

CITY OF BRUNSWICK

601 Gloucester Street * Post Office Box 550 * Brunswick * Georgia * 31520-0550 * (912) 267-5500 * Fax (912) 267-5549

Cornell L. Harvey, Mayor
Felicia M. Harris, Mayor Pro Tem
John A. Cason III, Commissioner
Julie T. Martin, Commissioner
Vincent T. Williams, Commissioner

City Attorney
Brian D. Corry

City Manager
Regina M. McDuffie

BRUNSWICK CITY COMMISSION MEETING
WEDNESDAY, JULY 7, 2021 AT 5:00 P.M.
1229 NEWCASTLE STREET, 2nd FLOOR
STREAMED LIVE AT THE BELOW WEB ADDRESS:
<https://www.facebook.com/citybwkga>

CALL TO ORDER **INVOCATION **PLEDGE OF ALLEGIANCE

PUBLIC HEARING - ALCOHOL BEVERAGE LICENSE – (New)

1. Consider Approval - New Alcohol Beverage License: – *(R. Monday)*

<u>Name of Business</u>	<u>Owner/Mgr.</u>	<u>Location of Business</u>	<u>Comments</u>
Lucky 7	Ankur Patel/ Owner	3021 Altama Ave.	Retail sale of beer and wine.

PUBLIC HEARING – LAND USE

2. Rezoning Petition No. 21-01 from Peter Schoenauer, Representing the Owner, is Petitioning to Rezone St. Francis Xavier Multiple Lots at Howe Street and Grant Street from General Residential Core (GR-CORE) to General Commercial Core (GC-CORE). *(J. Hunter)* **(Enc. 1)**

PRESENTATION(S)

3. James McCurry, Jr., Chief Administrative Officer, Georgia Ports Authority to give Presentation Regarding the Fire Marshal's Report.

UPDATE(S)

4. Lt. Commander Pat Frain, USCG to give Update on the Golden Ray Project.

APPOINTMENT(S)

5. Authority and Boards *(N. Atkinson)*

- I. Brunswick Housing Authority – One Appointment – (Mayor's Appointment)
- II. Brunswick Historic Preservation Board – One Appointment
- III. Tree Board – One Appointment

ITEM(S) TO BE CONSIDERED FOR APPROVAL

6. Consider Approval of June 16, 2021 Work Session and Regular Scheduled Meeting Minutes. *(subject to any necessary changes.) (N. Atkinson)* **(Enc. 2)**
7. Consider Approval of Financial Reports as of May 31, 2021. *(K. Mills)* **(Enc. 3)**

8. Consider Approval of Enterprise Zone Incentives for 1505-09 Newcastle Street. (*M. Hill*) **(Enc. 4)**

CITY MANAGER'S ITEM(S)

9. Recommendation - Storm Water Utility Fee for the Upcoming Billing Cycle. **(Enc. 5)**

10. Comprehensive Plan Review and Presentation. **(Enc. 6)**

EXECUTIVE SESSION



**SUBJECT: RZ 21-01 | St. Francis Xavier Multiple Lots at Howe St. and Grant St. |
Rezone from GRCore to GCCore**

COMMISSION ACTION REQUESTED ON: 7/7/21

PURPOSE: See attached Staff Report

HISTORY:

FACTS AND ISSUES:

BUDGET INFORMATION: N/A


OPTIONS:

- Approve RZ 21-01 as submitted.
 - Approve RZ 21-01 with conditions.
 - Do not approve RZ 21-01.
-

DEPARTMENT RECOMMENDATION ACTION:

- Approve RZ 21-01 as recommended by the PAC
-

DEPARTMENT: PDC

Prepared by: John Hunter, Director 

ADMINISTRATIVE COMMENTS:

ADMINISTRATIVE RECOMMENDATION:



City Manager

6/13/21

Date

Rezoning Petition No. 21-01

(Multiple Parcels at Howe and Grant)

Staff Report

John Hunter

Director

Planning, Development, & Codes

City of Brunswick

City Commission

Public Hearing

July 7, 2021

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Requested Rezoning

Peter Schoenauer, representing the owner, is petitioning to rezone the subject parcels from General Residential Core (GR-CORE) to General Commercial Core (GC-CORE).

Existing Conditions

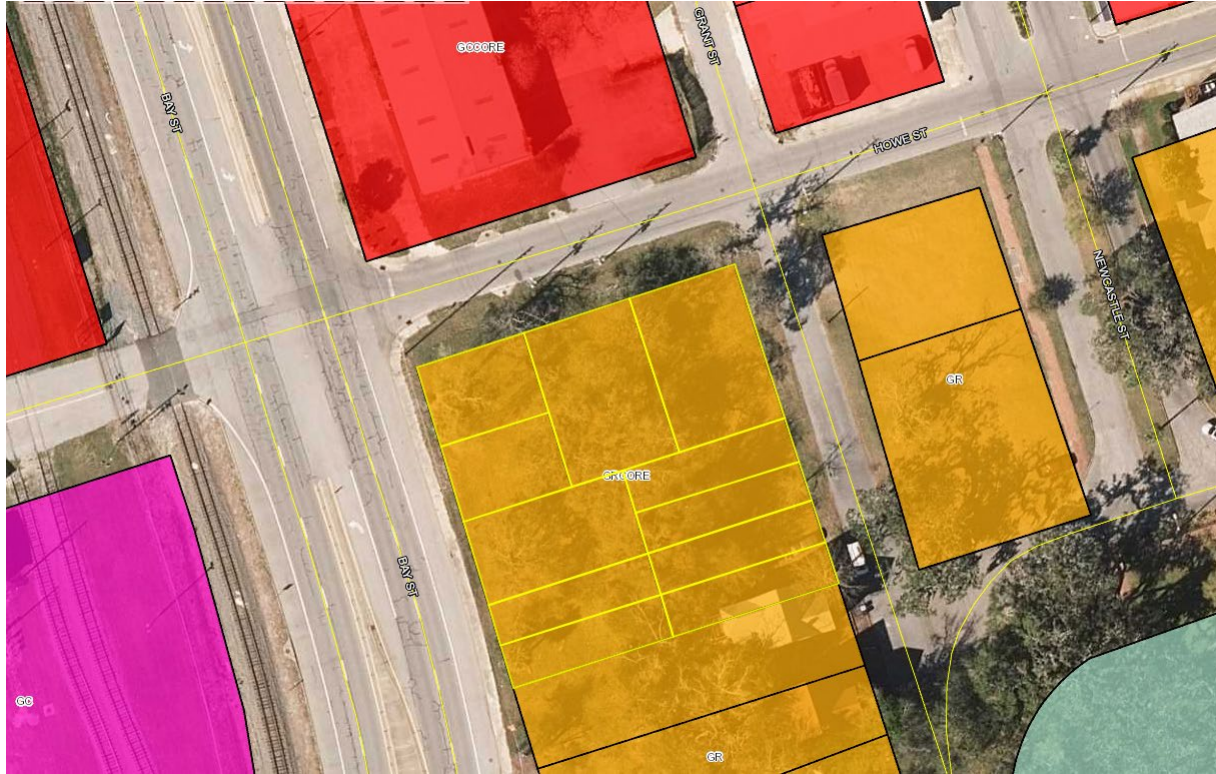
The subject parcels comprise .7+/- acres. Based on our records the properties appear to have been rezoned from General Residential (GR) to GR-CORE in 1983. The parcels are outlined below in yellow.



Location map

Existing Zoning

The subject parcel is zoned General Residential Core (GR-CORE). Parcels to the North, across Howe Street, are zoned GC-CORE. Parcels to the west, across Bay St, are zoned GC. Properties to the South are zoned GR, as are properties across Grant St to the East. Reference the zoning map below.



Requested Zoning

The applicant has requested rezoning the parcels to GC-CORE. This would facilitate the renovation of the property for use as a new School Building.

Staff Analysis

The applicant has asked for a rezoning to General Commercial Core (GC-CORE). It is the intent that the GCCore zoning district be developed and reserved for downtown business purposes. Notably, the GR zoning which was the properties prior zoning designation has “Elementary, junior, or senior level school” listed as a permitted use. However, St. Francis has requested zoning under GCCore to eliminate the Set Back requirements on the sides of the property not abutting Residentially zoned parcels. There would remain a requirement for a buffer between the School and the residentially zoned properties, which is reflected in the attached site plan.

Comprehensive Plan designation – Old Town Character Area

The Old Town Character Area exhibits the widest mix of land uses of any part of the City, with civic and governmental structures, retail and business establishments, and a variety of historic and modern single-family homes. The downtown area has seen recent revitalization, with restored historic structures, new streetscapes, and a variety of new businesses opening on Newcastle Street. Most of Old Town is covered by the Old Town Historic District, within which new development and renovations are overseen by the City's Historic Preservation Board. Parts of the character area, particularly the Newcastle, Gloucester, Norwich, and MLK corridors, are covered by the Downtown Development Authority and are eligible for its programs.

Schools and Churches are well established in the Old Town Character Area, and their development is encouraged where it can front main streets and has adequate traffic capacity. The Recommended Development patterns for the Old Town Character Area include "Major institutions, such as government buildings, churches, and schools, particularly along major corridors." The full list is included below.

Vision

The Old Town Character area is the historic, civic, and cultural center of the Brunswick community. Although recent years have seen revitalization of both its commercial and residential areas, much work remains to be done. One of the highest priorities is to reconnect the City with its historic waterfront, with improved public access, commercial activities along the waterfront, a publicly accessible pedestrian riverwalk, increased public spaces and parks, and new mixed-use development along the waterfront to capitalize on this high-value property. Additional streets should serve to better connect the riverfront with downtown and views to the water should be preserved where possible. The Blueprint Brunswick plan provides a detailed urban design strategy for fulfilling this vision for infill development in the waterfront area. In addition, historic squares need to be restored to their original dimensions and filled with community-friendly amenities such as walking paths, lighting, and benches. Neighborhoods in Old Town need to see continued renovation of homes and infill on vacant lots. Glynn Academy needs to be made more pedestrian-friendly, with sidewalk improvements connecting the school with surrounding neighborhoods. Downtown should see a continued revitalization and a wider variety of activities and entertainment for all ages, but particularly for young adults and community youth.

Appropriate Land Uses

- Single-family residential development
- Multifamily development in existing locations of multifamily development
- Community scale commercial, institutional, and mixed-use development along Gloucester St and Newcastle St downtown
- Multi-story mixed development or condominium development along the Newcastle St and Bay St corridors and in the waterfront area with publicly accessible boardwalks along the waterfront
- Hotels, resorts, and hospitality developments in the downtown area and along

Newcastle and Bay Streets

- Tourism and cultural facilities in the downtown area and along Newcastle, Gloucester, and Bay Streets
- Protected greenspace, parks, wetlands, and wildlife habitats
- Public marinas and associated uses

Rezoning the parcels to GCCore will allow the development of a School Building which has greater capacity to provide services while limiting its impact on the adjacent residential property.

Staff Recommendation

Being that the use is listed as appropriate for the Character Area, is compatible with the previous zoning designation, and is adjacent to similarly zoned parcels, Staff recommends approval the rezoning to GCCore.

PAC Recommendation

The PAC held a public hearing on May 12, 2021 and considered the application. Representatives of St Francis Xavier and their project team were available for questions. Discussion and questions center upon site conditions, the buffer required, parking, and the traffic analysis. During the Public Hearing, Mr. Jeff Falletto was concerned about traffic impacts around Hanover Square, in particular the Grant Street side. The request was deferred until the June 9th meeting, and the PAC asked that more information be provided about traffic including traffic impacts around Hanover Square, extending the study hours to 5:00 PM, and examining the queuing of cars on Bay St for a drop off on Howe St.

At the June 9, 2021 PAC meeting, members and representatives of St. Francis Xavier reviewed additional information provided by the applicant regarding traffic impacts. The expanded traffic analysis found that the impact on Hanover Square would be minimal; that extending the study time to 5:00 PM showed that after-school program impact was minimal as parents arrive intermittently with no queuing; and that GDOT would not allow stacking on Bay Street (updated study attached).

The PAC unanimously recommended the Rezoning request, limiting the allowed uses to the following uses from the General Commercial section

- Any use permitted in any GR residential district, in compliance with the provisions of section 23-6-2 unless otherwise set forth herein;
- Retail, wholesale or storage business involving the sale of merchandise on the premises, except those uses which involve open yard storage of junk, salvage, used auto parts or building materials. Open storage shall be permitted under conditions set forth in section 23-9-3(g);
- Business involving the rendering of a personal service, other than an automobile laundry or an automobile repair garage, which shall be permitted under conditions set forth in section 23-9-3(b) and (e);
- Church;
- Office building and/or office for governmental, business, professional or general purposes.

Appendix A – zoning standards and policies

ZONING STANDARDS AND POLICIES AND PROCEDURES FOR ZONING HEARINGS

Approved by the Commission City of Brunswick, Georgia
April 5, 1989

Part I. Standards

The current Georgia statutory law, O.C.G.A. ;s; 36-66-5(b) expressly mandates that each local government exercising zoning power establish and consider such factors in the form of substantive standards for zoning decisions. That subsection provides:

[E]ach local government shall adopt standards governing the exercise of the zoning power, and such standards may include any factors which the local government finds relevant in balancing the interest in promoting the public health, safety, morality, or general welfare against the right to the unrestricted use of property. Such standards shall be printed and copies thereof shall be available for distribution to the general public.

In keeping with the foregoing statutory requirement, the City of Brunswick has adopted the following substantive standards to govern its zoning decisions:

A. A PROPOSED ZONING CLASSIFICATION OR CONDITIONAL USE REQUEST SHOULD BE COMPATIBLE WITH EXISTING USES AND ZONING OF ADJACENT AND NEARBY PROPERTY, AND ``SPOT ZONING'' SHOULD ALMOST ALWAYS BE REJECTED.

(1) Would the proposed rezoning create an isolated district unrelated to adjacent and nearby districts?

(2) Is the proposed rezoning a logical extension of a zoning boundary which would improve the pattern of uses in the general area?

B. A PROPOSED ZONING CLASSIFICATION SHOULD NOT DESTABILIZE THE SURROUNDING NEIGHBORHOOD.

(1) Is the proposed zoning classification one which would promote integrity of the neighborhood and preserve its general character?

(2) Would the proposed rezoning precipitate similar rezoning requests which would generate or accelerate adverse land use changes in the neighborhood?

C. A PROPOSED ZONING CLASSIFICATION SHOULD MAXIMIZE THE ECONOMIC VALUE OF THE SUBJECT PROPERTY WITHOUT DEPRECIATING THE VALUE OF ADJACENT AND NEARBY PROPERTY.

(1) To what extent does the existing zoning classification depress the value of the subject property?

(2) To what extent would the proposed zoning classification result in appreciation of the value of the property?

(3) What effect does the existing zoning classification have on the values of adjacent and nearby property?

(4) What effect would the proposed zoning classification have on the values of adjacent and nearby property?

D. A PROPOSED ZONING CLASSIFICATION SHOULD NOT HAVE AN ADVERSE EFFECT ON TRAFFIC FLOW, TRAFFIC SAFETY OR POPULATION DENSITY.

(1) Is there adequate public or private parking for the proposed use and other uses permitted within the classification?

(2) Would such uses create any problem of traffic congestion in the area?

(3) Would such uses create any traffic safety problem with regard to ingress and egress, visibility or otherwise?

(4) Would such uses necessitate changes in streets or sidewalks or traffic signage or signalization?

(5) Would such uses contribute to an undesirable level of population density?

(6) Would such uses substantially conflict with existing density patterns in the neighborhood?

E. A PROPOSED ZONING CLASSIFICATION SHOULD NOT HAVE ADVERSE ENVIRONMENTAL IMPACT.

(1) Would the proposed use or other uses permitted within the classification create noise, dust, smoke or odors?

(2) Would such uses affect air quality or water quality and quantity?

(3) Would such uses create problems with drainage or soil erosion and sedimentation?

(4) Would such uses aggravate problems with flood damage control?

(5) Would such uses aggravate waste disposal problems?

F. A PROPOSED ZONING CLASSIFICATION SHOULD NOT HAVE ADVERSE AESTHETIC EFFECTS.

(1) Would the proposed rezoning lead to removal of existing vegetation?

(2) Would the proposed use incorporate new planting?

(3) Would the proposed use necessitate unattractive structures or result in removal or alteration of historic structures?

(4) Would the proposed use be visually compatible with the surrounding neighborhood?

(5) Would the proposed use include machinery or work visible from the street or neighboring property?

(6) Would the proposed use be adequately separated from conflicting uses by an appropriate buffer?

G. A REZONING SHOULD NOT RESULT IN COSTS TO THE PUBLIC DISPROPORTIONATE TO TAX REVENUES GENERATED BY THE PROPOSED USE.

(1) Would the rezoning increase the cost of government in providing public utilities, schools, streets, police and fire protection, etc.?

(2) What additional public facilities would be required?

(3) To what extent would such increased costs be offset by increased tax revenues?

H. THE SUBJECT PROPERTY SHOULD BE SUITABLE FOR THE ZONED PURPOSES.

(1) Is the property suitable for uses within the existing zoning classification?

(2) Has the property been vacant as zoned, and if so, for what period or periods of time?

(3) Are there substantial reasons why the property cannot be economically used in accordance with existing zoning?

(4) Would the proposed rezoning benefit the general public in any way?

(5) Would the proposed rezoning conform to or diverge from the comprehensive land use plan?

* * *

It is obvious that the foregoing standards are very general, not at all specific, and that the public and private interests cannot be balanced with mathematical certainty in a zoning decision. Moreover, particular zoning issues which may arise, considered in context, may suggest concerns in addition to the foregoing standards and further questions which will need to be addressed by the Commission. It can only be said that any zoning decision, to be lawful, must be based on a relative gain to the public, as compared to the hardship imposed upon private parties. Such decisions must never be based simply upon the numbers of supporters or opponents or other political factors without consideration of the standards.

(excerpt from addendum that was added to the zoning ordinance by the City Commission on April 5, 1989)

Appendix B – General Commercial Code

ARTICLE IX. - GC COMMERCIAL DISTRICT

Sec. 23-9-1. - Intent of district.

It is the intent of this section that the GC zoning district be developed and reserved for general business purposes. The regulations which apply within this district are designed to encourage the formation and continuance of a compatible and economically healthy environment for regionally oriented business, financial, service and professional uses which benefit from being located in close proximity to each other, and to discourage any encroachment by industrial, residential or other uses considered capable of adversely affecting the basic commercial character of the district.

(Ord. No. 1006, § 1, 11-19-2008)

Sec. 23-9-2. - Permitted uses.

The following uses shall be permitted in any GC zoning district:

- (a) Any use permitted in any GR residential district, in compliance with the provisions of section 23-6-2 unless otherwise set forth herein.
- (b) Retail, wholesale or storage business involving the sale of merchandise on the premises, except those uses which involve open yard storage of junk, salvage, used auto parts or building materials. Open storage shall be permitted under conditions set forth in section 23-9-3(g).
- (c) Business involving the rendering of a personal service, other than an automobile laundry or an automobile repair garage, which shall be permitted under conditions set forth in section 23-9-3(b) and (e).
- (d) Seafood processing facilities and/or dock operations involving seafood processing.
- (e) Private or semi-private club, lodge, union hall or social center.
- (f) Church.
- (g) Off-street commercial parking lot or garage.
- (h) Hotel, tourist home, and motel.
- (i) Commercial recreation facility, specifically including:
 - (1) Bowling alley.
 - (2) Billiard parlor.
 - (3) Roller or ice skating rink.
 - (4) Theatre, but not including drive-in type of facility.
- (j) Transportation terminal.
- (k) Commercial trade or vocational school.
- (l) Eating and/or drinking establishment, including drive-in or curbside service.
- (m) Radio and/or television station and/or transmission tower.
- (n) Public utility installation or sub-installation, including water towers.
- (o) Office building and/or office for governmental, business, professional or general purposes.

- (p) Accessory use in compliance with the provisions of section 23-3-17.
- (q) Two-family dwelling, including patio dwelling in compliance with section 23-6-4.
- (r) Multi-family dwelling in compliance with section 23-6-4.
- (s) Townhouse dwelling in compliance with section 23-6-4.
- (t) Group dwelling in compliance with section 23-6-4.
- (u) Boarding house in compliance with section 23-6-4.
- (v) One-family dwelling, attached in compliance with section 23-6-4.

(Ord. No. 1006, § 1, 11-19-2008; Ord. No. 1012, § 1, 9-2-2009)

Sec. 23-9-3. - Conditional uses.

The following uses shall be permitted on a conditional basis in any GC zoning district, subject to conditions set forth in section 23-25-4.

- (a) Automobile service station, provided that all pumps are set back at least 25 feet from the right-of-way line of the street and parking and/or service areas are separated from adjoining residential properties by a suitable planting a screen, fence, or wall at least six feet in height above finish grade.
- (b) Garage for the repair and servicing of motor vehicles, provided that all operations are conducted within a fully enclosed building or buildings, and there is no open storage of wrecked vehicles, dismantled parts, or supplies visible beyond the premises.
- (c) Newspaper publishing plant, provided that the requirements for parking, loading and unloading conform to those for industrial buildings, as set forth in sections 23-3-19 and 23-3-20.
- (d) Automobile laundry or washateria, provided that an off-street paved parking area capable of accommodating not less than one-half of hourly vehicle washing capacity awaiting entrance to the washing process is suitably located and maintained on the premises (such space to contain at least 200 square feet per waiting vehicle) and no safety hazard or impediment to traffic movement is created by the operation of such an establishment.
- (e) Animal hospital and/or boarding facility, provided all boarding arrangements are maintained within a building and no noise connected with the operation of the facility is perceptible beyond the premises.
- (f) Open yard use for the sale, rental and/or storage of materials or equipment excluding junk or other salvage, provided that such uses are separated from adjoining residential properties by a suitable planting screen, fence, or wall at least six feet in height above finish grade.
- (g) Community hospitals or clinics, including any function such as cafeterias and laundries which relate directly to the operation of the hospitals or clinics and are contained within the confines of said hospital or clinic, provided such uses are in compliance with the provisions of section 23-17-4.
- (h) Any educational facilities directly related to an authorized hospital or the Glynn County Board of Health, and under the supervision of said hospital or the Glynn County Board of Health, provided such uses are in compliance with the provisions of section 23-17-4.
- (i) Single or multi-story dormitories or living quarters for the staff and the student body of an authorized hospital or its related activities, including eating and laundry facilities, provided such dormitories and sleeping quarters are under the supervision and control of an authorized hospital, and provided such uses are in compliance with the provisions of section 23-17-4.

- (j) Public or private care homes, provided such facilities conform with the requirements of the Georgia State Board of Health and receive the written approval of the Glynn County Board of Health and the state fire marshal prior to the issuance of any permits for construction and operation, copies of such approvals to be attached to the building permit and to be retained in the files of the building official and provided further that such use conforms with the provisions of section 23-17-4 pertaining to care homes.
- (k) Temporary use in compliance with the provisions of section 23-23-5.

(Ord. No. 1006, § 1, 11-19-2008; Ord. No. 1012, § 1, 9-2-2009)

Sec. 23-9-4. - Other requirements.

Unless otherwise specified elsewhere in this chapter, uses permitted in GC general commercial zoning districts shall be required to conform to the following standards:

- (a) Minimum lot area: 2,500 square feet.
- (b) Minimum lot width, measured at the building line: 25 feet.
- (c) Minimum front yard, measured from the nearest abutting street right-of-way line: Ten feet.
- (d) Minimum side yard: None.
- (e) Minimum rear yard: None.
- (f) Maximum building height: 60 feet, subject to the approval of the fire chief.

(Ord. No. 1006, § 1, 11-19-2008)

Appendix C – General Commercial Core Code

ARTICLE X. - GCCORE GENERAL COMMERCIAL CORE DISTRICT

Sec. 23-10-1. - Intent of district.

It is the intent of this article that the GCCore zoning district be developed and reserved for downtown business purposes. The regulations which apply within this district are designed to encourage the formulation and continuance of a compatible and economically healthy environment for generally oriented business, financial, service and professional uses which benefit from being located in close proximity to each other, and to discourage any encroachment by uses considered capable of adversely affecting the basic commercial character of the district.

(Ord. No. 1006, § 1, 11-19-2008) Sec. 23-10-2. - Permitted uses.

The following uses shall be permitted in any GCCore zoning district:

- (a) Any use permitted in any GC zoning district subject to the conditions of section 23-9-2.

(Ord. No. 1006, § 1, 11-19-2008) Sec. 23-10-3. - Conditional uses.

The following uses shall be permitted on a conditional basis in any GCCore zoning district.

- (a) Any use permitted on a conditional basis in any GC district subject to the conditions of section 23-9-3 and section 23-25-4.

(Ord. No. 1006, § 1, 11-19-2008)

Sec. 23-10-4. - Other requirements.

Unless otherwise specified elsewhere in this chapter, uses permitted in GCCore districts shall be required to meet all standards set forth in this chapter for uses permitted in GC zoning districts, except that all front yard requirements, as well as all off-street parking and loading requirements shall be waived.

(Ord. No. 1006, § 1, 11-19-2008)

Appendix D – Application

(Original application included on next page)



CITY OF BRUNSWICK, GEORGIA

APPLICATION FOR REZONING

RZ

APPLICANT: After completely reading this form, the applicant will answer each item as completely as possible. Please print or type. The Planning Staff will assist you if necessary.

This is a request for a **REZONING** to the Official Zoning Ordinances of the City of Brunswick. Please read Article XXIII of Zoning Ordinance which applies to your proposal.

- Applicant (Your Name): Peter Schoenauer Daytime Phone: 912\268-2164 Email: pete@tidewatereng.com
Mailing Address 200 Plantation Chase, St. Simons Island, GA Zip: 31522
- Location of Property forming the basis for this text amendment: see attached tax maps
Street _____ Tax Map and Parcel Number: see attached tax maps
- Is this rezoning due to annexation? YES NO
- Total Parcel area (indicate square feet or acres): 0.74 ac. Square Feet/Acres
- Present Zoning: GR Core Abutting zones (list all zones that touch the parcel): GC
- Proposed Zoning: GC Core General Commercial
- Are any special use(s), variance(s), covenant(s), or prior rezoning(s) present on the parcel?
 YES NO If 'YES', list ALL and date: _____
- The following data shall be attached as applicable:
Petition signed by Property Owner or agent requesting the Rezoning.
Full text of the proposed amendment in the format of the ordinance it is intended to amend.
- Reasons for the rezoning request: see attachment
- Do you have legal possession of the parcel(s) proposed for this zoning text amendment? YES NO
(If 'NO' then this application cannot be processed until an application is received for all parcels intended to be affected by the text amendment and legal authorization provided.)
- Owner's Name (If different from Applicant*): See Attached Owner's Name.
Address: 2170 East Victory Drive, Savannah, GA Zip: 31404 Daytime Phone: 912-201-4100 (*If applicant is different from Owner, a legal authorization to represent the Owner must be attached to this application.)

I understand that the City of Brunswick will not process this application until I have submitted **ALL** required materials on or before the date of the approved schedule, which shall be **not less than 20 days prior to the regularly scheduled and advertised monthly meeting of the Planning and Appeals Commission.** The PAC meets on the Second Wednesday of each month at 5:15 PM in Commission Chambers, Old City Hall. The recommendation of the Planning Commission is forwarded to City Commission for their review at the next regularly scheduled meeting following the PAC meeting.

