Traffic Impact Study

Keg Creek Landing and Seavy Hills
City of Senoia, Georgia

October 30, 2017

MARC R. ACAMPORA, PE, LLC
TRAFFIC ENGINEERING

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City of Senoia, Georgia

study prepared for:

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October 30, 2017

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Introduction

This study assesses the traffic impact of two proposed single-family residential subdivisions in the City of Senoia, Georgia. The Keg Creek Landing development consists of three Pods – Pods A, B, and C and will be located on the north side of Seavy Street. Seavy Hills will consist of Pod D and will be located on the south side of Seavy Street. Pod A will include 106 senior age-targeted homes, Pod B will be developed with 79 single-family homes, and Pod C will be comprised of 135 single family lots. Seavy Hills' Pod D will include 36 single-family homes. Two full-movement accesses will serve Keg Creek Landing on the north side of Seavy Street, while one full-movement access will serve Seavy Hills, which will align with the western access to Keg Creek Landing. The location of the sites are shown in the map in Figure 1.

The purpose of this traffic impact study is to determine existing traffic operating conditions in the vicinity of the proposed subdivisions, project future traffic volumes, assess the impact of the subject developments, then develop conclusions and recommendations to mitigate the project traffic impact and ensure safe and efficient existing and future traffic conditions in the vicinity of the projects.

Figure 1 – Keg Creek Landing and Seavy Hills Site Location Map

Existing Traffic Conditions

Existing traffic operating conditions in the vicinity of the proposed subdivisions were assessed. The following is a description of existing transportation facilities, traffic volumes, and intersection operations.

Description of Existing Roadways

Seavy Street is a two lane, east/west collector that begins just west of downtown Senoia, extends through downtown, crosses the railroad tracks and continues to its terminus at GA 74/85. The terrain along Seavy Street in the vicinity of the proposed subdivisions is very gently rolling. The posted speed limit on Seavy Street is 35 mph adjacent to the subject properties, dropping to 25 mph near Johnson Street. Seavy Street is side street stop sign controlled at GA 74/85. At Johnson Street, Seavy Street is uncontrolled, while Johnson Street is side street stop sign controlled.

Georgia State Route 74/85 is a two lane southwest to northeast highway that provides a major route through this section of Georgia. Near Seavy Street, the terrain on GA 74/85 is gently rolling and the posted speed limit is 55 mph. The Georgia Department of Transportation (Georgia DOT) recorded an Annual Average Daily Traffic (AADT) volume of 11,700 on GA 74/85 just north of Seavy Street in 2016 (the latest year for which data was available at this location at the time of this study).

Pedestrian, Bicycle, and Transit Accessibility

There are no sidewalks along Seavy Street, GA 74/85, or Johnson Street in the vicinity of the proposed subdivisions. There are no striped designated bicycle lanes in the vicinity. There is no regularly-scheduled mass transit service in the vicinity of the subject sites.

Photograph 1 is taken on Seavy Street facing west toward its intersection with Johnson Street. Photograph 2 shows Seavy Street facing east at GA 74/85. Photograph 3 is the view north on GA 74/85 taken from Seavy Street. Photograph 4 is the view facing east along Seavy Street, taken from the vicinity of the proposed site accesses.

Photograph 1 – Seavy Street Facing West Toward Johnson Street

Photograph 2 – Seavy Street Facing East at GA 74/85

Photograph 3 – View Facing North on GA 74/85 from Seavy Street

Photograph 4 – Seavy Street Facing East from the Vicinity of the Proposed Site Accesses

Existing Traffic Volumes

Existing full turning movement traffic volume counts were collected at the following intersections in the vicinity of the proposed development:

1. Seavy Street / Johnson Street
2. GA 74/85 / Seavy Street

The counts were collected on Tuesday, October 17, 2017, from 7:00 a.m. to 9:00 a.m. and from 4:30 p.m. to 6:30 p.m. Area schools were in standard session on the day on which the counts were recorded. From the count data, the highest four consecutive 15-minute interval volumes at each intersection, during each time period, were determined. These volumes make up the typical weekday a.m. and p.m. peak hour traffic volumes at that intersection. The existing a.m. and p.m. peak hour turning movement volumes are shown in Figure 2. The intersection raw count data is found in Appendix A.

In addition to the intersection turning movement counts, Georgia Department of Transportation (Georgia DOT) annual average daily traffic (AADT) volume counts were obtained on nearby roadways for 2016 (the latest year for which volumes are available). Table 3, presented later in this report, shows the historic Georgia DOT counts and the annual growth rates between the counts.

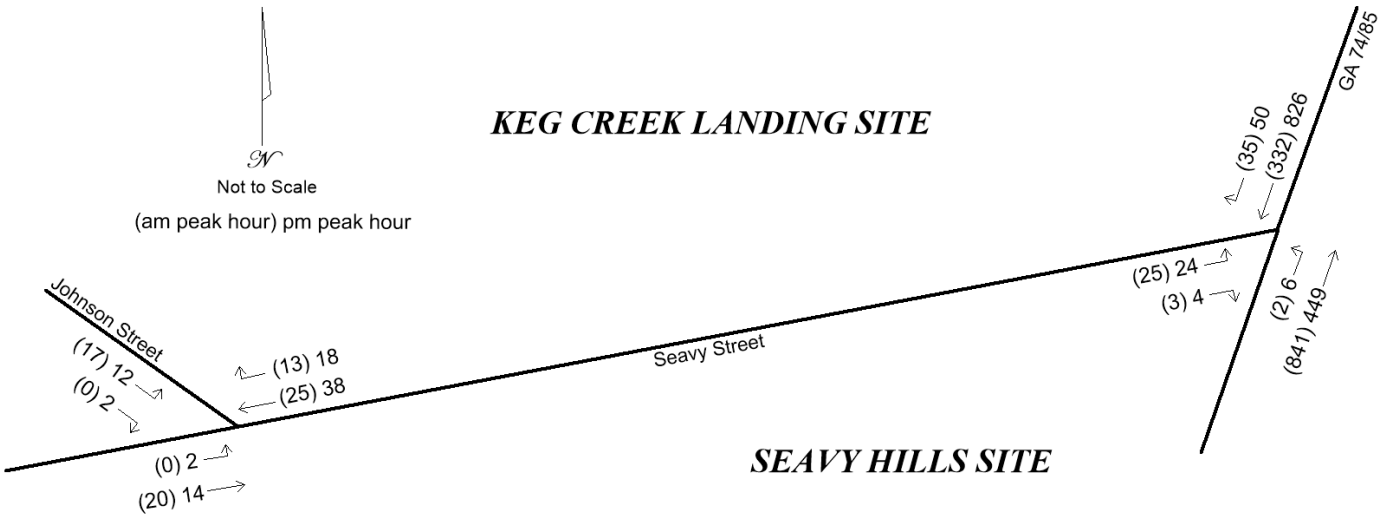


Figure 2 – Existing Weekday A.M. and P.M. Peak Hour Traffic Volumes

Existing Intersection Operations

Existing traffic operations were analyzed at the counted intersections using Synchro software, version 10, in accordance with the methodology presented in the Transportation Research Board's 2016 *Highway Capacity Manual* (*HCM 6*). The *HCM 6* methodology is presented in Appendix B. The results of the analysis are shown in Table 1. Computer printouts containing detailed results of the analysis are located in Appendix C. Levels of service and delays are provided for each overall intersection and for each approach or controlled movement.

Table 1 – Existing Intersection Operations

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Seavy Street / Johnson Street	A	1.9	A	2.1
southbound approach	A	9.0	A	9.0
eastbound left turn	A	0.0	A	7.4
2. GA 74/85 / Seavy Street	A	1.0	A	0.9
northbound left turn	A	8.2	B	10.3
eastbound approach	***E***	***35.2***	***E***	***40.4***

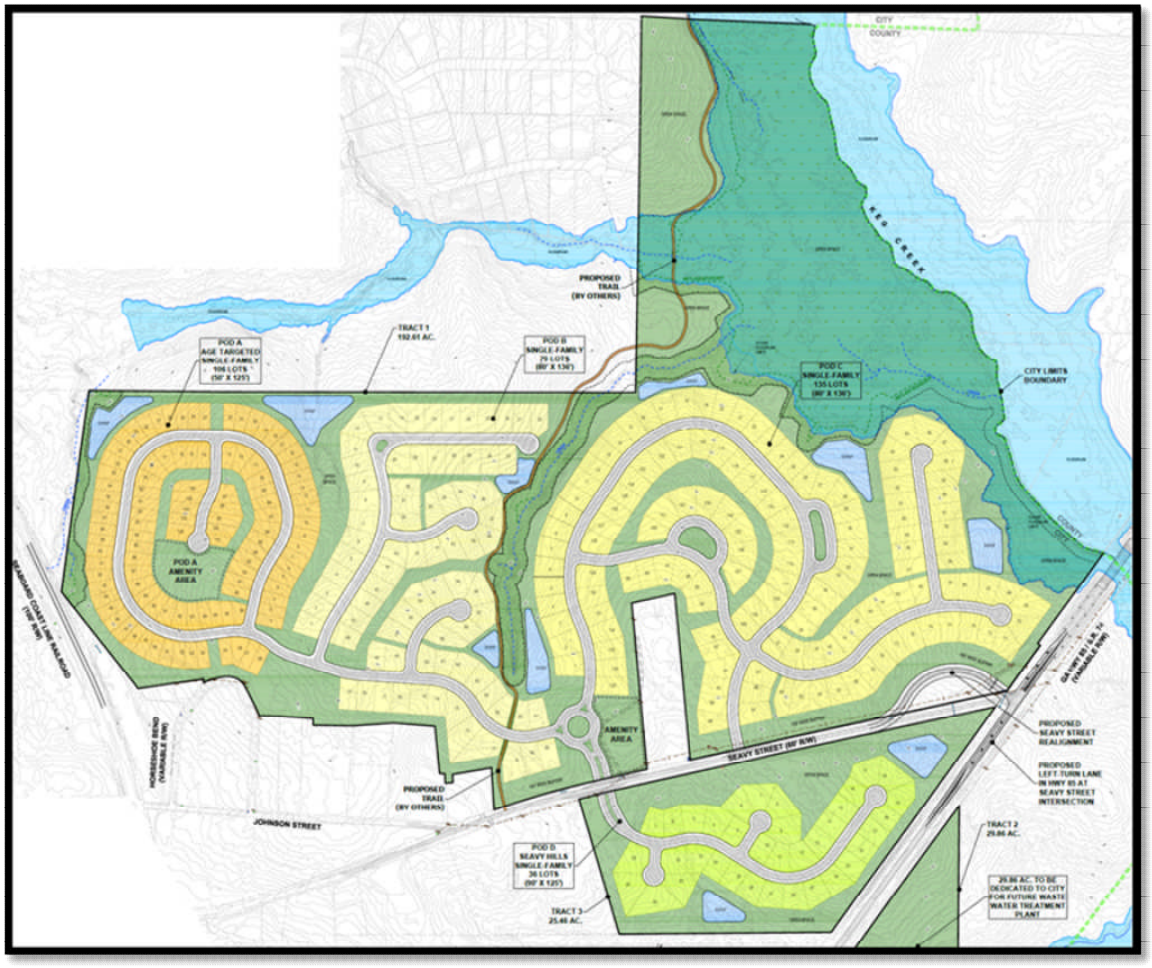
The analysis of the two counted intersections shows generally acceptable traffic operations. However, the eastbound approach of Seavy Street at GA 74/85 is operating at the limit of acceptable delay. This delay is primarily due to the difficulty of turning left from Seavy Street to northbound GA 74/85. This condition is not unusual on a side street stop sign controlled approach at a major road such as GA 74/85. The only way to mitigate this delay is to signalize the intersection. Based on the existing volumes, this intersection is considered a weak candidate for signalization. No mitigation or changes are recommended in the existing condition.

