

# **Development of Regional Impact**

# Project Frasier DRI #4070

## Henry County, Georgia

November 2023

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#### **Executive Summary**

The purpose of this report is to evaluate the traffic-related impacts associated with the proposed installation of the ambient and cold storage warehousing facility to be located along SR 42/US 23 in Henry County, Georgia. The approximate +/- 46 acres site is located west of SR 42/US 23, north of John Williams Parkway, and south of Distribution Drive (Parcel Number: 110-0109001). The local trigger for the Project Frasier DRI #4070 development is the filing of the land disturbance Permit (LDP) Case # DEV-2023-032108. The project is considered a Development of Regional Impact (DRI) due to the project size exceeding 500,000 SF of industrial development space. Therefore, the development is subject to the Atlanta Regional Commission (ARC) and the Georgia Regional Transportation Authority (GRTA) review process.

The proposed project is expected to consist of the construction of approximately 820,913 SF of ambient and cold storage warehousing, of which 340,070 SF is already under construction. The project is expected to be completed by the year 2025. There are two proposed driveways under the current site design. The southern driveway (Site Driveway A) is to serve all vehicles entering the facility as well as personal vehicles exiting the facility. The northern driveway (Site Driveway B) is to only serve heavy vehicles exiting the facility.

Capacity Analyses were performed at each study intersection under the following (3) scenarios:

- 2023 Existing Traffic Conditions | Traffic volumes that were collected in October 2023
- **2025 No-Build Traffic Conditions** | Existing traffic volumes grown by 2.5% per year for (2) years plus project trips associated with nearby DRI developments
- **2025 Build Traffic Conditions** | No-Build traffic volumes plus the addition of the project trips to be generated by the Project Frasier DRI development.

Per GRTA's DRI guidelines, an improvement should be considered if either the overall intersection, or an individual approach operates at a failing LOS. The following improvements are recommended to improve overall LOS under 2025 No-Build conditions (recommended with or without traffic associated from the Project Frasier development):

#### Projected 2025 No-Build Conditions

#### System Improvements

The following recommended No-Build system improvements are measures needed to serve the background traffic *without* the traffic generated by the proposed Project Frasier development.

#### Intersection 3 (SR 42 at John Williams Parkway)

GDOT's ICE Stage 1 was utilized to identify potential improvements at this location. The results of this process are provided in **Appendix F**. Based on the results of ICE Stage 1, the following is recommended:

• It is proposed that the existing conditions be maintained at this location. While the minor street approach operates at LOS F, this is not uncommon for two-way stop controlled (TWSC) intersections along arterial roadways. Turn lanes are currently provided for all movements along both SR 42/US 23 and along John Williams Parkway. Based on preliminary traffic signal warrant analysis, conditions do not support the installation of a traffic signal at this time. Additionally, the construction of a roundabout is not feasible due to right of way (ROW) constraints (the gas station parcel would be significantly impacted). Configurations such as the high-T intersection were also evaluated and provided minimal benefit as the side street right-turn volume is the major factor driving delay at this location.



#### Intersection 4 (SR 42 at Bill Gardner Parkway)

GDOT's ICE Stage 1 was utilized to identify potential improvements at this location. The results of this process are provided in **Appendix F**. Based on the results of ICE Stage 1, the following is recommended:

• It is proposed that an additional northbound left-turn lane along SR 42 be installed, creating dual left-turn lanes. Additionally, it is proposed that the existing eastbound left-turn lane be converted to a shared left-/right-turn lane. These improvements provide additional capacity to the high-volume northbound left-turn movement and the reciprocal eastbound right-turn movement. As shown in the table above, these improvements result in acceptable intersection LOS.

#### Projected 2025 Build Conditions

#### Site Access Improvements

The following recommended Build site access improvements are measures needed to serve the traffic anticipated from the proposed Project Frasier development.

#### Intersection 5 (SR 42 at Site Driveway A)

GDOT's ICE Stage 1 was utilized to identify potential improvements at this location. The results of this process are provided in **Appendix F**. Based on the results of ICE Stage 1, the following is recommended:

• The recommended control for the proposed Site Driveway A is minor street stop control with turn lanes for all movement. This configuration matches the character of the other nearby driveways along SR 42/US 23, allows for uninterrupted flow along SR 42/US 23, and provides full-access for personal vehicles at the Project Frasier development. Heavy vehicle traffic will not be permitted to exit at this driveway, eliminating the conflict of a heavy vehicle attempting to make an unsignalized side street left-turn movement. Configurations such as RCUT and RIRO were also evaluated and it was determined that the limited u-turn opportunities along SR 42/US 23 along with heavy northbound/southbound traffic volumes did not create desirable/safe conditions.

#### Intersection 6 (SR 42 at Site Driveway B)

GDOT's ICE Stage 1 was utilized to identify potential improvements at this location. The results of this process are provided in **Appendix F**. Based on the results of ICE Stage 1, the following is recommended:

• The recommended control for the proposed Site Driveway B is minor street stop control with (1) egress lane as a right-out driveway only to serve heavy vehicles exiting the site.



## **1. Introduction**

The purpose of this report is to evaluate the traffic-related impacts associated with the proposed installation of the ambient and cold storage warehousing facility to be located along SR 42/US 23 in Henry County, Georgia. The approximate +/- 46 acres site is located west of SR 42/US 23, north of John Williams Parkway, and south of Distribution Drive (Parcel Number: 110-0109001). The local trigger for the Project Frasier DRI #4070 development is the filing of the land disturbance Permit (LDP) Case # DEV-2023-032108. The project is considered a Development of Regional Impact (DRI) due to the project size exceeding 500,000 SF of industrial development space. Therefore, the development is subject to the Atlanta Regional Commission (ARC) and the Georgia Regional Transportation Authority (GRTA) review process.

The transportation analysis presented within this report utilizes methodologies and assumptions discussed during the Methodology Meeting and outlined in the GRTA Letter of Understanding (LOU).

## 2. Project Description

The proposed project is expected to consist of the construction of approximately 820,913 SF of ambient and cold storage warehousing, of which 340,070 SF is already under construction. The project site is currently zoned M-2 and will remain so upon completion of this development. **Table 1** provides a summary of the proposed land use and density of the development. The project is expected to be completed by the year 2025.

Land Lice	Evicting Doncity	Proposed Density			
	Existing Density	Phase I*	Phase II		
LUC 157: High-Cube Cold Storage Warehouse	N/A	340,070 SF	480,843 SF		
Total	N/A	820,913 SF			

#### Table 1: Proposed Land Use & Density

\*Currently under construction



## 2.1 Project Location

The development is located along SR 42/US 23 in Henry County, Georgia. **Figure 1** provides a location map of the project site and surrounding area.



Figure 1: Project Location Map



#### 2.2 Site Access & Circulation

There are two proposed driveways under the current site design. The southern driveway (Site Driveway A) is to serve all vehicles entering the facility as well as personal vehicles exiting the facility. The northern driveway (Site Driveway B) is to only serve heavy vehicles exiting the facility. Internal roadway facilities will provide access to all buildings and parking facilities on-site. **Figure 2** depicts the proposed driveway access.

• Site Driveway A – a proposed, full-movement driveway located along the existing two-lane roadway facility. The driveway approach will consist of (1) exclusive right-turn lane and (1) exclusive left-turn lane serving the passenger vehicles exiting the site. Additionally, a right-turn lane and a left-turn lane will be constructed along SR 42 to serve the entering heavy vehicles and passenger vehicles.



#### Figure 2: Proposed Driveway Conditions

#### 2.3 Parking

The total number of parking proposed on-site will consist of 168 stalls for passenger vehicles with an additional 113 trailer parking stalls for heavy vehicles. **Table 2** provides the parking requirements per code and the proposed amount.

Table 2: Parking Required	l vs Parking Proposed
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Land Use	Code Minimum	Code Maximum	Proposed
Warehouse and storage service	168 (4 spaces for 5,000 s.f. + 1 space for each additional 5,000 s.f.)	N/A	168
Warehouse and storage service (Trailer parking space)	N/A	N/A	113

## 3. Study Methodology & Assumptions

The following methodologies and assumptions are consistent with the findings from the Methodology Meeting and within the GRTA Letter of Understanding (LOU).

### 3.1 Study Network Determination

The study network was determined by evaluating the amount of traffic that the proposed development will add to each roadway segment in the area. The study area was determined at the methodology meeting with input from ARC, GRTA, and other local authority having jurisdictions (AHJ). This study evaluated the following (4) off-site intersections as well as the proposed site driveways along SR 42/US 23.



Intersection Name	Control Type								
1. SR 155 at King Mill Rd	Signalized								
2. Kings Mill Rd at SR 42	Signalized								
3. SR 42 at John Williams Pkwy	Side-Street Stop-Control								
4. SR 42 at Bill Gardner Pkwy	Signalized								





Figure 3: Study Network



### 3.2 Scenario Modeling

Capacity Analyses were performed at each study intersection under the following (3) scenarios:

- **2023 Existing Traffic Conditions** | Traffic volumes that were collected in October 2023
- 2025 No-Build Traffic Conditions | Existing traffic volumes grown by 2.5% per year for (2) years plus project trips associated with nearby DRI developments
- **2025 Build Traffic Conditions** | No-Build traffic volumes plus the addition of the project trips to be generated by the Project Frasier DRI development.

### 3.3 Background Growth

The background traffic reflects traffic along the roadway network absent the trips associated with the Project Frasier DRI development. Based on the methodology outlined in the GRTA LOU, a 2.5% annual growth rate was utilized for all roadways to forecast background traffic. **Appendix B** provides the detailed growth rate analysis.

## 3.4 Adjacent Developments & Programmed / Planned Projects

As part of the methodology meeting, adjacent developments and programmed / planned projects were researched to account for any improvements or additional traffic generators within or near the study network by 2025 build-out of the Project Frasier DRI development. (6) adjacent developments were identified as part of this research. The traffic generated by the following developments was included in the background traffic conditions. **Appendix D** provides the project trips associated with each development that were added to the roadway network.

- DRI #3252 300 Marketplace
- DRI #2867 75 South Logistics Center
- DRI #3506 Sansone Speculative Industrial
- DRI #3497 NS Logistics South
- DRI #3699 Clayco Phase II
- DRI #3805 Locust Grove Phase II

Additionally, the following projects shown in **Table 4** are programmed to occur near the development.



Project Name	From / To Points	Sponsor	GDOT PI	ARC ID# (TIP)`	Design FY	ROW/UTL FY	CST FY
I-75 South – New Interchange	I-75 at Bethlehem Rd	GDOT/Henry County/City of Locust Grove	0017182	AR-955	2022	2024	2027
SR 155 Widening	I-75 South to US 23/SR 42	GDOT	<u>0007856</u>	HE-113	2016	2024/2026	2027
Bill Gardner Pkwy Widening	SR 155 to I-75 South	GDOT	<u>0000562</u>	HE-126B	2024	2024	2026
SR 155 (McDonough Rd) Widening	I-75 South to Hampton-Locust Grove Rd/Bill Gardner Pkwy	GDOT	<u>0015284</u>	HE-189	2026	2028	2030
SR 42 at Norfolk Southern Bridge Replacement	SR 42 over NS Railroad (Structure ID 151-0009-0)	GDOT	0013995	HE-201	2017	2021	2029
SR 42 from Bill Gardner Pkwy to Peeksville Rd	Bill Gardner Pkwy to Peeksville Rd	GDOT	<u>0015823</u>		2018	2020	2023
Peeksville Rd Extension	SR 42 to Cleveland St	City of Locust Grove					
I-75 Commercial Vehicle Lanes	I-475 to SR 155	GDOT	0014203				2025

 Table 4: Programmed / Planned Projects

\*Bold – Projects anticipated to be complete by 2025 build-out conditions

### 3.5 Level-of-Service Standards

Capacity analysis in this study was performed utilizing methodologies contained in the Highway Capacity Manual (HCM), 6<sup>th</sup> Edition in Synchro. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic and control conditions. Level of Service (LOS) describes 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. The HCM defines six levels of service: LOS A through LOS F. LOS A indicates excellent operations with minor delay, while LOS F indicates significant delay and a breakdown of traffic flow.

LOS for unsignalized intersections is calculated for the average controlled delay incurred for vehicles on the stop-controlled approaches. Controlled delay for unsignalized intersections includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Several factors affect the controlled delay for unsignalized intersections, including the availability of gaps in the cross-street traffic and acceptable gap time to make the movement from the stop position. LOS is reported as total intersection delay for signalized, all way stop controlled, and roundabout intersections and as the highest delay approach for minor street stop controlled intersections.



	Unsignalized Intersections	Signalized Intersections
LOS	Average Delay (seconds)	Average Delay (seconds)
А	<= 10	<= 10
В	> 10 and <= 15	> 10 and <= 20
С	> 15 and <= 25	> 20 and <= 35
D	> 25 and <= 35	> 35 and <= 55
E	> 35 and <= 50	> 55 and <= 80
F	> 50	> 80

Table 5: Level of Service Criteria

The LOS criteria for unsignalized and signalized intersections is presented in Table 5 below:

Source: 2010 Highway Capacity Manual

## 4. Existing Conditions

The following is a brief description of the roadway and alternative mode facilities located within the study network, as well as existing traffic conditions:

## 4.1 Existing Transportation Facilities

**SR 42/US 23** | A two-lane, north/south undivided roadway with a posted speed limit of 45/55 MPH and a GDOT classification of Minor Arterial. The roadway has a rural section with no bicycle or pedestrian facilities. Per GDOT's historical traffic database, the estimated Annual Average Daily Traffic (AADT) for the roadway segment in year 2022 is 16,700 vehicles per day (vpd) north of Bethlehem Road.

**John Williams Parkway** | A two-lane, east/west undivided roadway with a posted speed limit of 40 MPH and a GDOT classification of Local Road. The roadway has an urban section with sidewalk along the southern side. There is no available GDOT historical traffic data along this facility.

**King Mill Road** | A two-lane, southeast/northwest roadway divided by a center two-way left-turn lane (TWLTL) with a posted speed limit of 45 MPH and a GDOT classification of Local Road west of SR 42/US 23 and Minor Collector east of SR 42/US 23. Per GDOT's historical traffic database, the estimated Annual Average Daily Traffic (AADT) for the roadway segment in year 2022 is 1,880 vehicles per day (vpd) east of Rabbit Run Road.

**Bill Gardner Parkway** | A four-lane, east/west roadway divided by a center two-way left-turn lane (TWLTL) with a posted speed limit of 45 MPH and a GDOT classification of Minor Arterial. Per GDOT's historical traffic database, the estimated Annual Average Daily Traffic (AADT) for the roadway segment in year 2022 is 21,500 vehicles per day (vpd) west of SR 42/US 23.

## 4.2 Alternative Transportation Facilities

Neither pedestrian facilities nor bicycle facilities are currently provided along the roadways in the vicinity of the study area. As part of this project, a 10' wide sidewalk is proposed along the west side of SR 42/US 23 with the project limits.

Additionally, rail crossings are present within the study network. **Table 6** provides the rail crossing data for each location and **Figure 4** shows the approximate location of each rail crossing.



DOT Crossing Inventory Number	Road Name Total Day Thru Trains Total Compared (6AM to 6PM)		Total Night Thru Trains (6PM to 6AM)	Incident						
718415V	King Mill Road	21	15	1 (Injury)						
904897J	King Mill Road	0	0	0						
928874V	King Mill Road	0	0	0						

Table 6. Rail Crossing Data



Figure 4: Rail Crossing Locations

## 4.3 Traffic Data Collection

Traffic counts were performed on Tuesday, October 3, 2023. These counts were collected when local schools were in session and outside of holiday periods. The traffic counts included (3) 24-hr average daily traffic (ADT) counts with vehicle classification and (4) 4-hr turning movement counts (TMC) including bicycle, pedestrian, and heavy vehicles. Traffic count locations are presented below. The collected traffic count data is available upon request. Existing through volumes along SR 42/US 23 were calculated using the collected TMC data at the intersection of SR 42/US 23 at John Williams Parkway.

#### 24-hr ADT Count Locations

- SR 42/US 23 north of Distribution Drive •
- SR 42/US 23 south of John Williams Parkway
- King Mill Road between SR 155 and SR 42/US 23



#### Intersection TMC Count Locations

- SR 155 at King Mill Road •
- King Mill Road at SR 42/US 23
- SR 42/US 23 at John Williams Parkway •
- SR 42/US 23 at Bill Gardner Parkway •

## 5. Trip Generation, Distribution & Assignment

Project trips associated with the proposed Project Frasier development were calculated using available rates and equations within the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11<sup>th</sup> Edition. Reductions including mixed-use, alternative mode, or pass-by were not considered in this analysis and is consistent with the methodology within GRTA's LOU.

### 5.1 Trip Generation

Table 7 summarizes the trip generation analysis for the proposed Project Frasier development:

Project Frasier										
		Daily			1 Peak H	our	PM Peak Hour			
LOC - Land Ose	Intensity	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
157 – High-Cube Cold Storage Warehouse	1,936	968	968	103	79	24	105	29	76	
Warehouse Pa	1,260	630	630	82	72	10	84	23	61	
Warehouse Heavy	676	338	338	21	7	14	21	6	15	

#### **Table 7: Trip Generation**

\*Trip Generation Manual does not provide entering and exiting distributions for Land Use Code 157. Therefore, entering and exiting percentages were calculated from Land Use Code 150 – Warehousing and applied to generated trips.

### 5.2 Trip Distribution & Assignment

Trip distribution and assignment was developed based on existing traffic count data, existing traffic patterns, the surrounding roadway network, and a review of the land use densities. The trip distribution is in accordance with GRTA's LOU.

The anticipated distribution of the project trips throughout the roadway network are shown for passenger vehicles and heavy vehicles in Figure 5 (entering and exiting) and Figure 6 (entering), and Figure 7 (exiting), respectively. Figure 8 provides the generated project trips throughout the study network.





