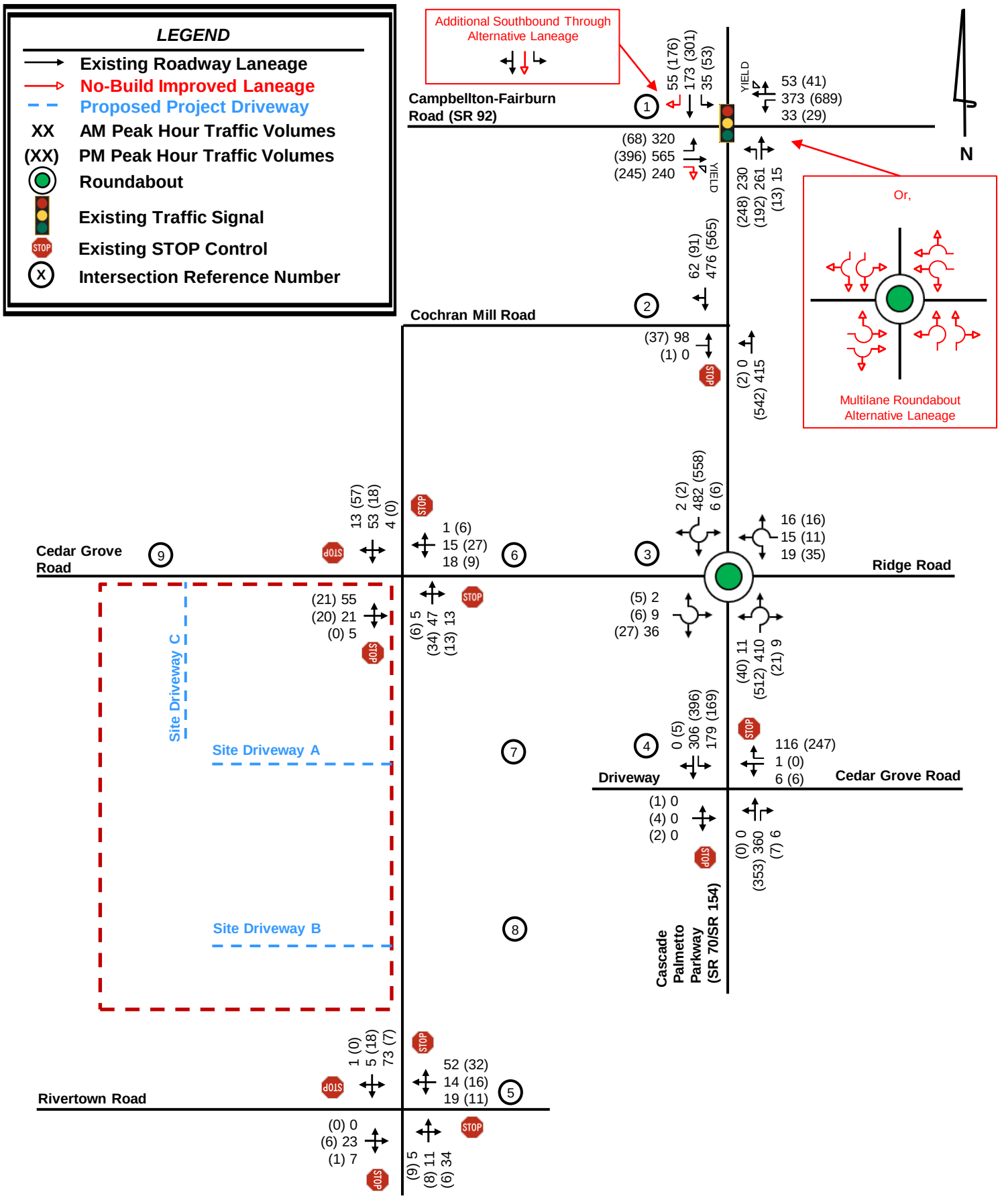
5.9 Cedar Grove Road at Site Driveway C (Intersection 9)

Overall LOS Standard: D Approach LOS Standard: D			Site Driveway C						Cedar Grove Road			Cedar Grove Road		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
BUILD (TWSC)	AM	Overall LOS	(3.6)											
		Approach LOS	A (9.2)						A (0.0)			A (7.5)		
		Storage												
		50th Queue												
		95th Queue	0	5								3		
	PM	Overall LOS	(3.4)											
		Approach LOS	A (9.0)						A (0.0)			A (7.4)		
		Storage												
		50th Queue												
		95th Queue	0	3								3		

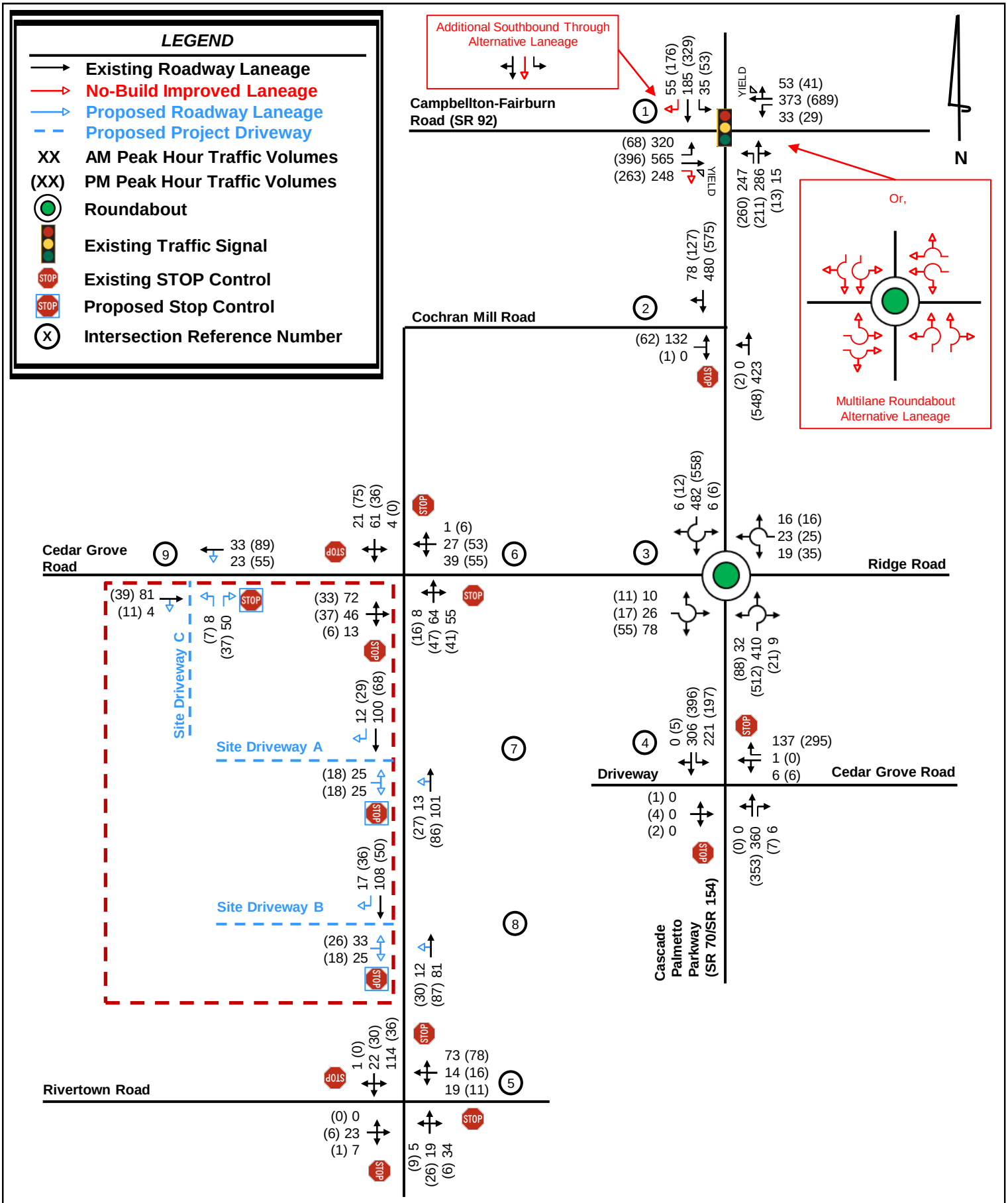
The intersection of Cedar Grove Road at Site Driveway C (Intersection 9) is projected to operate at or above its overall and approach LOS standards. The intersection is proposed to operate as a full-movement driveway under two-way stop-control with stop control for the northbound approach only. The recommended lane configuration for Proposed Site Driveway C is two lanes entering the site and two lanes exiting the site.