Project Traffic Characteristics

This section describes the anticipated traffic characteristics of the proposed developments, including a site description, how much traffic the project will generate, and where that traffic will travel.

Project Description

The project includes two single-family residential subdivisions – Keg Creek Landing and Seavy Hills. The Keg Creek Landing development consists of three Pods – Pods A, B, and C and will be located on the north side of Seavy Street. Seavy Hills, consisting of Pod D, will be located on the south side of Seavy Street. Pod A will include 106 senior age-targeted homes, Pod B will be developed with 79 single-family homes, and Pod C will be comprised of 135 single family lots. Seavy Hills' Pod D will include 36 single-family homes. Two full-movement accesses will serve Keg Creek Landing on the north side of Seavy Street, while one full-movement access will serve Seavy Hills, which will align with the western access to Keg Creek Landing. The site plan is presented in Figure 3.



site plan by Moore Bass

Figure 3 – Keg Creek Landing and Seavy Hills Site Plan

Trip Generation

Trip generation is an estimate of the number of entering and exiting vehicular trips that will be generated by the proposed developments. The volume of traffic that will be generated by the proposed subdivisions was calculated using the equations and rates in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition. ITE Land Use 210 – Single Family Detached Housing was selected as representative of Pods B, C, and D. For Pod A, ITE Land Use 251 – Senior Adult Housing – Detached was selected. The ITE equations were used for Pods B, C, and D, but the average rates were used for Pod A. This is due to the fact that the proposed number of units in Pod A is much lower (106) than the numbers of units in the counted ITE database (in the range of 600 to 700 units, depending on time of day for the data).

It is noted that a multi-use trail is proposed through a portion of the Keg Creek Landing site. This trail will be used primarily for recreation, but may be used as an alternative mode to some automobile trips. Therefore, it is likely that there will be some reduction in project trip generation due to the use of the trail. However, this reduction is expected to be small, and, to be conservative, no reduction was applied to the trip generation calculations for this project. The trip generation for the proposed developments is shown in Table 2.

Table 2 – Keg Creek Landing and Seavy Hills Trip Generation

Land Use	ITE Code	Size	A.M. Peak Hour			P.M. Peak Hour			24-Hour
			In	Out	2-Way	In	Out	2-Way	2-Way
Pod A – Senior-Targeted Homes	251	106 homes	8	15	23	17	12	29	390
Pods B and C – Single Family Homes	210	214 homes	40	120	160	131	77	208	2,114
Pod D – Single Family Homes	210	36 homes	9	26	35	26	16	42	410
Total		356 homes	57	161	218	174	105	279	2,914

Trip Distribution and Assignment

The trip distribution percentages indicate what proportion of the project's trips will travel to and from various directions. The trip distribution percentages were developed for the residential subdivisions based on the locations and proximity of area trip attractors, such as employment centers (including Atlanta, Newnan, Peachtree City), retail and restaurants, schools, etc. Two distributions were developed – one for the senior-targeted homes in Pod A and one for the standard single-family homes in Pods B, C, and D. The senior distribution gave higher emphasis to downtown Senoia, and recreation and shopping, while the standard single-family distribution gave higher emphasis to employment and schools. The site trips, shown in Table 2, were assigned to the roadway network based on these trip distribution percentages. The project trip distribution percentages, and the a.m. and p.m. peak hour trips expected to be generated solely by the project, are shown in Figure 4.

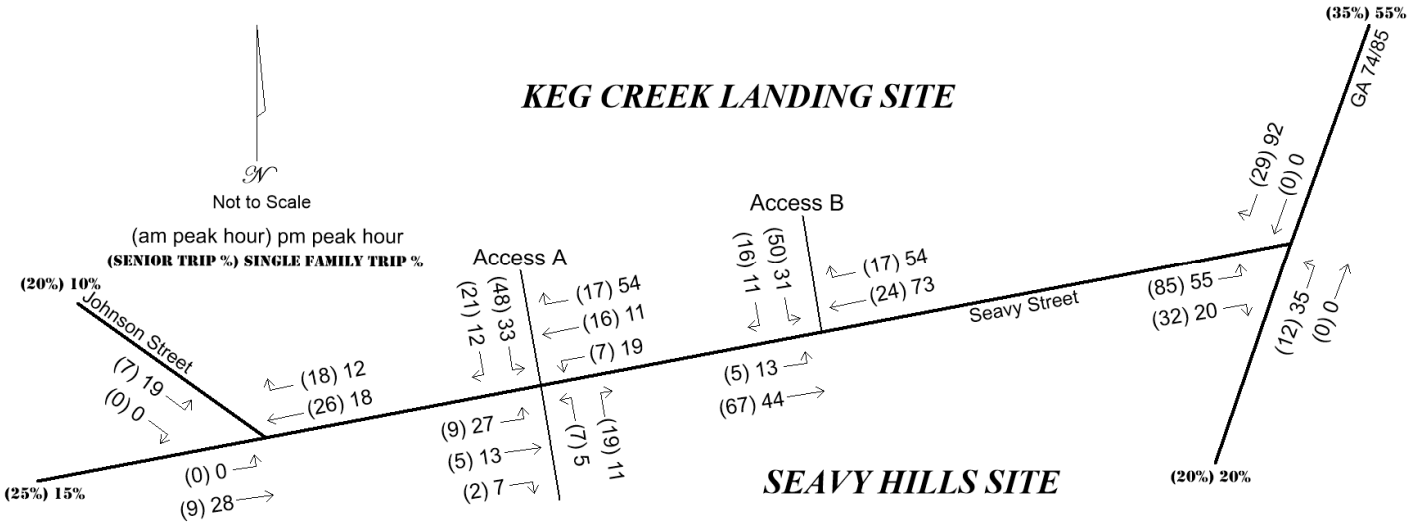


Figure 4 – Project Trip Distribution Percentages and Weekday A.M. and P.M. Peak Hour Site Trips

Future Traffic Conditions

This section describes the conditions that will exist in the future after the proposed Keg Creek Landing and Seavy Hills subdivisions are built and fully operational.

Future Volumes

Future volume projections were made based on historic traffic volume growth trends in the area. Georgia DOT historic traffic volume count data was collected at several GDOT count stations closest to the subject development. The data was obtained for the years 2012 through 2016 (the last year for which data was available at the time this study was performed). This data was used to develop annual growth rates for each year, and an overall growth percentage from 2012 to 2016. Table 3 presents this historic GDOT data and the growth rates.

Table 3 – Historic Georgia DOT Traffic Volume Counts and Annual Growth Rates

Year	GA 74/85 N of Seavy	Annual Growth	GA 74/85 S of GA 16	Annual Growth	GA 16 W of GA 74/85	Annual Growth	Main St S of RR	Annual Growth
Station ID	0770378		0770376		0770334		0770436	
2012	10,580		5,060		9,650		4,290	
2013	11,020	4.2%	5,070	0.2%	9,590	-0.6%	4,270	-0.5%
2014	11,000	-0.2%	5,740	13.2%	11,700	22.0%	6,160	44.3%
2015	11,300	2.7%	6,180	7.7%	12,600	7.7%	6,460	4.9%
2016	11,700	3.5%	5,570	-9.9%	11,100	-11.9%	6,800	5.3%
Average Growth		2.5%		2.4%		3.6%		12.2%

The data presented in Table 3 reveals fluctuations in growth rates on the various roadways in the area. Based on the data in Table 3, an annual average growth rate of 3% was applied to GA 74/85 and an annual rate of 5% was applied to Seavy Street for developing future volume projections adjacent to the subject site. The growth rate selected for Seavy Street was higher than on GA 74/85 based on the stronger growth observed on Main Street. This may be attributable to increased popularity of downtown Senoia, with Seavy Street being a primary route from the main highways to downtown Senoia.

The counted traffic volumes, shown previously in Figure 2, were increased by annual growth factors for five years, or a total of 15.9% on GA 74/85 and 27.6% on Seavy Street, to account for growth and development that will occur in the area while the proposed subdivisions are under construction. Five years was chosen as a reasonable future date for build-out analysis, recognizing that the build-out date of the entire Keg Creek Landing and Seavy Hills projects will be dependent on market conditions. The trips that will be generated by the proposed development, shown previously in Figure 4, were added to the increased volumes. This produces the future volumes that will be at each study intersection after the proposed developments are built and operational. Volume projections were also made for the site accesses on Seavy Street. These future volumes

are shown in Figure 5. It is noted that the future volumes at the Johnson intersection don't exactly balance with the volumes at site Access A, the western site driveway. This is due to the fact that the volumes on Seavy at the driveways were based on the volumes turning into and out from Seavy at GA 74/85. The counted peak hour of that intersection is heavily influenced by the high north and south through volumes on GA 74/85, which shifted the peak hours slightly at the Seavy / GA 74/85 intersection from the Seavy / Johnson intersection. Because the peak hours at the two counted intersections occur at slightly different times, the volumes at the two intersections do not balance exactly.

