Transportation Analysis

South Spring DRI #4259

City of Smyrna, Georgia

December 2024

Prepared for:

RASS Associates, LLC

Prepared by:

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TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

LIST OF APPENDICES

Available Upon Request

EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *South Spring* development located in Cobb County, Georgia. The approximate 8.7-acre site is located south of Spring Rd SE approximately halfway between Cumberland Boulevard and Cobb Parkway (US 41/SR 3). The proposed *South Spring* mixed-use development will consist of residential, hotel, office, and retail land uses and is expected to be completed by 2029. The site is currently vacant.

The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the development exceeding 600,000 gross square feet for mixed-use developments within an area ARC has designated as a "Regional Center" on the Atlanta Region's Plan *Unified Growth Policy Map*.

The proposed development will consist of the following land uses and densities contained in **Table 1**.

Table 1: Proposed Land Uses and Densities	
Multifamily Residential	650 dwelling units
Hotel	250 rooms
General Office Building	200,000 SF
Retail/Commercial	165,000 SF
Supermarket	10,000 SF

The DRI analysis includes an estimation of the overall project trips expected to be generated by the development, also known as gross trips. Reductions to gross trips are considered in the analysis as discussed in the Methodology Meeting and documented in the GRTA Letter of Understanding (LOU), including mixed-use reductions, alternative transportation mode reductions, and pass-by reductions.

Capacity analyses were performed throughout the study network for the following scenarios:

- Existing 2024 conditions represent traffic conditions based on a combination of data collected in May and October 2024.
- Projected 2029 No-Build conditions represent the existing traffic volumes grown for five (5) years at 1.0 percent per year throughout the study network, plus background traffic, which included 80% of the project trips associated with the *Cumberland DRI #3129* and all project trips associated with the *Circle 75 DRI #3169.*
- Projected 2029 Build conditions represent the Projected 2029 No-Build conditions including the additional project trips that are anticipated to be generated by the *South Spring* development.

Additionally, an alternative scenario was studied under the Projected 2029 No-Build and Projected 2029 Build conditions. The alternative scenario considered the impacts of a proposed new one-way westbound roadway connection between the intersection of Cobb Parkway/SR 3 at I-285 WB Ramps to Spring Hill Parkway. The ARC Activity-Based Travel Demand Model (ARC ABM) was used to model projected shifts in the demand of traffic on the studied network with the new roadway link. Additional capacity analyses were performed under the Alternative conditions with the new roadway link:

- Projected 2029 No-Build *Alternative* conditions represent the Projected 2029 No-Build conditions with a shift in travel patterns based on ARC ABM results.
- Projected 2029 Build *Alternative* conditions represent the Projected 2029 No-Build *Alternative* conditions with a modified trip assignment to account for a shift in expected travel patterns associated with the *South Spring* development.

A brief summary of background/system improvements and Build Improvements are noted below; additional details for each intersection follows.

EXISTING 2024 AND PROJECTED 2029 NO-BUILD (SYSTEM IMPROVEMENTS)

GRTA LOS standards are not satisfied for one (1) study intersection (Intersection 2) under Existing 2024 and Projected 2029 No-Build conditions (background/non-development traffic conditions). Therefore, the following system improvement is recommended for consideration:

Intersection 2: Cobb Parkway/SR 3 at Spring Road/Circle 75 Parkway

- Add one (1) right turn lane along the eastbound approach of Spring Road so that it consists of one (1) left turn lane, two (2) through lanes, and three (3) right turn lanes, if approved by Cobb County and GDOT.

Note: the *Circle 75 Parkway DRI #3169* included the same recommendation as identified above. However, the GRTA Notice of Decision for *DRI #3169* included the following Condition:

  - The Georgia Department of Transportation and Cobb County shall coordinate to identify needed signal timing adjustments at the intersection.

PROJECTED 2029 BUILD (DEVELOPMENT AND SITE ACCESS IMPROVEMENTS)

Similar to No-Build conditions, GRTA LOS standards are not satisfied for one (1) study intersection (Intersection 2) under Projected 2029 Build conditions. With the following additional improvement on top of the system improvement noted above, Intersection 2 operates acceptably:

Intersection 2: Cobb Parkway/SR 3 at Spring Road/Circle 75 Parkway

- In addition to the System Improvement identified, restripe southbound approach to include one (1) exclusive right turn lane, five (5) through lanes, and one (1) exclusive left-turn lane, if approved by Cobb County and GDOT.

Proposed driveway conditions to serve development traffic are detailed below:

Intersection 8: Spring Road at Site Driveway A

- Create a median break along Spring Road and install a new traffic signal to allow full access into and out of Site Driveway A, if and when warranted and approved by the City of Smyrna.
- Provide a minimum of one (1) westbound left-turn lane along Spring Road.
- Provide a minimum of one (1) lane entering and two (2) lanes exiting Site Driveway A.

Intersection 9: Spring Road at Site Driveway B

- Provide one (1) lane entering and one (1) right-turn only exiting lane at Site Driveway B with driveway stop control.

Intersection 10: Spring Hill Parkway at Site Driveway C

- Provide a minimum of one (1) lane entering and one (1) shared left/right-turn lane exiting Site Driveway C with driveway stop control.

ALTERNATIVE CONDITIONS (MODIFICATIONS TO SERVE POTENTIAL NEW ROADWAY CONNECTIONS):

It is notable that the Potential New Connection will require additional study and coordination beyond this DRI. However, if the Potential New Connection is constructed between Cobb Parkway and Spring Hill Parkway, the following additional roadway modifications should be considered for further study:

Intersection 3: Cobb Parkway SE at I-285 Westbound Ramp

- Restripe the right-most westbound left-turn lane of the I-285 WB Exit Ramp approach as a shared through/left-turn lane.

Intersection 11: Alternative Potential New Connection at Potential Site Driveway D

- Provide one (1) lane entering and one (1) right-turn only exiting lane at Site Driveway D, subject to the construction of the New Connection and approval by GDOT, Cobb County, and Smyrna, and operating under driveway stop control.

Intersection 12: Alternative Potential New Connection at Spring Hill Parkway

- Provide two (2) lanes westbound including separate left-turn and right-turn lanes along the Potential New Connection subject to approval by GDOT, Cobb County, and Smyrna.

Additionally, for Intersection 2 (Cobb Parkway/SR 3 at Spring Road/Circle 75 Parkway), the System Improvement and Build Improvement identified under the base condition are both requirements for the 2029 No-Build *Alternative* condition and would therefore be No-Build/System Improvements as follows:

Intersection 2: Cobb Parkway/SR 3 at Spring Road/Circle 75 Parkway

- Add one (1) right turn lane along the eastbound approach of Spring Road so that it consists of one (1) left turn lane, two (2) through lanes, and three (3) right turn lanes, if approved by Cobb County and GDOT.
- Restripe the southbound approach to include one (1) exclusive right turn lane, five (5) through lanes, and one (1) exclusive left-turn lane, if approved by Cobb County and GDOT.

COBB PARKWAY/SR 3 AT SPRING ROAD/CIRCLE 75 PARKWAY (INTERSECTION 2)

In order to meet GRTA's LOS standards under the 2029 No-Build, the system improvement listed below is needed:

- Restripe the right-most through lane along the eastbound approach of Spring Road to include a shared through/right-turn lane, in addition to the existing dual (2) exclusive right-turn lanes, if approved by Cobb County and GDOT.

Additionally, during the 2029 No-Build *Alternative*, 2029 Build, and 2029 Build *Alternative* conditions, the following improvement is needed to meet GRTA LOS:

- In addition to the System Improvement identified, restripe southbound approach to include one (1) exclusive right turn lane, five (5) through lanes, and one (1) exclusive left-turn lane, if approved by Cobb County and GDOT.

With the implementation of improvements noted, the intersection operates acceptably.

Overall LOS Standard: E Approach LOS Standard: E			Cobb Pkwy SE (SR 3) Northbound			Cobb Pkwy SE (SR 3) Southbound			Spring Rd Eastbound			Circle 75 Pkwy Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2029 NO-BUILD IMP (SIGNAL)	AM	Overall LOS	E (74.1)											
		Approach LOS	E (69.2)			E (73.9)			E (76.4)			E (79.5)		
		Storage	400		325	250			310					
		50th Queue	146	300	106	91	~556		70	264	~791	109	97	
		95th Queue	185	#346	167	m126	#636		m72	m263	m#678	151	138	
	PM	Overall LOS	E (67.1)											
		Approach LOS	E (70.7)			E (59.9)			E (57.2)			E (74.2)		
		Storage	400		325	250			310					
		50th Queue	385	~656	82	70	405		170	168	115	300	348	
		95th Queue	m422	m#679	m77	64	#440		m#257	m196	m143	364	400	
2029 BUILD IMP (SIGNAL)	AM	Overall LOS	E (78.4)											
		Approach LOS	E (75.8)			E (79.9)			E (79.0)			E (79.5)		
		Storage	400		325	250			310					
		50th Queue	213	257	32	157	~512	38	85	256	~468	130	125	
		95th Queue	284	#368	100	m239	#574	m92	m91	m280	#529	164	176	
	PM	Overall LOS	E (69.4)											
		Approach LOS	E (74.9)			E (59.7)			E (58.6)			E (77.5)		
		Storage	400		325	250			310					
		50th Queue	~557	~758	130	141	376	47	232	175	326	300	348	
		95th Queue	m#521	m#681	m95	160	405	113	#480	222	338	364	400	
2029 NO-BUILD IMP Alternative (SIGNAL)	AM	Overall LOS	E (75.6)											
		Approach LOS	E (77.4)			E (69.7)			E (79.6)			E (77.4)		
		Storage	400		325	250			310					
		50th Queue	72	190	55	89	~631		0	131	297	135	75	
		95th Queue	101	322	175	m126	#705		m102	m131	m98	#207	115	
	PM	Overall LOS	D (54.9)											
		Approach LOS	C (35.0)			D (52.5)			D (50.4)			E (77.3)		
		Storage	400		325	250			310					
		50th Queue	273	~634	27	79	163		162	173	273	300	313	
		95th Queue	326	#710	69	m98	#234		m#264	m213	363	364	365	
2029 BUILD IMP Alternative (SIGNAL)	AM	Overall LOS	E (78.4)											
		Approach LOS	E (79.9)			E (79.7)			E (75.9)			E (79.4)		
		Storage	400		325	250			310					
		50th Queue	109	~229	33	170	~652	21	71	215	218	130	105	
		95th Queue	153	#323	101	m242	#719	m62	m80	m198	m177	164	151	
	PM	Overall LOS	D (51.3)											
		Approach LOS	D (44.7)			E (56.2)			D (35.1)			E (77.3)		
		Storage	400		325	250			310					
		50th Queue	319	~635	26	79	161	6	236	155	258	300	313	
		95th Queue	374	#711	m70	m98	222	m23	m#443	221	326	364	365	

(~) Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.
(#) 95th percentile volume exceeds capacity queue may longer Que shown is maximum after two cycles.

SPRING ROAD AT SITE DRIVEWAY A (INTERSECTION 8)

Overall LOS Standard: E Approach LOS Standard: E			Driveway A			N/A			Spring Rd			Spring Rd		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2029 BUILD (SIGNAL)	AM	Overall LOS	C (25.2)											
		Approach LOS	C (29.0)						C (29.4)			B (17.2)		
		Storage										150		
		50th Queue	5		0					391		152	20	
		95th Queue	19		35					m479		m#365	m23	
	PM	Overall LOS	C (25.2)											
		Approach LOS	C (22.4)						D (39)			B (16.6)		
		Storage										150		
		50th Queue	32		0					363		78	256	
		95th Queue	77		62					m395		m80	m443	
2029 BUILD Alternative (SIGNAL)	AM	Overall LOS	D (44.8)											
		Approach LOS	C (26.1)						E (56.7)			B (13.5)		
		Storage										150		
		50th Queue	5		0					~360		92	6	
		95th Queue	19		35					#636		m146	m6	
	PM	Overall LOS	C (27.9)											
		Approach LOS	C (20.2)						D (42.2)			B (17.2)		
		Storage										150		
		50th Queue	30		0					357		121	79	
		95th Queue	74		59					391		m152	m34	

(~) Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

(m) Volume for 95th percentile queue is metered by upstream signal.

(#) 95th percentile volume exceeds capacity queue may longer
Que shown is maximum after two cycles.

The proposed Driveway A will be full-movement driveway and is recommended to operate with a new traffic signal due to the projected high volumes of traffic entering and exiting the development at this location. Based on the AM and PM peak hour volumes studied in the DRI, Spring Road at Site Driveway A is expected to meet signal warrants (under MUTCD provision for mainline left-turn opposing mainline through volume) and has therefore been studied as a traffic signal.

The Site Driveway A configuration was studied and is recommended to be constructed as follows:

- Create a median break along Spring Road and install a new traffic signal to allow full access into and out of Site Driveway A, if and when warranted and approved by the City of Smyrna.
- Provide a minimum of one (1) westbound left-turn lane along Spring Road.
- Provide a minimum of one (1) lane entering and two (2) lanes exiting Site Driveway A.

SPRING ROAD AT SITE DRIVEWAY B (INTERSECTION 9)

Overall LOS Standard: E Approach LOS Standard: E			Driveway B			N/A			Spring Rd			Spring Rd		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2029 BUILD (TWSC)	AM	Overall LOS	A (0.6)											
		Approach LOS	D (25.3)						(0.0)			(0.0)		
		Storage												
		50th Queue												
		95th Queue			23									
	PM	Overall LOS	A (1.4)											
		Approach LOS	C (20.8)						(0.0)			(0.0)		
		Storage												
		50th Queue												
		95th Queue			60									
2029 BUILD *Alternative* (TWSC)	AM	Overall LOS	A (0.6)											
		Approach LOS	D (25)						(0.0)			(0.0)		
		Storage												
		50th Queue												
		95th Queue			23									
	PM	Overall LOS	A (1.5)											
		Approach LOS	C (20.4)						(0.0)			(0.0)		
		Storage												
		50th Queue												
		95th Queue			58									

(~) Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

(m) Volume for 95th percentile queue is metered by upstream signal.

(#) 95th percentile volume exceeds capacity queue may longer
Que shown is maximum after two cycles.

The unsignalized intersection of Spring Road at Site Driveway B is projected to operate at an acceptable approach LOS under the 2029 Build and 2029 Build *Alternative* conditions. Each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours of all studied scenarios.

The Site Driveway B configuration was studied and is recommended as follows:

- Provide one (1) lane entering and one (1) right-turn only exiting lane at Site Driveway B.

SPRING HILL PARKWAY AT SITE DRIVEWAY C (INTERSECTION 10)

Overall LOS Standard: E Approach LOS Standard: E			Spring Hill Pkwy			Spring Hill Pkwy			N/A			Driveway C		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2029 BUILD (TWSC)	AM	Overall LOS	A (2.8)											
		Approach LOS				A (3.4)			(0.0)			B (12.1)		
		Storage												
		50th Queue												
		95th Queue				8							13	
	PM	Overall LOS	A (3.4)											
		Approach LOS				A (7.9)			(0.0)			B (12.2)		
		Storage												
		50th Queue												
		95th Queue				5							23	
2029 BUILD *Alternative* (TWSC)	AM	Overall LOS	A (2.6)											
		Approach LOS				A (5.9)			(0.0)			B (12.5)		
		Storage												
		50th Queue												
		95th Queue				8							13	
	PM	Overall LOS	A (3)											
		Approach LOS				A (4.0)			(0.0)			B (12.6)		
		Storage												
		50th Queue												
		95th Queue				8							20	

(~) Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.
(#) 95th percentile volume exceeds capacity queue may longer Que shown is maximum after two cycles.

The driveway stop-controlled intersection of Spring Hill Parkway at Site Driveway C is projected to operate at an acceptable approach LOS under the 2029 Build and 2029 Build *Alternative* conditions. Each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours of all studied scenarios.

The Site Driveway C configuration was studied and is recommended as follows:

- One (1) lane entering and one (1) lane shared left/right-turn lane exiting Site Driveway C.

ALTERNATIVE COBB PARKWAY SE AT I-285 WESTBOUND RAMP (INTERSECTION 3)

It is notable that the Potential New Connection will require additional study and coordination beyond this DRI. However, if the Potential New Connection is constructed between Cobb Parkway and Spring Hill Parkway, the following additional roadway modifications should be considered for further study:

- Restripe the right-most westbound left-turn lane of the I-285 WB Exit Ramp approach as a shared through/left-turn lane.

Overall LOS Standard: E Approach LOS Standard: E			Cobb Pkwy SE (SR 3) Northbound			Cobb Pkwy SE (SR 3) Southbound						I-285 WB Ramp Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2029 NO-BUILD Alternative (SIGNAL)	AM	Overall LOS	C (34.4)											
		Approach LOS	B (14.4)			C (32.4)						E (68.4)		
		Storage												725
		50th Queue	67	350			~991	~424				113	0	57
		95th Queue	m96	399			m#747	m278				148	0	86
	PM	Overall LOS	C (33.7)											
		Approach LOS	A (8.4)			D (42.9)						E (57.7)		
		Storage												725
		50th Queue	~251	763			370	145				141	0	363
		95th Queue	m#228	m677			400	319				182	0	432
2029 BUILD Alternative (SIGNAL)	AM	Overall LOS	D (35.6)											
		Approach LOS	B (14.2)			C (34.9)						E (55.1)		
		Storage												725
		50th Queue	80	375			~814	442				315	469	121
		95th Queue	m108	426			m#606	m266				376	538	142
	PM	Overall LOS	D (40.9)											
		Approach LOS	A (9.1)			E (57.4)						D (53.5)		
		Storage												725
		50th Queue	~272	784			430	~876				295	610	407
		95th Queue	m#250	m693			m461	m#998				394	771	471

The signalized intersection of Cobb Parkway SE at I-285 Westbound Ramp is projected to operate at an acceptable overall LOS under the 2024 Existing, 2029 No-Build, and 2029 Build conditions and the 2029 No-Build *Alternative*, and 2029 Build *Alternative* conditions. Additionally, each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours of all studied scenarios.

It is expected that the final configuration of the intersection may require additional study and coordination with GDOT, Cobb County, and the City of Smyrna. No official recommendation is expected to come out of this DRI study. However, it is notable that the *Alternative* scenario intersection operations are acceptable with the shift in travel patterns and the configuration studied.

ALTERNATIVE POTENTIAL NEW CONNECTION AT POTENTIAL SITE DRIVEWAY D (INTERSECTION 11)

Overall LOS Standard: E Approach LOS Standard: E			N/A			Driveway D			N/A			New Connection		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2029 BUILD Alternative (TWSC)	AM	Overall LOS	A (0.4)											
		Approach LOS				B (11.6)						(0.0)		
		Storage												
		50th Queue												
		95th Queue					3							
	PM	Overall LOS	A (0.5)											
		Approach LOS				B (13.6)						(0.0)		
		Storage												
		50th Queue												
		95th Queue					5							

(~) Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.
(#) 95th percentile volume exceeds capacity queue may longer Que shown is maximum after two cycles.

The right-in-right-out driveway stop-controlled intersection of the Potential New Connection at Site Driveway D is projected to operate at an acceptable southbound driveway approach LOS under the 2029 Build *Alternative* conditions.

If the Potential New Connection is constructed between the Cobb Parkway/SR 3 at I-285 WB Ramp intersection and Spring Hill Parkway, and Site Driveway D is approved by GDOT, Cobb County, and Smyrna, the following Site Driveway D configuration is recommended:

- Provide one lane entering and one right-turn only exiting lane at Site Driveway D, subject to the construction of the Potential New Connection and approval by GDOT, Cobb County, and Smyrna.

It is expected that the final configuration of the driveway may require additional study and coordination with GDOT, Cobb County, and the City of Smyrna.

ALTERNATIVE SPRING HILL PARKWAY AT POTENTIAL NEW CONNECTION (INTERSECTION 12)

Overall LOS Standard: E
Approach LOS Standard: E

			Spring Hill Parkway Northbound			Spring Hill Parkway Southbound			N/A Eastbound			Potential New Connection Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2029 NO-BUILD Alternative (TWSC)	AM	Overall LOS	(8.1)											
		Approach LOS	(0.0)			(0.0)						C (14.8)		
		Storage												
		50th Queue												
		95th Queue										70		20
	PM	Overall LOS	(10.8)											
		Approach LOS	(0.0)			(0.0)						D (16.4)		
		Storage												
		50th Queue												
		95th Queue										108		25
2029 BUILD Alternative (TWSC)	AM	Overall LOS	(8.5)											
		Approach LOS	(0.0)			(0.0)						D (16.0)		
		Storage												
		50th Queue												
		95th Queue										80		20
	PM	Overall LOS	(12)											
		Approach LOS	(0.0)			(0.0)						D (18.4)		
		Storage												
		50th Queue												
		95th Queue										133		25

(~) Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.
(#) 95th percentile volume exceeds capacity queue may longer Que shown is maximum after two cycles.

The side-street stop-controlled intersection of the Potential New Connection at Spring Hill Parkway is projected to operate at an acceptable westbound approach LOS under the 2029 No-Build *Alternative* and 2029 Build *Alternative* conditions.

If the Potential New Connection is constructed between the Cobb Parkway/SR 3 at I-285 WB Ramp intersection and Spring Hill Parkway, the following Potential New Connection configuration at Spring Hill Parkway is recommended:

- Provide two (2) lanes westbound including separate left-turn and right-turn lanes along the Potential New Connection subject to approval by GDOT, Cobb County, and Smyrna.

It is expected that the final configuration of the intersection may require additional study and coordination with GDOT, Cobb County, and the City of Smyrna. No official recommendation is expected to come out of this DRI study. However, it is notable that the *Alternative* scenario intersection operations are acceptable with the shift in travel patterns and the configuration studied.

1.0 PROJECT DESCRIPTION

1.1 INTRODUCTION

This report presents the analysis of the anticipated traffic impacts of the proposed *South Spring* development located in Cobb County, Georgia. The approximate 8.7-acre site is located south of Spring Rd SE approximately halfway between Cumberland Boulevard and Cobb Parkway (US 41/SR 3). The proposed *South Spring* mixed-use development will consist of residential, hotel, office, and retail land uses. The site is currently vacant.

The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review. The DRI trigger for this development was the submittal of the Rezoning Application (ZA-24-3) with the Cobb County on August 13, 2024 combined with the proposed development exceeding 600,000 gross square feet for mixed-use developments within an area ARC has designated as "Regional Center" on the Atlanta Region's Plan *Unified Growth Policy Map*. The project site is currently zoned for MU (Mixed Use) according to the *Cobb County Zoning Map*. The project site has a future land use of RAC-office according to the *City of Smyrna Future Land Use Map*.

The proposed development aligns with the density and community vision for The South Spring area according to the Spring Road Corridor LCI (2017) and is named to match the LCI area plan. The LCI specifically called for higher density, an improved roadway grid network and a "Community Square" that inspired the plaza, green lawn, sunken park, and pedestrian amenities throughout the proposed development site.

A summary of the proposed land-use and density is shown in **Table 2**.

Table 2: Proposed Land Uses and Densities	
Proposed Development	
Multifamily Residential	650 dwelling units
Hotel	250 rooms
General Office Building	200,000 SF
Retail/Commercial	165,000 SF
Supermarket	10,000 SF

The proposed project is expected to be completed by 2029, which will be considered the full build-out year in this analysis. Scenarios for the project include the following:

- Existing 2024 conditions represent traffic conditions based on a combination of data collected in May and October 2024.
- Projected 2029 No-Build conditions represent the existing traffic volumes grown for five (5) years at 1.0 percent per year throughout the study network, plus background traffic, which included 80% of the project trips associated with the *Cumberland DRI #3129* and all project trips associated with the *Circle 75 DRI #3169.*
- Projected 2029 Build conditions represent the Projected 2029 No-Build conditions including the additional project trips that are anticipated to be generated by the *South Spring* development.

Additionally, an alternative scenario was studied under the Projected 2029 No-Build and Projected 2029 Build conditions. The alternative scenario considered the impacts of a proposed new one-way westbound roadway connection between the intersection of Cobb Parkway/SR 3 at I-285 WB Ramps to Spring Hill Parkway. The ARC Activity-Based Travel Demand Model (ARC ABM) was used to model projected shifts in the demand of traffic on the studied network with the new roadway link. Additional capacity analyses were performed under the *Alternative* conditions with the new roadway link:

- Projected 2029 No-Build *Alternative* conditions represent the Projected 2029 No-Build conditions with a shift in travel patterns based on ARC ABM results.
- Projected 2029 Build *Alternative* conditions represent the Projected 2029 No-Build *Alternative* conditions with a modified trip assignment to account for a shift in expected travel patterns associated with the *South Spring* development.

Figure 1 provides the site location of the *South Spring* development. **Figure 2** provides an aerial image of the project site and surrounding area. The proposed site plan is provided in **Appendix A**. A full-sized site plan consistent with GRTA's Site Plan Guidelines is also being submitted as part of the review package.

1.2 SITE ACCESS

As currently envisioned, the proposed *South Spring* development will be accessible via three (3) existing access points.

1. **Spring Rd SE at Site Driveway A (Intersection 8)** – An existing unsignalized, full movement intersection located approximately 500 feet east of the intersection of Cumberland Boulevard.
2. **Spring Rd SE at Site Driveway B (Intersection 9)** – An existing unsignalized, right-in/right-out movement intersection located approximately 350ft feet east of Cumberland Boulevard.
3. **Spring Hill Pkwy at Site Driveway C (Intersection 10)** – An existing unsignalized, full movement intersection located approximately 650 feet east of the intersection of Cumberland Boulevard SE at Spring Hill Parkway.

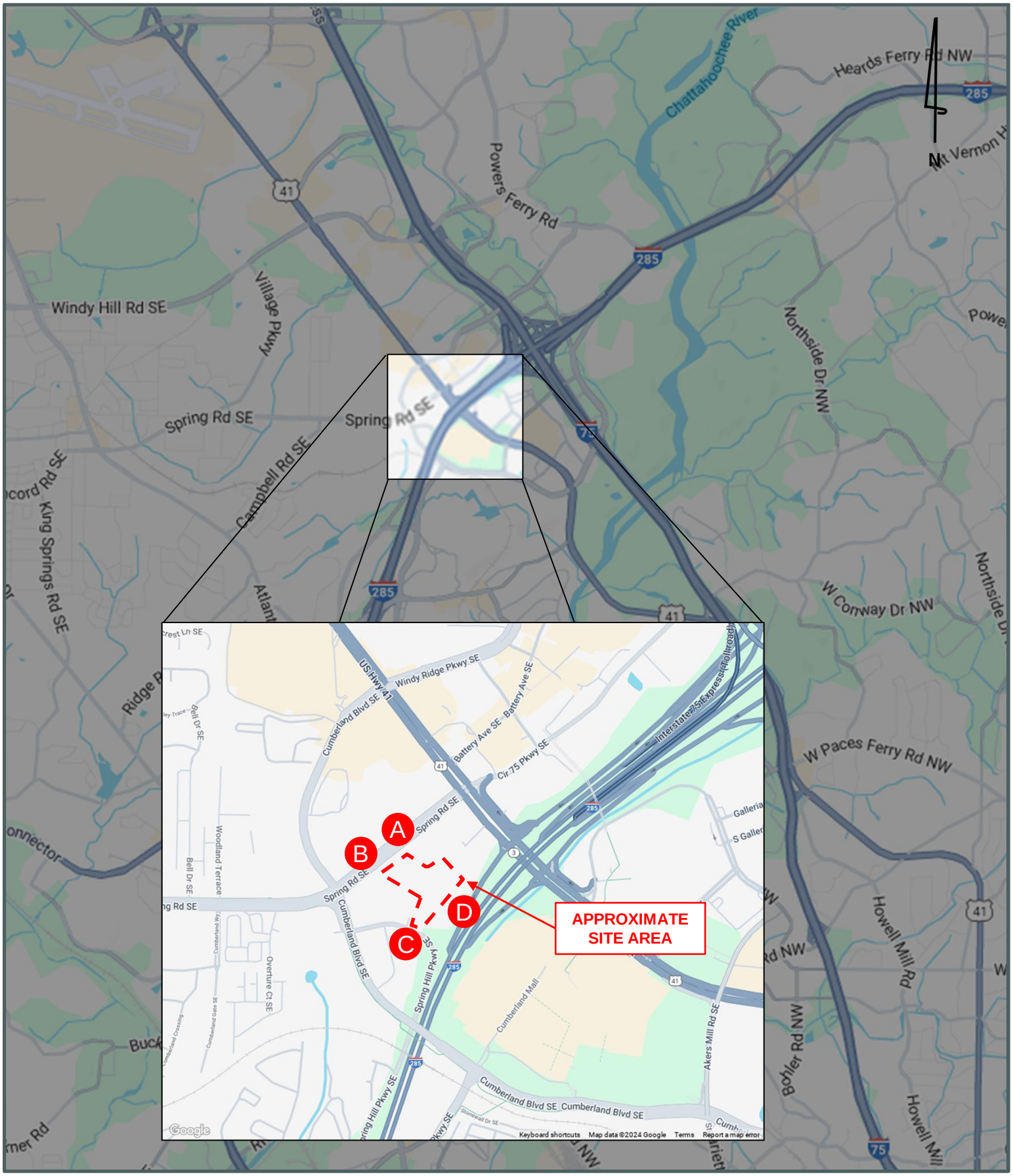
1.2.1 Alternative Site Access

As noted, the alternative scenario calls for a new roadway connecting the I-285 west bound ramp to Spring Hill Parkway. This proposed road will run along the southside site frontage and calls out one (1) additional potential access point.

1. **Potential Access Road at Site Driveway D (Intersection 11)** – An unsignalized, right in right out intersection located approximately 800 feet southwest of the intersection of Cobb Parkway at 1-285 West Bound Ramp.

Capacity analyses were performed for the proposed site driveway intersections using *Synchro 12.0*.

The results of the capacity analyses are reported in *Section 5.3* of this report.



Kimley»Horn	**South Spring DRI** **DRI #4259** ***Transportation Analysis***	**Site Location Map**	**Figure 1** **Page 13**

Kimley»Horn	**South Spring DRI** **DRI #4259** ***Transportation Analysis***	**Site Aerial**	**Figure 2** **Page 14**

1.3 INTERNAL CIRCULATION ANALYSIS

The site driveways mentioned above provide access to all parking for the site through interconnected parking decks. See referenced site plan in **Appendix A** for a visual representation of vehicular access and circulation throughout the proposed development.

Parking will be provided in structured decks and surface lots on-site throughout the development. The current plan proposes approximately 1,700 new parking spaces.

1.4 BICYCLE AND PEDESTRIAN FACILITIES

The area has several existing pedestrian bridges, including those south of Cumberland Blvd over I-285, across Cobb Parkway east of I-285, and over I-285 east of Cobb Parkway. The Mountain-to-Chattahoochee River Trail, which stretches from Smyrna through Marietta to Kennesaw, GA, is already in place. Additionally, there are plans for a programmed pedestrian bridge crossing over Cobb Parkway north of I-285 and a programmed Cumberland Sweep Multimodal Path (sections C, D, and E) to connect the site to jobs, homes, and recreational activities.

1.5 TRANSIT FACILITIES

The Cumberland Transfer Center is within 0.5 miles of the site, serving as a connection point for CobbLinc buses and MARTA Route 12. The planned I-285 North corridor BRT will provide high-capacity transit service from the E Holmes MARTA station to the Indian Creek MARTA station, while the planned Connect Cobb/Northwest Atlanta BRT will pass through the vicinity of the site on Cumberland Blvd, connecting Kennesaw State University to Midtown Atlanta. It is currently served by CobbLinc Bus Routes 10, R10, 15, 20, 25, 50, the Blue Circulator, and MARTA Bus Route 12. These routes provide service to Kennesaw State University, Marietta, Austell, the Battery, Georgia Tech, West Midtown, and Midtown Atlanta. Connections to the Hamilton E Holmes MARTA Rail Station (Blue Line) and Arts Center MARTA Rail Station (Red/Gold Line) can be made via CobbLinc and MARTA bus routes.

CobbLinc Route 15 has two (2) stops (one (1) eastbound and one (1) westbound) along the proposed site frontage on Spring Rd.

2.0 METHODOLOGY AND ASSUMPTIONS

2.1 STUDY NETWORK DETERMINATION

A general study area was determined based on a review of land uses and population densities in the area as well as a review of peak hour traffic counts and engineering judgement. The study area was agreed upon during methodology discussions with GRTA, ARC, GDOT, and Cobb County staff, and includes the following eight (8) intersections described in **Table 3**. The study intersections are shown in **Figure 3**.