Signed: Peter Schoenauer Date: 4/16/21

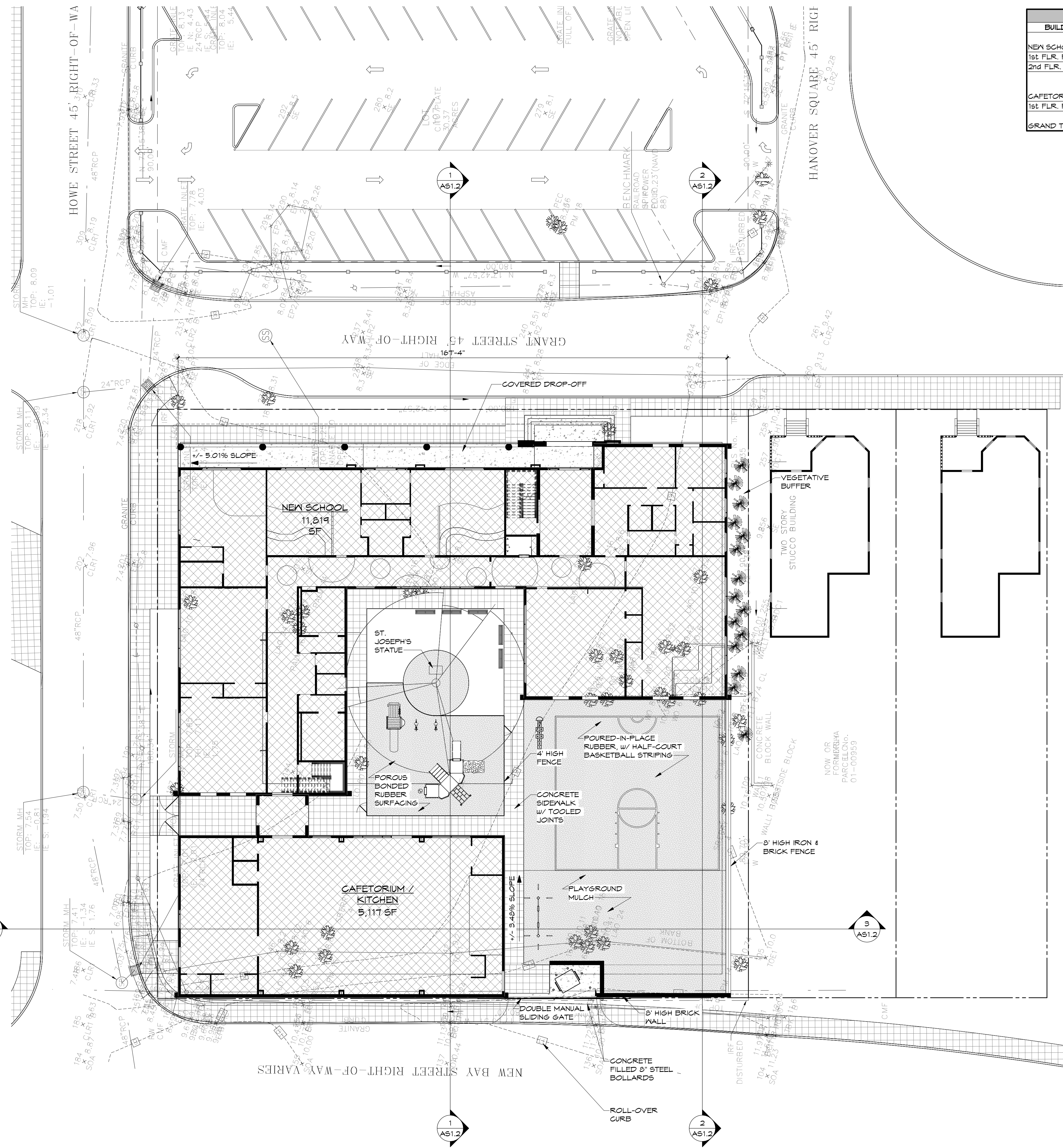
(Printed Name: Peter Schoenauer, PE)

Reason for Rezoning Request:

St. Francis Xavier Catholic Church is seeking to build a new state of the art school building to replace their existing, declining facilities nearby. The church has owned the subject properties for a number of years and recently decided the best use for them and the community is to build a new school. The current zoning of the properties (GR-Core) does not allow a school use. We believe these properties were rezoned previously to accommodate a multi-family development that was never built. Rezoning the lots to a GC-Core district would allow for a school use. Furthermore, the GC-Core district is extremely close in proximity to these properties, covering the majority of lots across Howe Street.

Appendix E – Site Plan

(Site plan and Survey included on next two pages)



BUILDING GROSS SF	
BUILDING / LEVEL	AREA
NEW SCHOOL	
1st FLR. F.F.	11,819 SF
2nd FLR. F.F.	12,754 SF
TOTAL	24,574 SF
CAFETORIUM / KITCHEN	
1st FLR. F.F.	5,117 SF
TOTAL	5,117 SF
GRAND TOTAL	29,691 SF

LOTS 107, 121 & 124-A
 TAX ASSESSOR'S PROPERTY IDENTIFICATION NUMBER'S 01-00951 THRU 00953
 CURRENT ZONING: GR
 TAX ASSESSOR'S PROPERTY IDENTIFICATION NUMBER'S 01-00954 THRU 00958 & 01-00967 THRU 72
 CURRENT ZONING: GR-CORE
 TOTAL LOT AREA: 1.48 ACRES

- LEGEND**
- IRF IRON ROD FOUND
 - PROPERTY CORNER TO BE SET
 - C.M.F. CONCRETE MONUMENT FOUND
 - I.P.F. IRON PIPE FOUND
 - MANHOLE - TYPE UNKNOWN
 - ⊕ GAS METER
 - × 13.4 SPOT ELEVATION
 - GRATE INLET
 - WATER METER
 - ⊕ POWER POLE
 - GUY WIRE
 - STORM DRAINAGE MANHOLE
 - SANITARY SEWER MANHOLE
 - ★ LIGHT POLE
 - CLEANOUT
 - IRRIGATION CONTROL VALVE
 - F.H. FIRE HYDRANT
 - O.H.P. OVERHEAD UTILITY LINE
 - C.O. CONTOUR LINE
 - U.G.T. COMMUNICATION LINE
 - W. UNDERGROUND WATER LINE
 - S.S. UNDERGROUND SEWER LINE
 - S.D. UNDERGROUND STORM LINE

- TREE LEGEND**
- SIZE OF SYMBOL DOES NOT INDICATE THE SIZE OF THE DRIP LINE/CANOPY LINE
- LOCATION OF TREE LO 14
- TREE SIZE (IN INCHES)
- TREE TYPE

- TREE TYPE ABBREVIATIONS:**
- BRAD BRADFORD PEAR
 - CED CEDAR
 - CHE CHERRY
 - CREP CREPE MYRTLE
 - HICK HICKORY
 - HOLLY HOLLY BERRY
 - LAO LAUREL OAK
 - LO LIVE OAK
 - MIM MIMOSA
 - PM PALM
 - PEC PECAN
 - SGUM SWEET GUM
 - WO WATER OAK
- ALL OTHERS SPELLED OUT
 MULTIPLE TREE SIZES INDICATES COMMON BASE
 DEAD TREES NOT LOCATED

- SURVEYOR'S NOTES**
- THE ELEVATIONS SHOWN ARE BASED ON NAVD 88 DATUM. THE CONTOUR INTERVAL IS 1 FOOT.
 - THE FIELD DATA UPON WHICH THIS MAP OR PLAN IS BASED HAS A CLOSURE RATIO OF 1 FOOT IN 84,731 FEET, AN ANGULAR ERROR OF 2" PER ANGLE POINT, AND WAS ADJUSTED USING THE COMPASS RULE METHOD.
 - THIS PLAT HAS A PRECISION OF ONE FOOT IN 113,169 FEET.
 - ACCORDING TO F.I.R.M. MAP NO. 131270238F, REVISED SEPTEMBER 6, 2006, THE PROPERTY SHOWN ON THIS SURVEY LIES IN ZONE AE (RFE 11).
 - ONLY ABOVEGROUND, READILY VISIBLE STRUCTURES AND UTILITIES WERE LOCATED FOR THIS SURVEY. THIS SURVEYOR MAKES NO WARRANTY OR GUARANTEE AS TO THE LOCATION, EXISTENCE, OR NON-EXISTENCE OF ANY BELOWGROUND, NON-VISIBLE UTILITIES OR STRUCTURES.



2514 ABERCORN STREET
 SUITE 110
 SAVANNAH, GA 31401
 912.777.3979

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A NEW SCHOOL FOR
ST. FRANCIS XAVIER
 1129 GRANT ST.
 BRUNSWICK, GA 31520

REVISIONS	
ADD	DESCRIPTION

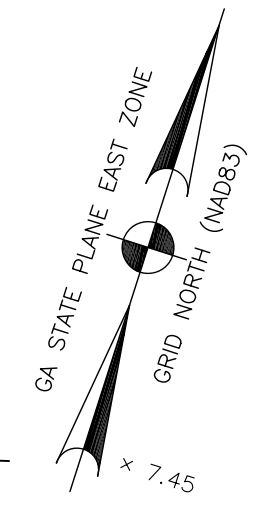
ISSUED FOR REVIEW
 04.16.21

JOB NO: 21.012
 ISSUE DATE: 04.16.21
 DRAWN: RCLAUS

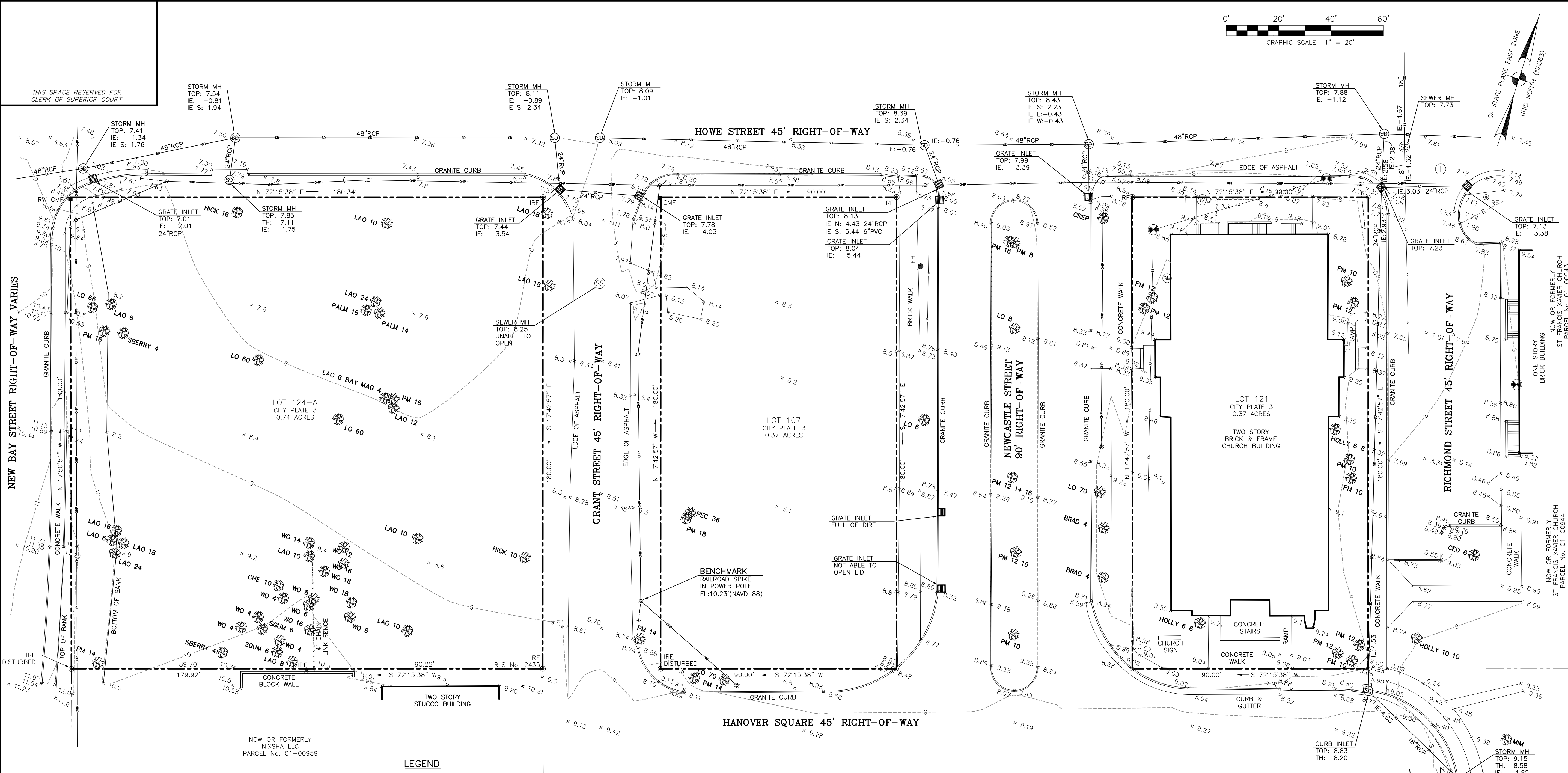
AS1.1

1 ARCHITECTURAL SITE PLAN
 SCALE: 1/16" = 1'-0"





BREWER
LAND SURVEYING
P.O. Box 441
Pooler, GA 31322
craig@brewersurveying.com
Phone (912) 856-2205
www.BrewerSurveying.com



REFERENCE PLAT
1. DEED BOOK 3435, PAGE 38.
2. CITY OF BRUNSWICK, GEORGIA CITY PLATE 03

LOTS 107, 121 & 124-A
TAX ASSESSOR'S PROPERTY IDENTIFICATION NUMBER'S 01-00951 THRU 00953
CURRENT ZONING: GR
TAX ASSESSOR'S PROPERTY IDENTIFICATION NUMBER'S 01-00954 THRU 00958 & 01-00967 THRU 72
CURRENT ZONING: GR-CORE
TOTAL LOT AREA: 1.48 ACRES

- LEGEND**
- IRF IRON ROD FOUND
 - PROPERTY CORNER TO BE SET
 - CMF CONCRETE MONUMENT FOUND
 - IPF IRON PIPE FOUND
 - ⊕ MANHOLE TYPE UNKNOWN
 - ⊕ GAS METER
 - ×13.4 SPOT ELEVATION
 - ▭ GRATE INLET
 - ⊖ WATER METER
 - ⊖ POWER POLE
 - ⊖ GUY WIRE
 - ⊖ STORM DRAINAGE MANHOLE
 - ⊖ SANITARY SEWER MANHOLE
 - * LIGHT POLE
 - ⊖ CLEANOUT
 - ⊖ IRRIGATION CONTROL VALVE
 - ⊖ FIRE HYDRANT
 - OHP— OVERHEAD UTILITY LINE
 - 18— CONTOUR LINE
 - UGT— COMMUNICATION LINE
 - W— UNDERGROUND WATER LINE
 - SS— UNDERGROUND SEWER LINE
 - SD— UNDERGROUND STORM LINE

- TREE LEGEND**
SIZE OF SYMBOL DOES NOT INDICATE THE SIZE OF THE DRIP LINE/CANOPY LINE
LOCATION OF TREE — TREE SIZE (IN INCHES)
— TREE TYPE
- TREE TYPE ABBREVIATIONS:
BRAD BRADFORD PEAR
CED CEDAR
CHE CHERRY
CREP CREPE MYRTLE
HICK HICKORY
HOLLY HOLLY BERRY
LAO LAUREL OAK
LO LIVE OAK
MIM MIMOSA
PM PALM
PEC PECAN
SGUM SWEET GUM
WO WATER OAK
- ALL OTHERS SPELLED OUT
MULTIPLE TREE SIZES INDICATES COMMON BASE
DEAD TREES NOT LOCATED

SURVEYOR'S NOTES

- THE ELEVATIONS SHOWN ARE BASED ON NAVD 88 DATUM. THE CONTOUR INTERVAL IS 1 FOOT.
- THE FIELD DATA UPON WHICH THIS MAP OR PLAT IS BASED HAS A CLOSURE RATIO OF 1 FOOT IN 84,731 FEET, AN ANGULAR ERROR OF 2" PER ANGLE POINT, AND WAS ADJUSTED USING THE COMPASS RULE METHOD.
- THIS PLAT HAS A PRECISION OF ONE FOOT IN 113,169 FEET.
- ACCORDING TO F.I.R.M. MAP NO. 13127C0238F, REVISED SEPTEMBER 6, 2006, THE PROPERTY SHOWN ON THIS SURVEY LIES IN ZONE AE (BFE 11).
- ONLY ABOVEGROUND, READILY VISIBLE STRUCTURES AND UTILITIES WERE LOCATED FOR THIS SURVEY. THIS SURVEYOR MAKES NO WARRANTY OR GUARANTEE AS TO THE LOCATION, EXISTENCE, OR NON-EXISTENCE OF ANY BELOWGROUND, NON-VISIBLE UTILITIES OR STRUCTURES.



THIS SURVEY IS A RETRACEMENT OF AN EXISTING PARCEL OF LAND AND DOES NOT SUBDIVIDE OR CREATE A NEW PARCEL. THE RECORDING INFORMATION OF THE DOCUMENT(S), MAP(S), PLAT(S) OR OTHER INSTRUMENT(S) WHICH CREATED THE PARCEL(S) ARE STATED HEREON. RECORDATION OF THIS SURVEY DOES NOT IMPLY APPROVAL OF THE LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, NOR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. FURTHER, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS MAP, PLAT, OR PLAN COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN CHAPTER 180-7 OF THE RULES OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN THE GEORGIA PLAT ACT OCCA 15-6-67.

JAMES CRAIG BREWER
GA. REG. LAND SURVEYOR NO. 3022

LOT 107, 121 & 124-A, CITY PLATE 3
26th G.M. DISTRICT, CITY OF BRUNSWICK, GLYNN COUNTY, GEORGIA

ST. FRANCIS XAVIER CHURCH

PREPARED FOR: ST. FRANCIS XAVIER CHURCH
NOW OR FORMERLY ST. FRANCIS XAVIER CHURCH
PARCEL No. 01-00943

PROJECT #:	170600
FIELD DATE:	11/6/2017
PLAT DATE:	11/20/2017
DRAWN BY:	DJP
CHECKED BY:	JCB
SCALE:	1"=20'

SHEET: 1 OF 1

Appendix F – Traffic Impact Analysis



June 1, 2021

Mr. John Hunter
Director of Planning, Development & Codes
City of Brunswick
601 Gloucester Street
Brunswick, Georgia 31520

Re: Rezoning Application St. Francis Xavier Catholic School
1129 Grant St.
Brunswick, GA 31520

Mr. Hunter,

Thank you and the members of the Planning and Appeals Commission for your help and review of this project thus far. During the May Planning and Appeals meeting, three items were requested for further study regarding the existing and projected traffic patterns around the school. We have since consulted with our Traffic Engineer to report on these concerns and have the following summary of their findings:

1. Commission's Request: Extend the traffic study to determine impact on Hanover Square.
Findings: Most exiting vehicles will likely turn right at George Street to then turn onto Bay Street going north. Some traffic will continue around Hanover Square, but the impact is expected to be negligible. See pg. 19 & 20, "Conclusions" and "Recommendation of Improvements" of the attached traffic study.
2. Commission's Request: Extend the afternoon time of the study to 5:00 pm. Will after-school activities impact traffic?
Findings: After-school activities are not expected to impact traffic in any significant way. The current enrollment experiences +/- 20 cars for pickup from these programs. Parents arrive intermittently and there is never a wait time or queuing. The future peak enrollment of 300 children projects +/- 36 cars and still does not forecast any wait time or queuing. Parents will still arrive intermittently, and the number of cars would be negligible. See pg. 10, Table 15 of the attached traffic study.
3. Commission's Request: Study rotating the drop-off area 90-degrees counter-clockwise around the site, placing the drop-off on Howe Street in lieu of Grant Street. Vehicle queuing would begin at the drop-off on Howe and continue along the shoulder of Bay Street.
Findings: We have examined this scenario and presented it to GDOT. They have stated that they will not allow stacking on their route and recommends using other available, adjacent streets. The traffic study shows negligible wait times and no significant impact downstream.

Please reference the full traffic report for specific details and results. The Traffic Study shall take precedence over any information in this letter, especially if it is conflicting or unclear.

We trust that you and members of the Planning and Appeals Commission will find our presentation acceptable and along with our client, we look forward to receiving your favorable comments. Please call if you have any questions or if any additional information is required.

Thank you very much,

A handwritten signature in blue ink that reads "Ryan Claus". The signature is fluid and cursive, with the first name "Ryan" being larger and more prominent than the last name "Claus".

Ryan Claus, Associate AIA
Project Manager
Felder & Associates

Cc: Owner, File

Attachments:

- Revised Traffic Study
- Correspondence from the City Traffic Engineer and GDOT

TRAFFIC IMPACT STUDY

St. Francis Xavier Catholic School

Glynn County, GA



COASTAL ENGINEERING

AND CONSULTING

May 2021

<i>Title</i>	
St. Francis Xavier Catholic School Traffic Impact Study Glynn County, GA	
<i>Prepared For</i>	<i>Date</i>
Ryan Claus, Assoc. AIA Felder & Associates 2514 Abercorn Street Savannah, GA 31401	May 12, 2021 <i>Revised: May 28, 2021</i>
<i>Prepared By</i>	<i>Report By</i>
Coastal Engineering & Consulting 6605 Abercorn Street, Suite 210D Savannah, GA 31405 (912) 964-4509	C. Scott Burns, P.E.
<p>This study describes a traffic analysis to determine if improvements are required along Howe Street near Grant Street due to the proposed relocation of St. Francis Xavier Catholic School in Glynn County, GA. The proposed project will consist of a 300-student K to 8th grade school and associated improvements. Based on the findings in this study, the existing intersections will operate efficiently with the development and additional traffic volumes. In addition, the roadway was observed to meet sight distance requirements.</p>	

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1 – PROJECT LIMITS

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A – EXISTING TRAFFIC DATA

B – SYNCHRO/SIMTRAFFIC UNSIGNALIZED INTERSECTION ANALYSIS

Introduction

The purpose of this study is to provide traffic projections and capacity analysis to evaluate the need for potential improvements along Howe Street between Bay Street and Newcastle Street due to the proposed development in Glynn County, Georgia. Figure 1 shows the project location.

FIGURE 1: PROJECT LIMITS



Existing Conditions

Existing Geometry

Newcastle Street is a north-south roadway that runs from State Route 27/U.S. 341 southward until the roadway intersects 5th Avenue and continues as King and Prince Boulevard. The roadway provides access to multiple commercial, government and residential developments as well as St. Francis Xavier Church within its corridor. In the project limits, the roadway is classified as an Urban Minor Arterial and consists of one lane in each direction separated by a raised grassed median. At the intersection with Howe Street, Newcastle Street traffic does not stop at the intersection. The roadway provides adequate sight distance on all approaches.

Bay Street is a north-south roadway that runs from State Route 27/U.S. 341 southward until the roadway intersects 1st Avenue. The roadway provides access to multiple commercial, residential, and marina as well as a cemetery. In the project limits, the roadway is classified as an Urban Principal Arterial and consists of two lanes in each direction separated by a raised median. At the intersection with Howe Street, Bay Street provides a left turn lane for southbound traffic. The roadway provides adequate sight distance on all approaches.

Grant Street is a north-south roadway that runs from F Street southward to the intersection with 1st Avenue. The roadway provides access to residential properties within its corridor. In the project limits, the roadway is classified as an Urban Local Street and consists of one lane in each direction. At the intersection with Howe Street, Grant Street does not provide access for vehicles to travel northbound. The roadway provides adequate sight distance on all approaches.

Howe Street is an east-west roadway that runs from State Route 27/U.S. 341 eastward to the intersection with Egmont Street. The roadway provides access to residential properties as well as St. Francis Xavier Church. In the project limits, the roadway is a classified as an Urban Local Street and consists of one lane in each direction. The roadway provides adequate sight distance on all approaches.

Existing Daily Volumes

Existing daily traffic volume data was collected along Newcastle Street at Bay Street and Newcastle Street near 4th Avenue between Tuesday, May 4, 2021 and Thursday, May 6, 2021. Additional data was collected on Howe Street between Tuesday, May 18, 2021 and Friday, May 22, 2021. The ADT for the corridor was determined by dividing the total vehicles by the number of days that the counts were taken. Table 1 summarizes the existing ADTs approaching the intersection.

TABLE 1: EXISTING ADT

	Newcastle Street North of proposed site		Newcastle Street South of proposed site		Howe Street	
Weekday	10,570		2,675		357	
	Northbound	Southbound	Northbound	Southbound	Eastbound	Westbound
Weekday	5,554	5,016	1,358	1,317	147	210
Truck %	2.4	2.8	5.8	5.9	9.1	12.4

Existing Peak Hour Volumes

Data was collected at multiple intersections around the site to determine the directional traffic distribution for the site. The data provided in Tables 2 – 7 reflect the peak hour volume at the intersections near the proposed location.

TABLE 2: EXISTING PEAK HOUR VOLUMES – BAY STREET AT HOWE STREET

	Howe Street WB			Driveway EB			Bay Street NB			Bay Street SB		
AM Peak	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
	1	0	21	2	0	1	5	169	0	34	190	9
PM Peak	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
	0	0	21	8	0	2	1	209	3	2	157	4

TABLE 3: EXISTING PEAK HOUR VOLUMES – GRANT STREET AT HOWE STREET

	Howe Street WB			Howe Street EB			Grant Street NB			Grant Street SB		
AM Peak	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
	0	21	0	0	29	5	2	0	1	0	0	0
PM Peak	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
	3	17	0	0	3	2	1	0	1	1	1	3

TABLE 4: EXISTING PEAK HOUR VOLUMES – NEWCASTLE STREET AT HOWE STREET

	Howe Street WB			Howe Street EB			Newcastle Street NB			Newcastle Street SB		
AM Peak	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
	1	12	14	7	21	0	7	60	2	4	19	1
PM Peak	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
	4	9	1	1	4	0	5	34	0	2	38	6

TABLE 5: EXISTING PEAK HOUR VOLUMES – GRANT STREET AT GEORGE STREET

	Grant Street NB			Grant Street SB			George Street EB		
AM Peak	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
	--	--	--	0	41	3	0	0	20
PM Peak	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
	--	--	--	0	62	7	0	0	17

TABLE 6: EXISTING PEAK HOUR VOLUMES – BAY STREET AT GEORGE STREET

	Bay Street NB			Bay Street SB			George Street WB		
AM Peak	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
	5	165	0	27	145	0	1	0	6
PM Peak	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
	8	172	1	18	129	0	0	0	10

TABLE 7: EXISTING PEAK HOUR VOLUMES – RICHMOND STREET AT GEORGE STREET

	Richmond Street NB			Richmond Street SB			George Street WB		
AM Peak	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
	0	48	72	--	--	--	0	0	9
PM Peak	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
	0	56	22	--	--	--	0	0	18

Horizon Year Traffic Projections

This section contains traffic projections for the future years to be evaluated.

Historic Traffic Data

The process used to project future traffic uses an examination of past trends along with outputs from models of future land use and travel demand.

The past traffic data was examined at nearby locations where GDOT periodically conducts traffic counts. GDOT count station 0000127_0392 is a short-term portable counter. This counter was located on Newcastle Street, north of Howe Street. GDOT count station 0000127_0203 is a short-term portable counter that was located along Bay Street, south of Howe Street.

Table 8 summarizes the average annual daily traffic collected at this location between 2010 and 2021. Remaining years were estimated without the installation of additional counters. These years were not added to the table due to a discrepancy in GDOT collected counts and the annual statistic used by GDOT.

TABLE 8: HISTORIC TRAFFIC DATA, AADT

Year	AADT (Newcastle Street)	AADT (Bay Street)
2018	1,552	3,946
2015	N/A	4,060
2014	1,522	N/A
2013	N/A	3,340
2011	N/A	3,625
2010	1,596	4,225

Reviewing data provided between 2010 and 2021 shows the existing traffic volumes used to determine an applicable growth rate for the corridor. Based on the analysis, the traffic volumes along Bay Street decreased over the length of the analysis while the traffic volumes along Newcastle Street showed an increase. Based on the growth from 2014 to 2018, a growth rate of 0.50% will be used for the projected traffic volumes, including the “No Build” scenario provided in Tables 9 – 14.

TABLE 9: PEAK HOUR VOLUMES – BAY STREET AT HOWE STREET – 2042 NO BUILD

	Howe Street WB			Driveway EB			Bay Street NB			Bay Street SB		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
AM Peak	5	0	25	5	0	5	5	190	0	40	215	10
PM Peak	0	0	25	10	0	5	5	235	5	5	180	5

**TABLE 10: PEAK HOUR VOLUMES – GRANT STREET AT HOWE STREET – 2042
NO BUILD**

	Howe Street WB			Howe Street EB			Grant Street NB			Grant Street SB		
AM Peak	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
	0	25	0	0	35	5	5	0	5	0	0	0
PM Peak	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
	5	20	0	0	5	5	5	0	5	5	5	5

**TABLE 11: PEAK HOUR VOLUMES – NEWCASTLE STREET AT HOWE STREET – 2042
NO BUILD**

	Howe Street WB			Howe Street EB			Newcastle Street NB			Newcastle Street SB		
AM Peak	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
	5	15	15	10	25	0	10	70	5	5	25	5
PM Peak	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
	5	10	5	5	5	0	5	40	0	5	45	10

**TABLE 12: PEAK HOUR VOLUMES – GRANT STREET AT GEORGE STREET – 2042
NO BUILD**

	Grant Street NB			Grant Street SB			George Street EB		
AM Peak	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
	--	--	--	0	50	5	0	0	25
PM Peak	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
	--	--	--	0	70	10	0	0	20

TABLE 13: PEAK HOUR VOLUMES – BAY STREET AT GEORGE STREET – 2042 NO BUILD

	Bay Street NB			Bay Street SB			George Street WB		
AM Peak	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
	5	185	0	30	165	0	5	0	10
PM Peak	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
	10	195	5	20	145	0	0	0	15

TABLE 14: PEAK HOUR VOLUMES – RICHMOND STREET AT GEORGE STREET – 2042 NO BUILD

	Richmond Street NB			Richmond Street SB			George Street WB		
AM Peak	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
	0	55	80	--	--	--	0	0	10
PM Peak	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
	0	65	25	--	--	--	0	0	20

Trip Generation Estimate

When evaluating the existing and proposed conditions at this location, the 10th Edition of the ITE Trip Generation Manual was used. The ITE provides several codes to generate the trips for these sites. Once the ITE Code is determined, a unit measure (dwelling units (DU), vehicles, etc.) is used to determine the generated trips to determine the impact through the corridor. Trips generated to/from each site are categorized into three (3) categories.