Figure 5: Passenger Vehicle Trip Distribution (Entering & Exiting)





Figure 6: Heavy Vehicle Trip Distribution (Entering)





Figure 7: Heavy Vehicle Trip Distribution (Exiting)





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1	SR 55 at	King Mill	Rd				Ν ^		2	SR 42 at	: King Mil	l Rd				N ^	
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	PM	AM		NBL	NBT	NBR				PM	AM		NBL	NBT	NBR		6
3	SR 42 at	John Wi	lliams Pk	wy			N ^		4	SR 42 at	Bill Gardı	ner Pkwy	/			N ^	$\langle \rangle$
	SBR	SBT	SBL	7	AM	PM				SBR	SBT	SBL	]	AM	PM		
PM	(0)	(39)	(0)	Ĺ	0	(0)	WBR		PM	(26)	(14)	(0)	Ĺ	0	(0)	WBR	
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5	SR 42 at	NewCol	d South I	Driveway	/		N ^		6	SR 42 at	NewCold	l North [	Driveway			N ^	Vert
	SBR	SBT	SBL	]	AM	PM				SBR	SBT	SBL	7	AM	PM		NEO
PM	(41)	(15)	(0)	<u>î</u>	0	(0)	WBR		PM	(0)	(18)	(0)	Ĺ	0	(0)	WBR	20
AM	47	14	0	-	0	(0)	WBT		AM	0	47	0	<del>\</del>	0	(0)	WBT	
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## 6. Heavy Vehicle Enhanced Focus Area

As required by GRTA outlined within the DRI Review Procedures (effective April 9, 2021), the Project Frasier development is subject to *Heavy Vehicle Enhanced Focus Area* review due to the proposed industrial land use.

### 6.1 Heavy Vehicle Routing

The proposed truck routes that will serve the project traffic are illustrated in Figure 9.



Figure 9: Heavy Vehicle Routing



## 6.2 Corner Radii Analysis

The corner radii were analyzed as part of this Heavy Vehicle Enhanced Focus Area. All radii were analyzed using path of a WB-67 heavy vehicle. Based on the results of this analysis, the existing infrastructure allows for safe and physical access to and from the project site. Per GDOT's Design Criteria, the minimum corner radii to be used when designed for trucks is 75 feet.

#### SR 155 at King Mill Road



King Mill Road at SR 42/US 23





#### SR 42/US 23 at Bill Gardner Parkway



SR 42/US 23 at Site Driveway





## 6.3 Roadway Width

The roadway land widths were measured and documented as part of this Heavy Vehicle Enhanced Focus Area. The existing lane width and the authority having jurisdiction (AHJ) standard is provided in Table 8 below:

Roadway	AHJ	Standard	Existing
SR 42	GDOT	12 feet	12 feet
Bill Gardner Pkwy	City of Locust Grove	13 feet	13 feet
King Mill Rd	Henry County	12.5 feet	12.5-13 feet

Table	8:	Roadway	Width
10010	۰.	noudinay	* * TOICIT

### 6.4 Pavement Conditions

As part of the Heavy Vehicle Enhanced Focus Area, as site visit was conducted on October 25, 2023 to assess the existing pavement condition along the roadway network within the study area.

SR 42/US 23 | Pavement consisted of fatigue cracking along the corridor except for the segment between Market Place Boulevard to Colin Drive. Crack sealing was observed as a measure to counter the fatigue cracking. Figure 10 illustrates an example of the cracking that was observed during the site visit. Alligator cracking was not observed.



Figure 10: SR 42/US 23 Fatigue Cracking & Crack Sealing



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**King Mill Road** | Fatigue cracking was also observed along the King Mill Road corridor, with significant degradation near the (3) rail crossing locations. **Figure 11** illustrates an example of the degradation near the rail crossings.

Figure 11: King Mill Road Degradation

**SR 155** | As shown in **Figure 12** below, damage to the existing curb was documented as a result of heavy vehicles attempting to make the right-turn movements.



Figure 12: SR 155 Curb Damage



Bill Gardner Parkway | As shown in Figure 13 below, damage to the pavement markings at the intersection of SR 42/US 23 at Bill Gardner Parkway was observed and documented due to heavy vehicles maneuvering the left-turn movements at this location.



Figure 13: Bill Gardner Parkway Pavement Marking Damage



## 6.5 Heavy Vehicle Staging

Heavy vehicle staging is provided on-site as indicated below. These areas will provide space for staging, queuing and overflow during peak hours of operation. There are (2) ingress check points for heavy vehicles entering the site and (2) egress check points for heavy vehicles exiting the site.



Figure 14: Heavy Vehicle Staging and Circulation

## 6.6 Pedestrian Safety

As part of this project, a 10' wide sidewalk is proposed along the west side of SR 42/US 23 with the project limits. Additionally, there is proposed pedestrian infrastructure and crosswalks to and from the buildings and the employee (passenger car) parking lot located on site. Stop signs and pedestrian crossing signs will be located at the pedestrian crossing to enhance safety at this location.

## 7. Traffic Analysis

Capacity analyses were performed utilizing *Synchro 11* software, which contains methodologies within HCM 6<sup>th</sup> Edition. The AM and PM peak hours were analyzed under 2023 Existing conditions, 2025 No-Build conditions, and 2025 Build conditions. These analyses utilized existing signal timings and roadway geometry for each scenario. Where deficiencies were identified, traffic mitigation was recommended. The traffic volumes and lane configuration are shown for 2023 Existing conditions, 2025 No-Build conditions, and 2025 Build conditions, 2025 No-Build conditions, and 2025 Build conditions in **Figure 15**, **Figure 16**, and **Figure 17**, respectively.



## Intersection 1 (SR 155 at Kings Mill Road)

	Intersec	tion 1		SR 155			SR 155			King Mill Re	ł	Ir	ndustrial Blv	/d
Ove	erall LOS S	Standard: D		Eastbound			Westbound			Northboun	d	S	Southbound	
Appr	oach LOS	Standard: D	L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						C (2	5.7)					
(pə	_	Approach LOS		B (16.7)			C (30.2)			C (28.5)			D (46.5)	
aliz	A	Storage												
ign		50th Queue												
2 (S		95th Queue												
023		Overall LOS						C (2	3.0)					
1g 2	_	Approach LOS		B (16.1)			C (26.3)			C (21.2)			C (34.3)	
stin	Σ	Storage												
Exi		50th Queue												
		95th Queue												
_		Overall LOS						C (2	8.3)					
[ed]	_	Approach LOS		B (17.9)			C (33.8)			C (31.8)			D (50.8)	
aliz	A	Storage												
ign		50th Queue												
5 (5		95th Queue												
202		Overall LOS						C (2	3.5)					
ild	_	Approach LOS		B (16.7)			C (27.3)			C (22.6)			D (36.7)	
Bu	Σ	Storage												
No		50th Queue												
		95th Queue												
-		Overall LOS						C (2	8.6)					
zed	_	Approach LOS		B (18.0)			C (34.3)			C (32.3)	-		D (51.3)	
nali	A	Storage												
Sign		50th Queue												
:5 (;		95th Queue												
202		Overall LOS						C (2	4.2)					
ort	_	Approach LOS		B (17.3)			C (28.2)			C (23.1)			D (37.9)	
-9	Σ	Storage												
Buil		50th Queue												
		95th Queue												

The signalized intersection of SR 155 at Kings Mill Road currently operates at an overall LOS C during both the AM and PM peak hours. Additionally, each approach also currently operates at acceptable LOS (LOS D or better) during both the AM and PM peak hours. Under all future scenarios, the study intersection is projected to continue operating at an acceptable overall LOS along with each approach. Therefore, no improvements are recommended at this location.



## Intersection 2 (Kings Mill Road at SR 42)

	Intersec	tion 2		King Mill Ro	d		King Mill Rd			SR 42			SR 42	
Ove	erall LOS S	itandard: D		Eastbound			Westbound			Northboun	d	9	Southbound	ł
Appr	oach LOS	Standard: D	L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						C (2	0.5)					
(pa		Approach LOS		D (41.3)			D (43.2)			B (15.9)			A (9.0)	
alize	ΒĀ	Storage												
igna		50th Queue												
i (Si		95th Queue												
022		Overall LOS						C (2	4.6)					
ıg 2	_	Approach LOS		D (48.0)			D (41.7)			B (16.5)			B (12.5)	
stin	Σ	Storage												
Exi		50th Queue												
		95th Queue												
_		Overall LOS						C (2	9.5)					
(be:	_	Approach LOS		D (41.0)			D (42.9)			C (33.3)			B (11.7)	
aliz	A	Storage												
ign		50th Queue												
5 (5		95th Queue												
202		Overall LOS				_		C (2	8.0)					
ild	_	Approach LOS		D (47.5)			D (42.4)			C (26.9)			B (14.4)	
Bui	Σ	Storage												
No		50th Queue												
		95th Queue												
(		Overall LOS						C (3	0.1)					
zed	_	Approach LOS		D (40.6)			D (43.0)			C (34.2)			B (11.7)	
nali	A	Storage												
Sig		50th Queue												
55 (		95th Queue												
202		Overall LOS						C (3	1.6)					
Dut	_	Approach LOS		D (48.4)			D (42.0)			C (34.2)			B (15.1)	
р	≥d	Storage												
Buil		50th Queue												
		95th Queue												

The signalized intersection of Kings Mill Road at SR 42 currently operates at an overall LOS C during both the AM and PM peak hours. Additionally, each approach currently operates at LOS D or better during the AM and PM peak hours. Under all future scenarios, the study intersection is projected to continue operating at an overall LOS C with each approach operating at LOS D or better during both the AM and PM peak hours. Therefore, no improvements are recommended at this location.



## Intersection 3 (SR 42 at John Williams Parkway)

	Intersec	tion 3		N/A		Johi	n Willams P	kwy		SR 42			SR 42	
Ove	erall LOS S	itandard: D		Eastbound			Westbound	I		Northboun	d	9	Southboun	d
Аррг	oach LOS	Standard: D	L	т	R	L	Т	R	L	Т	R	L	т	R
		Overall LOS						В (1	1.9)					
_		Approach LOS		N/A			F (56.6)			A (0.0)			A (1.6)	
/sc	Ā	Storage						415						
TV		50th Queue												
22		95th Queue				30		217						
; 20		Overall LOS						A (2	2.9)					
ting	_	Approach LOS		N/A			D (27.0)			A (0.0)			A (1.9)	
Exis	Σ	Storage						415						
		50th Queue												
		95th Queue				30		18						
		Overall LOS						D (2	7.1)					
()	_	Approach LOS		N/A			F (160.5)			A (0.0)			A (1.3)	
NSI	A	Storage						415						
E,		50th Queue												
025		95th Queue				73		385						
d 2(		Overall LOS						A (4	4.4)					
Buil	_	Approach LOS		N/A			F (59.1)			A (0.0)			A (2.0)	
<u> </u>	≥d	Storage						415						
~		50th Queue												
		95th Queue				55		30						
		Overall LOS						D (2	7.1)					
Q	_	Approach LOS		N/A			F (160.5)			A (0.0)			A (1.3)	
MS	₹	Storage						415						
5 (T		50th Queue												
025		95th Queue				73		385						
ut 2		Overall LOS						A (4	4.5)					
<u> </u>	_	Approach LOS		N/A			F (61.8)			A (0.0)			A (2.0)	
uilo	≥d	Storage						415						
8		50th Queue												
		95th Queue				57		30						

The unsignalized westbound approach (John Williams Parkway) currently operates at LOS F during the AM peak hour and LOS D during the PM peak hour. Under the projected 2025 No-Build conditions (absent the traffic generated by the Project Frasier Development), the study intersection continues operating at acceptable overall LOS (LOS D during the AM peak hour and LOS A during the PM peak hour). Additionally, under the projected 2025 No-Build conditions, the southbound approach is projected to continue operating at LOS F during the AM peak hour. While this approach operates at LOS F, it is not uncommon for minor street stop controlled approaches to operate with a failing LOS along arterial roadways due to high through volumes on the major street.

GDOT's ICE Stage 1 was utilized to identify potential improvements at this location. The results of this process are provided in **Appendix F**. Based on the results of ICE Stage 1, the following is recommended:

• It is proposed that the existing conditions be maintained at this location. While the minor street approach operates at LOS F, this is not uncommon for two-way stop controlled (TWSC) intersections along arterial roadways. Turn lanes are currently provided for all movements along both SR 42/US 23 and along John Williams Parkway. Based on preliminary traffic signal warrant analysis, conditions do not support the installation of a traffic signal at this time. Additionally, the construction of a roundabout is not feasible due to right of way (ROW) constraints (the gas station parcel would be significantly impacted). Configurations such as the high-T intersection were also evaluated and provided minimal benefit as the side street right-turn volume is the major factor driving delay at this location.



#### Intersection 4 (SR 42 at Bill Gardner Parkway)

	Intersec	tion 4	Bil	l Gardner Pk	wv		N/A			SR 42			SR 42	
Ove	erall LOS S	tandard: D		Eastbound			, Westbound		-	Northbound		9	Southbound	k
Appr	oach LOS	Standard: D	L	Т	R	L	Т	R	L	т	R	L	Т	R
		Overall LOS						C (2	1.5)					
(pə	_	Approach LOS		E (56.5)			N/A			B (11.4)			C (22.4)	
aliz	ΔA	Storage							380					315
ign		50th Queue							242					0
s) 2		95th Queue							370					0
022		Overall LOS						D (5	4.1)					
1g 2	_	Approach LOS		D (54.2)			N/A			D (54.4)			D (53.5)	
istir	≥	Storage							380					315
Exi		50th Queue							450					0
		95th Queue							635					0
_		Overall LOS						D (3	6.7)					
sed	_	Approach LOS		E (56.5)			N/A			C (30.4)			D (42.1)	
halli	A A	Storage							380					315
Sigr		50th Queue							570					0
5 (;		95th Queue							765					0
202		Overall LOS						F (12	24.3)					
ild	_	Approach LOS		E (66.9)			N/A			F (170.5)			F (123.0)	
Bu	2	Storage							380					315
No		50th Queue							995					0
		95th Queue							1498					0
<del>,</del>		Overall LOS						D (3	8.8)					
izec	-	Approach LOS		E (57.6)			N/A			C (32.5)			D (45.0)	
nali	A	Storage							380					315
Sig		50th Queue							610					0
25 (		95th Queue							813					0
20		Overall LOS						F (12	25.7)					
Out	-	Approach LOS		E (67.4)			N/A			F (169.7)			F (130.1)	
ild-	6	Storage							380					315
Bui		50th Queue							995					0
		95th Queue							1498					0
(F		Overall LOS				-		D (3	37.)					
ih izec	5	Approach LOS		D (52.4)			N/A			C (33.6)			C (31.2)	
wit	Ā	Storage							380					315
025 (Sig		50th Queue							340					0
t 2( nts(		95th Queue							490					0
no me		Overall LOS		- (= + c)						D (50.0)			D (5 4 5)	
uild <sup>.</sup>	5	Approach LOS		D (54.0)			N/A		200	D (53.9)			D (54.2)	245
Bu	2	Storage							380					315
Ē		50th Queue							330					0
		95th Queue							480					0

The signalized intersection of SR 42/US 23 at Bill Gardner Parkway currently operates at an overall LOS C and LOS D during the AM and PM peak hours, respectively. Under the future scenario 2025 No-Build conditions (*without* the addition of the traffic associated with the Project Frasier development) and 2025 Build conditions (*with* the addition of the traffic associated with the Project Frasier development), the intersection is projected to operate at LOS D and LOS F during the AM and PM peak hours, respectively. Additionally, the eastbound approach is projected to operate at LOS E during both the AM and PM peak hours, and the northbound and southbound approaches are projected to operate at LOS F during the PM peak hour only. GDOT's ICE Stage 1 was utilized to identify potential improvements at this location. The results of this process are provided in **Appendix F**. Based on the results of ICE Stage 1, the following is recommended:

• It is proposed that an additional northbound left-turn lane along SR 42 be installed, creating dual left-turn lanes. Additionally, it is proposed that the existing eastbound left-turn lane be converted to a shared left-/right-turn lane. These improvements provide additional capacity to the high-volume northbound left-turn movement and the reciprocal eastbound right-turn movement. As shown in the table above, these improvements result in acceptable intersection LOS.



#### Intersection 5 (SR 42 at Site Driveway A)

	Intersect	tion 5	NewCol	d South Dri	veway A		N/A			SR 42			SR 42	
Ove	erall LOS S	tandard: D		Eastbound			Westbound			Northboun	d	S	outhboun	d
Appr	oach LOS	Standard: D	L	Т	R	L	Т	R	L	Т	R	L	Т	R
		Overall LOS						N	/A					
(p		Approach LOS		N/A			N/A			N/A			N/A	
alize	Σ	Storage												
gna		50th Queue												
: (Si		95th Queue												
022		Overall LOS						N	/A					
g 2		Approach LOS		N/A			N/A			N/A			N/A	
stin	Σ	Storage												
Exi	_	50th Queue												
		95th Queue												
-		Overall LOS						N	/A					
(ba	_	Approach LOS		N/A			N/A			N/A			N/A	
aliz	AA	Storage												
ign		50th Queue												
5 (S		95th Queue												
202		Overall LOS						N	/A					
ild 2	_	Approach LOS		N/A			N/A			N/A			N/A	
Bui	Σ	Storage												
No		50th Queue												
		95th Queue												
~		Overall LOS						(0	.4)					
zed	_	Approach LOS		F (65.6)			N/A			A (0.1)			A (0.0)	
nali	AR I	Storage			80									
Sig		50th Queue												
25 (		95th Queue			0									
202		Overall LOS						(5	.0)					
Dut	_	Approach LOS		F (174.0)			N/A			A (0.4)			A (0.0)	
5	2	Storage			80									
Bui		50th Queue												
		95th Queue			10									

The proposed intersection of SR 42/US 23 at Site Driveway A (southern driveway) is projected to operate with minimal overall intersection delay during both the AM and PM peak hours. However, the eastbound approach is projected to operate at LOS F during both the AM and PM peak hours. While this approach operates at LOS F, it is not uncommon for minor street stop controlled approaches to operate with a failing LOS along arterial roadways due to high through volumes on the major street.