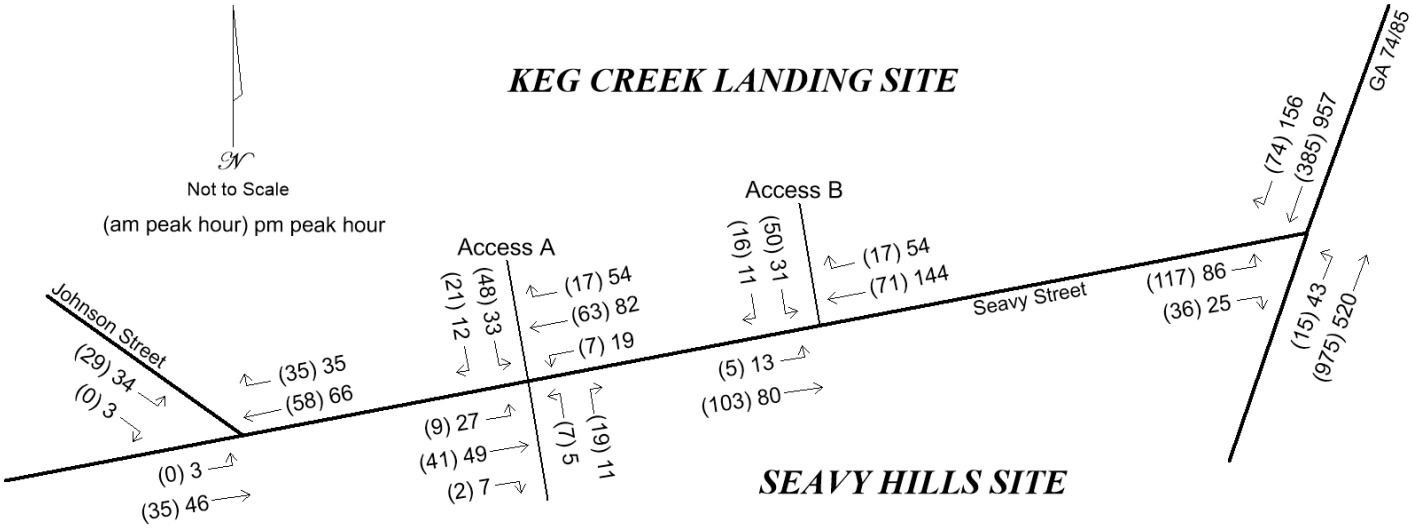


Figure 5 – Future Weekday A.M and P.M. Peak Hour Traffic Volume Projections

Future Lane Configuration

In conjunction with the proposed developments, an exclusive right turn lane is proposed at each site access. In addition, the developer, working with Moore Bass Engineers, has proposed a roadway improvement project that would realign Seavy Street at its intersection with GA 74/85, to create a right-angled side street approach. The project would also include the addition of a northbound exclusive left turn lane and a southbound exclusive right turn lane to be added on GA 74/85 at Seavy Street. The future analysis assumes these improvements will be built in conjunction with the construction of the proposed developments.

Programmed Improvements

Programmed transportation infrastructure projects in the vicinity of the proposed developments were researched. Project data was obtained from the latest Atlanta Regional Commission's (ARC) Regional Transportation Plan (RTP), adopted in March 2016. In addition, the City of Senoia is planning to improve Seavy Street from Johnson Street to GA 74/85. These projects are listed in Table 4, with the detailed project sheets located in Appendix F.

Table 4 – Programmed Transportation Infrastructure Projects

Project	Description	Construction
AR-302	General operational and safety improvements along GA 74/85 from GA 92 in Fayette County to GA 16	TBD
CW-028	Replacement of the GA 74/85 bridge over the railroad tracks closer to GA 16	TBD
CW-075	GA 16 intersection improvements and bridge replacement at Plyant Street and Dead Oak Creek Bridge on Plyant Street	TBD
CW-077	Provide a shared-use path adjacent to Keg Creek	TBD
LMIG 2017	Widen and resurface Seavy Street from Johnson Street to GA 74/85	Let in 2017

The first three projects should improve general mobility and safety in the area. However, their implementation date is unknown as of the date of this report and, so, these projects were not factored into this traffic impact study. The fourth project will create a multi-use path which will pass through or adjacent to the subject developments. While it is anticipated that this path will be used by residents of the proposed developments, the impact on reduction of peak hour site-generated trips is expected to be relatively small. Therefore, as noted previously, no adjustment was made in the project trip generation to account for this multi-use path. This will produce slightly-conservatively-high trip generation for the project. The widening and repaving of Seavy Street will improve safety on the roadway, but the project does not include adding new lanes of travel on Seavy.

Future Intersection Operations

An operational analysis was performed for the anticipated 2022 future build-out year at each study intersection, including the site accesses on Seavy Street. Table 5 presents the results of this analysis. Computer printouts containing detailed results of the analysis are located in Appendix D.

Table 5 – Future Intersection Operations

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Seavy Street / Johnson Street	A	1.7	A	2.5
southbound approach	A	9.5	A	9.9
eastbound left turn	A	0.0	A	7.5
2. GA 74/85 / Seavy Street	D	34.6	B	19.7
northbound left turn	A	8.6	B	12.3
eastbound approach	***F***	***323.8***	***F***	***308.7***
3. Seavy Street / Site Access A	A	4.6	A	3.6
northbound approach exiting Seavy Hills	A	9.1	A	9.7
southbound approach exiting Keg Creek Landing	B	10.2	B	11.1
eastbound left turn entering Keg Creek Landing	A	7.5	A	7.7
westbound left turn entering Seavy Hills	A	7.3	A	7.4
4. Seavy Street / Site Access B	A	3.0	A	1.8
southbound approach exiting Keg Creek Landing	B	10.2	B	10.8
eastbound left turn entering Keg Creek Landing	A	7.5	A	7.8

As with the existing condition, all locations will work well in the future, with the traffic added by the proposed developments, except the eastbound approach on Seavy Street at GA 74/85. The delays on this approach will become unacceptable. Consideration should be given to adding an eastbound right turn lane on Seavy Street. This will allow the right turning traffic to make their easier movement without being trapped behind the more-challenging left turn movement. From and exclusive right turn lane, the level of service for the right turn movement would become LOS B in the a.m. and LOS C in the p.m. However, the left turn delays would still remain unacceptable. The only way to reduce the Seavy Street left turn delays to acceptable levels is to signalize the intersection. It is recommended that a signal warrant analysis be performed for this intersection based on the Federal Highway Administration's *Manual On Uniform Traffic Control Devices* (MUTCD). This would determine if and when signalization of this intersection is appropriate.

At the site accesses, the overall intersections, and all movements, will operate well. There is a gentle crest of a hill on Seavy Street in the vicinity of the proposed site accesses. The accesses should be located and constructed to ensure that sufficient intersection sight distance is provided for vehicles exiting the sites on both sides.

The site accesses should each be designed with one entering and one exiting lane and the exiting approaches should be controlled by stop sign and accompanying stop bar.

Discussion of Findings and Recommendations

The two counted intersections evaluated in this study, Seavy Street at Johnson Street and GA 74/85 at Seavy Street, generally operate well during peak times in the existing condition. In off-peak times, the delays have been observed to be minimal at these locations. However, delays are notable during the peak times on the Seavy Street side street stop sign controlled approach at GA 74/85.

The volumes that will be generated by the proposed subdivisions will be moderate. They will increase volumes on Seavy Street by a proportionately-high amount, but the proportion is high due to the fact that existing volumes on the local streets are low. Future volumes on Seavy and Johnson Streets will continue to be moderate, even with the traffic added from the proposed Keg Creek Landing and Seavy Hills subdivisions.

The planned modifications to the intersection of GA 74/85 and Seavy Street include realigning Seavy Street to create a 90 degree intersection with GA 74/85, and adding a northbound left turn lane and a southbound right turn lane on GA 74/85 at Seavy Street.

Based on the future volumes at the GA 74/85 intersection, consideration should be given to adding an eastbound right turn lane on Seavy Street. A signal warrant analysis should be performed to determine if and when a signal might be justified at this intersection.

The site accesses should each be designed with one entering and one exiting lane and the exiting approaches should be controlled by stop sign and accompanying stop bar. Due to the slight hill along Seavy Street, the location and design of the accesses should ensure that sufficient sight distance is provided.

Appendix A

Traffic Count Data and Volume Worksheets

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Intersection: 1. Seavy Street at Johnson Street

Weekday A.M. Peak Hour		**Southbound Johnson Street**			**Eastbound Seavy Street**			**Westbound Seavy Street**		
		L	**R**	**Tot**	**L**	**T**	**Tot**	**T**	**R**	**Tot**
Counted Volumes (Tuesday, October 17, 2017)		17	0	17	0	20	20	25	13	38
Total Annual Background Growth		27.6%	27.6%		27.6%	27.6%		27.6%	27.6%	
No-Build Volumes		**22**	**0**	**22**	**0**	**26**	**26**	**32**	**17**	**48**
Keg Creek Landing Pod A Trips		2	0	2	0	2	2	4	3	7
Keg Creek Landing Pods B and C Trips		4	0	4	0	6	6	18	12	30
Seavy Hills Pod D Trips		1	0	1	0	1	1	4	3	7
Keg Creek Landing/Seavy Hills Total Trips		**7**	**0**	**7**	**0**	**9**	**9**	**26**	**18**	**44**
Build Volumes		**29**	**0**	**29**	**0**	**35**	**35**	**58**	**35**	**92**

Weekday P.M. Peak Hour		**Southbound Johnson Street**			**Eastbound Seavy Street**			**Westbound Seavy Street**		
		L	**R**	**Tot**	**L**	**T**	**Tot**	**T**	**R**	**Tot**
Counted Volumes (Tuesday, October 17, 2017)		12	2	14	2	14	16	38	18	56
Total Annual Background Growth		27.6%	27.6%		27.6%	27.6%		27.6%	27.6%	
No-Build Volumes		**15**	**3**	**18**	**3**	**18**	**20**	**48**	**23**	**71**
Keg Creek Landing Pod A Trips		3	0	3	0	4	4	3	2	5
Keg Creek Landing Pods B and C Trips		13	0	13	0	20	20	12	8	20
Seavy Hills Pod D Trips		3	0	3	0	4	4	3	2	5
Keg Creek Landing/Seavy Hills Total Trips		**19**	**0**	**19**	**0**	**28**	**28**	**18**	**12**	**30**
Build Volumes		**34**	**3**	**37**	**3**	**46**	**48**	**66**	**35**	**101**

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Intersection: 2. Georgia Highway 74/85 at Seavy Street