New Trips

New trips are vehicles that do not currently use the roadway network. These trips add additional volume to the current roadway system. It is typically assumed that these new trips start at an origin, travel to the site and then return back to their original origin. Due to the location, it is anticipated that 10% of traffic will access the site from the north using Newcastle Street, 35% will access the site from the east along Howe Street, 20% will access the site from the south and 35% will access the site from the west. Vehicles accessing the site from the intersection of Newcastle Street and Howe Street can access Grant Street at two locations, Grant Street and Howe Street or Grant Street and Newcastle Street.

Pass By Trips

Pass by Trips are existing users to the roadway network that divert from their route to access the site. Upon exiting the site, these users return to the roadway towards their original destination. These trips do not add volume to the current roadway system, instead these trips typically impact the roadway by modifying the traffic patterns (typically resulting in additional turning traffic). The ITE does not recommend a pass by percentage for this facility.

Internal Capture

Internal capture trips are associated with significant mixed-use developments. Internal capture trips take into account vehicles which travel to a mixed-use development and generate trips among multiple different use types or locations within the larger development. This is used to calculate the number of users who are generated by one site but visit another type and therefore should only count as a new trip or pass by trip for one site but not both. An example of internal capture would be a user visiting a restaurant after visiting a retail location on site. Although these vehicles factor in trips for both

locations, they only affect the roadway network when they enter and exit the site. Internal capture trips are not calculated for this project.

St. Francis Xavier Catholic School Projected Data

The St. Francis Xavier Catholic School development is a proposed K to 8th grade private school located along Howe Street at Grant Street in Glynn County, GA. The school will be relocated from the currently location of Howe Street at Union Street where a total of 174 students are currently enrolled. The site will be analyzed based on the design of 300 students.

Using the proposed land use, it was determined that ITE Codes 534 – Private School (K-8) was the best option to analyze the proposed data for the site. Table 15 summarizes the site condition using the ITE Trip Generation Manual. The PM Trips are based on the ITE Time of Day Distribution for the land use used. No pass by trips are generated for this type of development.

TABLE 15: TRIP GENERATION FOR PROPOSED DEVELOPMENT

	Unit	Qty	Daily Trips	AM Total Trips	AM In	AM Out	Pass By	PM Total Trips	PM In	PM Out	Pass By
534 – Private School (K-8)	Students	300.000	1,233	273	150	123	0	78	36	42	0
Existing based on ITE Land Use Code 534	Students	174.000	715	158	87	71	0	45	21	24	0

Currently, the school at Union Street has an average of 87 vehicles during the drop-off period and 72 vehicles during the pick-up period. This also includes a bus used to transport approximately 20 students to/from St. Simons Island. Analyzing this data, in comparison to the ITE Trip Generation data above shows that the volumes calculated are in line with actual volumes collected in the field. The data shown for the PM Peak occurs after dismissal. This will include parent pick-up from after-school activities and staff departures.

Directional Distribution of Development Traffic

Using the methods described in the previous section, traffic volume numbers were generated. The distribution of those traffic volumes is needed to determine the paths of the generated trips. For new trips generated to the site, determining the percentage of trips attracted to the site from an origin is primarily dependent on the connectivity of that origin to potential trip generators.

Developing distribution percentages for pass-by traffic is different from new trips in that it must be developed from existing traffic patterns instead of the potential for producing new trips to the site. Since pass-by trips do not return to point in which they originated, it is necessary to distribute pass-by traffic volumes according to the origin and destination of existing traffic patterns. This results in a volume of pass-by traffic that under existing conditions travels from Location X to Location Y, but under proposed conditions travels from Location X to the site and then continues to Zone Y.

Projected Future Year Traffic Volumes

By combining the existing traffic volumes, the generated traffic volumes, and the pass-by traffic modifications, the forecasted traffic volumes for the proposed conditions are obtained.

Proposed Peak Hour Volumes with the new St. Francis Xavier Catholic School Development

Based on the existing peak hour count data collected near the project and the trips determined by the ITE Trip Generation, the proposed trips have been calculated to determine if improvements to the intersection are necessary. Tables 16 – 21 include the AM and PM Peak Hour traffic volumes for the intersection with the generated trips added.

TABLE 16: PEAK HOUR VOLUMES – BAY STREET AT HOWE STREET (2042)

	Howe Street WB			Driveway EB			Bay Street NB			Bay Street SB		
AM Peak	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
	5	0	25	5	0	5	5	233	0	92	215	10
PM Peak	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
	0	0	25	10	0	5	5	250	5	17	180	5

TABLE 17: PEAK HOUR VOLUMES – GRANT STREET AT HOWE STREET (2042)

	Howe Street WB			Howe Street EB			Grant Street NB			Grant Street SB		
AM Peak	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
	26	25	0	0	35	57	5	0	5	0	0	0
PM Peak	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
	11	20	0	0	5	17	5	0	5	5	5	5

TABLE 18: PEAK HOUR VOLUMES – NEWCASTLE STREET AT HOWE STREET (2042)

	Howe Street WB			Howe Street EB			Newcastle Street NB			Newcastle Street SB		
AM Peak	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
	5	15	15	37	51	0	10	82	27	5	40	5
PM Peak	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
	5	10	5	12	11	0	5	40	8	5	49	10

TABLE 19: PEAK HOUR VOLUMES – GRANT STREET AT GEORGE STREET (2042)

	Grant Street NB			Grant Street SB			George Street EB		
AM Peak	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
	--	--	--	0	130	48	0	0	25
PM Peak	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
	--	--	--	0	97	25	0	0	20

TABLE 20: PEAK HOUR VOLUMES – BAY STREET AT GEORGE STREET (2042)

	Bay Street NB			Bay Street SB			George Street WB		
AM Peak	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
	5	185	0	30	165	0	5	0	53
PM Peak	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
	10	195	5	20	145	0	0	0	30

TABLE 21: PEAK HOUR VOLUMES – RICHMOND STREET AT GEORGE STREET (2042)

	Richmond Street NB			Richmond Street SB			George Street WB		
AM Peak	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
	0	119	101	--	--	--	0	0	10
PM Peak	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
	0	84	32	--	--	--	0	0	20

Capacity Analysis

Capacity analysis techniques were used as described in the Highway Capacity Manual, Special Report 209, published by the Transportation Research Board, 2010. The Synchro Program (Version 10) from Trafficware was used to facilitate the analysis.

The HCM level of service definitions are summarized in Table 22. Capacity analysis results for unsignalized intersections provide estimates of the level of service (LOS) for each minor movement that is required to yield to free flow movements. No overall intersection LOS is given for unsignalized intersections.

TABLE 22: LEVEL OF SERVICE CRITERIA

LEVEL OF SERVICE	SIGNALIZED INTERSECTIONS	STOP CONTROLLED INTERSECTIONS
	STOPPED DELAY PER VEHICLE (SECONDS)	STOPPED DELAY PER VEHICLE (SECONDS)
A	≤ 10.0	≤ 10.0
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 80.0	35.1 to 50.0
F	≥ 80.0	≥ 50.0

Future Traffic Conditions for Stop-Controlled Intersections

The 2042 proposed traffic volumes at the intersections were analyzed without signalization. Table 23 provides the LOS for each approach at the intersection of Bay Street at Howe Street with the minor road (Howe Street) in a stop condition. Table 24 provides the LOS for each approach at the intersection of Grant Street at Howe Street with the minor road (Grant Street) in a stop condition. Table 25 provides the LOS for each approach at the intersection of Newcastle Street at Howe Street with the minor road (Howe Street) in a stop condition.

TABLE 23: LOS FOR UNSIGNALIZED INTERSECTION (BAY STREET AT HOWE STREET)

	NO BUILD AM LOS	NO BUILD DELAY	LOS AM PEAK	DELAY	NO BUILD PM LOS	NO BUILD DELAY	LOS PM PEAK	DELAY
Bay Street NB LT	A	7.8 s	A	7.8 s	A	7.7 s	A	7.7 s
Bay Street NB THRU	A	0.0 s	A	0.0 s	A	0.0 s	A	0.0 s
Bay Street NB RT	A	0.0 s	A	0.0 s	A	0.0 s	A	0.0 s
Bay Street SB LT	A	7.9 s	A	8.2 s	A	7.8 s	A	7.9 s
Bay Street SB THRU	A	0.0 s	A	0.0 s	A	0.0 s	A	0.0 s
Bay Street SB RT	A	0.0 s	A	0.0 s	A	0.0 s	A	0.0 s
Driveway EB Shared LT/THRU/RT	B	11.2 s	B	12.7 s	B	12.5 s	B	13.3 s
Howe Street WB Shared LT/THRU/RT	B	11.3 s	B	13.3 s	A	9.3 s	A	9.4 s

TABLE 24: LOS FOR UNSIGNALIZED INTERSECTION (GRANT STREET AT HOWE STREET)

	NO BUILD AM LOS	NO BUILD DELAY	LOS AM PEAK	DELAY	NO BUILD PM LOS	NO BUILD DELAY	LOS PM PEAK	DELAY
Howe Street WB LT	A	0.0 s	A	0.2 s	A	0.0 s	A	0.1 s
Howe Street WB THRU	A	0.0 s	A	3.7 s	A	1.3 s	A	2.3 s
Howe Street EB THRU	A	0.0 s	A	0.0 s	A	0.0 s	A	0.0 s
Howe Street EB RT	A	0.0 s	A	0.0 s	A	0.0 s	A	0.0 s
Grant Street SB Shared LT/THRU/RT	--	--	--	--	A	9.3 s	A	9.4 s
Grant Street NB Shared LT/RT	A	8.9 s	A	9.5 s	A	9.0 s	A	9.1 s

Traffic Impact Study – St Francis Xavier Catholic School

TABLE 25: LOS FOR UNSIGNALIZED INTERSECTION (NEWCASTLE STREET AT HOWE STREET)

	NO BUILD AM LOS	NO BUILD DELAY	LOS AM PEAK	DELAY	NO BUILD PM LOS	NO BUILD DELAY	LOS PM PEAK	DELAY
Howe Street WB LT	A	10.0 s	B	10.8 s	A	9.8 s	A	9.9 s
Howe Street WB THRU	A	10.0 s	B	10.8 s	A	9.8 s	A	9.9 s
Howe Street WB RT	A	10.0 s	B	10.4 s	A	9.8 s	A	9.9 s
Howe Street EB LT	B	10.9 s	B	13.6 s	B	10.2 s	B	10.7 s
Howe Street EB THRU	B	10.9 s	B	13.6 s	B	10.2 s	B	10.7 s
Howe Street EB RT	--	--	--	--	--	--	--	--
Newcastle Street SB Shared LT/THRU/RT	A	0.8 s	A	0.4 s	A	0.7 s	A	0.7 s
Newcastle Street NB Shared LT/THRU/RT	A	1.5 s	A	1.1 s	A	1.1 s	A	1.0 s

TABLE 26: LOS FOR UNSIGNALIZED INTERSECTION (GRANT STREET AT GEORGE STREET)

	NO BUILD AM LOS	NO BUILD DELAY	LOS AM PEAK	DELAY	NO BUILD PM LOS	NO BUILD DELAY	LOS PM PEAK	DELAY
Grant Street SB THRU	A	0.0 s	A	0.0 s	A	0.0 s	A	0.0 s
Grant Street SB RT	A	0.0 s	A	0.0 s	A	0.0 s	A	0.0 s
George Street EB RT	A	8.9 s	A	9.9 s	A	9.0 s	A	9.3 s

TABLE 27: LOS FOR UNSIGNALIZED INTERSECTION (BAY STREET AT GEORGE STREET)

	NO BUILD AM LOS	NO BUILD DELAY	LOS AM PEAK	DELAY	NO BUILD PM LOS	NO BUILD DELAY	LOS PM PEAK	DELAY
Bay Street NB LT	--	--	--	--	--	--	--	--
Bay Street NB THRU	A	0.0 s	A	0.0 s	A	0.0 s	A	0.0 s
Bay Street NB RT	A	0.0 s	A	0.0 s	A	0.0 s	A	0.0 s
Bay Street SB LT	A	7.7 s	A	7.7 s	A	7.8 s	A	7.8 s
Bay Street SB THRU	A	0.0 s	A	0.0 s	A	0.0 s	A	0.0 s
George Street WB Shared LT/THRU/RT	B	10.4 s	A	10.0 s	A	9.1 s	A	9.2 s

TABLE 28: LOS FOR UNSIGNALIZED INTERSECTION (RICHMOND STREET AT GEORGE STREET)

	NO BUILD AM LOS	NO BUILD DELAY	LOS AM PEAK	DELAY	NO BUILD PM LOS	NO BUILD DELAY	LOS PM PEAK	DELAY
Richmond Street NB THRU	A	0.0 s	A	0.0 s	A	0.0 s	A	0.0 s
Richmond Street NB RT	A	0.0 s	A	0.0 s	A	0.0 s	A	0.0 s
George Street WB RT	A	9.0 s	A	9.5 s	A	9.0 s	A	9.1 s

Based on the analysis, the stop-controlled intersection in the proposed condition provides an acceptable level of service for the project.

GDOT Turning Lane Requirements

Analysis of intersection improvements included the analysis of the need for auxiliary turn lanes at each intersection. This analysis was completed based on design criteria provided by GDOT in Chapter 4 of the *Regulations for Driveway and Encroachment Control* manual. Determination of turn lane locations is based on the posted speed, number of lanes on the route and the ADT. Table 29 provides the minimum requirements for left turn lanes used for the project. Table 30 provides the minimum requirements for right turn lanes used for the project.

TABLE 29: MINIMUM VOLUMES REQUIRING LEFT TURN LANES

POSTED SPEED	2 LANE ROUTES		MORE THAN 2 LANES ON MAIN ROAD	
	ADT		ADT	
	< 6,000	≥ 6,000	< 10,000	≥ 10,000
35 MPH or LESS	300 LTV a day	200 LTV a day	400 LTV a day	300 LTV a day
40 TO 50 MPH	250 LTV a day	175 LTV a day	325 LTV a day	250 LTV a day
≥ 55 MPH	200 LTV a day	150 LTV a day	250 LTV a day	200 LTV a day

For unsignalized intersections, GDOT recommends that storage accommodates vehicles arriving during a two-minute period.

TABLE 30: MINIMUM VOLUMES REQUIRING RIGHT TURN LANES

POSTED SPEED	2 LANE ROUTES		MORE THAN 2 LANES ON MAIN ROAD	
	ADT		ADT	
	< 6,000	≥ 6000	< 10,000	≥ 10,000
35 MPH or LESS	200 RTV a day	100 RTV a day	200 RTV a day	100 RTV a day
40 TO 50 MPH	150 RTV a day	75 RTV a day	150 RTV a day	75 RTV a day
55 TO 60 MPH	100 RTV a day	50 RTV a day	100 RTV a day	50 RTV a day
≥ 65 MPH	Always	Always	Always	Always

For unsignalized intersections, GDOT recommends the minimum storage length be provided.

School Drop Off/Pick Up Queue Length

Currently there is no standardized method for calculating school zone queues; however, the Municipal School Transportation Assistance (MSTA) of North Carolina has created a spreadsheet that has been reviewed by multiple agencies. This spreadsheet reviews the queues in both the AM and PM Peak hours to determine the overall affect on adjacent roadways. The spreadsheet recommends determining the queue based on the PM Peak Hour as the AM traffic is considered to be more spread out over the AM Peak Hour and the typical drop off occurs much faster than pickup. Based on the spreadsheet, approximately 48.67% of the PM Peak hour entering volume will be in the queue at any one time. Based on the current trip generation, approximately 125 vehicles will be expected during the afternoon pick-up period.

48.67% Trips Entering = 48.67% * 125 vehicles = 61 vehicles

Vehicles * 22.19 feet/vehicle = 61 vehicles * 22.19 feet/vehicle = 1,354 feet

It should be noted that the calculations are based on a 30-minute pick up window. In order to reduce this queue length, the school is currently proposing a 60-minute window pick up window. When determining locations for queuing, Bay Street at Howe Street was examined; however, GDOT has stated that they will not allow stacking on their route and recommends using other adjacent streets. Based on this data, using Grant Street and Howe Street for pick-up queuing would be acceptable.

Conclusions

Based on the data collected from the site, the following conclusions have been made.

- Currently, the total daily volume along Newcastle Street, north of the site, is 10,570 VPD. This includes 5,554 northbound vehicles and 5,016 southbound vehicles. The total daily volume along Newcastle Street, south of the site, is 2,675 VPD. This includes consists of 1,358 northbound vehicles and 1,317 southbound vehicles. The posted speed of the roadway is 55 MPH.
- The proposed project will relocate St Francis Xavier Catholic School from the intersection of Union Street and Howe Street to the intersection of Grant Street and Howe Street. The site will be analyzed based on 300 students. Due to the location, it is anticipated that 10% of traffic will access the site from the north using Newcastle Street, 35% will access the site from the east along Howe Street, 20% will access the site from the south and 35% will access the site from the west. Vehicles accessing the site from the intersection of Newcastle Street and Howe Street can access Grant Street at two locations, Grant Street and Howe Street or Grant Street and Newcastle Street.

Recommendation of Improvements

Based on the projected traffic data, the following improvements are recommended along the Howe Street corridor.

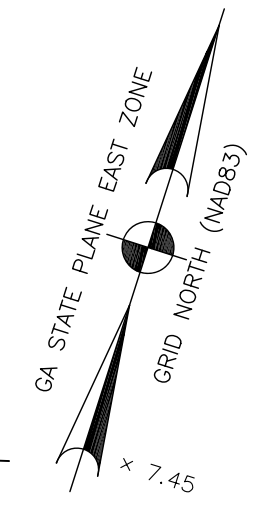
- It is recommended that the intersections of Howe Street and Bay Street, Howe Street and Grant Street, Howe Street and Newcastle Street and Grant Street and George Street continue to operate as minor road stop-controlled intersections.
- It is recommended that drop off queues along Grant Street. This will allow exiting vehicles to turn right at the intersection of Grant Street and George Street and use the intersection of Bay Street at George Street to travel to the north.
- Based on the level of service along the surrounding streets, the development will require no additional improvements along the corridor, including at Hanover Square.
- Due to the block configuration of the surrounding streets, traffic appears to have the ability to disperse within the corridor, as a result, no roadway improvements are recommended as a part of this development.

Recommendation: _____

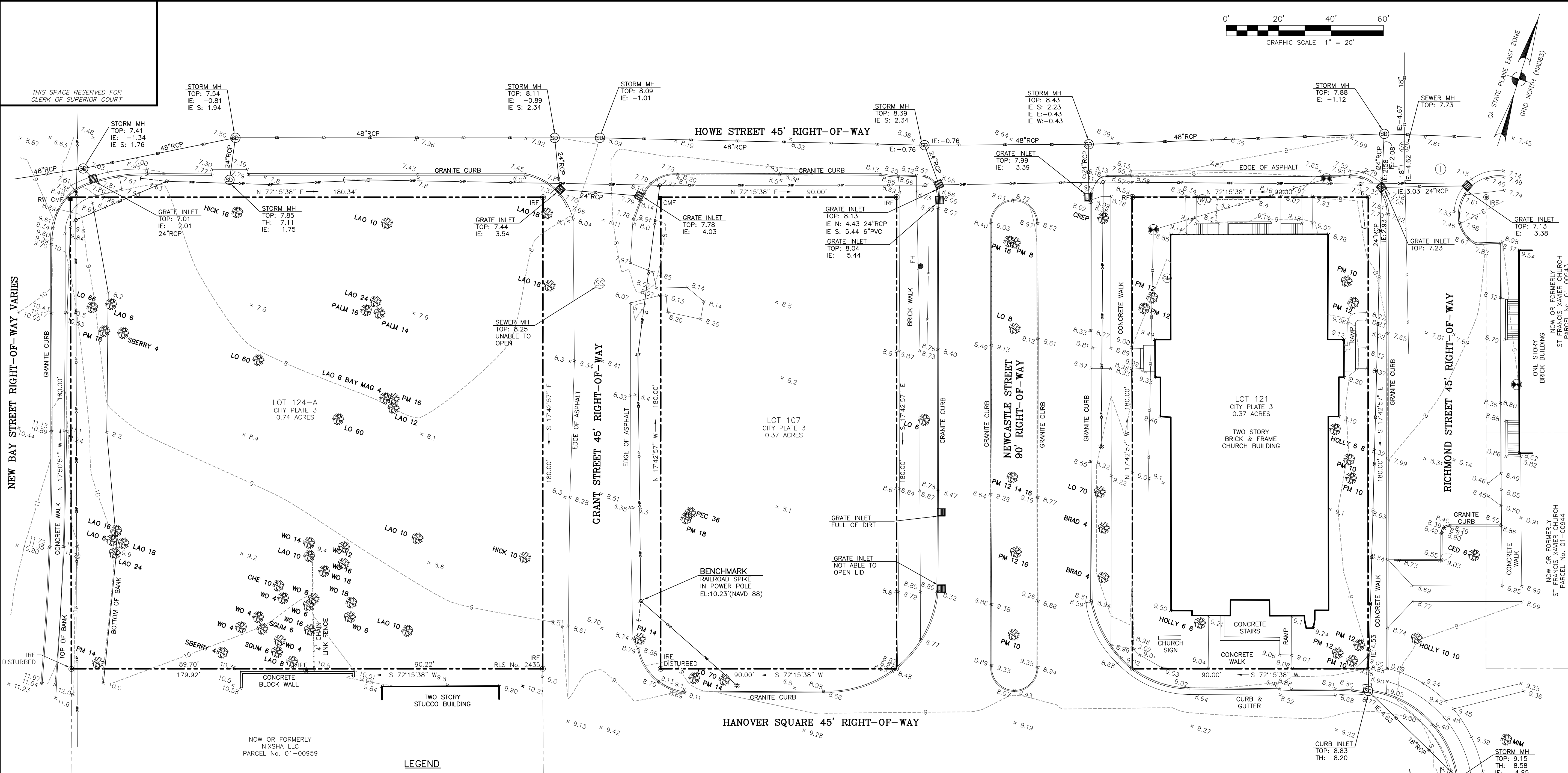
C. *Scott Burns*



APPENDIX



BREWER
LAND SURVEYING
P.O. Box 441
Pooler, GA 31322
craig@brewersurveying.com
Phone (912) 856-2205
www.BrewerSurveying.com



REFERENCE PLAT
1. DEED BOOK 3435, PAGE 38.
2. CITY OF BRUNSWICK, GEORGIA CITY PLATE 03

LOTS 107, 121 & 124-A
TAX ASSESSOR'S PROPERTY IDENTIFICATION NUMBER'S 01-00951 THRU 00953
CURRENT ZONING: GR
TAX ASSESSOR'S PROPERTY IDENTIFICATION NUMBER'S 01-00954 THRU 00958 & 01-00967 THRU 72
CURRENT ZONING: GR-CORE
TOTAL LOT AREA: 1.48 ACRES

- LEGEND**
- IRF IRON ROD FOUND
 - PROPERTY CORNER TO BE SET
 - CMF CONCRETE MONUMENT FOUND
 - IPF IRON PIPE FOUND
 - ⊕ MANHOLE TYPE UNKNOWN
 - ⊕ GAS METER
 - ×13.4 SPOT ELEVATION
 - ▭ GRATE INLET
 - ⊕ WATER METER
 - ⊕ POWER POLE
 - ⊕ GUY WIRE
 - ⊕ STORM DRAINAGE MANHOLE
 - ⊕ SANITARY SEWER MANHOLE
 - * LIGHT POLE
 - ⊕ CLEANOUT
 - ⊕ IRRIGATION CONTROL VALVE
 - ⊕ FIRE HYDRANT
 - OHP— OVERHEAD UTILITY LINE
 - 18— CONTOUR LINE
 - UGT— COMMUNICATION LINE
 - W— UNDERGROUND WATER LINE
 - SS— UNDERGROUND SEWER LINE
 - SD— UNDERGROUND STORM LINE

- TREE LEGEND**
SIZE OF SYMBOL DOES NOT INDICATE THE SIZE OF THE DRIP LINE/CANOPY LINE
LOCATION OF TREE
- TREE TYPE ABBREVIATIONS:
BRAD BRADFORD PEAR
CED CEDAR
CHE CHERRY
CREP CREPE MYRTLE
HICK HICKORY
HOLLY HOLLY BERRY
LAO LAUREL OAK
LO LIVE OAK
MIM MIMOSA
PM PALM
PEC PECAN
SGUM SWEET GUM
WO WATER OAK
- ALL OTHERS SPELLED OUT
MULTIPLE TREE SIZES INDICATES COMMON BASE
DEAD TREES NOT LOCATED

SURVEYOR'S NOTES

- THE ELEVATIONS SHOWN ARE BASED ON NAVD 88 DATUM. THE CONTOUR INTERVAL IS 1 FOOT.
- THE FIELD DATA UPON WHICH THIS MAP OR PLAT IS BASED HAS A CLOSURE RATIO OF 1 FOOT IN 84,731 FEET, AN ANGULAR ERROR OF 2" PER ANGLE POINT, AND WAS ADJUSTED USING THE COMPASS RULE METHOD.
- THIS PLAT HAS A PRECISION OF ONE FOOT IN 113,169 FEET.
- ACCORDING TO F.I.R.M. MAP NO. 13127C0238F, REVISED SEPTEMBER 6, 2006, THE PROPERTY SHOWN ON THIS SURVEY LIES IN ZONE AE (BFE 11).
- ONLY ABOVEGROUND, READILY VISIBLE STRUCTURES AND UTILITIES WERE LOCATED FOR THIS SURVEY. THIS SURVEYOR MAKES NO WARRANTY OR GUARANTEE AS TO THE LOCATION, EXISTENCE, OR NON-EXISTENCE OF ANY BELOWGROUND, NON-VISIBLE UTILITIES OR STRUCTURES.



THIS SURVEY IS A RETRACEMENT OF AN EXISTING PARCEL OF LAND AND DOES NOT SUBDIVIDE OR CREATE A NEW PARCEL. THE RECORDING INFORMATION OF THE DOCUMENT(S), MAP(S), PLAT(S) OR OTHER INSTRUMENT(S) WHICH CREATED THE PARCEL(S) ARE STATED HEREON. RECORDATION OF THIS SURVEY DOES NOT IMPLY APPROVAL OF THE LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, NOR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. FURTHER, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS MAP, PLAT, OR PLAN COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN CHAPTER 180-7 OF THE RULES OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN THE GEORGIA PLAT ACT OCCA 15-6-67.