Kimley»Horn	***Creative Land Co, LLC DRI #4027 Transportation Analysis***	**Existing 2023 Conditions**	**Figure 7** **Page 30**



Kimley»Horn	*Creative Land Co, LLC* *DRI #4027* *Transportation Analysis*	**Projected 2031 No-Build Conditins**	**Figure 8**
			Page 31

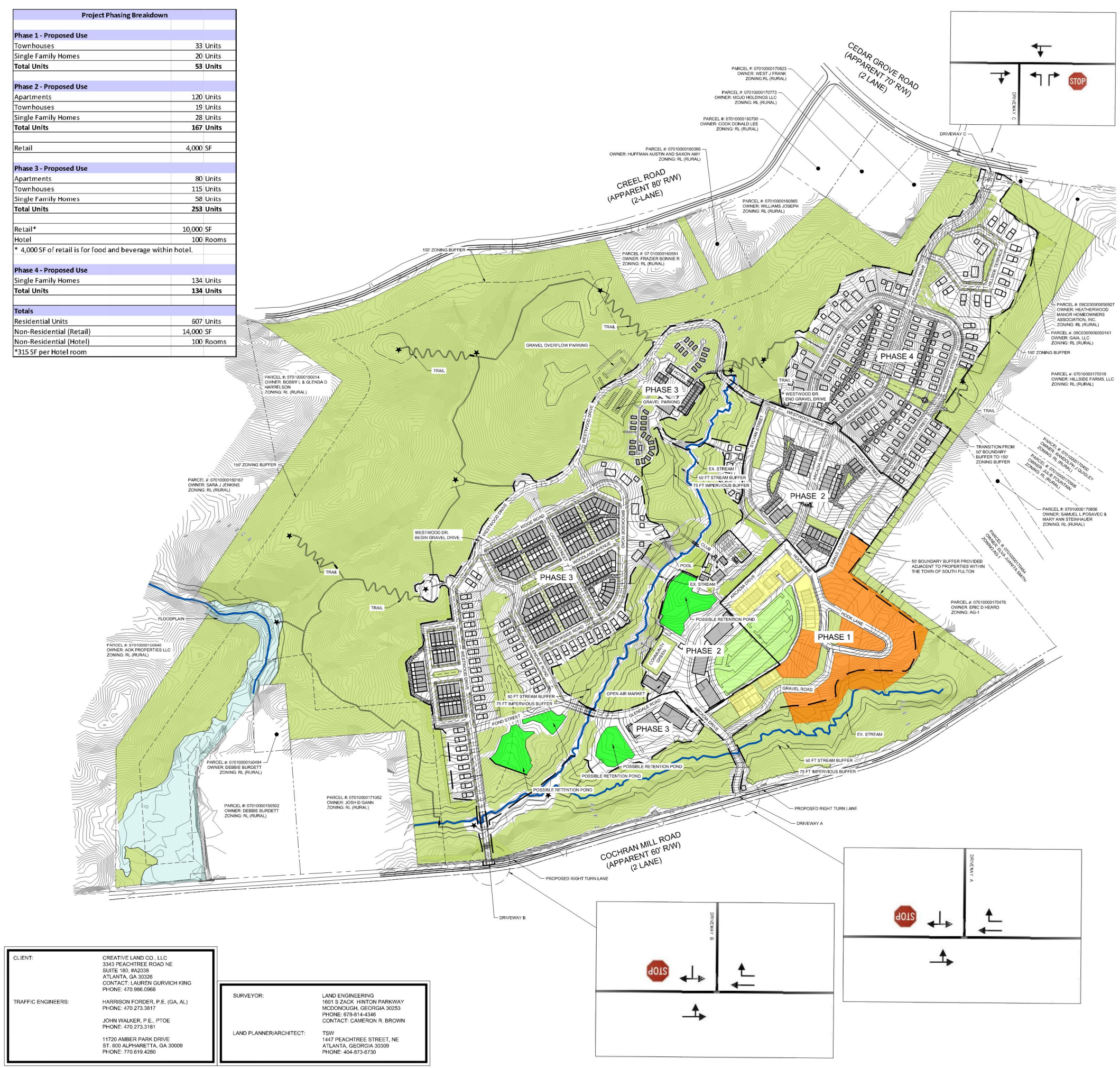


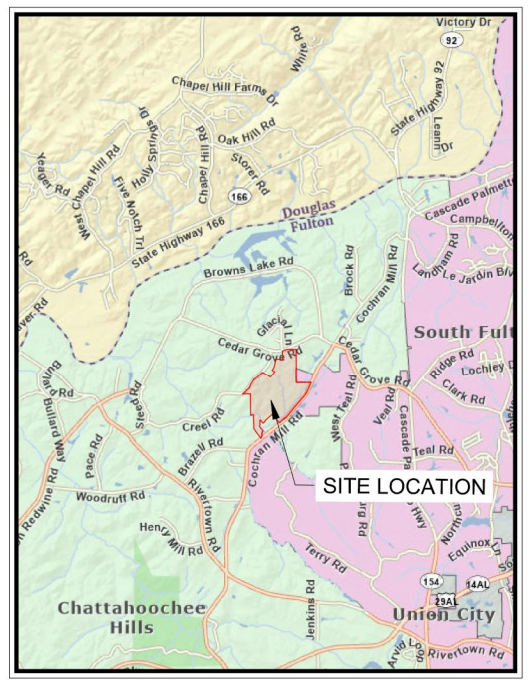
Kimley»Horn	*Creative Land Co, LLC* *DRI #4027* *Transportation Analysis*	**Projected 2031 Build Conditions**	**Figure 9** **Page 32**

APPENDIX A

Proposed Site Plan

Project Phasing Breakdown	
Phase 1 - Proposed Use	
Townhouses	33 Units
Single Family Homes	20 Units
Total Units	**53 Units**
Phase 2 - Proposed Use	
Apartments	120 Units
Townhouses	19 Units
Single Family Homes	28 Units
Total Units	**167 Units**
Retail	4,000 SF
Phase 3 - Proposed Use	
Apartments	80 Units
Townhouses	115 Units
Single Family Homes	58 Units
Total Units	**253 Units**
Retail*	10,000 SF
Hotel	100 Rooms
* 4,000 SF of retail is for food and beverage within hotel.	
Phase 4 - Proposed Use	
Single Family Homes	134 Units
Total Units	**134 Units**
Totals	
Residential Units	607 Units
Non-Residential (Retail)	14,000 SF
Non-Residential (Hotel)	100 Rooms
*315 SF per Hotel room	





VICINITY MAP

DRI #4027

SITE DATA:

TOTAL SITE AREA	265 AC (11,540,786 SF)
PROJECT SITE AREA	265 AC (11,540,786 SF)
FLOODPLAIN (APPROXIMATE)	N/A
GROSS RESIDENTIAL DENSITY	2.29 DU/AC
ZONING:	
EXISTING ZONING	RL (RURAL)
FUTURE DEVELOPMENT CLASSIFICATION	RURAL RESIDENTIAL
PROPOSED ZONING	HAMLET MIXED-USE (HM-MU)
ZONING JURISDICTION	CHATTAHOOCHEE HILLS
DEVELOPMENT TYPE:	
RESIDENTIAL DWELLINGS	607 UNITS
RETAIL	10,000 SF
RETAIL (FOOD AND BEVERAGE IN HOTEL)	4,000 SF
HOTEL	100 ROOMS
ZONING COUNT	528
DEVELOPMENT STANDARDS:	
MAXIMUM BUILDING HEIGHT	
• ROADS	45 FEET
• STREETS	45 FEET
• COMMERCIAL STREETS	60 FEET
• AVENUES & BLVD	60 FEET
PROPOSED NON-RESIDENTIAL BUILDINGS TO BE 1 TO 3 STORIES	
FRONT YARD	
• ROADS	20 FEET
• STREETS	5 FEET MIN & 10 FEET MAX
• COMMERCIAL STREETS	10 FEET MAX
• AVENUES & BLVD	10 FEET MAX
REAR YARD	
• ROADS	15 FEET MIN
• STREETS	NONE
• COMMERCIAL STREETS	NONE
• AVENUES & BLVD	NONE
SIDE YARD	
• ROADS	10 FEET MIN
• STREETS	NONE
• COMMERCIAL STREETS	5 FEET MAX
• AVENUES & BLVD	5 FEET MAX
MINIMUM BUILDING SEPARATION	N/A
MINIMUM LOT SIZE	NONE
BUFFERS:	
ZONING BUFFER	150'
SIDE/REAR	NONE
FRONT	NONE
COMMON AREA CALCULATIONS:	
MIN. OPEN SPACE REQUIRED (65% OF SITE AREA)	172.2 AC (7,501,511 SF)
OPEN SPACE PROVIDED	174.23 AC
MIN. CIVIC SPACE REQUIRED (5% OF SITE AREA)	13.2 AC (577,039 SF)
CIVIC SPACE PROVIDED	13.3 AC
MAXIMUM REQUIRED PARKING:	
SINGLE FAMILY RESIDENTIAL = NONE	N/A
OTHER RESIDENTIAL = 2.5 PER UNIT X 607 UNITS	1,518
NON RESIDENTIAL = 5 PER 1,000 SF X 45,500 SF (NON RESIDENTIAL INCLUDES RETAIL AND HOTEL)	228
TOTAL PROPOSED PARKING:	1,746

NOTES:

FUTURE PHASES CONCEPTUAL LAYOUT SUBJECT TO ADJUSTMENT.