Table 3: Intersection Control Summary

Intersection	Control
1. Cobb Parkway/SR 3 at Windy Ridge Parkway	Signalized
2. Cobb Parkway/SR 3 at Spring Rd SE	Signalized
3. Cobb Parkway/SR 3 at I-285 WB Ramps	Signalized
4. Cobb Parkway/SR 3 at I-285 EB Ramps	Signalized
5. Cobb Parkway/SR 3 at Akers Mill Rd	Signalized
6. Spring Road at Cumberland Blvd SE	Signalized
7. Spring Hill Parkway SE at Cumberland Blvd SE	Signalized
12. Potential New Connection at Spring Hill Parkway	Proposed TWSC

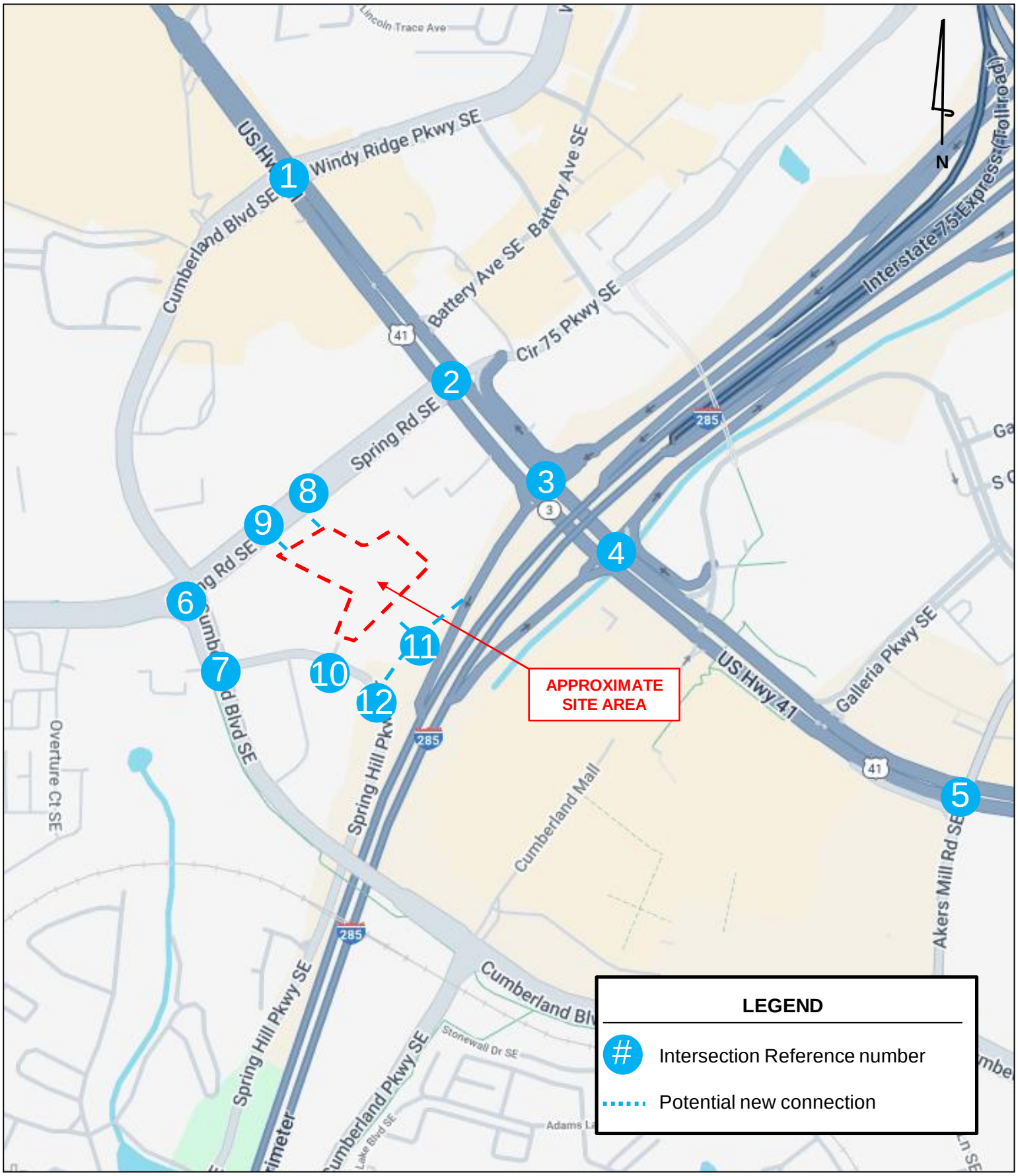
Listed in **Table 3,** intersections 1-7 were analyzed for Existing 2024 conditions, Projected 2029 No-Build conditions, and Projected 2029 Build conditions. Intersection 12, highlighted, is a potential new intersection that would be created by the proposed new roadway connection in the alternative scenario. Intersections 1-7 along with Intersection 12 were analyzed for the Projected 2029 No-Build *Alternative* conditions, and Projected 2029 Build *Alternative* conditions.

2.2 EXISTING ROADWAY FACILITIES

Roadway classification descriptions and recent Average Daily Traffic (ADT) for the entire study area are provided in **Table 4** (bolded roadway runs adjacent to the site).

Table 4: Roadway Classifications

Roadway	No. of Lanes	Average Daily Traffic (ADT)	GDOT Functional Classification
Spring Road	**6**	**34,100** (West of Cumberland Blvd)	**Minor Arterial**
Cumberland Blvd SE	4	19,100 (South of Spring Rd)	Minor Arterial
Cobb Pkwy	7	29,300 (North of Herodian Way SE)	Principal Arterial
Spring Hill Pkwy SE	**4**	**21,100** (West Paces Ferry West of Spring Hill Pkwy)	**Local Rd**
I-285 Entrance/Exit Ramps	6	16,500 (east of Cobb Parkway)	Interstate
Akers Mill Road	2	13,700 (Cumberland Blvd E of Akers Mill)	Principal Arterial



Kimley»Horn	**South Spring DRI** **DRI #4259** ***Transportation Analysis***	**Study Intersections**	**Figure 3** **Page 17**

2.3 TRAFFIC DATA COLLECTION

Traffic counts were collected at six (6) study intersections on Thursday, May 9, 2024. Following the methodology meeting on Monday, September 16, 2024, traffic counts were collected on Tuesday, October 1, 2024 for the added study intersection of Akers Mill and Cobb Parkway.

Traffic count peak hours for all the study intersections are shown in **Table 5**.

Table 5: Traffic Count Summary

Intersection	Count Date	AM Peak Hour	PM Peak Hour
1. Cobb Parkway/SR 3 at Windy Ridge Parkway	5/9/2024	7:30 AM – 8:30 AM	4:45 PM – 5:45 PM
2. Cobb Parkway/SR 3 at Spring Rd SE	5/9/2024	7:30 AM – 8:30 AM	4:45 PM – 5:45 PM
3. Cobb Parkway/SR 3 at I-285 WB Ramps	5/9/2024	7:15 AM – 8:15 AM	4:30 PM – 5:30 PM
4. Cobb Parkway/SR 3 at I-285 EB Ramps	5/9/2024	7:15 AM – 8:15 AM	4:30 PM – 5:30 PM
5. Cobb Parkway/SR 3 at Akers Mill Rd	10/1/2024	8:00 AM – 9:00 AM	5:00 PM – 6:00 PM
6. Spring Road at Cumberland Blvd SE	5/9/2024	7:30 AM – 8:30 AM	4:45 PM – 5:45 PM
7. Spring Hill Parkway SE at Cumberland Blvd SE	5/9/2024	7:45 AM – 8:45 AM	4:30 PM – 5:30 PM

2.4 BACKGROUND TRAFFIC

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the South Spring development. Background traffic includes a base growth rate based on historical count data as well as population growth data and estimates as well as trips anticipated from nearby or adjacent other projects.

Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 1.0% per year background traffic growth rate from Existing 2024 to 2029 (5 years) was used for all roadways. Additionally, 80% of the development traffic studied from the *Cumberland DRI #3129* and all project trips associated with the *Circle 75 DRI #3169* were included as background traffic from the projects expected to be built-out prior to 2029.

The Projected 2029 Build conditions represent the project trips generated by the *South Spring* development (discussed in Section 3.0 and 4.0) added to the Projected 2029 No-Build Conditions.

2.4.1 Alternative Background Traffic

The Atlanta Regional Commission Activity-Based Travel Demand Model (ARC ABM) was used to estimate shifts in travel patterns associated with a potential new one-way roadway connection between the intersection of Cobb Parkway/SR 3 and the I-285 WB Ramps and Spring Hill Parkway. The Potential New Connection would provide an alternative route for westbound travel between Cobb Parkway/SR 3 and Spring Hill Parkway, Cumberland Boulevard, and including travel formerly along Spring Road.

The ARC ABM considered the 2020 base model and a “build” condition with the proposed new roadway connection. For the purposes of this DRI study, the ARC ABM base and “build” results were compared to identify major shifts in directional traffic volumes along roadway links associated with the DRI study network.

It is understood that this DRI study provides a preliminary consideration of the shifts in travel patterns associated with the new roadway connection. Further evaluation and coordinating with GDOT, Cobb County, and the City of Smyrna prior to proceeding with the proposed new roadway connection.

Model outputs are included in **Appendix E** showing daily volumes under the 2020 base and 2020 build conditions, as well as a documentation of shifted travel patterns considered for this DRI.

2.5 LEVEL-OF-SERVICE OVERVIEW

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels-of-service, LOS A through LOS F, with A being the best and F being the worst. LOS analyses were conducted at all intersections within the study network using *Synchro Professional, Version 12.0*. The program uses methodologies contained in the *6th Edition Highway Capacity Manual* to determine the operating characteristics of an intersection.

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

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

2.6 LEVEL-OF-SERVICE STANDARDS

For the purposes of this traffic analysis, a LOS standard of E was assumed for all study intersections due to their location within the Cumberland Regional Center consistent with Section 3.2.2.1 of the GRTA *Development of Regional Impact Review Procedures* and as discussed in the Methodology Meeting, Post-MMP, and documented in the GRTA LOU.

3.0 TRIP GENERATION

Gross trips associated with the proposed development were projected using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition*, *2017*.

Reductions to gross trips are also considered in the analysis including mixed-use reductions and pass-by reductions following ITE methodologies, and alternative transportation mode reductions consistent with discussions in the Methodology Meeting, Post-MMP, and as documented in the GRTA LOU.

Mixed-use reductions occur when a site has a combination of different land uses that interact with one another. For example, people living in a residential development may walk to the restaurants and retail instead of driving off-site or to the site. This reduces the number of vehicle trips that will be made on the roadway, thus reducing traffic congestion. These types of interactions are expected at the *South Spring* development – including residents walking to the retail and office land uses.

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). As the *South Spring* development is located convenient to transit and as agreed upon and documented in the GRTA LOU, a 15% alternative mode reduction was taken.

Pass-by reductions are considered for traffic normally traveling along a roadway which may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the road and would therefore only be new trips on the driveways. The retail establishments proposed for the project are expected to generate pass-by trips.

Trip generation for this proposed development is calculated based upon the following land uses: Multi-Family Housing (High Rise) (ITE 222), Hotel (ITE 310), General Office Building (ITE 710), Shopping Center (ITE 820), and Supermarket (ITE 850).

The total (net) trips generated and analyzed in this report are listed in **Table 6**.

Table 6: Net New Trip Generation

Code	Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
			Total	Enter	Exit	Enter	Exit	Enter	Exit
Proposed Site Traffic									
222	Multi-Family Housing (High-Rise)	650 Units	2,822	1,411	1,411	55	107	108	84
310	Hotel	250 rooms	2,286	1,143	1,143	66	52	80	77
710	General Office Building	200,000 SF	2,120	1,060	1,060	268	36	50	245
820	Shopping Center	165,000 SF	10,172	5,086	5,086	143	88	388	421
850	Supermarket	10,000 SF	938	469	469	17	12	45	45
Gross New Project Trips			**18,338**	**9,169**	**9,169**	**549**	**295**	**671**	**872**
Mixed-Use Reduction			*-3,032*	*-1,516*	*-1,516*	*-39*	*-39*	*-162*	*-162*
Alternative Mode Reduction			*-2,295*	*-1,148*	*-1,147*	*-76*	*-39*	*-76*	*-106*
Pass-by Reduction			*-2,336*	*-1,168*	*-1,168*	*0*	*0*	*-90*	*-90*
Net New Trips			**10,675**	**5,337**	**5,338**	**434**	**217**	**343**	**514**

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

4.0 TRIP DISTRIBUTION AND ASSIGNMENT

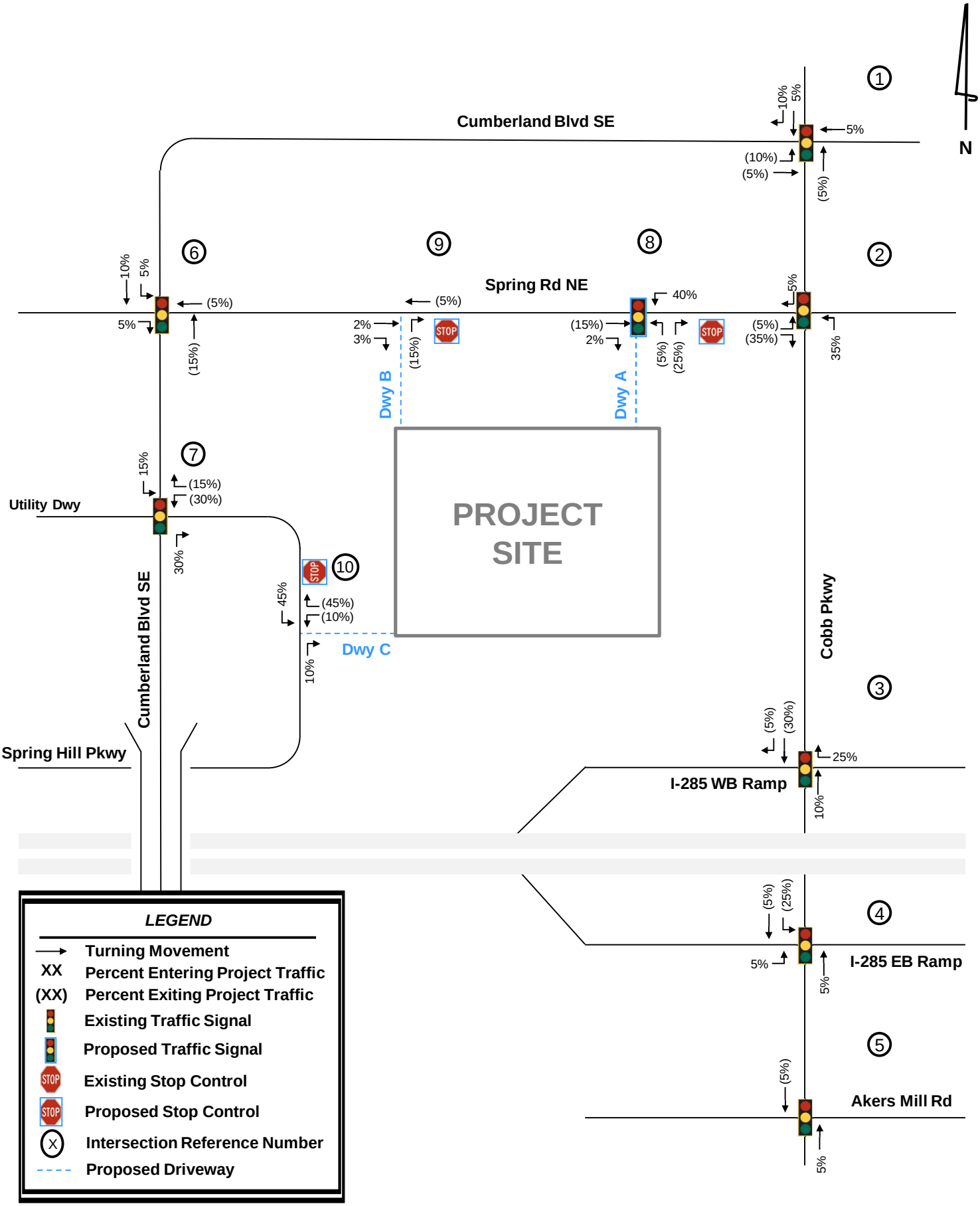
The directional distribution and assignment of new project trips was based on the project land uses, a review of land use densities and road facilities in the area, engineering judgement, and methodology discussions with GRTA, ARC, GDOT, Smyrna, and Cobb County staff.

Figure 4 and **Figure 5** display the anticipated distribution and assignment of residential and nonresidential trips throughout the study roadway network, respectively. These trip assignment percentages were applied to the net new trips expected to be generated by the development, and the volumes were assigned to the roadway network. The combined peak hour *Spring Rd* development project trips anticipated at study intersections and driveways are shown in **Figure 6**.

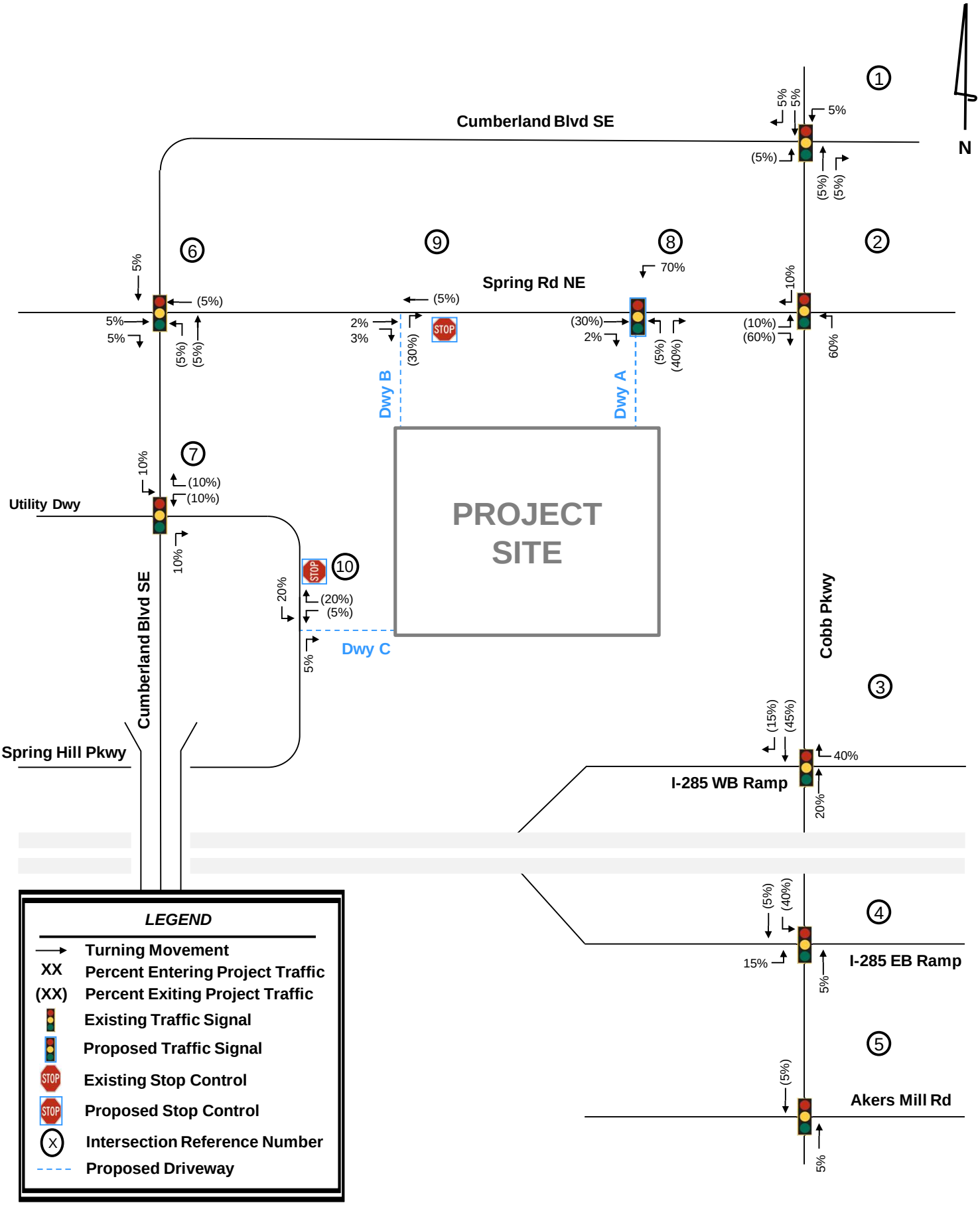
Figure 7 and **Figure 8** display the anticipated distribution and assignment of residential and nonresidential trips throughout the study roadway network under the *Alternative* scenario, respectively.

These alternate trip assignment percentages were applied to the net new trips expected to be generated by the development, and the volumes were assigned to the roadway network. The combined peak hour *Spring Rd* development project trips anticipated at study intersections and driveways for the *Alternative* scenario are shown in **Figure 9**.

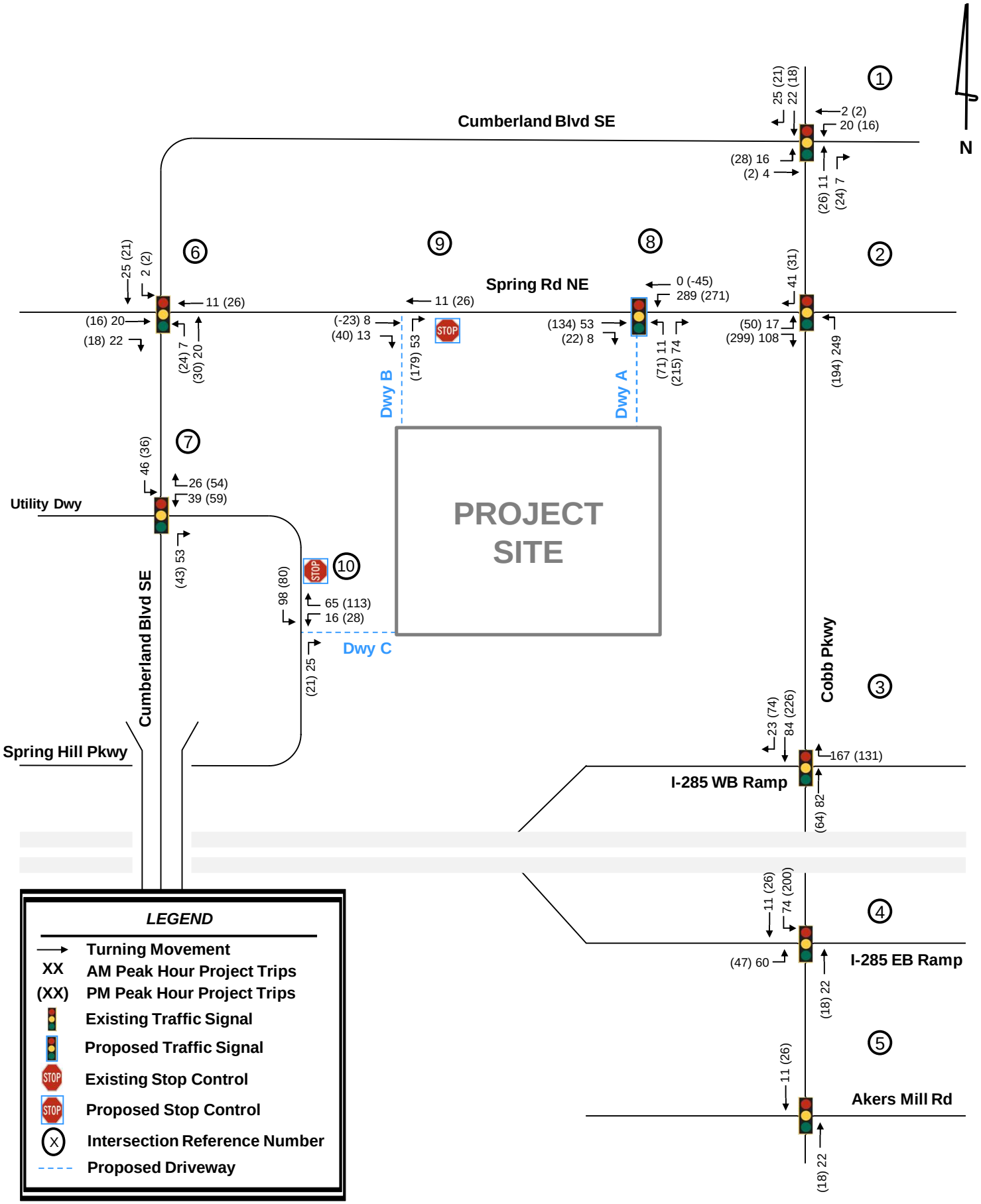
The Projected 2029 Build conditions add the project trips associated with the *South Spring* development to the Projected 2029 No-Build conditions. Detailed intersection volume worksheets are provided in **Appendix C**.



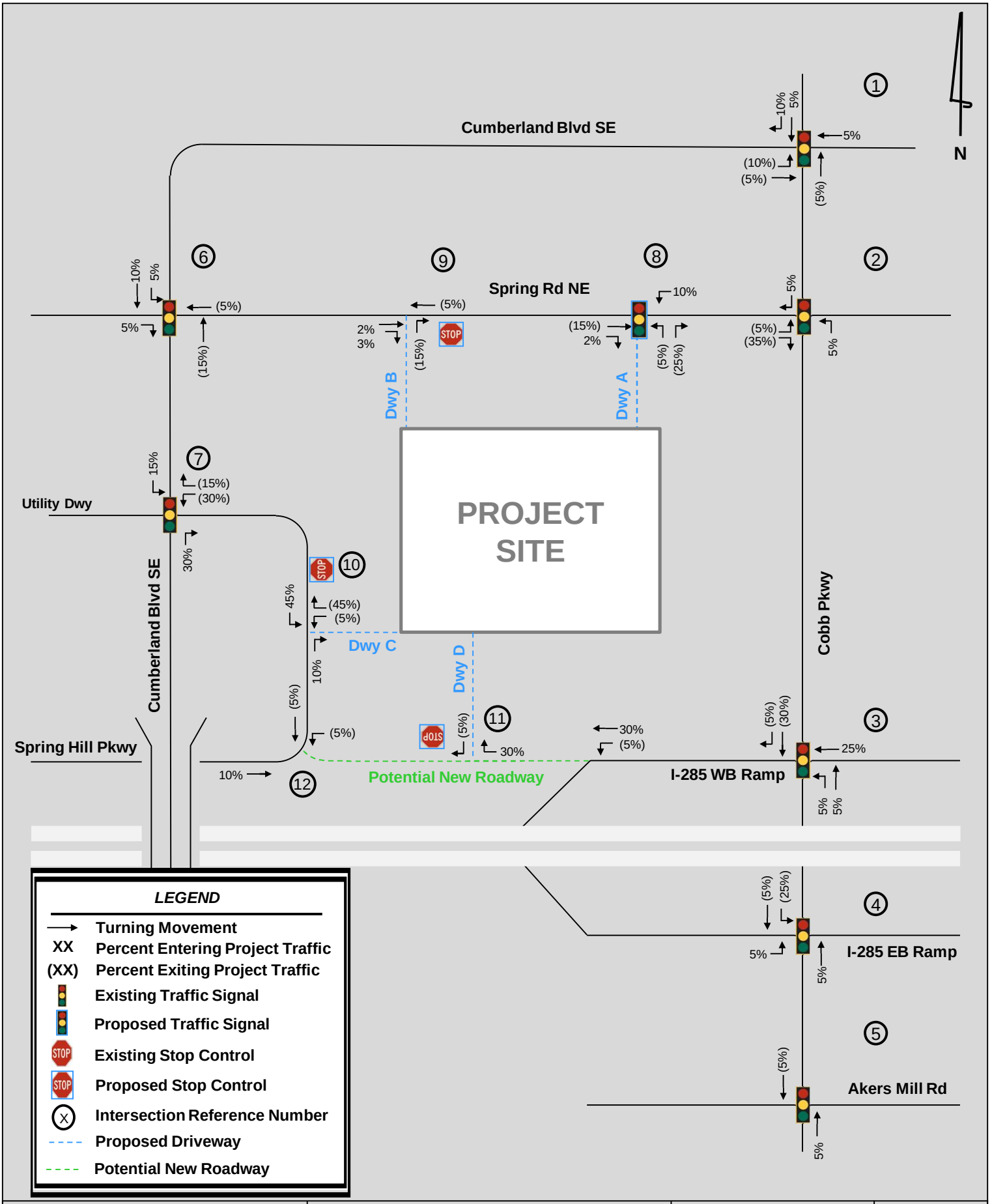
Kimley»Horn	South Spring DRI DRI #4259 *Transportation Analysis*	Trip Distribution & Assignment Residential	Figure 4
			Page 22



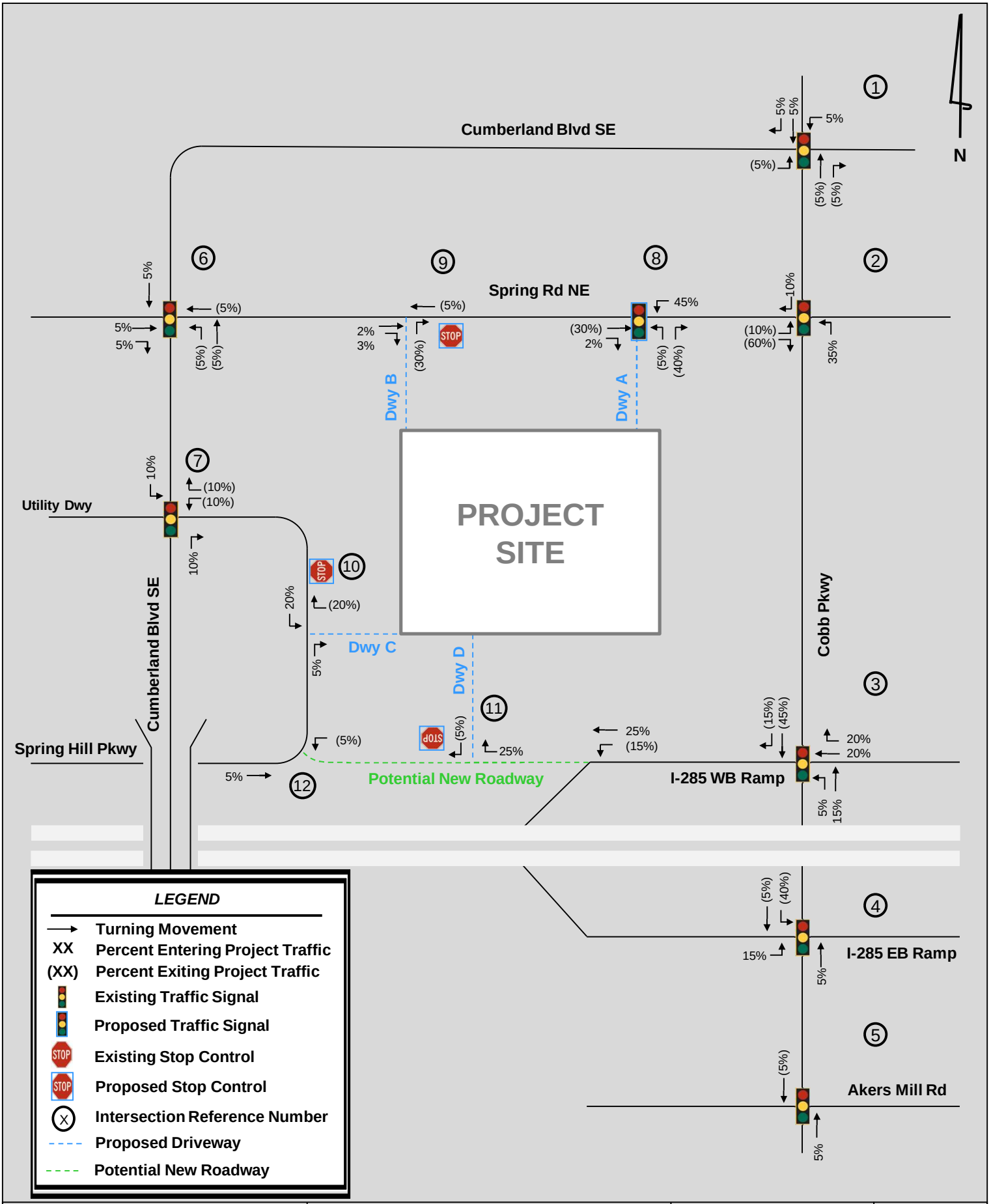
Kimley»Horn	**South Spring DRI** **DRI #4259** ***Transportation Analysis***	**Trip Distribution & Assignment** **Non-Residential**	**Figure 5** **Page 23**



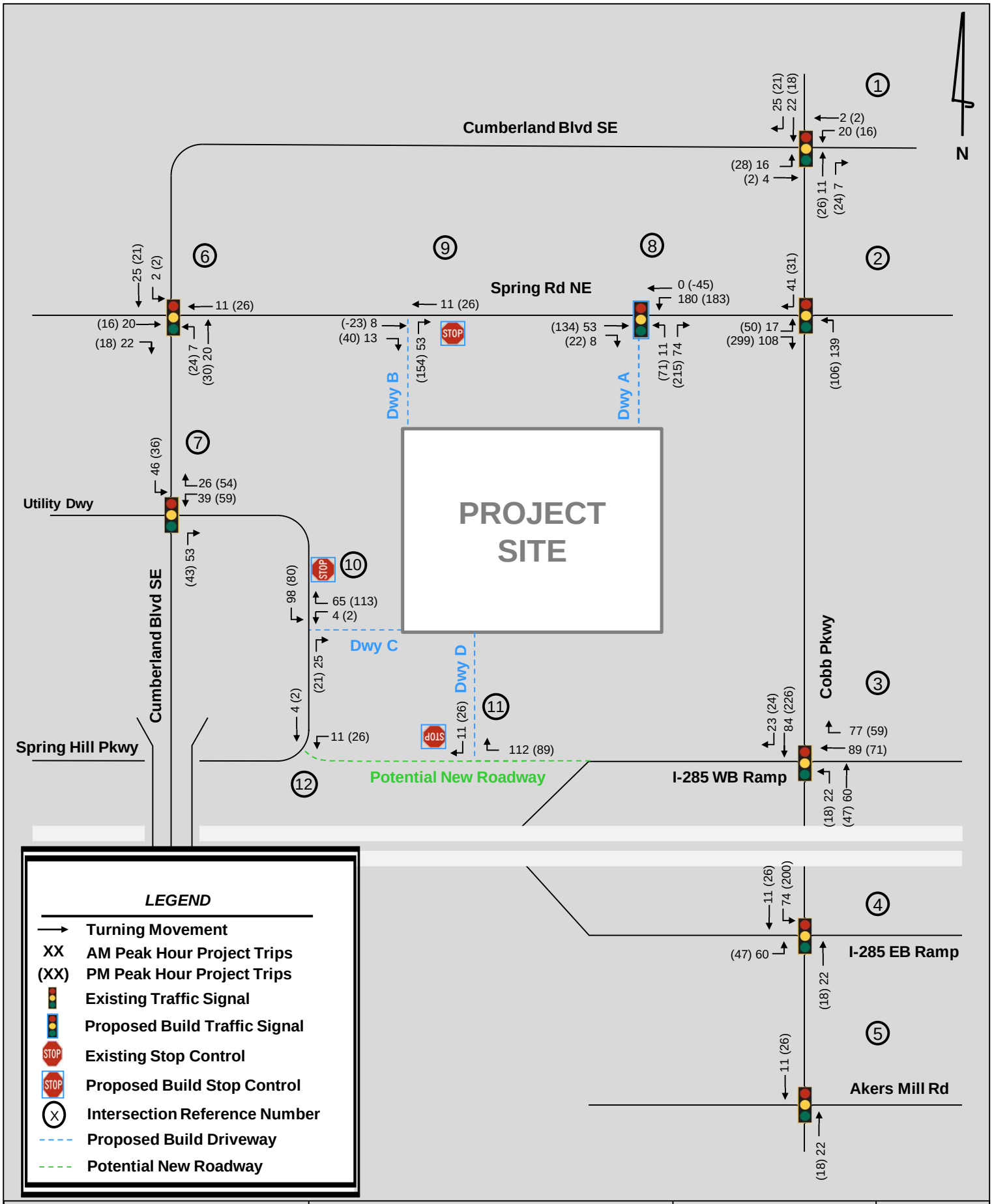
Kimley»Horn	South Spring DRI DRI #4259 *Transportation Analysis*	Project Trips	Figure 6
			Page 24



Kimley»Horn	South Spring DRI DRI #4259 *Transportation Analysis*	Alternative Trip Distribution & Assignment Residential	Figure 7
			Page 25



Kimley»Horn	South Spring DRI DRI #4259 *Transportation Analysis*	Alternative Trip Distribution & Assignment Non-Residential	Figure 8
			Page 26