JAMES CRAIG BREWER
GA. REG. LAND SURVEYOR NO. 3022

LOT 107, 121 & 124-A, CITY PLATE 3
26th G.M. DISTRICT, CITY OF BRUNSWICK, GLYNN COUNTY, GEORGIA

ST. FRANCIS XAVIER CHURCH

PREPARED FOR:
ST. FRANCIS XAVIER CHURCH
ST. FRANCIS XAVIER CHURCH
PARCEL No. 01-00944
NOW OR FORMERLY
ST. FRANCIS XAVIER CHURCH
PARCEL No. 01-00943

PROJECT #:	170600
FIELD DATE:	11/6/2017
PLAT DATE:	11/20/2017
DRAWN BY:	DJP
CHECKED BY:	JCB
SCALE:	1"=20'

SHEET: 1 OF 1

Coastal Engineering & Consulting

6605 Abercorn Street, Suite 210D

Savannah, GA 31405

Phone: (912) 964-4509

Site Code:
Station ID:
Newcastle Street
North of 4th Avenue
Latitude: 0' 0.0000 Undefined

Start Time	05/04/21								Total
	Tue	Northbound	Southbound						
12:00 PM		*	*						*
12:15		*	*						*
12:30		*	*						*
12:45		*	*						*
01:00		*	*						*
01:15		*	*						*
01:30		*	*						*
01:45		*	*						*
02:00		*	*						*
02:15		*	*						*
02:30		*	*						*
02:45		*	*						*
03:00		*	*						*
03:15		*	*						*
03:30		*	*						*
03:45		*	*						*
04:00			36	23					59
04:15			28	15					43
04:30			49	32					81
04:45			35	17					52
05:00			20	37					57
05:15			29	26					55
05:30			23	27					50
05:45			17	20					37
06:00			24	18					42
06:15			11	16					27
06:30			16	19					35
06:45			10	16					26
07:00			10	14					24
07:15			22	14					36
07:30			10	9					19
07:45			17	9					26
08:00			5	6					11
08:15			16	6					22
08:30			5	9					14
08:45			0	10					10
09:00			3	12					15
09:15			3	7					10
09:30			9	10					19
09:45			2	5					7
10:00			4	7					11
10:15			6	2					8
10:30			2	5					7
10:45			3	0					3
11:00			1	2					3
11:15			5	3					8
11:30			0	3					3
11:45			3	6					9
Total			424	405					829
Percent			51.1%	48.9%					
Peak	-		16:00	16:30	-	-	-	-	16:30
Vol.	-		148	112	-	-	-	-	245
P.H.F.			0.755	0.757					0.756

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Latitude: 0' 0.0000 Undefined

Start Time	05/05/21								Total
	Wed	Northbound	Southbound						
12:00 AM		7	2						9
12:15		1	4						5
12:30		4	0						4
12:45		1	1						2
01:00		4	3						7
01:15		2	0						2
01:30		0	1						1
01:45		3	1						4
02:00		1	2						3
02:15		0	0						0
02:30		0	0						0
02:45		0	0						0
03:00		0	1						1
03:15		0	0						0
03:30		2	0						2
03:45		4	2						6
04:00		2	0						2
04:15		1	1						2
04:30		4	2						6
04:45		3	5						8
05:00		3	1						4
05:15		2	7						9
05:30		2	8						10
05:45		2	13						15
06:00		3	5						8
06:15		11	18						29
06:30		9	32						41
06:45		13	43						56
07:00		20	24						44
07:15		23	23						46
07:30		31	29						60
07:45		54	28						82
08:00		43	22						65
08:15		28	19						47
08:30		16	11						27
08:45		16	19						35
09:00		15	14						29
09:15		18	15						33
09:30		18	23						41
09:45		14	13						27
10:00		18	15						33
10:15		15	21						36
10:30		17	14						31
10:45		22	20						42
11:00		18	15						33
11:15		26	17						43
11:30		20	20						40
11:45		22	17						39
Total		538	531						1069
Percent		50.3%	49.7%						
Peak	-	07:30	06:30	-	-	-	-	-	07:30
Vol.	-	156	122	-	-	-	-	-	254
P.H.F.		0.722	0.709						0.774

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Savannah, GA 31405

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Station ID:
Newcastle Street
North of 4th Avenue
Latitude: 0' 0.0000 Undefined

Start Time	05/05/21 Wed	Northbound	Southbound							Total
12:00 PM		36	28							64
12:15		25	37							62
12:30		26	31							57
12:45		16	33							49
01:00		26	24							50
01:15		20	16							36
01:30		23	30							53
01:45		23	18							41
02:00		13	19							32
02:15		15	22							37
02:30		29	16							45
02:45		21	21							42
03:00		23	15							38
03:15		25	18							43
03:30		34	25							59
03:45		50	13							63
04:00		37	25							62
04:15		26	13							39
04:30		43	23							66
04:45		14	18							32
05:00		28	36							64
05:15		40	24							64
05:30		32	30							62
05:45		22	20							42
06:00		16	12							28
06:15		14	17							31
06:30		16	12							28
06:45		16	23							39
07:00		21	16							37
07:15		8	15							23
07:30		12	14							26
07:45		9	7							16
08:00		12	17							29
08:15		5	10							15
08:30		12	9							21
08:45		4	9							13
09:00		6	8							14
09:15		4	11							15
09:30		3	5							8
09:45		7	6							13
10:00		3	2							5
10:15		2	4							6
10:30		0	2							2
10:45		6	1							7
11:00		3	3							6
11:15		5	2							7
11:30		4	1							5
11:45		1	3							4
Total		836	764							1600
Percent		52.3%	47.8%							
Peak	-	15:45	12:00	-	-	-	-	-	-	12:00
Vol.	-	156	129	-	-	-	-	-	-	232
P.H.F.		0.780	0.872							0.906

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Savannah, GA 31405

Phone: (912) 964-4509

Site Code:
Station ID:
Newcastle Street
North of 4th Avenue
Latitude: 0' 0.0000 Undefined

Start Time	05/06/21		Northbound	Southbound						Total	
	Thu										
12:00 AM			2	2							4
12:15			0	1							1
12:30			2	2							4
12:45			1	0							1
01:00			3	1							4
01:15			0	1							1
01:30			0	1							1
01:45			0	0							0
02:00			1	1							2
02:15			0	0							0
02:30			1	0							1
02:45			1	1							2
03:00			0	1							1
03:15			0	1							1
03:30			2	0							2
03:45			3	1							4
04:00			2	1							3
04:15			2	1							3
04:30			1	2							3
04:45			1	3							4
05:00			0	2							2
05:15			3	2							5
05:30			3	7							10
05:45			2	13							15
06:00			5	13							18
06:15			12	19							31
06:30			12	39							51
06:45			14	60							74
07:00			23	22							45
07:15			36	29							65
07:30			54	28							82
07:45			58	28							86
08:00			43	22							65
08:15			28	19							47
08:30			21	18							39
08:45			11	14							25
09:00			14	14							28
09:15			17	14							31
09:30			17	22							39
09:45			14	13							27
10:00			18	15							33
10:15			14	20							34
10:30			17	12							29
10:45			23	20							43
11:00			18	15							33
11:15			26	17							43
11:30			20	20							40
11:45			22	17							39
Total			567	554							1121
Percent			50.6%	49.4%							
Peak	-		07:15	06:30	-	-	-	-	-	-	07:15
Vol.	-		191	150	-	-	-	-	-	-	298
P.H.F.			0.823	0.625							0.866

Coastal Engineering & Consulting

6605 Abercorn Street, Suite 210D

Savannah, GA 31405

Phone: (912) 964-4509

Site Code:
Station ID:
Newcastle Street
North of 4th Avenue
Latitude: 0' 0.0000 Undefined

Start Time	05/06/21 Thu	Northbound	Southbound							Total
12:00 PM		36	28							64
12:15		24	27							51
12:30		26	34							60
12:45		21	33							54
01:00		19	19							38
01:15		11	26							37
01:30		23	14							37
01:45		10	22							32
02:00		21	17							38
02:15		12	17							29
02:30		21	19							40
02:45		25	24							49
03:00		19	23							42
03:15		21	20							41
03:30		28	32							60
03:45		37	25							62
04:00		*	*							*
04:15		*	*							*
04:30		*	*							*
04:45		*	*							*
05:00		*	*							*
05:15		*	*							*
05:30		*	*							*
05:45		*	*							*
06:00		*	*							*
06:15		*	*							*
06:30		*	*							*
06:45		*	*							*
07:00		*	*							*
07:15		*	*							*
07:30		*	*							*
07:45		*	*							*
08:00		*	*							*
08:15		*	*							*
08:30		*	*							*
08:45		*	*							*
09:00		*	*							*
09:15		*	*							*
09:30		*	*							*
09:45		*	*							*
10:00		*	*							*
10:15		*	*							*
10:30		*	*							*
10:45		*	*							*
11:00		*	*							*
11:15		*	*							*
11:30		*	*							*
11:45		*	*							*
Total		354	380							734
Percent		48.2%	51.8%							
Peak	-	12:00	12:00	-	-	-	-	-	-	12:00
Vol.	-	107	122	-	-	-	-	-	-	229
P.H.F.		0.743	0.897							0.895
Grand Total		2719	2634							5353
Percent		50.8%	49.2%							

ADT

ADT 2,675

AADT 2,675

Coastal Engineering & Consulting

6605 Abercorn Street, Suite 210D

Savannah, GA 31405

Phone: (912) 964-4509

Site Code:
Station ID:
Newcastle Street
North of Bay Street
Latitude: 0' 0.0000 Undefined

Start Time	05/04/21								Total
	Tue	Northbound	Southbound						
12:00 PM		*	*						*
12:15		*	*						*
12:30		*	*						*
12:45		*	*						*
01:00		*	*						*
01:15		*	*						*
01:30		*	*						*
01:45		*	*						*
02:00		*	*						*
02:15		*	*						*
02:30		*	*						*
02:45		*	*						*
03:00		*	*						*
03:15		*	*						*
03:30		*	*						*
03:45		*	*						*
04:00			126	87					213
04:15			124	66					190
04:30			153	87					240
04:45			114	87					201
05:00			184	85					269
05:15			122	74					196
05:30			109	81					190
05:45			102	73					175
06:00			91	55					146
06:15			65	63					128
06:30			81	52					133
06:45			62	57					119
07:00			82	35					117
07:15			50	56					106
07:30			53	38					91
07:45			51	39					90
08:00			54	29					83
08:15			51	31					82
08:30			50	30					80
08:45			27	23					50
09:00			46	26					72
09:15			34	34					68
09:30			34	25					59
09:45			17	27					44
10:00			13	21					34
10:15			16	16					32
10:30			15	16					31
10:45			21	10					31
11:00			22	16					38
11:15			15	8					23
11:30			9	14					23
11:45			10	7					17
Total			2003	1368					3371
Percent			59.4%	40.6%					
Peak	-		16:15	16:30	-	-	-	-	16:30
Vol.	-		575	333	-	-	-	-	906
P.H.F.			0.781	0.957					0.842

Coastal Engineering & Consulting

6605 Abercorn Street, Suite 210D

Savannah, GA 31405

Phone: (912) 964-4509

Site Code:
Station ID:
Newcastle Street
North of Bay Street
Latitude: 0' 0.0000 Undefined

Start Time	05/05/21								Total
	Wed	Northbound	Southbound						
12:00 AM		16	9						25
12:15		5	8						13
12:30		9	3						12
12:45		7	5						12
01:00		4	7						11
01:15		5	0						5
01:30		9	9						18
01:45		2	7						9
02:00		10	3						13
02:15		10	1						11
02:30		2	6						8
02:45		1	2						3
03:00		2	2						4
03:15		2	3						5
03:30		2	2						4
03:45		10	11						21
04:00		4	2						6
04:15		1	3						4
04:30		4	7						11
04:45		6	10						16
05:00		10	19						29
05:15		13	13						26
05:30		8	17						25
05:45		7	19						26
06:00		21	19						40
06:15		27	37						64
06:30		33	55						88
06:45		35	87						122
07:00		52	63						115
07:15		39	111						150
07:30		64	142						206
07:45		90	148						238
08:00		77	142						219
08:15		70	107						177
08:30		79	91						170
08:45		65	92						157
09:00		59	95						154
09:15		69	79						148
09:30		57	79						136
09:45		92	59						151
10:00		76	78						154
10:15		77	91						168
10:30		100	81						181
10:45		84	72						156
11:00		100	71						171
11:15		93	79						172
11:30		112	82						194
11:45		121	85						206
Total		1841	2213						4054
Percent		45.4%	54.6%						
Peak	-	11:00	07:15	-	-	-	-	-	07:30
Vol.	-	426	543	-	-	-	-	-	840
P.H.F.		0.880	0.917						0.882

Coastal Engineering & Consulting

6605 Abercorn Street, Suite 210D

Savannah, GA 31405

Phone: (912) 964-4509

Site Code:
Station ID:
Newcastle Street
North of Bay Street
Latitude: 0' 0.0000 Undefined

Start Time	05/05/21 Wed	Northbound	Southbound							Total
12:00 PM		123	72							195
12:15		90	77							167
12:30		107	93							200
12:45		81	108							189
01:00		112	82							194
01:15		70	101							171
01:30		100	88							188
01:45		104	73							177
02:00		82	76							158
02:15		90	79							169
02:30		83	65							148
02:45		101	94							195
03:00		120	93							213
03:15		109	98							207
03:30		159	92							251
03:45		168	97							265
04:00		142	76							218
04:15		113	85							198
04:30		117	93							210
04:45		127	102							229
05:00		166	84							250
05:15		148	90							238
05:30		120	82							202
05:45		83	74							157
06:00		94	58							152
06:15		74	76							150
06:30		83	69							152
06:45		69	60							129
07:00		83	44							127
07:15		52	54							106
07:30		85	25							110
07:45		50	46							96
08:00		60	36							96
08:15		50	34							84
08:30		41	32							73
08:45		42	31							73
09:00		37	28							65
09:15		28	19							47
09:30		34	17							51
09:45		25	16							41
10:00		25	14							39
10:15		19	17							36
10:30		18	11							29
10:45		14	14							28
11:00		10	16							26
11:15		13	13							26
11:30		8	16							24
11:45		12	6							18
Total		3741	2826							6567
Percent		57.0%	43.0%							
Peak	-	15:30	12:30	-	-	-	-	-	-	15:15
Vol.	-	582	384	-	-	-	-	-	-	941
P.H.F.		0.866	0.889							0.888

Coastal Engineering & Consulting

6605 Abercorn Street, Suite 210D

Savannah, GA 31405

Phone: (912) 964-4509

Site Code:
Station ID:
Newcastle Street
North of Bay Street
Latitude: 0' 0.0000 Undefined

Start Time	05/06/21								Total
	Thu	Northbound	Southbound						
12:00 AM		8	6						14
12:15		9	12						21
12:30		7	11						18
12:45		6	8						14
01:00		11	5						16
01:15		4	4						8
01:30		3	5						8
01:45		5	5						10
02:00		8	1						9
02:15		1	2						3
02:30		3	3						6
02:45		8	4						12
03:00		3	3						6
03:15		2	4						6
03:30		1	2						3
03:45		5	3						8
04:00		2	4						6
04:15		2	2						4
04:30		9	10						19
04:45		9	5						14
05:00		2	6						8
05:15		9	8						17
05:30		15	17						32
05:45		12	19						31
06:00		23	25						48
06:15		22	47						69
06:30		33	68						101
06:45		43	112						155
07:00		33	64						97
07:15		51	107						158
07:30		68	158						226
07:45		89	137						226
08:00		79	126						205
08:15		77	96						173
08:30		62	113						175
08:45		75	78						153
09:00		43	96						139
09:15		62	76						138
09:30		60	63						123
09:45		78	81						159
10:00		71	63						134
10:15		71	60						131
10:30		71	65						136
10:45		75	79						154
11:00		87	71						158
11:15		82	75						157
11:30		116	112						228
11:45		126	115						241
Total		1741	2236						3977
Percent		43.8%	56.2%						
Peak	-	11:00	07:15	-	-	-	-	-	07:30
Vol.	-	411	528	-	-	-	-	-	830
P.H.F.		0.815	0.835						0.918

Coastal Engineering & Consulting

6605 Abercorn Street, Suite 210D

Savannah, GA 31405

Phone: (912) 964-4509

Site Code:
Station ID:
Newcastle Street
North of Bay Street
Latitude: 0' 0.0000 Undefined

Start Time	05/06/21 Thu	Northbound	Southbound							Total
12:00 PM		136	82							218
12:15		100	80							180
12:30		107	90							197
12:45		110	96							206
01:00		93	102							195
01:15		100	64							164
01:30		121	94							215
01:45		103	84							187
02:00		111	72							183
02:15		99	79							178
02:30		92	71							163
02:45		91	116							207
03:00		118	94							212
03:15		105	89							194
03:30		139	90							229
03:45		157	87							244
04:00		*	*							*
04:15		*	*							*
04:30		*	*							*
04:45		*	*							*
05:00		*	*							*
05:15		*	*							*
05:30		*	*							*
05:45		*	*							*
06:00		*	*							*
06:15		*	*							*
06:30		*	*							*
06:45		*	*							*
07:00		*	*							*
07:15		*	*							*
07:30		*	*							*
07:45		*	*							*
08:00		*	*							*
08:15		*	*							*
08:30		*	*							*
08:45		*	*							*
09:00		*	*							*
09:15		*	*							*
09:30		*	*							*
09:45		*	*							*
10:00		*	*							*
10:15		*	*							*
10:30		*	*							*
10:45		*	*							*
11:00		*	*							*
11:15		*	*							*
11:30		*	*							*
11:45		*	*							*
Total		1782	1390							3172
Percent		56.2%	43.8%							
Peak	-	15:00	14:45	-	-	-	-	-	-	15:00
Vol.	-	519	389	-	-	-	-	-	-	879
P.H.F.		0.826	0.838							0.901
Grand Total		11108	10033							21141
Percent		52.5%	47.5%							

ADT

ADT 10,570

AADT 10,570

Coastal Engineering & Consulting

6605 Abercorn Street, Suite 210D

Savannah, GA 31405

Phone: (912) 964-4509

Site Code:
Station ID:
Howe Street
West of Newcastle Street
Latitude: 0' 0.0000 Undefined

Start Time	05/18/21								Total
	Tue	Eastbound	Westbound						
12:00 AM		1	0						1
12:15		0	0						0
12:30		0	0						0
12:45		0	0						0
01:00		0	0						0
01:15		0	1						1
01:30		2	0						2
01:45		0	0						0
02:00		0	0						0
02:15		0	0						0
02:30		0	0						0
02:45		0	0						0
03:00		0	0						0
03:15		0	0						0
03:30		0	0						0
03:45		0	0						0
04:00		0	0						0
04:15		0	0						0
04:30		0	0						0
04:45		1	0						1
05:00		1	0						1
05:15		0	0						0
05:30		0	0						0
05:45		0	0						0
06:00		1	1						2
06:15		0	0						0
06:30		0	2						2
06:45		1	0						1
07:00		1	0						1
07:15		1	0						1
07:30		14	7						21
07:45		15	4						19
08:00		6	6						12
08:15		3	4						7
08:30		2	3						5
08:45		2	2						4
09:00		1	1						2
09:15		4	6						10
09:30		4	2						6
09:45		0	2						2
10:00		4	2						6
10:15		3	4						7
10:30		1	2						3
10:45		3	2						5
11:00		0	2						2
11:15		2	0						2
11:30		6	5						11
11:45		4	7						11
Total		83	65						148
Percent		56.1%	43.9%						
Peak	-	07:30	07:30	-	-	-	-	-	07:30
Vol.	-	38	21	-	-	-	-	-	59
P.H.F.		0.633	0.750						0.702

Coastal Engineering & Consulting

6605 Abercorn Street, Suite 210D

Savannah, GA 31405

Phone: (912) 964-4509

Site Code:
Station ID:
Howe Street
West of Newcastle Street
Latitude: 0' 0.0000 Undefined

Start Time	05/18/21								Total
	Tue	Eastbound	Westbound						
12:00 PM		1	4						5
12:15		2	4						6
12:30		0	8						8
12:45		3	5						8
01:00		3	3						6
01:15		1	4						5
01:30		4	2						6
01:45		2	2						4
02:00		4	5						9
02:15		2	2						4
02:30		2	1						3
02:45		5	1						6
03:00		3	11						14
03:15		5	9						14
03:30		4	18						22
03:45		2	5						7
04:00		1	8						9
04:15		1	3						4
04:30		2	4						6
04:45		2	5						7
05:00		2	11						13
05:15		1	3						4
05:30		3	5						8
05:45		1	6						7
06:00		4	0						4
06:15		1	0						1
06:30		0	0						0
06:45		2	1						3
07:00		10	8						18
07:15		1	0						1
07:30		0	3						3
07:45		3	2						5
08:00		3	0						3
08:15		0	0						0
08:30		0	1						1
08:45		0	2						2
09:00		0	0						0
09:15		0	0						0
09:30		1	1						2
09:45		0	1						1
10:00		0	0						0
10:15		1	0						1
10:30		0	0						0
10:45		0	0						0
11:00		0	0						0
11:15		0	1						1
11:30		0	0						0
11:45		0	0						0
Total		82	149						231
Percent		35.5%	64.5%						
Peak	-	14:45	15:00	-	-	-	-	-	15:00
Vol.	-	17	43	-	-	-	-	-	57
P.H.F.		0.850	0.597						0.648

Coastal Engineering & Consulting

6605 Abercorn Street, Suite 210D

Savannah, GA 31405

Phone: (912) 964-4509

Site Code:
Station ID:
Howe Street
West of Newcastle Street
Latitude: 0' 0.0000 Undefined

Start Time	05/19/21								Total
	Wed	Eastbound	Westbound						
12:00 AM		0	0						0
12:15		0	0						0
12:30		0	0						0
12:45		0	0						0
01:00		0	0						0
01:15		0	0						0
01:30		0	0						0
01:45		0	0						0
02:00		0	0						0
02:15		0	0						0
02:30		0	0						0
02:45		0	0						0
03:00		0	0						0
03:15		0	0						0
03:30		0	0						0
03:45		1	0						1
04:00		0	0						0
04:15		0	0						0
04:30		2	0						2
04:45		0	3						3
05:00		0	2						2
05:15		0	1						1
05:30		0	0						0
05:45		3	1						4
06:00		0	1						1
06:15		0	2						2
06:30		1	1						2
06:45		0	0						0
07:00		1	2						3
07:15		1	3						4
07:30		8	9						17
07:45		14	7						21
08:00		7	4						11
08:15		1	6						7
08:30		1	1						2
08:45		3	1						4
09:00		1	1						2
09:15		0	3						3
09:30		1	2						3
09:45		2	3						5
10:00		0	3						3
10:15		0	5						5
10:30		0	4						4
10:45		0	6						6
11:00		2	7						9
11:15		4	1						5
11:30		1	8						9
11:45		3	11						14
Total		57	98						155
Percent		36.8%	63.2%						
Peak	-	07:15	11:00	-	-	-	-	-	07:30
Vol.	-	30	27	-	-	-	-	-	56
P.H.F.		0.536	0.614						0.667

Coastal Engineering & Consulting

6605 Abercorn Street, Suite 210D

Savannah, GA 31405

Phone: (912) 964-4509

Site Code:
Station ID:
Howe Street
West of Newcastle Street
Latitude: 0' 0.0000 Undefined

Start Time	05/19/21								Total
	Wed	Eastbound	Westbound						
12:00 PM		2	9						11
12:15		4	4						8
12:30		5	4						9
12:45		2	3						5
01:00		5	3						8
01:15		4	4						8
01:30		3	2						5
01:45		1	2						3
02:00		3	7						10
02:15		0	7						7
02:30		2	4						6
02:45		3	3						6
03:00		3	9						12
03:15		0	16						16
03:30		4	17						21
03:45		1	5						6
04:00		2	4						6
04:15		1	1						2
04:30		2	2						4
04:45		2	2						4
05:00		2	7						9
05:15		0	4						4
05:30		1	4						5
05:45		2	0						2
06:00		0	1						1
06:15		3	0						3
06:30		2	2						4
06:45		0	4						4
07:00		0	1						1
07:15		2	1						3
07:30		1	1						2
07:45		0	2						2
08:00		0	0						0
08:15		0	1						1
08:30		0	0						0
08:45		2	4						6
09:00		0	1						1
09:15		0	0						0
09:30		0	1						1
09:45		0	1						1
10:00		0	1						1
10:15		0	0						0
10:30		0	1						1
10:45		0	2						2
11:00		0	0						0
11:15		0	0						0
11:30		0	0						0
11:45		0	0						0
Total		64	147						211
Percent		30.3%	69.7%						
Peak	-	12:15	15:00	-	-	-	-	-	14:45
Vol.	-	16	47	-	-	-	-	-	55
P.H.F.		0.800	0.691						0.655

Coastal Engineering & Consulting

6605 Abercorn Street, Suite 210D

Savannah, GA 31405

Phone: (912) 964-4509

Site Code:
Station ID:
Howe Street
West of Newcastle Street
Latitude: 0' 0.0000 Undefined

Start Time	05/20/21								Total
	Thu	Eastbound	Westbound						
12:00 AM		0	0						0
12:15		0	0						0
12:30		0	0						0
12:45		0	0						0
01:00		0	0						0
01:15		0	0						0
01:30		0	0						0
01:45		0	0						0
02:00		0	0						0
02:15		0	0						0
02:30		0	0						0
02:45		0	0						0
03:00		0	0						0
03:15		0	0						0
03:30		0	0						0
03:45		1	0						1
04:00		0	0						0
04:15		0	0						0
04:30		0	0						0
04:45		0	0						0
05:00		1	0						1
05:15		0	2						2
05:30		0	0						0
05:45		0	0						0
06:00		0	0						0
06:15		1	0						1
06:30		1	3						4
06:45		3	0						3
07:00		1	0						1
07:15		2	1						3
07:30		10	9						19
07:45		14	6						20
08:00		6	1						7
08:15		2	2						4
08:30		1	13						14
08:45		4	2						6
09:00		6	5						11
09:15		1	2						3
09:30		1	5						6
09:45		1	2						3
10:00		4	5						9
10:15		5	3						8
10:30		6	4						10
10:45		7	9						16
11:00		3	3						6
11:15		2	3						5
11:30		2	7						9
11:45		8	4						12
Total		93	91						184
Percent		50.5%	49.5%						
Peak	-	07:15	07:45	-	-	-	-	-	07:30
Vol.	-	32	22	-	-	-	-	-	50
P.H.F.		0.571	0.423						0.625

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Latitude: 0' 0.0000 Undefined

Start Time	05/20/21								Total
	Thu	Eastbound	Westbound						
12:00 PM		3	8						11
12:15		3	2						5
12:30		3	4						7
12:45		4	2						6
01:00		4	1						5
01:15		1	3						4
01:30		1	4						5
01:45		3	4						7
02:00		1	0						1
02:15		0	2						2
02:30		3	5						8
02:45		5	7						12
03:00		3	7						10
03:15		0	7						7
03:30		2	16						18
03:45		4	4						8
04:00		2	5						7
04:15		2	3						5
04:30		0	6						6
04:45		3	6						9
05:00		2	7						9
05:15		2	3						5
05:30		2	3						5
05:45		3	2						5
06:00		2	3						5
06:15		0	2						2
06:30		1	5						6
06:45		0	1						1
07:00		2	1						3
07:15		1	3						4
07:30		1	1						2
07:45		0	0						0
08:00		2	5						7
08:15		1	2						3
08:30		1	0						1
08:45		1	0						1
09:00		0	1						1
09:15		0	0						0
09:30		0	0						0
09:45		0	0						0
10:00		0	0						0
10:15		1	1						2
10:30		0	3						3
10:45		0	2						2
11:00		2	0						2
11:15		0	0						0
11:30		0	0						0
11:45		0	0						0
Total		71	141						212
Percent		33.5%	66.5%						
Peak	-	12:15	14:45	-	-	-	-	-	14:45
Vol.	-	14	37	-	-	-	-	-	47
P.H.F.		0.875	0.578						0.653

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Site Code:
Station ID:
Howe Street
West of Newcastle Street
Latitude: 0' 0.0000 Undefined

Start Time	05/21/21 Fri	Eastbound	Westbound							Total
12:00 AM		0	0							0
12:15		0	0							0
12:30		0	0							0
12:45		0	0							0
01:00		0	0							0
01:15		0	1							1
01:30		0	0							0
01:45		0	1							1
02:00		0	0							0
02:15		0	0							0
02:30		0	0							0
02:45		0	0							0
03:00		0	0							0
03:15		0	0							0
03:30		0	0							0
03:45		1	0							1
04:00		0	0							0
04:15		0	2							2
04:30		0	0							0
04:45		1	0							1
05:00		0	7							7
05:15		0	0							0
05:30		0	0							0
05:45		0	0							0
06:00		1	0							1
06:15		0	0							0
06:30		0	3							3
06:45		2	0							2
07:00		0	0							0
07:15		5	3							8
07:30		5	7							12
07:45		5	8							13
08:00		4	2							6
08:15		2	2							4
08:30		2	2							4
08:45		5	6							11
09:00		3	4							7
09:15		3	2							5
09:30		1	2							3
09:45		3	4							7
10:00		4	4							8
10:15		1	7							8
10:30		6	2							8
10:45		2	5							7
11:00		4	4							8
11:15		4	4							8
11:30		2	5							7
11:45		3	5							8
Total		69	92							161
Percent		42.9%	57.1%							
Peak	-	07:15	07:15	-	-	-	-	-	-	07:15
Vol.	-	19	20	-	-	-	-	-	-	39
P.H.F.		0.950	0.625							0.750

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Site Code:
Station ID:
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Start Time	05/21/21 Fri	Eastbound	Westbound							Total
12:00 PM		0	4							4
12:15		0	2							2
12:30		2	6							8
12:45		3	4							7
01:00		2	2							4
01:15		2	4							6
01:30		3	2							5
01:45		0	3							3
02:00		2	3							5
02:15		2	2							4
02:30		1	2							3
02:45		3	3							6
03:00		5	5							10
03:15		2	5							7
03:30		4	11							15
03:45		2	7							9
04:00		2	3							5
04:15		3	4							7
04:30		0	5							5
04:45		1	2							3
05:00		3	6							9
05:15		2	1							3
05:30		6	4							10
05:45		1	6							7
06:00		2	1							3
06:15		2	1							3
06:30		0	1							1
06:45		1	3							4
07:00		4	0							4
07:15		1	1							2
07:30		9	3							12
07:45		10	2							12
08:00		0	0							0
08:15		1	3							4
08:30		0	2							2
08:45		0	1							1
09:00		0	1							1
09:15		2	1							3
09:30		0	1							1
09:45		0	0							0
10:00		0	1							1
10:15		0	0							0
10:30		0	0							0
10:45		0	1							1
11:00		1	0							1
11:15		0	0							0
11:30		0	0							0
11:45		0	0							0
Total		84	119							203
Percent		41.4%	58.6%							
Peak	-	19:00	15:00	-	-	-	-	-	-	15:00
Vol.	-	24	28	-	-	-	-	-	-	41
P.H.F.		0.600	0.636							0.683