ALL SITE INTERIOR ROADS WILL BE 2-LANES.

THE PROPOSED SITE WILL BE DEVELOPED AS A WALKABLE COMMUNITY WITH SHARED LANES, SIDEWALKS WHERE APPROPRIATE, TRAILS AND PATHS THROUGHOUT

GRAPHIC SCALE IN FEET
0 100 200 400

NORTH

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CLIENT: CREATIVE LAND CO., LLC
3343 PEACHTREE ROAD NE
SUITE 180, #A2038
ATLANTA, GA 30326
CONTACT: LAUREN GURVICH KING
PHONE: 470.986.0968

TRAFFIC ENGINEERS: HARRISON FORDER, P.E. (GA, AL)
PHONE: 470.273.3817

JOHN WALKER, P.E., PTOE
PHONE: 470.273.3181

11720 AMBER PARK DRIVE
ST. 600 ALPHARETTA, GA 30009
PHONE: 770.619.4280

SURVEYOR: LAND ENGINEERING
1601 S ZACK HINTON PARKWAY
MCDONOUGH, GEORGIA 30253
PHONE: 678-814-4346
CONTACT: CAMERON R. BROWN

LAND PLANNER/ARCHITECT: TSW
1447 PEACHTREE STREET, NE
ATLANTA, GEORGIA 30309
PHONE: 404-873-6730

CLIENT
CREATIVE LAND CO., LLC
DRI #4027
3343 PEACHTREE ROAD NE, SUITE 180 #A2038
ATLANTA, GEORGIA 30326
PHONE: 470.986.0968

No.	REVISION DESCRIPTIONS	DATE	BY

PROJECT
CREATIVE LAND COMPANY, LLC
5250 COCHRAN MILL ROAD, FAIRBURN, GEORGIA 30213
LAND LOT 15, 16, 17, & 18, 7TH LAND DISTRICT FULTON COUNTY, GEORGIA

GEORGIA REGISTERED PROFESSIONAL ENGINEER — 07/13/2023

GSWCC CERT. LEVEL II	0000008170
DRAWN BY	TDG
DESIGNED BY	TDG
REVIEWED BY	ARI
DATE	07/13/2023
PROJECT NO.	118254005

TITLE: DRI SITE PLAN

SHEET NUMBER: C2-00

Drawing name: K:\ALP_PTP\011853000_Arcadia DRI - Chattahoochee Hills - May 2023\DS\CAD\DRI Site Plan R4.dwg Layout: Aug 30, 2023, 5:35pm by: Reid Irwin

Project Phasing Breakdown	
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Total Units	**53 Units**
Phase 2 - Proposed Use	
Apartments	120 Units
Townhouses	19 Units
Single Family Homes	28 Units
Total Units	**167 Units**
Retail	4,000 SF
Phase 3 - Proposed Use	
Apartments	80 Units
Townhouses	115 Units
Single Family Homes	58 Units
Total Units	**253 Units**
Retail*	10,000 SF
Hotel	100 Rooms
* 4,000 SF of retail is for food and beverage within hotel.	
Phase 4 - Proposed Use	
Single Family Homes	134 Units
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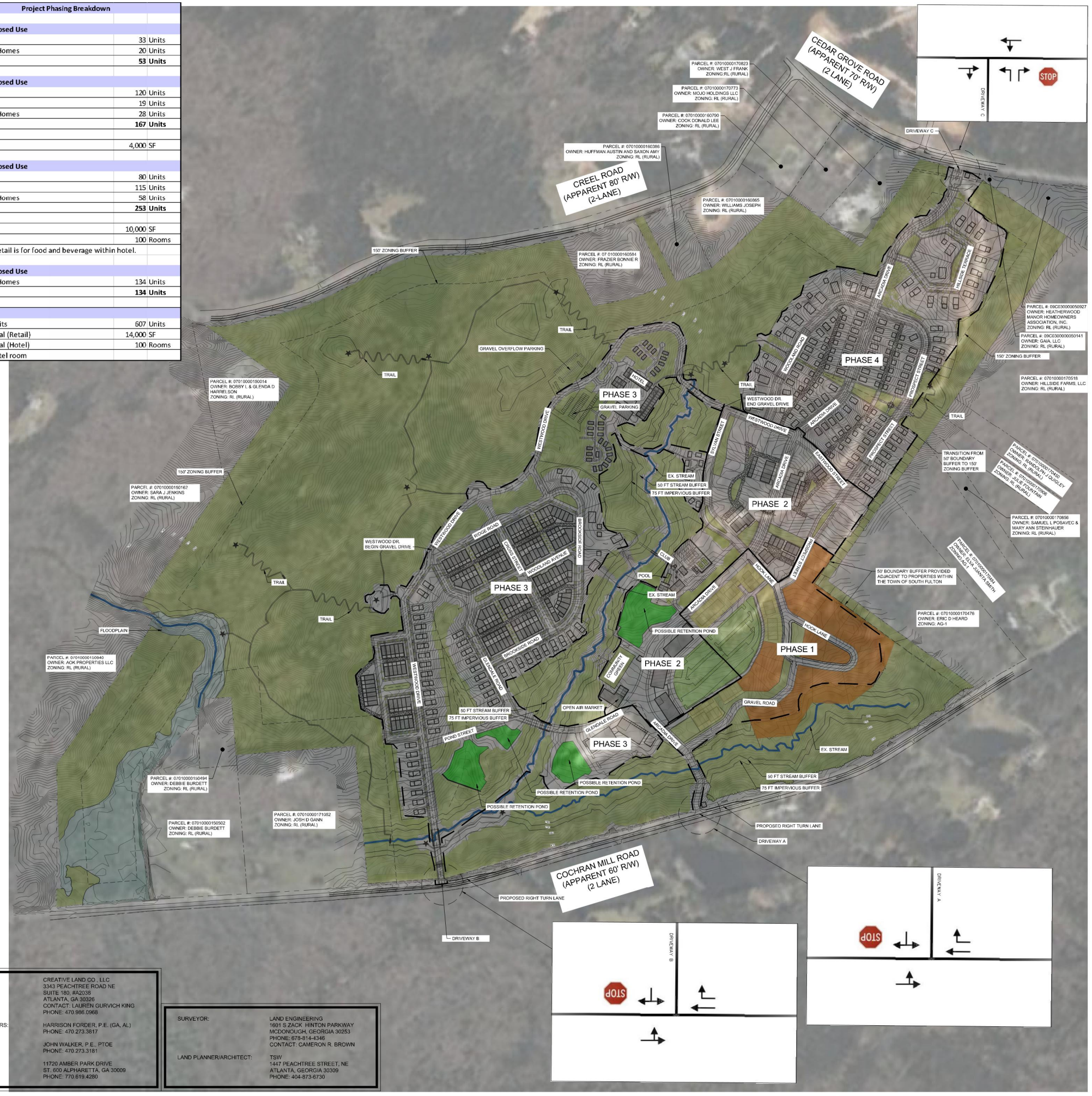
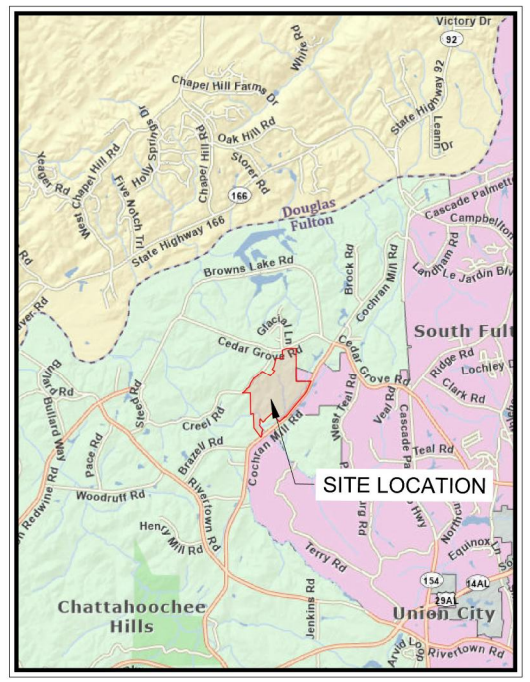
*315 SF per Hotel room	





VICINITY MAP

DRI #4027

SITE DATA:

TOTAL SITE AREA	265 AC (11,540,786 SF)
PROJECT SITE AREA	265 AC (11,540,786 SF)
FLOODPLAIN (APPROXIMATE)	N/A
GROSS RESIDENTIAL DENSITY	2.29 DU/AC
ZONING:	
EXISTING ZONING	RL (RURAL)
FUTURE DEVELOPMENT CLASSIFICATION	RURAL RESIDENTIAL
PROPOSED ZONING	HAMLET MIXED-USE (HM-MU)
ZONING JURISDICTION	CHATTAHOOCHEE HILLS
DEVELOPMENT TYPE:	
RESIDENTIAL DWELLINGS	607 UNITS
RETAIL	10,000 SF
RETAIL (FOOD AND BEVERAGE IN HOTEL)	4,000 SF
HOTEL	100 ROOMS
ZONING COUNT	528
DEVELOPMENT STANDARDS:	
MAXIMUM BUILDING HEIGHT	
• ROADS	45 FEET
• STREETS	45 FEET
• COMMERCIAL STREETS	60 FEET
• AVENUES & BLVD	60 FEET
PROPOSED NON-RESIDENTIAL BUILDINGS TO BE 1 TO 3 STORIES	
FRONT YARD	
• ROADS	20 FEET
• STREETS	5 FEET MIN & 10 FEET MAX
• COMMERCIAL STREETS	10 FEET MAX
• AVENUES & BLVD	10 FEET MAX
REAR YARD	
• ROADS	15 FEET MIN
• STREETS	NONE
• COMMERCIAL STREETS	NONE
• AVENUES & BLVD	NONE
SIDE YARD	
• ROADS	10 FEET MIN
• STREETS	NONE
• COMMERCIAL STREETS	5 FEET MAX
• AVENUES & BLVD	5 FEET MAX
MINIMUM BUILDING SEPARATION	N/A
MINIMUM LOT SIZE	NONE
BUFFERS:	
ZONING BUFFER	150'
SIDE/REAR	NONE
FRONT	NONE
COMMON AREA CALCULATIONS:	
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OPEN SPACE PROVIDED	174.23 AC
MIN. CIVIC SPACE REQUIRED (5% OF SITE AREA)	13.2 AC (577,039 SF)
CIVIC SPACE PROVIDED	13.3 AC
MAXIMUM REQUIRED PARKING:	
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NON RESIDENTIAL = 5 PER 1,000 SF X 45,500 SF (NON RESIDENTIAL INCLUDES RETAIL AND HOTEL)	228
TOTAL PROPOSED PARKING:	1,746

NOTES:

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GRAPHIC SCALE IN FEET
0 100 200 400

NORTH

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CLIENT:	CREATIVE LAND CO., LLC 3343 PEACHTREE ROAD NE SUITE 180, #A2038 ATLANTA, GA 30326 CONTACT: LAUREN GURVICH KING PHONE: 470.986.0968
TRAFFIC ENGINEERS:	HARRISON FORDER, P.E. (GA, AL) PHONE: 470.273.3817 JOHN WALKER, P.E., PTOE PHONE: 470.273.3181 11720 AMBER PARK DRIVE ST. 600 ALPHARETTA, GA 30009 PHONE: 770.619.4280
SURVEYOR:	LAND ENGINEERING 1601 S ZACK HINTON PARKWAY MCDONOUGH, GEORGIA 30253 PHONE: 678-614-4346 CONTACT: CAMERON R. BROWN
LAND PLANNER/ARCHITECT:	TSW 1447 PEACHTREE STREET, NE ATLANTA, GEORGIA 30309 PHONE: 404-873-6730

Kimley»Horn
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11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GEORGIA 30009
PHONE: (770) 619-4280
WWW.KIMLEY-HORN.COM

CLIENT: CREATIVE LAND CO., LLC
DRI #4027
3343 PEACHTREE ROAD NE, SUITE 180 #A2038
ATLANTA, GEORGIA 30326
PHONE: 470.986.0968

No.	REVISION DESCRIPTIONS	DATE	BY

PROJECT: CREATIVE LAND COMPANY, LLC
5250 COCHRAN MILL ROAD, FAIRBURN, GEORGIA 30213
LAND LOT 15, 16, 17, & 18, 7TH LAND DISTRICT FULTON COUNTY, GEORGIA

GEORGIA REGISTERED PROFESSIONAL ENGINEER — 07/13/2023

GSWCC CERT. (LEVEL II)	0000008170
DRAWN BY	TDG
DESIGNED BY	TDG
REVIEWED BY	ARI
DATE	07/13/2023
PROJECT NO.	118254005

TITLE: DRI SITE PLAN

SHEET NUMBER: C2-00

Drawing name: K:\ALP_TPTO\118254005_Arcadia DRI - Chattahoochee Hills - May 2023\DSC\ACAD\DRI Site Plan R4.dwg Layout: Aug 30, 2023, 5:37pm by: Reid Irwin

APPENDIX B

Trip Generation Analysis

Trip Generation Analysis (11th Ed. with *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
Creative Land CO, LLC DRI #4027
City of Chattahoochee Hills, GA

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
210 Single-Family Detached Housing	240 d.u.	2,258	165	43	122	226	142	84
215 Single-Family Attached Housing	167 d.u.	1,222	81	25	56	96	55	41
220 Multi-Family Housing (Low-Rise)	200 d.u.	1,358	85	20	65	107	67	40
310 Hotel	100 rooms	660	43	24	19	46	23	23
822 Strip Retail Plaza (<40k)	10,000 s.f. gross leasable area	652	29	17	12	78	39	39
932 High-Turnover (Sit-Down) Restaurant	4,000 s.f.	428	38	21	17	36	22	14
Gross Trips		**6,578**	**441**	**150**	**291**	**589**	**348**	**241**
Residential Trips		4,838	331	88	243	429	264	165
Mixed-Use Reductions		*-96*	*-9*	*-3*	*-6*	*-23*	*-13*	*-10*
Alternative Mode Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
40% Reduction as allowed by GRTA		*-1,896*	*-129*	*-34*	*-95*	*-162*	*-100*	*-62*
Adjusted Residential Trips		2,846	193	51	142	244	151	93
Hotel Trips		660	43	24	19	46	23	23
Mixed-Use Reductions		*-12*	*-3*	*-1*	*-2*	*-8*	*-6*	*-2*
Alternative Mode Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
40% Reduction as allowed by GRTA		*-260*	*-16*	*-9*	*-7*	*-15*	*-7*	*-8*
Adjusted Hotel Trips		388	24	14	10	23	10	13
Retail Trips		652	29	17	12	78	39	39
Mixed-Use Reductions		*-66*	*-8*	*-4*	*-4*	*-29*	*-11*	*-18*
Alternative Mode Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Pass By Reductions (Limited by GRTA 15% Rule)		*-94*	*0*	*0*	*0*	*-11*	*-5*	*-6*
40% Reduction as allowed by GRTA		*-196*	*-8*	*-5*	*-3*	*-15*	*-9*	*-6*
Adjusted Retail Trips		296	13	8	5	23	14	9
Restaurant Trips		428	38	21	17	36	22	14
Mixed-Use Reductions		*-42*	*-10*	*-7*	*-3*	*-20*	*-10*	*-10*
Alternative Mode Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Pass By Reductions (Limited by GRTA 15% Rule)		*-62*	*0*	*0*	*0*	*-5*	*-3*	*-2*
40% Reduction as allowed by GRTA		*-130*	*-11*	*-6*	*-5*	*-4*	*-4*	*-1*
Adjusted Restaurant Trips		194	17	8	9	7	5	1
Mixed-Use Reductions - TOTAL		*-216*	*-30*	*-15*	*-15*	*-80*	*-40*	*-40*
Alternative Mode Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Pass-By Reductions - TOTAL		*-156*	*0*	*0*	*0*	*-16*	*-8*	*-8*
40% Reduction as allowed by GRTA - TOTAL		*-2,482*	*-164*	*-54*	*-110*	*-196*	*-120*	*-77*
New Trips		**3,724**	**247**	**81**	**166**	**297**	**180**	**116**
Driveway Volumes		**3,880**	**247**	**81**	**166**	**313**	**188**	**124**

APPENDIX C

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Campbellton-Fairburn Road (SR 92) @ Cascade Palmetto Highway (SR 70/154)

AM PEAK HOUR

	de Palmetto Highway (SR 70/S			de Palmetto Highway (SR 70/S			mpbellton-Fairburn Road (SR 9			mpbellton-Fairburn Road (SR 9		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	196	223	13	30	148	47	273	482	205	28	318	45
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	17	26	1	6	31	1	4	22	22	1	12	10
Heavy Vehicle %	9%	12%	8%	20%	21%	2%	2%	5%	11%	4%	4%	22%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2023 Volumes	196	223	13	30	148	47	273	482	205	28	318	45
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	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172
New Road Adjustment												
Other Proposed Developments												
2031 Background Traffic	230	261	15	35	173	55	320	565	240	33	373	53
Project Trips												
Trip Distribution IN					15%				10%			
Trip Distribution OUT	10%	15%										
Residential Trips	14	21	0	0	8	0	0	0	5	0	0	0
Trip Distribution IN					15%				10%			
Trip Distribution OUT	10%	15%										
Hotel Trips	1	2	0	0	2	0	0	0	1	0	0	0
Trip Distribution IN					15%				10%			
Trip Distribution OUT	10%	15%										
Retail Trips	1	1	0	0	1	0	0	0	1	0	0	0
Trip Distribution IN					15%				10%			
Trip Distribution OUT	10%	15%										
Restaurant Trips	1	1	0	0	1	0	0	0	1	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balancing												
Total Project Trips	17	25	0	0	12	0	0	0	8	0	0	0
2031 Buildout Total	247	286	15	35	185	55	320	565	248	33	373	53