Weekday A.M. Peak Hour	**Northbound GA 74/85**			**Southbound GA 74/85**			**Eastbound Seavy Street**			
	L	**T**	**Tot**	**T**	**R**	**Tot**	**L**	**R**	**Tot**	
Counted Volumes (Tuesday, October 17, 2017)	2	841	843	332	35	367	25	3	28	
Total Annual Background Growth	27.6%	15.9%		15.9%	27.6%		27.6%	27.6%		
No-Build Volumes	**3**	**975**	**977**	**385**	**45**	**429**	**32**	**4**	**36**	
Keg Creek Landing Pod A Trips	2	0	2	0	2	2	5	3	8	
Keg Creek Landing Pods B and C Trips	8	0	8	0	22	22	66	24	90	
Seavy Hills Pod D Trips	2	0	2	0	5	5	14	5	19	
Keg Creek Landing/Seavy Hills Total Trips	**12**	**0**	**12**	**0**	**29**	**29**	**85**	**32**	**117**	
Build Volumes	**15**	**975**	**989**	**385**	**74**	**458**	**117**	**36**	**153**	

Weekday P.M. Peak Hour	**Northbound GA 74/85**			**Southbound GA 74/85**			**Eastbound Seavy Street**			
	L	**T**	**Tot**	**T**	**R**	**Tot**	**L**	**R**	**Tot**	
Counted Volumes (Tuesday, October 17, 2017)	6	449	455	826	50	876	24	4	28	
Total Annual Background Growth	27.6%	15.9%		15.9%	27.6%		27.6%	27.6%		
No-Build Volumes	**8**	**520**	**528**	**957**	**64**	**1021**	**31**	**5**	**36**	
Keg Creek Landing Pod A Trips	4	0	4	0	6	6	4	3	7	
Keg Creek Landing Pods B and C Trips	26	0	26	0	72	72	42	15	57	
Seavy Hills Pod D Trips	5	0	5	0	14	14	9	2	11	
Keg Creek Landing/Seavy Hills Total Trips	**35**	**0**	**35**	**0**	**92**	**92**	**55**	**20**	**75**	
Build Volumes	**43**	**520**	**563**	**957**	**156**	**1113**	**86**	**25**	**111**	

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Intersection: A. Seavy Street at Access A

Weekday A.M. Peak Hour	**Northbound Seavy Hills Access**				**Southbound Keg Creek West Access**				**Eastbound Seavy Street**				**Westbound Seavy Street**			
	L	**T**	**R**	**Tot**					**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**
Counted Volumes (Tuesday, October 17, 2017)										**28**		**28**		**37**		**37**
Total Annual Background Growth										27.6%				27.6%		
No-Build Volumes										**36**		**36**		**47**		**47**
Keg Creek Landing Pod A Trips	0	0	0	0	8	0	7	15	4	0	0	4	0	0	4	4
Keg Creek Landing Pods B and C Trips	0	0	0	0	40	0	14	54	5	5	0	10	0	16	13	29
Seavy Hills Pod D Trips	7	0	19	26	0	0	0	0	0	0	2	2	7	0	0	7
Keg Creek Landing/Seavy Hills Total Trips	**7**	**0**	**19**	**26**	**48**	**0**	**21**	**69**	**9**	**5**	**2**	**16**	**7**	**16**	**17**	**40**
Build Volumes	**7**	**0**	**19**	**26**	**48**	**0**	**21**	**69**	**9**	**41**	**2**	**52**	**7**	**63**	**17**	**87**

Weekday P.M. Peak Hour	**Northbound Seavy Hills Access**				**Southbound Keg Creek West Access**				**Eastbound Seavy Street**				**Westbound Seavy Street**			
	L	**T**	**R**	**Tot**					**L**	**T**	**R**	**Tot**	**L**	**T**	**R**	**Tot**
Counted Volumes (Tuesday, October 17, 2017)										**28**		**28**		**56**		**56**
Total Annual Background Growth										27.6%				27.6%		
No-Build Volumes										**36**		**36**		**71**		**71**
Keg Creek Landing Pod A Trips	0	0	0	0	7	0	5	12	7	0	0	7	0	0	10	10
Keg Creek Landing Pods B and C Trips	0	0	0	0	26	0	7	33	20	13	0	33	0	11	44	55
Seavy Hills Pod D Trips	5	0	11	16	0	0	0	0	0	0	7	7	19	0.6	0.6	1
Keg Creek Landing/Seavy Hills Total Trips	**5**	**0**	**11**	**16**	**33**	**0**	**12**	**45**	**27**	**13**	**7**	**47**	**19**	**11.6**	**54.6**	**85**
Build Volumes	**5**	**0**	**11**	**16**	**33**	**0**	**12**	**45**	**27**	**49**	**7**	**83**	**19**	**83**	**55**	**157**

Keg Creek Landing / Seavy Hills Traffic Impact Study
City of Senoia, Georgia

October 2017

Intersection: B. Seavy Street at Access B

Weekday A.M. Peak Hour		**Southbound Keg Creek East Access**				**Eastbound Seavy Street**			**Westbound Seavy Street**		
						L	**T**	**Tot**	**T**	**R**	**Tot**
Counted Volumes (Tuesday, October 17, 2017)							**28**	**28**	**37**		**37**
Total Annual Background Growth							27.6%		27.6%		
No-Build Volumes							**36**	**36**	**47**		**47**
Keg Creek Landing Pod A Trips		0	0	0	0	0	8	8	4	0	4
Keg Creek Landing Pods B and C Trips		50	0	16	66	5	40	45	13	17	30
Seavy Hills Pod D Trips		0	0	0	0	0	19	19	7	0	7
Keg Creek Landing/Seavy Hills Total Trips		**50**	**0**	**16**	**66**	**5**	**67**	**72**	**24**	**17**	**41**
Build Volumes		**50**	**0**	**16**	**66**	**5**	**103**	**108**	**71**	**17**	**88**

Weekday P.M. Peak Hour		**Southbound Keg Creek East Access**				**Eastbound Seavy Street**			**Westbound Seavy Street**		
						L	**T**	**Tot**	**T**	**R**	**Tot**
Counted Volumes (Tuesday, October 17, 2017)							**28**	**28**	**56**		**56**
Total Annual Background Growth							27.6%		27.6%		
No-Build Volumes							**36**	**36**	**71**		**71**
Keg Creek Landing Pod A Trips		0	0	0	0	0	7	7	10	0	10
Keg Creek Landing Pods B and C Trips		31	0	11	42	13	26	39	44	54	98
Seavy Hills Pod D Trips		0	0	0	0	0	11	11	19	0.65	1
Keg Creek Landing/Seavy Hills Total Trips		**31**	**0**	**11**	**42**	**13**	**44**	**57**	**73**	**54.65**	**128**
Build Volumes		**31**	**0**	**11**	**42**	**13**	**80**	**93**	**144**	**55**	**199**

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TMC Data
Seavy St @ Johnson St

7-9am | 4:30-6:30pm

File Name : 41380001
Site Code : 41380001
Start Date : 10/17/2017
Page No : 1

Groups Printed- Cars, Trucks, Buses

	Private Drwy Northbound					Johnson St Southbound					Seavy St Eastbound					Seavy St Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	5	0	0	0	5	0	6	0	0	6	0	2	0	0	2	13
07:15 AM	0	0	0	0	0	4	0	0	0	4	0	5	0	0	5	0	4	1	0	5	14
07:30 AM	1	0	0	0	1	2	0	0	0	2	1	2	0	0	3	0	11	0	0	11	17
07:45 AM	0	0	0	0	0	5	0	0	0	5	1	1	1	0	3	0	9	1	0	10	18
Total	1	0	0	0	1	16	0	0	0	16	2	14	1	0	17	0	26	2	0	28	62
08:00 AM	1	0	0	0	1	5	0	0	0	5	0	5	0	0	5	0	7	5	0	12	23
08:15 AM	0	0	0	0	0	2	0	0	0	2	0	6	0	0	6	0	2	1	0	3	11
08:30 AM	0	0	1	0	1	6	0	0	0	6	0	6	0	0	6	0	6	1	0	7	20
08:45 AM	0	0	0	0	0	4	0	0	0	4	0	3	0	0	3	0	10	6	0	16	23
Total	1	0	1	0	2	17	0	0	0	17	0	20	0	0	20	0	25	13	0	38	77
*** BREAK ***																					
04:30 PM	0	0	0	0	0	1	0	0	0	1	0	6	0	0	6	0	8	5	0	13	20
04:45 PM	0	0	0	0	0	2	0	0	0	2	1	4	0	0	5	0	3	8	0	11	18
Total	0	0	0	0	0	3	0	0	0	3	1	10	0	0	11	0	11	13	0	24	38
05:00 PM	0	0	0	0	0	3	0	1	0	4	1	5	0	0	6	0	5	7	0	12	22
05:15 PM	0	0	0	0	0	6	0	1	0	7	1	3	1	0	5	0	9	2	0	11	23
05:30 PM	0	1	0	0	1	1	0	1	0	2	1	5	0	0	6	0	8	3	0	11	20
05:45 PM	0	0	0	0	0	2	0	0	0	2	0	3	0	0	3	0	8	6	0	14	19
Total	0	1	0	0	1	12	0	3	0	15	3	16	1	0	20	0	30	18	0	48	84
06:00 PM	0	0	0	0	0	3	0	0	0	3	0	2	0	0	2	0	13	7	0	20	25
06:15 PM	0	0	0	0	0	4	0	0	0	4	1	8	0	0	9	0	6	1	0	7	20
Grand Total	2	1	1	0	4	55	0	3	0	58	7	70	2	0	79	0	111	54	0	165	306
Apprch %	50	25	25	0		94.8	0	5.2	0		8.9	88.6	2.5	0		0	67.3	32.7	0		
Total %	0.7	0.3	0.3	0	1.3	18	0	1	0	19	2.3	22.9	0.7	0	25.8	0	36.3	17.6	0	53.9	