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Site Code:
Station ID:
Howe Street
West of Newcastle Street
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Start Time	05/22/21 Sat	Eastbound	Westbound							Total
12:00 AM		0	0							0
12:15		0	0							0
12:30		1	0							1
12:45		0	0							0
01:00		0	0							0
01:15		1	0							1
01:30		0	0							0
01:45		0	0							0
02:00		0	0							0
02:15		0	0							0
02:30		0	0							0
02:45		0	0							0
03:00		0	0							0
03:15		0	0							0
03:30		0	0							0
03:45		0	0							0
04:00		0	0							0
04:15		0	0							0
04:30		0	1							1
04:45		0	0							0
05:00		0	0							0
05:15		0	0							0
05:30		0	1							1
05:45		0	0							0
06:00		0	0							0
06:15		0	0							0
06:30		0	0							0
06:45		0	0							0
07:00		0	1							1
07:15		0	0							0
07:30		0	0							0
07:45		0	3							3
08:00		1	1							2
08:15		1	1							2
08:30		2	1							3
08:45		0	3							3
09:00		1	0							1
09:15		0	3							3
09:30		0	0							0
09:45		3	3							6
10:00		1	0							1
10:15		1	2							3
10:30		1	0							1
10:45		1	1							2
11:00		0	0							0
11:15		2	2							4
11:30		1	3							4
11:45		1	0							1
Total		18	26							44
Percent		40.9%	59.1%							
Peak	-	09:45	08:30	-	-	-	-	-	-	09:45
Vol.	-	6	7	-	-	-	-	-	-	11
P.H.F.		0.500	0.583							0.458

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Site Code:
Station ID:
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West of Newcastle Street
Latitude: 0' 0.0000 Undefined

Start Time	05/22/21								Total
	Sat	Eastbound	Westbound						
12:00 PM		2	1						3
12:15		2	1						3
12:30		2	1						3
12:45		1	1						2
01:00		1	1						2
01:15		2	4						6
01:30		3	1						4
01:45		2	1						3
02:00		1	1						2
02:15		0	1						1
02:30		0	3						3
02:45		0	1						1
03:00		1	1						2
03:15		0	0						0
03:30		1	0						1
03:45		2	3						5
04:00		0	1						1
04:15		3	4						7
04:30		9	1						10
04:45		3	7						10
05:00		1	3						4
05:15		0	1						1
05:30		0	3						3
05:45		11	8						19
06:00		4	4						8
06:15		3	1						4
06:30		3	2						5
06:45		1	1						2
07:00		1	3						4
07:15		1	0						1
07:30		0	0						0
07:45		0	5						5
08:00		3	0						3
08:15		0	3						3
08:30		3	1						4
08:45		2	1						3
09:00		1	1						2
09:15		0	0						0
09:30		1	1						2
09:45		1	0						1
10:00		0	0						0
10:15		1	0						1
10:30		0	0						0
10:45		1	0						1
11:00		0	1						1
11:15		1	4						5
11:30		4	0						4
11:45		0	1						1
Total		78	78						156
Percent		50.0%	50.0%						
Peak	-	17:45	17:15	-	-	-	-	-	17:45
Vol.	-	21	16	-	-	-	-	-	36
P.H.F.		0.477	0.500						0.474

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Site Code:
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West of Newcastle Street
Latitude: 0' 0.0000 Undefined

Start Time	05/23/21 Sun	Eastbound	Westbound							Total
12:00 AM		0	1							1
12:15		0	0							0
12:30		0	0							0
12:45		0	0							0
01:00		1	0							1
01:15		0	0							0
01:30		0	0							0
01:45		0	0							0
02:00		0	0							0
02:15		0	0							0
02:30		0	0							0
02:45		0	0							0
03:00		0	0							0
03:15		0	0							0
03:30		0	0							0
03:45		0	0							0
04:00		0	0							0
04:15		1	0							1
04:30		0	0							0
04:45		0	0							0
05:00		0	0							0
05:15		0	0							0
05:30		0	0							0
05:45		0	0							0
06:00		0	0							0
06:15		0	0							0
06:30		0	0							0
06:45		0	0							0
07:00		0	0							0
07:15		0	0							0
07:30		1	0							1
07:45		0	1							1
08:00		3	3							6
08:15		10	5							15
08:30		1	0							1
08:45		2	2							4
09:00		1	1							2
09:15		1	3							4
09:30		10	11							21
09:45		3	3							6
10:00		3	3							6
10:15		4	7							11
10:30		7	4							11
10:45		14	10							24
11:00		4	3							7
11:15		2	0							2
11:30		3	0							3
11:45		1	5							6
Total		72	62							134
Percent		53.7%	46.3%							
Peak	-	10:15	09:30	-	-	-	-	-	-	10:15
Vol.	-	29	24	-	-	-	-	-	-	53
P.H.F.		0.518	0.545							0.552

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Start Time	05/23/21 Sun	Eastbound	Westbound							Total
12:00 PM		11	7							18
12:15		6	3							9
12:30		2	4							6
12:45		1	0							1
01:00		1	2							3
01:15		1	0							1
01:30		1	3							4
01:45		2	1							3
02:00		0	2							2
02:15		0	2							2
02:30		3	3							6
02:45		1	0							1
03:00		2	0							2
03:15		0	0							0
03:30		1	1							2
03:45		3	2							5
04:00		0	3							3
04:15		0	1							1
04:30		0	1							1
04:45		1	0							1
05:00		0	1							1
05:15		1	3							4
05:30		2	3							5
05:45		0	5							5
06:00		1	9							10
06:15		0	0							0
06:30		2	1							3
06:45		0	0							0
07:00		0	0							0
07:15		9	4							13
07:30		1	3							4
07:45		2	1							3
08:00		0	0							0
08:15		1	1							2
08:30		0	0							0
08:45		0	0							0
09:00		0	2							2
09:15		0	0							0
09:30		1	0							1
09:45		0	0							0
10:00		0	1							1
10:15		0	0							0
10:30		0	0							0
10:45		0	1							1
11:00		0	0							0
11:15		0	0							0
11:30		0	0							0
11:45		0	0							0
Total		56	70							126
Percent		44.4%	55.6%							
Peak	-	12:00	17:15	-	-	-	-	-	-	12:00
Vol.	-	20	20	-	-	-	-	-	-	34
P.H.F.		0.455	0.556							0.472

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Latitude: 0' 0.0000 Undefined

Start Time	05/24/21								Total
	Mon	Eastbound	Westbound						
12:00 AM		1	0						1
12:15		0	0						0
12:30		0	0						0
12:45		0	0						0
01:00		0	0						0
01:15		0	0						0
01:30		1	0						1
01:45		0	0						0
02:00		0	0						0
02:15		0	0						0
02:30		0	0						0
02:45		0	0						0
03:00		1	0						1
03:15		0	0						0
03:30		0	0						0
03:45		0	0						0
04:00		0	0						0
04:15		1	0						1
04:30		1	0						1
04:45		1	0						1
05:00		0	2						2
05:15		0	0						0
05:30		0	0						0
05:45		0	0						0
06:00		0	0						0
06:15		0	0						0
06:30		0	1						1
06:45		2	1						3
07:00		3	1						4
07:15		1	3						4
07:30		4	8						12
07:45		7	7						14
08:00		9	7						16
08:15		3	3						6
08:30		2	2						4
08:45		5	4						9
09:00		0	1						1
09:15		0	4						4
09:30		0	3						3
09:45		0	1						1
10:00		6	6						12
10:15		2	5						7
10:30		1	3						4
10:45		9	5						14
11:00		6	3						9
11:15		7	3						10
11:30		5	10						15
11:45		4	5						9
Total		82	88						170
Percent		48.2%	51.8%						
Peak	-	10:45	07:15	-	-	-	-	-	07:30
Vol.	-	27	25	-	-	-	-	-	48
P.H.F.		0.750	0.781						0.750

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Start Time	05/24/21 Mon	Eastbound	Westbound							Total
12:00 PM		5	7							12
12:15		1	5							6
12:30		3	8							11
12:45		5	6							11
01:00		7	4							11
01:15		3	3							6
01:30		2	2							4
01:45		3	0							3
02:00		3	2							5
02:15		1	3							4
02:30		3	3							6
02:45		1	2							3
03:00		11	4							15
03:15		2	9							11
03:30		0	0							0
03:45		0	0							0
04:00		0	0							0
04:15		0	0							0
04:30		0	0							0
04:45		0	0							0
05:00		0	0							0
05:15		0	0							0
05:30		0	0							0
05:45		0	0							0
06:00		0	1							1
06:15		0	0							0
06:30		0	0							0
06:45		0	0							0
07:00		0	0							0
07:15		0	0							0
07:30		0	0							0
07:45		0	0							0
08:00		0	0							0
08:15		0	0							0
08:30		0	0							0
08:45		0	0							0
09:00		0	0							0
09:15		0	0							0
09:30		0	0							0
09:45		0	0							0
10:00		0	0							0
10:15		0	0							0
10:30		0	0							0
10:45		0	0							0
11:00		0	0							0
11:15		0	0							0
11:30		0	0							0
11:45		0	0							0
Total		50	59							109
Percent		45.9%	54.1%							
Peak	-	12:30	12:00	-	-	-	-	-	-	12:00
Vol.	-	18	26	-	-	-	-	-	-	40
P.H.F.		0.643	0.813							0.833
Grand Total		959	1285							2244
Percent		42.7%	57.3%							

ADT

ADT 321

AADT 321

Coastal Engineering & Consulting

6605 Abercorn Street, Suite 210D
Savannah, GA 31405

Bay Street at Howe Street
AM Turning Movement Counts

File Name : bay st at howe st AM
Site Code : 00000000
Start Date : 5/11/2021
Page No : 1

Groups Printed- Vehicles

Start Time	Bay Street From North					Howe Street From East					Bay Street From South					Driveway From West					Int. Total
	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	
07:00 AM	2	26	4	0	32	0	0	0	0	0	1	33	0	1	35	1	0	0	0	1	68
07:15 AM	3	45	3	0	51	0	0	1	0	1	1	29	0	0	30	0	0	0	0	0	82
07:30 AM	13	47	2	0	62	1	0	8	0	9	1	55	0	0	56	0	0	0	0	0	127
07:45 AM	11	43	2	0	56	0	0	7	0	7	2	53	0	0	55	1	0	1	0	2	120
Total	29	161	11	0	201	1	0	16	0	17	5	170	0	1	176	2	0	1	0	3	397
08:00 AM	7	55	2	0	64	0	0	5	0	5	1	32	0	0	33	1	0	0	0	1	103
08:15 AM	3	28	0	0	31	0	0	4	0	4	0	38	0	0	38	1	0	0	0	1	74
08:30 AM	2	33	3	0	38	0	0	4	0	4	0	37	1	0	38	1	0	2	0	3	83
08:45 AM	4	29	1	1	35	0	0	3	0	3	1	30	0	0	31	3	0	0	0	3	72
Total	16	145	6	1	168	0	0	16	0	16	2	137	1	0	140	6	0	2	0	8	332
Grand Total	45	306	17	1	369	1	0	32	0	33	7	307	1	1	316	8	0	3	0	11	729
Apprch %	12.2	82.9	4.6	0.3		3	0	97	0		2.2	97.2	0.3	0.3		72.7	0	27.3	0		
Total %	6.2	42	2.3	0.1	50.6	0.1	0	4.4	0	4.5	1	42.1	0.1	0.1	43.3	1.1	0	0.4	0	1.5	

Coastal Engineering & Consulting

6605 Abercorn Street, Suite 210D
Savannah, GA 31405

Bay Street at Howe Street
PM Turning Movement Counts

File Name : bay st at howe st PM
Site Code : 00000000
Start Date : 5/11/2021
Page No : 1

Groups Printed- Vehicles

Start Time	Bay Street From North					Howe Street From East					Bay Street From South					Driveway From West					Int. Total
	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	
03:00 PM	3	42	0	0	45	0	0	5	0	5	1	32	0	0	33	2	0	0	0	2	85
03:15 PM	0	44	3	0	47	0	0	15	0	15	0	44	0	0	44	3	0	0	0	3	109
03:30 PM	2	32	1	0	35	1	0	12	0	13	1	43	1	0	45	3	0	2	0	5	98
03:45 PM	4	45	0	0	49	0	0	4	0	4	3	51	0	0	54	2	0	2	0	4	111
Total	9	163	4	0	176	1	0	36	0	37	5	170	1	0	176	10	0	4	0	14	403
04:00 PM	4	43	1	0	48	1	0	5	0	6	0	42	2	0	44	0	0	1	0	1	99
04:15 PM	2	38	2	0	42	0	0	2	0	2	0	43	0	1	44	0	0	1	0	1	89
04:30 PM	2	30	0	1	33	0	0	4	0	4	0	45	0	0	45	2	0	1	0	3	85
04:45 PM	2	44	2	0	48	1	0	3	0	4	1	48	1	0	50	3	0	0	0	3	105
Total	10	155	5	1	171	2	0	14	0	16	1	178	3	1	183	5	0	3	0	8	378
05:00 PM	1	42	0	0	43	0	0	11	0	11	1	51	1	0	53	1	0	0	0	1	108
05:15 PM	0	38	1	0	39	0	0	3	0	3	0	60	0	0	60	5	0	1	0	6	108
05:30 PM	1	48	1	0	50	0	0	6	0	6	0	51	0	0	51	2	0	0	0	2	109
05:45 PM	0	29	2	0	31	0	0	1	0	1	0	47	2	0	49	0	0	1	0	1	82
Total	2	157	4	0	163	0	0	21	0	21	1	209	3	0	213	8	0	2	0	10	407
Grand Total	21	475	13	1	510	3	0	71	0	74	7	557	7	1	572	23	0	9	0	32	1188
Apprch %	4.1	93.1	2.5	0.2		4.1	0	95.9	0		1.2	97.4	1.2	0.2		71.9	0	28.1	0		
Total %	1.8	40	1.1	0.1	42.9	0.3	0	6	0	6.2	0.6	46.9	0.6	0.1	48.1	1.9	0	0.8	0	2.7	

Coastal Engineering & Consulting

6605 Abercorn Street, Suite 210D
Savannah, GA 31405

Grant Street at Howe Street
AM Turning Movement Counts

File Name : grant st at howe st AM
Site Code : 00000000
Start Date : 5/11/2021
Page No : 1

Groups Printed- Vehicles

Start Time	Grant Street From North					Howe Street From East					Grant Street From South					Howe Street From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
07:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	1	0	3	6
07:30 AM	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	0	9	4	0	13	21
07:45 AM	0	0	0	0	0	0	6	0	0	6	1	0	1	0	2	0	11	0	0	11	19
Total	0	0	0	0	0	0	17	0	0	17	2	0	1	0	3	0	24	5	0	29	49
08:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	12
08:15 AM	0	0	0	0	0	0	3	1	0	4	1	1	0	0	2	0	3	0	0	3	9
08:30 AM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	1	2	0	0	3	7
08:45 AM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	2	2	0	4	9
Total	0	2	0	0	2	0	14	1	0	15	2	1	0	0	3	1	14	2	0	17	37
Grand Total	0	2	0	0	2	0	31	1	0	32	4	1	1	0	6	1	38	7	0	46	86
Apprch %	0	100	0	0		0	96.9	3.1	0		66.7	16.7	16.7	0		2.2	82.6	15.2	0		
Total %	0	2.3	0	0	2.3	0	36	1.2	0	37.2	4.7	1.2	1.2	0	7	1.2	44.2	8.1	0	53.5	

Coastal Engineering & Consulting

6605 Abercorn Street, Suite 210D
Savannah, GA 31405

Grant Street at Howe Street
PM Turning Movement Counts

File Name : grant st at howe st PM
Site Code : 00000000
Start Date : 5/11/2021
Page No : 1

Groups Printed- Vehicles

Start Time	Grant Street From North					Howe Street From East					Grant Street From South					Howe Street From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
03:00 PM	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	2	1	0	3	9
03:15 PM	0	0	1	0	1	1	13	0	0	14	1	0	0	0	1	0	0	0	0	0	16
03:30 PM	1	0	0	0	1	1	12	0	0	13	1	0	1	0	2	0	3	0	0	3	19
03:45 PM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	3	1	0	4	8
Total	2	0	2	0	4	2	33	0	0	35	2	0	1	0	3	0	8	2	0	10	52
04:00 PM	0	2	1	0	3	1	5	0	0	6	0	0	0	0	0	0	4	2	0	6	15
04:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	0	1	1	0	2	5
04:30 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	2	0	0	2	7
04:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	3	0	0	3	8
Total	0	2	1	0	3	2	14	0	0	16	1	0	2	0	3	0	10	3	0	13	35
05:00 PM	0	1	3	0	4	1	7	0	0	8	1	0	0	0	1	0	1	1	0	2	15
05:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	1	0	0	0	1	1	6	0	0	7	0	0	1	0	1	0	0	1	0	1	10
05:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Total	1	1	3	0	5	3	17	0	0	20	1	0	1	0	2	0	3	2	0	5	32
Grand Total	3	3	6	0	12	7	64	0	0	71	4	0	4	0	8	0	21	7	0	28	119
Apprch %	25	25	50	0		9.9	90.1	0	0		50	0	50	0		0	75	25	0		
Total %	2.5	2.5	5	0	10.1	5.9	53.8	0	0	59.7	3.4	0	3.4	0	6.7	0	17.6	5.9	0	23.5	

Coastal Engineering & Consulting

6605 Abercorn Street, Suite 210D
Savannah, GA 31405

Newcastle Street at Howe Street
AM Turning Movement Counts

File Name : newcastle st at howe st am
Site Code : 00000000
Start Date : 5/11/2021
Page No : 1

Groups Printed- Vehicles

Start Time	Newcastle Street From North					Howe Street From East					Newcastle Street From South					Howe Street From West					Int. Total
	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	
07:00 AM	1	0	0	1	2	0	1	0	0	1	0	6	0	0	6	1	1	0	0	2	11
07:15 AM	0	5	0	0	5	0	3	0	0	3	0	11	0	0	11	0	2	0	0	2	21
07:30 AM	1	7	0	0	8	0	4	9	0	13	1	18	0	0	19	2	5	0	0	7	47
07:45 AM	1	4	0	1	6	1	3	5	0	9	4	16	1	0	21	4	8	0	0	12	48
Total	3	16	0	2	21	1	11	14	0	26	5	51	1	0	57	7	16	0	0	23	127
08:00 AM	1	3	1	0	5	0	2	0	0	2	2	15	1	0	18	1	6	0	0	7	32
08:15 AM	0	8	0	1	9	0	0	2	0	2	3	15	2	0	20	0	3	0	0	3	34
08:30 AM	0	3	0	1	4	0	1	0	0	1	0	9	0	1	10	0	1	0	0	1	16
08:45 AM	0	6	0	0	6	0	1	0	0	1	2	5	0	0	7	1	2	0	0	3	17
Total	1	20	1	2	24	0	4	2	0	6	7	44	3	1	55	2	12	0	0	14	99
Grand Total	4	36	1	4	45	1	15	16	0	32	12	95	4	1	112	9	28	0	0	37	226
Apprch %	8.9	80	2.2	8.9		3.1	46.9	50	0		10.7	84.8	3.6	0.9		24.3	75.7	0	0		
Total %	1.8	15.9	0.4	1.8	19.9	0.4	6.6	7.1	0	14.2	5.3	42	1.8	0.4	49.6	4	12.4	0	0	16.4	

Coastal Engineering & Consulting

6605 Abercorn Street, Suite 210D
Savannah, GA 31405

Newcastle Street at Howe Street
PM Turning Movement Counts

File Name : newcastle st at howe st pm
Site Code : 00000000
Start Date : 5/11/2021
Page No : 1

Groups Printed- Vehicles

Start Time	Newcastle Street From North					Howe Street From East					Newcastle Street From South					Howe Street From West					Int. Total
	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	
03:00 PM	1	11	0	0	12	3	4	3	0	10	2	9	1	0	12	0	3	0	0	3	37
03:15 PM	7	6	1	0	14	1	11	7	0	19	2	7	0	0	9	0	0	0	0	0	42
03:30 PM	2	7	2	0	11	3	11	2	0	16	1	11	1	0	13	1	3	0	0	4	44
03:45 PM	1	9	1	0	11	1	4	2	0	7	0	14	0	0	14	1	2	0	0	3	35
Total	11	33	4	0	48	8	30	14	0	52	5	41	2	0	48	2	8	0	0	10	158
04:00 PM	0	3	0	1	4	1	5	0	0	6	1	8	1	0	10	1	1	1	0	3	23
04:15 PM	0	6	0	1	7	1	1	4	0	6	0	14	0	0	14	1	1	0	0	2	29
04:30 PM	0	6	1	1	8	1	1	3	0	5	3	13	1	0	17	0	1	1	0	2	32
04:45 PM	1	7	0	1	9	1	2	2	0	5	2	5	2	0	9	0	3	1	0	4	27
Total	1	22	1	4	28	4	9	9	0	22	6	40	4	0	50	2	6	3	0	11	111
05:00 PM	0	15	4	0	19	3	2	1	0	6	2	8	0	0	10	0	1	0	0	1	36
05:15 PM	0	7	1	1	9	0	1	0	0	1	1	7	0	0	8	0	0	0	0	0	18
05:30 PM	0	10	1	0	11	0	5	0	0	5	1	10	0	0	11	1	1	0	0	2	29
05:45 PM	0	6	0	1	7	1	1	0	0	2	1	9	0	0	10	0	2	0	0	2	21
Total	0	38	6	2	46	4	9	1	0	14	5	34	0	0	39	1	4	0	0	5	104
Grand Total	12	93	11	6	122	16	48	24	0	88	16	115	6	0	137	5	18	3	0	26	373
Apprch %	9.8	76.2	9	4.9		18.2	54.5	27.3	0		11.7	83.9	4.4	0		19.2	69.2	11.5	0		
Total %	3.2	24.9	2.9	1.6	32.7	4.3	12.9	6.4	0	23.6	4.3	30.8	1.6	0	36.7	1.3	4.8	0.8	0	7	

Coastal Engineering & Consulting

6605 Abercorn Street, Suite 210D
Savannah, GA 31405

Grant Street at George Street
AM Turning Movement Counts

File Name : grant st at george st AM
Site Code : 00000000
Start Date : 5/18/2021
Page No : 1

Groups Printed- Vehicles

Start Time	Grant Street From North					From East					From South					George Street From West					Int. Total
	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	
07:00 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	7
07:15 AM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	15
07:30 AM	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	14
07:45 AM	0	12	3	0	15	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	20
Total	0	28	5	0	33	0	0	0	0	0	0	0	0	0	0	0	0	23	0	23	56
08:00 AM	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	15
08:15 AM	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	7
08:30 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
08:45 AM	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	7
Total	0	21	4	0	25	0	0	0	0	0	0	0	0	0	0	1	0	7	0	8	33
Grand Total	0	49	9	0	58	0	0	0	0	0	0	0	0	0	0	1	0	30	0	31	89
Apprch %	0	84.5	15.5	0		0	0	0	0	0	0	0	0	0	0	3.2	0	96.8	0		
Total %	0	55.1	10.1	0	65.2	0	0	0	0	0	0	0	0	0	0	1.1	0	33.7	0	34.8	

Coastal Engineering & Consulting

6605 Abercorn Street, Suite 210D
Savannah, GA 31405

Grant Street at George Street
PM Turning Movement Counts

File Name : grant st at george st PM
Site Code : 00000000
Start Date : 5/18/2021
Page No : 1

Groups Printed- Vehicles

Start Time	Grant Street From North					From East					From South					George Street From West					Int. Total
	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	
04:00 PM	0	17	1	0	18	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	21
04:15 PM	0	7	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	12
04:30 PM	0	11	3	0	14	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	21
04:45 PM	0	17	2	0	19	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	25
Total	0	52	7	0	59	0	0	0	0	0	0	0	0	0	0	0	0	20	0	20	79
05:00 PM	0	26	3	0	29	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	32
05:15 PM	0	16	2	0	18	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	23
05:30 PM	0	10	1	0	11	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	17
05:45 PM	0	10	1	0	11	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	14
Total	0	62	7	0	69	0	0	0	0	0	0	0	0	0	0	0	0	17	0	17	86
Grand Total	0	114	14	0	128	0	0	0	0	0	0	0	0	0	0	0	0	37	0	37	165
Apprch %	0	89.1	10.9	0		0	0	0	0	0	0	0	0	0	0	0	0	100	0		
Total %	0	69.1	8.5	0	77.6	0	0	0	0	0	0	0	0	0	0	0	0	22.4	0	22.4	

Coastal Engineering & Consulting

6605 Abercorn Street, Suite 210D
Savannah, GA 31405

Bay Street at George Street
Turning Movement Counts

File Name : bay st at george st
Site Code : 00000000
Start Date : 5/18/2021
Page No : 1

Groups Printed- Light - Heavy

Start Time	Bay Street From North					George Street From East					Bay Street From South					From West					Int. Total
	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	
06:00 AM	1	9	0	0	10	0	0	1	0	1	0	15	0	0	15	0	0	0	0	0	26
06:15 AM	0	24	0	0	24	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	36
06:30 AM	1	39	0	0	40	0	0	1	0	1	0	25	0	0	25	0	0	0	0	0	66
06:45 AM	1	61	0	0	62	0	0	0	0	0	0	26	0	6	32	0	0	0	0	0	94
Total	3	133	0	0	136	0	0	2	0	2	0	78	0	6	84	0	0	0	0	0	222
07:00 AM	3	28	0	0	31	1	0	2	0	3	0	26	0	8	34	0	0	0	0	0	68
07:15 AM	10	38	0	0	48	1	0	3	0	4	0	35	0	3	38	0	0	0	0	0	90
07:30 AM	5	36	0	0	41	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	80
07:45 AM	6	41	0	0	47	0	0	1	0	1	0	46	0	1	47	0	0	0	0	0	95
Total	24	143	0	0	167	2	0	6	0	8	0	146	0	12	158	0	0	0	0	0	333
08:00 AM	6	30	0	0	36	0	0	2	0	2	0	45	0	1	46	0	0	0	0	0	84
08:15 AM	3	37	0	0	40	2	0	2	0	4	0	42	1	0	43	0	0	0	0	0	87
08:30 AM	1	25	0	0	26	0	0	3	0	3	0	28	1	0	29	0	0	0	0	0	58
08:45 AM	2	39	0	0	41	0	0	1	0	1	0	38	0	0	38	0	0	0	0	0	80
Total	12	131	0	0	143	2	0	8	0	10	0	153	2	1	156	0	0	0	0	0	309
09:00 AM	3	21	0	0	24	0	0	1	0	1	0	43	0	0	43	0	0	0	0	0	68
09:15 AM	7	33	0	0	40	0	0	4	0	4	0	31	0	1	32	0	0	0	0	0	76
09:30 AM	4	40	0	0	44	0	0	0	0	0	0	34	0	2	36	0	0	0	0	0	80
09:45 AM	1	22	0	0	23	0	0	1	0	1	0	25	0	0	25	0	0	0	0	0	49
Total	15	116	0	0	131	0	0	6	0	6	0	133	0	3	136	0	0	0	0	0	273
10:00 AM	2	29	0	0	31	0	0	3	0	3	0	35	0	0	35	0	0	0	0	0	69
10:15 AM	1	26	0	0	27	0	0	1	0	1	0	30	0	0	30	0	0	0	0	0	58
10:30 AM	2	29	0	0	31	0	0	3	0	3	0	36	0	1	37	0	0	0	0	0	71
10:45 AM	0	28	0	0	28	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	52
Total	5	112	0	0	117	0	0	7	0	7	0	125	0	1	126	0	0	0	0	0	250

Coastal Engineering & Consulting

6605 Abercorn Street, Suite 210D
Savannah, GA 31405

File Name : bay st at george st
Site Code : 00000000
Start Date : 5/18/2021
Page No : 2

Groups Printed- Light - Heavy

Start Time	Bay Street From North					George Street From East					Bay Street From South					From West					Int. Total
	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	
11:00 AM	4	38	0	0	42	0	0	2	0	2	0	34	0	0	34	0	0	0	0	0	78
11:15 AM	0	34	0	0	34	0	0	0	0	0	0	34	0	2	36	0	0	0	0	0	70
11:30 AM	3	33	0	1	37	0	0	2	0	2	0	31	0	2	33	0	0	0	0	0	72
11:45 AM	2	27	0	0	29	1	0	3	0	4	0	32	0	2	34	0	0	0	0	0	67
Total	9	132	0	1	142	1	0	7	0	8	0	131	0	6	137	0	0	0	0	0	287
12:00 PM	4	43	0	0	47	0	0	4	0	4	0	55	0	0	55	0	0	0	0	0	106
12:15 PM	1	37	0	1	39	1	0	2	0	3	0	41	2	2	45	0	0	0	0	0	87
12:30 PM	3	48	0	0	51	0	0	2	0	2	0	41	1	3	45	0	0	0	0	0	98
12:45 PM	3	41	0	0	44	0	0	3	0	3	0	41	0	2	43	0	0	0	0	0	90
Total	11	169	0	1	181	1	0	11	0	12	0	178	3	7	188	0	0	0	0	0	381
01:00 PM	3	33	0	0	36	0	0	1	0	1	0	35	0	2	37	0	0	0	0	0	74
01:15 PM	3	41	0	0	44	2	0	0	0	2	0	39	0	0	39	0	0	0	0	0	85
01:30 PM	1	30	0	0	31	0	0	0	0	0	0	44	0	0	44	0	0	0	0	0	75
01:45 PM	5	38	0	0	43	0	0	2	0	2	0	47	0	3	50	0	0	0	0	0	95
Total	12	142	0	0	154	2	0	3	0	5	0	165	0	5	170	0	0	0	0	0	329
02:00 PM	0	31	0	0	31	0	0	3	0	3	0	35	1	0	36	0	0	0	0	0	70
02:15 PM	3	35	0	0	38	0	0	2	0	2	0	37	0	1	38	0	0	0	0	0	78
02:30 PM	6	35	0	0	41	0	0	2	0	2	0	36	0	1	37	0	0	0	0	0	80
02:45 PM	11	45	0	1	57	0	0	4	0	4	0	43	0	0	43	0	0	0	0	0	104
Total	20	146	0	1	167	0	0	11	0	11	0	151	1	2	154	0	0	0	0	0	332
03:00 PM	6	45	0	0	51	1	0	1	0	2	0	28	0	1	29	0	0	0	0	0	82
03:15 PM	3	29	0	0	32	0	0	3	0	3	0	44	1	1	46	0	0	0	0	0	81
03:30 PM	3	44	0	0	47	0	0	3	0	3	0	51	0	0	51	0	0	0	0	0	101
03:45 PM	2	31	0	0	33	0	0	4	0	4	0	47	1	0	48	0	0	0	0	0	85
Total	14	149	0	0	163	1	0	11	0	12	0	170	2	2	174	0	0	0	0	0	349
04:00 PM	3	36	0	0	39	0	0	2	0	2	0	43	0	0	43	0	0	0	0	0	84
04:15 PM	7	28	0	0	35	0	0	3	0	3	0	51	1	1	53	0	0	0	0	0	91
04:30 PM	5	40	0	0	45	0	0	4	0	4	0	54	0	1	55	0	0	0	0	0	104
04:45 PM	6	31	0	0	37	0	0	1	0	1	0	45	1	0	46	0	0	0	0	0	84
Total	21	135	0	0	156	0	0	10	0	10	0	193	2	2	197	0	0	0	0	0	363