PM PEAK HOUR

	de Palmetto Highway (SR 70/S			de Palmetto Highway (SR 70/S			mpbellton-Fairburn Road (SR 9			mpbellton-Fairburn Road (SR 9		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	212	164	11	45	257	150	58	338	209	25	588	35
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	9	32	1	6	23	3	4	18	14	1	13	6
Heavy Vehicle %	4%	20%	9%	13%	9%	2%	7%	5%	7%	4%	2%	17%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2023 Volumes	212	164	11	45	257	150	58	338	209	25	588	35
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	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172
New Road Adjustment												
Other Proposed Developments												
2031 Background Traffic	248	192	13	53	301	176	68	396	245	29	689	41
Project Trips												
Trip Distribution IN					15%				10%			
Trip Distribution OUT	10%	15%										
Residential Trips	9	14	0	0	23	0	0	0	15	0	0	0
Trip Distribution IN					15%				10%			
Trip Distribution OUT	10%	15%										
Hotel Trips	1	2	0	0	2	0	0	0	1	0	0	0
Trip Distribution IN					15%				10%			
Trip Distribution OUT	10%	15%										
Retail Trips	1	1	0	0	2	0	0	0	1	0	0	0
Trip Distribution IN					15%				10%			
Trip Distribution OUT	10%	15%										
Restaurant Trips	0	0	0	0	1	0	0	0	1	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balancing	1	2										
Total Project Trips	12	19	0	0	28	0	0	0	18	0	0	0
2031 Buildout Total	260	211	13	53	329	176	68	396	263	29	689	41

INTERSECTION VOLUME DEVELOPMENT

Intersection #2: Cascade Palmetto Highway (SR 70/SR 154) @ Cochran Mill Road

AM PEAK HOUR

Description	e Palmetto Highway (SR 70/S Northbound			e Palmetto Highway (SR70/S Southbound			Cochran Mill Road Eastbound			0 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	354	0	0	406	53	84	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	44	0	0	54	2	1	0	0	0	0	0
Heavy Vehicle %	0%	12%	0%	0%	13%	4%	2%	0%	0%	0%	0%	0%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment												
Adjusted 2023 Volumes	0	354	0	0	406	53	84	0	0	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	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172
New Road Adjustment												
Other Proposed Developments												
2031 Background Traffic	0	415	0	0	476	62	98	0	0	0	0	0
Project Trips												
Trip Distribution IN					5%	20%						
Trip Distribution OUT		5%					20%					
Residential Trips	0	7	0	0	3	10	28	0	0	0	0	0
Trip Distribution IN					5%	20%						
Trip Distribution OUT		5%					20%					
Hotel Trips	0	1	0	0	1	3	2	0	0	0	0	0
Trip Distribution IN					5%	20%						
Trip Distribution OUT		5%					20%					
Retail Trips	0	0	0	0	0	2	1	0	0	0	0	0
Trip Distribution IN					5%	20%						
Trip Distribution OUT		5%					20%					
Restaurant Trips	0	0	0	0	0	2	2	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balancing						-1	1					
Total Project Trips	0	8	0	0	4	16	34	0	0	0	0	0
2031 Buildout Total	0	423	0	0	480	78	132	0	0	0	0	0

PM PEAK HOUR

Description	e Palmetto Highway (SR 70/S Northbound			e Palmetto Highway (SR70/S Southbound			Cochran Mill Road Eastbound			 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	2	463	0	0	482	78	32	0	1	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	45	0	0	42	0	1	0	0	0	0	0
Heavy Vehicle %	50%	10%	0%	0%	9%	2%	3%	0%	2%	0%	0%	0%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment												
Adjusted 2023 Volumes	2	463	0	0	482	78	32	0	1	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	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172
New Road Adjustment												
Other Proposed Developments												
2031 Background Traffic	2	542	0	0	565	91	37	0	1	0	0	0
Project Trips												
Trip Distribution IN					5%	20%						
Trip Distribution OUT		5%					20%					
Residential Trips	0	5	0	0	8	30	19	0	0	0	0	0
Trip Distribution IN					5%	20%						
Trip Distribution OUT		5%					20%					
Hotel Trips	0	1	0	0	1	2	3	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN					5%	20%						
Trip Distribution OUT		5%					20%					
Retail Trips	0	0	0	0	1	3	2	0	0	0	0	0
Trip Distribution IN					5%	20%						
Trip Distribution OUT		5%					20%					
Restaurant Trips	0	0	0	0	0	1	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balancing							1					
Total Project Trips	0	6	0	0	10	36	25	0	0	0	0	0
2031 Buildout Total	2	548	0	0	575	127	62	0	1	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #3: Cascade Palmetto Highway (SR 70/SR 154) @ Cedar Grove Road/Ridge Road

AM PEAK HOUR

	de Palmetto Highway (SR 70/S			de Palmetto Highway (SR 70/S			Cedar Grove Road			Ridge Road		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	9	350	8	5	411	2	2	8	31	16	13	14
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	47	0	0	54	0	0	0	2	0	0	1
Heavy Vehicle %	11%	13%	2%	2%	13%	2%	2%	2%	6%	2%	2%	7%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment												
Adjusted 2023 Volumes	9	350	8	5	411	2	2	8	31	16	13	14
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	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172
New Road Adjustment												
Other Proposed Developments												
2031 Background Traffic	11	410	9	6	482	2	2	9	36	19	15	16
Project Trips												
Trip Distribution IN	25%					5%					10%	
Trip Distribution OUT							5%	10%	25%			
Residential Trips	13	0	0	0	0	3	7	14	36	0	5	0
Trip Distribution IN	25%					5%					10%	
Trip Distribution OUT							5%	10%	25%			
Hotel Trips	4	0	0	0	0	1	1	1	3	0	1	0
Trip Distribution IN	25%					5%					10%	
Trip Distribution OUT							5%	10%	25%			
Retail Trips	2	0	0	0	0	0	0	1	1	0	1	0
Trip Distribution IN	25%					5%					10%	
Trip Distribution OUT							5%	10%	25%			
Restaurant Trips	2	0	0	0	0	0	0	1	2	0	1	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balancing												
Total Project Trips	21	0	0	0	0	4	8	17	42	0	8	0
2031 Buildout Total	32	410	9	6	482	6	10	26	78	19	23	16

PM PEAK HOUR

	de Palmetto Highway (SR 70/S			de Palmetto Highway (SR 70/S			Cedar Grove Road			Ridge Road		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	34	437	18	5	476	2	4	5	23	30	9	14
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	38	0	0	46	0	0	1	1	0	0	0
Heavy Vehicle %	2%	9%	2%	2%	10%	2%	2%	20%	4%	2%	2%	2%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2023 Volumes	34	437	18	5	476	2	4	5	23	30	9	14
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	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172
New Road Adjustment												
Other Proposed Developments												
2031 Background Traffic	40	512	21	6	558	2	5	6	27	35	11	16
Project Trips												
Trip Distribution IN	25%					5%						
Trip Distribution OUT							5%	10%	25%		10%	
Residential Trips	38	0	0	0	0	8	5	9	23	0	9	0
Trip Distribution IN	25%					5%					10%	
Trip Distribution OUT							5%	10%	25%			
Hotel Trips	3	0	0	0	0	1	1	1	3	0	1	0
Trip Distribution IN	25%					5%					10%	
Trip Distribution OUT							5%	10%	25%			
Retail Trips	4	0	0	0	0	1	0	1	2	0	1	0
Trip Distribution IN	25%					5%					10%	
Trip Distribution OUT							5%	10%	25%			
Restaurant Trips	1	0	0	0	0	0	0	0	0	0	1	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balancing	2										2	
Total Project Trips	48	0	0	0	0	10	6	11	28	0	14	0
2031 Buildout Total	88	512	21	6	558	12	11	17	55	35	25	16

INTERSECTION VOLUME DEVELOPMENT

Intersection #4: Cascade Palmetto Highway (SR 70/SR 154) @ Cedar Grove Park/Driveway

AM PEAK HOUR

	de Palmetto Highway (SR70/SI			de Palmetto Highway (SR70/SI			Driveway			Cedar Grove Road		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	267	4	133	227	0	0	0	0	4	1	86
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	36	0	6	46	0	0	0	0	0	0	3
Heavy Vehicle %	0%	13%	2%	5%	20%	0%	0%	0%	0%	2%	2%	3%
Peak Hour Factor		0.85			0.85			0.85			0.85	
Adjustment	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Adjusted 2023 Volumes	0	307	5	153	261	0	0	0	0	5	1	99
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	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172
New Road Adjustment												
Other Proposed Developments												
2031 Background Traffic	0	360	6	179	306	0	0	0	0	6	1	116
Project Trips												
Trip Distribution IN												25%
Trip Distribution OUT				25%								
Residential Trips	0	0	0	36	0	0	0	0	0	0	0	13
Trip Distribution IN												25%
Trip Distribution OUT				25%								
Hotel Trips	0	0	0	3	0	0	0	0	0	0	0	4
Trip Distribution IN												25%
Trip Distribution OUT				25%								
Retail Trips	0	0	0	1	0	0	0	0	0	0	0	2
Trip Distribution IN												25%
Trip Distribution OUT				25%								
Restaurant Trips	0	0	0	2	0	0	0	0	0	0	0	2
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balancing												
Total Project Trips	0	0	0	42	0	0	0	0	0	0	0	21
2031 Buildout Total	0	360	6	221	306	0	0	0	0	6	1	137