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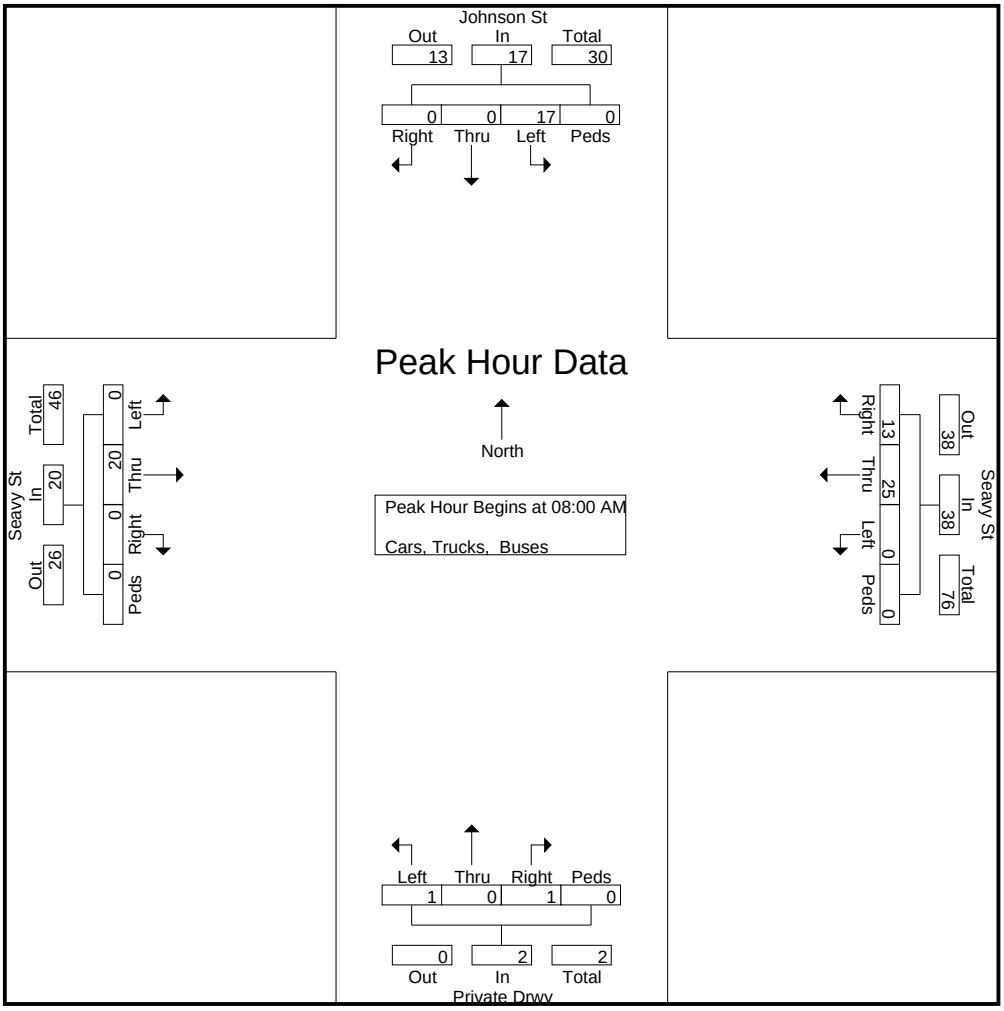
File Name : 41380001
Site Code : 41380001
Start Date : 10/17/2017
Page No : 2

	Private Drwy Northbound					Johnson St Southbound					Seavy St Eastbound					Seavy St Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**1**	0	0	0	**1**	5	0	0	0	5	0	5	0	0	5	0	7	5	0	12	**23**
08:15 AM	0	0	0	0	0	2	0	0	0	2	0	**6**	0	0	**6**	0	2	1	0	3	11
08:30 AM	0	0	**1**	0	1	**6**	0	0	0	**6**	0	6	0	0	6	0	6	1	0	7	20
08:45 AM	0	0	0	0	0	4	0	0	0	4	0	3	0	0	3	0	**10**	**6**	0	**16**	23
Total Volume	1	0	1	0	2	17	0	0	0	17	0	20	0	0	20	0	25	13	0	38	77
% App. Total	50	0	50	0		100	0	0	0		0	100	0	0		0	65.8	34.2	0		
PHF	.250	.000	.250	.000	.500	.708	.000	.000	.000	.708	.000	.833	.000	.000	.833	.000	.625	.542	.000	.594	.837



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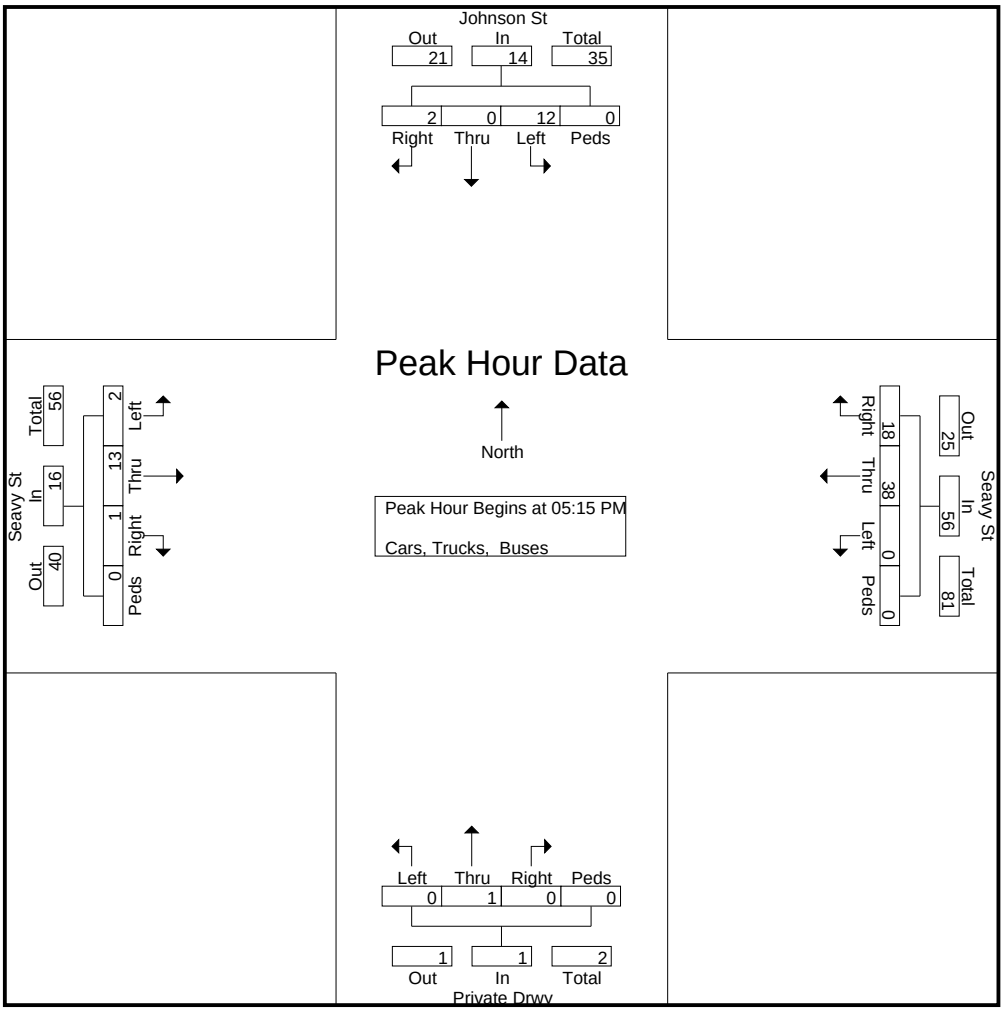
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	0	0	0	0	0	**6**	0	**1**	0	**7**	**1**	3	**1**	0	5	0	9	2	0	11	23
05:30 PM	0	**1**	0	0	**1**	1	0	1	0	2	1	**5**	0	0	**6**	0	8	3	0	11	20
05:45 PM	0	0	0	0	0	2	0	0	0	2	0	3	0	0	3	0	8	6	0	14	19
06:00 PM	0	0	0	0	0	3	0	0	0	3	0	2	0	0	2	0	**13**	**7**	0	**20**	**25**
Total Volume	0	1	0	0	1	12	0	2	0	14	2	13	1	0	16	0	38	18	0	56	87
% App. Total	0	100	0	0		85.7	0	14.3	0		12.5	81.2	6.2	0		0	67.9	32.1	0		
PHF	.000	.250	.000	.000	.250	.500	.000	.500	.000	.500	.500	.650	.250	.000	.667	.000	.731	.643	.000	.700	.870



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TMC Data
Seavy St @ GA 74/ GA 85

7-9am | 4:30-6:30pm

File Name : 41380002
Site Code : 41380002
Start Date : 10/17/2017
Page No : 1

Groups Printed- Cars, Trucks, Buses

	GA 74/ GA 85 Northbound					GA 74/ GA 85 Southbound					Seavy St Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	1	172	0	0	173	0	75	2	0	77	8	0	1	0	9	0	0	0	0	0	259
07:15 AM	0	212	0	0	212	0	65	5	0	70	6	0	1	0	7	0	0	0	0	0	289
07:30 AM	1	251	0	0	252	0	96	10	0	106	3	0	2	0	5	0	0	0	0	0	363
07:45 AM	1	203	0	0	204	0	99	11	0	110	5	0	0	0	5	0	0	0	0	0	319
Total	3	838	0	0	841	0	335	28	0	363	22	0	4	0	26	0	0	0	0	0	1230
08:00 AM	0	175	0	0	175	0	72	9	0	81	11	0	0	0	11	0	0	0	0	0	267
08:15 AM	1	163	0	0	164	0	76	2	0	78	8	0	1	0	9	0	0	0	0	0	251
08:30 AM	2	142	0	0	144	0	80	11	0	91	11	0	0	0	11	0	0	0	0	0	246
08:45 AM	1	145	0	0	146	0	67	8	0	75	9	0	0	0	9	0	0	0	0	0	230
Total	4	625	0	0	629	0	295	30	0	325	39	0	1	0	40	0	0	0	0	0	994
*** BREAK ***																					
04:30 PM	3	92	0	0	95	0	166	13	0	179	6	0	0	0	6	0	0	0	0	0	280
04:45 PM	0	76	0	0	76	0	191	8	0	199	3	0	3	0	6	0	0	0	0	0	281
Total	3	168	0	0	171	0	357	21	0	378	9	0	3	0	12	0	0	0	0	0	561
05:00 PM	2	107	0	0	109	0	181	11	0	192	8	0	1	0	9	0	0	0	0	0	310
05:15 PM	1	103	0	0	104	0	245	9	0	254	8	0	0	0	8	0	0	0	0	0	366
05:30 PM	0	107	0	0	107	0	213	11	0	224	5	0	2	0	7	0	0	0	0	0	338
05:45 PM	3	132	0	0	135	0	187	19	0	206	3	0	1	0	4	0	0	0	0	0	345
Total	6	449	0	0	455	0	826	50	0	876	24	0	4	0	28	0	0	0	0	0	1359
06:00 PM	0	76	0	0	76	0	170	16	0	186	5	0	0	0	5	0	0	0	0	0	267
06:15 PM	1	98	0	0	99	0	162	5	0	167	12	0	0	0	12	0	0	0	0	0	278
Grand Total	17	2254	0	0	2271	0	2145	150	0	2295	111	0	12	0	123	0	0	0	0	0	4689
Apprch %	0.7	99.3	0	0		0	93.5	6.5	0		90.2	0	9.8	0		0	0	0	0		
Total %	0.4	48.1	0	0	48.4	0	45.7	3.2	0	48.9	2.4	0	0.3	0	2.6	0	0	0	0	0	