GDOT's ICE Stage 1 was utilized to identify potential improvements at this location. The results of this process are provided in **Appendix F**. Based on the results of ICE Stage 1, the following is recommended:

• The recommended control for the proposed Site Driveway A is minor street stop control with turn lanes for all movement. This configuration matches the character of the other nearby driveways along SR 42/US 23, allows for uninterrupted flow along SR 42/US 23, and provides full-access for personal vehicles at the Project Frasier development. Heavy vehicle traffic will not be permitted to exit at this driveway, eliminating the conflict of a heavy vehicle attempting to make an unsignalized side street left-turn movement. Configurations such as RCUT and RIRO were also evaluated and it was determined that the limited u-turn opportunities along SR 42/US 23 along with heavy northbound/southbound traffic volumes did not create desirable/safe conditions.



#### Intersection 6 (SR 42 at Site Driveway B)

	Intersect	tion 6	NewCol	d North Dri	iveway B		N/A			SR 42			SR 42	
Ove	erall LOS St	tandard: D		Eastbound			Westbound	I		Northboun	d	S	outhbound	d
Appr	oach LOS	Standard: D	L	т	R	L	т	R	L	Т	R	L	т	R
		Overall LOS						N,	/A					
(pa		Approach LOS		N/A			N/A			N/A			N/A	
alize	AM	Storage												
igni	-	50th Queue												
2 (Si		95th Queue												
022		Overall LOS						N,	/A					
1g 2	_	Approach LOS		N/A			N/A			N/A			N/A	
stin	Σd	Storage												
Exi		50th Queue												
		95th Queue												
_		Overall LOS						N,	/A					
ed)	_	Approach LOS		N/A			N/A			N/A			N/A	
aliz	AM	Storage												
ign		50th Queue												
5 (S		95th Queue												
202		Overall LOS						N,	/A					
ild 2	_	Approach LOS		N/A			N/A			N/A			N/A	
Bui	PA	Storage												
No		50th Queue												
		95th Queue												
_		Overall LOS						(0	.4)					
zed	_	Approach LOS		C (22.1)			N/A			A (0.0)			A (0.0)	
nali	AN	Storage												
Sig		50th Queue												
25 (		95th Queue	_											
203		Overall LOS						(0	.3)					
Jut	_	Approach LOS		E (37.7			N/A			A (0.0)			A (0.0)	
-PI	PZ	Storage												
Buil		50th Queue												
		95th Queue												

The proposed intersection of SR 42/US 23 at Site Driveway B (northern driveway) is projected to operate with minimal overall intersection delay during both the AM and PM peak hours. However, the eastbound approach is projected to operate at LOS E during both the PM peak hour. While this approach operates at LOS E, it is not uncommon for minor street stop controlled approaches to operate with a failing LOS along arterial roadways due to high through volumes on the major street. The driveway is exclusively to serve heavy vehicles exiting the site traveling south along SR 42/US 23. Due to this right-out only configuration, no potential turn lane improvements were identified to reduce delay.





# Figure 15: 2023 Existing Conditions

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1	SR 55 at	King Mill	Rd				Ν ^	2	SR 42 at	t King Mi	ll Rd				N ^	
	SBR	SBT	SBL	]	AM	PM			SBR	SBT	SBL	]	AM	PM		
PM	(132)	(187)	(55)	Ĺ	39	(51)	WBR	PM	(22)	(611)	(16)	Ĺ	18	(11)	WBR	
AM	86	78	28	÷	594	(532)	WBT	AM	35	338	8	÷	220	(75)	WBT	
	Ļ	₽	Ĵ	F	21	(36)	WBL		Ļ	Ļ	L	L	52	(47)	WBL	
EBL	(48)	88	Ĵ		Î			EBL	(19)	36	Ĵ		Î			
EBT	(535)	513	Î	329	249	25	AM	EBT	(203)	47	$\Rightarrow$	334	607	27	AM	
EBR	(334)	234	Ļ	(191)	(217)	(56)	PM	EBR	(343)	139	Ļ	(197)	(474)	(42)	PM	
	PM	AM		NBL	NBT	NBR			PM	AM		NBL	NBT	NBR		
3	SR 42 at	John Wi	lliams Pk	wy			N ^	4	SR 42 at	Bill Gardı	ner Pkwy	1			Ν ^	
	SBR	SBT	SBL		AM	PM			SBR	SBT	SBL	]	AM	PM		$\langle \cdot \rangle$
PM	(0)	(834)	(200)	Ĺ	275	(92)	WBR	PM	(117)	(420)	(0)	Ĺ	0	(0)	WBR	
AM	0	418	78	Ţ	0	(0)	WBT	AM	113	187	0	Ļ	0	(0)	WBT	
	L,	ļ	L	L	32	(17)	WBL		Ļ	Ţ	L	L	0	(0)	WBL	
EBL	(0)	0	LÎ .		Î			EBL	(170)	196	Ĵ		Î			2
EBT	(0)	0	$\Rightarrow$	0	725	14	AM	EBT	(0)	0	$\Rightarrow$	784	312	0	AM	
EBR	(0)	0	7	(0)	(552)	(26)	PM	EBR	(762)	470	7	(577)	(273)	(0)	PM	
	PM	AM		NBL	NBT	NBR			PM	AM		NBL	NBT	NBR		
5	SR 42 at	NewCol	d South I	Driveway	1		N ^	6	SR 42 at	NewCold	l North I	Driveway			N ^	1
	SBR	SBT	SBL		AM	PM			SBR	SBT	SBL	]	AM	PM		
PM	(0)	(1034)	(0)	Ĺ	0	(0)	WBR	PM	(0)	(1034)	(0)	Ĺ	0	(0)	WBR	
AM	0	496	0	Ĵ	0	(0)	WBT	AM	0	496	0	$\Leftrightarrow$	0	(0)	WBT	
	Ļ	Ļ	L	F	0	(0)	WBL		Ļ	Ţ	L.	<b>F</b>	0	(0)	WBL	
EBL	(0)	0	Ĵ	ſ	Î	F		EBL	(0)	0	Ĵ		Î			
EBT	(0)	0	$\Rightarrow$	0	1000	0	AM	EBT	(0)	0	⇒	0	1000	0	AM	10
EBR	(0)	0	7	(0)	(644)	(0)	PM	EBR	(0)	0	1	(0)	(644)	(0)	PM	Pkie
	PM	AM		NBL	NBT	NBR			PM	AM		NBL	NBT	NBR		

Approximate Site Area

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## Figure 16: 2025 No-Build Conditions

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														T	1		Site Are
1	SR 55 at	King Mil	Rd				Ν ^		2	SR 42 at	King Mil	l Rd				Ν ^	
	SBR	SBT	SBL	7	AM	PM				SBR	SBT	SBL	]	AM	PM		
PM	(139)	(196)	(58)	Ĺ	41	(54)	WBR	1	PM	(23)	(716)	(17)	Ĺ	19	(12)	WBR	
AM	90	82	29	÷	624	(559)	WBT		AM	37	515	8	Ţ	231	(79)	WBT	
	Ļ	Ļ	L	L	22	(38)	WBL			Ļ	Î	L	L	55	(49)	WBL	
EBL	(50)	92	Î	Ţ	Î	F			EBL	(20)	38	Ĵ		Î	F		
EBT	(562)	539	$\Rightarrow$	346	262	26	AM		EBT	(213)	49	$\Rightarrow$	368	752	28	AM	
EBR	(351)	246	7	(201)	(228)	(59)	PM		EBR	(382)	197	7	(257)	(655)	(44)	PM	
	PM	AM		NBL	NBT	NBR				PM	AM		NBL	NBT	NBR		2
3	SR 42 at	John Wi	lliams Pk	wy			Ν ^		4	SR 42 at	t Bill Gard	ner Pkw	y			Ν ^	
	SBR	SBT	SBL	7	AM	PM				SBR	SBT	SBL		AM	PM		20
PM	(0)	(971)	(210)	Ĺ	289	(97)	WBR		PM	(231)	(531)	(0)	<u>ا</u>	0	(0)	WBR	1
AM	0	650	82	<b></b>	0	(0)	WBT		AM	128	263	0		0	(0)	WBT	
	Ļ	Ļ	L	L	34	(18)	WBL			Ļ	Î	L,	L	0	(0)	WBL	
EBL	(0)	0	Ĵ		Î	F			EBL	(261)	219	Ĵ		Î	F		
EBT	(0)	0	$\Rightarrow$	0	893	15	AM		EBT	(0)	146	$\Rightarrow$	887	433	0	AM	
EBR	(0)	0	7	(0)	(788)	(27)	PM		EBR	(854)	529	7	(653)	(332)	(0)	PM	
	PM	AM		NBL	NBT	NBR				PM	AM		NBL	NBT	NBR		
5	SR 42 at	NewCold	l South I	Driveway			N ^		6	SR 42 at	t NewCol	d North	Driveway	1		N ^	1
	SBR	SBT	SBL		AM	PM				SBR	SBT	SBL	7	AM	PM		VE
PM	(0)	(1181)	(0)	Ĺ	0	(0)	WBR		PM	(0)	(1181)	(0)	Ĺ	0	(0)	WBR	
AM	0	732	0	ŧ	0	(0)	WBT		AM	0	732	0	ŧ	0	(0)	WBT	
	Ļ	Ļ	L	Ļ	0	(0)	WBL			Ļ	Ļ		F	0	(0)	WBL	
EBL	(0)	0	Ĵ	Ţ	Î	F			EBL	(0)	0			Î	F	1 1	
EBT	(0)	0	$\Rightarrow$	0	1182	0	AM		EBT	(0)	0	$\Rightarrow$	0	1182	0	AM	1
EBR	(0)	0	7	(0)	(885)	(0)	PM		EBR	(0)	0		(0)	(885)	(0)	PM	Pkun
	PM	AM		NBL	NBT	NBR				PM	AM		NBL	NBT	NBR		- y

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# Figure 17: 2025 Build Conditions

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														1		Site Are
1	SR 55 at	King Mil	l Rd				N ^	2	SR 42 at	King Mil	l Rd				N ^	
	SBR	SBT	SBL		AM	PM			SBR	SBT	SBL	]	AM	PM		
PM	(139)	(196)	(58)	Ĺ	41	(54)	WBR	PM	(23)	(716)	(17)	Ĺ	19	(12)	WBR	
AM	90	82	29		624	(559)	WBT	AM	37	515	8	-	231	(79)	WBT	
	Ļ	Ļ	L	L	22	(38)	WBL		Ļ	Ļ	L,	L	55	(49)	WBL	
EBL	(53)	96	Î		Î	F		EBL	(20)	38	Ĵ		Î	F		
EBT	(564)	540	Ì	350	262	26	AM	EBT	(219)	64	$\implies$	372	754	28	AM	
EBR	(360)	275	7	(225)	(228)	) (59)	PM	EBR	(394)	230	7	(281)	(667)	(44)	PM	
	PM	AM		NBL	NBT	NBR			PM	AM		NBL	NBT	NBR		6
3	SR 42 at	John Wi	lliams Pl	wy			N ^	4	SR 42 at	Bill Gard	ner Pkw	/y			N ^	
	SBR	SBT	SBL	7	AM	PM			SBR	SBT	SBL		AM	PM		A.
PM	(0)	(1010)	(210)	Ĺ	289	(97)	WBR	PM	(257)	(545)	(0)	Ĺ	0	(0)	WBR	-1-
AM	0	668	82		0	(0)	WBT	AM	143	266	0		0	(0)	WBT	0
	Ļ	I	L	L	34	(18)	WBL		Ļ	Ţ	L,	L	0	(0)	WBL	
EBL	0	0	Ĵ		Î	F		EBL	(268)	235	<b>Î</b>		Î	F		0
EBT	0	0	$\Rightarrow$	0	925	15	AM	EBT	(0)	146	$\Rightarrow$	887	448	0	AM	A
EBR	0	0	Ļ	(0)	(799)	(27)	PM	EBR	(854)	529	7	(653)	(338)	(0)	PM	
	PM	AM		NBL	NBT	NBR			PM	AM		NBL	NBT	NBR		
5	SR 42 at	NewCold	l South	Driveway	,		N ^	6	SR 42 at	NewCol	d North	Driveway	,		N ^	1
	SBR	SBT	SBL		AM	PM			SBR	SBT	SBL	7	AM	PM		16
PM	(18)	(1196)	(0)	Ĺ	0	(0)	WBR	PM	(0)	(1199)	(0)	Ĺ	0	(0)	WBR	
AM	47	746	0	$\Leftrightarrow$	0	(0)	WBT	AM	0	779	0		0	(0)	WBT	
	Ļ	Ļ	L	<b>F</b>	0	(0)	WBL		Ļ	Ļ	L	L	0	(0)	WBL	
EBL	(37)	6	Ĵ		Î	r		EBL	(0)	0	Ĵ		Î			
EBT	(0)	0	$\Rightarrow$	32	1182	0	AM	EBT	(0)	0	$\Rightarrow$	0	1188	0	AM	10
EBR	(24)	4	7	(11)	(885)	(0)	PM	EBR	(15)	14	7	(0)	(922)	(0)	PM	PKHU
	PM	AM		NBL	NBT	NBR			PM	AM		NBL	NBT	NBR	7	in yo

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King Mil Rd

Approximate



# **APPENDIX A**



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DRI
# **APPENDIX B**

				Project Frasier DRI				
				Growth Rate Table				
Station:	151-0338		Station:	151-0336		Station:	151-0034	
Description:	Us 23 / SR 42 n/o Wise Rd		Description:	Us 23/SR 42 n/o Bethlehem Rd		Description:	US 23/SR 42 s/o Bill Gardner Pkwy	
City/County:	Henry County		City/County:	Henry County		City/County:	Locust Grove / Henry County	
Functional Class	Minor Arterial (Urban)		Functional Class	Minor Arterial (Urban)		Functional Class	Minor Arterial (Urban)	
Count Year	Volume	Growth Rate	Count Year	Volume	Growth Rate	Count Year	Volume	Growth Rate
2017	12,100		2017	15,300		2017	23,900	
2018	12,100	0.00%	2018	15,800	3.27%	2018	23,900	0.00%
2019	10,900	-9.92%	2019	15,900	0.63%	2019	24,600	2.93%
2020	10,100	-7.34%	2020	16,300	2.52%	2020	22,600	-8.13%
2021	14,100	39.60%	2021	17,600	7.98%	2021	25,300	11.95%
2022	14,400	2.13%	2022	16,700	-5.11%	2022	25,900	2.37%

Avg. 1 Year Rates 2017-2022







Annual Growth	
Henry County Population Annual Growth (2010-2020):	1.67%
Henry County (GOPB) Population Annual Growth (2023-2027)	1.69%
GDOT Count Station Weight Average Annual Growth Rate	2.47%
City of Locust Grove Population Annual Growth (2010-2020):	5.17%
Selected Growth Rate:	2.50%

Trip Gen Mc	eration Analysis (ITE 1: Project Frasier DRI Donough, Henry Count	Lth Ed.) ty						
Land Use	Intensity	Daily	AN	/I Peak He	our	PN	1 Peak Ho	our
		Trips	Total	In	Out	Total	In	Out
Proposed Site Traffic								
157 High-Cube Cold Storage Warehouse	820,913 GSF	1,936	103	79	24	105	29	76
		1.000	100			107		
Gross Trips		1,936	103	79	24	105	29	76
Warehouse Passenger Trips		1,261	82	/2	10	84	23	61
Mixed-Use Reductions		0	0	0	0	0	0	0
Allemative Mode Reductions Dass Py Paductions (Pasad on ITE Patas)		0	0	0	0	0	0	0
Adjusted Warehouse Passenger Trips		1 261	82	0 72	10	8/	23	61
Adjusted Watchouse Lassenger Thps		1,201	02	72	10	04	23	01
Warehouse Heavy Vehicle Trips		675	21	7	14	21	6	15
Mixed-Use Reductions		0	0	0	0	0	0	0
Alternative Mode Reductions		0	0	0	0	0	0	0
Adjusted Warehouse Heavy Vehicle Trips		675	21	7	14	21	6	15
New Trips		1,936	103	79	24	105	29	76
x:\fy23\1230610\13.traffic\02_analysis\analysis worksheets\[copy of project frasier-analysisv	vksht.xlsm]trip generation				-			-

# **APPENDIX C**

#### AM PEAK HOUR

	King Mill Rd <u>Northbound</u> Left Through Right			K S	ing Mill R outhboun	td I <b>d</b>	SR 155 <u>Eastbound</u>			SR 155 Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	329	249	25	28	78	86	88	513	234	21	594	39
Heavy Vehicles	33	7	3	5	5	21	1	37	32	1	55	1
Heavy Vehicle %	10%	3%	12%	18%	6%	24%	2%	7%	14%	5%	9%	3%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjusted 2023 Volumes	329	249	25	28	78	86	88	513	234	21	594	39
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Other Development Trips	0	0	0	0	0	0	0	0	0	0	0	0
2025 Background Traffic	346	262	26	29	82	90	92	539	246	22	624	41
Project Trips												
Trip Distribution IN									40%			
Trip Distribution OUT	40%											
Warehouse Employee Trips	4	0	0	0	0	0	0	0	29	0	0	0
Trip Distribution IN							50%					
Trip Distribution OUT							5070	10%				
Warehouse Heavy Vehicle Trips	0	0	0	0	0	0	4	1070	0	0	0	0
watehouse meavy vehicle mps	0	0	0	0	0	0	4	1	0	0	0	0
Total Project Trips	4	0	0	0	0	0	4	1	29	0	0	0
2025 Buildout Total	350	262	26	29	82	90	96	540	275	22	624	41
2025 Buildout HV %	10	3	12	18	6	25	5	7	12	5	9	3