PM PEAK HOUR

	de Palmetto Highway (SR70/SI			de Palmetto Highway (SR70/SI			Driveway			Cedar Grove Road		
	Northbound			**Southbound**			**Eastbound**			**Westbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	301	6	144	338	4	1	3	2	5	0	211
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	40	1	2	33	0	0	0	0	1	0	7
Heavy Vehicle %	0%	13%	17%	2%	10%	2%	2%	2%	2%	20%	0%	3%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2023 Volumes	0	301	6	144	338	4	1	3	2	5	0	211
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	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172
New Road Adjustment												
Other Proposed Developments												
2031 Background Traffic	0	353	7	169	396	5	1	4	2	6	0	247
Project Trips												
Trip Distribution IN												25%
Trip Distribution OUT				25%								
Residential Trips	0	0	0	23	0	0	0	0	0	0	0	38
Trip Distribution IN												25%
Trip Distribution OUT				25%								
Hotel Trips	0	0	0	3	0	0	0	0	0	0	0	3
Trip Distribution IN												25%
Trip Distribution OUT				25%								
Retail Trips	0	0	0	2	0	0	0	0	0	0	0	4
Trip Distribution IN												25%
Trip Distribution OUT				25%								
Restaurant Trips	0	0	0	0	0	0	0	0	0	0	0	1
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balancing												2
Total Project Trips	0	0	0	28	0	0	0	0	0	0	0	48
2031 Buildout Total	0	353	7	197	396	5	1	4	2	6	0	295

INTERSECTION VOLUME DEVELOPMENT

Intersection #5: Cochran Mill Road @ Rivertown Road

AM PEAK HOUR

Description	Cochran Mill Road Northbound			Cochran Mill Road Southbound			Rivertown Road Eastbound			Rivertown Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	4	9	29	62	4	1	0	20	6	16	12	44
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	1	0	0	1	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	0%	5%	2%	2%	8%	2%
Peak Hour Factor		0.70			0.70			0.70			0.70	
Adjustment												
Adjusted 2023 Volumes	4	9	29	62	4	1	0	20	6	16	12	44
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	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172
New Road Adjustment												
Other Proposed Developments												
2031 Background Traffic	5	11	34	73	5	1	0	23	7	19	14	52
Project Trips												
Trip Distribution IN		10%										25%
Trip Distribution OUT				25%	10%							
Residential Trips	0	5	0	36	14	0	0	0	0	0	0	13
Trip Distribution IN		10%										25%
Trip Distribution OUT				25%	10%							
Hotel Trips	0	1	0	3	1	0	0	0	0	0	0	4
Trip Distribution IN		10%										25%
Trip Distribution OUT				25%	10%							
Retail Trips	0	1	0	1	1	0	0	0	0	0	0	2
Trip Distribution IN		10%										25%
Trip Distribution OUT				25%	10%							
Restaurant Trips	0	1	0	2	1	0	0	0	0	0	0	2
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balancing				-1								
Total Project Trips	0	8	0	41	17	0	0	0	0	0	0	21
2031 Buildout Total	5	19	34	114	22	1	0	23	7	19	14	73

PM PEAK HOUR

Description	Cochran Mill Road Northbound			Cochran Mill Road Southbound			Rivertown Road Eastbound			Rivertown Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	8	7	5	6	15	0	0	5	1	9	14	27
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	1	0	0	1	0	0	0	0	0	0	1
Heavy Vehicle %	13%	14%	2%	2%	7%	0%	0%	2%	2%	2%	2%	4%
Peak Hour Factor		0.67			0.67			0.67			0.67	
Adjustment												
Adjusted 2023 Volumes	8	7	5	6	15	0	0	5	1	9	14	27
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	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172
New Road Adjustment												
Other Proposed Developments												
2031 Background Traffic	9	8	6	7	18	0	0	6	1	11	16	32
Project Trips												
Trip Distribution IN		10%										25%
Trip Distribution OUT				25%	10%							
Residential Trips	0	15	0	23	9	0	0	0	0	0	0	38
Trip Distribution IN		10%										25%
Trip Distribution OUT				25%	10%							
Hotel Trips	0	1	0	3	1	0	0	0	0	0	0	3
Trip Distribution IN		10%										25%
Trip Distribution OUT				25%	10%							
Retail Trips	0	1	0	2	1	0	0	0	0	0	0	4
Trip Distribution IN		10%										25%
Trip Distribution OUT				25%	10%							
Restaurant Trips	0	1	0	0	0	0	0	0	0	0	0	1
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balancing				1	1							
Total Project Trips	0	18	0	29	12	0	0	0	0	0	0	46
2031 Buildout Total	9	26	6	36	30	0	0	6	1	11	16	78

INTERSECTION VOLUME DEVELOPMENT

Intersection #6: Cedar Grove Road @ Cochran Mill Road

AM PEAK HOUR

Description	Cochran Mill Road Northbound			Cochran Mill Road Southbound			Cedar Grove Road Eastbound			Cedar Grove Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	4	40	11	3	45	11	47	18	4	15	13	1
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	1	1	1	0	0	1	1	0	0	1	0
Heavy Vehicle %	2%	3%	9%	33%	2%	2%	2%	6%	2%	2%	8%	2%
Peak Hour Factor		0.76			0.76			0.76			0.76	
Adjustment												
Adjusted 2023 Volumes	4	40	11	3	45	11	47	18	4	15	13	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	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172
New Road Adjustment												
Other Proposed Developments												
2031 Background Traffic	5	47	13	4	53	13	55	21	5	18	15	1
Project Trips												
Trip Distribution IN	5%				10%	10%				25%	15%	
Trip Distribution OUT		10%	25%				10%	15%	5%			
Residential Trips	3	14	36	0	5	5	14	21	7	13	8	0
Trip Distribution IN	5%				10%	10%				25%	15%	
Trip Distribution OUT		10%	25%				10%	15%	5%			
Hotel Trips	1	1	3	0	1	1	1	2	1	4	2	0
Trip Distribution IN	5%				10%	10%				25%	15%	
Trip Distribution OUT		10%	25%				10%	15%	5%			
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	5%				10%	10%				25%	15%	
Trip Distribution OUT		10%	25%				10%	15%	5%			
Retail Trips	0	1	1	0	1	1	1	1	0	2	1	0
Trip Distribution IN	5%				10%	10%				25%	15%	
Trip Distribution OUT		10%	25%				10%	15%	5%			
Restaurant Trips	0	1	2	0	1	1	1	1	0	2	1	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balancing	-1											
Total Project Trips	3	17	42	0	8	8	17	25	8	21	12	0
2031 Buildout Total	8	64	55	4	61	21	72	46	13	39	27	1

PM PEAK HOUR

Description	Cochran Mill Road Northbound			Cochran Mill Road Southbound			Cedar Grove Road Eastbound			Cedar Grove Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	5	29	11	0	15	49	18	17	0	8	23	5
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	1	1	0	0	1	0	1	0	1	1	0
Heavy Vehicle %	2%	3%	9%	0%	2%	2%	2%	6%	0%	13%	4%	2%
Peak Hour Factor		0.88			0.88			0.88			0.88	
Adjustment												
Adjusted 2023 Volumes	5	29	11	0	15	49	18	17	0	8	23	5
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	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172
New Road Adjustment												
Other Proposed Developments												
2031 Background Traffic	6	34	13	0	18	57	21	20	0	9	27	6
Project Trips												
Trip Distribution IN	5%				10%	10%				25%	15%	
Trip Distribution OUT		10%	25%				10%	15%	5%			
Residential Trips	8	9	23	0	15	15	9	14	5	38	23	0
Trip Distribution IN	5%				10%	10%				25%	15%	
Trip Distribution OUT		10%	25%				10%	15%	5%			
Hotel Trips	1	1	3	0	1	1	1	2	1	3	2	0
Trip Distribution IN	5%				10%	10%				25%	15%	
Trip Distribution OUT		10%	25%				10%	15%	5%			
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	5%				10%	10%				25%	15%	
Trip Distribution OUT		10%	25%				10%	15%	5%			
Retail Trips	1	1	2	0	1	1	1	1	0	4	2	0
Trip Distribution IN	5%				10%	10%				25%	15%	
Trip Distribution OUT		10%	25%				10%	15%	5%			
Restaurant Trips	0	0	0	0	1	1	0	0	0	1	1	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balancing		2					1				-2	
Total Project Trips	10	13	28	0	18	18	12	17	6	46	26	0
2031 Buildout Total	16	47	41	0	36	75	33	37	6	55	53	6