Coastal Engineering & Consulting

6605 Abercorn Street, Suite 210D
Savannah, GA 31405

File Name : bay st at george st
Site Code : 00000000
Start Date : 5/18/2021
Page No : 3

Groups Printed- Light - Heavy

Start Time	Bay Street From North					George Street From East					Bay Street From South					From West					Int. Total
	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	
05:00 PM	4	40	0	0	44	0	0	3	0	3	0	53	1	4	58	0	0	0	0	0	105
05:15 PM	5	33	0	0	38	0	0	3	0	3	0	52	0	1	53	0	0	0	0	0	94
05:30 PM	5	33	0	0	38	0	0	1	0	1	0	35	0	2	37	0	0	0	0	0	76
05:45 PM	4	23	0	0	27	0	0	3	0	3	0	32	0	1	33	0	0	0	0	0	63
Total	18	129	0	0	147	0	0	10	0	10	0	172	1	8	181	0	0	0	0	0	338
06:00 PM	4	25	0	0	29	0	0	2	0	2	0	34	0	0	34	0	0	0	0	0	65
06:15 PM	1	30	0	0	31	0	0	4	0	4	0	27	0	2	29	0	0	0	0	0	64
06:30 PM	1	29	0	0	30	0	0	0	0	0	0	24	1	0	25	0	0	0	0	0	55
06:45 PM	3	32	0	0	35	0	0	1	0	1	0	18	0	1	19	0	0	0	0	0	55
Total	9	116	0	0	125	0	0	7	0	7	0	103	1	3	107	0	0	0	0	0	239
Grand Total	173	1753	0	3	1929	9	0	99	0	108	0	1898	12	58	1968	0	0	0	0	0	4005
Apprch %	9	90.9	0	0.2		8.3	0	91.7	0		0	96.4	0.6	2.9		0	0	0	0		
Total %	4.3	43.8	0	0.1	48.2	0.2	0	2.5	0	2.7	0	47.4	0.3	1.4	49.1	0	0	0	0	0	
Light	168	1469	0	2	1639	8	0	98	0	106	0	1608	12	58	1678	0	0	0	0	0	3423
% Light	97.1	83.8	0	66.7	85	88.9	0	99	0	98.1	0	84.7	100	100	85.3	0	0	0	0	0	85.5
Heavy	5	284	0	1	290	1	0	1	0	2	0	290	0	0	290	0	0	0	0	0	582
% Heavy	2.9	16.2	0	33.3	15	11.1	0	1	0	1.9	0	15.3	0	0	14.7	0	0	0	0	0	14.5

Coastal Engineering & Consulting

6605 Abercorn Street, Suite 210D
Savannah, GA 31405

Grant Street at George Street
AM Turning Movement Counts

File Name : richmond st at george st AM
Site Code : 00000000
Start Date : 5/18/2021
Page No : 1

Groups Printed- Vehicles

Start Time	From North					George Street From East					Richmond Street From South					From West					Int. Total
	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	9	6	0	15	0	0	0	0	0	15
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	10	13	0	23	0	0	0	0	0	23
07:30 AM	0	0	0	0	0	0	0	2	0	2	0	11	22	0	33	0	0	0	0	0	35
07:45 AM	0	0	0	0	0	0	0	4	0	4	0	10	21	0	31	0	0	0	0	0	35
Total	0	0	0	0	0	0	0	6	0	6	0	40	62	0	102	0	0	0	0	0	108
08:00 AM	0	0	0	0	0	0	0	3	0	3	0	17	16	0	33	0	0	0	0	0	36
08:15 AM	0	0	0	0	0	0	0	6	0	6	0	6	2	0	8	0	0	0	0	0	14
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	9	3	0	12	0	0	0	0	0	12
08:45 AM	0	0	0	0	0	0	0	2	0	2	0	5	0	0	5	0	0	0	0	0	7
Total	0	0	0	0	0	0	0	11	0	11	0	37	21	0	58	0	0	0	0	0	69
Grand Total	0	0	0	0	0	0	0	17	0	17	0	77	83	0	160	0	0	0	0	0	177
Apprch %	0	0	0	0	0	0	0	100	0	0	0	48.1	51.9	0	90.4	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	9.6	0	9.6	0	43.5	46.9	0	90.4	0	0	0	0	0	

Coastal Engineering & Consulting

6605 Abercorn Street, Suite 210D
Savannah, GA 31405

Grant Street at George Street
PM Turning Movement Counts

File Name : richmond st at george st pm
Site Code : 00000000
Start Date : 5/18/2021
Page No : 1

Groups Printed- Vehicles

Start Time	From North					George Street From East					Richmond Street From South					From West					Int. Total
	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	Left	Thru	Right	U Turn	App. Total	
04:00 PM	0	0	0	0	0	0	0	3	0	3	0	13	2	0	15	0	0	0	0	0	18
04:15 PM	0	0	0	0	0	0	0	4	0	4	0	9	4	0	13	0	0	0	0	0	17
04:30 PM	0	0	0	0	0	0	0	3	0	3	0	12	3	0	15	0	0	0	0	0	18
04:45 PM	0	0	0	0	0	0	0	4	0	4	0	21	3	0	24	0	0	0	0	0	28
Total	0	0	0	0	0	0	0	14	0	14	0	55	12	0	67	0	0	0	0	0	81
05:00 PM	0	0	0	0	0	0	0	6	0	6	0	17	3	0	20	0	0	0	0	0	26
05:15 PM	0	0	0	0	0	0	0	4	0	4	0	14	4	0	18	0	0	0	0	0	22
05:30 PM	0	0	0	0	0	0	0	5	0	5	0	10	6	0	16	0	0	0	0	0	21
05:45 PM	0	0	0	0	0	0	0	3	0	3	0	15	9	0	24	0	0	0	0	0	27
Total	0	0	0	0	0	0	0	18	0	18	0	56	22	0	78	0	0	0	0	0	96
Grand Total	0	0	0	0	0	0	0	32	0	32	0	111	34	0	145	0	0	0	0	0	177
Apprch %	0	0	0	0	0	0	0	100	0	100	0	76.6	23.4	0	76.6	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	18.1	0	18.1	0	62.7	19.2	0	62.7	0	0	0	0	0	

Bay Street at Howe Street
Two-Way Stop-Controlled Intersection

2042 AM Peak - No Build

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	5	0	5	5	0	25	5	190	0	40	215	10
Future Vol, veh/h	5	0	5	5	0	25	5	190	0	40	215	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	92	25	25	92	66	63	77	92	65	86	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	0	20	20	0	38	8	247	0	62	250	13

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	521	644	132	512	650	124	263	0	0	247	0	0
Stage 1	381	381	-	263	263	-	-	-	-	-	-	-
Stage 2	140	263	-	249	387	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	438	390	893	445	387	904	1298	-	-	1316	-	-
Stage 1	613	612	-	719	689	-	-	-	-	-	-	-
Stage 2	849	689	-	733	608	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	403	369	893	417	366	904	1298	-	-	1316	-	-
Mov Cap-2 Maneuver	403	369	-	417	366	-	-	-	-	-	-	-
Stage 1	609	583	-	715	685	-	-	-	-	-	-	-
Stage 2	808	685	-	683	579	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11		11.1		0.2		1.5	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1298	-	-	635	644	1316	-	-
HCM Lane V/C Ratio	0.006	-	-	0.047	0.09	0.047	-	-
HCM Control Delay (s)	7.8	-	-	11	11.1	7.9	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.1	-	-

Grant Street at Howe Street
Two-Way Stop-Controlled Intersection

2042 AM Peak - No Build

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	35	5	0	25	0	5	0	5	0	0	0
Future Vol, veh/h	0	35	5	0	25	0	5	0	5	0	0	0
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	66	31	92	75	92	50	92	25	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	53	16	0	33	0	10	0	20	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	33	0	0	69	0	0	94	94	61	104	102	33
Stage 1	-	-	-	-	-	-	61	61	-	33	33	-
Stage 2	-	-	-	-	-	-	33	33	-	71	69	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1579	-	-	1532	-	-	889	796	1004	876	788	1041
Stage 1	-	-	-	-	-	-	950	844	-	983	868	-
Stage 2	-	-	-	-	-	-	983	868	-	939	837	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1579	-	-	1532	-	-	889	796	1004	858	788	1041
Mov Cap-2 Maneuver	-	-	-	-	-	-	889	796	-	858	788	-
Stage 1	-	-	-	-	-	-	950	844	-	983	868	-
Stage 2	-	-	-	-	-	-	983	868	-	920	837	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			8.9			0		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	962	1579	-	-	1532	-	-	-
HCM Lane V/C Ratio	0.031	-	-	-	-	-	-	-
HCM Control Delay (s)	8.9	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Newcastle Street at Howe Street
Two-Way Stop-Controlled Intersection

2042 AM Peak - No Build

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	25	0	5	15	15	10	70	5	5	25	5
Future Vol, veh/h	10	25	0	5	15	15	10	70	5	5	25	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	44	67	92	25	75	39	44	83	50	75	68	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	37	0	20	20	38	23	84	10	7	37	20

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	225	201	47	215	206	89	57	0	0	94	0	0
Stage 1	61	61	-	135	135	-	-	-	-	-	-	-
Stage 2	164	140	-	80	71	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	730	695	1022	742	691	969	1547	-	-	1500	-	-
Stage 1	950	844	-	868	785	-	-	-	-	-	-	-
Stage 2	838	781	-	929	836	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	675	680	1022	700	676	969	1547	-	-	1500	-	-
Mov Cap-2 Maneuver	675	680	-	700	676	-	-	-	-	-	-	-
Stage 1	935	840	-	854	772	-	-	-	-	-	-	-
Stage 2	771	769	-	883	832	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.8		10		1.4		0.8	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1547	-	-	678	802	1500	-	-
HCM Lane V/C Ratio	0.015	-	-	0.089	0.098	0.004	-	-
HCM Control Delay (s)	7.4	0	-	10.8	10	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.3	0	-	-

Grant Street at George Street
Two-Way Stop-Controlled Intersection

2042 PM Peak - No Build

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	0	20	0	0	70	10
Future Vol, veh/h	0	20	0	0	70	10
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	92	63	92	92	79	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	32	0	0	89	40

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	109	109	129	0	-
Stage 1	109	-	-	-	-
Stage 2	0	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	888	945	1457	-	-
Stage 1	916	-	-	-	-
Stage 2	-	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	888	945	1457	-	-
Mov Cap-2 Maneuver	888	-	-	-	-
Stage 1	916	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1457	-	945	-	-
HCM Lane V/C Ratio	-	-	0.034	-	-
HCM Control Delay (s)	0	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Bay Street at George Street
Two-Way Stop-Controlled Intersection

2042 AM Peak - No Build

Intersection							
Int Delay, s/veh	1.8						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	5	10	5	185	0	30	165
Future Vol, veh/h	5	10	5	185	0	30	165
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	25	50	42	90	92	68	88
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	20	20	12	206	0	44	188

Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	412	103	188	0	0	206
Stage 1	230	-	-	-	-	-
Stage 2	182	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22
Pot Cap-1 Maneuver	568	932	1089	-	-	1363
Stage 1	786	-	-	-	-	-
Stage 2	831	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	543	932	1089	-	-	1363
Mov Cap-2 Maneuver	543	-	-	-	-	-
Stage 1	751	-	-	-	-	-
Stage 2	831	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0.6	1.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	686	1363
HCM Lane V/C Ratio	-	-	0.058	0.032
HCM Control Delay (s)	0.1	-	10.6	7.7
HCM Lane LOS	A	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Richmond Street at George Street
Two-Way Stop-Controlled Intersection

2042 AM Peak - No Build

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖			
Traffic Vol, veh/h	0	10	55	80	0	0
Future Vol, veh/h	0	10	55	80	0	0
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	-	-	-
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	56	71	82	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	18	77	98	0	0

Major/Minor	Minor1	Major1		
Conflicting Flow All	-	126	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	924	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	924	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	9	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT	NBRWBLn1
Capacity (veh/h)	-	- 924
HCM Lane V/C Ratio	-	- 0.019
HCM Control Delay (s)	-	- 9
HCM Lane LOS	-	- A
HCM 95th %tile Q(veh)	-	- 0.1

Bay Street at Howe Street
Two-Way Stop-Controlled Intersection

2042 PM Peak - No Build

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	10	0	5	0	0	25	5	235	5	5	180	5
Future Vol, veh/h	10	0	5	0	0	25	5	235	5	5	180	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	40	92	50	92	92	48	25	87	38	50	82	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	0	10	0	0	52	20	270	13	10	220	10

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	420	568	115	447	567	142	230	0	0	283	0	0
Stage 1	245	245	-	317	317	-	-	-	-	-	-	-
Stage 2	175	323	-	130	250	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	517	431	916	495	432	880	1335	-	-	1276	-	-
Stage 1	737	702	-	669	653	-	-	-	-	-	-	-
Stage 2	810	649	-	860	699	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	478	421	916	481	422	880	1335	-	-	1276	-	-
Mov Cap-2 Maneuver	478	421	-	481	422	-	-	-	-	-	-	-
Stage 1	726	696	-	659	643	-	-	-	-	-	-	-
Stage 2	751	639	-	844	693	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	11.9		9.3			0.5			0.3		
HCM LOS	B		A								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1335	-	-	554	880	1276	-	-
HCM Lane V/C Ratio	0.015	-	-	0.063	0.059	0.008	-	-
HCM Control Delay (s)	7.7	-	-	11.9	9.3	7.8	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-	-

Grant Street at Howe Street
Two-Way Stop-Controlled Intersection

2042 PM Peak - No Build

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	5	5	5	20	0	5	0	5	5	5	5
Future Vol, veh/h	0	5	5	5	20	0	5	0	5	5	5	5
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	38	50	75	61	92	25	92	25	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	10	7	33	0	20	0	20	20	20	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	33	0	0	23	0	0	85	65	18	75	70	33
Stage 1	-	-	-	-	-	-	18	18	-	47	47	-
Stage 2	-	-	-	-	-	-	67	47	-	28	23	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1579	-	-	1592	-	-	901	826	1061	915	821	1041
Stage 1	-	-	-	-	-	-	1001	880	-	967	856	-
Stage 2	-	-	-	-	-	-	943	856	-	989	876	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1579	-	-	1592	-	-	865	823	1061	895	818	1041
Mov Cap-2 Maneuver	-	-	-	-	-	-	865	823	-	895	818	-
Stage 1	-	-	-	-	-	-	1001	880	-	967	853	-
Stage 2	-	-	-	-	-	-	900	853	-	970	876	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.2			8.9			9.2		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	953	1579	-	-	1592	-	-	909
HCM Lane V/C Ratio	0.042	-	-	-	0.004	-	-	0.066
HCM Control Delay (s)	8.9	0	-	-	7.3	0	-	9.2
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Newcastle Street at Howe Street
Two-Way Stop-Controlled Intersection

2042 PM Peak - No Build

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	5	0	5	10	5	5	40	0	5	45	10
Future Vol, veh/h	5	5	0	5	10	5	5	40	0	5	45	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	50	92	33	45	25	63	85	92	50	63	38
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	10	0	15	22	20	8	47	0	10	71	26

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	188	167	84	172	180	47	97	0	0	47	0	0
Stage 1	104	104	-	63	63	-	-	-	-	-	-	-
Stage 2	84	63	-	109	117	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	772	726	975	791	714	1022	1496	-	-	1560	-	-
Stage 1	902	809	-	948	842	-	-	-	-	-	-	-
Stage 2	924	842	-	896	799	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	732	717	975	775	705	1022	1496	-	-	1560	-	-
Mov Cap-2 Maneuver	732	717	-	775	705	-	-	-	-	-	-	-
Stage 1	897	803	-	943	838	-	-	-	-	-	-	-
Stage 2	877	838	-	879	793	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.2		9.8		1.1		0.7	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1496	-	-	727	812	1560	-	-
HCM Lane V/C Ratio	0.005	-	-	0.041	0.071	0.006	-	-
HCM Control Delay (s)	7.4	0	-	10.2	9.8	7.3	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Grant Street at George Street
Two-Way Stop-Controlled Intersection

2042 PM Peak - No Build

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	0	20	0	0	70	10
Future Vol, veh/h	0	20	0	0	70	10
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	92	71	92	92	60	58
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	28	0	0	117	17

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	126	126	134	0	-	0
Stage 1	126	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	869	924	1451	-	-	-
Stage 1	900	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	869	924	1451	-	-	-
Mov Cap-2 Maneuver	869	-	-	-	-	-
Stage 1	900	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1451	-	924	-	-
HCM Lane V/C Ratio	-	-	0.03	-	-
HCM Control Delay (s)	0	-	9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Bay Street at George Street
Two-Way Stop-Controlled Intersection

2042 PM Peak - No Build

Intersection							
Int Delay, s/veh	1.1						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	0	15	10	195	5	20	145
Future Vol, veh/h	0	15	10	195	5	20	145
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	83	50	81	25	90	81
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	18	20	241	20	22	179

Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	425	131	179	0	0	261
Stage 1	291	-	-	-	-	-
Stage 2	134	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22
Pot Cap-1 Maneuver	557	894	1103	-	-	1300
Stage 1	733	-	-	-	-	-
Stage 2	878	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	536	894	1103	-	-	1300
Mov Cap-2 Maneuver	536	-	-	-	-	-
Stage 1	705	-	-	-	-	-
Stage 2	878	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0.7	0.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	894	1300
HCM Lane V/C Ratio	-	-	0.02	0.017
HCM Control Delay (s)	0.1	-	9.1	7.8
HCM Lane LOS	A	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Richmond Street at George Street
Two-Way Stop-Controlled Intersection

2042 PM Peak - No Build

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↘			
Traffic Vol, veh/h	0	20	65	25	0	0
Future Vol, veh/h	0	20	65	25	0	0
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	-	-	-
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	56	71	82	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	36	92	30	0	0

Major/Minor	Minor1	Major1		
Conflicting Flow All	-	107	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	947	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	947	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	9	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT	NBRWBLn1
Capacity (veh/h)	-	947
HCM Lane V/C Ratio	-	0.038
HCM Control Delay (s)	-	9
HCM Lane LOS	-	A
HCM 95th %tile Q(veh)	-	0.1

Bay Street at Howe Street
Two-Way Stop-Controlled Intersection

2042 AM Peak - Build

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	5	0	5	5	0	25	5	233	0	92	215	10
Future Vol, veh/h	5	0	5	5	0	25	5	233	0	92	215	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	92	25	25	92	66	63	77	92	65	86	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	0	20	20	0	38	8	303	0	142	250	13

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	709	860	132	728	866	152	263	0	0	303	0	0
Stage 1	541	541	-	319	319	-	-	-	-	-	-	-
Stage 2	168	319	-	409	547	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	321	292	893	311	290	867	1298	-	-	1255	-	-
Stage 1	493	519	-	667	652	-	-	-	-	-	-	-
Stage 2	817	652	-	590	516	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	279	258	893	276	256	867	1298	-	-	1255	-	-
Mov Cap-2 Maneuver	279	258	-	276	256	-	-	-	-	-	-	-
Stage 1	490	460	-	663	648	-	-	-	-	-	-	-
Stage 2	776	648	-	512	458	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.4		13.2		0.2		2.9	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1298	-	-	515	498	1255	-	-
HCM Lane V/C Ratio	0.006	-	-	0.058	0.116	0.113	-	-
HCM Control Delay (s)	7.8	-	-	12.4	13.2	8.2	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.4	0.4	-	-

Grant Street at Howe Street
Two-Way Stop-Controlled Intersection

2042 AM Peak - Build

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	35	57	26	25	0	5	0	5	0	0	0
Future Vol, veh/h	0	35	57	26	25	0	5	0	5	0	0	0
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	66	31	92	75	92	50	92	25	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	53	184	28	33	0	10	0	20	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	33	0	0	237	0	0	234	234	145	244	326	33
Stage 1	-	-	-	-	-	-	145	145	-	89	89	-
Stage 2	-	-	-	-	-	-	89	89	-	155	237	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1579	-	-	1330	-	-	721	666	902	710	592	1041
Stage 1	-	-	-	-	-	-	858	777	-	918	821	-
Stage 2	-	-	-	-	-	-	918	821	-	847	709	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1579	-	-	1330	-	-	709	652	902	683	580	1041
Mov Cap-2 Maneuver	-	-	-	-	-	-	709	652	-	683	580	-
Stage 1	-	-	-	-	-	-	858	777	-	918	804	-
Stage 2	-	-	-	-	-	-	899	804	-	828	709	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			3.6			9.5			0		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	827	1579	-	-	1330	-	-	-
HCM Lane V/C Ratio	0.036	-	-	-	0.021	-	-	-
HCM Control Delay (s)	9.5	0	-	-	7.8	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	-

Newcastle Street at Howe Street
Two-Way Stop-Controlled Intersection

2042 AM Peak - Build

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	37	51	0	5	15	15	10	82	27	5	40	20
Future Vol, veh/h	37	51	0	5	15	15	10	82	27	5	40	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	44	67	92	25	75	39	44	83	50	75	68	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	84	76	0	20	20	38	23	99	54	7	59	80

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	314	312	99	323	325	126	139	0	0	153	0	0
Stage 1	113	113	-	172	172	-	-	-	-	-	-	-
Stage 2	201	199	-	151	153	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	639	603	957	630	593	924	1445	-	-	1428	-	-
Stage 1	892	802	-	830	756	-	-	-	-	-	-	-
Stage 2	801	736	-	851	771	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	586	589	957	558	579	924	1445	-	-	1428	-	-
Mov Cap-2 Maneuver	586	589	-	558	579	-	-	-	-	-	-	-
Stage 1	876	798	-	815	742	-	-	-	-	-	-	-
Stage 2	734	723	-	766	767	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.4		10.8		1		0.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1445	-	-	587	700	1428	-	-
HCM Lane V/C Ratio	0.016	-	-	0.273	0.112	0.005	-	-
HCM Control Delay (s)	7.5	0	-	13.4	10.8	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.1	0.4	0	-	-

Grant Street at George Street
Two-Way Stop-Controlled Intersection

2042 AM Peak - Build

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	25	0	0	130	48
Future Vol, veh/h	0	25	0	0	130	48
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	92	63	92	92	79	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	40	0	0	165	192

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	261	261	357	0	-	0
Stage 1	261	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	728	778	1202	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	728	778	1202	-	-	-
Mov Cap-2 Maneuver	728	-	-	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1202	-	778	-	-
HCM Lane V/C Ratio	-	-	0.051	-	-
HCM Control Delay (s)	0	-	9.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Bay Street at George Street
Two-Way Stop-Controlled Intersection

2042 AM Peak - Build

Intersection							
Int Delay, s/veh	3						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	5	53	5	185	0	30	165
Future Vol, veh/h	5	53	5	185	0	30	165
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	25	50	42	90	92	68	88
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	20	106	12	206	0	44	188

Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	412	103	188	0	0	206
Stage 1	230	-	-	-	-	-
Stage 2	182	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22
Pot Cap-1 Maneuver	568	932	1089	-	-	1363
Stage 1	786	-	-	-	-	-
Stage 2	831	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	543	932	1089	-	-	1363
Mov Cap-2 Maneuver	543	-	-	-	-	-
Stage 1	751	-	-	-	-	-
Stage 2	831	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0.6	1.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	837	1363
HCM Lane V/C Ratio	-	-	0.151	0.032
HCM Control Delay (s)	0.1	-	10.1	7.7
HCM Lane LOS	A	-	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1

Richmond Street at George Street
Two-Way Stop-Controlled Intersection

2042 AM Peak - Build

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖			
Traffic Vol, veh/h	0	10	119	101	0	0
Future Vol, veh/h	0	10	119	101	0	0
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	-	-	-
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	56	71	82	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	18	168	123	0	0

Major/Minor	Minor1	Major1		
Conflicting Flow All	-	230	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	809	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	809	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.6	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT	NBRWBLn1
Capacity (veh/h)	-	- 809
HCM Lane V/C Ratio	-	- 0.022
HCM Control Delay (s)	-	- 9.6
HCM Lane LOS	-	- A
HCM 95th %tile Q(veh)	-	- 0.1

Bay Street at Howe Street
Two-Way Stop-Controlled Intersection

2042 PM Peak - Build

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	10	0	5	0	0	25	5	250	5	17	180	5
Future Vol, veh/h	10	0	5	0	0	25	5	250	5	17	180	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	40	92	50	92	92	48	25	87	38	50	82	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	0	10	0	0	52	20	287	13	34	220	10

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	477	633	115	512	632	150	230	0	0	300	0	0
Stage 1	293	293	-	334	334	-	-	-	-	-	-	-
Stage 2	184	340	-	178	298	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	471	395	916	445	396	870	1335	-	-	1258	-	-
Stage 1	691	669	-	653	642	-	-	-	-	-	-	-
Stage 2	800	638	-	806	666	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	429	378	916	426	379	870	1335	-	-	1258	-	-
Mov Cap-2 Maneuver	429	378	-	426	379	-	-	-	-	-	-	-
Stage 1	681	651	-	643	632	-	-	-	-	-	-	-
Stage 2	741	628	-	776	648	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.6		9.4		0.5		1	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1335	-	-	506	870	1258	-	-
HCM Lane V/C Ratio	0.015	-	-	0.069	0.06	0.027	-	-
HCM Control Delay (s)	7.7	-	-	12.6	9.4	7.9	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0.1	-	-

Grant Street at Howe Street
Two-Way Stop-Controlled Intersection

2042 PM Peak - Build

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	5	17	11	20	0	5	0	5	5	5	5
Future Vol, veh/h	0	5	17	11	20	0	5	0	5	5	5	5
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	38	50	75	61	92	25	92	25	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	34	15	33	0	20	0	20	20	20	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	33	0	0	47	0	0	113	93	30	103	110	33
Stage 1	-	-	-	-	-	-	30	30	-	63	63	-
Stage 2	-	-	-	-	-	-	83	63	-	40	47	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1579	-	-	1560	-	-	864	797	1044	877	780	1041
Stage 1	-	-	-	-	-	-	987	870	-	948	842	-
Stage 2	-	-	-	-	-	-	925	842	-	975	856	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1579	-	-	1560	-	-	824	789	1044	853	772	1041
Mov Cap-2 Maneuver	-	-	-	-	-	-	824	789	-	853	772	-
Stage 1	-	-	-	-	-	-	987	870	-	948	834	-
Stage 2	-	-	-	-	-	-	877	834	-	956	856	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			2.3			9.1			9.4		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	921	1579	-	-	1560	-	-	875
HCM Lane V/C Ratio	0.043	-	-	-	0.009	-	-	0.069
HCM Control Delay (s)	9.1	0	-	-	7.3	0	-	9.4
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Newcastle Street at Howe Street
Two-Way Stop-Controlled Intersection

2042 PM Peak - Build

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	11	0	5	10	5	5	40	8	5	49	10
Future Vol, veh/h	12	11	0	5	10	5	5	40	8	5	49	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	50	92	33	45	25	63	85	92	50	63	38
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	22	0	15	22	20	8	47	9	10	78	26

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	200	183	91	190	192	52	104	0	0	56	0	0
Stage 1	111	111	-	68	68	-	-	-	-	-	-	-
Stage 2	89	72	-	122	124	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	759	711	967	770	703	1016	1488	-	-	1549	-	-
Stage 1	894	804	-	942	838	-	-	-	-	-	-	-
Stage 2	918	835	-	882	793	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	719	702	967	744	694	1016	1488	-	-	1549	-	-
Mov Cap-2 Maneuver	719	702	-	744	694	-	-	-	-	-	-	-
Stage 1	889	798	-	936	833	-	-	-	-	-	-	-
Stage 2	871	830	-	852	787	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.6		9.9		0.9		0.6	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1488	-	-	714	796	1549	-	-
HCM Lane V/C Ratio	0.005	-	-	0.098	0.072	0.006	-	-
HCM Control Delay (s)	7.4	0	-	10.6	9.9	7.3	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.2	0	-	-

Grant Street at George Street
Two-Way Stop-Controlled Intersection

2042 PM Peak - Build

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	0	20	0	0	97	25
Future Vol, veh/h	0	20	0	0	97	25
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	92	71	92	92	60	58
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	28	0	0	162	43

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	184	184	205	0	-	0
Stage 1	184	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	805	858	1366	-	-	-
Stage 1	848	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	805	858	1366	-	-	-
Mov Cap-2 Maneuver	805	-	-	-	-	-
Stage 1	848	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1366	-	858	-	-
HCM Lane V/C Ratio	-	-	0.033	-	-
HCM Control Delay (s)	0	-	9.3	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Bay Street at George Street
Two-Way Stop-Controlled Intersection

2042 PM Peak - Build

Intersection							
Int Delay, s/veh	1.4						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	0	30	10	195	5	20	145
Future Vol, veh/h	0	30	10	195	5	20	145
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	83	50	81	25	90	81
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	36	20	241	20	22	179

Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	425	131	179	0	0	261
Stage 1	291	-	-	-	-	-
Stage 2	134	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22
Pot Cap-1 Maneuver	557	894	1103	-	-	1300
Stage 1	733	-	-	-	-	-
Stage 2	878	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	536	894	1103	-	-	1300
Mov Cap-2 Maneuver	536	-	-	-	-	-
Stage 1	705	-	-	-	-	-
Stage 2	878	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0.7	0.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	894	1300
HCM Lane V/C Ratio	-	-	0.04	0.017
HCM Control Delay (s)	0.1	-	9.2	7.8
HCM Lane LOS	A	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Richmond Street at George Street
Two-Way Stop-Controlled Intersection

2042 PM Peak - Build

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↘			
Traffic Vol, veh/h	0	20	84	32	0	0
Future Vol, veh/h	0	20	84	32	0	0
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	-	-	-
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	56	71	82	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	36	118	39	0	0

Major/Minor	Minor1	Major1	
Conflicting Flow All	-	138	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.22	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.318	-
Pot Cap-1 Maneuver	0	910	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	-	910	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.1	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT	NBRWBLn1
Capacity (veh/h)	-	910
HCM Lane V/C Ratio	-	0.039
HCM Control Delay (s)	-	9.1
HCM Lane LOS	-	A
HCM 95th %tile Q(veh)	-	0.1

Ryan Claus

From: Peter Schoenauer <pete@tidewatereng.com>
Sent: Thursday, May 20, 2021 8:33 AM
To: Ryan Claus
Cc: Brian Felder
Subject: FW: St. Francis- Brunswick

Good morning Ryan,

Please see the email below from Doug Stephens with GDOT. Not sure if I told you but I had the same conversation with Garrow Alberson, City of Brunswick Engineer, and he agrees that stacking on Bay Street is not a desirable option.