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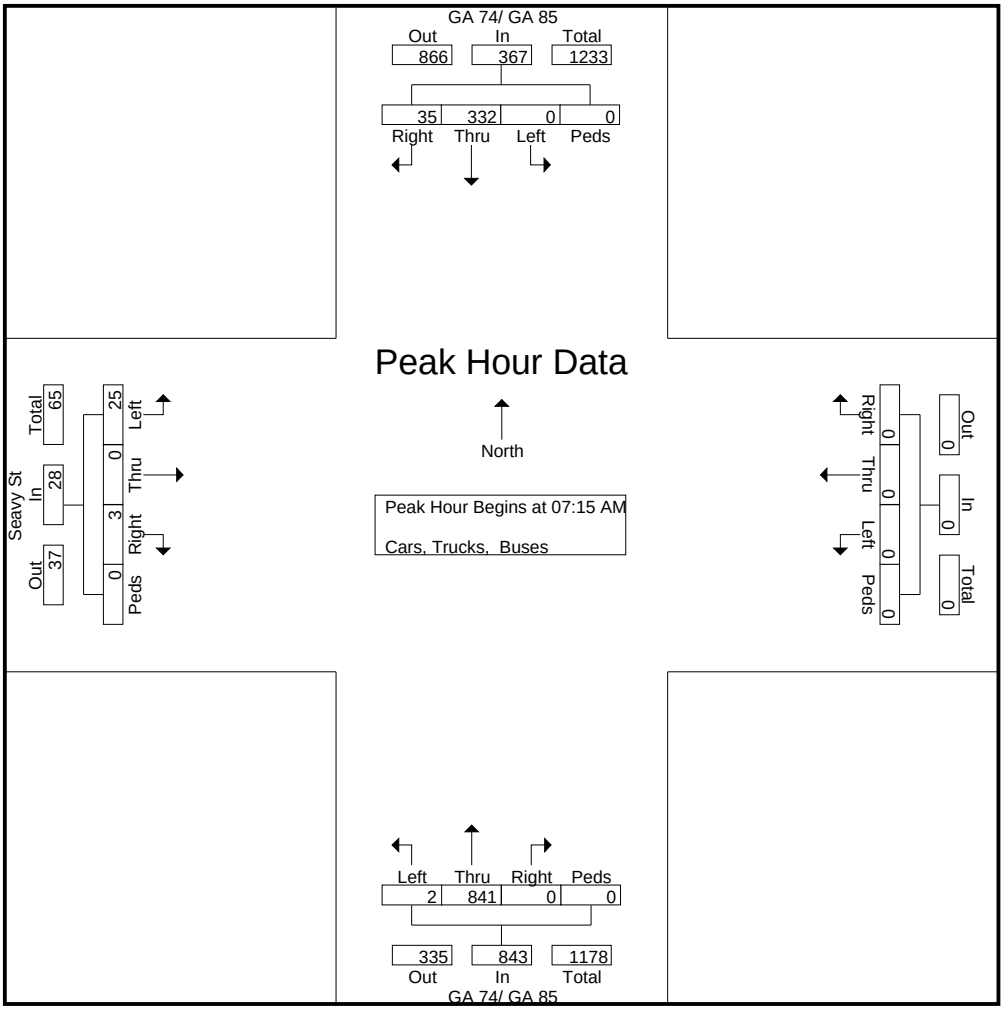
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	212	0	0	212	0	65	5	0	70	6	0	1	0	7	0	0	0	0	0	289
07:30 AM	**1**	**251**	0	0	**252**	0	96	10	0	106	3	0	**2**	0	5	0	0	0	0	0	**363**
07:45 AM	1	203	0	0	204	0	**99**	**11**	0	**110**	5	0	0	0	5	0	0	0	0	0	319
08:00 AM	0	175	0	0	175	0	72	9	0	81	**11**	0	0	0	**11**	0	0	0	0	0	267
Total Volume	2	841	0	0	843	0	332	35	0	367	25	0	3	0	28	0	0	0	0	0	1238
% App. Total	0.2	99.8	0	0		0	90.5	9.5	0		89.3	0	10.7	0		0	0	0	0		
PHF	.500	.838	.000	.000	.836	.000	.838	.795	.000	.834	.568	.000	.375	.000	.636	.000	.000	.000	.000	.000	.853



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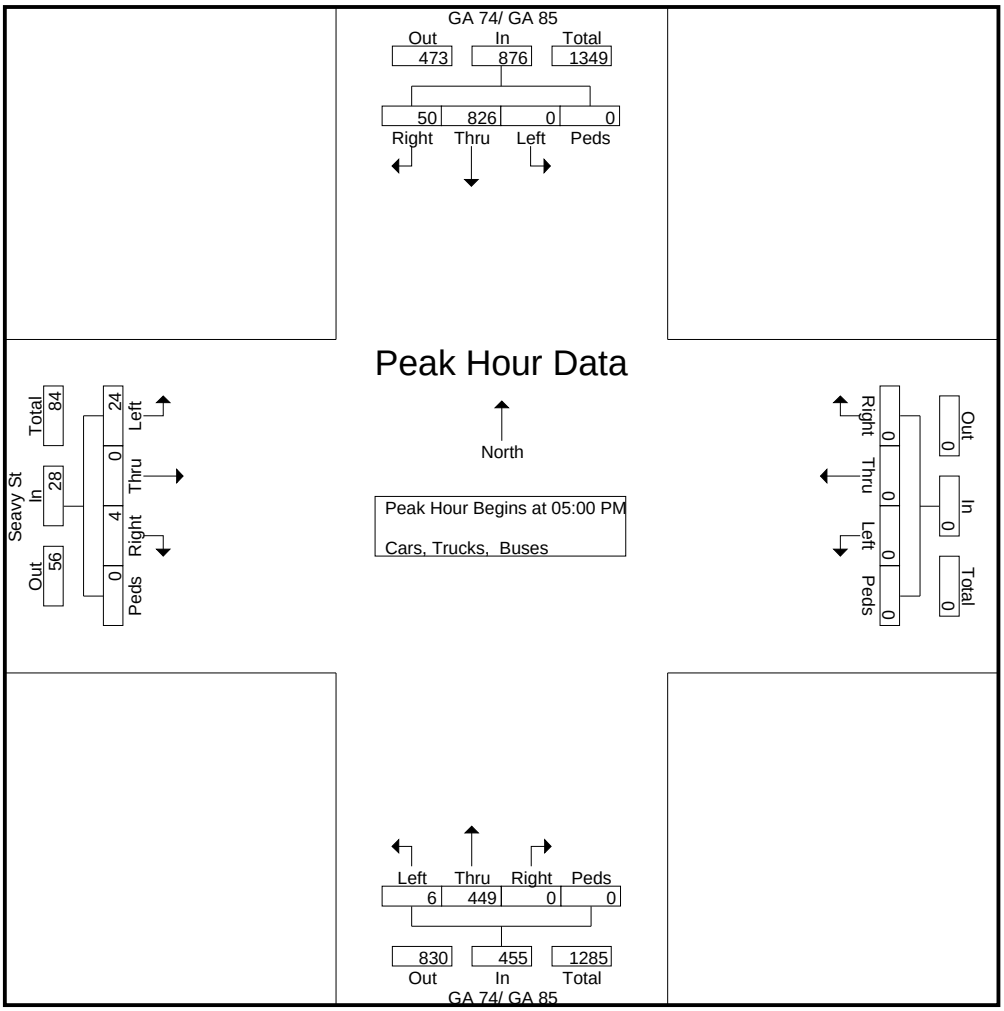
	GA 74/ GA 85 Northbound					GA 74/ GA 85 Southbound					Seavy St Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	2	107	0	0	109	0	181	11	0	192	**8**	0	1	0	**9**	0	0	0	0	0	310
05:15 PM	1	103	0	0	104	0	**245**	9	0	**254**	8	0	0	0	8	0	0	0	0	0	**366**
05:30 PM	0	107	0	0	107	0	213	11	0	224	5	0	**2**	0	7	0	0	0	0	0	338
05:45 PM	**3**	**132**	0	0	**135**	0	187	**19**	0	206	3	0	1	0	4	0	0	0	0	0	345
Total Volume	6	449	0	0	455	0	826	50	0	876	24	0	4	0	28	0	0	0	0	0	1359
% App. Total	1.3	98.7	0	0		0	94.3	5.7	0		85.7	0	14.3	0		0	0	0	0		
PHF	.500	.850	.000	.000	.843	.000	.843	.658	.000	.862	.750	.000	.500	.000	.778	.000	.000	.000	.000	.000	.928



Appendix B

Intersection Analysis Methodology

Intersection Analysis Methodology

The methodology used for evaluating traffic operations at intersections is presented in the Transportation Research Board's *Highway Capacity Manual*, 2016 edition (HCM 6). Synchro 10 software, which emulates the HCM 6 methodology, was used for all analyses. The following is an overview of the methodology employed for the analysis of signalized intersections and roundabouts and stop-sign controlled (unsignalized) intersections. Levels of service (LOS) are assigned letters A through F. LOS A indicates operations with very low control delay while LOS F describes operations with high control delay. LOS F is considered to be unacceptable by most drivers, while LOS E is typically considered to be the limit of acceptable delay.

Signalized Intersections and Roundabouts – Level of service for a signalized intersection and a roundabout is defined in terms of control delay per vehicle. For signalized intersections and roundabouts, a composite intersection level of service is determined. The thresholds for each level of service are higher for signalized intersections and roundabouts than for unsignalized intersections. This is attributable to a variety of factors including expectation and acceptance of higher delays at signals/roundabouts, and the fact that drivers can relax when waiting at a signal as opposed to having to remain attentive as they proceed through the unsignalized intersection. The level of service criteria for signalized intersections and roundabouts are shown in Table A.

Table A – Level of Service Criteria for Signalized Intersections and Roundabouts

Control Delay (s/veh)	LOS
≤ 10	A
> 10 and ≤ 20	B
> 20 and ≤ 35	C
> 35 and ≤ 55	D
> 55 and ≤ 80	E
> 80	F

Source: Highway Capacity Manual 6

Unsignalized Intersections – Level of service for an unsignalized intersection is defined in terms of control delay per vehicle. Control delay is that portion of delay attributable to the control device and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The delays at unsignalized intersections are based on gap acceptance theory, factoring in availability of gaps, usefulness of the gaps, and the priority of right-of-way given to each traffic stream. The level of service criteria for unsignalized intersections are presented in Table B.