#### **PM PEAK HOUR**

	King Mill Rd			King Mill Rd				SR 155		SR 155			
	<u>1</u>	Northbour	<u>ıd</u>	<u>s</u>	Southbour	<u>ıd</u>	]	Eastboun	<u>d</u>	<u>_</u>	Westboun	<u>d</u>	
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Observed 2023 Traffic Volumes	191	217	56	55	187	132	48	535	334	36	532	51	
Heavy Vehicles	36	8	1	3	7	7	1	26	15	1	33	0	
Heavy Vehicle %	19%	4%	2%	5%	4%	5%	2%	5%	4%	3%	6%	2%	
Peak Hour Factor		0.96			0.96			0.96			0.96		
Adjusted 2023 Volumes	191	217	56	55	187	132	<b>48</b>	535	334	36	532	51	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	
Other Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	
2025 Background Traffic	201	228	59	58	196	139	50	562	351	38	559	54	
Project Trips													
Trip Distribution IN									40%				
Trip Distribution OUT	40%												
Warehouse Employee Trips	24	0	0	0	0	0	0	0	9	0	0	0	
Trip Distribution IN							50%						
Trip Distribution OUT								10%					
Warehouse Heavy Vehicle Trips	0	0	0	0	0	0	3	2	0	0	0	0	
Total Project Trips	24	0	0	0	0	0	3	2	9	0	0	0	
2025 Buildout Total	225	228	59	58	196	139	53	564	360	38	559	54	
2025 Buildout HV %	17	4	2	5	4	5	8	5	4	3	6	0	

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#### AM PEAK HOUR

SR 42 <u>Northbound</u> Left Through Right			s	SR 42 outhboun	d	K	ing Mill R Eastbound	ld I	King Mill Rd Westbound		
Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	 Right
334	607	27	8	338	35	36	47	139	52	220	18
38	27	1	1	36	1	8	8	23	1	5	1
11%	4%	4%	13%	11%	3%	22%	17%	17%	2%	2%	6%
	0.89			0.89			0.89			0.89	
334	607	27	8	338	35	36	47	139	52	220	18
2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
17	114	0	0	160	0	0	0	51	0	0	0
368	752	28	8	515	37	38	49	197	55	231	19
							20%	40%			
40%	20%										
4	2	0	0	0	0	0	14	29	0	0	0
							10%	50%			
0	0	0	0	0	0	0	1	4	0	0	0
4	2	0	0	0	0	0	15	33	0	0	0
372	754	28	8	515	37	38	64	230	55	231	10
11	4	4	13	11	3	22	15	16	2	231	6
	∑ Left 334 38 11% 334 2.5% 1.051 17 368 40% 4 0 0 4 372 11	SR 42           Northboun           Iteft         Through           334         607           38         27           11%         4%           0.89         334           334         607           2.5%         2.5%           1.051         1.051           17         114           368         752           40%         20%           4         2           0         0           40         2           372         754           11         4	SR 42           Northbound Through Right           334         607         27           38         27         1           11%         4%         4%           0.89         0.89         0.89           334         607         27           2.5%         2.5%         2.5%           1.051         1.051         1.051           17         114         0           368         752         28           40%         20%         -           40%         20%         -           40%         20%         -           4         2         0	$\begin{array}{c c c c c c c c } & SR 42 & S \\ \hline \begin{tabular}{ c c c c } & Sr 42 & S \\ \hline \begin{tabular}{ c c c } & Through & Right & Left \\ \hline \begin{tabular}{ c c c } \hline \\ 334 & 607 & 27 & 8 \\ \hline 338 & 27 & 1 & 1 \\ 11\% & 4\% & 4\% & 13\% \\ \hline 0.89 & & & & & \\ \hline 0.80 & & & \\ 0.80 & & & \\ \hline 0.80 & & & \\ 0.80 & & & \\ \hline 0.80 & & & \\ 0.80 &$	$\begin{array}{c c c c c c c c } & SR 42 \\ \hline Northbound \\ \hline Inrough Right \\ \hline Northbound \\ \hline Through Right \\ \hline Left \\ \hline Morthbound \\ \hline Inrough \\ \hline Southbound \\ \hline Inrough \\ \hline Southbound \\ \hline Inrough \\ \hline 334 \\ 607 \\ 27 \\ 8 \\ 338 \\ 2.5\% \\ 2.$	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	SR 42         SR 42         King Mill Rd         <	SR 42         King Mill Rd Eastbound         King Mill Rd Eastbound         King Mill Rd Eastbound         King Mill Rd Eastbound         Left Through Right         Left Through Right         King Mill Rd Eastbound           Left Through Right         Left

#### **PM PEAK HOUR**

	SR 42 Northhourd			SR 42			K	Ling Mill H	۲d	King Mill Rd		
	Ν	lorthboun	ıd	<u>S</u>	outhboun	ıd		Eastboun	d	N	Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	197	474	42	16	611	22	19	203	343	47	75	11
Heavy Vehicles	30	14	3	2	20	8	3	9	12	2	6	3
Heavy Vehicle %	15%	3%	7%	13%	3%	36%	16%	4%	3%	4%	8%	27%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjusted 2023 Volumes	197	474	42	16	611	22	19	203	343	47	75	11
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Other Development Trips	50	157	0	0	74	0	0	0	22	0	0	0
2025 Background Traffic	257	655	44	17	716	23	20	213	382	49	79	12
Project Trips	-											
Trip Distribution IN								20%	40%			
Trip Distribution OUT	40%	20%										
Warehouse Employee Trips	24	12	0	0	0	0	0	5	9	0	0	0
Trip Distribution IN								10%	50%			
Trip Distribution OUT												
Warehouse Heavy Vehicle Trips	0	0	0	0	0	0	0	1	3	0	0	0
Total Project Trips	24	12	0	0	0	0	0	6	12	0	0	0
2025 Buildout Total	281	667	44	17	716	23	20	219	394	<b>49</b>	79	12
2025 Buildout HV %	14	3	7	12	3	37	16	5	4	4	8	26

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#### AM PEAK HOUR

		SR 42	. a	SR 42 Southbound			John Williams Pkwy <u>Eastbound</u>			John Williams Pkwy <b>Westbound</b>		Pkwy
Description	Left	Through	i <u>u</u> Right	Left	Through	i <u>u</u> Right	Left	Through	u Right	Left	Through	<u>u</u> Right
			6		0	6			6		0	J
Observed 2023 Traffic Volumes	0	725	14	78	418	0	0	0	0	32	0	275
Heavy Vehicles	0	57	0	5	52	0	0	0	0	1	0	10
Heavy Vehicle %	0%	8%	2%	6%	12%	0%	0%	0%	0%	3%	0%	4%
Peak Hour Factor		0.86			0.86			0.86			0.86	
Adjusted 2023 Volumes	0	725	14	<b>78</b>	418	0	0	0	0	32	0	275
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Other Development Trips	0	131	0	0	211	0	0	0	0	0	0	0
2025 Background Traffic	0	893	15	82	650	0	0	0	0	34	0	289
Project Trips												
Trip Distribution IN		40%			0%			0%	0%			
Trip Distribution OUT	0%	0%			40%							
Warehouse Employee Trips	0	29	0	0	4	0	0	0	0	0	0	0
Trip Distribution IN		40%										
Trip Distribution OUT					100%							
Warehouse Heavy Vehicle Trips	0	3	0	0	14	0	0	0	0	0	0	0
												L
Total Project Trips	0	32	0	0	18	0	0	0	0	0	0	0
												• • • •
2025 Buildout Total	0	925	15	82	668	0	0	0	0	34	0	289
2025 Buildout HV %	0	8	0	6	14	0	0	0	0	3	0	4

#### **PM PEAK HOUR**

	SR 42			SR 42			John	Williams	Pkwy	John Williams Pkwy		
	Ν	Northbour	ıd	<u>s</u>	outhbour	ıd	ļ	Eastboun	d	N	Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	552	26	200	834	0	0	0	0	17	0	92
Heavy Vehicles	0	51	0	1	35	0	0	0	1	1	0	2
Heavy Vehicle %	0%	9%	2%	2%	4%	0%	0%	0%	0%	6%	0%	2%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjusted 2023 Volumes	0	552	26	200	834	0	0	0	0	17	0	92
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Other Development Trips	0	208	0	0	95	0	0	0	0	0	0	0
2025 Background Traffic	0	788	27	210	971	0	0	0	0	18	0	<b>9</b> 7
Project Trips												
Trip Distribution IN		40%			0%			0%	0%			
Trip Distribution OUT	0%	0%			40%							
Warehouse Employee Trips	0	9	0	0	24	0	0	0	0	0	0	0
Trip Distribution IN		40%										
Trip Distribution OUT					100%							
Warehouse Heavy Vehicle Trips	0	2	0	0	15	0	0	0	0	0	0	0
Total Project Trips	0	11	0	0	39	0	0	0	0	0	0	0
2025 Buildout Total	0	799	27	210	1,010	0	0	0	0	18	0	97
2025 Buildout HV %	0	9	0	1	6	0	0	0	0	6	0	2

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#### AM PEAK HOUR

		SR 42 Jorthbour	d	s	SR 42	d	Bill Gardner Pkwy <u>Eastbound</u>			Bill Gardner Pkwy Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	u Right
									_			
Observed 2023 Traffic Volumes	784	312	0	0	187	113	196	0	470	0	0	0
Heavy Vehicles	34	32	0	0	20	28	21	0	24	0	0	0
Heavy Vehicle %	4%	10%	0%	0%	11%	25%	11%	0%	5%	0%	0%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjusted 2023 Volumes	784	312	0	0	187	113	196	0	470	0	0	0
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Other Development Trips	63	105	0	0	67	9	13	146	35	0	0	0
2025 Background Traffic	887	433	0	0	263	128	219	146	529	0	0	0
Project Trips												
Trip Distribution IN		20%					20%					
Trip Distribution OUT					20%	20%						
Warehouse Employee Trips	0	14	0	0	2	2	14	0	0	0	0	0
Trip Distribution IN		10%					30%					
Trip Distribution OUT					10%	90%						
Warehouse Heavy Vehicle Trips	0	1	0	0	1	13	2	0	0	0	0	0
Total Project Trips	0	15	0	0	3	15	16	0	0	0	0	0
	007	440	0			142	225	146	530	0		0
2025 Buildout 1 otal	887	448	U	0	266	143	235	146	529	0	0	U
2025 Buildout HV %	4	10	U	U	11	31	11	U	5	0	0	0

#### **PM PEAK HOUR**

		SR 42		SR 42			Bill	Gardner F	'kwy	Bill Gardner Pkwy		
	Ν	lorthboun	ıd	<u>s</u>	outhboun	ıd	į	Eastboun	d	<u> </u>	Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	577	273	0	0	420	117	170	0	762	0	0	0
Heavy Vehicles	13	28	0	0	11	12	25	0	26	0	0	0
Heavy Vehicle %	2%	10%	0%	0%	3%	10%	15%	0%	3%	0%	0%	0%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjusted 2023 Volumes	577	273	0	0	420	117	170	0	762	0	0	0
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Other Development Trips	47	45	0	0	90	108	82	0	53	0	0	0
2025 Background Traffic	653	332	0	0	531	231	261	0	854	0	0	0
Project Trips	-											
Trip Distribution IN		20%					20%					
Trip Distribution OUT					20%	20%						
Warehouse Employee Trips	0	5	0	0	12	12	5	0	0	0	0	0
Trip Distribution IN	_	10%					30%					
Trip Distribution OUT		1070			10%	90%	2070					
Warehouse Heavy Vehicle Trips	0	1	0	0	2	14	2	0	0	0	0	0
Total Project Trips	0	6	0	0	14	26	1	0	0	0	0	0
2025 Ruildout Total	653	339	0	0	545	257	268	0	854	0	0	0
2025 Buildout HV %	2	10	0	0	343	15	15	0	3	0	0	0

#### AM PEAK HOUR

	SR 42 <u>Northbound</u> Left Through Right				SR 42	d	NewCo	ld South D	)riveway	NewCold South Driveway		
Description	Left	Through	Right	Left S	Through	Right	Left	Through	u Right	Left	Through	u Right
			0			0			6			6
Observed 2023 Traffic Volumes	0	1,000	0	0	496	0	0	0	0	0	0	0
Heavy Vehicles	0	67	0	0	57	0	0	0	0	0	0	0
Heavy Vehicle %	0%	7%	0%	0%	11%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.86			0.86			0.86			0.86	
Adjusted 2023 Volumes	0	1000	0	0	496	0	0	0	0	0	0	0
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Other Development Trips	0	131	0	0	211	0	0	0	0	0	0	0
2025 Background Traffic	0	1182	0	0	732	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	40%					60%						
Trip Distribution OUT							60%		40%			
Warehouse Employee Trips	29	0	0	0	0	43	6	0	4	0	0	0
Trip Distribution IN	40%					60%						
Trip Distribution OUT					100%							
Warehouse Heavy Vehicle Trips	3	0	0	0	14	4	0	0	0	0	0	0
Total Project Trips	32	0	0	0	14	47	6	0	4	0	0	0
2025 Buildout Total	32	1,182	0	0	746	47	6	0	4	0	0	0
2025 Buildout HV %	9	7	0	0	13	9	0	0	0	0	0	0

#### **PM PEAK HOUR**

	SR 42			SR 42			NewCo	ld South E	Driveway	NewCold South Driveway		
	<u> </u>	Northboun	<u>ıd</u>	<u>.</u>	outhbour	ıd	j	Eastboun	<u>d</u>	<u>_</u>	Westboun	<u>d</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	644	0	0	1,034	0	0	0	0	0	0	0
Heavy Vehicles	0	53	0	0	36	0	0	0	0	0	0	0
Heavy Vehicle %	0%	8%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjusted 2023 Volumes	0	644	0	0	1034	0	0	0	0	0	0	0
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Other Development Trips	0	208	0	0	95	0	0	0	0	0	0	0
2025 Background Traffic	0	885	0	0	1181	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	40%					60%						
Trip Distribution OUT							60%		40%			
Warehouse Employee Trips	9	0	0	0	0	14	37	0	24	0	0	0
Trip Distribution IN	40%					60%						
Trip Distribution OUT					100%							
Warehouse Heavy Vehicle Trips	2	0	0	0	15	4	0	0	0	0	0	0
Total Draigat Tring	11	0	0	0	15	19	27	0	24	0	0	0
Total Floject Tlips	- 11	0	0	0	15	18	37	0	24	0	0	0
2025 Buildout Total	11	885	0	0	1.196	18	37	0	24	0	0	0
2025 Buildout HV %	18	8	0	0	5	22	0	0	0	0	0	0

 $x: |fy23|1230610|13.traffic|02\_analysis|analysis worksheets| [copy of project frasier-analysiswksht.xlsm] 5$ 

#### AM PEAK HOUR

		SR 42			SR 42		NewCo	ld North E	riveway	NewCo	ld North E	Driveway
	N	orthboun	ıd	<u>s</u>	outhboun	ıd	j	Eastboun	<u>d</u>	N	Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	1,000	0	0	496	0	0	0	0	0	0	0
Heavy Vehicles	0	67	0	0	57	0	0	0	0	0	0	0
Heavy Vehicle %	0%	7%	0%	0%	11%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.86			0.86			0.86			0.86	
Adjusted 2023 Volumes	0	1000	0	0	496	0	0	0	0	0	0	0
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Other Development Trips	0	131	0	0	211	0	0	0	0	0	0	0
2025 Background Traffic	0	1182	0	0	732	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN					60%							
Trip Distribution OUT		60%										
Warehouse Employee Trips	0	6	0	0	43	0	0	0	0	0	0	0
Trip Distribution IN					60%							
Trip Distribution OUT									100%			
Warehouse Heavy Vehicle Trips	0	0	0	0	4	0	0	0	14	0	0	0
Total Project Trips	0	6	0	0	47	0	0	0	14	0	0	0
2025 Buildout Total	0	1,188	0	0	779	0	0	0	14	0	0	0
2025 Buildout HV %	0	7	0	0	11	0	0	0	100	0	0	0

#### **PM PEAK HOUR**

	SR 42			SR 42			NewCo	ld North E	Driveway	NewCold North Driveway		
	Ν	lorthboun	ıd	<u>s</u>	outhboun	ıd	j	Eastboun	d	<u> </u>	Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2023 Traffic Volumes	0	644	0	0	1,034	0	0	0	0	0	0	0
Heavy Vehicles	0	53	0	0	36	0	0	0	0	0	0	0
Heavy Vehicle %	0%	8%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjusted 2023 Volumes	0	644	0	0	1034	0	0	0	0	0	0	0
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051	1.051
Other Development Trips	0	208	0	0	95	0	0	0	0	0	0	0
2025 Background Traffic	0	885	0	0	1181	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN					60%							
Trip Distribution OUT		60%										
Warehouse Employee Trips	0	37	0	0	14	0	0	0	0	0	0	0
Trip Distribution IN					60%							
Trip Distribution OUT									100%			
Warehouse Heavy Vehicle Trips	0	0	0	0	4	0	0	0	15	0	0	0
Total Project Trips	0	37	0	0	18	0	0	0	15	0	0	0
2025 Buildout Total	0	922	0	0	1,199	0	0	0	15	0	0	0
2025 Buildout HV %	0	8	0	0	4	0	0	0	100	0	0	0