Cumberland Blvd SE
Spring Rd NE
Cobb Pkwy
Utility Dwy
Cumberland Blvd SE
Spring Hill Pkwy
Dwy A
Dwy B
Dwy C
Dwy D
PROJECT SITE
Potential New Roadway
I-285 WB Ramp
I-285 EB Ramp
Akers Mill Rd
N
1
2
3
4
5
6
7
8
9
10
11
12
STOP
25 (21) 22 (18)
2 (2) 20 (16)
(28) 16 (2) 4
(26) 11 (24) 7
25 (21) 2 (2)
11 (26)
(16) 20 (18) 22
(24) 7 (30) 20
(-23) 8 (40) 13
(154) 53
0 (-45) 180 (183)
(134) 53 (22) 8
(71) 11 (215) 74
41 (31)
(50) 17 (299) 108
(106) 139
46 (36)
26 (54) 39 (59)
(43) 53
98 (80)
65 (113) 4 (2)
(21) 25
4 (2)
11 (26)
112 (89)
23 (24) 84 (226)
77 (59) 89 (71)
(18) 22 (47) 60
74 (200)
(47) 60
(18) 22
11 (26)
(18) 22
LEGEND
Turning Movement
XX AM Peak Hour Project Trips
(XX) PM Peak Hour Project Trips
Existing Traffic Signal
Proposed Build Traffic Signal
Existing Stop Control
Proposed Build Stop Control
X Intersection Reference Number
Proposed Build Driveway
Potential New Roadway

5.0 TRAFFIC ANALYSIS

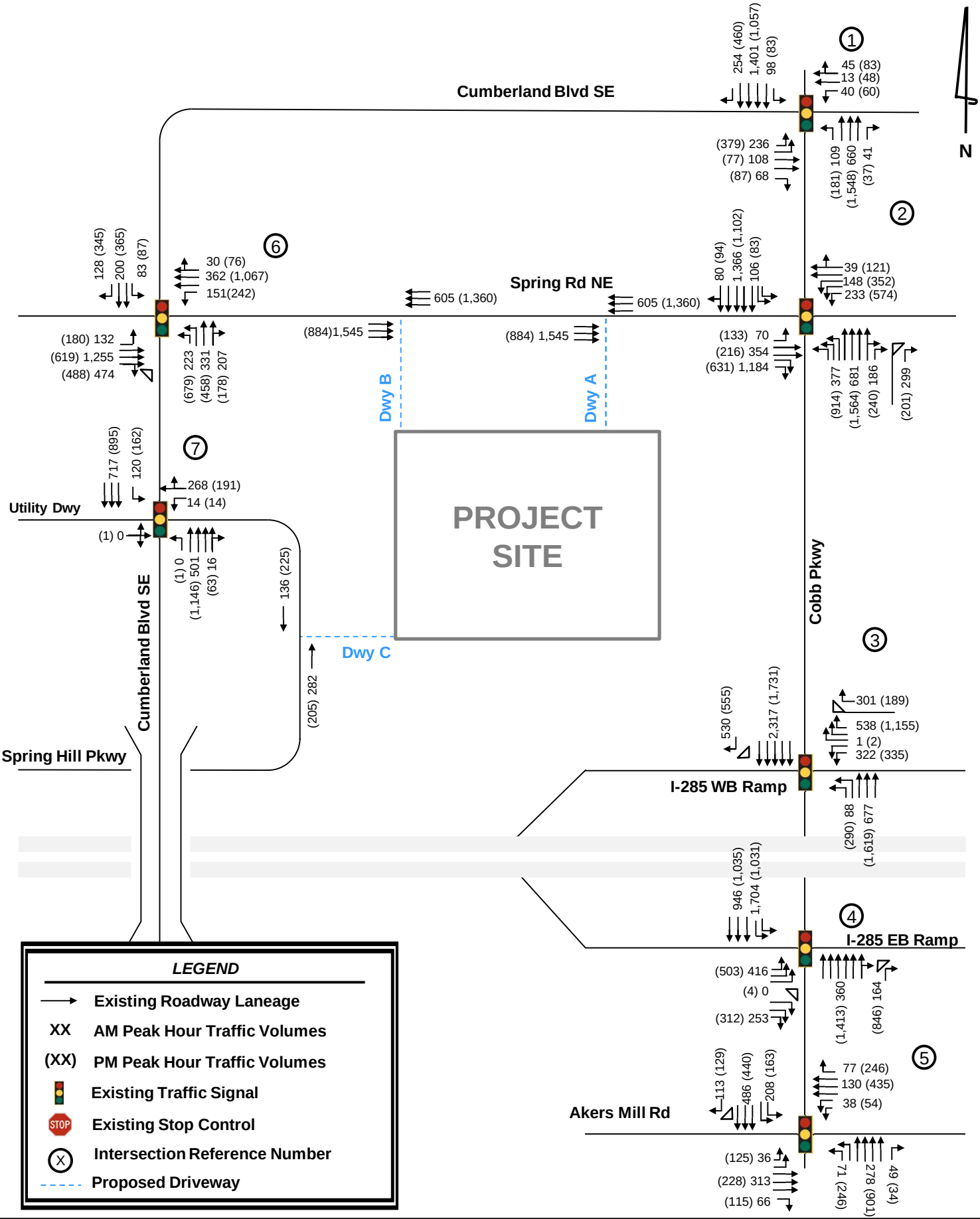
Capacity analyses were performed using Synchro 12 for the AM and PM peak hours under the Existing 2024 conditions, Projected 2029 No-Build conditions, and Projected 2029 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM), 6th Edition* unless otherwise noted.

These analyses included existing roadway lane configurations for each of the scenarios. The traffic volumes and roadway lane configurations used for each scenario are shown in **Figure 10** for Existing 2024 conditions, **Figure 11** for Projected 2029 No-Build conditions, and **Figure 12** for Projected 2029 Build conditions.

The traffic volumes and roadway lane configurations used for each alternative scenario are shown in **Figure 13** for the Projected 2029 No-Build *Alternative* condition and **Figure 14** for the Projected 2029 Build *Alternative* condition.

It is notable that Cobb County operates their traffic systems with a Sydney Coordinated Adaptive System (SCATS) in this study area. The intersections that run on this system do not run on static timing plans but instead are algorithmic and can immediately adapt split times and cycle lengths depending on the volumes detected in each movement. To model intersections in this area to reflect typical conditions, signal timings were adjusted to simulate real-time conditions likely under the SCATS system algorithms. That is to simulate how a SCAT system would reprioritize different movements in different scenarios in order to minimize the overall delay of the intersection. Therefore, it is important to note that approach LOS may fluctuate irregularly between the existing, no-build and build scenarios.

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



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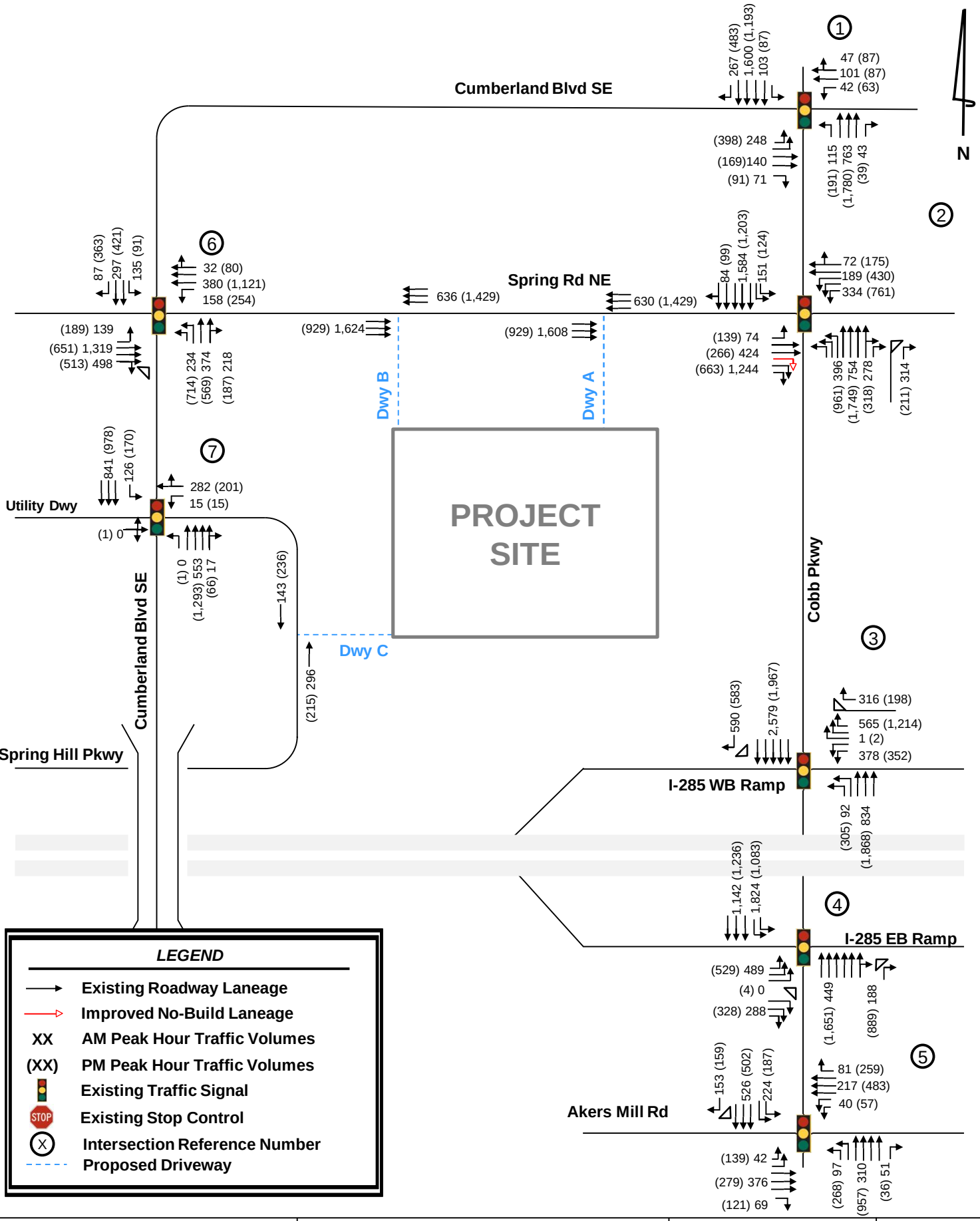
South Spring DRI
DRI #4259
Transportation Analysis

Existing 2024 Traffic Conditions

Figure 10



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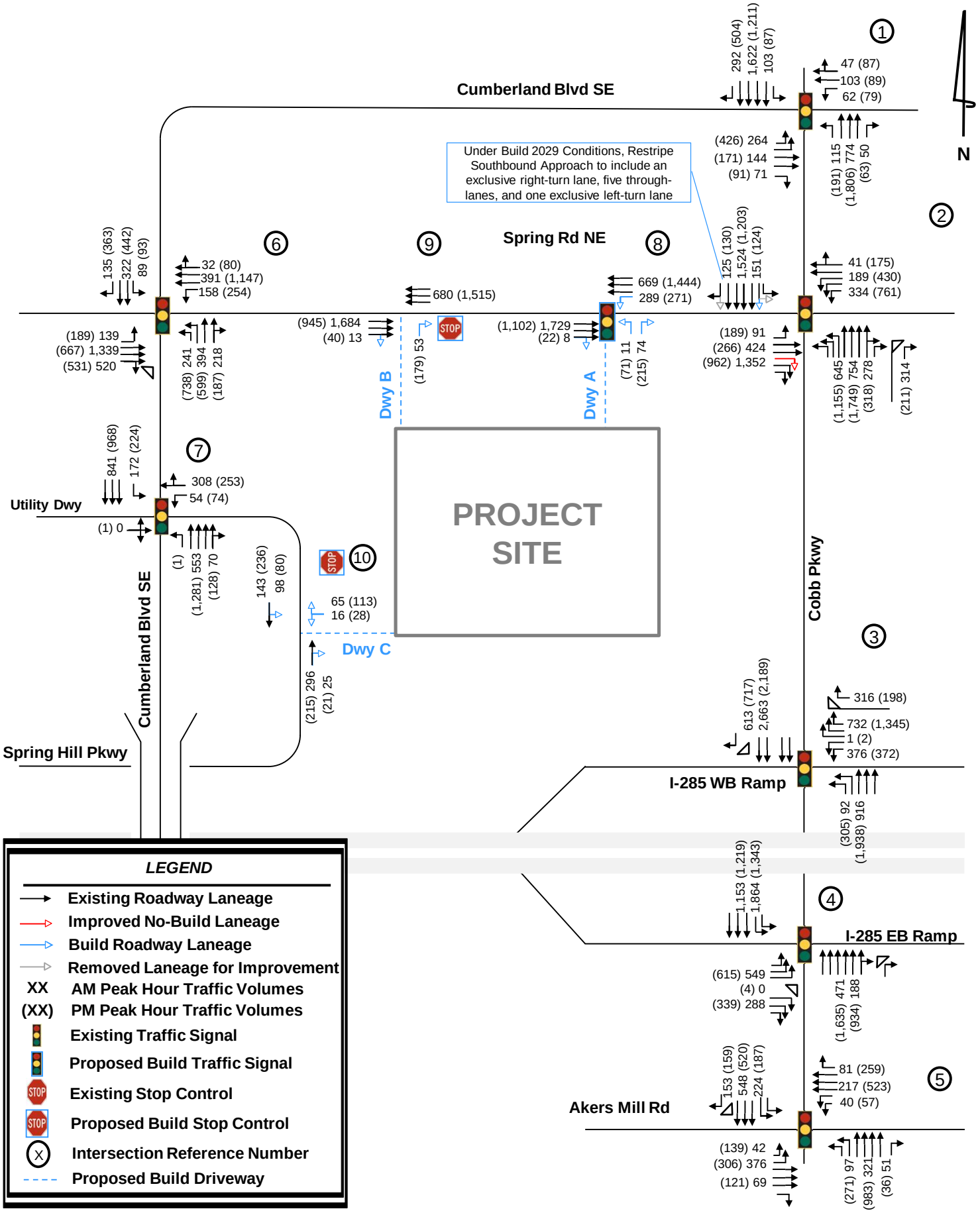
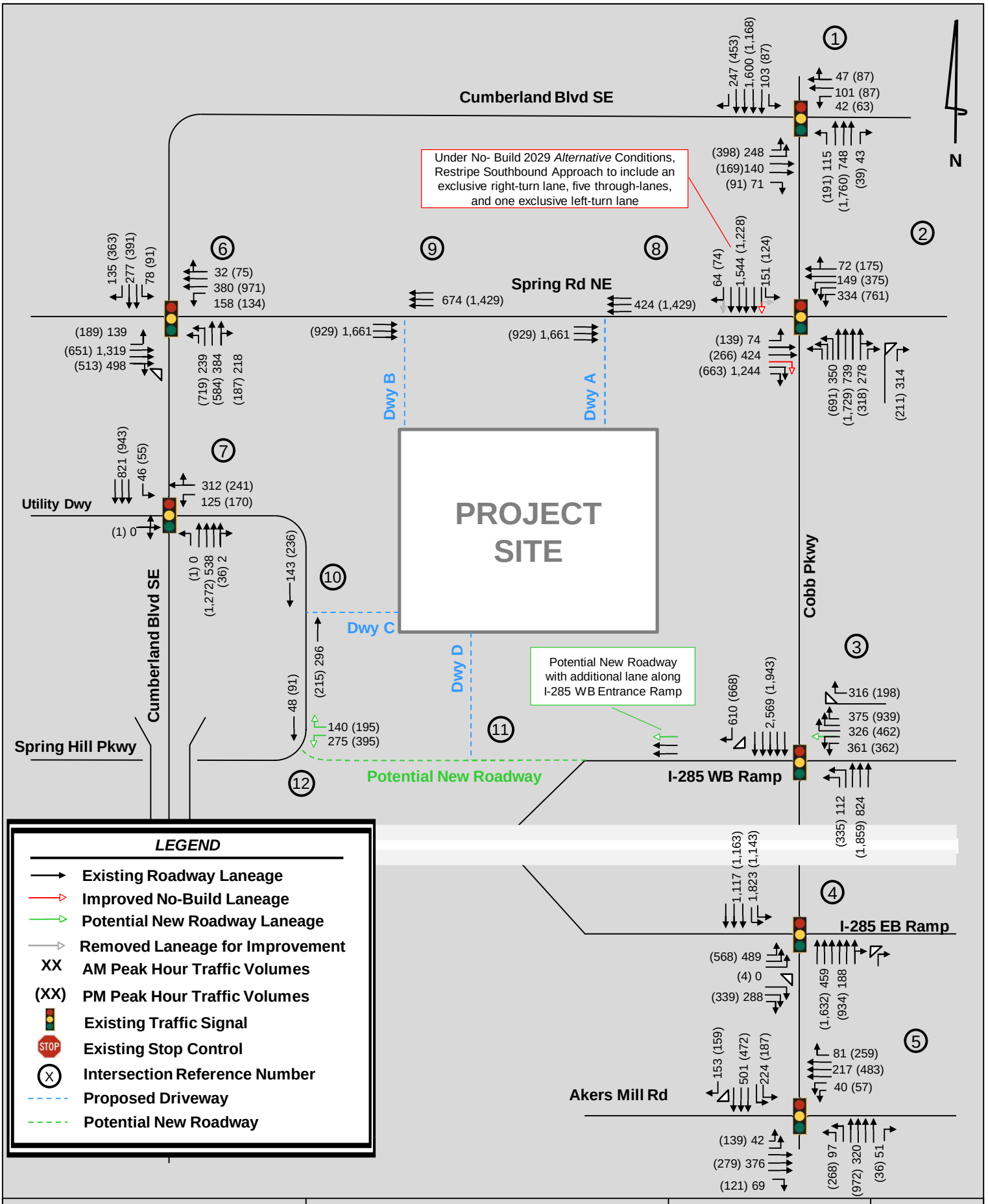
South Spring DRI
DRI #4259
Transportation Analysis

Projected 2029 No-Build Traffic Conditions

Figure 11



Kimley»Horn	South Spring DRI DRI #4259 *Transportation Analysis*	Projected 2029 Build Traffic Conditions	Figure 12 Page 31



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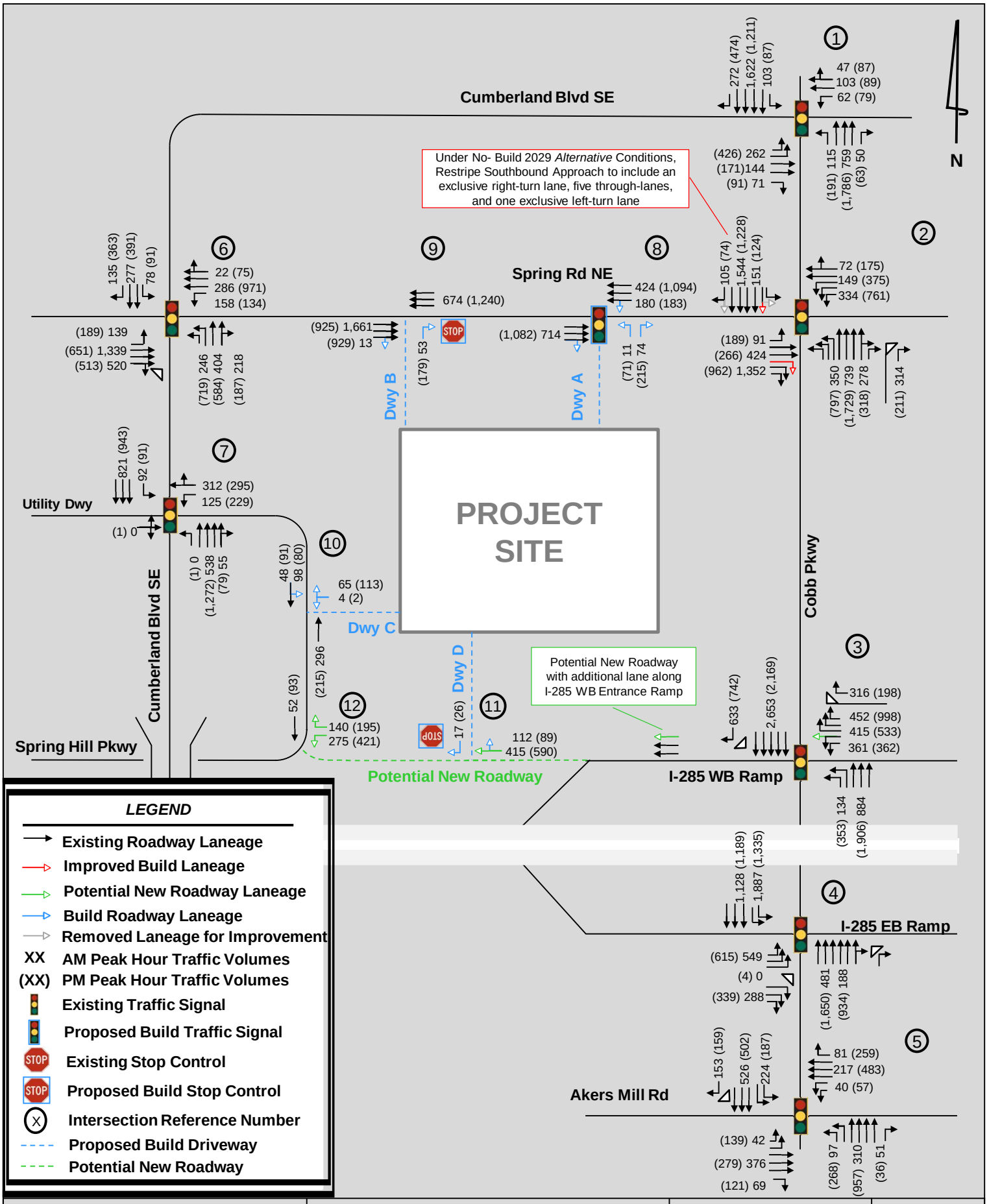
South Spring DRI
DRI #4259
Transportation Analysis

Alternative Projected 2029 No-Build Traffic Conditions

Figure 13



Kimley»Horn	South Spring DRI DRI #4259 *Transportation Analysis*	Alternative Projected 2029 Build Traffic Conditions	Figure 14 Page 33

5.1 COBB PARKWAY SE AT CUMBERLAND BOULEVARD

(Intersection 1)

Overall LOS Standard: E Approach LOS Standard:E			Cobb Pkwy SE (SR 3) Northbound			Cobb Pkwy SE (SR 3) Southbound			Cumberland Blvd Eastbound			Windy Ridge Pkwy SE Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2024 EXISTING (SIGNAL)	AM	Overall LOS	C (33.8)											
		Approach LOS	D (39.6)			C (21.0)			E (67.9)			E (79.4)		
		Storage	325		410	250		300	180		200	580		
		50th Queue	132	9	0	109	260	3	144	67	20	44	7	
		95th Queue	206	16	m0	171	338	54	193	104	m63	88	34	
	PM	Overall LOS	E (59.4)											
		Approach LOS	D (61.5)			D (54.8)			E (63.2)			E (65.0)		
		Storage	325		410	250		300	180		200	580		
		50th Queue	235	261	0	103	343	0	250	33	6	72	25	
		95th Queue	m269	#342	m1	#224	398	0	302	m60	m29	126	58	
2029 NO-BUILD (SIGNAL)	AM	Overall LOS	D (37.0)											
		Approach LOS	D (41.0)			C (24.1)			E (68.1)			E (78.2)		
		Storage	325		410	250		300	180		200	580		
		50th Queue	138	15	0	115	396	22	151	87	21	47	62	
		95th Queue	m168	336	m7	180	518	92	202	128	m65	92	102	
	PM	Overall LOS	E (59.4)											
		Approach LOS	D (61.5)			D (54.8)			E (63.2)			E (65.0)		
		Storage	325		410	250		300	180		200	580		
		50th Queue	235	~913	0	103	388	3	245	77	9	72	47	
		95th Queue	m241	m#873	m0	#222	#477	120	m300	m111	m19	126	87	
2029 BUILD (SIGNAL)	AM	Overall LOS	D (37.9)											
		Approach LOS	D (41.6)			E (24.8)			E (69.0)			E (78.2)		
		Storage	325		410	250		300	180		200	580		
		50th Queue	119	276	4	115	410	26	163	91	21	69	64	
		95th Queue	m110	332	m27	180	536	103	214	133	m63	121	104	
	PM	Overall LOS	E (57.9)											
		Approach LOS	E (61.5)			D (54.8)			E (63.2)			E (65.0)		
		Storage	325		410	250		300	180		200	580		
		50th Queue	233	813	19	99	284	6	263	108	17	90	66	
		95th Queue	m216	m745	m17	161	379	105	m314	m132	m23	149	110	
2029 NO-BUILD Alt Alternative (SIGNAL)	AM	Overall LOS	D (37.0)											
		Approach LOS	C (24.1)			D (40.9)			E (68.2)			E (78.2)		
		Storage	325		410	250		300	180		200	580		
		50th Queue	138	16	0	115	396	20	152	87	23	47	62	
		95th Queue	m169	329	m7	180	518	87	202	128	m67	92	102	
	PM	Overall LOS	E (56.7)											
		Approach LOS	E (57.3)			E (52.4)			E (63.5)			E (65.0)		
		Storage	325		410	250		300	180		200	580		
		50th Queue	235	~895	0	103	388	3	250	76	10	72	47	
		95th Queue	m242	m#872	m0	#222	#477	116	302	m113	m25	126	87	
2029 BUILD Alt Alternative (SIGNAL)	AM	Overall LOS	D (38.0)											
		Approach LOS	D (41.4)			C (24.8)			E (69.0)			E (78.2)		
		Storage	325		410	250		300	180		200	580		
		50th Queue	138	15	0	115	410	24	162	91	22	69	64	
		95th Queue	m195	318	m1	180	536	98	215	133	m65	121	104	
	PM	Overall LOS	E (64.5)											
		Approach LOS	E (72.1)			E (56.2)			E (63.4)			E (66.2)		
		Storage	325		410	250		300	180		200	580		
		50th Queue	235	~919	4	103	395	9	267	81	10	90	51	
		95th Queue	m242	#1187	m0	95	#279	88	#302	m62	m2	88	58	

(~) Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

(m) Volume for 95th percentile queue is metered by upstream signal.

(#) 95th percentile volume exceeds capacity queue may longer
Que shown is maximum after two cycles.

The signalized intersection of Cobb Parkway SE at Cumberland Boulevard is projected to operate at an acceptable overall LOS under the 2024 Existing, 2029 No-Build, and 2024 Build conditions. Additionally, each approach of the intersection is also projected to operate acceptably under both the AM and PM peak hours of all studied scenarios.

Under the *Alternative* scenarios, traffic patterns are not expected to be significantly different at this intersection. Therefore, it is not surprising that the *Alternative* scenarios operate acceptably and with similar LOS and delay as the base condition.

5.2 COBB PARKWAY SE AT SPRING RD AND CIRCLE 75 PARKWAY

(Intersection 2)

Overall LOS Standard: E
Approach LOS Standard: E

			Cobb Pkwy SE (SR 3) Northbound			Cobb Pkwy SE (SR 3) Southbound			Spring Rd Eastbound			Circle 75 Pkwy Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2024 EXISTING (SIGNAL)	AM	Overall LOS	F (81.1)											
		Approach LOS	E (62.4)			D (41.3)			F (135.6)			E (76.9)		
		Storage	400		325	250			310					
		50th Queue	134	134	14	~82	~587		~119	226	379	94	103	
		95th Queue	159	163	30	m#99	m#616		m#71	m151	m238	126	146	
	PM	Overall LOS	D (43.4)											
		Approach LOS	C (28.1)			D (48.9)			D (41.9)			D (48.9)		
		Storage	400		325	250			310					
		50th Queue	331	538	22	33	322		162	133	267	244	283	
		95th Queue	376	502	m36	m52	386		#288	181	315	281	336	
2029 NO-BUILD (SIGNAL)	AM	Overall LOS	F (113.1)											
		Approach LOS	E (65.2)			E (58.9)			F (220.7)			F (79.5)		
		Storage	400		325	250			310					
		50th Queue	111	~301	69	70	~253		~92	272	~737	~152	126	
		95th Queue	141	#379	125	m47	m166		m58	m137	m140	#228	174	
	PM	Overall LOS	D (49.8)											
		Approach LOS	C (32.9)			E (59.4)			E (49.5)			E (77.5)		
		Storage	400		325	250			310					
		50th Queue	358	527	25	51	372		151	170	236	315	351	
		95th Queue	427	593	m37	m64	#448		m149	m161	m201	369	426	
2029 BUILD (SIGNAL)	AM	Overall LOS	F (122.2)											
		Approach LOS	E (70.5)			F (153.2)			F (153.8)			F (79.5)		
		Storage	400		325	250			310					
		50th Queue	209	200	19	45	~512		107	256	~1021	~143	123	
		95th Queue	260	262	50	m38	m358		m#151	m294	#1176	#218	167	
	PM	Overall LOS	E (56.3)											
		Approach LOS	D (39.9)			E (73.3)			E (56.2)			E (77.5)		
		Storage	400		325	250			310					
		50th Queue	~555	648	53	59	~419		235	167	628	330	370	
		95th Queue	m#584	m612	m64	m72	#485		m277	m196	m682	383	#517	
2029 NO-BUILD Alt Alternative (SIGNAL)	AM	Overall LOS	F (134.2)											
		Approach LOS	E (64.1)			D (49.5)			F (289.2)			F (80.8)		
		Storage	400		325	250			310					
		50th Queue	74	292	129	85	~564		57	223	~997	129	99	
		95th Queue	103	335	195	m125	#641		m49	m255	m#1082	164	144	
	PM	Overall LOS	E (56.7)											
		Approach LOS	C (34.8)			D (52.5)			D (50.4)			E (77.3)		
		Storage	400		325	250			310					
		50th Queue	294	~634	26	79	163		162	173	273	300	313	
		95th Queue	326	#710	m63	m98	#234		m#264	m213	363	364	365	
2029 BUILD Alt Alternative (SIGNAL)	AM	Overall LOS	F (119.8)											
		Approach LOS	E (69.0)			F (115.1)			F (174.2)			E (78.3)		
		Storage	400		325	250			310					
		50th Queue	110	170	33	84	~660		70	215	~751	130	96	
		95th Queue	156	271	101	m122	#726		m79	m198	m#887	164	142	
	PM	Overall LOS	E (58.1)											
		Approach LOS	D (44.7)			E (60.9)			E (64.3)			E (77.3)		
		Storage	400		325	250			310					
		50th Queue	319	~635	26	79	173		236	155	~546	300	313	
		95th Queue	374	#711	m70	m98	#249		m#443	221	#682	364	365	

(~) Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

(m) Volume for 95th percentile queue is metered by upstream signal.

(#) 95th percentile volume exceeds capacity queue may longer
Que shown is maximum after two cycles.

The signalized intersection of Cobb Parkway SE at Spring Road and Circle 75 is projected to operate acceptably under the 2024 Existing, 2029 No-Build, and 2029 Build PM peak hour conditions. However, it is not projected to meet GRTA's LOS standards for the overall intersection and for individual approaches under the AM peak hour for the 2024 Existing, 2029 No-Build and 2029 Build conditions. Under the AM peak hour for the 2024 Existing conditions, the eastbound approach is currently expected to operate at LOS F, contributing to an overall LOS of F. Under the AM peak hour the 2029 No-Build condition, the eastbound and westbound approaches are both expected to operate at LOS F, contributing to an overall LOS of F. Similarly for the AM peak hour under 2029 Build conditions, the eastbound and southbound approaches are expected to operate at a LOS F, contributing to an overall LOS of F.

Similarly, for the *Alternative* scenario, under the 2029 No-Build *Alternative* conditions and 2029 Build *Alternative* conditions, the same approaches and overall intersections under the AM peak hours continue to operate below GRTA's LOS standards.

In order to meet GRTA's LOS standards under the 2029 No-Build conditions, the system improvement listed below is needed:

- Add one (1) right turn lane along the eastbound approach of Spring Road so that it consists of one (1) left turn lane, two (2) through lanes, and three (3) right turn lanes, if approved by Cobb County and GDOT.

  Note: the *Circle 75 Parkway DRI #3169* included the same recommendation as identified above. However, the GRTA Notice of Decision for *DRI #3169* included the following Condition:

  - The Georgia Department of Transportation and Cobb County shall coordinate to identify needed signal timing adjustments at the intersection.

In order to meet GRTA's LOS standards under the 2029 Build conditions, the following improvement listed below is needed:

- In addition to the System Improvement identified above (2029 No-Build improvement), restripe southbound approach to include one (1) exclusive right turn lane, five (5) through lanes, and one (1) exclusive left-turn lane, if approved by Cobb County and GDOT.

Under the *Alternative* conditions, both improvements identified under the base condition are required for the 2029 No-Build *Alternative* condition and would therefore be No-Build/system improvements under the *Alternative* scenarios:

- Add one (1) right turn lane along the eastbound approach of Spring Road so that it consists of one (1) left turn lane, two (2) through lanes, and three (3) right turn lanes, if approved by Cobb County and GDOT.
- Restripe the southbound approach to include one (1) exclusive right turn lane, five (5) through lanes, and one (1) exclusive left-turn lane, if approved by Cobb County and GDOT

With the implementation of the proposed improvements noted above that are needed to meet GRTA LOS standards, the intersection is projected to operate at acceptable overall and approach LOS for all scenarios. The analysis results shown in the table below assume the noted changes.