Table B – Level of Service Criteria for Unsignalized Intersections

Control Delay (s/veh)	LOS
0 – 10	A
> 10 and ≤ 15	B
> 15 and ≤ 25	C
> 25 and ≤ 35	D
> 35 and ≤ 50	E
> 50	F

Source: Highway Capacity Manual 6

Appendix C

Existing Intersection Operational Analysis

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	0	20	25	13	17	0
Future Vol, veh/h	0	20	25	13	17	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	59	59	71	71
Heavy Vehicles, %	0	1	1	1	1	0
Mvmt Flow	0	24	42	22	24	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	64	0	-	0	77	53
Stage 1	-	-	-	-	53	-
Stage 2	-	-	-	-	24	-
Critical Hdwy	4.1	-	-	-	6.41	6.2
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.2	-	-	-	3.509	3.3
Pot Cap-1 Maneuver	1551	-	-	-	928	1020
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	1001	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1551	-	-	-	928	1020
Mov Cap-2 Maneuver	-	-	-	-	928	-
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	1001	-

Approach	EB	WB	SE
HCM Control Delay, s	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)	1551	-	-	-	928
HCM Lane V/C Ratio	-	-	-	-	0.026
HCM Control Delay (s)	0	-	-	-	9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	3	2	841	332	35
Future Vol, veh/h	25	3	2	841	332	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	84	84	83	83
Heavy Vehicles, %	1	1	1	7	7	1
Mvmt Flow	39	5	2	1001	400	42

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1426	421	442	0	-	0
Stage 1	421	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	150	635	1123	-	-	-
Stage 1	664	-	-	-	-	-
Stage 2	355	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	149	635	1123	-	-	-
Mov Cap-2 Maneuver	149	-	-	-	-	-
Stage 1	661	-	-	-	-	-
Stage 2	355	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	35.2	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1123	-	162	-	-
HCM Lane V/C Ratio	0.002	-	0.27	-	-
HCM Control Delay (s)	8.2	0	35.2	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	2	14	38	18	12	2
Future Vol, veh/h	2	14	38	18	12	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	67	67	70	70	50	50
Heavy Vehicles, %	0	1	1	1	1	0
Mvmt Flow	3	21	54	26	24	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	80	0	-	0	94	67
Stage 1	-	-	-	-	67	-
Stage 2	-	-	-	-	27	-
Critical Hdwy	4.1	-	-	-	6.41	6.2
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.2	-	-	-	3.509	3.3
Pot Cap-1 Maneuver	1531	-	-	-	908	1002
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	998	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1531	-	-	-	906	1002
Mov Cap-2 Maneuver	-	-	-	-	906	-
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	998	-

Approach	EB	WB	SE
HCM Control Delay, s	0.9	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)	1531	-	-	-	919
HCM Lane V/C Ratio	0.002	-	-	-	0.03
HCM Control Delay (s)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	4	6	449	826	50
Future Vol, veh/h	24	4	6	449	826	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	84	84	86	86
Heavy Vehicles, %	1	1	1	7	7	1
Mvmt Flow	31	5	7	535	960	58

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1538	989	1018	0	-	0
Stage 1	989	-	-	-	-	-
Stage 2	549	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	128	301	685	-	-	-
Stage 1	362	-	-	-	-	-
Stage 2	581	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	126	301	685	-	-	-
Mov Cap-2 Maneuver	126	-	-	-	-	-
Stage 1	357	-	-	-	-	-
Stage 2	581	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	40.4	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	685	-	137	-	-
HCM Lane V/C Ratio	0.01	-	0.262	-	-
HCM Control Delay (s)	10.3	0	40.4	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-

Appendix D

Future Intersection Operational Analysis

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	0	35	58	35	29	0
Future Vol, veh/h	0	35	58	35	29	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	65	65	73	73
Heavy Vehicles, %	0	1	1	1	1	0
Mvmt Flow	0	41	89	54	40	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	143	0	-	0	157	116
Stage 1	-	-	-	-	116	-
Stage 2	-	-	-	-	41	-
Critical Hdwy	4.1	-	-	-	6.41	6.2
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.2	-	-	-	3.509	3.3
Pot Cap-1 Maneuver	1452	-	-	-	837	942
Stage 1	-	-	-	-	911	-
Stage 2	-	-	-	-	984	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1452	-	-	-	837	942
Mov Cap-2 Maneuver	-	-	-	-	837	-
Stage 1	-	-	-	-	911	-
Stage 2	-	-	-	-	984	-

Approach	EB	WB	SE
HCM Control Delay, s	0	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)	1452	-	-	-	837
HCM Lane V/C Ratio	-	-	-	-	0.047
HCM Control Delay (s)	0	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	34.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	117	36	15	975	385	74
Future Vol, veh/h	117	36	15	975	385	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	325	-	-	275
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	85	85	84	84
Heavy Vehicles, %	1	1	1	7	7	1
Mvmt Flow	156	48	18	1147	458	88

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1641	458	546	0	-	0
Stage 1	458	-	-	-	-	-
Stage 2	1183	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	~ 111	605	1028	-	-	-
Stage 1	639	-	-	-	-	-
Stage 2	292	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 109	605	1028	-	-	-
Mov Cap-2 Maneuver	~ 109	-	-	-	-	-
Stage 1	627	-	-	-	-	-
Stage 2	292	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 323.8	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1028	-	135	-	-
HCM Lane V/C Ratio	0.017	-	1.511	-	-
HCM Control Delay (s)	8.6	-	$ 323.8	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	14.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	41	2	7	63	17	7	0	19	48	0	21
Future Vol, veh/h	9	41	2	7	63	17	7	0	19	48	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	125	-	-	125	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	65	65	65	60	60	60	70	70	70
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	10	48	2	11	97	26	12	0	32	69	0	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	123	0	0	50	0	0	215	213	48	204	189	97
Stage 1	-	-	-	-	-	-	68	68	-	119	119	-
Stage 2	-	-	-	-	-	-	147	145	-	85	70	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1477	-	-	1570	-	-	746	688	1027	758	709	965
Stage 1	-	-	-	-	-	-	947	842	-	890	801	-
Stage 2	-	-	-	-	-	-	860	781	-	928	841	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1477	-	-	1570	-	-	715	678	1027	726	698	965
Mov Cap-2 Maneuver	-	-	-	-	-	-	715	678	-	726	698	-
Stage 1	-	-	-	-	-	-	940	836	-	884	795	-
Stage 2	-	-	-	-	-	-	827	775	-	893	835	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.6	9.1	10.2
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	919	1477	-	-	1570	-	-	785
HCM Lane V/C Ratio	0.047	0.007	-	-	0.007	-	-	0.126
HCM Control Delay (s)	9.1	7.5	0	-	7.3	0	-	10.2
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	103	71	17	50	16
Future Vol, veh/h	5	103	71	17	50	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	125	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	65	65	65	65
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	6	120	109	26	77	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	135	0	-	0	241	109
Stage 1	-	-	-	-	109	-
Stage 2	-	-	-	-	132	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1462	-	-	-	752	950
Stage 1	-	-	-	-	921	-
Stage 2	-	-	-	-	899	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1462	-	-	-	749	950
Mov Cap-2 Maneuver	-	-	-	-	749	-
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	899	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1462	-	-	-	789
HCM Lane V/C Ratio	0.004	-	-	-	0.129
HCM Control Delay (s)	7.5	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	3	46	66	35	34	3
Future Vol, veh/h	3	46	66	35	34	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	70	70	72	72	55	55
Heavy Vehicles, %	0	1	1	1	1	0
Mvmt Flow	4	66	92	49	62	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	141	0	-	0	191	117
Stage 1	-	-	-	-	117	-
Stage 2	-	-	-	-	74	-
Critical Hdwy	4.1	-	-	-	6.41	6.2
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.2	-	-	-	3.509	3.3
Pot Cap-1 Maneuver	1455	-	-	-	800	941
Stage 1	-	-	-	-	911	-
Stage 2	-	-	-	-	951	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1455	-	-	-	798	941
Mov Cap-2 Maneuver	-	-	-	-	798	-
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	951	-

Approach	EB	WB	SE
HCM Control Delay, s	0.5	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)	1455	-	-	-	808
HCM Lane V/C Ratio	0.003	-	-	-	0.083
HCM Control Delay (s)	7.5	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	19.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	86	25	43	520	957	156
Future Vol, veh/h	86	25	43	520	957	156
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	325	-	-	275
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	87	87
Heavy Vehicles, %	1	1	1	7	7	1
Mvmt Flow	101	29	51	612	1100	179

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1814	1100	1279	0	-	0
Stage 1	1100	-	-	-	-	-
Stage 2	714	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	~ 87	259	546	-	-	-
Stage 1	320	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 79	259	546	-	-	-
Mov Cap-2 Maneuver	~ 79	-	-	-	-	-
Stage 1	290	-	-	-	-	-
Stage 2	487	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 308.7	0.9	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	546	-	94	-	-
HCM Lane V/C Ratio	0.093	-	1.389	-	-
HCM Control Delay (s)	12.3	-	$ 308.7	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.3	-	9.6	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	49	7	19	82	54	5	0	11	33	0	12
Future Vol, veh/h	27	49	7	19	82	54	5	0	11	33	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	125	-	-	125	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	72	72	72	50	50	50	65	65	65
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	39	70	10	26	114	75	10	0	22	51	0	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	189	0	0	80	0	0	361	389	70	330	324	114
Stage 1	-	-	-	-	-	-	148	148	-	166	166	-
Stage 2	-	-	-	-	-	-	213	241	-	164	158	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1397	-	-	1531	-	-	598	549	998	627	597	944
Stage 1	-	-	-	-	-	-	859	779	-	841	765	-
Stage 2	-	-	-	-	-	-	794	710	-	843	771	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1397	-	-	1531	-	-	565	523	998	591	569	944
Mov Cap-2 Maneuver	-	-	-	-	-	-	565	523	-	591	569	-
Stage 1	-	-	-	-	-	-	834	756	-	817	750	-
Stage 2	-	-	-	-	-	-	764	697	-	801	749	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.5	0.9	9.7	11.1
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	805	1397	-	-	1531	-	-	656
HCM Lane V/C Ratio	0.04	0.028	-	-	0.017	-	-	0.106
HCM Control Delay (s)	9.7	7.7	0	-	7.4	0	-	11.1
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-	-	0.4