Thank you,
pete

Peter Schoenauer, PE

Tidewater Engineering, Inc.
200 Plantation Chase, #16
St. Simons Island, GA 31522
(912) 268-2164: office
(912) 289-0361: Fax
www.tidewatereng.com



From: Stephens, Doug <dstephens@dot.ga.gov>
Sent: Thursday, May 20, 2021 8:29 AM
To: Peter Schoenauer <pete@tidewatereng.com>
Cc: Capello, Joseph R <JCapello@dot.ga.gov>
Subject: RE: St. Francis- Brunswick

Good morning Mr. Pete,

I have reviewed the site plan, we do not recommend the stacking on our route. It seemed there were other streets they could utilize for stacking. If you have any questions please feel free to contact me.

Thanks,

Doug Stephens
Traffic Specialist 2



District 5 Traffic Operations Office

A TRAFFIC FLOW MAP FOR ST. FRANCIS XAVIER CATHOLIC SCHOOL

CURRENT ENROLLMENT

TIME OF DAY	# OF CARS	DURATION
MORNING DROP-OFF	+/- 87 CARS, 1 BUS*	+/- 15 MIN. WINDOW
AFTERNOON PICK-UP	+/- 72 CARS, 1 BUS*	+/- 30 MIN. WINDOW
AFTER-SCHOOL PROGRAMS	+/- 21 CARS	NO WAIT TIME (PARENTS ARRIVE AT DIFFERENT TIMES)

PROJECTED ENROLLMENT (300 CHILDREN)

TIME OF DAY	# OF CARS	DURATION
MORNING DROP-OFF	+/- 150 CARS, 1 BUS*	+/- 30 MIN. WINDOW
AFTERNOON PICK-UP	+/- 123 CARS, 1 BUS*	+/- 60 MIN. WINDOW
AFTER-SCHOOL PROGRAMS	+/- 36 CARS	NO WAIT TIME (PARENTS ARRIVE AT DIFFERENT TIMES)

* (1) BUS IS USED FOR DROP-OFF / PICK-OFF EACH DAY WHICH CARRIES 25 CHILDREN (ELIMINATES +/- 20 CARS)

LEGEND

EXISTING FLOW THROUGH UNION STREET	PROPOSED TRAFFIC FLOW FROM BAY STREET
EXISTING FLOW THROUGH HANOVER SQUARE	PROPOSED TRAFFIC FLOW FROM HOWE STREET



**OFFICIAL MINUTES
COMMISSION OF THE CITY OF BRUNSWICK, GEORGIA
WORK SESSION**

**WEDNESDAY, JUNE 16, 2021
1229 NEWCASTLE STREET**

&

STREAMED LIVE AT THE BELOW WEB ADDRESS:

<https://www.facebook.com/citybwkga>

PRESENT: Honorable Mayor Cornell Harvey, Mayor Pro-Tem Felicia Harris, Commissioner John Cason III~*via zoom*, Commissioner Julie Martin and Commissioner Vincent Williams

CALL TO ORDER: Mayor Harvey (*meeting began at 5:07 p.m.*)

PRESENTATION

1. Michael Burns, Founder and Executive Director of Community and College Partners Program to give Presentation Regarding Broadband Plan for the City.

Following the presentation, questions, and comments - the Commission thanked Mr. Burns for the presentation.

WORK SESSION ADJOURNED – *session adjourned at 6:07 p.m.*

/s/Cornell L. Harvey
Cornell L. Harvey, Mayor

Attest: /s/ Naomi D. Atkinson
Naomi D. Atkinson, City Clerk

**OFFICIAL MINUTES
COMMISSION OF THE CITY OF BRUNSWICK, GEORGIA
REGULAR SCHEDULED MEETING
WEDNESDAY, JUNE 16, 2021
1229 NEWCASTLE STREET**

**&
STREAMED LIVE AT THE BELOW WEB ADDRESS:
<https://www.facebook.com/citybwkga>**

PRESENT: Honorable Mayor Cornell Harvey, Mayor Pro-Tem Felicia Harris, Commissioner John Cason III, ~*via zoom*, Commissioner Julie Martin and Commissioner Vincent Williams

CALL TO ORDER: Mayor Harvey - *meeting begin at 6:17 p.m.*

INVOCATION: Commissioner Williams

PLEDGE OF ALLEGIANCE – *Recited by all in attendance at 1229 Newcastle Street.*

Mayor Harvey recognized County Commissioners Rafolski and Fendig in the attendance.

ADDENDUM TO AGENDA

**

Commissioner Williams made a motion to move item number eight (8) to the beginning of the agenda as item number two-a (2a); seconded by Commissioner Martin. Motion passed unanimously by a vote of 5 to 0.

**

PUBLIC COMMENT PERIOD

No one present to address the commission.

PUBLIC HEARING - ALCOHOL BEVERAGE LICENSE(S) – (New) – (R. Monday)

1. Consider Approval New Alcohol Beverage License:

<u>Name of Business</u>	<u>Owner/Mgr.</u>	<u>Location of Business</u>	<u>Comments</u>
Lucky 7	Ankur Patel/ Owner	3021 Altama Ave.	Retail sale of beer and wine.

Owner was not in attendance.

Commissioner Williams made a motion to defer the above-referenced public hearing until the July 7, 2021 commission meeting; giving applicant an opportunity to attend hearing; seconded by Commissioner Martin. Motion passed unanimously by a vote of 5 to 0.

APPOINTMENT(S)

2. Board, Commission, Agency (*N. Atkinson*)

I. Brunswick Historic Preservation Board – Two Appointments

Mayor Pro Tem Harris made a motion to re-appoint Will Worley to the above-referenced board and appoint Myrna Scott Amos to the above-referenced board filling the expired term of Kate Sabbe; seconded by Commissioner Williams. Motion passed unanimously by a vote of 5 to 0.

II. Coastal Regional Commission – One Appointment -Non-Public Representative (Mayor’s Appointment)

Mayor Harvey re-appointed Shaw McVeigh as a non-public representative to the above-referenced commission.

III. Urban Redevelopment Agency – One Appointment - (Mayor’s Appointment)

Mayor Harvey stated he would defer the above-referenced appointment until he meets with a candidate interested in serving on the above-referenced agency.

ITEM(S) TO BE CONSIDERED FOR APPROVAL

3. Consider Approval of June 2, 2021 Regular Scheduled Meeting Minutes. (*subject to any necessary changes.*) (N. Atkinson)

Commissioner Martin made a motion to approve the above-referenced minutes; seconded by Commissioner Williams. Motion passed unanimously by a vote of 5 to 0.

4. Consider Approval of Resolution Number 2021- 09 ~ Fiscal Year 2021/2022 Budget. (R. McDuffie)

Commissioner Williams made a motion to approve the above-referenced resolution; seconded by Mayor Pro Tem Harris. Motion passed unanimously by a vote of 5 to 0.

5. Consider Approval of Financial Reports as of April 30, 2021. (K. Mills)

Commissioner Martin made a motion to approve the above-referenced reports as submitted; seconded by Commissioner Williams. Motion passed unanimously by a vote of 5 to 0.

6. Consider Approval of Resolution Number 2021-10 ~ Establish Storm Water Utility for the Upcoming Billing Cycle. (G. Alberson)

Commissioner Cason made a motion to defer the above-referenced resolution until the July 7, 2021 commission meeting; seconded by Commissioner Williams. Motion passed unanimously by a vote of 5 to 0.

7. Consider Approval of Contract with Georgia Department of Corrections for Offender Work Crews. (G. Alberson)

Commissioner Martin made a motion to approve the above-referenced contract for two (2) offender labor crews at a cost of \$98,636.00; seconded by Mayor Pro Tem Harris. Motion passed unanimously by a vote of 5 to 0.

Commissioner Cason recommended requesting a third crew.

CITY MANAGER ITEM(S)

8. Consider Approval of Letter of Support for County’s Request to the State Legislature to Rename the Little River Bridge “Bennett Bridge” in Honor of the Bennett Bait Shop Owners. (R. McDuffie) – (Commissioner Fendig)

The above-referenced item was moved at the beginning of the agenda as item 2a

County Commissioner Fendig, Kevin Dezern and members of the Bennett family addressed the Commission regarding the above-referenced letter of support.

Commissioner Martin made a motion to approve the above-referenced letter of support; seconded by Mayor Pro Tem Martin. Motion passed unanimously by a vote of 5 to 0.

Commissioner Martin requested that staff notify the state regarding missing signs for some of the bridges request and need to be replaced.

9. Consider Approval for City Manager to Enter into Contract for Removal of Shrimp Boat Located at Mary Ross Waterfront Park. (R. McDuffie)

Commissioner Williams made a motion for City Manager McDuffie to enter into a contract for the removal and disposal of the abandoned vessel (*i.e. Ms. Bonnie*); seconded by Commissioner Cason.

Mayor Harvey called for a vote from City Clerk Atkinson:

Commissioner Cason

Yes

Commissioner Martin	Yes
Commissioner Williams	Yes
Mayor Pro Tem Harris	Yes
Mayor Harvey	Yes

Motion passed unanimously by a vote of 5 to 0.

10. Consider for Approval of Pay Incentives for City Personnel. (*R. McDuffie*)

Commissioner Williams made a motion to approve the pay incentives recommendations made by City Manager McDuffie; seconded by Mayor Pro Tem Martin.

Mayor Harvey called for a vote from City Clerk Atkinson:

Commissioner Cason	Yes
Commissioner Martin	Yes
Commissioner Williams	Yes
Mayor Pro Tem Harris	Yes
Mayor Harvey	Yes

Motion passed unanimously by a vote to 5 to 0.

CITY ATTORNEY ITEM(S)

11. Consider Adoption of Ordinance No. 1071 – Amendment to Chapter 23 of the Code of the City of Brunswick Pertaining to Zoning; Particularly the Provisions Relating to Signs and Advertising Devices.

Commissioner Martin made a motion to defer the above-referenced item; seconded by Commissioner Williams. Motion passed unanimously by a vote of 5 to 0.

Commissioner Martin amended motion to defer the above-referenced item until the July 21, 2021 commission meeting; seconded by Commissioner Williams. Motion passed unanimously by a vote of 5 to 0.

12. Consider Adoption of Ordinance No. 1072 – Amendment to Article XXIII of the Zoning Code Chapter 3, Section 21, “Buffer Requirements”.

Commissioner Cason amended motion to defer the above-referenced item until the July 21, 2021 commission meeting; seconded by Mayor Pro Tem Harris. Motion passed unanimously by a vote of 5 to 0.

13. Consider Approval of Payment of the Excess Tax Proceeds from the Tax Sale of Parcel No. 01-00798 in the amount of fifteen thousand six hundred forty-five and 95/100 dollars (\$15,645.95).

Commissioner Williams made a motion to approve payment of the above-referenced excess tax proceeds; seconded by Mayor Pro Tem Harris. Motion passed unanimously by a vote of 5 to 0.

EXECUTIVE SESSION

Commissioner Williams made a motion to hold an executive session to discuss litigation; seconded by Mayor Pro Tem Harris. Motion passed unanimously by a vote to 5 to 0.

RECONVENE FROM EXECUTIVE SESSION

Mayor Harvey announced no action was taken.

Commissioner Williams made a motion to adjourn; seconded by Mayor Pro Tem Harris. Motion passed unanimously by a vote of 5 to 0.

MEETING ADJOURNED – *meeting adjourned at 8:38 p.m.*

/s/Cornell L. Harvey
Cornell L. Harvey, Mayor

Attest: /s/ Naomi D. Atkinson
Naomi D. Atkinson, City Clerk



INTEROFFICE MEMORANDUM

DATE: June 24, 2021

TO: Honorable Mayor and Commissioners
City of Brunswick
Brunswick, GA

FROM: Kathy D. Mills, CPA, Finance Director

SUBJECT: Financial Reports as of May 31, 2021 91.67%

**General Fund
31-May-21
Cash Basis**

	Monthly	Year to Date	% of Budget	Amended Budget	% (over)under Budget
Revenues	849,606	16,255,850	101.13%	16,074,126	-9.46%
Expenditures	1,179,421	12,438,861	77.38%	16,074,126	14.28%
Net Revenues & Expenditures	(329,815)	3,816,989			

Cash Balance Total	\$6,899,337	1,148,497	Primesouth	5,450,595	GA Fund One
				300,245	GA Fund One-Perry Park (included in total)

	LOST	LOST YTD	TAVT*	TAVT* YTD
May-21	693,510	6,746,143	34,713	330,388
May-20	424,582	5,824,098	13,915	238,709
Increase (Decrease)	268,928	922,045	20,798	91,679
	63.34%	15.83%	149.46%	38.41%

*Title Ad Valorem Tax

Capital Projects - SPLOST VI
As of May 31, 2021
(04/01/2017-09/30/2020)

	Total Expended as of 05/31/2021	Reimbursements Received	City Expended as of 05/31/2021	Original Budget Amount	Remainder (Overage)
Highways and Streets	5,452,159	1,749,940 *	3,702,219	4,627,750	925,531
Sidewalk Replacement/Upgrades	470,493	50,000 *****	420,493	432,500	12,007
Storm Drainage Improvements	2,102,935	213,129 **	1,889,806	3,243,750	1,353,944
Mary Ross Park Development	497,449	0	497,449	821,750	324,301
Highway 17 Infrastructure	109,284	0	109,284	215,107	105,823
Wayfindings & Gateways	0	0	0	259,500	259,500
Trails	377,009	107,971 ***	269,038	346,000	76,962
Cemetery Restoration/Renovation	67,672	0	67,672	259,500	191,828
Brunswick Police Department Vehicles (15)	466,021	0	466,021	540,625	74,604
Brunswick Fire Department Fire/Rescue	65,222	347 ****	64,875	64,875	0
Subscriber Radios for E911	469,009	0	469,009	431,357	(37,652)
Fire Department Pumper Trucks (2)	849,778	287,595 *****	562,183	562,183	0
Fire Station 1 Improvements	413,971	0	413,971	346,000	(67,971)
Historic Squares	47,051	0	47,051	86,500	39,449
Park Rehabilitation (Palmetto, Orange, etal)	116,564	0	116,564	389,225	272,661
Sidney Lanier Park Improvements	257,730	0	257,730	519,000	261,270
Overlook Park Improvements	125,680	0	125,680	103,800	(21,880)
Howard Coffin Park Improvements	243,383	0	243,383	431,357	187,974
Roosevelt Harris Center Improvements	191,668	40,293 ****	151,375	151,375	0
	12,323,078	2,449,275	9,873,803	13,832,154	3,958,351

* \$206,772 from DOT & \$1,543,168 from JWSC

** \$213,129 from Glynn County

*** \$74,971 from DNR Trail Grant & \$33,000 from GCRC

**** Total of \$328,235 transferred from General Fund

***** \$50,000 from DOT

TOTAL CASH ON HAND \$6,078,105

Unallocated Funds:

Overage in Collections
 GA DCA Aviation Fuel Tax
 Interest Earned

1,880,415 (1)
 16,227
 222,891
 2,119,533

(1) Original budgeted tax collection \$13,832,154
 Actual collections through 5/31/2021 15,712,569
 Collections in excess of budgeted (\$1,880,415) (1)

SPLOST V**Capital Projects: SPLOST V**

	<u>5/31/2021</u>
Cash Primesouth	\$ 3,208
Cash GA Fund One	1,352,934
Balance Available @ 05/31/2021	\$ <u>1,356,142</u>

Projects in Process:

	<u>Balance held at City</u>	<u>Balance held at Glynn County</u>
Oglethorpe Conference Center	\$ 1,204,050	1,300,442

Norwich Street Commons Fund

	<u>YTD 6/30/2021</u>	<u>Total since inception</u>
Original Balance (Sale of Property 05/13/13)	0	487,500
Demolition Fees	0	8,049
Interest Income	276	17,228
Revenues	<u>276</u>	<u>512,777</u>
	<u>YTD 6/30/2021</u>	<u>Total since inception</u>
Expenditures		
Demolition Projects	0	40,012
Infrastructure	0	130,546
Police Substation	0	6,750
Expenditures	<u>0</u>	<u>177,308</u>
Net as of May 31, 2021		<u>335,469</u>
Cash Primesouth	\$ 737	
Cash GA Fund One	334,732	
Cash Balance Available @ May 31, 2021	\$ <u>335,469</u>	

	<u>YTD 6/30/2021</u>	
Roosevelt Harris - Multipurpose Center	\$	
	<u>Cash Basis</u>	
Total Budget:	<u>369,310</u>	
Revenue FYTD	\$	
Grants	157,178	
Transfer from General Fund	180,000	
Program Income	8,503	
Contributions	\$ 5,814	
Interest Income	85	Percent of Budget
Total Inflows	\$ 351,580	95.20%
Expenditures FYTD	323,998	87.73%
Net	\$ <u>27,582</u>	
Cash Balance @ 05/31/2021	\$ <u>16,127</u>	

Sanitation Fund:

Year Ending 6/30/2021

	Year to Date
Sanitation Billing	2,031,729
Franchise Fees	46,354
Bad Debt - recovery	26
Interest Earned (Funds)	2,133
Penalties & Interest Earned	14,400
Bad Debt - recovery	-
DNR Reimbursements	-
Transfer in for T Street Landfill	-
Total Revenue (YTD)	2,094,642
Operating Exp. YTD:	1,428,659
Depreciation YTD	341
Bad Debt - write off	-
Other Landfill Expenses	35,832
Payment to T Street Landfill Site Cleanup	-
Total Expense (YTD)	1,464,832
Operating Income (Loss)	629,810
Cash Balance Primesouth	205,259
Cash Balance GA Fund One	476,699
Total Cash on Hand @ 05/31/2021	681,958
Primesouth Restricted for Landfill	193,633

Sanitation Bills		
	May 2021	YTD
Trash Pickup	127,882	1,304,414
Illegal Refuse Clean Up	6,300	57,764
Street Sweeping	0	39,042
	134,182	1,401,220

STORMWATER UTILITY FUND:	6/30/2021 (YEAR TO DATE)
Stormwater Utility Fees	1,134,570
Interest Earned	2,081
Penalties & Interest	11,041
Total Inflows	1,147,692
Expenditures	657,780
Net	489,912

Cash Balance @ 05/31/2021	\$613,535
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ADDITIONAL INFORMATION-FOR THE MONTH OF MAY 2021

	MAY 2021	YTD
Animal Control Expenses	0	0
Traffic Control Expenses	0	9,914 <i>Includes grant m</i>
		<i>8,077</i>
Recreation Dept. Expenses		
(facilities managed by County)		
Building	0	2,237 <i>Fencing</i>
Aquatics	0	2,895
Equipment	0	0
Subsidized Fees		3,282



Roosevelt Lawrence Center

Account	Account Description	Current Month Transactions	YTD Transactions
Function 6130 - Neighborhood & Community Service			
51			
51-1100	Salaries & Wages	4,165.63	39,411.90
51-1300	Overtime	11.42	123.63
51-2100	Group Insurance	650.00	6,500.00
51-2200	FICA	252.92	2,383.78
51-2300	Medicare	59.15	557.50
	51 - Totals	\$5,139.12	\$48,976.81
52			
52-2210	Repair / Maint Building	.00	1,196.36
52-2211	Repair / Maint Equipment	.00	1,143.20
52-2300	Rentals	44.00	404.30
52-3200	Communications	.00	88.00
52-3201	Cable	28.82	2,013.04
52-3205	Telephone	46.79	662.60
52-3500	Travel & Training	.00	109.00
	52 - Totals	\$119.61	\$5,616.50
53			
53-1110	Office Supplies	.00	1,906.23
53-1115	Uniforms	.00	522.45
53-1135	Custodial Supplies	.00	586.93
53-1210	Water/Sewerage	173.28	2,494.70
53-1230	Electricity	830.44	12,319.65
53-1300	Food/Misc	.00	33.87
	53 - Totals	\$1,003.72	\$17,863.83
Function	6130 - Neighborhood & Community Service Totals	\$6,262.45	\$72,457.14
Reporting Category	6100 - Recreation Totals	\$6,262.45	\$80,871.10
	EXPENSE TOTALS	\$6,262.45	\$80,871.10



SUBJECT: Enterprise Zone Incentive for 1505-09 Newcastle

COMMISSION AGENDA: July 7, 2021 Consent Agenda

PURPOSE: Consider approval of Enterprise Zone Incentives in the *CBD Enterprise Zone* for 1505-09 Newcastle Street.

HISTORY: The Commission approved Enterprise Zones in the City of Brunswick on November 19, 2014. Enterprise Zones were established under the “Enterprise Zone Employment Act of 1997” for the State of Georgia. This legislation allowed municipalities to name certain areas as “Enterprise Zones” and permit incentives for economic development in those zones. Enterprise Zones help create the proper economic and social environment to induce the investment of private resources in productive business enterprises and service enterprises.

FACTS AND ISSUES: Thomas McGraw has submitted an Enterprise Zone application for his building rehabilitation project located at 1505-09 Newcastle Street (The Kress Building). This location is in the CBD Enterprise Zone. Mr. McGraw is requesting the following incentives for these new businesses & rehabilitation:

1. Abate Building Permit Fees (including plan review).
2. Abate Business License Administration Fees for the first year.
3. Abate Sign permit fees.
4. Abate City Property Taxes

BUDGET INFORMATION: Fees are waived for the first year of operation. These fees for this applicant total approximately \$56,867.42. City Property Tax abatement is for up to 10 years at the discretion of the City Commission. The 10 year Property Tax abatement is estimated to be \$18,506.60 annually or \$144,351.48 over 10 years.

OPTIONS: 1. Approve the Incentives as presented. 2. Approve the recommended list of incentives. 3. Do not recommend the incentives.

DEPARTMENT RECOMMENDATION ACTION: The Enterprise Zone application has been reviewed by the Planning, Development & Codes, Engineering and Finance departments. All departments recommend approval of the incentives. The Downtown Development Authority Board of Directors reviewed the application at their June 15 called meeting and recommended the incentives as applied for. The Finance Committee reviewed the application at their June 28th meeting. The Finance Committee recommends that the Fees be waived and the property tax be abated 100% for the first five years. Year 6, the property taxes would be at the standard rate.