															Existing Co	nditions	- Total Volum	es													
ID	NDI	NDT	NDD	CDI	CPT	CDD	<b>CD1</b>	AM P	eak Hour	W/DI	WPT	W/PD	NBU	CDU	EBU V	VR11	NDI			CPT	CDD	CD1	PM Pea	K Hour	M/DI	WPT	W/PD	NDU	CRU	CDU	MADII
1	329	249	25	28	78	86	88 88	513	234	21	594	39	0	0	0	0	191 1	17	56 55	187	132	48	535	334	36	532	51	0	0	0	0
2	334	607	27	8	338	35	36	47	139	52	220	18	0	0	0	0	197 4	74	42 16	611	22	19	203	343	47	75	11	0	0	0	0
3	1	725	14	78	418	0	0	0	1	31	0	275	0	0	0	1	0 !	52	26 200	834	0	0	1	2	17	0	92	0	0	0	0
4	784	312	0	0	187	113	196	0	470	0	0	0	0	0	0	0	577 2	73	0 0	420	117	170	0	762	0	0	0	0	0	0	0
5	0	1000	0	0	496	0	0	0	0	0	0	0	0	0	0	0	0 0	44	0 0	1034	0	0	0	0	0	0	0	0	0	0	0
0	0	1000	0	0	490	0	0	0	0	0	0	0	0		Existing Condit	ions - He	avv Vehicle V	olumes	0 0	1034	0	0	0	0	0	0	0	0	0	0	0
ID								AM P	eak Hour						0								PM Pea	k Hour							
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBU	SBU	EBU V	VBU	NBL	IBT M	NBR SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBU	SBU	EBU	WBU
1	33	7	3	5	5	21	1	37	32	1	55	1	0	0	0	0	36	8	1 3	7	7	1	26	15	1	33	0	0	0	0	0
2	38	27	1	1	36	1	8	8	23	1	5	1	0	0	0	0	30	14	3 2	20	8	3	9	12	2	6	3	0	0	0	0
3	3/	37	0	5	20	28	21	0	24	0	0	10	0	0	0	0	13	28	0 1	35	12	25	0	26	1	0	2	0	0	0	0
5	0	67	0	0	57	0	0	0	0	0	0	0	0	0	0	0	0	53	0 0	36	0	0	0	0	0	0	0	0	0	0	0
6	0	67	0	0	57	0	0	0	0	0	0	0	0	0	0	0	0	53	0 0	36	0	0	0	0	0	0	0	0	0	0	0
															Genera	ated Trip	os - DRI 2699														
ID	NDI	NDT	NDD	CDI	CDT	600	501	AM P	eak Hour	14/01	MOT	14/00	NDU	CDU	<b>ED11</b>					CDT	600	501	PM Pea	k Hour	14/01	WDT	14/00	NDU	CDU	5011	14/011
1	NBL 0		0	O	0	<b>ЗВК</b>	EBL	<b>EBI</b>	EBR 0	O O	WBI 0	O O	NBU 0	0	EBU V	0				0	O	EBL 0	0	EBR 0	WBL 0	VVB1	O O	NBU	<u>580</u>	EBU 0	0 WBU
2	0	14	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	30	0 0	13	0	0	0	0	0	0	0	0	0	0	0
3	0	14	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	30	0 0	13	0	0	0	0	0	0	0	0	0	0	0
4	36	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	14	0	0 0	0	0	0	0	31	0	0	0	0	0	0	0
5	0	14	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	30	0 0	13	0	0	0	0	0	0	0	0	0	0	0
6	0	14	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	30	0 0	13	0	0	0	0	0	0	0	0	0	0	0
ID								AM P	eak Hour						Genera	ated mp	IS - DRI 2007						PM Pea	k Hour							
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBU	SBU	EBU V	VBU	NBL I	IBT M	NBR SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBU	SBU	EBU	WBU
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	14	0	0	46	0	0	0	0	0	0	0	0	0	0	0	0	17	0 0	15	0	0	0	0	0	0	0	0	0	0	0
3	0	14	0	0	46	0	0	0	0	0	0	0	0	0	0	0	0	17	0 0	15	0	0	0	0	0	0	0	0	0	0	0
4	0	23	0	0	/	0	0	146	0	0	0	0	0	0	0	0	0	3	0 0	21	93	68	0	0	0	0	0	0	0	0	0
6	0	14	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	17	0 0	15	0	0	0	0	0	0	0	0	0	0	0
															Genera	ated Trip	os - DRI 3252														-
ID								AM P	eak Hour			1									1	1	PM Pea	k Hour		1	1		r	1	
1	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBU	SBU	EBU V	VBU	NBL I	IBT N	NBR SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBU	SBU	EBU	WBU
2	0	68	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	55	0 0	25	0	0	0	0	0	0	0	0	0	0	0
3	0	68	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	55	0 0	25	0	0	0	0	0	0	0	0	0	0	0
4	12	36	0	0	48	0	0	0	16	0	0	0	0	0	0	0	12	37	0 0	27	0	0	0	9	0	0	0	0	0	0	0
					25							-	-		-																0
5	0	68	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	55	0 0	25	0	0	0	0	0	0	0	0	0	0	0
5	0	68 68	0	0	25	0	0	0	0	0	0	0	0	0	0	0 0	0 0	55 55	0 0 0 0	25 25	0	0	0	0	0	0	0	0	0	0	0
5 6 ID	0	68 68	0	0	25	0	0	0 0 AM P	0 0 eak Hour	0	0	0	0	0	0 0 Genera	0 0 ated Trip	0 0 os - DRI 3497	55 55	0 0 0 0	25 25	0	0	0 0 PM Pea	0 0 Ik Hour	0	0	0	0	0	0	0
5 6 ID	0 0 	68 68 NBT	0 0 NBR	0 0 SBL	25 25 SBT	0 0 SBR	0 0 EBL	0 0 AM P EBT	0 0 eak Hour EBR	0 0 WBL	0 0 WBT	0 0 WBR	0 0 NBU	0 0 SBU	0 0 Genera	0 0 ated Trip VBU	0 0 ps - DRI 3497 NBL	55 55	0 0 0 0	25 25 SBT	0 0 SBR	0 0 EBL	0 0 PM Pea EBT	0 0 Ik Hour EBR	0 0 WBL	0 0 WBT	0 0 WBR	0 0 	0 0 SBU	0 0 EBU	0 0 WBU
5 6 ID 1	0 0 	68 68 <b>NBT</b> 0	0 0 NBR 0	0 0 SBL 0	25 25 SBT 0	0 0 SBR 0	0 0 EBL 0	0 0 AM Pe EBT 0	0 0 eak Hour EBR 0	0 0 WBL 0	0 0 <b>WBT</b> 0	0 0 WBR 0	0 0 <b>NBU</b> 0	0 0 SBU 0	0 0 Genera EBU V 0	0 0 ated Trip VBU 0	0 0 os - DRI 3497 NBL 1 0	55 55 IBT 1 0	0 0 0 0 NBR SBL 0 0	25 25 <b>SBT</b> 0	0 0 SBR 0	0 0 EBL 0	0 0 PM Pea EBT 0	0 0 Ik Hour EBR 0	0 0 WBL 0	0 0 <b>WBT</b> 0	0 0 WBR 0	0 0 <b>NBU</b> 0	0 0 SBU 0	0 0 EBU 0	0 0 WBU 0
5 6 ID 1 2	0 0 NBL 0 17	68 68 <b>NBT</b> 0 14	0 0 NBR 0 0	0 0 SBL 0 0	25 25 SBT 0 47	0 0 SBR 0 0	0 0 EBL 0 0	0 0 AM P EBT 0 0	0 0 eak Hour EBR 0 51	0 0 WBL 0 0	0 0 <b>WBT</b> 0 0	0 0 <b>WBR</b> 0 0	0 0 NBU 0 0	0 0 SBU 0 0	0 0 Genera EBU V 0 0	0 oted Trip VBU 0 0	0 0 bs - DRI 3497 NBL 1 0 50	55 55 IBT M 0 44	0 0 0 0 NBR SBL 0 0 0 0	25 25 SBT 0 16	0 0 SBR 0 0	0 0 EBL 0 0	0 0 PM Pea EBT 0 0	0 0 <b>ik Hour</b> EBR 0 22	0 0 WBL 0 0	0 0 <b>WBT</b> 0 0	0 0 WBR 0 0	0 0 <b>NBU</b> 0 0	0 0 SBU 0 0	0 0 EBU 0 0	0 0 WBU 0 0
5 6 1D 1 2 3	0 0 NBL 0 17 0	68 68 <b>NBT</b> 0 14 31	0 0 NBR 0 0 0	0 0 SBL 0 0 0	25 25 SBT 0 47 98	0 0 SBR 0 0 0	0 0 EBL 0 0 0	0 0 AM Pr EBT 0 0 0	0 0 eak Hour EBR 0 51 0	0 0 WBL 0 0 0	0 0 <b>WBT</b> 0 0 0	0 0 WBR 0 0 0	0 0 NBU 0 0 0	0 0 SBU 0 0	0 0 Genera EBU V 0 0 0	0 0 ated Trip VBU 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	555 555 1BT N 0 44 955	0 0 0 0 NBR SBL 0 0 0 0 0 0 0 0	25 25 SBT 0 16 37	0 0 SBR 0 0 0	0 0 EBL 0 0 0	0 0 PM Pea EBT 0 0 0	0 0 k Hour EBR 0 22 0	0 0 WBL 0 0	0 0 WBT 0 0 0	0 0 WBR 0 0 0	0 0 <b>NBU</b> 0 0 0	0 0 SBU 0 0	0 0 EBU 0 0 0	0 0 WBU 0 0 0
5 6 1D 1 2 3 4	0 0 NBL 0 17 0 0	68 68 <b>NBT</b> 0 14 31 18 21	0 0 NBR 0 0 0 0 0	0 0 SBL 0 0 0 0 0	25 25 <b>SBT</b> 0 47 98 5	0 0 SBR 0 0 0 0 6	0 0 EBL 0 0 0 7 0	0 0 EBT 0 0 0 0 0	0 0 Eak Hour EBR 0 51 0 0 0	0 0 WBL 0 0 0 0 0	0 0 WBT 0 0 0 0 0	0 0 WBR 0 0 0 0 0	0 0 <b>NBU</b> 0 0 0 0 0	0 0 SBU 0 0 0	0 0 Genera EBU V 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	55         1           55         1           6         1           7         1           8         1           95         1           5         1	0 0 0 0 NBR SBL 0 0 0 0 0 0 0 0 0 0	25 25 8BT 0 16 37 17 27	0 0 SBR 0 0 0 0 9	0 0 EBL 0 0 0 10	0 0 PM Pea EBT 0 0 0 0	0 0 <b>ik Hour</b> EBR 0 22 0 0 0	0 0 WBL 0 0 0 0	0 0 WBT 0 0 0 0 0	0 0 WBR 0 0 0 0 0	0 0 <b>NBU</b> 0 0 0 0 0	0 0 SBU 0 0 0 0	0 0 EBU 0 0 0 0	0 0 WBU 0 0 0 0 0
5 6 10 1 2 3 4 5 6	0 0 NBL 0 17 0 0 0 0 0	68 68 0 14 31 18 31 31	0 0 0 0 0 0 0 0 0 0 0 0	0 0 SBL 0 0 0 0 0 0 0	25 25 SBT 0 47 98 5 98 98 98	0 0 SBR 0 0 0 0 6 0 0 0	0 0 EBL 0 0 0 7 0 0 0 0	0 0 <b>AM P</b> <b>EBT</b> 0 0 0 0 0 0	0 0 eak Hour EBR 0 51 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 WBR 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 SBU 0 0 0 0 0 0 0	0         0           0         Generation           EBU         V           0         0           0         0           0         0           0         0           0         0           0         0           0         0	0 0 ated Trip VBU 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	55 55 55 1 18 <b>F 1</b> 0 44 95 5 5 95 95 95	0 0 0 0 0 NBR SBL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	25 25 <b>SBT</b> 0 16 37 17 37 37	0 0 SBR 0 0 0 9 0 0 0	0 0 EBL 0 0 0 10 0 0 0	0 0 PM Pea EBT 0 0 0 0 0 0 0 0 0	0 0 <b>ik Hour</b> EBR 0 22 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 8BU 0 0 0 0 0 0 0	0 0 EBU 0 0 0 0 0 0 0 0 0	0 0 WBU 0 0 0 0 0 0 0
5 6 1D 2 3 4 5 6	0 0 NBL 0 17 0 0 0 0 0	68 68 0 14 31 18 31 31 31	0 0 0 0 0 0 0 0 0 0 0	0 0 SBL 0 0 0 0 0 0 0 0	25 25 8BT 0 47 98 5 98 98 98	0 0 SBR 0 0 0 0 6 0 0 0	0 0 EBL 0 0 0 7 7 0 0	0 0 EBT 0 0 0 0 0 0 0	0 0 EBR 0 51 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 <b>NBU</b> 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 Gener.  EBU V 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	55   55   18 <b>T  </b> 0   44   95   95   95   95	0 0 0 0 0 NBR SBL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	25 25 <b>SBT</b> 0 16 37 17 37 37 37	0 0 SBR 0 0 0 0 9 0 0 0	0 0 EBL 0 0 0 0 10 0 0	0 0 PM Pea EBT 0 0 0 0 0 0 0 0	0 0 <b>ik Hour</b> <b>EBR</b> 0 22 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 NBU 0 0 0 0 0 0 0 0 0 0 0	0 0 <b>SBU</b> 0 0 0 0 0 0 0	0 0 EBU 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0
5 6 1D 2 3 4 5 6 1D	0 0 NBL 0 17 0 0 0 0 0	68 68 0 14 31 18 31 31	0 0 0 0 0 0 0 0 0	0 0 SBL 0 0 0 0 0 0	25 25 8BT 0 47 98 5 98 98 98	0 0 SBR 0 0 0 6 0 0	0 0 EBL 0 0 0 7 0 0 0	0 0 AM Pr EBT 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 eak Hour EBR 0 51 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 3BU 0 0 0 0 0 0 0	0         0           0         Gener.           EBU         V           0         0           0         0           0         0           0         0           0         0           0         0           0         Gener.	0 0 ated Trip VBU 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S5         Image: Market Signal           IBBT         Image: Market Signal         Image: Market Signal           IDBT         Image: Market Signal         Image: Market	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	25 25 <b>SBT</b> 0 16 37 17 37 37 37	0 0 SBR 0 0 0 0 9 0 0	0 0 EBL 0 0 0 10 0 0	0 0 PM Pea EBT 0 0 0 0 0 0 0 0 0 0 0	0 0 k Hour EBR 0 22 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 WBT 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 5BU 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0
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# **APPENDIX D**

NR-955	Atlanta Region's Plan RTP (20	020) PROJECT FACT SHEET
Short Title	I-75 SOUTH - NEW INTERCHANGE (INCLUDES ROADWAY WIDENING AND RELOCATION) AT BETHLEHEM ROAD FROM US 23/SR 42 TO GREENWOOD ROAD	John R Williams Pkery John R Williams Pkery Boy I John R Will R Hang I John R Will R Hang I John R H
GDOT Project No.	0017182	
Federal ID No.	N/A	Bethlehem <sup>14</sup>
Status	Programmed	
Service Type	Roadway / Interchange Capacity	Co Di - Nor
Sponsor	GDOT	Tople So
Jurisdiction	Henry County	0 = 0.375 0.75 Miles
Analysis Level	In the Region's Air Quality Conformity Analysis	
Existing Thru Lane	0 LCI	Network Year 2030
Planned Thru Lane	4 Flex	Corridor Length N/A miles
Detailed Description	and Justification	
New I-75 interchange inten	ded to relieve freight congestion along the SR 155 and SR 42	industrial/distribution corridors.

Pha	se Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE					
Info	rmation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE		
PE	Local Participation	AUTH	2022	\$1,000,000	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$1,000,000</del>		
PE	National Highway Performance Program (NHPP)	AUTH	2022	\$7,670,000	<del>\$6,136,000</del>	<del>\$1,534,000</del>	<del>\$0,000</del>	<del>\$0,000</del>		
ROW	National Highway Performance Program (NHPP)		2024	\$9,180,000	\$7,344,000	\$1,836,000	\$0,000	\$0,000		
CST	Local Jurisdiction/Municipality Funds		2025	\$5,000,000	\$0,000	\$0,000	\$0,000	\$5,000,000		
CST	National Highway Freight Program (NHFP)		2025	\$16,750,000	\$13,400,000	\$3,350,000	\$0,000	\$0,000		
CST	National Highway Performance Program (NHPP)		2025	\$79,390,000	\$63,512,000	\$15,878,000	\$0,000	\$0,000		
				\$118,990,000	\$90,392,000	\$22,598,000	\$0,000	\$6,000,000		

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

 UTL:
 Utility relocation
 CST:
 Construction / Implementation
 ALL:
 Total estimated cost, inclusive of all phases
 ROW:
 Right-of-way
 Acquisition

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

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IE-113	Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET								
Short Title	SR 155 WIDENING FROM I-75 SOUTH TO SR 42/US 23	2018 Park N Phillips Dr C 23 Park 155 Park							
GDOT Project No.	0007856	Gotton Felds GottChb							
Federal ID No.	CSSTP-0007-00(856)								
Status	Programmed	The second secon							
Service Type	Roadway / General Purpose Capacity								
Sponsor	GDOT								
Jurisdiction	Henry County	0 0.25 0.5 Miles							
Analysis Level	In the Region's Air Quality Conformity Analysis								
Existing Thru Lane	<b>LCI</b>	Network Year 2030							
Planned Thru Lane	4 Flex	Corridor Length 1.6 miles							
Detailed Description	and Justification								
This project involves addin	g one general purpose lane in each direction along SR 155 fr	om I-75 South to SR 81.							

Phas	se Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE					
Info	rmation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE		
SCP	Transportation Funding Act (HB 170)	AUTH	2016	\$709,302	<del>\$0,000</del>	<del>\$709,302</del>	<del>\$0,000</del>	<del>\$0,000</del>		
PE	Transportation Funding Act (HB 170)	AUTH	2016	\$2,290,698	<del>\$0,000</del>	<del>\$2,290,698</del>	<del>\$0,000</del>	<del>\$0,000</del>		
ROW	Transportation Funding Act (HB 170)		2024	\$8,393,222	\$0,000	\$8,393,222	\$0,000	\$0,000		
UTL	Transportation Funding Act (HB 170)		2026	\$3,300,000	\$0,000	\$3,300,000	\$0,000	\$0,000		
CST	Transportation Funding Act (HB 170)		2026	\$36,121,215	\$0,000	\$36,121,215	\$0,000	\$0,000		
				\$50,814,437	\$0,000	\$50,814,437	\$0,000	\$0,000		

 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
 ROW:
 Right-of-way
 Acquistion



HE-126B	Atlanta Region's Plan RTP (2	020) PROJECT FACT SHEET
Short Title	BILL GARDNER PARKWAY WIDENING AT SR 155 TO LESTER MILL ROAD (4 LANES) AND FROM LESTER MILL ROAD TO 1-75 SOUTH (6 LANES)	Greenwood Greenwood By And By And And By And And And And And And And And And And
GDOT Project No.	0000562	Engle's Brooke Golf & Country Club
Federal ID No.	N/A	
Status	Long Range	
Service Type	Roadway / General Purpose Capacity	
Sponsor	Henry County	and the second of the
Jurisdiction	Henry County	0 0.5 1 Miles
Analysis Level	In the Region's Air Quality Conformity Analysis	
Existing Thru Lane	2 LCI	Network Year 2030
Planned Thru Lane	4/6 Flex	Corridor Length 3.4 miles
Detailed Description a	and Justification	
Widening of the section from	n SR 155 to Lester Mill Road from 2 to 4 lanes and the section	on from Lester Mill Road to I-75 South from 2 to 6 lanes.