Overall LOS Standard: E Approach LOS Standard: E			Cobb Pkwy SE (SR 3) Northbound			Cobb Pkwy SE (SR 3) Southbound			Spring Rd Eastbound			Circle 75 Pkwy Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2029 NO-BUILD IMP (SIGNAL)	AM	Overall LOS	E (74.1)											
		Approach LOS	E (69.2)			E (73.9)			E (76.4)			E (79.5)		
		Storage	400		325	250			310					
		50th Queue	146	300	106	91	~556		70	264	~791	109	97	
		95th Queue	185	#346	167	m126	#636		m72	m263	m#678	151	138	
	PM	Overall LOS	E (67.1)											
		Approach LOS	E (70.7)			E (59.9)			E (57.2)			E (74.2)		
		Storage	400		325	250			310					
		50th Queue	385	~656	82	70	405		170	168	115	300	348	
		95th Queue	m422	m#679	m77	64	#440		m#257	m196	m143	364	400	
2029 BUILD IMP (SIGNAL)	AM	Overall LOS	E (78.4)											
		Approach LOS	E (75.8)			E (79.9)			E (79.0)			E (79.5)		
		Storage	400		325	250			310					
		50th Queue	213	257	32	157	~512	38	85	256	~468	130	125	
		95th Queue	284	#368	100	m239	#574	m92	m91	m280	#529	164	176	
	PM	Overall LOS	E (69.4)											
		Approach LOS	E (74.9)			E (59.7)			E (58.6)			E (77.5)		
		Storage	400		325	250			310					
		50th Queue	~557	~758	130	141	376	47	232	175	326	300	348	
		95th Queue	m#521	m#681	m95	160	405	113	#480	222	338	364	400	
2029 NO-BUILD IMP Alternative (SIGNAL)	AM	Overall LOS	E (75.6)											
		Approach LOS	E (77.4)			E (69.7)			E (79.6)			E (77.4)		
		Storage	400		325	250			310					
		50th Queue	72	190	55	89	~631		0	131	297	135	75	
		95th Queue	101	322	175	m126	#705		m102	m131	m98	#207	115	
	PM	Overall LOS	D (54.9)											
		Approach LOS	C (35.0)			D (52.5)			D (50.4)			E (77.3)		
		Storage	400		325	250			310					
		50th Queue	273	~634	27	79	163		162	173	273	300	313	
		95th Queue	326	#710	69	m98	#234		m#264	m213	363	364	365	
2029 BUILD IMP Alternative (SIGNAL)	AM	Overall LOS	E (78.4)											
		Approach LOS	E (79.9)			E (79.7)			E (75.9)			E (79.4)		
		Storage	400		325	250			310					
		50th Queue	109	~229	33	170	~652	21	71	215	218	130	105	
		95th Queue	153	#323	101	m242	#719	m62	m80	m198	m177	164	151	
	PM	Overall LOS	D (51.3)											
		Approach LOS	D (44.7)			E (56.2)			D (35.1)			E (77.3)		
		Storage	400		325	250			310					
		50th Queue	319	~635	26	79	161	6	236	155	258	300	313	
		95th Queue	374	#711	m70	m98	222	m23	m#443	221	326	364	365	

(~) Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
(#) 95th percentile volume exceeds capacity queue may longer Que shown is maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.

Per GRTA's guidelines, *"the [Transportation Impact Study] shall utilize the GDOT Intersection Control Evaluation (ICE) – Stage 1 tool for GDOT maintained intersections with a failing approach if an approach is not meeting the LOS standard and the Project is increasing trips to that approach by twenty (20) percent or more."* Per GRTA's guidance, an ICE Stage 1 is provided in **Appendix F**.

5.3 COBB PARKWAY SE AT I-285 WESTBOUND RAMP

(Intersection 3)

Overall LOS Standard: E Approach LOS Standard: E			Cobb Pkwy SE (SR 3) Northbound			Cobb Pkwy SE (SR 3) Southbound			N/A Eastbound			I-285 WB Ramp Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2024 EXISTING (SIGNAL)	AM	Overall LOS	C (31.7)											
		Approach LOS	B (15.4)			C (26.6)						E (63.1)		
		Storage												725
		50th Queue	53	286			~676	310				99	0	75
		95th Queue	86	334			#749	m406				131	0	109
	PM	Overall LOS	C (25.5)											
		Approach LOS	B (11.1)			B (18.0)						E (55.6)		
		Storage												725
		50th Queue	~216	701			353	129				138	0	523
		95th Queue	m#254	m731			368	159				179	0	604
2029 NO-BUILD (SIGNAL)	AM	Overall LOS	D (37.6)											
		Approach LOS	A (9.5)			D (39)						E (60.6)		
		Storage												725
		50th Queue	55	354			~988	405				119	0	119
		95th Queue	m82	404			M#752	m266				155	0	157
	PM	Overall LOS	C (34.7)											
		Approach LOS	B (15.7)			D (36.7)						E (57.4)		
		Storage												725
		50th Queue	~213	769			374	151				145	0	546
		95th Queue	m#199	m686			408	m244				188	0	637
2029 BUILD (SIGNAL)	AM	Overall LOS	D (51.8)											
		Approach LOS	B (11.6)			E (63.2)						D (54.9)		
		Storage												725
		50th Queue	55	390			~1060	~490				119	0	193
		95th Queue	m77	439			m#733	m254				155	0	240
	PM	Overall LOS	D (51.8)											
		Approach LOS	B (32.1)			D (51.2)						E (69.4)		
		Storage												725
		50th Queue	~215	149			383	136				145	0	652
		95th Queue	m#215	m154			m404	m162				188	0	#797
2029 NO-BUILD Alternative (SIGNAL)	AM	Overall LOS	C (34.4)											
		Approach LOS	B (14.4)			C (32.4)						E (68.4)		
		Storage												725
		50th Queue	67	350			~991	~424				113	0	57
		95th Queue	m96	399			m#747	m278				148	0	86
	PM	Overall LOS	C (33.7)											
		Approach LOS	A (8.4)			D (42.9)						E (57.7)		
		Storage												725
		50th Queue	~251	763			370	145				141	0	363
		95th Queue	m#228	m677			400	319				182	0	432
2029 BUILD Alt Alternative (SIGNAL)	AM	Overall LOS	D (35.6)											
		Approach LOS	B (14.2)			C (34.9)						E (55.1)		
		Storage												725
		50th Queue	80	375			~814	442				315	469	121
		95th Queue	m108	426			m#606	m266				376	538	142
	PM	Overall LOS	D (40.9)											
		Approach LOS	A (9.1)			E (57.4)						D (53.5)		
		Storage												725
		50th Queue	~272	784			430	~876				295	610	407
		95th Queue	m#250	m693			m461	m#998				394	771	471

(~) Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

(m) Volume for 95th percentile queue is metered by upstream signal.

(#) 95th percentile volume exceeds capacity queue may longer
Que shown is maximum after two cycles.

The signalized intersection of Cobb Parkway SE at I-285 Westbound Ramp is projected to operate at an acceptable overall LOS under the 2024 Existing, 2029 No-Build, and 2029 Build conditions. Additionally, each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours of all studied scenarios.

It is notable that under the 2029 No-Build and Build *Alternatives*, the overall intersection LOS is not expected to improve when compared to their respective base scenarios. When looking at each approach, nearly all westbound movements improve under the *Alternative* improvement except for the 2029 No-Build PM peak hour.

The following intersection configuration for Cobb Parkway/SR 3 at I-285 WB Ramp (Intersection 3) was studied for the purposes of this DRI with the Potential New Connection between the Cobb Parkway/SR 3 at I-285 WB Ramp intersection and Spring Hill Parkway:

- Restripe the right-most westbound left-turn lane of the I-285 WB Exit Ramp approach as a shared through/left-turn lane.

It is expected that the final configuration of the intersection may require additional study and coordination with GDOT, Cobb County, and the City of Smyrna. No official recommendation is expected to come out of this DRI study. However, it is notable that the *Alternative* scenario intersection operations are acceptable with the shift in travel patterns and the configuration studied.

5.4 COBB PARKWAY SE AT I-285 EASTBOUND RAMP

(Intersection 4)

Overall LOS Standard: E Approach LOS Standard: E			Cobb Pkwy SE (SR 3) Northbound			Cobb Pkwy SE (SR 3) Southbound			I-285 EB Ramp Eastbound			N/A Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2024 EXISTING (SIGNAL)	AM	Overall LOS	C (33.7)											
		Approach LOS	D (51.6)			C (20.4)			E (72.2)					
		Storage							270		350			
		50th Queue		121	73	448	8		156		0			
		95th Queue		151	121	551	10		190		35			
	PM	Overall LOS	D (45.7)											
		Approach LOS	D (50.8)			C (28.7)			E (74.5)					
		Storage							270		350			
		50th Queue		592	326	525	19		199	0	6			
		95th Queue		#649	451	568	21		243	0	43			
2029 NO-BUILD (SIGNAL)	AM	Overall LOS	E (65.4)											
		Approach LOS	E (62.3)			E (64.0)			E (73.3)					
		Storage							270		350			
		50th Queue		150	76	~830	12		181		0			
		95th Queue		183	126	m#718	m11		225		36			
	PM	Overall LOS	E (58.0)											
		Approach LOS	E (77.7)			C (30.3)			E (73.7)					
		Storage							270		350			
		50th Queue		~793	375	~668	28		228	0	52			
		95th Queue		#855	526	#879	31		274	0	95			
2029 BUILD (SIGNAL)	AM	Overall LOS	E (75.6)											
		Approach LOS	E (62.5)			E (78.8)			E (74.6)					
		Storage							270		350			
		50th Queue		157	78	~1283	12		206		0			
		95th Queue		189	127	m#628	m10		254		36			
	PM	Overall LOS	E (70.3)											
		Approach LOS	E (67.5)			E (71.9)			E (73.4)					
		Storage							270		350			
		50th Queue		~745	346	~1066	106		250	0	57			
		95th Queue		#809	488	#1207	107		298	0	100			
2029 NO-BUILD Alternative (SIGNAL)	AM	Overall LOS	E (65.7)											
		Approach LOS	E (62.4)			E (64.5)			E (73.3)					
		Storage							270		350			
		50th Queue		153	78	~841	11		181		0			
		95th Queue		186	130	m330	m8		225		36			
	PM	Overall LOS	E (58.4)											
		Approach LOS	E (77.8)			C (30.6)			E (73.7)					
		Storage							270		350			
		50th Queue		~803	375	~712	27		228	0	45			
		95th Queue		#864	526	#878	30		274	0	88			
2029 BUILD Alternative (SIGNAL)	AM	Overall LOS	E (76.0)											
		Approach LOS	E (62.5)			E (79.3)			E (74.6)					
		Storage							270		350			
		50th Queue		160	81	~1307	26		206		0			
		95th Queue		192	132	m#705	m27		254		36			
	PM	Overall LOS	E (72.0)											
		Approach LOS	E (78)			E (65.3)			E (73.4)					
		Storage							270		350			
		50th Queue		~815	384	~1001	27		250	0	51			
		95th Queue		#876	535	#1138	44		298	0	94			

(~) Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.
(#) 95th percentile volume exceeds capacity queue may longer Que shown is maximum after two cycles.

The signalized intersection of Cobb Parkway SE at I-285 Eastbound Ramp is projected to operate at an acceptable overall LOS under the 2024 Existing, 2029 No-Build, and 2029 Build conditions. Additionally, each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours of all studied scenarios.

It is notable that under the 2029 No-Build *Alternative* and Build *Alternative*, the overall intersection LOS is not expected to see significant changes compared to their respective base scenarios.

5.5 COBB PARKWAY SE AT AKERS MILL RD SE

(Intersection 5)

Overall LOS Standard: E
Approach LOS Standard: E

			Akers Mill Rd SE Northbound			Akers Mill Rd SE Southbound			Cobb Pkwy SE (SR3) Eastbound			Cobb Pkwy SE (SR3) Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2024 EXISTING (SIGNAL)	AM	Overall LOS	D (52.0)											
		Approach LOS	C (20.4)			C (24.4)			E (68.1)			E (69.6)		
		Storage	200		250	360		85	340			420		150
		50th Queue	23	69	0	24	27	0	114	227	51	45	98	0
		95th Queue	41	91	0	42	42	0	135	241	94	69	112	0
	PM	Overall LOS	E (53.3)											
		Approach LOS	D (37.2)			C (27.8)			E (71.2)			E (70.1)		
		Storage	200		250	360		85	340			420		150
		50th Queue	77	52	0	34	110	49	101	203	43	152	306	0
		95th Queue	115	79	16	60	152	126	142	239	102	203	331	0
2029 NO-BUILD (SIGNAL)	AM	Overall LOS	D (50.6)											
		Approach LOS	C (22.8)			C (24.3)			E (67.0)			E (67.7)		
		Storage	200		250	360		85	340			420		150
		50th Queue	27	90	0	26	49	0	123	241	76	62	108	0
		95th Queue	46	113	0	44	68	0	149	257	130	89	122	0
	PM	Overall LOS	D (55.0)											
		Approach LOS	D (40.9)			D (36.4)			E (66.6)			E (66.1)		
		Storage	200		250	360		85	340			420		150
		50th Queue	94	87	0	39	169	110	126	241	73	185	351	0
		95th Queue	125	116	25	62	212	190	#177	257	119	225	340	0
2029 BUILD (SIGNAL)	AM	Overall LOS	D (50.7)											
		Approach LOS	C (23.2)			C (24.6)			E (66.5)			E (67.1)		
		Storage	200		250	360		85	340			420		150
		50th Queue	27	91	0	26	50	0	123	251	77	62	111	0
		95th Queue	46	116	0	44	69	0	149	267	132	89	124	0
	PM	Overall LOS	E (55.1)											
		Approach LOS	D (41.2)			D (36.8)			E (66.1)			E (65.8)		
		Storage	200		250	360		85	340			420		150
		50th Queue	94	89	0	39	173	112	135	178	10	185	358	0
		95th Queue	125	117	25	62	213	192	#181	179	19	225	347	0
2029 NO-BUILD Alt Alternative (SIGNAL)	AM	Overall LOS	D (50.4)											
		Approach LOS	C (22.9)			C (24.4)			E (66.8)			E (67.8)		
		Storage	200		250	360		85	340			420		150
		50th Queue	27	89	0	26	49	0	122	231	77	62	113	0
		95th Queue	46	112	0	44	67	0	149	247	131	89	127	0
	PM	Overall LOS	D (54.9)											
		Approach LOS	D (41.2)			D (36.6)			E (66.4)			E (65.9)		
		Storage	200		250	360		85	340			420		150
		50th Queue	94	89	0	39	172	111	129	223	74	185	354	0
		95th Queue	125	118	25	62	212	191	#177	242	120	225	345	0
2029 BUILD Alt Alternative (SIGNAL)	AM	Overall LOS	D (50.7)											
		Approach LOS	C (23.0)			C (24.5)			E (66.7)			E (67.4)		
		Storage	200		250	360		85	340			420		150
		50th Queue	27	90	0	26	49	0	134	248	59	62	116	0
		95th Queue	46	113	0	44	68	0	157	265	123	89	129	0
	PM	Overall LOS	D (55.0)											
		Approach LOS	D (41.4)			D (37.1)			E (65.8)			E (65.6)		
		Storage	200		250	360		85	340			420		150
		50th Queue	94	90	0	39	173	112	127	239	75	185	363	0
		95th Queue	125	118	25	62	215	193	#177	262	128	225	352	0

(~) Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.
(#) 95th percentile volume exceeds capacity queue may longer Que shown is maximum after two cycles.

The signalized intersection of Akers Mill Rd at Cobb Parkway SE is projected to operate at an acceptable overall LOS under the 2024 Existing, 2029 No-Build, and 2029 Build conditions. Additionally, each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours of all studied scenarios.

Under the *Alternative* scenarios, traffic patterns are not expected to be significantly different at this intersection. Therefore, it is not surprising that the *Alternative* scenarios operate acceptably and with similar LOS and delay as the base condition.

5.6 CUMBERLAND BOULEVARD AT SPRING ROAD

(Intersection 6)

Overall LOS Standard: E
Approach LOS Standard: E

			Cumberland Blvd Northbound			Cumberland Blvd Southbound			Spring Rd Eastbound			Spring Rd Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2024 EXISTING (SIGNAL)	AM	Overall LOS	E (54.5)											
		Approach LOS	E (77.8)			E (63.1)			D (40.5)			D (50.9)		
		Storage				145		590	225			400		
		50th Queue	136	264		94	110	5	145	684		167	117	
		95th Queue	182	316		m154	151	62	220	#984		m234	m158	
	PM	Overall LOS	E (64.7)											
		Approach LOS	D (54.0)			E (75.7)			E (65.5)			E (68.3)		
		Storage				145		590	225			400		
		50th Queue	426	294		107	232	142	215	424		258	527	
		95th Queue	#589	279		m169	275	264	306	#638		m238	#622	
2029 NO-BUILD (SIGNAL)	AM	Overall LOS	E (56.8)											
		Approach LOS	E (78.9)			E (57.8)			D (46.1)			D (50.6)		
		Storage				145		590	225			400		
		50th Queue	139	292		97	164	14	148	~781		178	117	
		95th Queue	186	340		m157	214	77	224	#1083		m243	m154	
	PM	Overall LOS	E (65.5)											
		Approach LOS	E (55.8)			E (75.6)			E (66.2)			E (69.0)		
		Storage				145		590	225			400		
		50th Queue	~471	432		109	262	170	221	467		247	541	
		95th Queue	#606	503		m160	308	289	#365	#661		m289	m#642	
2029 BUILD (SIGNAL)	AM	Overall LOS	E (59.9)											
		Approach LOS	E (79.0)			E (57.3)			D (47.2)			E (65.2)		
		Storage				145		590	225			400		
		50th Queue	142	306		100	177	10	148	~841		171	144	
		95th Queue	191	210		m161	227	77	224	#1141		263	206	
	PM	Overall LOS	E (64.1)											
		Approach LOS	E (60.0)			E (75.3)			E (65.9)			E (60.4)		
		Storage				145		590	225			400		
		50th Queue	~501	307		112	273	173	221	~523		300	558	
		95th Queue	#638	331		m175	325	291	#365	#655		#492	#671	
2029 NO-BUILD Alternative (SIGNAL)	AM	Overall LOS	D (53.9)											
		Approach LOS	E (77.6)			E (59.7)			D (42.5)			D (35.7)		
		Storage				145		590	225			400		
		50th Queue	141	299		97	152	13	148	711		91	75	
		95th Queue	189	348		m159	198	77	224	#1043		m135	m105	
	PM	Overall LOS	E (65.9)											
		Approach LOS	E (60.9)			E (75.9)			E (58.6)			E (70.5)		
		Storage				145		590	225			400		
		50th Queue	~500	442		109	244	172	221	413		168	468	
		95th Queue	#636	330		m162	294	305	#336	#593		m177	527	
2029 BUILD Alt Alternative (SIGNAL)	AM	Overall LOS	E (55.6)											
		Approach LOS	E (79.1)			E (57.0)			D (42.4)			D (50.8)		
		Storage				145		590	225			400		
		50th Queue	145	313		99	165	14	148	697		92	91	
		95th Queue	194	218		m162	215	77	224	#1038		137	132	
	PM	Overall LOS	E (60.0)											
		Approach LOS	E (61.4)			E (75.7)			E (57.7)			D (47.7)		
		Storage				145		590	225			400		
		50th Queue	~508	323		112	254	170	221	439		165	480	
		95th Queue	#644	344		m163	302	290	#365	#626		187	544	

(~) Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.
(#) 95th percentile volume exceeds capacity queue may longer Que shown is maximum after two cycles.

The signalized intersection of Cumberland Boulevard at Spring Road is projected to operate at an acceptable overall LOS under the 2024 Existing, 2029 No-Build, and 2029 Build conditions. Each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours of all studied scenarios.

It is notable that under the 2029 No-Build and Build *Alternatives*, the overall intersection LOS is not expected to change significantly compared to their respective base scenarios. When looking at each approach, all eastbound movements slightly improve under the 2029 No-Build and Build *Alternative* in both AM and PM peak hours. The westbound approach improves significantly under the *Alternative* 2029 Build AM and PM peak hours when compared to the base 2029 Build Scenario. This is likely due to the shift in westbound travel using the new road connection.

5.7 CUMBERLAND BOULEVARD AT SPRING HILL PARKWAY AND UTILITY DWY

(Intersection 7)

Overall LOS Standard: E
Approach LOS Standard: E

			Cumberland Blvd Northbound			Cumberland Blvd Southbound			Utility Dwy Eastbound			Spring Hill Pkwy Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2024 EXISTING (SIGNAL)	AM	Overall LOS	C (25.6)											
		Approach LOS	B (14.2)			B (18.3)			(0)			E (68.3)		
		Storage				45						85		
		50th Queue		43		136	48					15	0	
		95th Queue		66		m171	m88					42	0	
	PM	Overall LOS	B (11.5)											
		Approach LOS	B (10.3)			A (7.4)			C (30)			D (39.4)		
		Storage				45						85		
		50th Queue	1	101		40	23			0		8	14	
		95th Queue	6	162		m69	62			0		24	73	
2029 NO-BUILD (SIGNAL)	AM	Overall LOS	C (25.1)											
		Approach LOS	B (14.9)			B (17.6)			(0)			E (69.1)		
		Storage				45						85		
		50th Queue		49		138	55					17	0	
		95th Queue		74		m176	m111					43	0	
	PM	Overall LOS	C (12.0)											
		Approach LOS	B (11.1)			A (8)			C (29.5)			D (39)		
		Storage				45						85		
		50th Queue	1	121		51	19			0		8	20	
		95th Queue	6	193		m76	83			0		25	81	
2029 BUILD (SIGNAL)	AM	Overall LOS	C (28.7)											
		Approach LOS	B (19.3)			C (21.1)			(0)			E (65.8)		
		Storage				45						85		
		50th Queue		68		207	79					61	0	
		95th Queue		106		m238	m142					109	0	
	PM	Overall LOS	B (14.7)											
		Approach LOS	B (13.5)			B (10.5)			C (26.7)			D (35.3)		
		Storage				45						85		
		50th Queue	1	152		87	37			0		40	49	
		95th Queue	6	236		m120	m115			0		73	117	
2029 NO-BUILD Alternative (SIGNAL)	AM	Overall LOS	C (25.2)											
		Approach LOS	B (12.8)			B (13.8)			(0)			E (63.3)		
		Storage				45						85		
		50th Queue		54		54	92					136	0	
		95th Queue		88		m76	m133					201	0	
	PM	Overall LOS	B (15.4)											
		Approach LOS	B (13.9)			B (11.1)			C (25)			C (30.5)		
		Storage				45						85		
		50th Queue	1	119		5	33			0		89	31	
		95th Queue	6	189		m10	46			0		137	88	
2029 BUILD Alternative (SIGNAL)	AM	Overall LOS	C (28.8)											
		Approach LOS	B (16.9)			B (18)			(0)			E (62.3)		
		Storage				45						85		
		50th Queue		74		111	90					180	0	
		95th Queue		117		m137	m145					251	0	
	PM	Overall LOS	B (16.9)											
		Approach LOS	B (14.9)			B (11.2)			C (24.4)			C (33.1)		
		Storage				45						85		
		50th Queue	1	154		18	39			0		122	63	
		95th Queue	6	243		m43	82			0		173	124	

(~) Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

(m) Volume for 95th percentile queue is metered by upstream signal.

(#) 95th percentile volume exceeds capacity queue may longer
Que shown is maximum after two cycles.

The signalized intersection of Cumberland Boulevard at Spring Hill Parkway and a Utility Driveway is projected to operate at an acceptable overall LOS under the 2024 Existing, 2029 No-Build, and 2029 Build conditions. Each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours of all studied scenarios.

It is notable that the overall intersection LOS does improve the 2029 Build AM peak hour under the alternative scenario. Under the baseline 2029 Build AM peak hour, the intersection is projected to operate at LOS D. In the 2029 Build *Alternative* however, the intersection is predicted to operate at LOS C with approximately 7 second reduction in delay. This is largely due to the improvement in the southbound approach, which is expected to operate at LOS D in the 2029 Build AM peak hour scenario and the alternative scenario expecting to operate at LOS B with approximately 18 second reduction in delay.

5.8 SPRING ROAD AT SITE DRIVEWAY A

(Intersection 8)

Overall LOS Standard: E Approach LOS Standard: E			Driveway A Northbound			N/A Southbound			Spring Rd Eastbound			Spring Rd Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2029 BUILD (SIGNAL)	AM	Overall LOS	C (25.2)											
		Approach LOS	C (29.0)						C (29.4)			B (17.2)		
		Storage										150		
		50th Queue	5		0					391		152	20	
		95th Queue	19		35					m479		m#365	m23	
	PM	Overall LOS	C (25.2)											
		Approach LOS	C (22.4)						D (39)			B (16.6)		
		Storage										150		
		50th Queue	32		0					363		78	256	
		95th Queue	77		62					m395		m80	m443	
2029 BUILD Alternative (SIGNAL)	AM	Overall LOS	D (44.8)											
		Approach LOS	C (26.1)						E (56.7)			B (13.5)		
		Storage										150		
		50th Queue	5		0					~360		92	6	
		95th Queue	19		35					#636		m146	m6	
	PM	Overall LOS	C (27.9)											
		Approach LOS	C (20.2)						D (42.2)			B (17.2)		
		Storage										150		
		50th Queue	30		0					357		121	79	
		95th Queue	74		59					391		m152	m34	

(~) Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

(#) 95th percentile volume exceeds capacity queue may longer
Que shown is maximum after two cycles.

(m) Volume for 95th percentile queue is metered by upstream signal.

The proposed Site Driveway A is located approximately 500 feet east of Cumberland Boulevard and is a proposed median break previously discussed with City of Smyrna staff. Site Driveway A is proposed to be a full-movement driveway and is recommended to operate with a new traffic signal due to the projected high volumes of traffic entering and exiting the development at this location. Based on the AM and PM peak hour volumes studied in the DRI, Spring Road at Site Driveway A is expected to meet signal warrants and has therefore been studied as a traffic signal. Signal warrants are likely to be met under the provision from the *Manual on Uniform Traffic Control Devices* (MUTCD) for mainline left-turn volumes opposing mainline through volumes.

The signalized intersection of Spring Rd at Site Driveway A is projected to operate at an acceptable approach LOS under the 2029 Build and 2029 Build *Alternative* conditions. Each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours of all studied scenarios.

The Site Driveway A configuration was studied and is recommended to be constructed as follows:

- Create a median break along Spring Road and install a new traffic signal to allow full access into and out of Site Driveway A, if and when warranted and approved by the City of Smyrna.
- Provide a minimum of one (1) westbound left-turn lane along Spring Road.
- Provide a minimum of one (1) lane entering and two (2) lanes exiting Site Driveway A.

5.9 SPRING ROAD AT SITE DRIVEWAY B

(Intersection 9)

Overall LOS Standard: E
Approach LOS Standard: E

			Driveway B Northbound			N/A Southbound			Spring Rd Eastbound			Spring Rd Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2029 BUILD (TSWC)	AM	Overall LOS	A (0.6)											
		Approach LOS	D (25.3)						(0.0)			(0.0)		
		Storage												
		50th Queue												
		95th Queue			23									
	PM	Overall LOS	A (1.4)											
		Approach LOS	C (20.8)						(0.0)			(0.0)		
		Storage												
		50th Queue												
		95th Queue			60									
2029 BUILD *Alternative* (TWSC)	AM	Overall LOS	A (0.6)											
		Approach LOS	D (25)						(0.0)			(0.0)		
		Storage												
		50th Queue												
		95th Queue			23									
	PM	Overall LOS	A (1.5)											
		Approach LOS	C (20.4)						(0.0)			(0.0)		
		Storage												
		50th Queue												
		95th Queue			58									

(~) Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

(#) 95th percentile volume exceeds capacity queue may longer
Que shown is maximum after two cycles.

(m) Volume for 95th percentile queue is metered by upstream signal.

The unsignalized intersection of Spring Road at Site Driveway B is projected to operate at an acceptable approach LOS under the 2029 Build and 2029 Build *Alternative* conditions. Each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours of all studied scenarios.

The Site Driveway B configuration was studied and is recommended as follows:

- Provide one (1) lane entering and one (1) right-turn only exiting lane at Site Driveway B.

5.10 SPRING HILL PARKWAY AT SITE DRIVEWAY C

(Intersection 10)

Overall LOS Standard: E
Approach LOS Standard: E

			Spring Hill Pkwy Northbound			Spring Hill Pkwy Southbound			N/A Eastbound			Driveway C Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2029 BUILD (TWSC)	AM	Overall LOS	A (2.8)											
		Approach LOS				A (3.4)			(0.0)			B (12.1)		
		Storage												
		50th Queue												
		95th Queue				8							13	
	PM	Overall LOS	A (3.4)											
		Approach LOS				A (7.9)			(0.0)			B (12.2)		
		Storage												
		50th Queue												
		95th Queue				5							23	
2029 BUILD *Alternative* (TWSC)	AM	Overall LOS	A (2.6)											
		Approach LOS				A (5.9)			(0.0)			B (12.5)		
		Storage												
		50th Queue												
		95th Queue				8							13	
	PM	Overall LOS	A (3)											
		Approach LOS				A (4.0)			(0.0)			B (12.6)		
		Storage												
		50th Queue												
		95th Queue				8							20	

(~) Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

(m) Volume for 95th percentile queue is metered by upstream signal.

(#) 95th percentile volume exceeds capacity queue may longer
Que shown is maximum after two cycles.

The driveway stop-controlled intersection of Spring Hill Parkway at Site Driveway C is projected to operate at an acceptable approach LOS under the 2029 Build and 2029 Build *Alternative* conditions. Each approach of the intersection is projected to operate acceptably under both the AM and PM peak hours of all studied scenarios.

The Site Driveway C configuration was studied and is recommended as follows:

- One (1) lane entering and one (1) shared left/right-turn lane exiting Site Driveway C.

5.11 *ALTERNATIVE* POTENTIAL NEW CONNECTION AT POTENTIAL SITE DRIVEWAY D

(Intersection 11)

Overall LOS Standard: E Approach LOS Standard: E			N/A			Driveway D			N/A			Potential New Connection			
			Northbound			Southbound			Eastbound			Westbound			
			L	T	R	L	T	R	L	T	R	L	T	R	
2029 BUILD Alternative (TWSC)	AM	Overall LOS	A (0.3)												
		Approach LOS				B (11.1)						(0.0)			
		Storage													
		50th Queue													
		95th Queue					3								
	PM	Overall LOS	A (0.5)												
		Approach LOS				B (13.1)						(0.0)			
		Storage													
		50th Queue													
		95th Queue					5								

(~) Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.
(#) 95th percentile volume exceeds capacity queue may longer Que shown is maximum after two cycles.

The right-in-right-out driveway stop-controlled intersection of the Potential New Connection at Site Driveway D is projected to operate at an acceptable southbound driveway approach LOS under the 2029 Build *Alternative* conditions.

If the Potential New Connection is constructed between the Cobb Parkway/SR 3 at I-285 WB Ramp intersection and Spring Hill Parkway, and Site Driveway D is approved by GDOT, Cobb County, and Smyrna, the following Site Driveway D configuration is recommended:

- Provide one (1) lane entering and one (1) right-turn only exiting lane at Site Driveway D, subject to the construction of the Potential New Connection and approval by GDOT, Cobb County, and Smyrna.

5.12 *ALTERNATIVE* SPRING HILL PARKWAY AT POTENTIAL NEW CONNECTION

(Intersection 12)

Overall LOS Standard: E
Approach LOS Standard: E

			Spring Hill Parkway Northbound			Spring Hill Parkway Southbound			N/A Eastbound			Potential New Connection Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2029 NO-BUILD Alternative (TWSC)	AM	Overall LOS	(8.1)											
		Approach LOS	(0.0)			(0.0)						C (14.8)		
		Storage												
		50th Queue												
		95th Queue										70		20
	PM	Overall LOS	(10.8)											
		Approach LOS	(0.0)			(0.0)						D (16.4)		
		Storage												
		50th Queue												
		95th Queue										108		25
2029 BUILD Alternative (TWSC)	AM	Overall LOS	(8.5)											
		Approach LOS	(0.0)			(0.0)						D (16.0)		
		Storage												
		50th Queue												
		95th Queue										80		20
	PM	Overall LOS	(12)											
		Approach LOS	(0.0)			(0.0)						D (18.4)		
		Storage												
		50th Queue												
		95th Queue										133		25

(~) Volume Exceeds Capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
(m) Volume for 95th percentile queue is metered by upstream signal.
(#) 95th percentile volume exceeds capacity queue may longer Que shown is maximum after two cycles.

The side-street stop-controlled intersection of the Potential New Connection at Spring Hill Parkway is projected to operate at an acceptable westbound approach LOS under the 2029 No-Build *Alternative* and 2029 Build *Alternative* conditions.

If the Potential New Connection is constructed between the Cobb Parkway/SR 3 at I-285 WB Ramp intersection and Spring Hill Parkway, the following Potential New Connection configuration at Spring Hill Parkway is recommended:

- Provide two (2) lanes westbound including separate left-turn and right-turn lanes along the Potential New Connection subject to approval by GDOT, Cobb County, and Smyrna.

It is expected that the final configuration of the intersection may require additional study and coordination with GDOT, Cobb County, and the City of Smyrna. No official recommendation is expected to come out of this DRI study. However, it is notable that the *Alternative* scenario intersection operations are acceptable with the shift in travel patterns and the configuration studied.

6.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC's Transportation Improvement Program, the Regional Transportation Plan (Atlanta Region's Plan), GDOT's construction work programs, Cobb County's programmed projects, and the GA STIP, the following projects are programmed or planned to be completed by the respective years within the vicinity of the proposed development. The identified projects are listed in **Table 7** below.

Table 7: Programmed Improvements

Project Name	From / To Points:	Sponsor	GDOT PI #	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY
I-285 Maint & Reconstruction	Collier Dr to Paces Ferry Rd	GDOT	0018193	AR-285M-2022A	2022	-	2024
Cumberland Sweep C Multi-use Path	Akers Mill Rd to I-285 Ped Bridge (along Galleria Dr)	Cobb County	0017806	CO-474	2021	2025	2027
Cobb Pkwy Ped Bridge	at traffic signal north of Battery Ave	Cobb County	0019885	CO-496	2024	2026	2028
Cumberland Sweep D Multi-use Path	I-285 Ped Bridge to Windy Ridge Pkwy (along Heritage Ct)	Cobb County	0019780	CO-474D	2023	2027	LR - 2030
Cumberland Sweep E Multi-use Path	Heritage Ct to Interstate North Pkwy (along Windy Ridge Pkwy)	Cobb County	0019618	CO-474E	2023	2027	LR - 2030
I-285 Top End West Express Lanes	Northside Drive to Atlanta Road	GDOT	0017124	AR-ML-200W		2025	LR - 2040
Revive 285	Paces Ferry Rd to Henderson Mill Rd	GDOT	0001758		2031	TBD	TBD

**Project information was obtained from GeoPI (GDOT) and the Atlanta Region's Plan (ARC).*
***Segments are being completed by different entities*

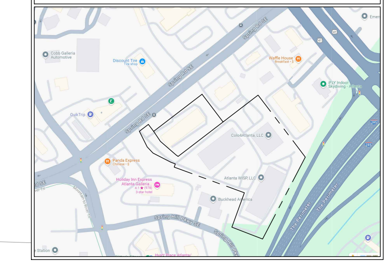
Fact sheets for projects can be found in **Appendix D**.

7.0 COMPLIANCE WITH COMPREHENSIVE PLANS

The proposed development aligns with the density and community vision for The South Spring area according to the Spring Road Corridor LCI (2017) and is named to match the LCI area plan. The LCI specifically called for higher density, an improved roadway grid network and "Community Square" that inspired the plaza, green lawn, sunken park, and pedestrian amenities throughout the proposed development site. Additionally, The South Spring vision from the LCI identified a system of elevated pedestrian bridges connections looping the I-285/SR 3 Cobb Parkway interchange. There is an existing elevated connection between The Battery and Cobb Galeria (under construction during the LCI). The proposed development includes a future connection across I-285 connecting the site directly to Cumberland Mall, as noted on the DRI Site Plan.