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	80	144	54	31	11
Future Vol, veh/h	13	80	144	54	31	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	125	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	70	70	72	72	65	65
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	19	114	200	75	48	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	275	0	-	0	352	200
Stage 1	-	-	-	-	200	-
Stage 2	-	-	-	-	152	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1300	-	-	-	650	846
Stage 1	-	-	-	-	838	-
Stage 2	-	-	-	-	881	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1300	-	-	-	640	846
Mov Cap-2 Maneuver	-	-	-	-	640	-
Stage 1	-	-	-	-	825	-
Stage 2	-	-	-	-	881	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1300	-	-	-	684
HCM Lane V/C Ratio	0.014	-	-	-	0.094
HCM Control Delay (s)	7.8	0	-	-	10.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

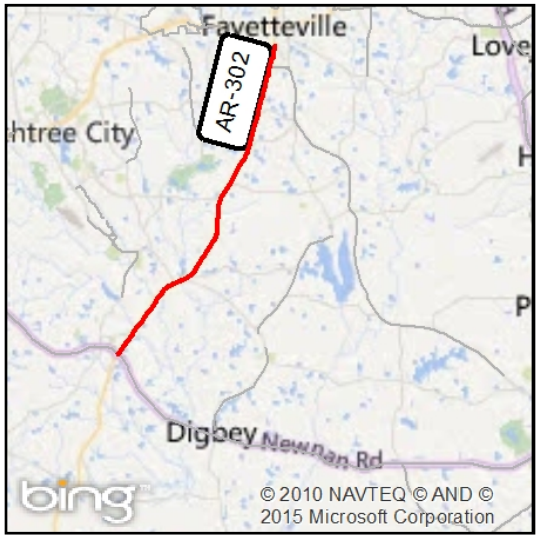
Appendix E

Programmed Transportation Infrastructure Project Sheets

AR-302

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	SR 85 OPERATIONAL AND SAFETY IMPROVEMENTS FROM SR 92 IN FAYETTE COUNTY TO SR 16 IN COWETA COUNTY
GDOT Project No.	TBD
Federal ID No.	
Status	Long Range
Service Type	Roadway / Operations & Safety
Sponsor	GDOT
Jurisdiction	Multi-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**	N/A miles

Detailed Description and Justification

This project will address operational and safety improvements from SR 92 in Fayette County to SR 16 in Coweta County.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	General Federal Aid 2024-2040		LR 2024-2030	**$15,000,000**	$12,000,000	$3,000,000	$0,000	$0,000
				$15,000,000	**$12,000,000**	**$3,000,000**	**$0,000**	**$0,000**

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

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

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CW-028

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	SR 74/85 BRIDGE REPLACEMENT AT NORFOLK SOUTHERN LINE IN SENOIA
GDOT Project No.	333176-
Federal ID No.	
Status	Programmed
Service Type	Roadway / Bridge Upgrade
Sponsor	GDOT
Jurisdiction	Coweta County
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)
Existing Thru Lane	2
Planned Thru Lane	2
LCI	
Flex	
Network Year	TBD
Corridor Length	0.4 miles

Detailed Description and Justification

This project will replace the bridge on SR 74/85 at the Central of Georgia Rail Line between SR 16 and Seavy Street in the City of Senoia. The roadway section consists of two 12-foot lanes with 2.5-foot curb and gutter and a 10-foot multi-use trail.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	On-System Bridges	AUTH	2000	**$20,000**	~~$16,000~~	~~$4,000~~	~~$0,000~~	~~$0,000~~
PE	STP - Statewide Flexible (GDOT)	AUTH	2014	**$200,000**	~~$160,000~~	~~$40,000~~	~~$0,000~~	~~$0,000~~
PE	Transportation Funding Act (HB 170)	AUTH	2017	**$166,000**	~~$0,000~~	~~$166,000~~	~~$0,000~~	~~$0,000~~
ROW	Repurposed Earmark	AUTH	2017	**$330,000**	~~$264,000~~	~~$66,000~~	~~$0,000~~	~~$0,000~~
ROW	Surface Transportation Block Grant (STBG) Program Flex (GDOT)		2017	**$47,074**	$37,659	$9,415	$0,000	$0,000
UTL	Bridge Bond		2019	**$145,200**	$0,000	$145,200	$0,000	$0,000
CST	Bridge Bond		2019	**$2,691,050**	$0,000	$2,691,050	$0,000	$0,000
CST	Repurposed Earmark		2019	**$1,019,849**	$815,879	$203,970	$0,000	$0,000
				$4,619,173	**$1,293,538**	**$3,325,635**	**$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

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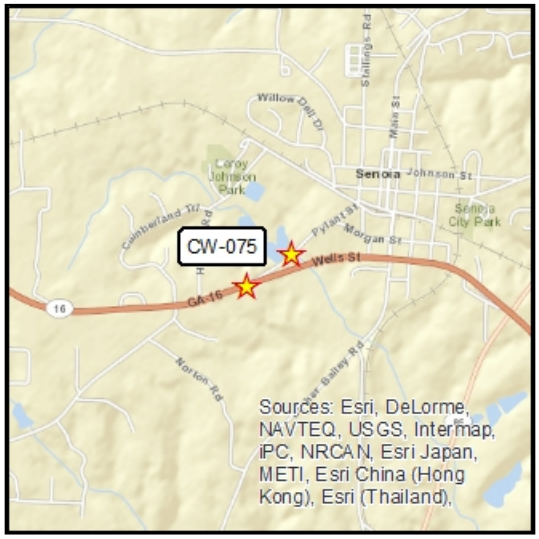
CW-075

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	SR 16 INTERSECTION IMPROVEMENTS AND BRIDGE REPLACEMENT AT PYLANT STREET AND DEAD OAK CREEK BRIDGE ON PYLANT STREET
GDOT Project No.	0012610
Federal ID No.	
Status	Programmed
Service Type	Roadway / Operations & Safety
Sponsor	City of Senoia
Jurisdiction	Coweta 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**	0.5 miles

Detailed Description and Justification

This project consists of two elements. The first is to make geometric modifications at the intersection of SR 16 and Pylant Street to improve sight distance and safety. Currently, Pylant Street intersects at a severely skewed angle and on a grade. It is a primary route linking downtown Senoia with SR 16, which is a heavily traveled east/west highway corridor across the southern part of the region. The second element involves replacing a load restricted bridge at the outfall for Marimac Lakes. The bridge is narrow and does not meet modern design standards. The project is being funded under the Roadway Operations and Safety Program, a regional program defined in PLAN 2040 to make smaller-scale improvements along existing roadways which are the most critical for cross-jurisdictional travel. With the exception of certain systemwide programs with broad benefits across a defined geographic area, eligibility under this program is limited to facilities on the Regional Strategic Transportation System, with additional priority given to those also identified as a Regional Thoroughfare. SR 16 is designated as a Level 1 Regional Thoroughfare. Although Pylant Street is not on a priority network, it does provide a key connection between SR 16 and downtown Senoia, so a deficient bridge on this last mile facility is also considered eligible under this program.

Phase Status & Funding Information		**Status**	**FISCAL YEAR**	**TOTAL PHASE COST**	**BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE**			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2014	**$150,000**	~~$120,000~~	~~$0,000~~	~~$0,000~~	~~$30,000~~
PE	STP - Urban (>200K) (ARC)	AUTH	2016	**$150,000**	~~$120,000~~	~~$0,000~~	~~$0,000~~	~~$30,000~~
ROW	STP - Urban (>200K) (ARC)	AUTH	2017	**$180,000**	~~$80,000~~	~~$0,000~~	~~$0,000~~	~~$100,000~~
UTL	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2018	**$50,000**	$40,000	$0,000	$0,000	$10,000
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2018	**$2,109,463**	$1,360,000	$0,000	$0,000	$749,463
				$2,639,463	**$1,720,000**	**$0,000**	**$0,000**	**$919,463**

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

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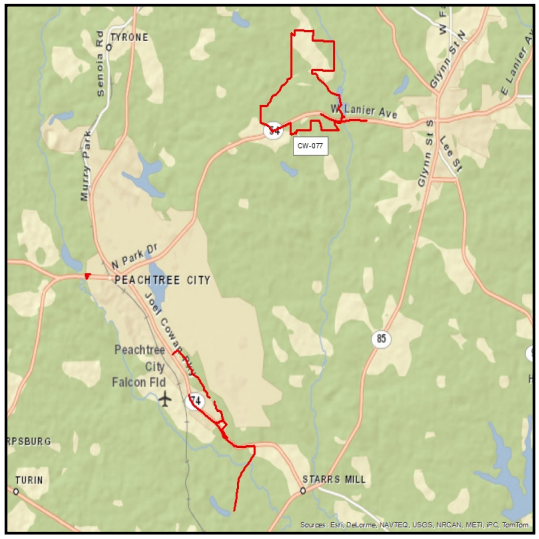
CW-077

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	SENOIA IVY RIDGE TRAIL
GDOT Project No.	0012879
Federal ID No.	
Status	Programmed
Service Type	Last Mile Connectivity / Sidepaths and Trails
Sponsor	City of Senoia
Jurisdiction	Coweta 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**	N/A miles

Detailed Description and Justification

The proposed project would provide a 10-foot wide asphalt shared-use path on new location adjacent to Keg Creek in Senoia. The project begins at Seavy Street, extends along the west side of Keg Creek for approximately 0.75 mile, crosses Keg Creek and extends approximately 0.2 miles along the east side of Keg Creek, and ends at Ivy Lane. A minimum 100-foot long prefabricated pedestrian bridge would be required to cross Keg Creek. The project would require boardwalks to cross wetlands and/or floodplains associated with Keg Creek. The project would be constructed on a 20-foot wide permanent easement. No right-of-way acquisition is anticipated. Easements for the construction of slopes would be required as needed adjacent to the 20-foot wide permanent easement. All construction will comply with the Americans with Disabilities Act (ADA).

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	TAP - Urban (>200K) (ARC)	AUTH	2014	**$115,000**	~~$92,000~~	~~$0,000~~	~~$0,000~~	~~$23,000~~
PE	TAP - Urban (>200K) (ARC)	AUTH	2016	**$175,000**	~~$140,000~~	~~$0,000~~	~~$0,000~~	~~$35,000~~
ROW	Local Jurisdiction/Municipality Funds		2017	**$237,150**	$0,000	$0,000	$0,000	$237,150
CST	Local Jurisdiction/Municipality Funds		2018	**$1,353,271**	$0,000	$0,000	$0,000	$1,353,271
				$1,880,421	**$232,000**	**$0,000**	**$0,000**	**$1,648,421**

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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