Pha	se Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE						
Info	rmation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE			
ALL	General Federal Aid 2029-2050		LR 2029- 2030	\$18,000,000	\$14,400,000	\$0,000	\$0,000	\$3,600,000			
				\$18,000,000	\$14,400,000	\$0,000	\$0,000	\$3,600,000			

 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
 ROW:
 Right-of-way
 Acquistion



IE-189	Atlanta Region's Plan RTP (2	020) PROJECT FACT SHEET
Short Title	SR 155 (MCDONOUGH ROAD) WIDENING FROM I-75 SOUTH TO HAMPTON-LOCUST GROVE ROAD/BILL GARDNER PARKWAY	Marate Rd Westridge Pkwy.
GDOT Project No.	0015284	Greenwood
Federal ID No.	N/A	
Status	Programmed	Walker Dr
Service Type	Roadway / General Purpose Capacity	Hampion
Sponsor	GDOT	"Cuet Giove Rd
Jurisdiction	Henry County	0 0.5 1 Miles
Analysis Level	In the Region's Air Quality Conformity Analysis	8///~ 2
Existing Thru Lane	2 <b>LCI</b>	Network Year 2040
Planned Thru Lane	4 Flex	Corridor Length 3.6 miles
Detailed Description a	and Justification	
This project will widen SR 1	55 to 4 lanes from I-75 to Hampton-Locust Grove Road & Bi	II Gardner Parkway.

Phas	se Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN	OF TOTAL PHAS	E COST BY FUNI	DING SOURCE	
Info	rmation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE	
SCP	Surface Transportation Block Grant Program (STBG) Flexible	AUTH	2022	\$500,000	<del>\$400,000</del>	<del>\$100,000</del>	<del>\$0,000</del>	<del>\$0,000</del>	
PE	Transportation Funding Act (HB 170)		2026	\$1,359,000	\$0,000	\$1,359,000	\$0,000	\$0,000	
ROW	Transportation Funding Act (HB 170)		2028	\$24,419,000	\$0,000	\$24,419,000	\$0,000	\$0,000	
ALL	Transportation Funding Act (HB 170)		LR 2029- 2030	\$64,218,000	\$0,000	\$64,218,000	\$0,000	\$0,000	
				\$90,496,000	\$400,000	\$90,096,000	\$0,000	\$0,000	

 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
 ROW:
 Right-of-way
 Acquistion





IE-201	Atlanta Region's Plan RTP (20	020) PROJECT FACT SHEET
Short Title	SR 42 BRIDGE REPLACEMENT AT NORFOLK SOUTHERN LINE 5 MILES SOUTH OF MCDONOUGH	John R-Williams pwwy Coan 30 Harris Dr
GDOT Project No.	0013995	Inic PW
Federal ID No.	N/A	
Status	Programmed	Bethlehem Rd
Service Type	Roadway / Bridge Upgrade	e prive
Sponsor	GDOT	Dr. Dr. Dr. Dr. Do.
Jurisdiction	Henry County	0 0.25 0.5 Miles
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)	22117
Existing Thru Lane	2 LCI	Network Year TBD
Planned Thru Lane	2 <b>Fiex</b>	Corridor Length 0.4 miles
Detailed Description	and Justification	
This project will replace the	bridge at SR 42 at the Norfolk Southern rail line 5 miles sout	h of McDonough.

Phas	se Status & Funding	Status	FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE									
Info	rmation		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE						
PE Surface Transportation Block Grant (STBG) Program Flex (GDOT)		AUTH	2017	\$600,000	<del>\$480,000</del>	<del>\$120,000</del>	<del>\$0,000</del>	<del>\$0,000</del>						
ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)	AUTH	2021	\$1,760,000	<del>\$1,408,000</del>	<del>\$352,000</del>	<del>\$0,000</del>	<del>\$0,000</del>						
UTL Surface Transportation Block Grant Program (STBG) Flexible			2025	\$154,074	\$123,259	\$30,815	\$0,000	\$0,000						
CST Surface Transportation Block Grant Program (STBG) Flexible			2025	\$14,688,478	\$11,750,782	\$2,937,696	\$0,000	\$0,000						
				\$17,202,552	\$13,762,041	\$3,440,511	\$0,000	\$0,000						

 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
 ROW: Right-of-way Acquistion

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



## 1) Hwy 42 expansion: GDOT project #00015823. Estimated cost: \$3.25 Million.

Extending the left turn lane between Bill Gardner Pkwy and Peeksville Rd to accommodate traffic turning onto Peeksville from Hwy 42 travelling south. The City will be relocating utility lines (water) to accommodate the increased width of Hwy 42.

#### 2) Peeksville Rd Extension: City of Locust Grove project. Estimated cost: \$250,000

Plans to extend Peeksville Rd. to connect with Cleveland St. have been designed and approved. The City is in the process of right-of-way acquisition for this project.

# 3) Bill Gardner Pkwy improvements: City of Locust Grove & GDOT Project. Estimated cost: \$3.25 million investment by GDOT.

This dual-phased project will help improve traffic flow and reduce collisions on Bill Gardner Pkwy. Phase I includes Bill Gardner Pkwy from the I-75 interchange to Tanger Blvd, and Phase II will consist of improvements from Tanger Blvd to the intersection of Bill Gardner Pkwy and Hwy 42. The City is currently in Phase 1 of the project, which includes the addition of two westbound approach turn lanes for traffic turning onto I-75 S, corresponding dual lanes on the SB ramp, and a raised, landscaped median on the Phase I portion of Bill Gardner Pkwy.

## 4) MMIP/Commercial Vehicle Lanes: GDOT project # PI0014203. Estimated cost: \$2 billion

Dedicated northbound lanes restricted to commercial vehicles travelling in I-75 between I-475 and SR 155. These lanes will be separated from general passenger traffic by a partition wall. GDOT is currently responding to feedback from the project's public feedback meeting. The City is working with GDOT to ensure all local projects are consistent with plans for the future CV lanes. Construction of the commercial vehicle lanes will begin in 2024 and will likely be complete by 2028.

5) Bethlehem Rd. interchange GDOT project number: 0017182. Estimated cost: \$5 million expected from Henry County SPLOST 4, and \$1 million from the City of Locust Grove for engineering and right-of-way acquisition. The Bethlehem Road Interchange is a collaborative project between the City of Locust Grove, Henry County, and GDOT to create a new interchange with I-75 between the existing exits at SR 155 and Bill Gardner Parkway. The additional point of access to I-75 is expected to relieve traffic congestion at exits 216 and 212 and better accommodate residential, commercial, and industrial growth in the area.

#### 6) Traffic signal at Marketplace Blvd. City of Locust Grove Project. Estimated cost: \$350,000

Plans are approved for a signal to improve traffic flow and safety at the intersection of Market Place Blvd and Hwy 42. The City is in the process of acquiring project easements.

#### 7) Railroad and Hwy 42 Study: GDOT project number 0017770. Estimated cost: \$100,000 investment from the City of Locust Grove, and \$800,000 investment from GDOT.

The City of Locust Grove and GDOT are taking on a detailed study of Hwy 42 between Colvin Dr. and MLK Jr. Blvd. This project includes studies for grade-separated railroad crossings.

#### 8) SPLOST V Turn lanes: City of Locust Grove and Henry County SPLOST project. Estimated Cost: \$3.2 million

Construction of dual north-bound turn lanes at Hwy 42 turning left to Marketplace Blvd. This project also includes corresponding turn lanes on Bill Gardner Pkwy.

## 9) Bill Gardner Pkwy delineators: City of Locust Grove project. \$1000 investment.

You may have already noticed the tall lane delineators on Bill Gardner Pwky at the intersection with Hwy 42. These pole-like PVC structures are intended to safely keep traffic turning north on Hwy 42 out of the west-bound lanes.



## Questions? Please call 770-957-5043

\*Please note that numbered project indicators on the map image are not exact. They are intended to generally represent each project's location.

# **APPENDIX E**



# Bill Gardner U









# **APPENDIX F**



#### **GDOT ICE STAGE 1: SCREENING DECISION RECORD**

ICE Version 2.22 | Revised 5/6/2022

GDOT PI # N/A ad and a series in the particular and a series and a seri Note: Up to 5 alternatives Autor name and not the property and a start of the property of Des deres in recovered in recovered in the second in the s 1. Des alena rame and nesden the profit BUTS CONSTRUCTION OF CONSTRUCT OF CONSTRUCTION OF CONSTRUCT OF CONSTRUCTION OF CONSTRUCT OF CONSTRUCTION OF CONSTRUCT OF CONSTRU Jes allorative atters the polectime the allorative atters the sole with the polectime atters the sole with the polectime atters 2014 Joseph Contraction of the set of the se Project Location: SR 42 @ Bill Gardner may be selected and Does alendine acted tessile out of the sterior of the strate of the stra evaluated; Use this ICE Existing Control: Conventional (Minor Stop) assing a standing a standing the standing and the standing and the standing as a standing a standing the stan Stage 1 to screen 5 or Prepared by: ΡM fewer alternatives to 10/31/2023 Date: evaluate in Stage 2 Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type) **Screening Decision Justification:** Not appropriate to adequately serve Conventional (Minor Stop) No No No No No No No major/minor street volumes Not appropriate to adequately serve Conventional (All-Way Stop) No No No No No No No major/minor street volumes Not appropriate to adequately serve Mini Roundabout No No No No No No No major/minor street volumes Not appropriate to adequately serve Single Lane Roundabout Yes No No No No No No major/minor street volumes Unsignalized Intersections Not feasable to construct due to Multilane Roundabout No Yes No Yes No No No proximity to railroad ROW Not appropriate to adequately serve RCUT (stop control) No Yes No No No No No major/minor street volumes Not appropriate to adequately serve RIRO w/down stream U-Turn Yes No No No No No No major/minor street volumes Not appropriate to adequately serve High-T (unsignalized) No Yes No No No No No major/minor street volumes Offset-T Intersections No Not Applicable No No No No No No Diamond Interch (Stop Control) No No No No No No No Not an Interchange Diamond Interch (RAB Control) No No No No No No No Not an Interchange No LT Lane Improvements Not appropriate to adequately serve Yes No Yes No No No No major/minor street volumes No RT Lane Improvements Other unsignalized (provide description): N/A No No No No No No No Traffic Signal No No Existing Conditions No No No No No Not appropriate for a two-lane major Median U-Turn (Indirect Left) No Yes No Yes No No No street, lack of U-turn locations Not appropriate for a two-lane major RCUT (signalized) No Yes No Yes No No No street, lack of U-turn locations Not appropriate for a two-lane major Displaced Left Turn (CFI) No Yes Yes No No No No street, ROW constraints (railroad) Signalized Intersection High truck volumes merging not Continuous Green-T Yes No No Yes No No No desireable, not serving high volume Not appropriate for a two-lane major Jughandle Yes Yes No No No No No street, ROW constraints (railroad) Lack of available ROW to feasably Quadrant Roadway Yes Yes No No No No No construct quadrant roadway Diamond Interch (Signal Control) No an interchange No No No No No No No Diverging Diamond No No No No No No No Not an Interchange Single Point Interchange No No No No No No No Not an Interchange Add one LT Lane on SR 42 Recommended Improvement No Yes No Yes No No No Add one RT Lane on Bill Gardner Other Signalized (provide description): No No No No No No No N/A

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



#### **GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM**

ICE Version 2.22 | Revised 5/6/2022

#### Waiver Request - Level 2 / 3

In certain circumstances where an ICE would otherwise be required, an ICE <u>may</u> be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

- 1. Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
- 2. The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
- 3 The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
  - · Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
  - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
  - · Layout has no unusual or undesirable geometric features (such as restricted sight distance)
  - · The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information: Location: SR 42 @ Bill Gardner County: Henry GDOT District: 3 - Thomaston Area Type: Suburb/Transition Existing Intersection Control: Conventional (Minor Stop)

#### Traffic and Operations Data:<sup>1,2</sup>

None	Intersection meets signal/AWS warrants?									
Intersection Delay	Traffic Analysis Type:									
14,457	Existing Major Street Avg Daily Traffic (ADT):									
16,300	Existing Minor Street Avg Daily Traffic (ADT):									
AM Peak PM Peak	Analysis Period:									
37.7 sec 54.0 sec	2025 Opening Yr Peak Hour Intersection Delay:									
0.90 0.97	2025 Opening Yr Peak Hour Intersection V/C:									
37.7 sec 54.0 sec	2025 Design Yr Peak Hour Intersection Delay:									
0.90 0.97	2025 Design Yr Peak Hour Intersection V/C:									

GDOT PI # (or N/A): N/A Requested By: POND Prepared By: PM Date: 10/31/2023 Waiver Request Type: Driveway Permit

Cra	sh Data	(Requi	red): <sup>3</sup>										
Crash Data: Enter most		Crash Severity											
recent 5 years of crash data	K*	A*	B*	C*	0	5							
Angle	0	0	2	11	15	11%							
Head-On	0	0	1	1	2	2%							
Rear End	0	1	2	35	165	81%							
5 Sideswipe - same	0	0	1	4	6	4%							
Sideswipe - opposite	0	0	0	1	3	2%							
Not Collision w/Motor Veh	0	0	0	0	0	0%							
TOTALS	: 0	1	6	52	191	250							

\* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / The proposed improvements of installing dual NB LT lanes and converting the existing EB LT lane to a shared L/R Justification for Waiver lane provides additional capacity to the high volume NBL/EBR movements and result in acceptable intersection (Required): LOS.

District Engineer or (Approved Delegate)

- <sup>1</sup> Analysis data input on this worksheet is for proposed control & configuration on form, not the No-Build data shown on the top of Stage 2
- <sup>2</sup> ADT's required if available (from data collected or nearest GDOT count station site); Capacity data optional unless needed to justify basis of the waiver request.
- <sup>3</sup> Crash data (required for all existing intersections) must be entered here independent from Stage 2 worksheet inputs (not linked)



#### GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.22 | Revised 5/6/2022

Geolgia Departmen	in or irranspondition																							
GD0 <sup>-</sup>	Γ PI#: N/A		Reque	est By:	POND										_	2	2023 E	EXIST	ING YI	EAR V	OLUM	ES	Δ	
Co	untv: Henry			G	DOT Di	istrict: 3	3 - Thor	naston				APPR	OACH SR 4	<u>SPLII:</u> 2: 88%	<u>s:</u> 6	_	49	96 (103	4) [1680	0]				
				Poad			-	Speed				John R	William	s: 12%	6	Ņ	(0)	(0)	(834)	(200)				
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Crossing F	Road: John F	R Willia	ims	Road Class:	Local			Speed Limit:	40 r	mph			Г	(0	))	0	reus↓ £	2023	Intersectio	n Daily	<b>↓</b>	275	(92)	[4000]
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Intersection Co	ntrol: Conve	ntional	l (Minor	Stop)			Proj	ect ID:	;	3			[0]	2 (C	)) ))	0	Peds	\$	17,550	ŵ	<b>v</b> ↑ Peds	32 <b>¥</b>	(17)	30
Prepare	d By: PM							Date:	10/31	/2023			EB	John	, R Will	iams		0	725	14	•	AB SR		
Proiect Pur	pose: Evalua	ate Pro	per Inte	ersectic	on Confi	iguratio	n as Pa	art of D	RI #40 <sup>:</sup>	70		PEAK I	HR % T	RUCK	<u>S:</u>			(0)	(552)	(26)	(0)	_		
						.9						EB \	NB N	B SE	3			7	739 (578	) [14300	)]	I		
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nour or the da	,	[0]	(0)	0	Peds	~	21,330	~		34 54	(18)	ŝ	[0]	2 (0	)) ))	0	Pads	~	21,330		 	34 92	(18)	ŝ
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Introduction:	In 2005, SAI prioritize safe SHSP. Inter alternatives, roughly seve intersection s the ICE polic defensible be	ETEA ety func- section and fu enty five safety to safety to y, deve	-LU esta ding inve i Contro rther lev e perce o advan eloped a for safe!	ablished estment of Evalu verage nt of al ice the and ado ty towa	d the Hi ts. Inters ation (IC safety a I traffic <i>Toward</i> 2 pted to I rds those	ighway sections CE) poli advance crashes <i>Zero De</i> help ens e ends.	Safety I s quickly cies and ments f s in Geo eaths vis sure tha	mprove / becan d proce for inter orgia oc sion eml t interse	ement P ne a con edures r section ccur at braced ection ir	Program mmon o epreser improv or adja by the O nvestme	(HSIP) component a trac- ements cent to Beorgia ( ents acro	and ma ent of m eable a beyond interse Govern oss the	andated nost sta and trar d just th ctions. or's Off entire (	d that tes' Sl nspare ne safe Accord fice of Georgia	each HSP e nt pro ety pro dingly, Highw a high	state pempha cedur ogram , the ( vay Sa way s	orepare sis are e to str . Appi Georgia fety (G ystem a	e a Stra as and eamlin roximat a SHSF OHS). are sel	ategic H HSIP p e the ev tely one includ This ICE ected, p	lighway vroject li valuation -third of es an e E tool wa vrioritize	Safety sts, incl n of inte f all traf mphasi as deve d and in	Plan (S uding G rsectior fic fatali s on er loped to nplemer	HSP) to Georgia's n contro ities and hancing suppor nted with	 
Tool Goal:	The goal of a quantify inter identifying ar	this ICE section nd sele	E tool is control cting an	to prov improv interse	vide a si rement b rction co	implified penefits. ontrol so	d and co The too lution th	onsister ol suppo at both	nt way o orts the meets	of impor ICE poli project	ting traf cy and p purpose	fic, safe procedu and re	ety, cos ires to p flects o	st, envi provide verall l	ironm trace best v	ental i ability alue ir	mpact , transp n terms	and sta parency of spe	akeholde y, consis cific per	er postu stency a formance	ire data nd acco ce-base	to asse untabili d criteri	ess and ty when a.	
Requirements:	An ICE is rec or encroachr of the Nation be required, waiver eligib intersection of required to c	quired f nent pe al High the req le and design, on eith onstruc	or any ir ermit tha way Sys uiremen for instr involve er 1) a ct left an	ntersect it affects stem; or it <u>may</u> b ructions s only r divided id/or rig	tion imp s an inte r <b>2)</b> the i be waive s to subr outine tr , multi-la ht turn la	roveme ersection intersec ed based mit a wa raffic sig ane high anes (as	nt (e.g. n) where tion will d on app aiver ree gnal timi hway wi s per the	new or e: 1) the be desi propriate quest to ng and ith a clo e Drivew	modifie interse gned or e evider o the Do equipm osed me way Mar	d inters ection in r constru- nce pres epartme ent mai edian au nual and	ection, w cludes a ucted us ented w ent). An intenanc nd only d District	videning ing Sta ith a wr ICE is æ, or fo right-in t Traffic	g/recon one roa te or Fe itten rec not rec or drivev /right-ou : Engine	struction adway ederal f quest. quired way pe ut acco eer).	on or design fundin (See when ermits ess or	corride nated ig. In c the " <b>V</b> the p where r 2) ar	or proje as a St certain o <b>Vaiver</b> " ropose the dri n undiv	ect, or v ate Ro circums tab to d work veway ided ro	vork acc ute (Sta stances review o does n is not a badway	complish te High where a criteria th ot includ new leg where t	ied thro way Sys in ICE w nat may de any g to an a he deve	ugh a d stem) or /ould ott make a change: already elopmer	riveway as part herwise project s to the existing at is not	
Two-Stage Process:	A complete I magnitude a appropriate I shaded grey	ICE pro nd con evel of include	ocess co nplexity effort. 1 e drop d	onsists of the The Sta own me	of two ( intersec ge 1 an enu choi	(2) distin ction. Pr d Stage ices and	nct stag for to st 2 ICE t all field	es, and tarting a forms a Is shad	l it is ex an ICE, ire desig ed blue	xpected , the Di gned mi require	that the strict Tra inimize r data en	e respe affic Er required try. All	ctive le ngineer d data i other c	vel of and/o nputs ells in	effort r State using the wo	for co e Traf drop-o orkshe	mpletir fic Eng down m et are	ng both jineer s nenu ch locked.	i stages should b hoices a	of ICE be consi ind limit	will cor ulted fo ing text	respond r advice entry. A	d to the e on an Il fields	
Stage 1: Screening Decision Record	Stage 1 shou as a screenin use good en eliminated w	ild be c ng effor igineeri ithout d	onducte t meant ing judg lue cons	ed early to <i>elim</i> jement sideratio	in the p ninate no in respo on, and i	project d on-comp onding t reasons	evelopm petitive of the sets for elim	nent pro options even po ninating	ocess ar and ide olicy qu or adva	nd is intentify whe estions ancing a	ended to lich alter by sele an altern	o inform natives cting "` ative sl	which merit f Yes" or hould b	alterna further "No" i e docu	atives consi in the imente	are wo derati drop- ed in t	orthy of ons bas down b he "Scr	furthe sed on boxes. reening	r evalua their pra Alternat Decisio	tion in S actical fe tives sh on Justif	tage 2. easibility ould no fication	Stage 1 /. Users t be sui column	serves should mmarily	
Stage 2: Alternative Selection Decision Record	Stage 2 invol to detailed de stakeholder p alternative ev and ranked,	ves a n esign. S posture valuate with the	hore det Stage 2 data, fo d, and a e results	ailed ar data en orm the separa s report	nd familia atry may basis o ate Users ed at the	ar evalu require of the IC is Guide e bottom	the use the use E evalua has been of the s	the alter of externation. A en preparts Stage 2	ernative ernal an A separa ared to 2 workst	s identif alysis to ate "Cos give gui neet to i	ied in Sta ools to de stEst" wo dance o nform or	age 1 ir etermin orkshee n Stage n the be	n order t le costs et tab h e 1 and est of th	to supp , opera elps us Stage ne inter	oort th ations sers d 2 data rsectio	e sele and/o evelop a entry on con	ction of r safety o pre-pl v. Once trols ev	a prefe y data t anning all dat valuate	erred alt that, con J-level co a is ente d for pro	ernative nbined v ost estir ered, ea oject rec	that ma with env nates fc ch altern commen	ironmer r each ( native is dation.	vanced ntal and Stage 2 scored	
Documentation:	A complete I supporting co	CE doo	cument of and/or e	consist: nvironn	s of the nental do	combin ocumen	ation of itation),	the out to be in	tputs fro	om eithe in the a	er a com pproved	pleted projec	and sig t Conce	ned wept Rep	aiver port (c	form o or equi	or both valent)	Stage or as a	1 and S a stand-	tage 2 v alone de	workshe	ets (alo t.	ng with	



#### **GDOT ICE STAGE 1: SCREENING DECISION RECORD**

ICE Version 2.22 | Revised 5/6/2022

GDOT PI # N/A Note: Up to 5 alternatives Ance name and near those and the post in t Des deres in nor menous in menous in menous in the second of the second 1. Des alena rame and nesden the profit Hans Constanting and the strength of the state of the state of the strength of Jesalenane adres he polet head ho act 2014 Joseph Hand Barrier State 2 1 - Under Hand Barrier Barrie Project Location: SR 42 @ John R Williams may be selected and Joes alerane interest and a seal and the seal of the s Does alendine areat easily out to the start of the start of the areat easily of the start of the evaluated; Use this ICE Existing Control: Conventional (Minor Stop) outoros and the and the transfer the state of the state o Stage 1 to screen 5 or 2. Des derestint fri betestint Prepared by: ΡM fewer alternatives to 10/31/2023 Date: evaluate in Stage 2 Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type) Screening Decision Justification: Existing Access Control, including turn Conventional (Minor Stop) Yes Yes Yes No Yes Yes Yes lanes for all movements Not feasable due to the high volumes Conventional (All-Way Stop) No Yes No No No No No along SR 42 Not appropriate along a state route Mini Roundabout No No No No No No No with heavy truck traffic Construction would required Single Lane Roundabout No Yes No Yes No No No condeming gas station, not feasable Construction would required Unsignalized Intersections Multilane Roundabout No Yes No Yes No No No condeming gas station, not feasable No appropriate U-turn locations along RCUT (stop control) No Yes No Yes No No No SR 42, a two-lane roadway No appropriate U-turn locations along RIRO w/down stream U-Turn Yes No Yes No No No No SR 42, a two-lane roadway Does not match the character of SR High-T (unsignalized) No Yes No Yes No No No 42 regarding other driveways Offset-T Intersections No Not Applicable No No No No No No Diamond Interch (Stop Control) No No No No No No No Not an Interchange Diamond Interch (RAB Control) No No No No No No No Not an Interchange No LT Lane Improvements Existing Turn Lanes Present for all No Yes No Yes No No No Movements No RT Lane Improvements Other unsignalized (provide description): N/A No No No No No No No Traffic Signal No Yes Yes No No No No Volumes do not Warrant Traffic signal Median U-Turn (Indirect Left) No Yes No Yes No No No Volumes do not Warrant Traffic signal RCUT (signalized) No Yes No Yes No No No Volumes do not Warrant Traffic signal Displaced Left Turn (CFI) No Yes Yes No No No No Volumes do not Warrant Traffic signal Signalized Intersection Continuous Green-T Volumes do not Warrant Traffic signal No Yes No Yes No No No Jughandle Yes Yes No No No No No Volumes do not Warrant Traffic signal Quadrant Roadway Yes Yes Volumes do not Warrant Traffic signal No No No No No Diamond Interch (Signal Control) No No No No No No No No an interchange Diverging Diamond No No No No No No No Not an Interchange Single Point Interchange No No No No No No No Not an Interchange No LT Lane Improvements Volumes do not Warrant Traffic signal No Yes No Yes No No No No RT Lane Improvements Other Signalized (provide description): No No No No No No No N/A

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



#### **GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM**

ICE Version 2.22 | Revised 5/6/2022

#### Waiver Request - Level 2 / 3

In certain circumstances where an ICE would otherwise be required, an ICE <u>may</u> be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

- 1. Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
- 2. The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
- 3 The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
  - · Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
  - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
  - · Layout has no unusual or undesirable geometric features (such as restricted sight distance)
  - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information: Location: SR 42 @ John R Williams

County: Henry GDOT District: 3 - Thomaston Area Type: Suburb/Transition Existing Intersection Control: Conventional (Minor Stop)

#### Traffic and Operations Data:<sup>1,2</sup>

-		
Intersection meets signal/AWS warrants?	No	ne
Traffic Analysis Type:	Intersecti	ion Delay
Existing Major Street Avg Daily Traffic (ADT):	14,	457
Existing Minor Street Avg Daily Traffic (ADT):	4,2	200
Analysis Period:	AM Peak	PM Peak
2025 Opening Yr Peak Hour Intersection Delay:	30.5 sec	4.6 sec
2025 Opening Yr Peak Hour Intersection V/C:	1.27	0.74
2025 Design Yr Peak Hour Intersection Delay:	30.5 sec	4.6 sec
2025 Design Yr Peak Hour Intersection V/C:	1.27	0.74

GDOT PI # (or N/A): N/A Requested By: POND Prepared By: PM Date: 10/31/2023 Waiver Request Type: Driveway Permit

Cras	h Data	(Requi	ed): <sup>3</sup>			
Crash Data: Enter most		Years:				
recent 5 years of crash data	K*	A*	B*	C*	0	5
Angle	0	0	2	3	6	26%
Head-On	0	0	0	1	2	7%
Rear End	0	0	0	4	18	51%
Sideswipe - same	0	0	0	1	2	7%
Sideswipe - opposite	0	0	1	0	1	5%
Not Collision w/Motor Veh	0	0	0	0	2	5%
TOTALS:	0	0	3	9	31	43

\* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / It is proposed that the existing conditions be maintained at this location. While the minor street approach operates Justification for Waiver (Required): provided. Signalization is not warranted, and the construction of a roundabout is not feasable due to ROW constraints. Benefits from configurations such as a high-T are minimal as the side street RT volume drives delay.

Proposed Intersection Control: Conventional (Minor Stop)

REQUESTED BY:	Patrick McArdle	Date:	10/31/2023
Title:	Transportation Engineer		
APPROVED BY:		Date:	
Name:			

District Engineer or (Approved Delegate)

- <sup>1</sup> Analysis data input on this worksheet is for proposed control & configuration on form, not the No-Build data shown on the top of Stage 2
- <sup>2</sup> ADT's required if available (from data collected or nearest GDOT count station site); Capacity data optional unless needed to justify basis of the waiver request.
- <sup>3</sup> Crash data (required for all existing intersections) must be entered here independent from Stage 2 worksheet inputs (not linked)



#### GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.22 | Revised 5/6/2022

Georgia Departmen	it of iransportation																							
GDOT	PI#: N/A		Requ	est By	POND	)											2023	EXIST	'ING Y	EAR V	OLUM	ES	Δ	
Col	untv: Henry			] (		)istrict: 3	3 - Thor	naston				APP	ROAC SF	:H SPI R 42'	LITS: 100%		4	96 (103	4) [1680	0]				
				] ~ ] <sub>Dece</sub>	1			Crood			1	Newo	cold Se	outh:	0%	2	(0)	(0)	(1034)	(0)				
Major F	Road: SR 42			Class	Minor	Arterial		Limit:	55 r	mph						SR 4	0	0 .M	496	0 M.	Peds	WB Ne	wcold S	South
Crossing R	Road: Newco	ld Soi	uth	Road Class	Local			Speed Limit:	< 35	mph			[		(0)	0 0	Peas↓ ₽	2023	Intersectio	n Daily	<b>€</b>	0	(0)	[0]
Major Rd Direc	ction: North/S	South	Area	а Туре	Subur	b/Trans	sition							0 (0) [	(0)	0	t P	Enter	ing Volume	: (est):	4	0	(0)	0) 0
Intersection Co	ntrol: New In	itersed	ction or	Other			Proj	ect ID:	Ę	5				0	(0)	0	Peds	¢f.	仓	Ŕ	Peds	42	(0)	
Prepare	d By: PM							Date:	10/31	/2023				EB Ne	wcold	South		0	1,000	0	0	NB SI		
Project Purp	ose: Evalua	te Pro	oper Inte	ersecti	on Conf	figuratio	on as Pa	art of D	RI #407	70	ĺ	PEAK	(HR %	6 TRU	CKS:			(0)	(644)	(0)	(0)			
												EB	WB	NB	SB			1	000 (64	ł) [1680	0]			
Existing Data	Year: 20	23			2025	OPEN	ING YI	EAR V	OLUM	IES		1%	1%	8%	13%		202	5 DES	SIGN Y	EAR V	OLUM	IES		
Project Opening	Year: 202	25			7	93 (121	4) [2140	0]									7	93 (121	4) [2140	0]				
Project Design	Year: 202	25	-		(0)	(18)	(1196)	(0)									(0)	(18)	(1196)	(0)				
Annual Growth	Rate: 2.5	%	-	R 42	0	47	746	0		WB Ne	wcold !	South				R 42	0	47	746	0		WB Ne	wcold S	South
K Fa	actor: 10	70		SB S	Peds	¢¥	Û	Ŷ	Peds ✦	0	(0)					SB S	Peds	₽	Û	Ŷ	Peds ◀━━	0	(0)	
* K Factor = Pro average annua	oportion of I daily traffic	1	(37)	6	Ð	2025	Intersection	n Daily	Ŷ <u>t</u>	0	(0)	[0] (c		1	(37)	6	Ŷ	2025	Intersectio	n Daily	Ŷ <del>Ŀ</del>	0	(0)	[0] (c
occurring in the	e highest one	0 (61)	(0)	0	⇒	Enten	21 750	e (est):	4	0	(0)	0 ((		) (61)	(0)	0	⇒	Enter	21 750	(est):	4	0	(0)	0 ((
field of the day		[006]	(24)	4	Pode		21,750		<b>√</b> ₽ <b>↑</b>	0	(0)			[000]	(24)	4	Pode	4	21,750		<b>√</b> ₽ ↑	0	(0)	
		EB N	(0) lewcold	0 South	← ►	े २२	1 1 192	А́? 0	↓ Peds	3 SR 4			l	EB Ne	(0) wcold	0 South		20 20	1 1 192	А́ <sup>р</sup>	Peds	SR 4		
LEGEND	<u>):</u> 					32 (11)	(885)	(0)	(0)	B								32 (11)	(885)	(0)	0	B		
= 000 = (000)	AM Peak Appro PM Peak Appro	bach Vo bach Vo	olume olume			1	214 (896	(0) 5) [2120	01									(11)	214 (89	(0) 6) [2120	01			
[000] =	ADT Volume (E	Estimate	e)				211 (000	) [2120	0]	]									211 (00	<i>)</i> [2120	-1			
Introduction:	In 2005, SAF prioritize safe SHSP. Inter alternatives, roughly seve intersection s the ICE polic defensible be	ETEA section and fu nty fiv afety t y, deve	A-LU est ding inv n Contro urther le ve perce to advar eloped a for safe	tablishe vestmer ol Evalu verage ent of a nce the and ado	ed the H nts. Inter uation (I safety all traffic <i>Toward</i> opted to ards thos	lighway rsection CE) pol advance crashe <i>Zero D</i> o help en se ends.	Safety I s quickly licies an ements f s in Geo eaths vis sure tha	mprove / becan d proce for inter orgia ou sion em t interse	ement P ne a cor edures r rsection ccur at braced l ection ir	Program mmon o epreser improv or adja by the o hvestme	(HSIP) component it a trace ements cent to Georgia ents acr	and r ent of beyor inters Gover oss the	manda most and t nd jus ection mor's e entir	ated the states rranspart t the s. According Office re Geo	nat eac ' SHSF arent p safety cording of Hig orgia hi	ch state <sup>D</sup> emph procedu prograd p	e prepar nasis are ure to st m. App Georgi safety (G system	e a Streas and reamlir roxima a SHSI GOHS). are sel	ategic H I HSIP p te the ev tely one includ This ICE ected, p	lighway roject li /aluatior -third of es an e E tool wa rioritize/	Safety I sts, inclu n of inte f all traff mphasis as devel d and im	Plan (S uding G rsectior fic fatali s on en loped to plemer	HSP) to leorgia' n contro ties and hancing support ted with	o s ol d g t t
Tool Goal:	The goal of t quantify inter- identifying an	his IC sectior d sele	E tool is n contro ecting an	s to pro I impro n interse	ovide a s vement l ection co	simplifie benefits ontrol sc	d and co . The too plution th	onsister ol suppo iat both	nt way o orts the meets	of impo ICE poli project	ting trai	ffic, sa procec e and r	afety, dures reflect	cost, e to prov s over	environ vide tra all bes	imental iceabili t value	l impact ty, trans in terms	and st parenc s of spe	akehold y, consis cific per	er postu stency a formance	re data nd acco ce-baser	to asse untabilif d criteria	ess and ty when a.	
Requirements:	An ICE is req or encroachn of the Nationa be required, t waiver eligibl intersection of intersection of required to co	uired nent pe al High he req e and lesign, on eith onstrue	for any i ermit tha nway Sy juiremer for inst , involve ner 1) a ct left ar	intersed at affec rstem; c nt <u>may</u> ruction es only divideo nd/or rig	ction imp ts an int or <b>2)</b> the be waive s to sub routine t d, multi-l ght turn l	proveme ersectio intersected base omit a w traffic sig ane hig lanes (a	ent (e.g. n) where ction will d on app vaiver re gnal timi hway w s per the	new or e: 1) the be design oropriate quest to ng and ith a clo e Drives	modifie interse igned or e eviden o the De equipm osed me way Mar	d inters ection in r constru- nce pres epartme ent ma edian a nual an	ection, v cludes a locted us ented w ent). An intenand nd only d Distric	wideni at leas sing St vith a w ICE is ce, or t right-i t Traff	ng/rec st one tate or vritten s not for dri in/righ fic Eng	constru roadw Fede reque requir veway t-out a gineer)	uction vay des ral fund est. (So ed who permi access ).	or corri signated ding. In ee the ' en the ts when or 2) a	dor proj d as a S certain <b>'Waiver</b> propose re the di an undiv	ect, or v itate Ro circum " tab to ed work riveway vided ro	work acc oute (Sta stances review o does n is not a oadway	omplish te High where a riteria th ot inclue new lee where t	ied throu way Sys in ICE w hat may de any o g to an a he deve	ugh a di item) or rould oth make a changes already alopmen	riveway as part herwise project s to the existing it is not	
Two-Stage Process:	A complete I magnitude al appropriate le shaded grey	CE prond con evel of include	ocess c nplexity f effort. e drop d	onsists of the The Sta lown m	of two intersed age 1 ar ienu cho	(2) disti ction. P nd Stage ices and	nct stag rior to s e 2 ICE d all field	es, and tarting forms a Is shad	d it is ex an ICE, are desig ed blue	kpected , the Di gned m require	that the strict Tr inimize data er	e resp affic E require ntry. Al	ective Engine ed dat Il othe	e level er an ta inpu r cells	of effo d/or S uts usir in the	ort for o tate Tra ng drop worksh	completi affic Eng -down r neet are	ng boti gineer nenu c locked	n stages should t hoices a	of ICE e consi nd limit	will con ulted for ing text	respond r advice entry. A	d to the on an Il fields	
Stage 1: Screening Decision Record	Stage 1 shou as a screenir use good en eliminated wi	ld be o ig effo gineer thout o	conducte int mean ring judg due con:	ed early t to <i>elin</i> gement siderati	y in the p <i>ninate</i> n in resp ion, and	oroject d on-com onding reason:	levelopn petitive of to the so s for elin	nent pro options even po ninating	ocess ar and ide olicy qu or adva	nd is intentify wh estions ancing a	ended to lich alte by sele an alteri	o inform rnative ecting native	m whi es me "Yes" shoule	ch alte rit furtl or "N d be d	ernative her cor o" in t ocume	es are v nsidera he drop nted in	worthy o tions ba o-down the "Sc	f furthe ised on boxes. reening	r evalua their pra Alternat Decisio	tion in S actical fe ives sh on Justif	tage 2. easibility ould not ication"	Stage 1 /. Users t be sur column	serves should nmarily	
Stage 2: Alternative Selection Decision Record	Stage 2 involution of the stakeholder patternative evand ranked, v	ves a r esign. posture raluate with th	more de Stage 2 e data, f ed, and a e results	tailed a data er form the a separ s report	ind famil ntry may e basis c ate Usei ted at th	iar evalu / require of the IC rs Guide e bottor	uation of the use E evalue has be n of the	the alte of extention. ation. en prep Stage 2	ernatives ernal and A separa ared to 2 worksh	s identif alysis to ate "Co give gu neet to i	ied in St ols to d stEst" w dance o nform c	tage 1 letermi orksho on Stag	in ord ine co eet tal ge 1 a best o	er to s sts, op b help nd Sta f the in	support peratio s users age 2 d ntersec	the sel ns and s develo lata ent ction co	lection o /or safet op pre-p ry. Once ontrols e	of a pref ty data blanning e all dat valuate	erred alt that, cor g-level c a is ente d for pro	ernative nbined v ost estir ered, ea oject rec	that ma with envi nates fo ch alterr	iy be ad ironmer r each ( native is dation.	vanced ntal and Stage 2 scored	
Documentation:	A complete I supporting co	CE do sting a	cument and/or e	consis environi	ts of the mental d	combir locumer	nation of ntation),	the ou to be ir	tputs fro	om eithe in the a	r a com	npleteo d proje	d and ect Co	signeo ncept	d waive Report	er form t (or eq	or both uivalent	Stage ) or as	1 and S a stand-	tage 2 v alone de	workshe	ets (alo t.	ng with	