Proposed Site Plan

VICINITY MAP



SITE NOTES

SITE ADDRESS:	2810 AND 2800 SPRING RD NE, ATLANTA, GA 30339
PARCEL NO.:	#170880030 & #17088000190
DRI NUMBER:	#4259
EXISTING ZONING:	CONDITIONAL MIXED USE (CMU)
PROPOSED ZONING:	CONDITIONAL MIXED USE (CMU)
SITE ACREAGE:	8.7 ACRES
DISTURBED AREA:	9.0 ACRES
PROPOSED DENSITY RATIOS	
GROSS FLOOR AREA:	1,270,000 SF
RESIDENTIAL	814,000 GSF
GROSS RESIDENTIAL DENSITY	75 UNITS/ACRE
FLOOR AREA RATIO	2.15
OFFICE/HOTEL	324,000 GSF
FLOOR AREA RATIO	0.85
COMMERCIAL	132,000 GSF
FLOOR AREA RATIO	0.35
NON-RESIDENTIAL FAR:	0.35
OVERALL FAR:	3.35
PARKING	
REQUIRED:	3,038 SPACES
PROPOSED:	1,700 SPACES

BICYCLE, CAR/VANPOOL AND EV PARKING WILL BE PROVIDED TO MEET OR EXCEED CITY OF SMYRNA CODE REQUIREMENTS.

PROJECT CONTACTS

APPLICANT:	RASS ASSOCIATES, LLC 6850 TPC DRIVE MCKINNEY, TX 75070 CONTACT: SCOTT POLIKOV EMAIL: SCOTTPOLIKOV@GMAIL.COM
TRAFFIC CONSULTANT:	KIMLEY-HORN AND ASSOCIATES, INC. 1200 PEACHTREE STREET NE SUITE 800 ATLANTA, GA 30309 CONTACT: ANA EISENMAN, P.E. PHONE: 404.201.6155
CIVIL ENGINEER:	KIMLEY-HORN AND ASSOCIATES, INC. 1200 PEACHTREE STREET NE SUITE 800 ATLANTA, GA 30309 CONTACT: HARRISON AIKEN, P.E. PHONE: 404.419.8700

PROPOSED LAND USES AND DENSITIES

LAND USE	DENSITY
RESIDENTIAL	650 UNITS
OFFICE	200,000 GSF
COMMERCIAL	175,000 GSF
HOTEL	250 KEYS

NORTH

GRAPHIC SCALE IN FEET
0 25 50 100

Kimley-Horn
© 2024 KIMLEY-HORN AND ASSOCIATES, INC.
1200 PEACHTREE ST NE, SUITE 800,
ATLANTA, GEORGIA 30309
PHONE (404) 419-8700
WWW.KIMLEY-HORN.COM

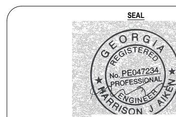
OWNER
RASS ASSOCIATES, LLC
6850 TPC DRIVE, MCKINNEY, TX 75070
EMAIL: SCOTTPOLIKOV@GMAIL.COM

PROJECT
SOUTH SPRING
2810 & 2800 SPRING RD SE, ATLANTA, GA 30339
LAND LOT 880 & 881, 17TH DISTRICT

ISSUES & REVISIONS

NO	DATE	DESCRIPTION
1	09.09.2024	DRI SITE PLAN
2	11.26.2024	DRI SITE PLAN

SEAL

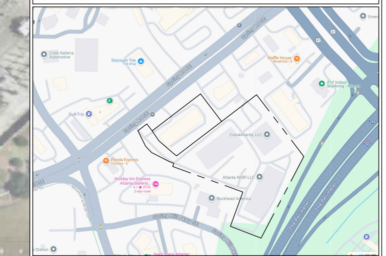


11.26.2024

DRI SITE PLAN

DRAWN: SMC
REVIEWED: HJA
PROJECT NO: 017638000

SHEET NO.
C0-20



VICINITY MAP

SITE NOTES

SITE ADDRESS:	2810 AND 2800 SPRING RD NE, ATLANTA, GA 30339
PARCEL NO.:	#170880030 & #17088000190
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PROPOSED ZONING:	CONDITIONAL MIXED USE (CMU)
SITE ACREAGE:	8.7 ACRES
DISTURBED AREA:	9.0 ACRES
PROPOSED DENSITY RATIOS	
GROSS FLOOR AREA:	1,270,000 SF
RESIDENTIAL	814,000 GSF
GROSS RESIDENTIAL DENSITY	75 UNITS/ACRE
FLOOR AREA RATIO	2.15
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COMMERCIAL	132,000 GSF
FLOOR AREA RATIO	0.35
NON-RESIDENTIAL FAR:	0.35
OVERALL FAR:	3.35
PARKING	
REQUIRED:	3,038 SPACES
PROPOSED:	1,700 SPACES

BICYCLE, CAR/VANPOOL AND EV PARKING WILL BE PROVIDED TO MEET OR EXCEED CITY OF SMYRNA CODE REQUIREMENTS.

PROJECT CONTACTS

APPLICANT: RASS ASSOCIATES, LLC
6850 TPC DRIVE
MCKINNEY, TX 75070
CONTACT: SCOTT POLIKOV
EMAIL: SCOTTPOLIKOV@GMAIL.COM

TRAFFIC CONSULTANT: KIMLEY-HORN AND ASSOCIATES, INC.
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PROPOSED LAND USES AND DENSITIES

LAND USE	DENSITY
RESIDENTIAL	650 UNITS
OFFICE	200,000 GSF
COMMERCIAL	175,000 GSF
HOTEL	250 KEYS

NORTH

GRAPHIC SCALE IN FEET
0 25 50 100

Kimley»Horn

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OWNER
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PROJECT
SOUTH SPRING
2810 & 2800 SPRING RD SE, ATLANTA, GA 30339
LAND LOT 880 & 881, 17TH DISTRICT

ISSUES & REVISIONS

NO	DATE	DESCRIPTION
1	09.09.2024	DRI SITE PLAN
2	11.26.2024	DRI SITE PLAN

SEAL
GEORGIA REGISTERED No. PE047234 PROFESSIONAL ENGINEER HARRISON J AIKEN
11.26.2024

DRI SITE PLAN

DRAWN: SMC
REVIEWED: HJA
PROJECT NO: 017638000

SHEET NO.
C0-20

Trip Generation Analysis

Trip Generation Analysis (11th Ed. With *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
South Spring DRI #4259
Cobb, GA

Land Use		Setting	Density		Daily Trips			AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out	Total	In	Out
Proposed Project Trips													
222	Multifamily Housing (High-Rise) (Likely)	General Urban/Suburban	650	dwelling units	2,822	1,411	1,411	162	55	107	192	108	84
310	Hotel (Likely)	General Urban/Suburban	250	rooms	2,286	1,143	1,143	118	66	52	157	80	77
710	General Office Building (Likely)	General Urban/Suburban	200,000	Sq. Ft. GFA	2,120	1,060	1,060	304	268	36	295	50	245
820	Shopping Center (>150k)	General Urban/Suburban	165,000	Sq. Ft. GFA	10,172	5,086	5,086	231	143	88	809	388	421
850	Supermarket	General Urban/Suburban	10,000	Sq. Ft. GFA	938	469	469	29	17	12	90	45	45
Gross Project Trips					**18,338**	**9,169**	**9,169**	**844**	**549**	**295**	**1,543**	**671**	**872**
Residential Trips					2,822	1,411	1,411	162	55	107	192	108	84
Mixed-Use Reductions					*-626*	*-313*	*-313*	*-4*	*-1*	*-3*	*-95*	*-54*	*-41*
Alternative Mode Reductions					*-329*	*-165*	*-164*	*-24*	*-8*	*-16*	*-15*	*-8*	*-6*
Adjusted Residential Trips					1,867	933	934	134	46	88	82	46	37
Hotel Trips					2,286	1,143	1,143	118	66	52	157	80	77
Mixed-Use Reductions					*-508*	*-254*	*-254*	*-14*	*0*	*-14*	*-26*	*-17*	*-9*
Alternative Mode Reductions					*-266*	*-133*	*-133*	*-16*	*-10*	*-6*	*-20*	*-9*	*-10*
Adjusted Hotel Trips					1,512	756	756	88	56	32	111	54	58
Office Trips					2,120	1,060	1,060	304	268	36	295	50	245
Mixed-Use Reductions					*-404*	*-202*	*-202*	*-31*	*-21*	*-10*	*-51*	*-12*	*-39*
Alternative Mode Reductions					*-258*	*-129*	*-129*	*-41*	*-37*	*-4*	*-37*	*-6*	*-31*
Adjusted Office Trips					1,458	729	729	232	210	22	207	32	175
Retail Trips					11,110	5,555	5,555	260	160	100	899	433	466
Mixed-Use Reductions					*-1,494*	*-747*	*-747*	*-29*	*-17*	*-12*	*-152*	*-79*	*-73*
Alternative Mode Reductions					*-1,442*	*-721*	*-721*	*-35*	*-21*	*-13*	*-112*	*-53*	*-59*
Pass By Reductions (Based on ITE Rates)					*-2,336*	*-1,168*	*-1,168*	*0*	*0*	*0*	*-180*	*-90*	*-90*
Adjusted Retail Trips					5,838	2,919	2,919	196	122	75	455	211	244
Mixed-Use Reductions - TOTAL					*-3,032*	*-1,516*	*-1,516*	*-78*	*-39*	*-39*	*-324*	*-162*	*-162*
Alternative Mode Reductions - TOTAL					*-2,295*	*-1,148*	*-1,147*	*-116*	*-76*	*-39*	*-184*	*-76*	*-106*
Pass-By Reductions - TOTAL					*-2,336*	*-1,168*	*-1,168*	*0*	*0*	*0*	*-180*	*-90*	*-90*
New Trips					**10,675**	**5,337**	**5,338**	**650**	**434**	**217**	**855**	**343**	**514**
Driveway Volumes					**13,011**	**6,505**	**6,506**	**650**	**434**	**217**	**1,035**	**433**	**604**

APPENDIX C

Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #1

Cumberland Blvd SE/Windy Ridge Pkwy SE at US 41/SR 3

AM PEAK HOUR

	US 41/SR 3 Northbound				US 41/SR 3 Southbound				Cumberland Blvd SE/Windy Ridge Pkwy SE Eastbound				Cumberland Blvd SE/Windy Ridge Pkwy SE Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	75	34	660	41	1	97	1,401	254	2	234	108	68	1	39	13	45
Pedestrians	7				2				2				3			
Conflicting Pedestrians		2		3		3		2		2		7		7		2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	15	3	0	3	39	14	0	12	0	5	0	2	0	2
Heavy Vehicle %	2%	2%	2%	7%	2%	3%	3%	6%	2%	5%	2%	7%	2%	5%	2%	4%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Existing 2024 Volumes	75	34	660	41	1	97	1,401	254	2	234	108	68	1	39	13	45
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	4	2	34	2	0	5	71	13	0	12	6	3	0	2	1	2
Cumberland Mall DRI #3129			38				88				26				87	
Circle 75 DRI #3169			31				40									
Total Approved Development Trips	0	0	69	0	0	0	128	0	0	0	26	0	0	0	87	0
2029 No-Build Traffic	79	36	763	43	1	102	1,600	267	2	246	140	71	1	41	101	47
Trip Distribution IN							5%	10%							5%	
Trip Distribution OUT			(5%)							(10%)	(5%)					
Balancing Adjustment																
Residential Trips	0	0	4	0	0	0	2	5	0	9	4	0	0	0	2	0
Trip Distribution IN							5%	5%						5%		
Trip Distribution OUT			(5%)	(5%)						(5%)						
Balancing Adjustment																
Hotel Trips	0	0	2	2	0	0	3	3	0	2	0	0	0	3	0	0
Trip Distribution IN							5%	5%						5%		
Trip Distribution OUT			(5%)	(5%)						(5%)						
Balancing Adjustment																
Office Trips	0	0	1	1	0	0	11	11	0	1	0	0	0	11	0	0
Trip Distribution IN							5%	5%						5%		
Trip Distribution OUT			(5%)	(5%)						(5%)						
Balancing Adjustment																
Retail Trips	0	0	4	4	0	0	6	6	0	4	0	0	0	6	0	0
Total Primary Site Trips	0	0	11	7	0	0	22	25	0	16	4	0	0	20	2	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	11	7	0	0	22	25	0	16	4	0	0	20	2	0
2029 Build Traffic	79	36	774	50	1	102	1,622	292	2	262	144	71	1	61	103	47

PM PEAK HOUR

	US 41/SR 3 Northbound				US 41/SR 3 Southbound				Cumberland Blvd SE/Windy Ridge Pkwy SE Eastbound				Cumberland Blvd SE/Windy Ridge Pkwy SE Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	71	110	1,548	37	24	59	1,057	460	2	377	77	87	4	56	48	83
Pedestrians	10				4				12				13			
Conflicting Pedestrians		12		13		13		12		4		10		10		4
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	1	22	0	0	0	20	12	0	8	0	1	0	0	3	2
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	6%	2%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Existing 2024 Volumes	71	110	1,548	37	24	59	1,057	460	2	377	77	87	4	56	48	83
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	4	6	79	2	1	3	54	23	0	19	4	4	0	3	2	4
Cumberland Mall DRI #3129			105				45				88				37	
Circle 75 DRI #3169			48				37									
Total Approved Development Trips	0	0	153	0	0	0	82	0	0	0	88	0	0	0	37	0
2029 No-Build Traffic	75	116	1,780	39	25	62	1,193	483	2	396	169	91	4	59	87	87
Trip Distribution IN							5%	10%							5%	
Trip Distribution OUT			(5%)							(10%)	(5%)					
Balancing Adjustment																
Residential Trips	0	0	2	0	0	0	2	5	0	4	2	0	0	0	2	0
Trip Distribution IN							5%	5%						5%		
Trip Distribution OUT			(5%)	(5%)						(5%)						
Balancing Adjustment																
Hotel Trips	0	0	3	3	0	0	3	3	0	3	0	0	0	3	0	0
Trip Distribution IN							5%	5%						5%		
Trip Distribution OUT			(5%)	(5%)						(5%)						
Balancing Adjustment																
Office Trips	0	0	9	9	0	0	2	2	0	9	0	0	0	2	0	0
Trip Distribution IN							5%	5%						5%		
Trip Distribution OUT			(5%)	(5%)						(5%)						
Balancing Adjustment																
Retail Trips	0	0	12	12	0	0	11	11	0	12	0	0	0	11	0	0
Total Primary Site Trips	0	0	26	24	0	0	18	21	0	28	2	0	0	16	2	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		0	26	24	0	0	18	21	0	28	2	0	0	16	2	0
2029 Build Traffic	75	116	1,806	63	25	62	1,211	504	2	424	171	91	4	75	89	87

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #2

Spring Rd SE/Cir 75 Pkwy SE at US 41/SR 3

AM PEAK HOUR

	US 41/SR 3 Northbound				US 41/SR 3 Southbound				Spring Rd SE/Cir 75 Pkwy SE Eastbound				Spring Rd SE/Cir 75 Pkwy SE Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	377	681	186	7	99	1,366	80	18	52	354	1,184	0	233	148	39
Pedestrians		0				2				0				12		
Conflicting Pedestrians		0		12		12		0		2		0		0		2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	14	14	10	0	2	38	4	0	1	4	22	0	11	4	1
Heavy Vehicle %	2%	4%	2%	5%	2%	2%	3%	5%	2%	2%	2%	2%	2%	5%	3%	3%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Existing 2024 Volumes	0	377	681	186	7	99	1,366	80	18	52	354	1,184	0	233	148	39
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	19	35	9	0	5	70	4	1	3	18	60	0	12	8	2
Cumberland Mall DRI #3129			38				88									
Circle 75 DRI #3169				83		40					52			89	33	31
Total Approved Development Trips	0	0	38	83	0	40	88	0	0	0	52	0	0	89	33	31
2029 No-Build Traffic	0	396	754	278	7	144	1,524	84	19	55	424	1,244	0	334	189	72
Trip Distribution IN		35%						5%								
Trip Distribution OUT										(5%)		(35%)				
Balancing Adjustment																
Residential Trips	0	16	0	0	0	0	0	2	0	4	0	31	0	0	0	0
Trip Distribution IN		60%						10%								
Trip Distribution OUT										(10%)		(60%)				
Balancing Adjustment																
Hotel Trips	0	34	0	0	0	0	0	6	0	3	0	19	0	0	0	0
Trip Distribution IN		60%						10%								
Trip Distribution OUT										(10%)		(60%)				
Balancing Adjustment																
Office Trips	0	126	0	0	0	0	0	21	0	2	0	13	0	0	0	0
Trip Distribution IN		60%						10%								
Trip Distribution OUT										(10%)		(60%)				
Balancing Adjustment																
Retail Trips	0	73	0	0	0	0	0	12	0	8	0	45	0	0	0	0
Total Primary Site Trips	0	249	0	0	0	0	0	41	0	17	0	108	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	249	0	0	0	0	0	41	0	17	0	108	0	0	0	0
2029 Build Traffic	0	645	754	278	7	144	1,524	125	19	72	424	1,352	0	334	189	72

PM PEAK HOUR

	US 41/SR 3 Northbound				US 41/SR 3 Southbound				Spring Rd SE/Cir 75 Pkwy SE Eastbound				Spring Rd SE/Cir 75 Pkwy SE Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	914	1,564	240	20	63	1,102	94	26	107	216	631	0	574	352	121
Pedestrians		1				12				0				20		
Conflicting Pedestrians		0		20		20		0		12		1		1		12
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	5	16	2	0	0	19	0	0	0	6	5	0	4	6	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Existing 2024 Volumes	0	914	1,564	240	20	63	1,102	94	26	107	216	631	0	574	352	121
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	47	80	12	1	3	56	5	1	5	11	32	0	29	18	6
Cumberland Mall DRI #3129			105				45									
Circle 75 DRI #3169				66		37					39			158	60	48
Total Approved Development Trips	0	0	105	66	0	37	45	0	0	0	39	0	0	158	60	48
2029 No-Build Traffic	0	961	1,749	318	21	103	1,203	99	27	112	266	663	0	761	430	175
Trip Distribution IN		35%						5%								
Trip Distribution OUT										(5%)		(35%)				
Balancing Adjustment																
Residential Trips	0	16	0	0	0	0	0	2	0	2	0	13	0	0	0	0
Trip Distribution IN		60%						10%								
Trip Distribution OUT										(10%)		(60%)				
Balancing Adjustment																
Hotel Trips	0	32	0	0	0	0	0	5	0	6	0	35	0	0	0	0
Trip Distribution IN		60%						10%								
Trip Distribution OUT										(10%)		(60%)				
Balancing Adjustment																
Office Trips	0	19	0	0	0	0	0	3	0	18	0	105	0	0	0	0
Trip Distribution IN		60%						10%								
Trip Distribution OUT										(10%)		(60%)				
Balancing Adjustment																
Retail Trips	0	127	0	0	0	0	0	21	0	24	0	146	0	0	0	0
Total Primary Site Trips	0	194	0	0	0	0	0	31	0	50	0	299	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		194	0	0	0	0	0	31	0	50	0	299	0	0	0	0
2029 Build Traffic	0	1,155	1,749	318	21	103	1,203	130	27	162	266	962	0	761	430	175

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #3

The Perimeter/Interstate 75 Express/I- 285 WB Ramps at US 41/SR 3

AM PEAK HOUR

	US 41/SR 3 Northbound				US 41/SR 3 Southbound				The Perimeter/Interstate 75 Express/I- 285 WB Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	88	677	0	0	0	2,317	530	0	322	1	538
Pedestrians			0				1				0	
Conflicting Pedestrians		0		0		0		0		0		1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0
Heavy Vehicles	0	6	25	0	0	0	41	25	0	7	0	16
Heavy Vehicle %	2%	7%	4%	2%	2%	2%	2%	5%	2%	2%	2%	3%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Existing 2024 Volumes	0	88	677	0	0	0	2,317	530	0	322	1	538
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	4	35	0	0	0	118	27	0	16	0	27
Cumberland Mall DRI #3129			38				88			38		
Circle 75 DRI #3169			84				56	33				
Total Approved Development Trips	0	0	122	0	0	0	144	33	0	38	0	0
2029 No-Build Traffic	0	92	834	0	0	0	2,579	590	0	376	1	565
Trip Distribution IN			10%									25%
Trip Distribution OUT							(30%)	(5%)				
Balancing Adjustment												
Residential Trips	0	0	5	0	0	0	26	4	0	0	0	12
Trip Distribution IN			20%									40%
Trip Distribution OUT							(45%)	(15%)				
Balancing Adjustment												
Hotel Trips	0	0	11	0	0	0	14	5	0	0	0	22
Trip Distribution IN			20%									40%
Trip Distribution OUT							(45%)	(15%)				
Balancing Adjustment												
Office Trips	0	0	42	0	0	0	10	3	0	0	0	84
Trip Distribution IN			20%									40%
Trip Distribution OUT							(45%)	(15%)				
Balancing Adjustment												
Retail Trips	0	0	24	0	0	0	34	11	0	0	0	49
Total Primary Site Trips	0	0	82	0	0	0	84	23	0	0	0	167
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	82	0	0	0	84	23	0	0	0	167
2029 Build Traffic	0	92	916	0	0	0	2,663	613	0	376	1	732

PM PEAK HOUR

	US 41/SR 3 Northbound				US 41/SR 3 Southbound				The Perimeter/Interstate 75 Express/I- 285 WB Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	3	287	1,619	0	0	0	1,731	555	0	335	2	1,155
Pedestrians			0				4				1	
Conflicting Pedestrians		0		1		1		0		0		4
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0
Heavy Vehicles	0	3	18	0	0	0	14	18	0	5	0	14
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Existing 2024 Volumes	3	287	1,619	0	0	0	1,731	555	0	335	2	1,155
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	15	83	0	0	0	88	28	0	17	0	59
Cumberland Mall DRI #3129			105				45			20		
Circle 75 DRI #3169			67				99	60				
Total Approved Development Trips	0	0	172	0	0	0	144	60	0	20	0	0
2029 No-Build Traffic	3	302	1,874	0	0	0	1,963	643	0	372	2	1,214
Trip Distribution IN			10%									25%
Trip Distribution OUT							(30%)	(5%)				
Balancing Adjustment												
Residential Trips	0	0	5	0	0	0	11	2	0	0	0	12
Trip Distribution IN			20%									40%
Trip Distribution OUT							(45%)	(15%)				
Balancing Adjustment												
Hotel Trips	0	0	11	0	0	0	26	9	0	0	0	22
Trip Distribution IN			20%									40%
Trip Distribution OUT							(45%)	(15%)				
Balancing Adjustment												
Office Trips	0	0	6	0	0	0	79	26	0	0	0	13
Trip Distribution IN			20%									40%
Trip Distribution OUT							(45%)	(15%)				
Balancing Adjustment												
Retail Trips	0	0	42	0	0	0	110	37	0	0	0	84
Total Primary Site Trips	0	0	64	0	0	0	226	74	0	0	0	131
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		0	64	0	0	0	226	74	0	0	0	131
2029 Build Traffic	3	302	1,938	0	0	0	2,189	717	0	372	2	1,345

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #4

The Perimeter/Interstate 75 Express/I- 285 EB Ramps at US 41/SR 3

AM PEAK HOUR

	US 41/SR 3 Northbound				US 41/SR 3 Southbound				The Perimeter/Interstate 75 Express/I- 285 EB Eastbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	360	164	1	1,703	946	0	0	416	0	253
Pedestrians			0				3				0	
Conflicting Pedestrians		0		0		0		0		3		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0
Heavy Vehicles	0	0	15	4	0	30	17	0	0	17	0	7
Heavy Vehicle %	2%	2%	4%	2%	2%	2%	2%	2%	2%	4%	2%	3%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Existing 2024 Volumes	0	0	360	164	1	1,703	946	0	0	416	0	253
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	18	8	0	87	48	0	0	21	0	13
Cumberland Mall DRI #3129			38	16			126					22
Circle 75 DRI #3169			33			33	22			52		
Total Approved Development Trips	0	0	71	16	0	33	148	0	0	52	0	22
2029 No-Build Traffic	0	0	449	188	1	1,823	1,142	0	0	489	0	288
Trip Distribution IN			5%							5%		
Trip Distribution OUT						(25%)	(5%)					
Balancing Adjustment												
Residential Trips	0	0	2	0	0	22	4	0	0	2	0	0
Trip Distribution IN			5%							15%		
Trip Distribution OUT						(40%)	(5%)					
Balancing Adjustment												
Hotel Trips	0	0	3	0	0	13	2	0	0	8	0	0
Trip Distribution IN			5%							15%		
Trip Distribution OUT						(40%)	(5%)					
Balancing Adjustment												
Office Trips	0	0	11	0	0	9	1	0	0	32	0	0
Trip Distribution IN			5%							15%		
Trip Distribution OUT						(40%)	(5%)					
Balancing Adjustment												
Retail Trips	0	0	6	0	0	30	4	0	0	18	0	0
Total Primary Site Trips	0	0	22	0	0	74	11	0	0	60	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	22	0	0	74	11	0	0	60	0	0
2029 Build Traffic	0	0	471	188	1	1,897	1,153	0	0	549	0	288

PM PEAK HOUR

	US 41/SR 3 Northbound				US 41/SR 3 Southbound				The Perimeter/Interstate 75 Express/I- 285 EB Eastbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	1,413	846	8	1,023	1,035	0	0	503	4	312
Pedestrians			1				4				0	
Conflicting Pedestrians		0		0		0		0		4		1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0
Heavy Vehicles	0	0	14	3	0	12	6	0	0	8	1	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	25%	2%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Existing 2024 Volumes	0	0	1,413	846	8	1,023	1,035	0	0	503	4	312
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	72	43	0	52	53	0	0	26	0	16
Cumberland Mall DRI #3129			105	45			65					11
Circle 75 DRI #3169			27			60	40			39		
Total Approved Development Trips	0	0	132	45	0	60	105	0	0	39	0	11
2029 No-Build Traffic	0	0	1,617	934	8	1,135	1,193	0	0	568	4	339
Trip Distribution IN			5%							5%		
Trip Distribution OUT						(25%)	(5%)					
Balancing Adjustment												
Residential Trips	0	0	2	0	0	9	2	0	0	2	0	0
Trip Distribution IN			5%							15%		
Trip Distribution OUT						(40%)	(5%)					
Balancing Adjustment												
Hotel Trips	0	0	3	0	0	23	3	0	0	8	0	0
Trip Distribution IN			5%							15%		
Trip Distribution OUT						(40%)	(5%)					
Balancing Adjustment												
Office Trips	0	0	2	0	0	70	9	0	0	5	0	0
Trip Distribution IN			5%							15%		
Trip Distribution OUT						(40%)	(5%)					
Balancing Adjustment												
Retail Trips	0	0	11	0	0	98	12	0	0	32	0	0
Total Primary Site Trips	0	0	18	0	0	200	26	0	0	47	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		0	18	0	0	200	26	0	0	47	0	0
2029 Build Traffic	0	0	1,635	934	8	1,335	1,219	0	0	615	4	339

INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #5
US 41/SR 3 at Akers Mill Rd SE

AM PEAK HOUR

	Akers Mill Rd SE Northbound				Akers Mill Rd SE Southbound				US 41/SR 3 Eastbound				US 41/SR 3 Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	36	313	66	0	38	130	77	2	206	486	113	6	65	278	49
Pedestrians	0				3				9				2			
Conflicting Pedestrians		9		2		2		9		3		0		0		3
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	4	12	4	0	2	10	1	4	13	4	0	3	7	1	0
Heavy Vehicle %	2%	11%	4%	6%	2%	5%	8%	2%	200%	6%	2%	2%	50%	11%	2%	2%
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Existing 2024 Volumes	0	36	313	66	0	38	130	77	2	206	486	113	6	65	278	49
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	2	16	3	0	2	7	4	0	11	25	6	0	3	14	2
Cumberland Mall DRI #3129		4	14				58			5	15	34		23	18	
Circle 75 DRI #3169			33				22									
Total Approved Development Trips	0	4	47	0	0	0	80	0	0	5	15	34	0	23	18	0
2029 No-Build Traffic	0	42	376	69	0	40	217	81	2	222	526	153	6	91	310	51
Trip Distribution IN											5%					
Trip Distribution OUT															(5%)	
Balancing Adjustment																
Residential Trips	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0
Trip Distribution IN											5%					
Trip Distribution OUT															(5%)	
Balancing Adjustment																
Hotel Trips	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0
Trip Distribution IN											5%					
Trip Distribution OUT															(5%)	
Balancing Adjustment																
Office Trips	0	0	0	0	0	0	0	0	0	0	11	0	0	0	1	0
Trip Distribution IN											5%					
Trip Distribution OUT															(5%)	
Balancing Adjustment																
Retail Trips	0	0	0	0	0	0	0	0	0	0	6	0	0	0	4	0
Total Primary Site Trips	0	0	0	0	0	0	0	0	0	0	22	0	0	0	11	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	0	0	0	0	0	0	0	22	0	0	0	11	0
2029 Build Traffic	0	42	376	69	0	40	217	81	2	222	548	153	6	91	321	51

PM PEAK HOUR

	Akers Mill Rd SE Northbound				Akers Mill Rd SE Southbound				US 41/SR 3 Eastbound				US 41/SR 3 Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	125	228	115	0	54	435	246	13	150	440	129	15	231	901	34
Pedestrians	1				3				10				8			
Conflicting Pedestrians		10		8		8		10		3		1		1		3
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	2	10	3	0	0	10	5	0	0	1	0	0	2	14	0
Heavy Vehicle %	2%	2%	4%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Existing 2024 Volumes	0	125	228	115	0	54	435	246	13	150	440	129	15	231	901	34
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	6	12	6	0	3	22	13	1	8	22	7	1	12	46	2
Cumberland Mall DRI #3129		8	39				26			15	40	23		12	10	
Circle 75 DRI #3169			27				40									
Total Approved Development Trips	0	8	66	0	0	0	66	0	0	15	40	23	0	12	10	0
2029 No-Build Traffic	0	139	306	121	0	57	523	259	14	173	502	159	16	255	957	36
Trip Distribution IN											5%					
Trip Distribution OUT															(5%)	
Balancing Adjustment																
Residential Trips	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
Trip Distribution IN											5%					
Trip Distribution OUT															(5%)	
Balancing Adjustment																
Hotel Trips	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0
Trip Distribution IN											5%					
Trip Distribution OUT															(5%)	
Balancing Adjustment																
Office Trips	0	0	0	0	0	0	0	0	0	0	2	0	0	0	9	0
Trip Distribution IN											5%					
Trip Distribution OUT															(5%)	
Balancing Adjustment																
Retail Trips	0	0	0	0	0	0	0	0	0	0	11	0	0	0	12	0
Total Primary Site Trips	0	0	0	0	0	0	0	0	0	0	18	0	0	0	26	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		0	0	0	0	0	0	0	0	0	18	0	0	0	26	0
2029 Build Traffic	0	139	306	121	0	57	523	259	14	173	520	159	16	255	983	36

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #6

Pipeline Facility Dwy/Spring Rd SE at Cumberland Blvd SE

AM PEAK HOUR

	Cumberland Blvd SE Northbound				Cumberland Blvd SE Southbound				Spring Rd SE Eastbound				Spring Rd SE Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	223	331	207	0	83	200	128	4	128	1,255	474	28	123	362	30
Pedestrians		2				3				4				2		
Conflicting Pedestrians		4		2		2		4		3		2		2		3
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	2	13	7	0	1	9	5	0	3	19	0	0	8	8	2
Heavy Vehicle %	2%	2%	4%	3%	2%	2%	5%	4%	2%	2%	2%	2%	2%	7%	2%	7%
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Existing 2024 Volumes	**0**	**223**	**331**	**207**	**0**	**83**	**200**	**128**	**4**	**128**	**1,255**	**474**	**28**	**123**	**362**	**30**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	11	17	11	0	4	10	7	0	7	64	24	1	6	18	2
Cumberland Mall DRI #3129			26				87									
Circle 75 DRI #3169																
Total Approved Development Trips	0	0	26	0	0	0	87	0	0	0	0	0	0	0	0	0
2029 No-Build Traffic	**0**	**234**	**374**	**218**	**0**	**87**	**297**	**135**	**4**	**135**	**1,319**	**498**	**29**	**129**	**380**	**32**
Trip Distribution IN						5%	10%					5%				
Trip Distribution OUT			(15%)												(5%)	
Balancing Adjustment																
Residential Trips	0	0	13	0	0	2	5	0	0	0	0	2	0	0	4	0
Trip Distribution IN							5%				5%	5%				
Trip Distribution OUT		(5%)	(5%)												(5%)	
Balancing Adjustment																
Hotel Trips	0	2	2	0	0	0	3	0	0	0	3	3	0	0	2	0
Trip Distribution IN							5%				5%	5%				
Trip Distribution OUT		(5%)	(5%)												(5%)	
Balancing Adjustment																
Office Trips	0	1	1	0	0	0	11	0	0	0	11	11	0	0	1	0
Trip Distribution IN							5%				5%	5%				
Trip Distribution OUT		(5%)	(5%)												(5%)	
Balancing Adjustment																
Retail Trips	0	4	4	0	0	0	6	0	0	0	6	6	0	0	4	0
Total Primary Site Trips	0	7	20	0	0	2	25	0	0	0	20	22	0	0	11	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	7	20	0	0	2	25	0	0	0	20	22	0	0	11	0
2029 Build Traffic	**0**	**241**	**394**	**218**	**0**	**89**	**322**	**135**	**4**	**135**	**1,339**	**520**	**29**	**129**	**391**	**32**

PM PEAK HOUR

	Cumberland Blvd SE Northbound				Cumberland Blvd SE Southbound				Pipeline Facility Dwy Eastbound				Spring Rd SE Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	679	458	178	0	87	365	345	6	174	619	488	65	177	1,067	76
Pedestrians		11				7				5				10		
Conflicting Pedestrians		5		10		10		5		7		11		11		7
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	5	8	4	0	1	17	1	0	1	8	0	0	5	4	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	2%	2%	2%	3%	2%	2%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Existing 2024 Volumes	**0**	**679**	**458**	**178**	**0**	**87**	**365**	**345**	**6**	**174**	**619**	**488**	**65**	**177**	**1,067**	**76**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	35	23	9	0	4	19	18	0	9	32	25	3	9	54	4
Cumberland Mall DRI #3129			88				37									
Circle 75 DRI #3169																
Total Approved Development Trips	0	0	88	0	0	0	37	0	0	0	0	0	0	0	0	0
2029 No-Build Traffic	**0**	**714**	**569**	**187**	**0**	**91**	**421**	**363**	**6**	**183**	**651**	**513**	**68**	**186**	**1,121**	**80**
Trip Distribution IN						5%	10%					5%				
Trip Distribution OUT			(15%)												(5%)	
Balancing Adjustment																
Residential Trips	0	0	6	0	0	2	5	0	0	0	0	2	0	0	2	0
Trip Distribution IN							5%				5%	5%				
Trip Distribution OUT		(5%)	(5%)												(5%)	
Balancing Adjustment																
Hotel Trips	0	3	3	0	0	0	3	0	0	0	3	3	0	0	3	0
Trip Distribution IN							5%				5%	5%				
Trip Distribution OUT		(5%)	(5%)												(5%)	
Balancing Adjustment																
Office Trips	0	9	9	0	0	0	2	0	0	0	2	2	0	0	9	0
Trip Distribution IN							5%				5%	5%				
Trip Distribution OUT		(5%)	(5%)												(5%)	
Balancing Adjustment																
Retail Trips	0	12	12	0	0	0	11	0	0	0	11	11	0	0	12	0
Total Primary Site Trips	0	24	30	0	0	2	21	0	0	0	16	18	0	0	26	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		24	30	0	0	2	21	0	0	0	16	18	0	0	26	0
2029 Build Traffic	**0**	**738**	**599**	**187**	**0**	**93**	**442**	**363**	**6**	**183**	**667**	**531**	**68**	**186**	**1,147**	**80**