INTERSECTION VOLUME DEVELOPMENT

Intersection #7: Site Driveway A @ Cochran Mill Road
AM PEAK HOUR

Description	Cochran Mill Road Northbound			Cochran Mill Road Southbound			Site Driveway A Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	55	0	0	64	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	2	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	4%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.76			0.76			0.76			0.76	
Adjustment												
Adjusted 2023 Volumes	0	55	0	0	64	0	0	0	0	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	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172
New Road Adjustment												
Other Proposed Developments												
2031 Background Traffic	0	64	0	0	75	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	15%	5%			20%	15%						
Trip Distribution OUT		20%			5%		15%		15%			
Residential Trips	8	31	0	0	17	8	21	0	21	0	0	0
Trip Distribution IN	15%	5%			20%	15%						
Trip Distribution OUT		20%			5%		15%		15%			
Hotel Trips	2	3	0	0	4	2	2	0	2	0	0	0
Trip Distribution IN	15%	5%			20%	15%						
Trip Distribution OUT		20%			5%		15%		15%			
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	15%	5%			20%	15%						
Trip Distribution OUT		20%			5%		15%		15%			
Retail Trips	1	1	0	0	2	1	1	0	1	0	0	0
Trip Distribution IN	15%	5%			20%	15%						
Trip Distribution OUT		20%			5%		15%		15%			
Restaurant Trips	1	2	0	0	2	1	1	0	1	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balancing	1											
Total Project Trips	13	37	0	0	25	12	25	0	25	0	0	0
2031 Buildout Total	13	101	0	0	100	12	25	0	25	0	0	0

PM PEAK HOUR

Description	Cochran Mill Road Northbound			Cochran Mill Road Southbound			Site Driveway A Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	45	0	0	23	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	2	0	0	1	0	0	0	0	0	0	0
Heavy Vehicle %	0%	4%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.88			0.88			0.88			0.88	
Adjustment												
Adjusted 2023 Volumes	0	45	0	0	23	0	0	0	0	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	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172
New Road Adjustment												
Other Proposed Developments												
2031 Background Traffic	0	53	0	0	27	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	15%	5%			20%	15%						
Trip Distribution OUT		20%			5%		15%		15%			
Residential Trips	23	27	0	0	35	23	14	0	14	0	0	0
Trip Distribution IN	15%	5%			20%	15%						
Trip Distribution OUT		20%			5%		15%		15%			
Hotel Trips	2	4	0	0	3	2	2	0	2	0	0	0
Trip Distribution IN	15%	5%			20%	15%						
Trip Distribution OUT		20%			5%		15%		15%			
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	15%	5%			20%	15%						
Trip Distribution OUT		20%			5%		15%		15%			
Retail Trips	2	3	0	0	3	2	1	0	1	0	0	0
Trip Distribution IN	15%	5%			20%	15%						
Trip Distribution OUT		20%			5%		15%		15%			
Restaurant Trips	1	0	0	0	1	1	0	0	0	0	0	0
Pass-By Trips	1	-1	0	0	-1	1	1	0	1	0	0	0
Project Trips Balancing	-2											
Total Project Trips	27	33	0	0	41	29	18	0	18	0	0	0
2031 Buildout Total	27	86	0	0	68	29	18	0	18	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #8: Site Driveway B @ Cochran Mill Road
AM PEAK HOUR

Description	Cochran Mill Road Northbound			Cochran Mill Road Southbound			Site Driveway B Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	55	0	0	64	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	2	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	4%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.76			0.76			0.76			0.76	
Adjustment												
Adjusted 2023 Volumes	0	55	0	0	64	0	0	0	0	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	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172
New Road Adjustment												
Other Proposed Developments												
2031 Background Traffic	0	64	0	0	75	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	15%	20%				20%						
Trip Distribution OUT					20%		20%		15%			
Residential Trips	8	10	0	0	28	10	28	0	21	0	0	0
Trip Distribution IN	15%	20%				20%						
Trip Distribution OUT					20%		20%		15%			
Hotel Trips	2	3	0	0	2	3	2	0	2	0	0	0
Trip Distribution IN	15%	20%				20%						
Trip Distribution OUT					20%		20%		15%			
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	15%	20%				20%						
Trip Distribution OUT					20%		20%		15%			
Retail Trips	1	2	0	0	1	2	1	0	1	0	0	0
Trip Distribution IN	15%	20%				20%						
Trip Distribution OUT					20%		20%		15%			
Restaurant Trips	1	2	0	0	2	2	2	0	1	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balancing												
Total Project Trips	12	17	0	0	33	17	33	0	25	0	0	0
2031 Buildout Total	12	81	0	0	108	17	33	0	25	0	0	0

PM PEAK HOUR

Description	Cochran Mill Road Northbound			Cochran Mill Road Southbound			Site Driveway B Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	45	0	0	23	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	2	0	0	1	0	0	0	0	0	0	0
Heavy Vehicle %	0%	4%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.88			0.88			0.88			0.88	
Adjustment												
Adjusted 2023 Volumes	0	45	0	0	23	0	0	0	0	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	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172
New Road Adjustment												
Other Proposed Developments												
2031 Background Traffic	0	53	0	0	27	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	15%	20%				20%						
Trip Distribution OUT					20%		20%		15%			
Residential Trips	23	30	0	0	19	30	19	0	14	0	0	0
Trip Distribution IN	15%	20%				20%						
Trip Distribution OUT					20%		20%		15%			
Hotel Trips	2	2	0	0	3	2	3	0	2	0	0	0
Trip Distribution IN	15%	20%				20%						
Trip Distribution OUT					20%		20%		15%			
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN	15%	20%				20%						
Trip Distribution OUT					20%		20%		15%			
Retail Trips	2	3	0	0	2	3	2	0	1	0	0	0
Trip Distribution IN	15%	20%				20%						
Trip Distribution OUT					20%		20%		15%			
Restaurant Trips	1	1	0	0	0	1	0	0	0	0	0	0
Pass-By Trips	2	-2	0	0	-1	1	2	0	1	0	0	0
Project Trips Balancing						-1						
Total Project Trips	30	34	0	0	23	36	26	0	18	0	0	0
2031 Buildout Total	30	87	0	0	50	36	26	0	18	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #9: Site Driveway C @ Cedar Grove Road
AM PEAK HOUR

Description	Site Driveway C Northbound Left	Through	Right	Southbound Left	Through	Right	Cedar Grove Road Eastbound Left	Through	Right	Cedar Grove Road Westbound Left	Through	Right
Observed 2023 Traffic Volumes	0	0	0	0	0	0	0	69	0	0	28	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	2	0	0	1	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	4%	0%
Peak Hour Factor		0.76			0.76			0.76			0.76	
Adjustment												
Adjusted 2023 Volumes	0	0	0	0	0	0	0	69	0	0	28	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	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172
New Road Adjustment												
Other Proposed Developments												
2031 Background Traffic	0	0	0	0	0	0	0	81	0	0	33	0
Project Trips												
Trip Distribution IN									5%	30%		
Trip Distribution OUT	5%		30%									
Residential Trips	7	0	43	0	0	0	0	0	3	15	0	0
Trip Distribution IN									5%	30%		
Trip Distribution OUT	5%		30%									
Hotel Trips	1	0	3	0	0	0	0	0	1	4	0	0
Trip Distribution IN									5%	30%		
Trip Distribution OUT	5%		30%									
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN									5%	30%		
Trip Distribution OUT	5%		30%									
Retail Trips	0	0	2	0	0	0	0	0	0	2	0	0
Trip Distribution IN									5%	30%		
Trip Distribution OUT	5%		30%									
Restaurant Trips	0	0	3	0	0	0	0	0	0	2	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips Balancing			-1									
Total Project Trips	8	0	50	0	0	0	0	0	4	23	0	0
2031 Buildout Total	8	0	50	0	0	0	0	81	4	23	33	0

PM PEAK HOUR

Description	Site Driveway C Northbound Left	Through	Right	Southbound Left	Through	Right	Cedar Grove Road Eastbound Left	Through	Right	Cedar Grove Road Westbound Left	Through	Right
Observed 2023 Traffic Volumes	0	0	0	0	0	0	0	35	0	0	77	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	1	0	0	2	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	3%	0%
Peak Hour Factor		0.88			0.88			0.88			0.88	
Adjustment												
Adjusted 2023 Volumes	0	0	0	0	0	0	0	35	0	0	77	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	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172
New Road Adjustment												
Other Proposed Developments												
2031 Background Traffic	0	0	0	0	0	0	0	41	0	0	90	0
Project Trips												
Trip Distribution IN									5%	30%		
Trip Distribution OUT	5%		30%									
Residential Trips	5	0	28	0	0	0	0	0	8	45	0	0
Trip Distribution IN									5%	30%		
Trip Distribution OUT	5%		30%									
Hotel Trips	1	0	4	0	0	0	0	0	1	3	0	0
Trip Distribution IN									5%	30%		
Trip Distribution OUT	5%		30%									
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN									5%	30%		
Trip Distribution OUT	5%		30%									
Retail Trips	0	0	3	0	0	0	0	0	1	4	0	0
Trip Distribution IN									5%	30%		
Trip Distribution OUT	5%		30%									
Restaurant Trips	0	0	0	0	0	0	0	0	0	2	0	0
Pass-By Trips	1	0	2	0	0	0	0	-2	2	1	-1	0
Project Trips Balancing									-1			
Total Project Trips	7	0	37	0	0	0	0	-2	11	55	-1	0
2031 Buildout Total	7	0	37	0	0	0	0	39	11	55	89	0