#### **GDOT ICE STAGE 1: SCREENING DECISION RECORD**

ICE Version 2.22 | Revised 5/6/2022

GDOT PI # N/A Note: Up to 5 alternatives Ance name and near those and the post in t Des deresting in mension in mension in the second of the s 1. Des alenance mane and in sole interesting But 5-Des aller and the south of the state of the south o Jesalenane adres he polet head ho act 2014 Joseph Hand Barrier State 2 1 - Under Hand Barrier Barrie Project Location: SR 42 @ Newcold South may be selected and Joes alerane interest and a seal and the seal of the s Does alendine areat easily out to the start of the start of the areat easily of the start of the evaluated; Use this ICE Existing Control: New Intersection or Other outoros and the and the transfer the state of the state o Stage 1 to screen 5 or 2.1. S. Des die reservier in the set of the Prepared by: ΡM fewer alternatives to 10/31/2023 Date: evaluate in Stage 2 Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type) Screening Decision Justification: Proposed Access Control, including Conventional (Minor Stop) Yes Yes Yes No Yes Yes Yes turn lanes for all movements Not feasable due to the high volumes Conventional (All-Way Stop) No Yes No No No No No along SR 42 Not appropriate along a state route Mini Roundabout No No No No No No No with heavy truck traffic Single Lane Roundabout 90/10 ratio not met No Yes No Yes No No No Unsignalized Intersections Multilane Roundabout No Yes No Yes No No No 90/10 ratio not met No appropriate U-turn locations along RCUT (stop control) No Yes No Yes No No No SR 42, a two-lane roadway No appropriate U-turn locations along RIRO w/down stream U-Turn Yes No Yes No No No No SR 42, a two-lane roadway Does not match the character of SR High-T (unsignalized) No Yes No Yes No No No 42 regarding other driveways Offset-T Intersections No Not Applicable No No No No No No Diamond Interch (Stop Control) No No No No No No No Not an Interchange Diamond Interch (RAB Control) No No No No No No No Not an Interchange No LT Lane Improvements Turn Lanes included in TWSC Control No Yes No Yes No No No No RT Lane Improvements Design Other unsignalized (provide description): N/A No No No No No No No Traffic Signal No Yes Yes No No No No Volumes do not Warrant Traffic signal Median U-Turn (Indirect Left) No Yes No Yes No No No Volumes do not Warrant Traffic signal RCUT (signalized) No Yes No Yes No No No Volumes do not Warrant Traffic signal Displaced Left Turn (CFI) No Yes Yes No No No No Volumes do not Warrant Traffic signal Signalized Intersection Continuous Green-T No Volumes do not Warrant Traffic signal No Yes No Yes No No Jughandle Yes Yes No No No No No Volumes do not Warrant Traffic signal Quadrant Roadway Yes Yes Volumes do not Warrant Traffic signal No No No No No Diamond Interch (Signal Control) No No No No No No No No an interchange Diverging Diamond No No No No No No No Not an Interchange Single Point Interchange No No No No No No No Not an Interchange No LT Lane Improvements Volumes do not Warrant Traffic signal No Yes No Yes No No No No RT Lane Improvements Other Signalized (provide description): No No No No No No No N/A

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



#### **GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM**

ICE Version 2.22 | Revised 5/6/2022

#### Waiver Request - Level 2 / 3

In certain circumstances where an ICE would otherwise be required, an ICE <u>may</u> be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

- 1. Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
- 2. The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
- 3 The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
  - · Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
  - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
  - · Layout has no unusual or undesirable geometric features (such as restricted sight distance)
  - · The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information: Location: SR 42 @ Newcold South

County: Henry GDOT District: 3 - Thomaston Area Type: Suburb/Transition Existing Intersection Control: New Intersection or Other

#### Traffic and Operations Data:<sup>1,2</sup>

Intersection meets signal/AWS warrants?	No	one
Traffic Analysis Type:	Intersect	ion Delay
Existing Major Street Avg Daily Traffic (ADT):	14,	457
Existing Minor Street Avg Daily Traffic (ADT):	(	C
Analysis Period:	AM Peak	PM Peak
2025 Opening Yr Peak Hour Intersection Delay:	0.5 sec	4.4 sec
2025 Opening Yr Peak Hour Intersection V/C:	0.17	0.88
2025 Design Yr Peak Hour Intersection Delay:	0.5 sec	4.4 sec
2025 Design Yr Peak Hour Intersection V/C:	0.17	0.88

GDOT PI # (or N/A): N/A Requested By: POND Prepared By: PM Date: 10/31/2023 Waiver Request Type: Driveway Permit

Cra	sh Data	(Requi	red): <sup>3</sup>										
Crash Data: Enter most		Crash Severity											
recent 5 years of crash data	K*	A*	B*	C*	0	5							
Angle	0	0	0	0	0	#DIV/0!							
Head-On	0	0	0	0	0	#DIV/0!							
Rear End	0	0	0	0	0	#DIV/0!							
5 Sideswipe - same	0	0	0	0	0	#DIV/0!							
Sideswipe - opposite	0	0	0	0	0	#DIV/0!							
Not Collision w/Motor Veh	0	0	0	0	0	#DIV/0!							
TOTALS	: 0	0	0	0	0	0							

\* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / The proposed control for the proposed South NewCold Driveway is Minor Street Stop Control with turn lanes for all Justification for Waiver movements. This configuration matches the character of the other nearby driveways along SR 42, allows for (Required): uninterrupted flow along SR 42, and provides full-access for personal vehicles at the NewCold Facility

Proposed Intersection Control:	Conventional (Minor Stop)		
REQUESTED BY:	Patrick McArdle	Date: 10/31/202	23
Title:	Transportation Engineer		
APPROVED BY:		Date:	
Name:			
	District Engineer or (Approved Delegate)		

- <sup>1</sup> Analysis data input on this worksheet is for proposed control & configuration on form, not the No-Build data shown on the top of Stage 2
- <sup>2</sup> ADT's required if available (from data collected or nearest GDOT count station site); Capacity data optional unless needed to justify basis of the waiver request.
- <sup>3</sup> Crash data (required for all existing intersections) must be entered here independent from Stage 2 worksheet inputs (not linked)



#### GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.22 | Revised 5/6/2022

Geolgia Departite	in or nunspondition																							
GDO.	IT PI#: N/A Request By: POND																2023 EXISTING YEAR VOLUMES							
Co	County: Henry GDOT District: 3 - T					t: 3 - Thomaston					SR 42: 64%						300 (53	7) [9800]						
				] - ]							1	ill Gard	ardner: 36%		~	(0)	(117)	(420)	(0)	l				
Major F	Road: SR 42			Class:	Minor	Arterial		Speed Limit:	45 r	mph						SR 4:	0	113	187	0	Pode	WB	Bill Ga	rdner
Crossing I	Road: Bill Gar	dner		Road Class:	Minor	Arterial		Speed Limit:	35 r	mph				66	(170)	<b>8</b> 196	Peds↓	چې 2023 ا	↓ ntersection	Daily		0	(0)	[0]
Major Rd Dire	ction: North/S	outh	Area	а Туре:	Subur	b/Trans	ition							6 (932)	(0)	0	₽	Enteri	ng Volume	(est):	¢	0	(0)	(0) 0
Intersection Control: Conventional (Minor Stop)							Proj	ect ID:	3	3				[16300]	(762)	470 0	Peds	¢	23,200 介	Ê	Peds	<b>6</b>	(0)	
Prepared By: PM Date: 10/31/2023										I	EB Bi	ill Gardn	er		784	312	0	0	AB SR					
Project Purpose: Evaluate Proper Intersection Configuration as Par					art of D	of DRI #4070			PEAK HR % TRUCKS:						(577)	(273)	(0)	(0)	-					
i lojoct i ul											EB	WB	NB	SB			1	096 (850	) [2030	0]				
Existing Data	a Year: 2023 2025 OPENING YEAR VOLUMES									5% 1% 10% 11%							2025 DESIGN YEAR VOLUMES							
Project Opening	Project Opening Year: 2025					409 (802) [14100]			1								4	109 (802	) [14100	]				
Project Design	Year: 202	5			(0)	(257)	(545)	(0)									(0)	(257)	(545)	(0)				
Annual Growth	n Rate: 2.5%	/o /		R 42	0	143	266	0		WE	Bill Ga	rdner				R 42	0	143	266	0		WB	Bill Ga	rdner
ΚF		0		SB S	Peds	₽ ₽	Û	¢	Peds ✦	0	(0)		_			SB S	Peds	Æ	Û	¢	Peds ←→	0	(0)	
* K Factor = Pr average annua	roportion of al dailv traffic	764	(268)	235	Ð	2025	ntersectior	n Daily	- পিন্দ্র	0	(0)	[0] ((		764	(268)	235	Ŷ	2025	ntersection	n Daily	€ <u>r</u>	0	(0)	[0] ((
occurring in th	e highest one	(1122	(0)	0	₽	Enteri	ng Volume	e (est):	¢	0	(0)	0 (0		(1122	(0)	0	₽	Enteri		(est):	¢	0	(0)	0 (0
nour or the da	у	) [203	(854)	529	<b>₽</b> ₽		29,150		€	0	(0)			) [203	(854)	529	<b>₽</b>		29,150		<b>€</b> ⊈	0	(0)	
			(0) Il Gardu	0		পি	Û	<del>ل</del> م م	↓ Peds	SR 4;					(0) ill Cardn	0		পি	Û	fr	↓ Peds	SR 4;		
LEGEND:					887	448	0	0	BB					in Garun			887	448	0	0	B			
000 = AM Peak Approach Volume				(653)	(338)	(0)	(0)									(653)	(338)	(0)	(0)					
(000) = PM Peak Approach Volume [000] = ADT Volume (Estimate)					1	335 (99	1) [2390	IJ	]								1	335 (99	1) [2390	UJ				
	·																							
Introduction:	In 2005, SAFI prioritize safet SHSP. Inters alternatives, a roughly sever intersection sa the ICE policy defensible ber	ETEA- ty func- ection and fur aty five afety to , deve nefits f	LU est ding inv Contro ther le perce do advar eloped a for safe	ablishe restmen ol Evalu verage ent of a nce the and ado ty towa	d the H its. Inter jation (li safety a Il traffic <i>Toward</i> opted to rds thos	ighway sections CE) poli advance crashes Zero De help ens se ends.	Safety I s quickly icies an ements f s in Geo eaths vis sure tha	mprove / becan d proce for inter orgia or sion em t inters	ement P ne a cor edures r rsection ccur at braced l ection ir	Program mmon c epreser improv or adja by the C nvestme	(HSIP) component ements cent to Georgia ents acre	and r ent of beyon inters Gover	manda most and t nd jus ection mor's e entir	ated the states transp at the os. Act Office re Geo	hat each s' SHSP parent pr safety p cordingl of High orgia hig	h state concedu procedu program ly, the way Sa ghway s	prepar asis are re to st n. App Georgia afety (G system	e a Stra eas and reamlin roximat a SHSF GOHS). are sel	ategic H HSIP p e the ev ely one include This ICE ected, p	ighway roject li valuatio third o third o es an e tool wa rioritize	Safety sts, inclu n of inte f all traff mphasis as devel d and in	Plan (S uding G rsectior ic fatali s on en oped to plemer	HSP) t Georgia' n contro ities an hancin suppo nted wit	o s bl d g rt
Tool Goal:	The goal of th quantify inters	nis ICE ection	E tool is contro	s to pro	vide a s /ement l	simplifie benefits	d and co . The too	onsister ol suppo at both	nt way o orts the l meets i	of impor ICE poli	ting trai	ffic, sa proceo	afety, dures reflect:	cost, e to pro s over	environr vide trac rall best	mental ceabilit	impact y, trans n terms	and sta parency	akeholde /, consis	er postu tency a	ire data ind acco	to asse untabilit d criteria	ess and ty when	1
Requirements:	s: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: 1) the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or 2) the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "Waiver" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).																							
Two-Stage Process:	Two-Stage A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the <b>Process:</b> magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.														: :									
Stage 1: Screening Decision Record	Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to eliminate non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.													5   ,										
Stage 2: Alternative Selection Decision Record	Stage 2 involv to detailed des stakeholder po alternative eva and ranked, w	es a m sign. S osture aluated rith the	nore de Stage 2 data, f d, and a e results	tailed an data er orm the a separa s report	nd famili ntry may basis o ate User ed at the	iar evalu require of the IC rs Guide e botton	the use E evalue has be n of the	the alter of externation. / en prep Stage 2	ernatives ernal and A separa ared to 2 worksh	s identif alysis to ate "Cos give gui neet to i	ied in Si ools to d stEst" w idance o nform o	tage 1 leterm orkshi on Sta n the	in ord ine co eet tal ge 1 a best o	ler to s osts, o b help ind Sta of the i	support f operation os users age 2 da intersect	the sele ns and/ develo ata entr tion cor	ection o or safet p pre-p y. Once ntrols e	of a prefe by data t planning e all dat valuate	erred alt hat, con -level co a is ente d for pro	ernative nbined ost estir red, ea ject rec	that ma with envi nates fo ch alterr	ly be ad ironmer r each ( native is dation.	Ivanced ntal and Stage 2 scored	
Documentation:	A complete IC supporting cos	E doo sting a	ument and/or e	consist environr	s of the nental d	combin locumer	ation of ntation),	the ou to be in	tputs fro	om eithe in the a	er a con pproved	npleteo d proje	d and ect Co	signe ncept	d waive Report	r form (or equ	or both ivalent	Stage ) or as a	1 and S a stand-a	tage 2 alone d	workshe ocumen	ets (alo t.	ong with	-