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #7

Spring Hill Pkwy at Cumberland Blvd SE

AM PEAK HOUR

	Cumberland Blvd SE Northbound				Cumberland Blvd SE Southbound				Spring Hill Pkwy Eastbound				Spring Hill Pkwy Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	501	16	0	120	717	0	0	0	0	0	0	14	0	268
Pedestrians		2				5				3				0		
Conflicting Pedestrians		3		0		0		3		5		2		2		5
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	23	1	0	4	23	0	0	0	0	0	0	0	0	3
Heavy Vehicle %	2%	2%	5%	6%	2%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Existing 2024 Volumes	0	0	501	16	0	120	717	0	0	0	0	0	0	14	0	268
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	26	1	0	6	37	0	0	0	0	0	0	1	0	14
Cumberland Mall DRI #3129			26				87									
Circle 75 DRI #3169																
Total Approved Development Trips	0	0	26	0	0	0	87	0	0	0	0	0	0	0	0	0
2029 No-Build Traffic	0	0	553	17	0	126	841	0	0	0	0	0	0	15	0	282
Trip Distribution IN				30%		15%										
Trip Distribution OUT														(30%)		(15%)
Balancing Adjustment																
Residential Trips	0	0	0	14	0	7	0	0	0	0	0	0	0	26	0	13
Trip Distribution IN				10%		10%										
Trip Distribution OUT														(10%)		(10%)
Balancing Adjustment																
Hotel Trips	0	0	0	6	0	6	0	0	0	0	0	0	0	3	0	3
Trip Distribution IN				10%		10%										
Trip Distribution OUT														(10%)		(10%)
Balancing Adjustment																
Office Trips	0	0	0	21	0	21	0	0	0	0	0	0	0	2	0	2
Trip Distribution IN				10%		10%										
Trip Distribution OUT														(10%)		(10%)
Balancing Adjustment																
Retail Trips	0	0	0	12	0	12	0	0	0	0	0	0	0	8	0	8
Total Primary Site Trips	0	0	0	53	0	46	0	0	0	0	0	0	0	39	0	26
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	53	0	46	0	0	0	0	0	0	0	39	0	26
2029 Build Traffic	0	0	553	70	0	172	841	0	0	0	0	0	0	54	0	308

PM PEAK HOUR

	Cumberland Blvd SE Northbound				Cumberland Blvd SE Southbound				Spring Hill Pkwy Eastbound				Spring Hill Pkwy Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	1	1,146	63	0	162	895	0	0	0	0	1	0	14	0	191
Pedestrians		10				8				1				0		
Conflicting Pedestrians		1		0		0		1		8		10		10		8
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	12	0	0	3	20	0	0	0	0	0	0	0	0	2
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Existing 2024 Volumes	0	1	1,146	63	0	162	895	0	0	0	0	1	0	14	0	191
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	58	3	0	8	46	0	0	0	0	0	0	1	0	10
Cumberland Mall DRI #3129			88				37									
Circle 75 DRI #3169																
Total Approved Development Trips	0	0	88	0	0	0	37	0	0	0	0	0	0	0	0	0
2029 No-Build Traffic	0	1	1,292	66	0	170	978	0	0	0	0	1	0	15	0	201
Trip Distribution IN				30%		15%										
Trip Distribution OUT														(30%)		(15%)
Balancing Adjustment																
Residential Trips	0	0	0	14	0	7	0	0	0	0	0	0	0	11	0	6
Trip Distribution IN				10%		10%										
Trip Distribution OUT														(10%)		(10%)
Balancing Adjustment																
Hotel Trips	0	0	0	5	0	5	0	0	0	0	0	0	0	6	0	6
Trip Distribution IN				10%		10%										
Trip Distribution OUT														(10%)		(10%)
Balancing Adjustment																
Office Trips	0	0	0	3	0	3	0	0	0	0	0	0	0	18	0	18
Trip Distribution IN				10%		10%										
Trip Distribution OUT														(10%)		(10%)
Balancing Adjustment																
Retail Trips	0	0	0	21	0	21	0	0	0	0	0	0	0	24	0	24
Total Primary Site Trips	0	0	0	43	0	36	0	0	0	0	0	0	0	59	0	54
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		0	0	43	0	36	0	0	0	0	0	0	0	59	0	54
2029 Build Traffic	0	1	1,292	109	0	206	978	0	0	0	0	1	0	74	0	255

INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #8
Spring Road at Driveway A

AM PEAK HOUR

	Driveway A Northbound				Spring Road Eastbound				Spring Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes							1,545				605	
Pedestrians												
Conflicting Pedestrians		0		0		0		0		0		0
Bicycles												
Conflicting Bicycles				0				0				0
Heavy Vehicles							27				22	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%
Peak Hour Factor												
Existing 2024 Volumes	0	0	0	0	0	0	1,545	0	0	0	605	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	0	0	0	0	79	0	0	0	31	0
Cumberland Mall DRI #3129												
Circle 75 DRI #3169							52				33	
Total Approved Development Trips	0	0	0	0	0	0	52	0	0	0	33	0
2029 No-Build Traffic	0	0	0	0	0	0	1,676	0	0	0	669	0
Trip Distribution IN								2%		40%		
Trip Distribution OUT		(5%)		(25%)			(15%)					
Balancing Adjustment												
Residential Trips	0	4	0	22	0	0	13	1	0	18	0	0
Trip Distribution IN								2%		70%		
Trip Distribution OUT		(5%)		(40%)			(30%)					
Balancing Adjustment												
Hotel Trips	0	2	0	13	0	0	10	1	0	39	0	0
Trip Distribution IN								2%		70%		
Trip Distribution OUT		(5%)		(40%)			(30%)					
Balancing Adjustment												
Office Trips	0	1	0	9	0	0	7	4	0	147	0	0
Trip Distribution IN								2%		70%		
Trip Distribution OUT		(5%)		(40%)			(30%)					
Balancing Adjustment												
Retail Trips	0	4	0	30	0	0	23	2	0	85	0	0
Total Primary Site Trips	0	11	0	74	0	0	53	8	0	289	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	11	0	74	0	0	53	8	0	289	0	0
2029 Build Traffic	0	11	0	74	0	0	1,729	8	0	289	669	0

PM PEAK HOUR

	Driveway A Northbound				Spring Road Eastbound				Spring Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes							884				1,360	
Pedestrians												
Conflicting Pedestrians		0		0		0		0		0		0
Bicycles												
Conflicting Bicycles				0				0				0
Heavy Vehicles							13				11	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor												
Existing 2024 Volumes	0	0	0	0	0	0	884	0	0	0	1,360	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Cumberland Mall DRI #3129												
Circle 75 DRI #3169							39				60	
Total Approved Development Trips	0	0	0	0	0	0	39	0	0	0	60	0
2029 No-Build Traffic	0	0	0	0	0	0	968	0	0	0	1,489	0
Trip Distribution IN								2%		40%		
Trip Distribution OUT		(5%)		(25%)			(15%)					
Balancing Adjustment												
Residential Trips	0	2	0	9	0	0	6	1	0	18	0	0
Trip Distribution IN								2%		70%		
Trip Distribution OUT		(5%)		(40%)			(30%)					
Balancing Adjustment												
Hotel Trips	0	3	0	23	0	0	17	1	0	38	0	0
Trip Distribution IN								2%		70%		
Trip Distribution OUT		(5%)		(40%)			(30%)					
Balancing Adjustment												
Office Trips	0	9	0	70	0	0	53	1	0	22	0	0
Trip Distribution IN								2%		70%		
Trip Distribution OUT		(5%)		(40%)			(30%)					
Balancing Adjustment												
Retail Trips	0	12	0	98	0	0	73	4	0	148	0	0
Total Primary Site Trips	0	26	0	200	0	0	149	7	0	226	0	0
Pass-By Trips	0	45	0	15	0	0	-15	15	0	45	-45	0
Total Vehicular Project Trips		71	0	215	0	0	134	22	0	271	-45	0
2029 Build Traffic	0	71	0	215	0	0	1,102	22	0	271	1,444	0

INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #9
Spring Road at Driveway B

AM PEAK HOUR

	Driveway B Northbound				Spring Road Eastbound				Spring Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes							1,545				605	
Pedestrians												
Conflicting Pedestrians		0		0		0		0		0		0
Bicycles												
Conflicting Bicycles				0				0				0
Heavy Vehicles							27				22	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%
Peak Hour Factor												
Existing 2024 Volumes	0	0	0	0	0	0	1,545	0	0	0	605	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	0	0	0	0	79	0	0	0	31	0
Cumberland Mall DRI #3129												
Circle 75 DRI #3169							52				33	
Total Approved Development Trips	0	0	0	0	0	0	52	0	0	0	33	0
2029 No-Build Traffic	0	0	0	0	0	0	1,676	0	0	0	669	0
Trip Distribution IN							2%	3%				
Trip Distribution OUT				(15%)							(5%)	
Balancing Adjustment												
Residential Trips	0	0	0	13	0	0	1	1	0	0	4	0
Trip Distribution IN							2%	3%				
Trip Distribution OUT				(30%)							(5%)	
Balancing Adjustment												
Hotel Trips	0	0	0	10	0	0	1	2	0	0	2	0
Trip Distribution IN							2%	3%				
Trip Distribution OUT				(30%)							(5%)	
Balancing Adjustment												
Office Trips	0	0	0	7	0	0	4	6	0	0	1	0
Trip Distribution IN							2%	3%				
Trip Distribution OUT				(30%)							(5%)	
Balancing Adjustment												
Retail Trips	0	0	0	23	0	0	2	4	0	0	4	0
Total Primary Site Trips	0	0	0	53	0	0	8	13	0	0	11	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	53	0	0	8	13	0	0	11	0
2029 Build Traffic	0	0	0	53	0	0	1,684	13	0	0	680	0

PM PEAK HOUR

	Driveway B Northbound				Spring Road Eastbound				Spring Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes							884				1,360	
Pedestrians												
Conflicting Pedestrians		0		0		0		0		0		0
Bicycles												
Conflicting Bicycles				0				0				0
Heavy Vehicles												
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor												
Existing 2024 Volumes	0	0	0	0	0	0	884	0	0	0	1,360	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Cumberland Mall DRI #3129												
Circle 75 DRI #3169							39				60	
Total Approved Development Trips	0	0	0	0	0	0	39	0	0	0	60	0
2029 No-Build Traffic	0	0	0	0	0	0	968	0	0	0	1,489	0
Trip Distribution IN							2%	3%				
Trip Distribution OUT				(15%)							(5%)	
Balancing Adjustment												
Residential Trips	0	0	0	6	0	0	1	1	0	0	2	0
Trip Distribution IN							2%	3%				
Trip Distribution OUT				(30%)							(5%)	
Balancing Adjustment												
Hotel Trips	0	0	0	17	0	0	1	2	0	0	3	0
Trip Distribution IN							2%	3%				
Trip Distribution OUT				(30%)							(5%)	
Balancing Adjustment												
Office Trips	0	0	0	53	0	0	1	1	0	0	9	0
Trip Distribution IN							2%	3%				
Trip Distribution OUT				(30%)							(5%)	
Balancing Adjustment												
Retail Trips	0	0	0	73	0	0	4	6	0	0	12	0
Total Primary Site Trips	0	0	0	149	0	0	7	10	0	0	26	0
Pass-By Trips	0	0		30	0	0	-30	30	0	0	0	0
Total Vehicular Project Trips		0	0	179	0	0	-23	40	0	0	26	0
2029 Build Traffic	0	0	0	179	0	0	945	40	0	0	1,515	0

INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #10
Driveway C at Spring Hill Parkway

AM PEAK HOUR

	Spring Hill Parkway Northbound				Spring Hill Parkway Southbound				Driveway C Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes			282				136					
Pedestrians												
Conflicting Pedestrians		0		0		0		0		0		0
Bicycles												
Conflicting Bicycles				0				0				0
Heavy Vehicles			3				5					
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%
Peak Hour Factor												
Existing 2024 Volumes	0	0	282	0	0	0	136	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	14	0	0	0	7	0	0	0	0	0
Cumberland Mall DRI #3129												
Circle 75 DRI #3169												
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0
2029 No-Build Traffic	0	0	296	0	0	0	143	0	0	0	0	0
Trip Distribution IN				10%		45%						
Trip Distribution OUT										(10%)		(45%)
Balancing Adjustment												
Residential Trips	0	0	0	5	0	21	0	0	0	9	0	40
Trip Distribution IN				5%		20%						
Trip Distribution OUT										(5%)		(20%)
Balancing Adjustment												
Hotel Trips	0	0	0	3	0	11	0	0	0	2	0	6
Trip Distribution IN				5%		20%						
Trip Distribution OUT										(5%)		(20%)
Balancing Adjustment												
Office Trips	0	0	0	11	0	42	0	0	0	1	0	4
Trip Distribution IN				5%		20%						
Trip Distribution OUT										(5%)		(20%)
Balancing Adjustment												
Retail Trips	0	0	0	6	0	24	0	0	0	4	0	15
Total Primary Site Trips	0	0	0	25	0	98	0	0	0	16	0	65
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	25	0	98	0	0	0	16	0	65
2029 Build Traffic	0	0	296	25	0	98	143	0	0	16	0	65

PM PEAK HOUR

	Spring Hill Parkway Northbound				Spring Hill Parkway Southbound				Driveway C Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes			205				225					
Pedestrians												
Conflicting Pedestrians		0		0		0		0		0		0
Bicycles												
Conflicting Bicycles				0				0				0
Heavy Vehicles			2				3					
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor												
Existing 2024 Volumes	0	0	205	0	0	0	225	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Cumberland Mall DRI #3129												
Circle 75 DRI #3169												
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0
2029 No-Build Traffic	0	0	215	0	0	0	236	0	0	0	0	0
Trip Distribution IN				10%		45%						
Trip Distribution OUT										(10%)		(45%)
Balancing Adjustment												
Residential Trips	0	0	0	5	0	21	0	0	0	4	0	17
Trip Distribution IN				5%		20%						
Trip Distribution OUT										(5%)		(20%)
Balancing Adjustment												
Hotel Trips	0	0	0	3	0	11	0	0	0	3	0	12
Trip Distribution IN				5%		20%						
Trip Distribution OUT										(5%)		(20%)
Balancing Adjustment												
Office Trips	0	0	0	2	0	6	0	0	0	9	0	35
Trip Distribution IN				5%		20%						
Trip Distribution OUT										(5%)		(20%)
Balancing Adjustment												
Retail Trips	0	0	0	11	0	42	0	0	0	12	0	49
Total Primary Site Trips	0	0	0	21	0	80	0	0	0	28	0	113
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		0	0	21	0	80	0	0	0	28	0	113
2029 Build Traffic	0	0	215	21	0	80	236	0	0	28	0	113

INTERSECTION VOLUME DEVELOPMENT - ALTERNATIVE SCENARIO

INTERSECTION #1

Cumberland Blvd SE/Windy Ridge Pkwy SE at US 41/SR 3

AM PEAK HOUR

	US 41/SR 3 Northbound				US 41/SR 3 Southbound				Cumberland Blvd SE/Windy Ridge Pkwy SE Eastbound				Cumberland Blvd SE/Windy Ridge Pkwy SE Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	75	34	660	41	1	97	1,401	254	2	234	108	68	1	39	13	45
Pedestrians			7				2				2				3	
Conflicting Pedestrians		2		3		3		2		2		7		7		2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	15	3	0	3	39	14	0	12	0	5	0	2	0	2
Heavy Vehicle %	2%	2%	2%	7%	2%	3%	3%	6%	2%	5%	2%	7%	2%	5%	2%	4%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Existing 2024 Volumes	75	34	660	41	1	97	1,401	254	2	234	108	68	1	39	13	45
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	4	2	34	2	0	5	71	13	0	12	6	3	0	2	1	2
New Road Adjustment			-15					-20								
Cumberland Mall DRI #3129			38				88				26				87	
Circle 75 DRI #3169			31				40									
Total Approved Development Trips	0	0	69	0	0	0	128	0	0	0	26	0	0	0	87	0
2029 No-Build Traffic	79	36	748	43	1	102	1,600	247	2	246	140	71	1	41	101	47
Trip Distribution IN							5%	10%							5%	
Trip Distribution OUT			(5%)							(10%)	(5%)					
Balancing Adjustment																
Residential Trips	0	0	4	0	0	0	2	5	0	9	4	0	0	0	2	0
Trip Distribution IN							5%	5%						5%		
Trip Distribution OUT			(5%)	(5%)						(5%)						
Balancing Adjustment																
Hotel Trips	0	0	2	2	0	0	3	3	0	2	0	0	0	3	0	0
Trip Distribution IN							5%	5%						5%		
Trip Distribution OUT			(5%)	(5%)						(5%)						
Balancing Adjustment																
Office Trips	0	0	1	1	0	0	11	11	0	1	0	0	0	11	0	0
Trip Distribution IN							5%	5%						5%		
Trip Distribution OUT			(5%)	(5%)						(5%)						
Balancing Adjustment																
Retail Trips	0	0	4	4	0	0	6	6	0	4	0	0	0	6	0	0
Total Primary Site Trips	0	0	11	7	0	0	22	25	0	16	4	0	0	20	2	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	11	7	0	0	22	25	0	16	4	0	0	20	2	0
2029 Build Traffic	79	36	759	50	1	102	1,622	272	2	262	144	71	1	61	103	47

PM PEAK HOUR

	US 41/SR 3 Northbound				US 41/SR 3 Southbound				Cumberland Blvd SE/Windy Ridge Pkwy SE Eastbound				Cumberland Blvd SE/Windy Ridge Pkwy SE Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	71	110	1,548	37	24	59	1,057	460	2	377	77	87	4	56	48	83
Pedestrians			10				4				12				13	
Conflicting Pedestrians		12		13		13		12		4		10		10		4
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	1	22	0	0	0	20	12	0	8	0	1	0	0	3	2
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	6%	2%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Existing 2024 Volumes	71	110	1,548	37	24	59	1,057	460	2	377	77	87	4	56	48	83
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	4	6	79	2	1	3	54	23	0	19	4	4	0	3	2	4
New Road Adjustment			-20					-30								
Cumberland Mall DRI #3129			105				45				88				37	
Circle 75 DRI #3169			48				37									
Total Approved Development Trips	0	0	153	0	0	0	82	0	0	0	88	0	0	0	37	0
2029 No-Build Traffic	75	116	1,760	39	25	62	1,193	453	2	396	169	91	4	59	87	87
Trip Distribution IN							5%	10%							5%	
Trip Distribution OUT			(5%)							(10%)	(5%)					
Balancing Adjustment																
Residential Trips	0	0	2	0	0	0	2	5	0	4	2	0	0	0	2	0
Trip Distribution IN							5%	5%						5%		
Trip Distribution OUT			(5%)	(5%)						(5%)						
Balancing Adjustment																
Hotel Trips	0	0	3	3	0	0	3	3	0	3	0	0	0	3	0	0
Trip Distribution IN							5%	5%						5%		
Trip Distribution OUT			(5%)	(5%)						(5%)						
Balancing Adjustment																
Office Trips	0	0	9	9	0	0	2	2	0	9	0	0	0	2	0	0
Trip Distribution IN							5%	5%						5%		
Trip Distribution OUT			(5%)	(5%)						(5%)						
Balancing Adjustment																
Retail Trips	0	0	12	12	0	0	11	11	0	12	0	0	0	11	0	0
Total Primary Site Trips	0	0	26	24	0	0	18	21	0	28	2	0	0	16	2	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		0	26	24	0	0	18	21	0	28	2	0	0	16	2	0
2029 Build Traffic	75	116	1,786	63	25	62	1,211	474	2	424	171	91	4	75	89	87

INTERSECTION VOLUME DEVELOPMENT - ALTERNATIVE SCENARIO
INTERSECTION #2
Spring Rd SE/Cir 75 Pkwy SE at US 41/SR 3

AM PEAK HOUR

	US 41/SR 3 Northbound				US 41/SR 3 Southbound				Spring Rd SE/Cir 75 Pkwy SE Eastbound				Spring Rd SE/Cir 75 Pkwy SE Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	377	681	186	7	99	1,366	80	18	52	354	1,184	0	233	148	39
Pedestrians		0				2				0				12		
Conflicting Pedestrians		0		12		12		0		2		0		0		2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	14	14	10	0	2	38	4	0	1	4	22	0	11	4	1
Heavy Vehicle %	2%	4%	2%	5%	2%	2%	3%	5%	2%	2%	2%	2%	2%	5%	3%	3%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Existing 2024 Volumes	0	377	681	186	7	99	1,366	80	18	52	354	1,184	0	233	148	39
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	19	35	9	0	5	70	4	1	3	18	60	0	12	8	2
New Road Adjustment		-185	-15				20	-20							-40	
Cumberland Mall DRI #3129			38				88									
Circle 75 DRI #3169				83		40					52			89	33	31
Total Approved Development Trips	0	0	38	83	0	40	88	0	0	0	52	0	0	89	33	31
2029 No-Build Traffic	0	211	739	278	7	144	1,544	64	19	55	424	1,244	0	334	149	72
Trip Distribution IN		5%						5%								
Trip Distribution OUT										(5%)		(35%)				
Balancing Adjustment																
Residential Trips	0	2	0	0	0	0	0	2	0	4	0	31	0	0	0	0
Trip Distribution IN		35%						10%								
Trip Distribution OUT										(10%)		(60%)				
Balancing Adjustment																
Hotel Trips	0	20	0	0	0	0	0	6	0	3	0	19	0	0	0	0
Trip Distribution IN		35%						10%								
Trip Distribution OUT										(10%)		(60%)				
Balancing Adjustment																
Office Trips	0	74	0	0	0	0	0	21	0	2	0	13	0	0	0	0
Trip Distribution IN		35%						10%								
Trip Distribution OUT										(10%)		(60%)				
Balancing Adjustment																
Retail Trips	0	43	0	0	0	0	0	12	0	8	0	45	0	0	0	0
Total Primary Site Trips	0	139	0	0	0	0	0	41	0	17	0	108	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	139	0	0	0	0	0	41	0	17	0	108	0	0	0	0
2029 Build Traffic	0	350	739	278	7	144	1,544	105	19	72	424	1,352	0	334	149	72

PM PEAK HOUR

	US 41/SR 3 Northbound				US 41/SR 3 Southbound				Spring Rd SE/Cir 75 Pkwy SE Eastbound				Spring Rd SE/Cir 75 Pkwy SE Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	914	1,564	240	20	63	1,102	94	26	107	216	631	0	574	352	121
Pedestrians		1				12				0				20		
Conflicting Pedestrians		0		20		20		0		12		1		1		12
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	5	16	2	0	0	19	0	0	0	6	5	0	4	6	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Existing 2024 Volumes	0	914	1,564	240	20	63	1,102	94	26	107	216	631	0	574	352	121
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	47	80	12	1	3	56	5	1	5	11	32	0	29	18	6
New Road Adjustment		-270	-20				25	-25							-55	
Cumberland Mall DRI #3129			105				45									
Circle 75 DRI #3169				66		37					39			158	60	48
Total Approved Development Trips	0	0	105	66	0	37	45	0	0	0	39	0	0	158	60	48
2029 No-Build Traffic	0	691	1,729	318	21	103	1,228	74	27	112	266	663	0	761	375	175
Trip Distribution IN		5%						5%								
Trip Distribution OUT										(5%)		(35%)				
Balancing Adjustment																
Residential Trips	0	2	0	0	0	0	0	2	0	2	0	13	0	0	0	0
Trip Distribution IN		35%						10%								
Trip Distribution OUT										(10%)		(60%)				
Balancing Adjustment																
Hotel Trips	0	19	0	0	0	0	0	5	0	6	0	35	0	0	0	0
Trip Distribution IN		35%						10%								
Trip Distribution OUT										(10%)		(60%)				
Balancing Adjustment																
Office Trips	0	11	0	0	0	0	0	3	0	18	0	105	0	0	0	0
Trip Distribution IN		35%						10%								
Trip Distribution OUT										(10%)		(60%)				
Balancing Adjustment																
Retail Trips	0	74	0	0	0	0	0	21	0	24	0	146	0	0	0	0
Total Primary Site Trips	0	106	0	0	0	0	0	31	0	50	0	299	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		106	0	0	0	0	0	31	0	50	0	299	0	0	0	0
2029 Build Traffic	0	797	1,729	318	21	103	1,228	105	27	162	266	962	0	761	375	175

INTERSECTION VOLUME DEVELOPMENT - ALTERNATIVE SCENARIO

INTERSECTION #3

The Perimeter/Interstate 75 Express/I- 285 WB Ramps at US 41/SR 3

AM PEAK HOUR

	US 41/SR 3 Northbound				US 41/SR 3 Southbound				The Perimeter/Interstate 75 Express/I- 285 WB F Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	88	677	0	0	0	2,317	530	0	322	1	538
Pedestrians			0				1				0	
Conflicting Pedestrians		0		0		0		0		0		1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0
Heavy Vehicles	0	6	25	0	0	0	41	25	0	7	0	16
Heavy Vehicle %	2%	7%	4%	2%	2%	2%	2%	5%	2%	2%	2%	3%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Existing 2024 Volumes	0	88	677	0	0	0	2,317	530	0	322	1	538
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	4	35	0	0	0	118	27	0	16	0	27
New Road Adjustment		20	-10				-10	20		-15	325	-190
Cumberland Mall DRI #3129			38				88			38		
Circle 75 DRI #3169			84				56	33				
Total Approved Development Trips	0	0	122	0	0	0	144	33	0	38	0	0
2029 No-Build Traffic	0	112	824	0	0	0	2,569	610	0	361	326	375
Trip Distribution IN		5%	5%								25%	
Trip Distribution OUT							(30%)	(5%)				
Balancing Adjustment												
Residential Trips	0	2	2	0	0	0	26	4	0	0	12	0
Trip Distribution IN		5%	15%								20%	20%
Trip Distribution OUT							(45%)	(15%)				
Balancing Adjustment												
Hotel Trips	0	3	8	0	0	0	14	5	0	0	11	11
Trip Distribution IN		5%	15%								20%	20%
Trip Distribution OUT							(45%)	(15%)				
Balancing Adjustment												
Office Trips	0	11	32	0	0	0	10	3	0	0	42	42
Trip Distribution IN		5%	15%								20%	20%
Trip Distribution OUT							(45%)	(15%)				
Balancing Adjustment												
Retail Trips	0	6	18	0	0	0	34	11	0	0	24	24
Total Primary Site Trips	0	22	60	0	0	0	84	23	0	0	89	77
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	22	60	0	0	0	84	23	0	0	89	77
2029 Build Traffic	0	134	884	0	0	0	2,653	633	0	361	415	452

PM PEAK HOUR

	US 41/SR 3 Northbound				US 41/SR 3 Southbound				The Perimeter/Interstate 75 Express/I- 285 WB F Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	3	287	1,619	0	0	0	1,731	555	0	335	2	1,155
Pedestrians			0				4				1	
Conflicting Pedestrians		0		1		1		0		0		4
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0
Heavy Vehicles	0	3	18	0	0	0	14	18	0	5	0	14
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Existing 2024 Volumes	3	287	1,619	0	0	0	1,731	555	0	335	2	1,155
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	15	83	0	0	0	88	28	0	17	0	59
New Road Adjustment		30	-15				-20	25		-10	460	-275
Cumberland Mall DRI #3129			105				45			20		
Circle 75 DRI #3169			67				99	60				
Total Approved Development Trips	0	0	172	0	0	0	144	60	0	20	0	0
2029 No-Build Traffic	3	332	1,859	0	0	0	1,943	668	0	362	462	939
Trip Distribution IN		5%	5%								25%	
Trip Distribution OUT							(30%)	(5%)				
Balancing Adjustment												
Residential Trips	0	2	2	0	0	0	11	2	0	0	12	0
Trip Distribution IN		5%	15%								20%	20%
Trip Distribution OUT							(45%)	(15%)				
Balancing Adjustment												
Hotel Trips	0	3	8	0	0	0	26	9	0	0	11	11
Trip Distribution IN		5%	15%								20%	20%
Trip Distribution OUT							(45%)	(15%)				
Balancing Adjustment												
Office Trips	0	2	5	0	0	0	79	26	0	0	6	6
Trip Distribution IN		5%	15%								20%	20%
Trip Distribution OUT							(45%)	(15%)				
Balancing Adjustment												
Retail Trips	0	11	32	0	0	0	110	37	0	0	42	42
Total Primary Site Trips	0	18	47	0	0	0	226	74	0	0	71	59
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		18	47	0	0	0	226	74	0	0	71	59
2029 Build Traffic	3	350	1,906	0	0	0	2,169	742	0	362	533	998

INTERSECTION VOLUME DEVELOPMENT - ALTERNATIVE SCENARIO

INTERSECTION #4

The Perimeter/Interstate 75 Express/I- 285 EB Ramps at US 41/SR 3

AM PEAK HOUR

	US 41/SR 3 Northbound				US 41/SR 3 Southbound				The Perimeter/Interstate 75 Express/I- 285 EB Ramps Eastbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	360	164	1	1,703	946	0	0	416	0	253
Pedestrians			0				3				0	
Conflicting Pedestrians		0		0		0		0		3		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0
Heavy Vehicles	0	0	15	4	0	30	17	0	0	17	0	7
Heavy Vehicle %	2%	2%	4%	2%	2%	2%	2%	2%	2%	4%	2%	3%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Existing 2024 Volumes	0	0	360	164	1	1,703	946	0	0	416	0	253
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	18	8	0	87	48	0	0	21	0	13
New Road Adjustment			10				-25					
Cumberland Mall DRI #3129			38	16			126					22
Circle 75 DRI #3169			33			33	22			52		
Total Approved Development Trips	0	0	71	16	0	33	148	0	0	52	0	22
2029 No-Build Traffic	0	0	459	188	1	1,823	1,117	0	0	489	0	288
Trip Distribution IN			5%							5%		
Trip Distribution OUT						(25%)	(5%)					
Balancing Adjustment												
Residential Trips	0	0	2	0	0	22	4	0	0	2	0	0
Trip Distribution IN			5%							15%		
Trip Distribution OUT						(40%)	(5%)					
Balancing Adjustment												
Hotel Trips	0	0	3	0	0	13	2	0	0	8	0	0
Trip Distribution IN			5%							15%		
Trip Distribution OUT						(40%)	(5%)					
Balancing Adjustment												
Office Trips	0	0	11	0	0	9	1	0	0	32	0	0
Trip Distribution IN			5%							15%		
Trip Distribution OUT						(40%)	(5%)					
Balancing Adjustment												
Retail Trips	0	0	6	0	0	30	4	0	0	18	0	0
Total Primary Site Trips	0	0	22	0	0	74	11	0	0	60	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	22	0	0	74	11	0	0	60	0	0
2029 Build Traffic	0	0	481	188	1	1,897	1,128	0	0	549	0	288

PM PEAK HOUR

	US 41/SR 3 Northbound				US 41/SR 3 Southbound				The Perimeter/Interstate 75 Express/I- 285 EB Ramps Eastbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	1,413	846	8	1,023	1,035	0	0	503	4	312
Pedestrians			1				4				0	
Conflicting Pedestrians		0		0		0		0		4		1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0
Heavy Vehicles	0	0	14	3	0	12	6	0	0	8	1	1
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	25%	2%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Existing 2024 Volumes	0	0	1,413	846	8	1,023	1,035	0	0	503	4	312
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	72	43	0	52	53	0	0	26	0	16
New Road Adjustment			15				-30					
Cumberland Mall DRI #3129			105	45			65					11
Circle 75 DRI #3169			27			60	40			39		
Total Approved Development Trips	0	0	132	45	0	60	105	0	0	39	0	11
2029 No-Build Traffic	0	0	1,632	934	8	1,135	1,163	0	0	568	4	339
Trip Distribution IN			5%							5%		
Trip Distribution OUT						(25%)	(5%)					
Balancing Adjustment												
Residential Trips	0	0	2	0	0	9	2	0	0	2	0	0
Trip Distribution IN			5%							15%		
Trip Distribution OUT						(40%)	(5%)					
Balancing Adjustment												
Hotel Trips	0	0	3	0	0	23	3	0	0	8	0	0
Trip Distribution IN			5%							15%		
Trip Distribution OUT						(40%)	(5%)					
Balancing Adjustment												
Office Trips	0	0	2	0	0	70	9	0	0	5	0	0
Trip Distribution IN			5%							15%		
Trip Distribution OUT						(40%)	(5%)					
Balancing Adjustment												
Retail Trips	0	0	11	0	0	98	12	0	0	32	0	0
Total Primary Site Trips	0	0	18	0	0	200	26	0	0	47	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		0	18	0	0	200	26	0	0	47	0	0
2029 Build Traffic	0	0	1,650	934	8	1,335	1,189	0	0	615	4	339