APPENDIX D

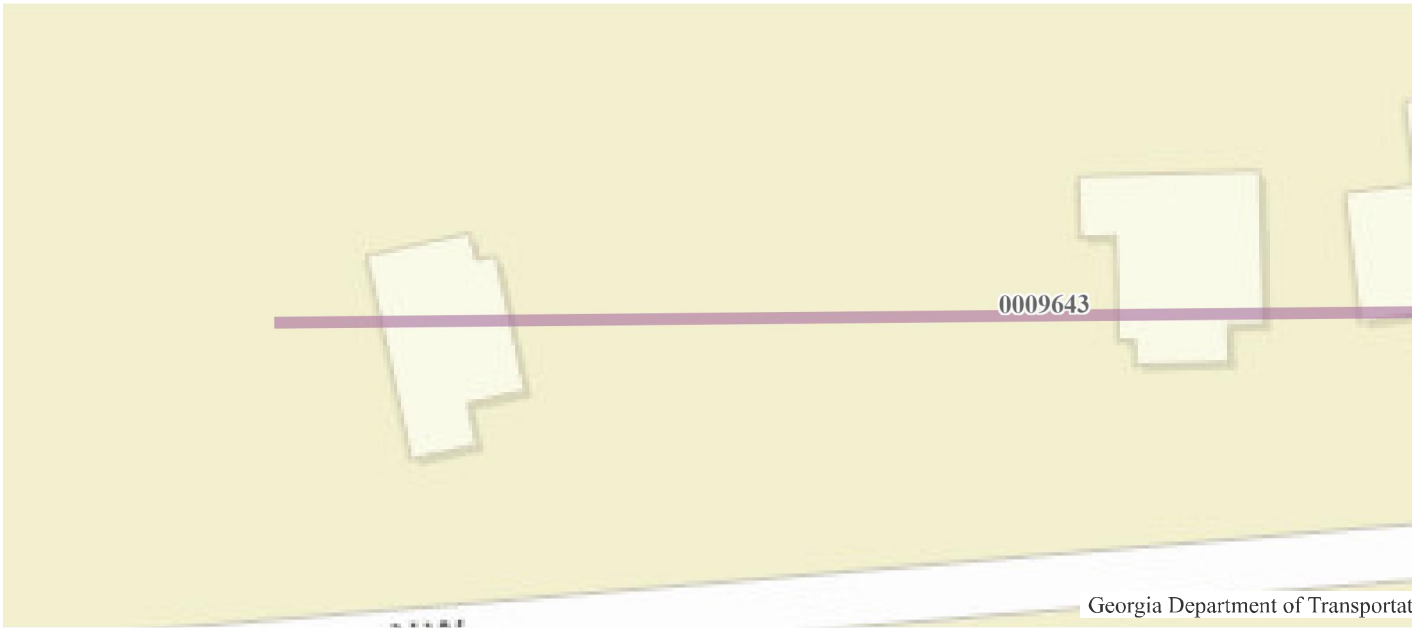
Programmed Project Fact Sheets

CHATTAHOOCHEE HILLS REGIONAL GREENWAY TRAIL - FULTON

Project ID:	**0009643**	Notice to Proceed Date:	
Project Manager:	Albert V. Shelby III	Construction Percent Complete:	%
Office:	Program Delivery	Current Completion Date:	
County:	Fulton	Work Completion Date:	
Congressional District:	013	Construction Contract Amount:	
State Senate District.:		Construction Contractor:	
State House District:		**Preconstruction Status Report**	
Project Type:	Enhancement	**Construction Status Report**	
Project Status:	Long Range Program		
Right of Way Authorization:		Contact Us	

Project Description:

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2035	$0.00	
CST (Construction)	2035	$562,437.68	



Project Documents
There are no items to show in this view.

Georgia Department of Transportation

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

Contact Us

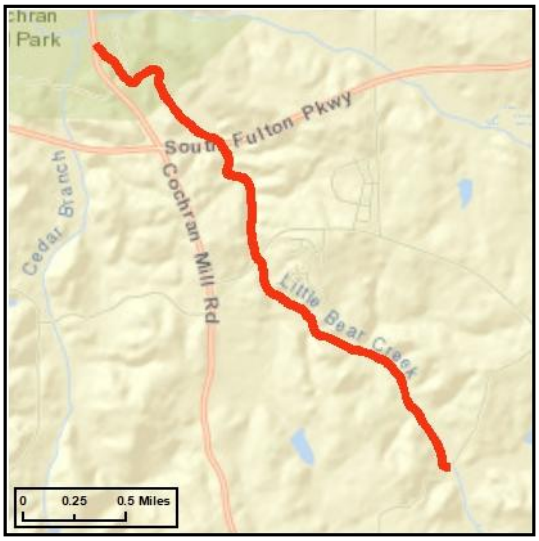
Employment

Privacy Policy

FS-209

Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

Short Title	SOUTH FULTON SCENIC BYWAY MULTI-USE TRAIL - PHASE I FROM COCHRAN MILL PARK TO PHILLIPS ROAD
GDOT Project No.	0009643
Federal ID No.	STP00-0002-00(308)
Status	Programmed
Service Type	Last Mile Connectivity / Sidepaths and Trails
Sponsor	Chattahoochee Hills
Jurisdiction	Fulton County (South)
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)



Existing Thru Lane	N/A	**LCI**		**Network Year**	TBD
Planned Thru Lane	N/A	**Flex**		**Corridor Length**	3.1 miles

Detailed Description and Justification

This project consists of the design of a bicycle/pedestrian trail from Cochran Mill Park following the Little Bear Creek corridor approximately 2.2 miles, then shifting southward towards Phillips Road approximately 0.5 miles, ending at an existing gravel path just north of Phillips Road. The typical section is 10' wide concrete with 4' wide graded shoulders. A bridge will be required to cross a tributary to Little Bear Creek approximately 0.25 miles south of the creek. Funding shown for this line item is supplemental to an existing Transportation Enhancement project.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ROW	Local Jurisdiction/Municipality Funds	AUTH	2017	**$25,000**	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$25,000~~
CST	Federal Earmark Funding		2020	**$562,437**	$449,950	$0,000	$0,000	$112,487
				$587,437	**$449,950**	**$0,000**	**$0,000**	**$137,487**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
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.

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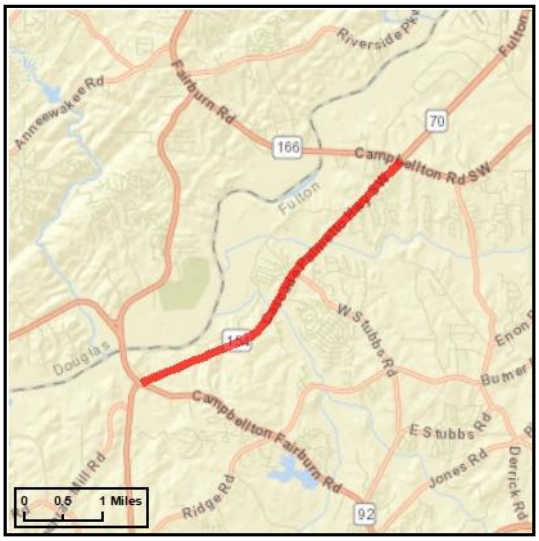
FS-011

Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

Short Title	CASCADE-PALMETTO HIGHWAY WIDENING FROM SR 92 (CAMPBELLTON-FAIRBURN ROAD) TO SR 154 (CAMPBELLTON ROAD)
GDOT Project No.	N/A
Federal ID No.	N/A
Status	Long Range
Service Type	Roadway / General Purpose Capacity
Sponsor	GDOT
Jurisdiction	Fulton County (South)
Analysis Level	In the Region's Air Quality Conformity Analysis



Existing Thru Lane	2	**LCI**		**Network Year**	2050
Planned Thru Lane	4	**Flex**		**Corridor Length**	4.4 miles

Detailed Description and Justification

This project will widen Cascade-Palmetto Highway to 4 lanes from SR 92 to SR 154.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	Local Jurisdiction/Municipality Funds		LR 2041-2050	**$35,000,000**	$0,000	$0,000	$0,000	$35,000,000
				$35,000,000	**$0,000**	**$0,000**	**$0,000**	**$35,000,000**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
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.

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