INTERSECTION VOLUME DEVELOPMENT - ALTERNATIVE SCENARIO
INTERSECTION #5
US 41/SR 3 at Akers Mill Rd SE

AM PEAK HOUR

	Akers Mill Rd SE Northbound				Akers Mill Rd SE Southbound				US 41/SR 3 Eastbound				US 41/SR 3 Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	36	313	66	0	38	130	77	2	206	486	113	6	65	278	49
Pedestrians		0				3				9				2		
Conflicting Pedestrians		9		2		2		9		3		0		0		3
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	4	12	4	0	2	10	1	4	13	4	0	3	7	1	0
Heavy Vehicle %	2%	11%	4%	6%	2%	5%	8%	2%	200%	6%	2%	2%	50%	11%	2%	2%
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Existing 2024 Volumes	0	36	313	66	0	38	130	77	2	206	486	113	6	65	278	49
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	2	16	3	0	2	7	4	0	11	25	6	0	3	14	2
New Road Adjustment											-25				10	
Cumberland Mall DRI #3129		4	14				58			5	15	34		23	18	
Circle 75 DRI #3169			33				22									
Total Approved Development Trips	0	4	47	0	0	0	80	0	0	5	15	34	0	23	18	0
2029 No-Build Traffic	0	42	376	69	0	40	217	81	2	222	501	153	6	91	320	51
Trip Distribution IN											5%					
Trip Distribution OUT															(5%)	
Balancing Adjustment																
Residential Trips	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0
Trip Distribution IN											5%					
Trip Distribution OUT															(5%)	
Balancing Adjustment																
Hotel Trips	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0
Trip Distribution IN											5%					
Trip Distribution OUT															(5%)	
Balancing Adjustment																
Office Trips	0	0	0	0	0	0	0	0	0	0	11	0	0	0	1	0
Trip Distribution IN											5%					
Trip Distribution OUT															(5%)	
Balancing Adjustment																
Retail Trips	0	0	0	0	0	0	0	0	0	0	6	0	0	0	4	0
Total Primary Site Trips	0	0	0	0	0	0	0	0	0	0	22	0	0	0	11	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	0	0	0	0	0	0	0	22	0	0	0	11	0
2029 Build Traffic	0	42	376	69	0	40	217	81	2	222	523	153	6	91	331	51

PM PEAK HOUR

	Akers Mill Rd SE Northbound				Akers Mill Rd SE Southbound				US 41/SR 3 Eastbound				US 41/SR 3 Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	125	228	115	0	54	435	246	13	150	440	129	15	231	901	34
Pedestrians		1				3				10				8		
Conflicting Pedestrians		10		8		8		10		3		1		1		3
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	2	10	3	0	0	10	5	0	0	1	0	0	2	14	0
Heavy Vehicle %	2%	2%	4%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Existing 2024 Volumes	0	125	228	115	0	54	435	246	13	150	440	129	15	231	901	34
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	6	12	6	0	3	22	13	1	8	22	7	1	12	46	2
New Road Adjustment											-30				15	
Cumberland Mall DRI #3129		8	39				26			15	40	23		12	10	
Circle 75 DRI #3169			27				40									
Total Approved Development Trips	0	8	66	0	0	0	66	0	0	15	40	23	0	12	10	0
2029 No-Build Traffic	0	139	306	121	0	57	523	259	14	173	472	159	16	255	972	36
Trip Distribution IN											5%					
Trip Distribution OUT															(5%)	
Balancing Adjustment																
Residential Trips	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
Trip Distribution IN											5%					
Trip Distribution OUT															(5%)	
Balancing Adjustment																
Hotel Trips	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0
Trip Distribution IN											5%					
Trip Distribution OUT															(5%)	
Balancing Adjustment																
Office Trips	0	0	0	0	0	0	0	0	0	0	2	0	0	0	9	0
Trip Distribution IN											5%					
Trip Distribution OUT															(5%)	
Balancing Adjustment																
Retail Trips	0	0	0	0	0	0	0	0	0	0	11	0	0	0	12	0
Total Primary Site Trips	0	0	0	0	0	0	0	0	0	0	18	0	0	0	26	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		0	0	0	0	0	0	0	0	0	18	0	0	0	26	0
2029 Build Traffic	0	139	306	121	0	57	523	259	14	173	490	159	16	255	998	36

INTERSECTION VOLUME DEVELOPMENT - ALTERNATIVE SCENARIO
INTERSECTION #6
Spring Rd SE at Cumberland Blvd SE

AM PEAK HOUR

	Cumberland Blvd SE Northbound				Cumberland Blvd SE Southbound				Spring Rd SE Eastbound				Spring Rd SE Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	223	331	207	0	83	200	128	4	128	1,255	474	28	123	362	30
Pedestrians		2				3				4				2		
Conflicting Pedestrians		4		2		2		4		3		2		2		3
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	2	13	7	0	1	9	5	0	3	19	0	0	8	8	2
Heavy Vehicle %	2%	2%	4%	3%	2%	2%	5%	4%	2%	2%	2%	2%	2%	7%	2%	7%
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Existing 2024 Volumes	0	223	331	207	0	83	200	128	4	128	1,255	474	28	123	362	30
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	11	17	11	0	4	10	7	0	7	64	24	1	6	18	2
New Road Adjustment		5	10				-20							-80	-105	-10
Cumberland Mall DRI #3129			26				87									
Circle 75 DRI #3169																
Total Approved Development Trips	0	0	26	0	0	0	87	0	0	0	0	0	0	0	0	0
2029 No-Build Traffic	0	239	384	218	0	87	277	135	4	135	1,319	498	29	49	275	22
Trip Distribution IN						5%	10%					5%				
Trip Distribution OUT			(15%)												(5%)	
Balancing Adjustment																
Residential Trips	0	0	13	0	0	2	5	0	0	0	0	2	0	0	4	0
Trip Distribution IN							5%				5%	5%				
Trip Distribution OUT		(5%)	(5%)												(5%)	
Balancing Adjustment																
Hotel Trips	0	2	2	0	0	0	3	0	0	0	3	3	0	0	2	0
Trip Distribution IN							5%				5%	5%				
Trip Distribution OUT		(5%)	(5%)												(5%)	
Balancing Adjustment																
Office Trips	0	1	1	0	0	0	11	0	0	0	11	11	0	0	1	0
Trip Distribution IN							5%				5%	5%				
Trip Distribution OUT		(5%)	(5%)												(5%)	
Balancing Adjustment																
Retail Trips	0	4	4	0	0	0	6	0	0	0	6	6	0	0	4	0
Total Primary Site Trips	0	7	20	0	0	2	25	0	0	0	20	22	0	0	11	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	7	20	0	0	2	25	0	0	0	20	22	0	0	11	0
2029 Build Traffic	0	246	404	218	0	89	302	135	4	135	1,339	520	29	49	286	22

PM PEAK HOUR

	Cumberland Blvd SE Northbound				Cumberland Blvd SE Southbound				Spring Rd SE Eastbound				Spring Rd SE Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	679	458	178	0	87	365	345	6	174	619	488	65	177	1,067	76
Pedestrians		11				7				5				10		
Conflicting Pedestrians		5		10		10		5		7		11		11		7
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	5	8	4	0	1	17	1	0	1	8	0	0	5	4	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	2%	2%	2%	3%	2%	2%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Existing 2024 Volumes	0	679	458	178	0	87	365	345	6	174	619	488	65	177	1,067	76
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	35	23	9	0	4	19	18	0	9	32	25	3	9	54	4
New Road Adjustment		5	15				-30							-120	-150	-5
Cumberland Mall DRI #3129			88				37									
Circle 75 DRI #3169																
Total Approved Development Trips	0	0	88	0	0	0	37	0	0	0	0	0	0	0	0	0
2029 No-Build Traffic	0	719	584	187	0	91	391	363	6	183	651	513	68	66	971	75
Trip Distribution IN						5%	10%					5%				
Trip Distribution OUT			(15%)												(5%)	
Balancing Adjustment																
Residential Trips	0	0	6	0	0	2	5	0	0	0	0	2	0	0	2	0
Trip Distribution IN							5%				5%	5%				
Trip Distribution OUT		(5%)	(5%)												(5%)	
Balancing Adjustment																
Hotel Trips	0	3	3	0	0	0	3	0	0	0	3	3	0	0	3	0
Trip Distribution IN							5%				5%	5%				
Trip Distribution OUT		(5%)	(5%)												(5%)	
Balancing Adjustment																
Office Trips	0	9	9	0	0	0	2	0	0	0	2	2	0	0	9	0
Trip Distribution IN							5%				5%	5%				
Trip Distribution OUT		(5%)	(5%)												(5%)	
Balancing Adjustment																
Retail Trips	0	12	12	0	0	0	11	0	0	0	11	11	0	0	12	0
Total Primary Site Trips	0	24	30	0	0	2	21	0	0	0	16	18	0	0	26	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		24	30	0	0	2	21	0	0	0	16	18	0	0	26	0
2029 Build Traffic	0	743	614	187	0	93	412	363	6	183	667	531	68	66	997	75

INTERSECTION VOLUME DEVELOPMENT - ALTERNATIVE SCENARIO
INTERSECTION #7
Spring Hill Pkwy at Cumberland Blvd SE

AM PEAK HOUR

	Cumberland Blvd SE Northbound				Cumberland Blvd SE Southbound				Spring Hill Pkwy Eastbound				Spring Hill Pkwy Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	0	501	16	0	120	717	0	0	0	0	0	0	14	0	268
Pedestrians		2				5				3				0		
Conflicting Pedestrians		3		0		0		3		5		2		2		5
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	23	1	0	4	23	0	0	0	0	0	0	0	0	3
Heavy Vehicle %	2%	2%	5%	6%	2%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Existing 2024 Volumes	0	0	501	16	0	120	717	0	0	0	0	0	0	14	0	268
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	26	1	0	6	37	0	0	0	0	0	0	1	0	14
New Road Adjustment			-15	-15		-80	-20							110		30
Cumberland Mall DRI #3129			26				87									
Circle 75 DRI #3169																
Total Approved Development Trips	0	0	26	0	0	0	87	0	0	0	0	0	0	0	0	0
2029 No-Build Traffic	0	0	538	2	0	46	821	0	0	0	0	0	0	125	0	312
Trip Distribution IN				30%		15%										
Trip Distribution OUT														(30%)		(15%)
Balancing Adjustment																
Residential Trips	0	0	0	14	0	7	0	0	0	0	0	0	0	26	0	13
Trip Distribution IN				10%		10%										
Trip Distribution OUT														(10%)		(10%)
Balancing Adjustment																
Hotel Trips	0	0	0	6	0	6	0	0	0	0	0	0	0	3	0	3
Trip Distribution IN				10%		10%										
Trip Distribution OUT														(10%)		(10%)
Balancing Adjustment																
Office Trips	0	0	0	21	0	21	0	0	0	0	0	0	0	2	0	2
Trip Distribution IN				10%		10%										
Trip Distribution OUT														(10%)		(10%)
Balancing Adjustment																
Retail Trips	0	0	0	12	0	12	0	0	0	0	0	0	0	8	0	8
Total Primary Site Trips	0	0	0	53	0	46	0	0	0	0	0	0	0	39	0	26
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	53	0	46	0	0	0	0	0	0	0	39	0	26
2029 Build Traffic	0	0	538	55	0	92	821	0	0	0	0	0	0	164	0	338

PM PEAK HOUR

	Cumberland Blvd SE Northbound				Cumberland Blvd SE Southbound				Spring Hill Pkwy Eastbound				Spring Hill Pkwy Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes	0	1	1,146	63	0	162	895	0	0	0	0	1	0	14	0	191
Pedestrians		10				8				1				0		
Conflicting Pedestrians		1		0		0		1		8		10		10		8
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	12	0	0	3	20	0	0	0	0	0	0	0	0	2
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Existing 2024 Volumes	0	1	1,146	63	0	162	895	0	0	0	0	1	0	14	0	191
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	58	3	0	8	46	0	0	0	0	0	0	1	0	10
New Road Adjustment			-20	-30		-115	-35							155		40
Cumberland Mall DRI #3129			88				37									
Circle 75 DRI #3169																
Total Approved Development Trips	0	0	88	0	0	0	37	0	0	0	0	0	0	0	0	0
2029 No-Build Traffic	0	1	1,272	36	0	55	943	0	0	0	0	1	0	170	0	241
Trip Distribution IN				30%		15%										
Trip Distribution OUT														(30%)		(15%)
Balancing Adjustment																
Residential Trips	0	0	0	14	0	7	0	0	0	0	0	0	0	11	0	6
Trip Distribution IN				10%		10%										
Trip Distribution OUT														(10%)		(10%)
Balancing Adjustment																
Hotel Trips	0	0	0	5	0	5	0	0	0	0	0	0	0	6	0	6
Trip Distribution IN				10%		10%										
Trip Distribution OUT														(10%)		(10%)
Balancing Adjustment																
Office Trips	0	0	0	3	0	3	0	0	0	0	0	0	0	18	0	18
Trip Distribution IN				10%		10%										
Trip Distribution OUT														(10%)		(10%)
Balancing Adjustment																
Retail Trips	0	0	0	21	0	21	0	0	0	0	0	0	0	24	0	24
Total Primary Site Trips	0	0	0	43	0	36	0	0	0	0	0	0	0	59	0	54
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		0	0	43	0	36	0	0	0	0	0	0	0	59	0	54
2029 Build Traffic	0	1	1,272	79	0	91	943	0	0	0	0	1	0	229	0	295

INTERSECTION VOLUME DEVELOPMENT - ALTERNATIVE SCENARIO
INTERSECTION #8
Spring Road at Driveway A

AM PEAK HOUR

	Driveway A Northbound				Southbound				Spring Road Eastbound				Spring Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes											1,545				605	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles																
Conflicting Bicycles				0				0				0				0
Heavy Vehicles											27				22	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%
Peak Hour Factor																
Existing 2024 Volumes	0	0	0	0	0	0	0	0	0	0	1,545	0	0	0	605	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	79	0	0	0	31	0
New Road Adjustment											-15				-245	
Cumberland Mall DRI #3129																
Circle 75 DRI #3169											52				33	
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	52	0	0	0	33	0
2029 No-Build Traffic	0	0	0	0	0	0	0	0	0	0	1,661	0	0	0	424	0
Trip Distribution IN												2%		10%		
Trip Distribution OUT		(5%)		(25%)							(15%)					
Balancing Adjustment																
Residential Trips	0	4	0	22	0	0	0	0	0	0	13	1	0	5	0	0
Trip Distribution IN												2%		45%		
Trip Distribution OUT		(5%)		(40%)							(30%)					
Balancing Adjustment																
Hotel Trips	0	2	0	13	0	0	0	0	0	0	10	1	0	25	0	0
Trip Distribution IN												2%		45%		
Trip Distribution OUT		(5%)		(40%)							(30%)					
Balancing Adjustment																
Office Trips	0	1	0	9	0	0	0	0	0	0	7	4	0	95	0	0
Trip Distribution IN												2%		45%		
Trip Distribution OUT		(5%)		(40%)							(30%)					
Balancing Adjustment																
Retail Trips	0	4	0	30	0	0	0	0	0	0	23	2	0	55	0	0
Total Primary Site Trips	0	11	0	74	0	0	0	0	0	0	53	8	0	180	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	11	0	74	0	0	0	0	0	0	53	8	0	180	0	0
2029 Build Traffic	0	11	0	74	0	0	0	0	0	0	1,714	8	0	180	424	0

PM PEAK HOUR

	Driveway A Northbound				0 Southbound				Spring Road Eastbound				Spring Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes											884				1,360	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles																
Conflicting Bicycles				0				0				0				0
Heavy Vehicles											13				11	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor																
Existing 2024 Volumes	0	0	0	0	0	0	0	0	0	0	884	0	0	0	1,360	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	45	0	0	0	69	0
New Road Adjustment											-20				-350	
Cumberland Mall DRI #3129																
Circle 75 DRI #3169											39				60	
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	39	0	0	0	60	0
2029 No-Build Traffic	0	0	0	0	0	0	0	0	0	0	948	0	0	0	1,139	0
Trip Distribution IN												2%		10%		
Trip Distribution OUT		(5%)		(25%)							(15%)					
Balancing Adjustment																
Residential Trips	0	2	0	9	0	0	0	0	0	0	6	1	0	5	0	0
Trip Distribution IN												2%		45%		
Trip Distribution OUT		(5%)		(40%)							(30%)					
Balancing Adjustment																
Hotel Trips	0	3	0	23	0	0	0	0	0	0	17	1	0	24	0	0
Trip Distribution IN												2%		45%		
Trip Distribution OUT		(5%)		(40%)							(30%)					
Balancing Adjustment																
Office Trips	0	9	0	70	0	0	0	0	0	0	53	1	0	14	0	0
Trip Distribution IN												2%		45%		
Trip Distribution OUT		(5%)		(40%)							(30%)					
Balancing Adjustment																
Retail Trips	0	12	0	98	0	0	0	0	0	0	73	4	0	95	0	0
Total Primary Site Trips	0	26	0	200	0	0	0	0	0	0	149	7	0	138	0	0
Pass-By Trips	0	45	0	15	0	0	0	0	0	0	-15	15	0	45	-45	0
Total Vehicular Project Trips		71	0	215	0	0	0	0	0	0	134	22	0	183	-45	0
2029 Build Traffic	0	71	0	215	0	0	0	0	0	0	1,082	22	0	183	1,094	0

INTERSECTION VOLUME DEVELOPMENT - ALTERNATIVE SCENARIO
INTERSECTION #9
Spring Road at Driveway B

AM PEAK HOUR

	Driveway B Northbound				Southbound				Spring Road Eastbound				Spring Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes											1,545				605	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles																
Conflicting Bicycles				0				0				0				0
Heavy Vehicles											27				22	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%
Peak Hour Factor																
Existing 2024 Volumes	0	0	0	0	0	0	0	0	0	0	1,545	0	0	0	605	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	79	0	0	0	31	0
New Road Adjustment											-15				-195	
Cumberland Mall DRI #3129																
Circle 75 DRI #3169											52				33	
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	52	0	0	0	33	0
2029 No-Build Traffic	0	0	0	0	0	0	0	0	0	0	1,661	0	0	0	474	0
Trip Distribution IN											2%	3%				
Trip Distribution OUT				(15%)											(5%)	
Balancing Adjustment																
Residential Trips	0	0	0	13	0	0	0	0	0	0	1	1	0	0	4	0
Trip Distribution IN											2%	3%				
Trip Distribution OUT				(30%)											(5%)	
Balancing Adjustment																
Hotel Trips	0	0	0	10	0	0	0	0	0	0	1	2	0	0	2	0
Trip Distribution IN											2%	3%				
Trip Distribution OUT				(30%)											(5%)	
Balancing Adjustment																
Office Trips	0	0	0	7	0	0	0	0	0	0	4	6	0	0	1	0
Trip Distribution IN											2%	3%				
Trip Distribution OUT				(30%)											(5%)	
Balancing Adjustment																
Retail Trips	0	0	0	23	0	0	0	0	0	0	2	4	0	0	4	0
Total Primary Site Trips	0	0	0	53	0	0	0	0	0	0	8	13	0	0	11	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	53	0	0	0	0	0	0	8	13	0	0	11	0
2029 Build Traffic	0	0	0	53	0	0	0	0	0	0	1,669	13	0	0	485	0

PM PEAK HOUR

	Driveway B Northbound				0 Southbound				Spring Road Eastbound				Spring Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes											884				1,360	
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles																
Conflicting Bicycles				0				0				0				0
Heavy Vehicles																
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor																
Existing 2024 Volumes	0	0	0	0	0	0	0	0	0	0	884	0	0	0	1,360	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	0	0	0	0	0	0	0	0	45	0	0	0	69	0
New Road Adjustment											-20				-275	
Cumberland Mall DRI #3129																
Circle 75 DRI #3169											39				60	
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	39	0	0	0	60	0
2029 No-Build Traffic	0	0	0	0	0	0	0	0	0	0	948	0	0	0	1,214	0
Trip Distribution IN											2%	3%				
Trip Distribution OUT				(15%)											(5%)	
Balancing Adjustment																
Residential Trips	0	0	0	6	0	0	0	0	0	0	1	1	0	0	2	0
Trip Distribution IN											2%	3%				
Trip Distribution OUT				(30%)											(5%)	
Balancing Adjustment																
Hotel Trips	0	0	0	17	0	0	0	0	0	0	1	2	0	0	3	0
Trip Distribution IN											2%	3%				
Trip Distribution OUT				(30%)											(5%)	
Balancing Adjustment																
Office Trips	0	0	0	53	0	0	0	0	0	0	1	1	0	0	9	0
Trip Distribution IN											2%	3%				
Trip Distribution OUT				(30%)											(5%)	
Balancing Adjustment																
Retail Trips	0	0	0	73	0	0	0	0	0	0	4	6	0	0	12	0
Total Primary Site Trips	0	0	0	149	0	0	0	0	0	0	7	10	0	0	26	0
Pass-By Trips	0	0		30	0	0	0	0	0	0	-30	30	0	0	0	0
Total Vehicular Project Trips		0	0	179	0	0	0	0	0	0	-23	40	0	0	26	0
2029 Build Traffic	0	0	0	179	0	0	0	0	0	0	925	40	0	0	1,240	0

INTERSECTION VOLUME DEVELOPMENT - ALTERNATIVE SCENARIO
INTERSECTION #10
Driveway C at Spring Hill Parkway

AM PEAK HOUR

	Spring Hill Parkway Northbound				Spring Hill Parkway Southbound				Eastbound				Driveway C Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes			282				136									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles																
Conflicting Bicycles				0				0				0				0
Heavy Vehicles			3				5									
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor																
Existing 2024 Volumes	0	0	282	0	0	0	136	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	14	0	0	0	7	0	0	0	0	0	0	0	0	0
New Road Adjustment			140				-95									
Cumberland Mall DRI #3129																
Circle 75 DRI #3169																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 No-Build Traffic	0	0	436	0	0	0	48	0	0	0	0	0	0	0	0	0
Trip Distribution IN				10%		45%										
Trip Distribution OUT														(5%)		(45%)
Balancing Adjustment																
Residential Trips	0	0	0	5	0	21	0	0	0	0	0	0	0	4	0	40
Trip Distribution IN				5%		20%										
Trip Distribution OUT																(20%)
Balancing Adjustment																
Hotel Trips	0	0	0	3	0	11	0	0	0	0	0	0	0	0	0	6
Trip Distribution IN				5%		20%										
Trip Distribution OUT																(20%)
Balancing Adjustment																
Office Trips	0	0	0	11	0	42	0	0	0	0	0	0	0	0	0	4
Trip Distribution IN				5%		20%										
Trip Distribution OUT																(20%)
Balancing Adjustment																
Retail Trips	0	0	0	6	0	24	0	0	0	0	0	0	0	0	0	15
Total Primary Site Trips	0	0	0	25	0	98	0	0	0	0	0	0	0	4	0	65
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	25	0	98	0	0	0	0	0	0	0	4	0	65
2029 Build Traffic	0	0	436	25	0	98	48	0	0	0	0	0	0	4	0	65

PM PEAK HOUR

	Spring Hill Parkway Northbound				Spring Hill Parkway Southbound				0 Eastbound				Driveway C Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes			205				225									
Pedestrians																
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles																
Conflicting Bicycles				0				0				0				0
Heavy Vehicles			2				3									
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor																
Existing 2024 Volumes	0	0	205	0	0	0	225	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	10	0	0	0	11	0	0	0	0	0	0	0	0	0
New Road Adjustment			195				-145									
Cumberland Mall DRI #3129																
Circle 75 DRI #3169																
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 No-Build Traffic	0	0	410	0	0	0	91	0	0	0	0	0	0	0	0	0
Trip Distribution IN				10%		45%										
Trip Distribution OUT														(5%)		(45%)
Balancing Adjustment																
Residential Trips	0	0	0	5	0	21	0	0	0	0	0	0	0	2	0	17
Trip Distribution IN				5%		20%										
Trip Distribution OUT																(20%)
Balancing Adjustment																
Hotel Trips	0	0	0	3	0	11	0	0	0	0	0	0	0	0	0	12
Trip Distribution IN				5%		20%										
Trip Distribution OUT																(20%)
Balancing Adjustment																
Office Trips	0	0	0	2	0	6	0	0	0	0	0	0	0	0	0	35
Trip Distribution IN				5%		20%										
Trip Distribution OUT																(20%)
Balancing Adjustment																
Retail Trips	0	0	0	11	0	42	0	0	0	0	0	0	0	0	0	49
Total Primary Site Trips	0	0	0	21	0	80	0	0	0	0	0	0	0	2	0	113
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		0	0	21	0	80	0	0	0	0	0	0	0	2	0	113
2029 Build Traffic	0	0	410	21	0	80	91	0	0	0	0	0	0	2	0	113

INTERSECTION VOLUME DEVELOPMENT - ALTERNATIVE SCENARIO
INTERSECTION #11
New Road at Driveway D

AM PEAK HOUR

	Driveway D Southbound				New Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes								
Pedestrians								
Conflicting Pedestrians		0		0		0		0
Bicycles								
Conflicting Bicycles				0				0
Heavy Vehicles								
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor								
Existing 2024 Volumes	0	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	0	0	0	0	0	0
New Road Adjustment							415	
Cumberland Mall DRI #3129								
Circle 75 DRI #3169								
Total Approved Development Trips	0	0	0	0	0	0	0	0
2029 No-Build Traffic	0	0	0	0	0	0	415	0
Trip Distribution IN								30%
Trip Distribution OUT				(5%)				
Balancing Adjustment								
Residential Trips	0	0	0	4	0	0	0	14
Trip Distribution IN								25%
Trip Distribution OUT				(5%)				
Balancing Adjustment								
Hotel Trips	0	0	0	2	0	0	0	14
Trip Distribution IN								25%
Trip Distribution OUT				(5%)				
Balancing Adjustment								
Office Trips	0	0	0	1	0	0	0	53
Trip Distribution IN								25%
Trip Distribution OUT				(5%)				
Balancing Adjustment								
Retail Trips	0	0	0	4	0	0	0	31
Total Primary Site Trips	0	0	0	11	0	0	0	112
Pass-By Trips	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	11	0	0	0	112
2029 Build Traffic	0	0	0	11	0	0	415	112

PM PEAK HOUR

	Driveway D Southbound				New Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes								
Pedestrians								
Conflicting Pedestrians		0		0		0		0
Bicycles								
Conflicting Bicycles				0				0
Heavy Vehicles								
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor								
Existing 2024 Volumes	0	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	0	0	0	0	0	0
New Road Adjustment							590	
Cumberland Mall DRI #3129								
Circle 75 DRI #3169								
Total Approved Development Trips	0	0	0	0	0	0	0	0
2029 No-Build Traffic	0	0	0	0	0	0	590	0
Trip Distribution IN								30%
Trip Distribution OUT				(5%)				
Balancing Adjustment								
Residential Trips	0	0	0	2	0	0	0	14
Trip Distribution IN								25%
Trip Distribution OUT				(5%)				
Balancing Adjustment								
Hotel Trips	0	0	0	3	0	0	0	14
Trip Distribution IN								25%
Trip Distribution OUT				(5%)				
Balancing Adjustment								
Office Trips	0	0	0	9	0	0	0	8
Trip Distribution IN								25%
Trip Distribution OUT				(5%)				
Balancing Adjustment								
Retail Trips	0	0	0	12	0	0	0	53
Total Primary Site Trips	0	0	0	26	0	0	0	89
Pass-By Trips	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	26	0	0	0	89
2029 Build Traffic	0	0	0	26	0	0	590	89

INTERSECTION VOLUME DEVELOPMENT - ALTERNATIVE SCENARIO
INTERSECTION #12
New Road at Spring Hill Parkway

AM PEAK HOUR

	Spring Hill Parkway Northbound				Spring Hill Parkway Southbound				New Road			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes			282				136					
Pedestrians												
Conflicting Pedestrians		0		0		0		0		0		0
Bicycles												
Conflicting Bicycles				0				0				0
Heavy Vehicles			3				5					
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%
Peak Hour Factor												
Existing 2024 Volumes	0	0	282	0	0	0	136	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	14	0	0	0	7	0	0	0	0	0
New Road Adjustment							-95			275		140
Cumberland Mall DRI #3129												
Circle 75 DRI #3169												
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0
2029 No-Build Traffic	0	0	296	0	0	0	48	0	0	275	0	140
Trip Distribution IN			10%									
Trip Distribution OUT							(5%)			(5%)		
Balancing Adjustment												
Residential Trips	0	0	5	0	0	0	4	0	0	4	0	0
Trip Distribution IN			5%									
Trip Distribution OUT										(5%)		
Balancing Adjustment												
Hotel Trips	0	0	3	0	0	0	0	0	0	2	0	0
Trip Distribution IN			5%									
Trip Distribution OUT										(5%)		
Balancing Adjustment												
Office Trips	0	0	11	0	0	0	0	0	0	1	0	0
Trip Distribution IN			5%									
Trip Distribution OUT										(5%)		
Balancing Adjustment												
Retail Trips	0	0	6	0	0	0	0	0	0	4	0	0
Total Primary Site Trips	0	0	25	0	0	0	4	0	0	11	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	25	0	0	0	4	0	0	11	0	0
2029 Build Traffic	0	0	321	0	0	0	52	0	0	286	0	140

PM PEAK HOUR

	Spring Hill Parkway Northbound				Spring Hill Parkway Southbound				New Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2024 Traffic Volumes			205				225					
Pedestrians												
Conflicting Pedestrians		0		0		0		0		0		0
Bicycles												
Conflicting Bicycles				0				0				0
Heavy Vehicles			2				3					
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor												
Existing 2024 Volumes	0	0	205	0	0	0	225	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Background Growth Trips	0	0	10	0	0	0	11	0	0	0	0	0
New Road Adjustment							-145			395		195
Cumberland Mall DRI #3129												
Circle 75 DRI #3169												
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0
2029 No-Build Traffic	0	0	215	0	0	0	91	0	0	395	0	195
Trip Distribution IN			10%									
Trip Distribution OUT							(5%)			(5%)		
Balancing Adjustment												
Residential Trips	0	0	5	0	0	0	2	0	0	2	0	0
Trip Distribution IN			5%									
Trip Distribution OUT										(5%)		
Balancing Adjustment												
Hotel Trips	0	0	3	0	0	0	0	0	0	3	0	0
Trip Distribution IN			5%									
Trip Distribution OUT										(5%)		
Balancing Adjustment												
Office Trips	0	0	2	0	0	0	0	0	0	9	0	0
Trip Distribution IN			5%									
Trip Distribution OUT										(5%)		
Balancing Adjustment												
Retail Trips	0	0	11	0	0	0	0	0	0	12	0	0
Total Primary Site Trips	0	0	21	0	0	0	2	0	0	26	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		0	21	0	0	0	2	0	0	26	0	0
2029 Build Traffic	0	0	236	0	0	0	93	0	0	421	0	195

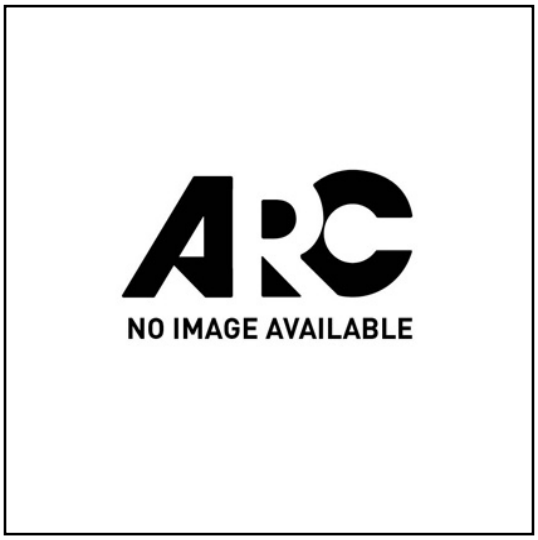
APPENDIX D

Programmed Project Fact Sheets

AR-285M-2022A

2050 MTP PROJECT FACT SHEET

Short Title	I-285 WEST WALL MAINTENANCE & RECONSTRUCTION FROM COLLIER DRIVE TO PACES FERRY ROAD
GDOT Project No.	0018193
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / Maintenance
Sponsor	GDOT
Jurisdiction	Regional - West
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)



Existing Thru Lane	8	**LCI**		**Network Year**	TBD
Planned Thru Lane	8	**Flex**		**Corridor Length**	7.22 miles

Detailed Description and Justification

This project will repair and resurface I-285 from Collier Drive to Paces Ferry Road.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	National Highway Performance Program (NHPP)	AUTH	2022	**$4,451,071**	~~$3,560,857~~	~~$890,214~~	~~$0,000~~	~~$0,000~~
PE	Transportation Funding Act (HB 170)	AUTH	2022	**$75,000**	~~$0,000~~	~~$75,000~~	~~$0,000~~	~~$0,000~~
CST	National Highway Performance Program (NHPP)		2024	**$194,936,897**	$155,949,518	$38,987,379	$0,000	$0,000
				$199,462,968	**$159,510,375**	**$39,952,593**	**$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

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

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CO-474

2050 MTP PROJECT FACT SHEET

Short Title	CUMBERLAND SWEEP - SEGMENT C FROM INTERSECTION OF GALLERIA DRIVE AND AKERS MILL ROAD TO INTERSECTION OF GALLERIA DRIVE AND I-285 PEDESTRIAN BRIDGE
GDOT Project No.	0017806
Federal ID No.	N/A
Status	Programmed
Service Type	Last Mile Connectivity / Sidepaths and Trails
Sponsor	Cobb County
Jurisdiction	Cobb County
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane	N/A	**LCI**	X	**Network Year**	TBD
Planned Thru Lane	N/A	**Flex**		**Corridor Length**	0.4 miles

Detailed Description and Justification

Segment C is a multi-use path, approximately 0.4 miles long, of the Cumberland CID Multimodal Corridor to provide bicycle, pedestrian, and other micro-mobility connectivity, beginning at the intersection of Akers Mill Road and Galleria Drive, and terminating with a vertical connection to the existing pedestrian bridge across I-285 connecting to Circle 75 Parkway

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation	AUTH	2021	**$1,050,000**	~~$840,000~~	~~$0,000~~	~~$0,000~~	~~$210,000~~
ROW	Local Jurisdiction/Municipality Funds		2025	**$6,576,000**	$0,000	$0,000	$0,000	$6,576,000
CST	Local Jurisdiction/Municipality Funds		2027	**$1,829,000**	$0,000	$0,000	$0,000	$1,829,000
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation		2027	**$7,000,000**	$5,600,000	$0,000	$0,000	$1,400,000
				$16,455,000	**$6,440,000**	**$0,000**	**$0,000**	**$10,015,000**

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

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

Report Generated: 6/7/2024

CO-496

2050 MTP PROJECT FACT SHEET

Short Title	SR 3/US 41 (COBB PARKWAY) PEDESTRIAN BRIDGE AT CUMBERLAND BOULEVARD / WINDY RIDGE PARKWAY
GDOT Project No.	0019885
Federal ID No.	N/A
Status	Programmed
Service Type	Last Mile Connectivity / Pedestrian Facility
Sponsor	Cobb County
Jurisdiction	Cobb County
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane	N/A	**LCI**		**Network Year**	TBD
Planned Thru Lane	N/A	**Flex**		**Corridor Length**	0.2 miles

Detailed Description and Justification

This project will construct a pedestrian bridge over SR 3/US 41/Cobb Parkway near Battery Avenue and Truist Park. This project is partially funded by two $1,000,000 earmarks (Highway Infrastructure - FY23 Congressionally Directed Spending identified in funding and a HUD – FY23 Congressionally Directed Spending which is identified in the table as Local Jurisdiction/Municipality Funds). DEMO ID: GA366.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Congressionally Directed Spending - FY 2023	AUTH	2024	**$1,250,000**	~~$1,000,000~~	~~$0,000~~	~~$0,000~~	~~$250,000~~
PE	Local Jurisdiction/Municipality Funds	AUTH	2024	**$1,250,000**	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$1,250,000~~
ROW	Local Jurisdiction/Municipality Funds		2026	**$615,000**	$0,000	$0,000	$0,000	$615,000
CST	Local Jurisdiction/Municipality Funds		2028	**$8,622,000**	$0,000	$0,000	$0,000	$8,622,000
				$11,737,000	**$1,000,000**	**$0,000**	**$0,000**	**$10,737,000**

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

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

Report Generated: 6/7/2024

CO-474D

2050 MTP PROJECT FACT SHEET

Short Title	CUMBERLAND SWEEP - SEGMENT D FROM WINDY RIDGE PARKWAY TO CUMBERLAND SWEEP - SEGMENT C
GDOT Project No.	0019780
Federal ID No.	N/A
Status	Programmed
Service Type	Last Mile Connectivity / Sidepaths and Trails
Sponsor	Cobb County,Cumberland CID
Jurisdiction	Cobb County
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane	2	**LCI**		**Network Year**	TBD
Planned Thru Lane	2	**Flex**		**Corridor Length**	0.4 miles

Detailed Description and Justification

An outcome of the Blueprint Cumberland 3.0, the Cumberland Multi-Modal Network Development Program (CMMNDP) is a consolidated initiative by the Cumberland CID in partnership with Cobb County. Re-branded as the Cumberland Sweep, the 3-mile network aims to serve as a major catalyst connecting Cumberland's rich and diverse assets while also serving as an economic powerhouse and vital transportation option for the community. Designed to improve connectivity throughout the core of the District with dedicated walking and biking lanes and an autonomous shuttle system, the Sweep is comprised of five segments, with the addition of Cumberland Mall as the sixth segment.
Segment D is aimed to provide pedestrian connection from The Battery Atlanta's mixed-use community to the I-285 Bridge connecting to the Cobb Galleria meeting and convention center. The trail connection is also envisioned to connect to a pedestrian bridge over US 41/Cobb Parkway providing a safe bikeped connection for the City of Smyrna residents crossing from the retail, commercial and residential areas on the other side of Cobb
Parkway. The proposed trail segment alignment project aims to leverage existing public and private infrastructure to connect a series of destinations by providing safe, accessible multimodal options thereby enhancing Cumberland's public realm and sense of place. The trail also link directly to the trail connectors within Cobb Galleria and a larger network of bicycle/pedestrian infrastructure already implemented including the Mountain to River Trail, Akers Mill Trail (west and east), Bob Callan/Rottenwood Creek Trail, Interstate North Parkway Trail, and Silver Comet Cumberland Connector. The trail segment is expected to include an ADA accessible, on-road pedestrian facility with lighting, and wayfinding. A dedicated or shared bicycle facility will be provided in tandem to the on-road facility or diverge onto the existing recreational trail facility.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Transportation Alternatives (TA) Set-aside - Urbanized Areas with Populations over 200,000	AUTH	2023	**$400,000**	~~$320,000~~	~~$0,000~~	~~$0,000~~	~~$80,000~~
ROW	Local Jurisdiction/Municipality Funds		2027	**$1,000,000**	$0,000	$0,000	$0,000	$1,000,000
CST	Local Jurisdiction/Municipality Funds		LR 2029-2030	**$3,700,000**	$0,000	$0,000	$0,000	$3,700,000
				$5,100,000	**$320,000**	**$0,000**	**$0,000**	**$4,780,000**

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

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

Report Generated: 6/7/2024

CO-474E

2050 MTP PROJECT FACT SHEET

Short Title	CUMBERLAND SWEEP - SEGMENT E (WINDY RIDGE PARKWAY) FROM INTERSTATE NORTH PARKWAY TO HERITAGE COURT (SEGMENT D)
GDOT Project No.	0019618
Federal ID No.	N/A
Status	Programmed
Service Type	Last Mile Connectivity / Sidepaths and Trails
Sponsor	Cobb County,Cumberland CID
Jurisdiction	Cobb County
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane	4	**LCI**		**Network Year**	TBD
Planned Thru Lane	4	**Flex**		**Corridor Length**	0.62 miles

Detailed Description and Justification

An outcome of the Blueprint Cumberland 3.0, the Cumberland Multi-Modal Network Development Program (CMMNDP) is a consolidated initiative by the Cumberland CID in partnership with Cobb County. Re-branded as the Cumberland Sweep, the 3-mile network aims to serve as a major catalyst connecting Cumberland's rich and diverse assets while also serving as an economic powerhouse and vital transportation option for the community. Designed to improve connectivity throughout the core of the District with dedicated walking and biking lanes and an autonomous shuttle system, the Sweep is comprised of five segments, with the addition of Cumberland Mall as the sixth segment.
Segment E is aimed to provide multi-modal infrastructure along Windy Ridge Parkway extending multi-modal connection from The Battery Atlanta's mixed-use community to the office. The trail connection is also envisioned to connect to a pedestrian bridge over US 41/Cobb Parkway providing a safe bikeped connection for the City of Smyrna residents crossing from the retail, commercial and residential areas on the other side of Cobb Parkway. The proposed trail segment alignment project aims to leverage existing public and private infrastructure to connect a series of destinations by providing safe, accessible multimodal options thereby enhancing Cumberland's public realm and sense of place. The trail also link directly to the trail connectors within Cobb Galleria and a larger network of bicycle/pedestrian infrastructure already implemented including the Mountain to River Trail, Akers Mill Trail (west and east), Bob Callan/Rottenwood Creek Trail, Interstate North Parkway Trail, and Silver Comet Cumberland Connector. The trail segment is expected to include an ADA accessible, on-road pedestrian facility with lighting, and wayfinding. A dedicated or shared bicycle facility will be provided in tandem to the on-road facility or diverge onto the existing recreational trail facility.

Phase Status & Funding Information		**Status**	**FISCAL YEAR**	**TOTAL PHASE COST**	**BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE**			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Congressionally Directed Spending - FY 2022	AUTH	2023	**$2,125,000**	~~$1,700,000~~	~~$0,000~~	~~$0,000~~	~~$425,000~~
PE	Transportation Alternatives (TA) Set-aside - Urbanized Areas with Populations over 200,000	AUTH	2023	**$350,000**	~~$280,000~~	~~$0,000~~	~~$0,000~~	~~$70,000~~
ROW	Local Jurisdiction/Municipality Funds		2027	**$1,000,000**	$0,000	$0,000	$0,000	$1,000,000
CST	Local Jurisdiction/Municipality Funds		LR 2029-2030	**$1,650,000**	$0,000	$0,000	$0,000	$1,650,000
				$5,125,000	**$1,980,000**	**$0,000**	**$0,000**	**$3,145,000**

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

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

Report Generated: 6/7/2024

AR-ML-200W

2050 MTP PROJECT FACT SHEET

Short Title: I-285 TOP END WEST EXPRESS LANES FROM NORTHSIDE DRIVE TO ATLANTA ROAD

GDOT Project No.	0017124
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / Express Lanes
Sponsor	GDOT
Jurisdiction	Regional - Perimeter
Analysis Level	In the Region's Air Quality Conformity Analysis
Existing Thru Lane	0
Planned Thru Lane	4
LCI	
Flex	
Network Year	2040
Corridor Length	5.7 miles

Detailed Description and Justification

This project provides travel options and more reliable trip times by constructing new, optional express lanes in each direction on I-285 from Northside Drive to Atlanta Road in Cobb County. The I-285 Top End West Express Lanes will be part of the larger Georgia Express Lanes network. Preliminary engineering and right-of-way acquisition activities for this project are documented under AR-ML-200 (PI# 0001758).

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
UTL	Transportation Funding Act (HB 170)	AUTH	2023	**$8,000,000**	~~$0,000~~	~~$8,000,000~~	~~$0,000~~	~~$0,000~~
UTL	National Highway Performance Program (NHPP)		2025	**$13,000,000**	$10,400,000	$2,600,000	$0,000	$0,000
CST	General Federal Aid 2029-2050		LR 2029-2030	**$84,650,234**	$67,720,187	$16,930,047	$0,000	$0,000
CST	Private Financing		LR 2029-2030	**$86,896,667**	$0,000	$0,000	$86,896,667	$0,000
CST	Transportation Funding Act (HB 170)		LR 2029-2030	**$84,658,868**	$0,000	$84,658,868	$0,000	$0,000
CST	General Federal Aid 2029-2050		LR 2031-2033	**$307,605,380**	$246,084,304	$61,521,076	$0,000	$0,000
CST	Private Financing		LR 2031-2033	**$820,249,294**	$0,000	$0,000	$820,249,294	$0,000
CST	General Federal Aid 2029-2050		LR 2034-2040	**$439,295,514**	$351,436,411	$87,859,103	$0,000	$0,000
CST	Private Financing		LR 2034-2040	**$714,216,850**	$0,000	$0,000	$714,216,850	$0,000
				$2,558,572,807	**$675,640,902**	**$261,569,094**	**$1,621,362,811**	**$0,000**

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

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I-285 FM PACES FERRY TO HENDERSON MILL;INC SR 400-EXPRESS LN

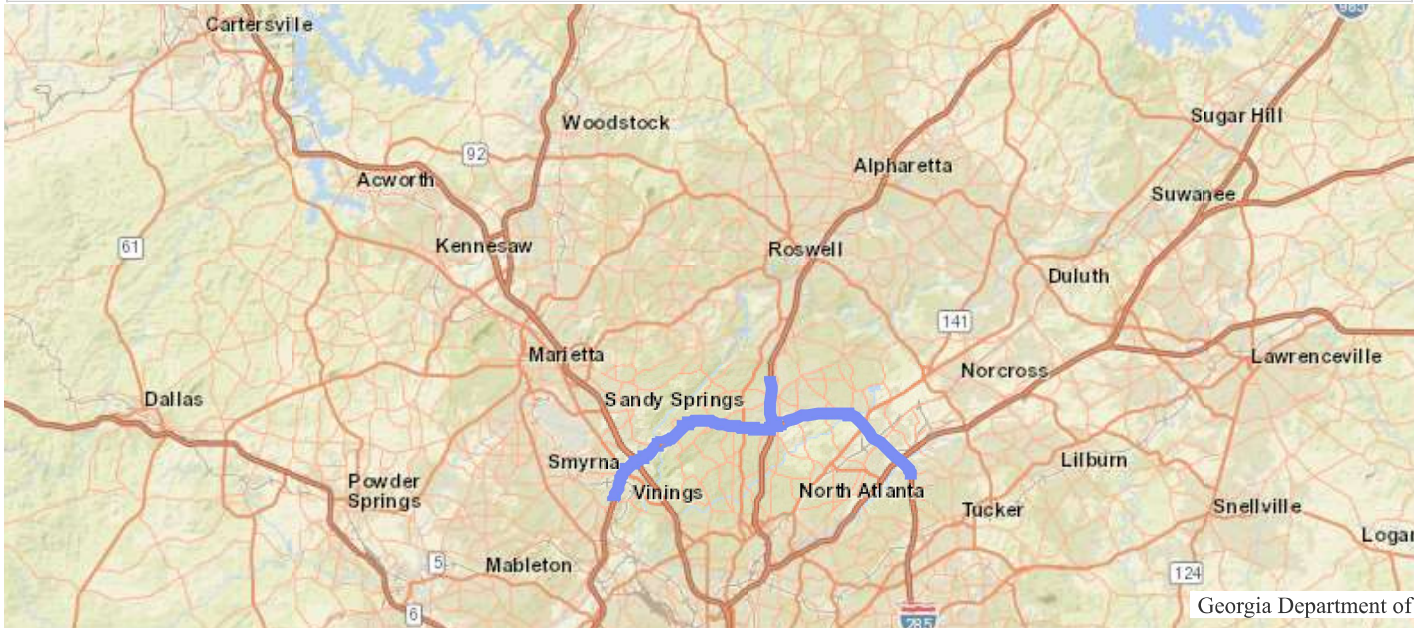
Project ID:	**0001758**	Notice to Proceed Date:	
Project Manager:	Xavier Marcus James	Construction Percent Complete:	%
Office:	P3	Current Completion Date:	
County:	Cobb, DeKalb, Fulton	Work Completion Date:	
Congressional District:	004, 005, 011, 013	Construction Contract Amount:	
State Senate District.:	006, 014, 040	Construction Contractor:	
State House District:	040, 042, 043, 052, 053, 054, 080, 081	**Preconstruction Status Report**	
Project Type:	Reconstruction/Rehabilitation	**Construction Status Report**	
Project Status:	Construction Work Program		
Right of Way Authorization:		Contact Us	

Project Description:

Revive 285 is the name given to the improvement project on I-285 North from I-75 to I-85. Revive 285 will serve as an umbrella for a number of isolated but critical near-term fixes in the project corridor, guiding these efforts in a way that provides the most benefit for the corridor and anticipates the transportation needs of future generations. This project will identify, evaluate, and possibly enhance the most appropriate projects and programs that provide safe and efficient travel along the I-285 corridor from the I-75/I-285 interchange in Cobb County to the I-285/I-85 interchange in DeKalb County. It will also develop and advance concepts through the environmental phase of Georgia DOT's PDP, including completion of an environmental document and receipt of a Record of Decision. The resulting concept will be accompanied with a Program Management Plan identifying funding, phasing, and implementation strategies.

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2003	$1,000,000.00	2/15/2024
PE (Preliminary Engineering)	2006	$21,192,897.36	2/15/2024
PE (Preliminary Engineering)	2007	$4,168,821.19	2/15/2024
PE (Preliminary Engineering)	2017	$9,000,000.00	2/15/2024
ROW (Right of Way)	2018	$49,000,000.00	3/20/2024
PE (Preliminary Engineering)	2018	$4,700,000.00	2/15/2024
PE (Preliminary Engineering)	2019	$4,400,000.00	2/15/2024
PE (Preliminary Engineering)	2020	$26,200,000.00	2/15/2024
ROW (Right of Way)	2021	$5,000,000.00	3/20/2024

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2021	$29,900,000.00	2/15/2024
ROW (Right of Way)	2022	$98,232,000.00	3/20/2024
PE (Preliminary Engineering)	2022	$30,070,188.00	2/15/2024
ROW (Right of Way)	2023	$28,957,330.00	3/20/2024
PE (Preliminary Engineering)	2023	$44,008,000.00	2/15/2024
PE (Preliminary Engineering)	2025	$17,302,000.00	2/15/2024
ROW (Right of Way)	2026	$154,000,000.00	3/20/2024
PE (Preliminary Engineering)	2026	$20,000,000.00	2/15/2024
ROW (Right of Way)	2027	$145,000,000.00	3/20/2024
PE (Preliminary Engineering)	2027	$24,500,000.00	2/15/2024
ROW (Right of Way)	2028	$86,000,000.00	3/20/2024
PE (Preliminary Engineering)	2028	$6,000,000.00	2/15/2024
PE (Preliminary Engineering)	2029	$27,000,000.00	2/15/2024
PE (Preliminary Engineering)	2030	$9,000,000.00	2/15/2024
PE (Preliminary Engineering)	2031	$3,500,000.00	2/15/2024



Project Documents
Approved Concept Reports
0001758_REVCR_FEB2021.pdf
0001758_CR_JAN2021.pdf
Project Outreach Archive
Alternative1.pdf
Alternative2.pdf
Alternative4.pdf
Alternative3.pdf
Alternative5.pdf

Project Documents
Alternative5b.pdf
Alternative6.pdf
Alternative7.pdf
Alternative8.pdf
Station1Handout.pdf
MeetingOverviewPublicInformationOpenHouses,December7and12, 2006.pdf
PIOH_Welcome-9-25-08.pdf
PIOH_Welcome9-30-08.pdf
Station2Handout.pdf
Station2Handouts.pdf

Georgia Department of Transportation

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

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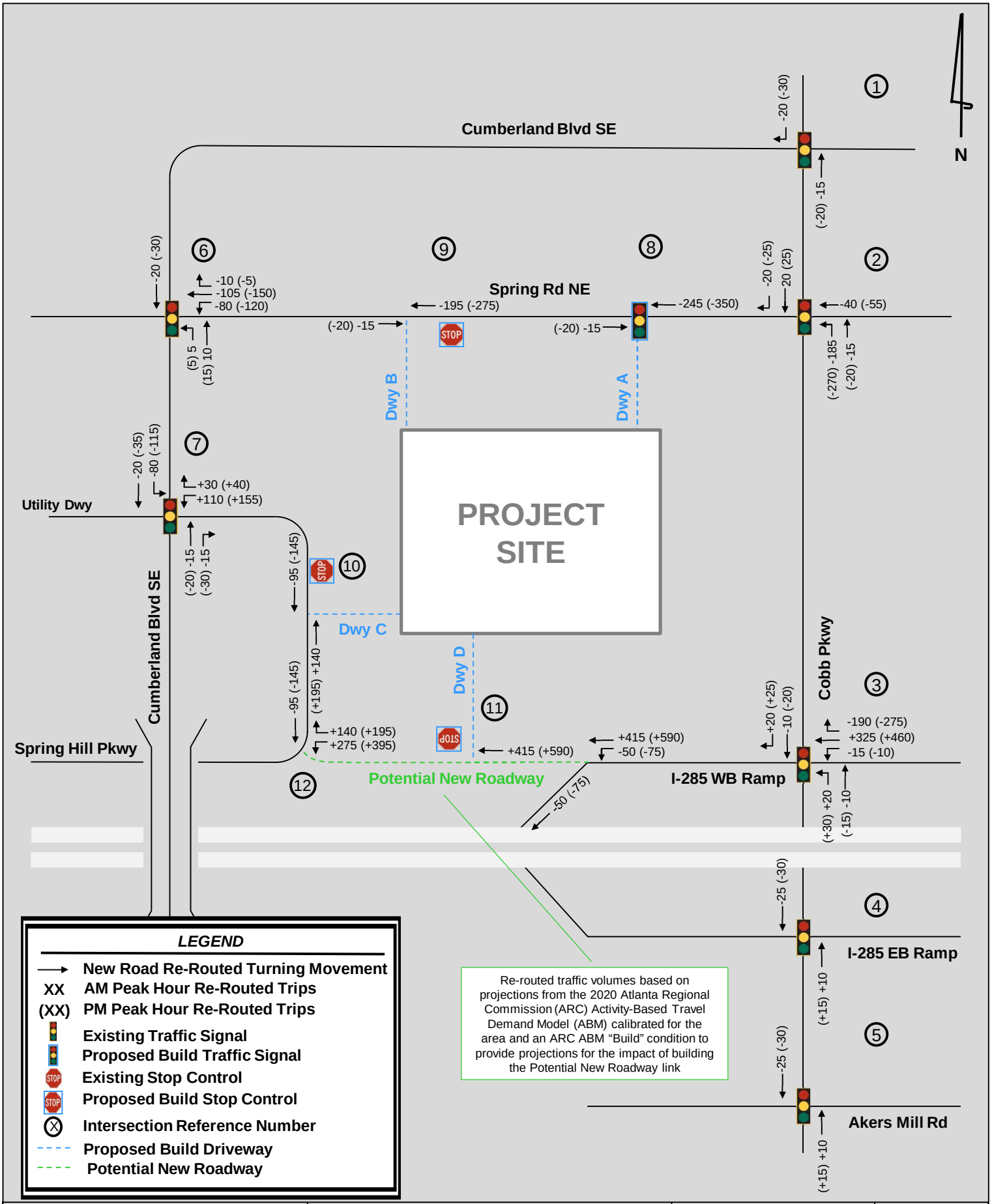
APPENDIX E

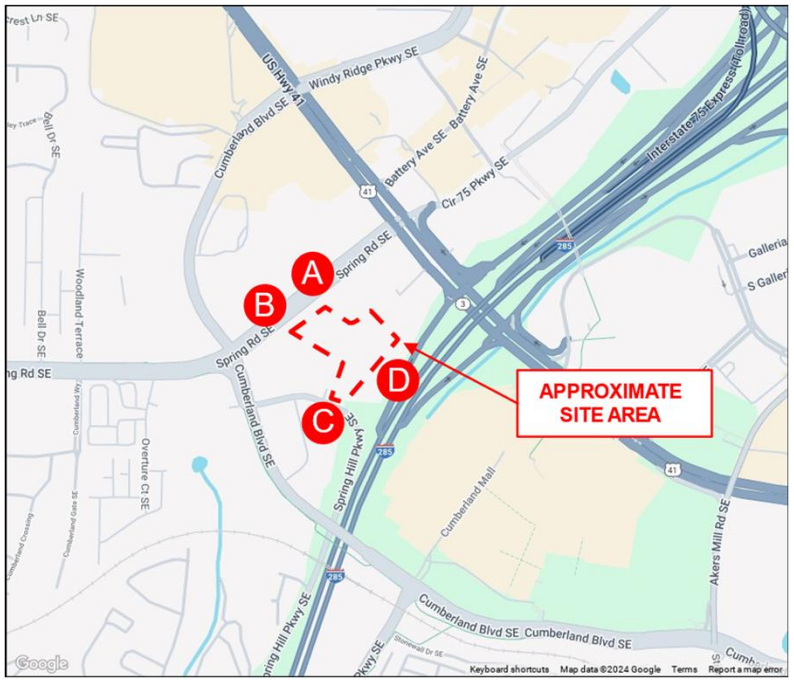
Atlanta Regional Commission Activity Based Travel Demand Model Outputs



Kimley»Horn	South Spring DRI DRI #4259 *Transportation Analysis*	Potential New Road Re-Routed Traffic	Appendix F.

ARC ABM - Process

- Calibration, Validation
  - Confirmation of Programmed Projects, Correct Roadway Attributes
  - Calibration of Model Volumes to GDOT AADTs
- Three Scenarios
  - 2020 No-Build
    - Baseline, Calibrated ARC MTP 2024 Model
  - 2020 Build
    - Addition of New Roadway Alternative (Spring Road Access Road from I-285 SB Entrance) in Calibrated Network
  - 2050 Build
    - Identical to 2020 Build (Adds Roadway Alternative), Using 2050 Inputs (Reflecting Population and Employment Growth)
- Provides Understanding of:
  - Macro and Regional Impacts on Travel Patterns
  - Changes in Travel Patterns on Nearby Roadways
  - Interactions with Projected Population and Employment Growth



ARC ABM – Calibration, Validation

- Validation
  - Confirmation of Roadway Conditions, Programmed Projects
    - Confirmed for Appropriate Laneage, Speeds, Functional Class
    - Confirmed for Applicable Programmed Projects

- Calibration
  - Comparison of Model Volumes to Observed GDOT Counts (2023)
  - Roadways within Acceptable Validation Parameters, No Adjustments Needed

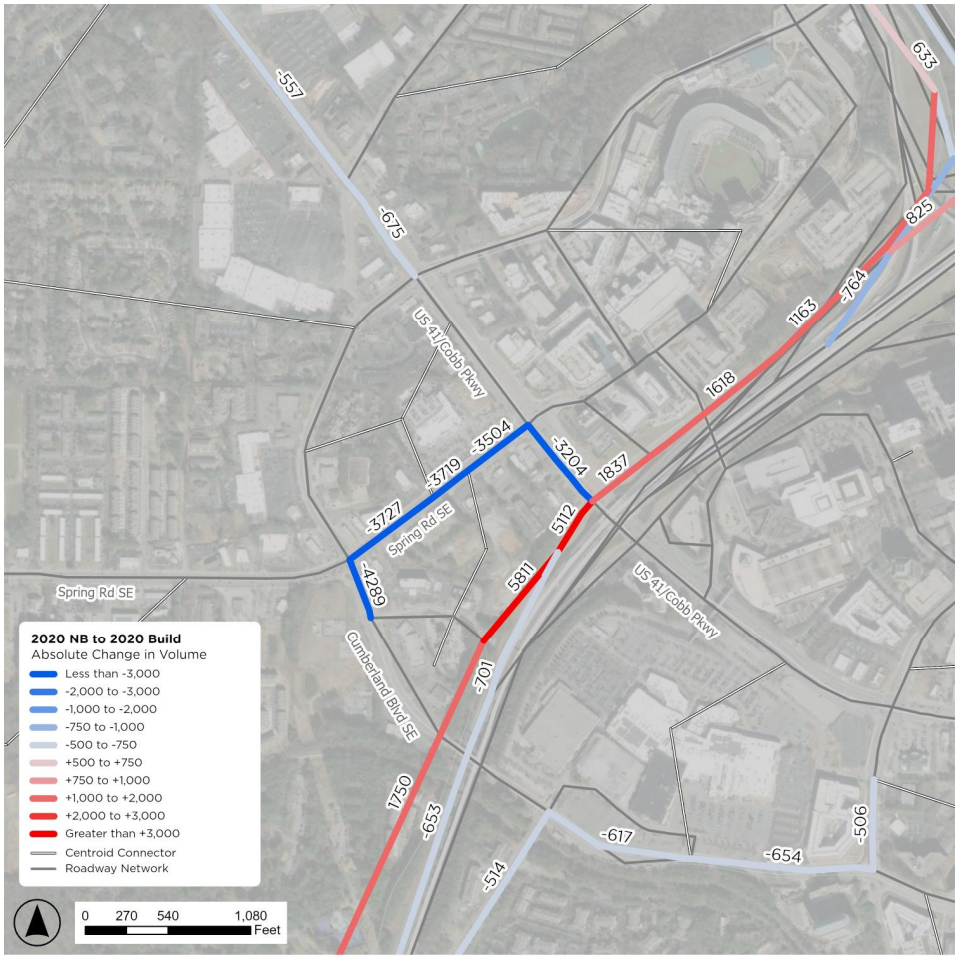
Road	A_B	AADT Counts		Validation Parameters		ARC 2020 Model	
		GDOT 2023 AADT	Count	Acceptable	Preferable	Volume	Deviation
GA-3 / US-41 (COBB PKWY SE)	55426_313208	29,300	29,300	27%	15%	23,920	-18%
SPRING RD SE	54481_126712	34,100	34,100	27%	15%	41,044	20%
CUMBERLAND BLVD SE	54469_501567	19,100	19,100	30%	25%	16,391	-14%
CUMBERLAND BLVD SE	54548_288188	13,700	13,700	35%	27%	9,170	-33%
I-285 / GA-407 SOUTHBOUND ENTRANCE 19	500577_300675	12,700	12,700	35%	27%	13,756	8%
		21,780	*21,780*	27%	15%	*20,856*	-4%

ARC ABM – Results

Segments	2020 No Build	2020 Build	Absolute Change (2020 NB to 2020 Build)	Percent Change (2020 NB to 2020 Build)	2050 Build	Absolute Change (2020 NB to 2050 Build)	Percent Change (2020 NB to 2050 Build)
New Connection	-	5,811	-	-	6,392	-	-
I-285 Southbound Entrance Ramp (Before New Connection)	13,736	18,848	5,112	37%	21,081	7,345	53%
I-285 Southbound Entrance Ramp (After New Connection)	13,736	13,035	(701)	-5%	14,685	949	7%
I-285 Southbound Exit Ramp	25,357	27,194	1,837	7%	29,580	4,223	17%
Spring Hill Pkwy (West of New Connection)	7,456	7,524	68	1%	8,106	650	9%
Spring Hill Pkwy (South of New Connection)	7,456	8,997	1,541	21%	10,442	2,986	40%
Spring Road SE (West of Cumberland Blvd)	41,112	40,955	(157)	0%	48,122	7,010	17%
Spring Road SE (Between US 41/Cobb Pkwy and Cumberland Blvd SE)	35,661	31,942	(3,719)	-10%	37,166	1,505	4%
US 41/Cobb Pkwy (Between I-285 Ramps and Spring Rd SE)	74,296	71,092	(3,204)	-4%	82,845	8,549	12%
US 41/Cobb Pkwy (North of Spring Rd SE)	34,627	34,465	(162)	0%	41,124	6,497	19%
Cumberland Blvd SE (Between Spring Hill Pkwy and Spring Road)	23,835	19,546	(4,289)	-18%	24,229	394	2%
Cumberland Blvd SE (Between Spring Hill Pkwy and Cumberland Mall)	16,772	16,324	(448)	-3%	20,082	3,310	20%
Cumberland Blvd SE (Between US 41/Cobb Pkwy and Spring Road)	12,064	11,684	(380)	-3%	15,328	3,264	27%

ARC ABM – Results

- 2020 No Build to 2020 Build
  - New Connection Shows Daily Volume of ~5,800 relative to model volumes
  - +1,800 Increase in Volumes on I-285 SB Exit Ramp to US 41/Cobb Pkwy
  - +5,000 Increase in Volumes on I-285 SB Entrance Ramp from US 41/Cobb Pkwy
  - +1,750 Increase in Volume on Spring Hill Pkwy SE South of New Connection
  - -3,500 Reduction in Volumes on NB US 41/Cobb Pkwy
  - -3,500 Reduction in Volumes on WB Spring Road SE
  - -4,200 Reduction in Cumberland Blvd SE Between Spring Road SE and Spring Hill Pkwy SE
- Summary
  - Reduces Access from Spring Rd, US 41/Cobb Pkwy
  - Increases Volumes on Spring Hill Parkway to Home Depot Headquarters (South of New Connection)
  - Increases Volumes on SB I-285 Exit
  - Reduces Volumes on Next SB I-285 Exit



ARC ABM – Results

- 2020 No Build to 2050 Build
  - *Does Not Factor Increase in Trip Demand to TAZ from DRI Inclusion*
  - New Connection Shows Daily Volume of ~6,400
    - Increase of ~600 Trips or ~10% Growth
  - Travel Patterns from 2020 Build Remain; Volumes Increase
  - Difference Between % Change In Volume for 2020 Build and 2050 Build Show Areas of Specific Growth in Travel Demand
  - Greatest % Change on:
    - Cumberland Blvd SE from Cumberland Mall to US 41/Cobb Pkwy (20% - 30% Increase)
    - Spring Hill Pkwy South of New Connection (19% Increase)
    - US 41/Cobb Pkwy (16%-19% Increase)

Segments	Absolute Change (2020 NB to 2020 Build)	Percent Change (2020 NB to 2020 Build)	Absolute Change (2020 NB to 2050 Build)	Percent Change (2020 NB to 2050 Build)	Difference in Percent Changes (2020 Build vs. 2050 Build)
New Connection	-	-	-	-	-
I-285 Southbound Entrance Ramp (Before New Connection)	5,112	37%	7,345	53%	**16%**
I-285 Southbound Entrance Ramp (After New Connection)	(701)	-5%	949	7%	**12%**
I-285 Southbound Exit Ramp	1,837	7%	4,223	17%	**9%**
Spring Hill Pkwy (West of New Connection)	68	1%	650	9%	**8%**
Spring Hill Pkwy (South of New Connection)	1,541	21%	2,986	40%	**19%**
Spring Road SE (West of Cumberland Blvd)	(157)	0%	7,010	17%	**17%**
Spring Road SE (Between US 41/Cobb Pkwy and Cumberland Blvd SE)	(3,719)	-10%	1,505	4%	**15%**
US 41/Cobb Pkwy (Between I-285 Ramps and Spring Rd SE)	(3,204)	-4%	8,549	12%	**16%**
US 41/Cobb Pkwy (North of Spring Rd SE)	(162)	0%	6,497	19%	**19%**
Cumberland Blvd SE (Between Spring Hill Pkwy and Spring Road)	(4,289)	-18%	394	2%	**20%**
Cumberland Blvd SE (Between Spring Hill Pkwy and Cumberland Mall)	(448)	-3%	3,310	20%	**22%**
Cumberland Blvd SE (Between US 41/Cobb Pkwy and Spring Road)	(380)	-3%	3,264	27%	**30%**

- Summary
  - Travel Patterns from 2020 Build Remain
  - New Connection Serves as an Alternative to
    - US 41/Cobb Pkwy, Spring Rd, Cumberland Blvd for Trips to TAZ
    - I-285 SB for Trips Ending in Areas on Spring Hill Pkwy Between New Connection and Home Depot Headquarters
  - Growth on Adjacent Corridors Outpace Growth on New Connection
    - New Trip Generation from DRI Not Included in Model

APPENDIX F

GDOT Intersection Control Evaluation (ICE) Stage 1

GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 11/13/2023

GDOT PI #	N/A
Project Location:	SR 3 @ Spring Rd
Existing Control:	Signal (turn lanes on mainline)
Prepared by:	Kimley-Horn
Date:	12/3/2024

Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column

Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	1. Does alternative address the project need in a balanced manner and in scale with the project?	2. Does alternative improve safety performance in terms of reducing severe crashes?	3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & location context?	6. Does alternative appear feasible with respect to other project factors?	7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?	**Screening Decision Justification:**
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	No	There is already a multiphase traffic signal at this intersection.
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	There is already a multiphase traffic signal at this intersection.
	Mini Roundabout	No	No	No	No	No	No	No	Does not serve existing roadway and traffic conditions
	Single Lane Roundabout	No	No	No	No	No	No	No	Does not serve existing roadway and traffic conditions
	Multilane Roundabout	No	No	No	No	No	No	No	Does not serve existing roadway and traffic conditions
	RCUT (stop control)	No	No	No	No	No	No	No	Does not serve existing roadway and traffic conditions
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	Does not serve existing roadway and traffic conditions
	High-T (unsignalized)	No	No	No	No	No	No	No	Not a T intersection
	Offset-T Intersections	No	No	No	No	No	No	No	Not a T intersection
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not an interchange
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not an interchange
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	N/A
	Other unsignalized (provide description):	No	No	No	No	No	No	No	N/A
Signalized Intersections	Traffic Signal	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Existing Condition
	Median U-Turn (Indirect Left)	No	**Yes**	No	No	No	No	No	Does not serve existing roadway and traffic conditions
	RCUT (signalized)	No	**Yes**	No	No	No	No	No	Does not serve existing roadway and traffic conditions
	Displaced Left Turn (CFI)	No	**Yes**	No	**Yes**	No	No	No	Feasibility limited by ROW constraints
	Continuous Green-T	No	No	No	No	No	No	No	Not a T intersection
	Jughandle	No	**Yes**	No	**Yes**	No	No	No	Feasibility limited by ROW constraints
	Quadrant Roadway	No	**Yes**	No	**Yes**	No	No	No	Feasibility limited by ROW constraints
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not an interchange
	Diverging Diamond	No	No	No	No	No	No	No	Not an interchange
	Single Point Interchange	No	No	No	No	No	No	No	Not an interchange
	No LT Lane Improvements Add RT Lanes on Spring Rd	**Yes**	**No**	**No**	**Yes**	**No**	**No**	**Yes**	Potential alternative, may be limited by ROW
	DRI Imp: restripe SR3 SB (1 LT, 5 TH, 1 RT), add EB RT on Spring Rd	**Yes**	**No**	**No**	**Yes**	**No**	**No**	**Yes**	Potential alternative, may be limited by ROW

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