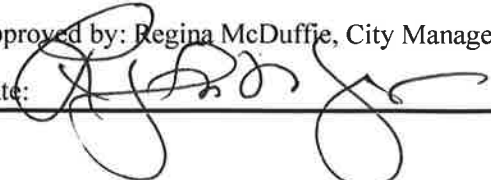
DEPARTMENT:

Prepared by: Mathew Hill, DDA;

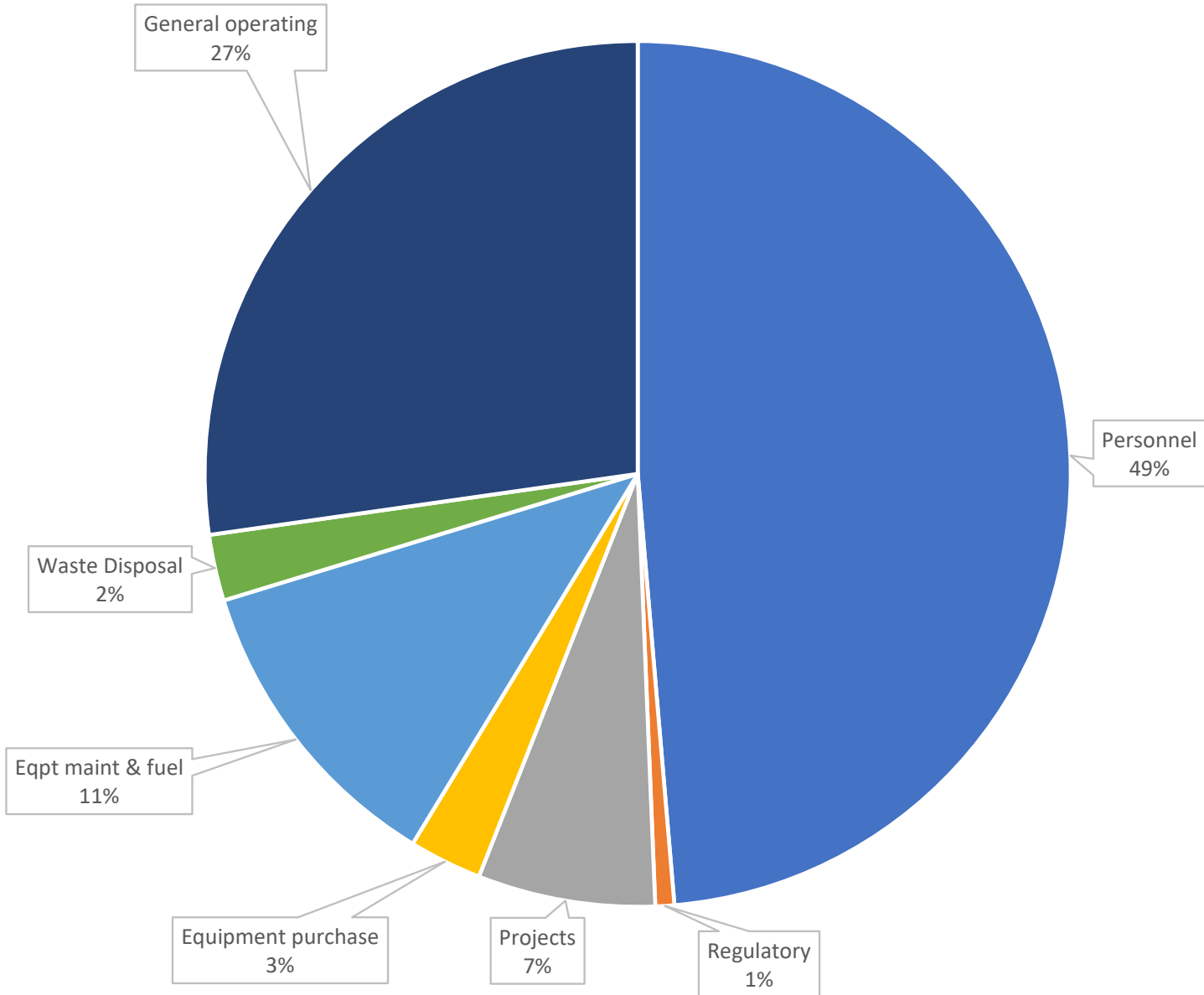
ADMINISTRATION

Approved by: Regina McDuffie, City Manager;

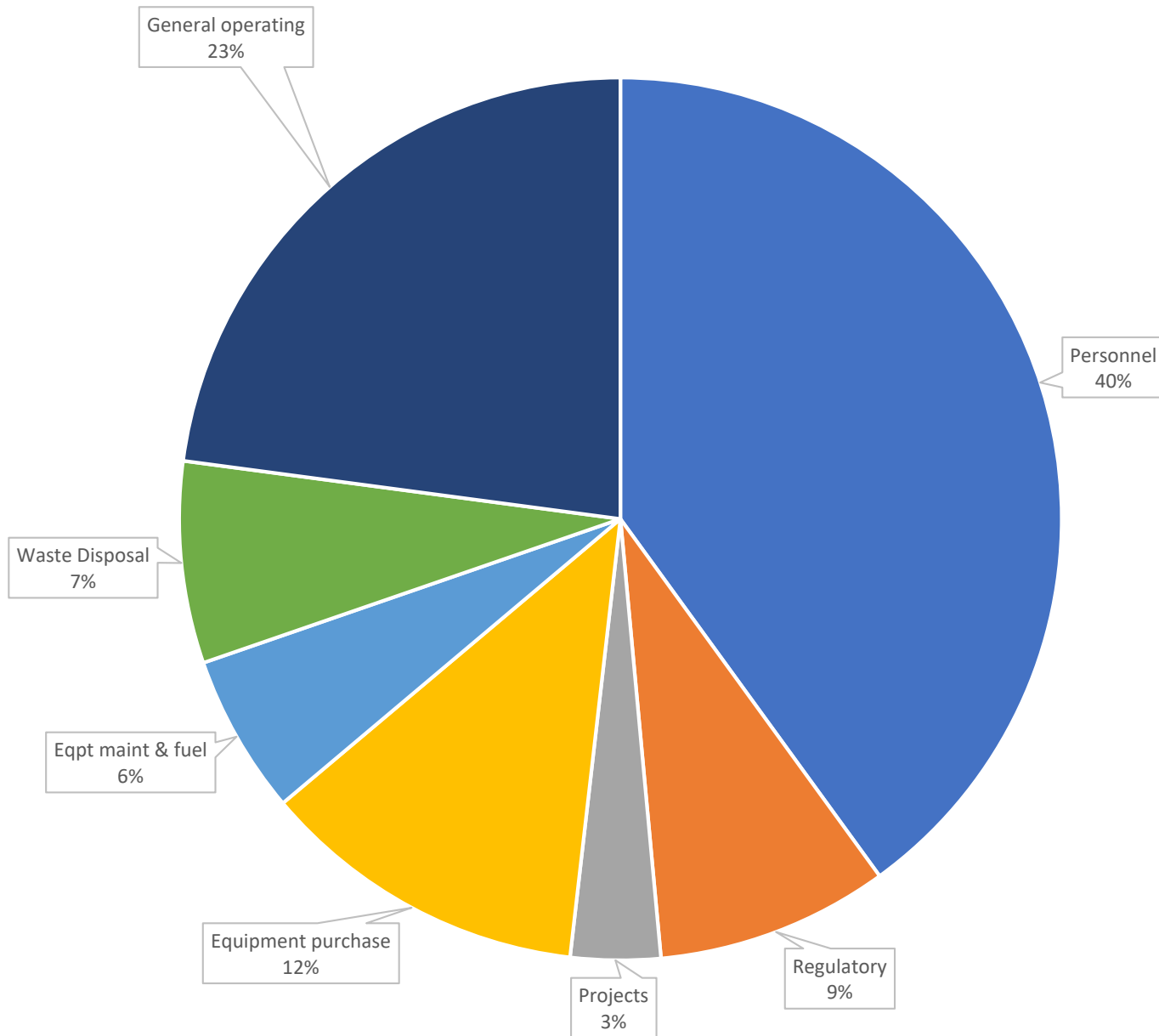
Date:

 6/29/21

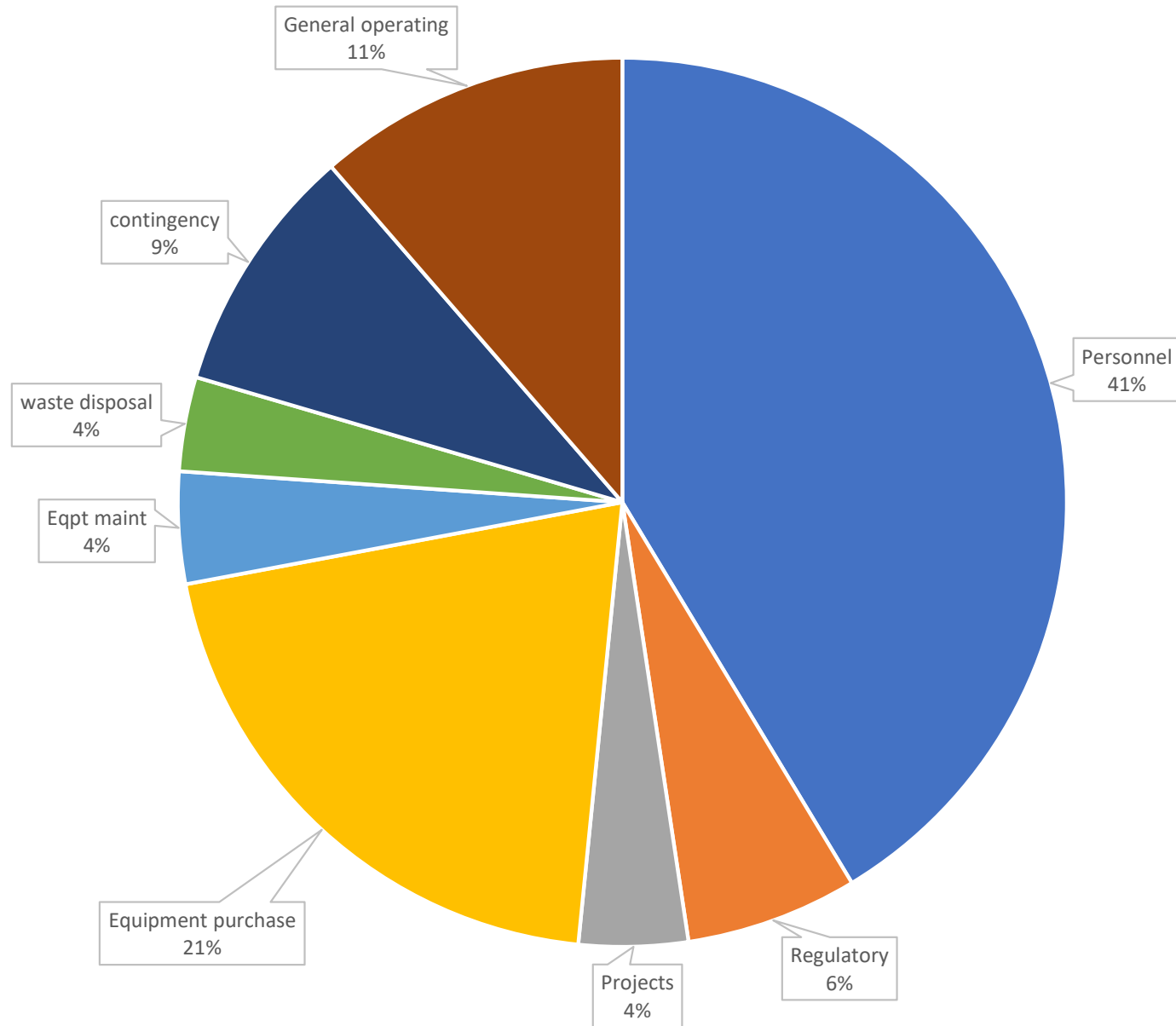
FY 19 - \$918,312



FY 20 - \$1,016,070



FY 21 - \$948,743 (as of June 18, 2021)





SUBJECT: STORM WATER UTILITY RATE RESOLUTION – FY 22

COMMISSION ACTION REQUESTED ON: June 16, 2021

PURPOSE:

Approval of Resolution 2021-10 to establish the billing rate for the Storm Water Utility for the upcoming billing cycle

HISTORY:

The City of Brunswick established a Storm Water Utility (SWU) in 2018 in order to maintain and manage the City's storm water program and infrastructure. The utility is established as an enterprise fund, and the funds for the utility's operation are provided by user fees. The fees are consistent for all residential properties in the City and are based on impervious surface area for all non-residential properties. The utility's initial fee rates were \$3.95 per month per Equivalent Residential Unit (ERU, or billing unit) in 2018. The rate was increased to \$4.50 per month per ERU in 2019 and remained unchanged in 2020.

FACTS AND ISSUES:

The expenses incurred by the SWU include both operating costs and capital expenses. The operating costs include items such as personnel salaries and benefits, equipment fuel and maintenance, and consultant services. The capital costs include items such as equipment purchases and construction & material costs. Each of these expenses are increasing each year, which requires that rates must be increased in order to generate sufficient funding for the operation of the City's storm water management program.

At the time of the establishment of the SWU, a rate study and cost analysis were completed. The rate study recommended a rate of \$4.75 per month per ERU in FY 22. At this rate, each residential property would be charged an annual fee of \$57.00 per parcel. This rate equates to a standardized rate of \$2.14.

The Southeast Storm Water Association (SESWA) recently released the 2021 Storm Water Utility Report which lists rates and other characteristics from over 100 storm water utilities across the southeastern United States. The report lists the standardized rate for each utility, which is each utility's rate per 1000 square feet of impervious surface. The average standardized rate of the utilities in 2021 is \$2.08.

BUDGET INFORMATION:

At a billing rate of \$4.75 per ERU per month, the utility is projected to generate approximately \$1.1 M in gross revenue.

OPTIONS:

1. Authorize the Mayor to sign Resolution 2021-10 to establish the Storm Water Utility billing rate at \$4.75 for Program Year 2022
 2. Do not authorize the Mayor to sign Resolution 2021-10 to establish the Storm Water Utility billing rate at \$4.75 for Program Year 2022
 3. Take no action at this time.
-

DEPARTMENT RECOMMENDATION ACTION:

1. Authorize the Mayor to sign Resolution 2021-10 to establish the Storm Water Utility billing rate at \$4.75 for Program Year 2022
-

DEPARTMENT: **Engineering**

Prepared by: Garrow Alberson, P.E., Director of Engineering and Public Works

ADMINISTRATIVE COMMENTS:

ADMINISTRATIVE RECOMMENDATION:

Authorize the Mayor to sign Resolution 2021-10 to establish the Storm Water Utility billing rate at \$4.75 for Program Year 2022

City Manager

Date

Resolution 2021 - 10

A RESOLUTION TO ADOPT THE STORMWATER UTILITY USER FEE RATE TO PROVIDE SUFFICIENT FUNDS TO IMPLEMENT THE STORMWATER MANAGEMENT PROGRAM OF THE CITY OF BRUNSWICK FOR PROGRAM YEAR 2022.

WHEREAS, the City has performed in 2018 a Stormwater Management Program Assessment and Funding Analysis which properly assesses and defines the City's stormwater management program problems, needs, goals, and priorities as well as the stormwater management program funding needs; and

WHEREAS, the Mayor and City Commission in 2018 adopted an ordinance authorizing the formation of a Stormwater Utility, which is an organizational and accounting entity dedicated specifically to the management, maintenance, protection, control, regulation, use, and enhancement of storm water management services, systems, and facilities within the City; and

WHEREAS, the City must ensure that the Stormwater Utility has sufficient resources to support the cost of operating and maintaining the City's stormwater management system and to implement necessary repairs, replacements, improvements, and extensions thereof; and

WHEREAS, it is appropriate for the City to impose a stormwater user fee charge in accordance with the procedures, requirements, and restrictions established in the Stormwater Utility Ordinance.

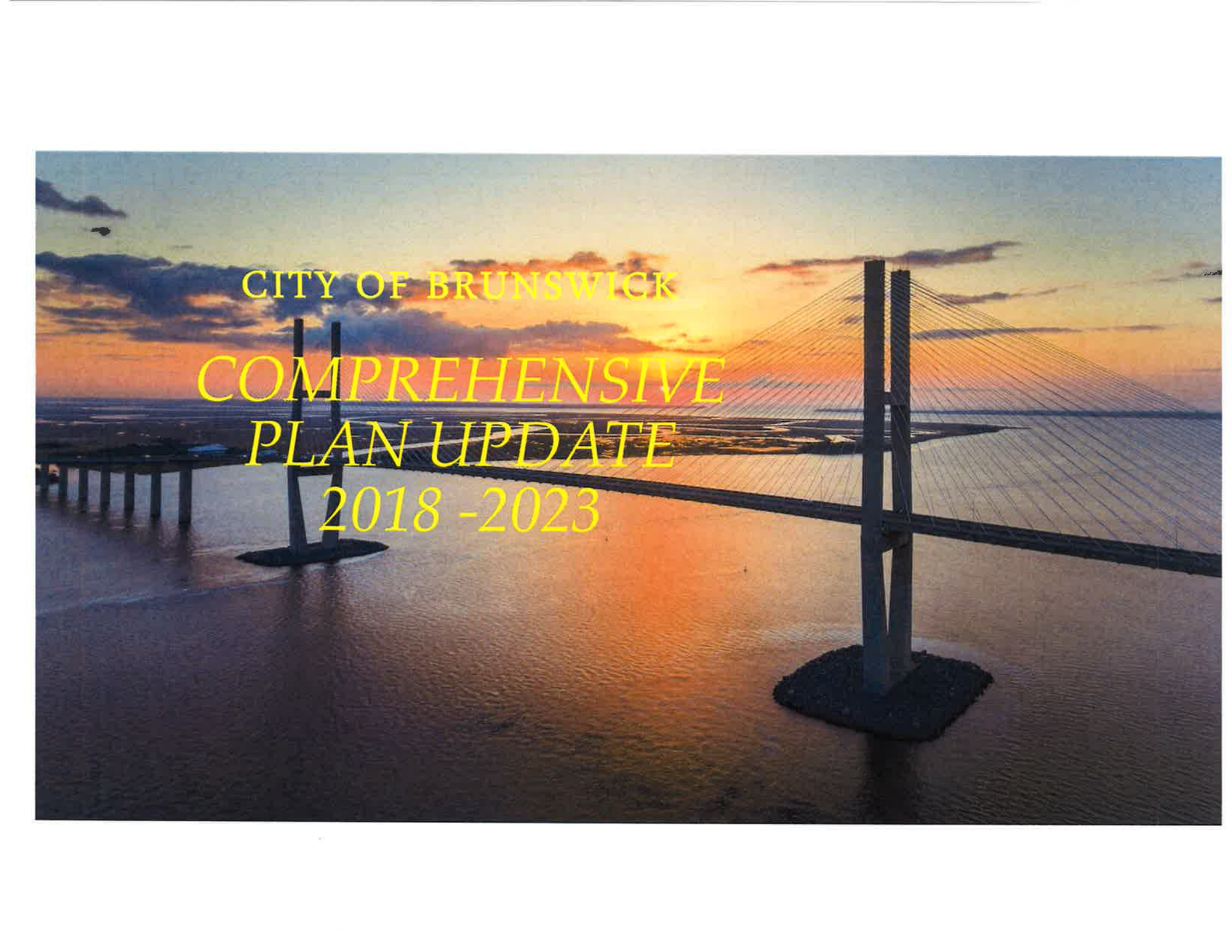
NOW THEREFORE, BE IT RESOLVED, by the Mayor and Commission of Brunswick, Georgia, in regular session assembled, does hereby adopt the Stormwater User Fee Rate of \$4.75 per month per Equivalent Residential Unit (ERU) or billing unit; and,

BE IT FURTHER RESOLVED that payment of the 2022 Storm Water Utility User Fee be billed for an annual period (January 1st through December 31st), under the guidelines of the City of Brunswick Code of Ordinances, through the City of Brunswick Tax Collections Office as an assessment on the 2021 Tax bill

RESOLVED this 16th day of June, 2021.

Mayor Cornell L. Harvey

ATTEST: Naomi Atkinson, City Clerk



CITY OF BRUNSWICK
*COMPREHENSIVE
PLAN UPDATE*
2018 -2023



Introduction

The City of Brunswick's Comprehensive Plan update was approved by the Georgia Department of Community Affairs and adopted by the Brunswick City Commission in October of 2018. During the planning phase, the City of Brunswick developed a vision and assessed their needs in a range of planning areas including population, economic development, housing, natural and cultural resources, community facilities, land use, and transportation. The 2018 - 2023 Work Program consisted of seventy projects. Since the development of this work program, 50% of the projects have been completed.



Content

The Comprehensive Plan addressed projects in the following areas:

- Economic Development
- Cultural and Environmental Projects
- Housing
- Infrastructure and Parks Projects
- Community Involvement & Planning Projects
- Transportation
- Supplemental Plans



Economic Development



Economic Development Project Update

- ❖ Opportunity Brunswick Launch
 - ❖ Opportunity Zones
- ❖ Tax Allocation District (TAD)
- ❖ Perry School Site Development
- ❖ Neighborhood Grocery
- ❖ Norwich Common Loan/Grant Program
- ❖ Downtown Development Projects
 - ❖ Legacy Project - “Made on Main” Grant
 - ❖ Art Crosswalk project

Department	Number of Projects	Project Percentages
Economic Development		
Projects - Completed	5	50%
Proj-Underway/Ongoing	5	50%
Total	10	100%

Cultural & Environmental



Cultural & Environmental Project Update

- ❖ Public Tree Ordinance Completed
- ❖ African American Historic Preservation
- ❖ Old Town National Register District updated
- ❖ Recognition of New Town as a National Historic District

Department	Number of Projects	Project Percentages
Cultural & Environmental		
Projects - Completed	3	75%
Proj-Underway/Ongoing	1	25%
Total	4	100%



Housing

Housing Project Update

- ❖ Land Bank Authority
- ❖ Housing Development
 - ❖ Norwich Commons, Brunswick Commons
 - ❖ Perry Place
 - ❖ Downtown Residential Development
 - ❖ Hand in Hand Tiny Home Project
 - ❖ Habitat for Humanity – Century Project
 - ❖ Veterans Home Project

Department	Number of Projects	Project Percentages
Housing		
Projects - Completed	5	56%
Proj-Underway/Ongoing	4	44%
Total	9	100%

Infrastructure & Parks



Infrastructure & Parks Project Update

- ❖ Stormwater Utility Fee
- ❖ Stormwater Master Plan
- ❖ Road & Drainage Improvements
 - ❖ Magnolia Park
 - ❖ College Park
- ❖ Class 1 ISO Fire Department.
- ❖ Bay St Corridor Study
- ❖ City Park & Greenspace Improvements

Department	Number of Projects	Project Percentages
Infrastructure & Parks		
Projects - Completed	5	38%
Proj-Underway/Ongoing	8	62%
Total	13	100%



Community Involvement & Planning

Community Involvement & Planning Project Update

- ❖ Class 6 FEMA Community Rating
- ❖ Neighborhood Planning Assembly (NPA)
- ❖ Glynn Avenue Design Guidelines
- ❖ Wayfinding and gateway signs

Department	Number of Projects	Project Percentages
Community Involvement & Planning		
Projects - Completed	4	29%
Proj-Underway/Ongoing	10	71%
Total	14	100%



Transportation

Transportation Project Update

- ❖ Completed Streets Ordinance
- ❖ Long Range Transportation Plan Update
- ❖ Evaluation of Traffic Analysis Zones
- ❖ Roads Assessment
- ❖ Local public transit system planning
- ❖ Gloucester St. Improvements
- ❖ Sidewalk Improvements

Department	Number of Projects	Project Percentages
Transportation		
Projects - Completed	3	38%
Proj-Underway/Ongoing	5	63%
Total	8	100%

Supplemental Plans



Supplemental Plan Update

- 2017 Downtown RSVP
- 2017 Brunswick Area Transportation Study
- 2018 Urban Redevelopment Plan Update
- 2018 TAD Plan
- Complete Streets Ordinance
- Altama Community Transformation District Plan (2018 Update)
- Historic Norwich Corridor Development Plan
- CNU Legacy Project: Norwich Corridor Plan
- Mary Ross Waterfront Park Master Plan
- Sidney Lanier Park Master Plan
- Historic Sidewalk Master Plan and Priority List – 2015
- Glynn County Tourism Resource Team Report – 2017; African American Tourism

Department	Number of Projects	Project Percentages
Supplemental Plans		
Projects - Completed	12	100%
Proj-Underway/Ongoing	0	0%
Total	12	100%

2022 Budget GOALS

➤ **Economic Development**

- Support development of the Oglethorpe Block
- Aggressively seek federal funding to support City initiatives and projects
- Strengthen promotion of Opportunity Zone and TAD District incentives

➤ **Cultural & Environmental Projects**

- Revisit GDED Tourism Study to support and promote African American Tourism Product Development

➤ **Housing**

- Develop programs to expand assistance to homebuyers and incentives to developers, Community Housing Assistance
- Provide administrative assistance and financial support to the Land Bank
- Increase demolitions to clean up blighted properties and areas
- Work with community partners to address senior needs, homelessness and low-income persons

2022 Budget GOALS cont'd

➤ **Infrastructure & Parks**

- Improve drainage through methodic cleaning of drainage ditches and areas
- Support design and preliminary engineering of Drainage Master Plan projects
- Develop plan for the provision of Broadband Services
- Continue improvements to Mary Ross, Lanier and other parks and the Squares

➤ **Community & Planning Projects**

- Increase public participation and communication through NPAs and website management
- Improve support for development through efficient plan review and inspections

➤ **Transit**

- Implementation of public transportation service
- Provide administrative assistance and financial support to the Land Bank

2022 Budget GOALS cont'd

➤ **Internal Operations**

➤ **Human Resources**

- Work with local entities to improve recruitment and retention efforts
- Develop a comprehensive wellness plan and program for city employees
- Improve programs for employee appreciation and recognition
- Improve internal training efforts

➤ **Information Technology**

- Oversight and maintenance of website updates and information
- Evaluate software and communication maintenance contracts
- Update software / hardware as needed to enhance security

Continued Plan Implementation

- ❖ 2017 Brunswick Area Transportation Study
- ❖ 2018 Urban Redevelopment Plan Update
- ❖ 2018 TAD Plan
- ❖ Historic Norwich Corridor Development Plan
- ❖ CNU Legacy Project: Norwich Corridor Plan
- ❖ Mary Ross Waterfront Park Master Plan
- ❖ Sidney Lanier Park Master Plan
- ❖ Glynn County Tourism Resource Team Report – African American Tourism



CITY OF BRUNSWICK

Short Term Work Program 2018 - 2023

ID	Project	Start Date	End Date	Responsible Entity	Estimated Cost	Funding Sources	NOTES
Economic Development Projects							
1	Develop a strategy for the remediation and redevelopment of brownfield sites assessed from 2008-2013.	2018	2020	Brownsfield Task Force/ Comm. Dev./ Fanning	\$30-100K	EPA, CDBG	
2	Implement selected projects from the Blueprint Brunswick Master Plan to revitalize and redevelop key catalyst sites throughout the City.	2018	2023	Comm. Dev./ Planning/ DDA/ URA	\$100K	Various	
3	Promote minority-owned business enterprises through a study of MBE capacity and by initiating business mentoring programs and business incubators.	2018	2019	SBDC/ DDA/ Comm. Dev.	Staff	City	
4	Aggressively expand downtown development to the Norwich corridor, through tools such as the CNU Legacy Project, marketing studies, increased parks and public facilities, a unifying streetscape design, and promoting housing redevelopment and infill in adjacent neighborhoods.	2018	2023	DDA/ Comm. Dev./ Planning/ URA	\$100K	City	Refer to Historic Norwich Corridor Study (Appendix K)
5	Recruit a neighborhood grocery to the downtown area.	2018		DDA/ Comm. Dev.	Staff	City	
6	Leverage opportunity zone to promote economic and community development.	2018	2023	Planning/ Comm. Dev./ County/ DDA/ Chamber	Staff	City	
7	Leverage TAD zone to promote economic and community development as outlined in 2017 TAD plan.	2018	2023	City/Econ. Development/Planning/ URA/DDA/EDA	Staff	City	Refer to 2017 TAD Plan (Appendix H)
8	Utilize URA to complete the redevelopment of the Perry School Site	2018	2021	URA/Planning/Comm. Development/EDA	Staff	City	Refer to Urban Redevelopment Plan (Appendix M)

9	Utilize URA to complete the redevelopment of the Oglethorpe Block for Conference Center and Hotel use	2018	2020	URA/Planning/Comm. Development/EDA	Staff	City	Refer to Urban Redevelopment Plan (Appendix M)
10	Utilize URA to assist with redevelopment of Glynn Avenue if appropriate.	2018	2023	URA/Planning/Comm. Development/EDA	Staff	City	Refer to Urban Redevelopment Plan (Appendix M)

ID	Project	Date	Date	Responsible Entity	Cost	Funding Sources	NOTES
Cultural & Environmental Projects							
8	Support and assist the African American Historical Commission through development of tourism infrastructure recommended in GDED Tourism Study	2018	2022	City/ County	Staff	private	Refer to GDED Glynn County Tourism Study (Appendix G)
9	Work with Tree Board to continue to develop a tree ordinance for the protection of specimen trees.	2018	2019	Planning/ Comm. Dev./ Park & Tree Board	Staff	City	
11	Develop a comprehensive inventory of cultural, archaeological and historic properties and resources, as well as important cultural and historical viewsheds, expanding upon the City's existing historic resource inventory.	2018	2020	Comm. Dev./ DDA/ Historic Board/ Planning/ CRC/ Historic Brunswick Foundation	\$30-100K	City	
12	Pursue the recognition of New Town as a national historic district.	2018	2020	DDA/ Historic Board/ Planning/ City Manager	<\$30K	DDA	

ID	Project	Date	Date	Responsible Entity	Est Cost	Funding Sources	NOTES
Housing Projects							
14	Foster partnerships with for-profit and non-profit developers to develop new, affordable infill housing.	2018	2029	Comm. Dev./Housing Non-Profits/Land Bank	\$30-100K	HUD, DCA, BPHA	Refer to Consolidated Plan (Appendix T)
15	Promote development of affordable single family housing in strategic neighborhood revitalization areas by expanding financial assistance to homebuyers and providing incentives to for-profit and non-profit developers.	2018	2020	Comm. Dev./ Planning/Land Bank	Using existing City Comm. Dev. funding sources	City, BPHA, HUD	Refer to Consolidated Plan (Appendix T)

16	Design and implement a Community Housing Assistance Plan.	2018	2021	Comm. Dev. /Planning/CHRAB/BPHA	Staff	City, BPHA	Refer to Consolidated Plan (Appedix T)
17	Develop a long range plan for addressing the needs of low-income elderly and handicapped persons.	2018	2020	Coast Georgia Area Agency on Aging/Comm. Dev.	\$30-100K	City, BPHA	Refer to Consolidated Plan (Appedix T)
18	Develop an implementation strategy for elevating rental housing standards throughout the City.	2018	2021	City Commission/ Comm. Dev. / Housing Non-Profits	Staff	City	
19	Develop a Senior Citizens Independent Living Housing Plan.	2018	2021	Comm. Dev. / Housing Non-Profits	Staff	HUD/ Donations	Refer to Consolidated Plan (Appedix T)
20	Utilize County-City Land Bank to clear title and sell tax delinquent and other neglected properties.	2018	2023	Land Bank/Comm. Dev./ Housing Non-Profits	Staff, coordination, legal costs	County, City, BPHA	
21	Develop a community-wide strategy for addressing chronic homelessness, with improvements to emergency housing and other related services.	2018	2020	Comm. Dev. / Housing Non-Profits/ Faith-Based Providers/ BPHA	\$30-100K	DCA	
22	Develop new senior housing project in a transit accessible location, preferably close to other community resources	2018	2022	Comm. Dev. / BPHA / Non-Profits/ DDA/URA	\$100K+	HUD, DCA, LIHTC	
23							

ID	Project	Date	Date	Responsible Entity	Cost	Funding Sources	NOTES
Infrastructure & Parks Projects							
24	Maintain accreditation as a class-2 ISO Fire Department.	2018		Fire	Staff	City	underway
25	Pursue Level-3 rescue response status as a Georgia search and rescue team.	2018	2021	Fire	Staff	City	
26	Develop design standards for public access along Brunswick's riverfront, including access to the riverfront from public streets.	2018	2022	Comm. Dev. /Planning / DDA	Staff	City	
27	Increase the availability of downtown parking and engage in parking management strategies to make efficient use of existing parking.	2018	2021	City Commission /DDA /Comm. Dev. /Police	\$600,000	General Funds, Parking Tickets and Revenues	Refer to Downtown Parking Study (Appendix N)

28	Implement Sidney Lanier Park phase II.	2018	2020	City Commission/ Engineering	\$1.6 Million	Grant/ General Funds/SPLOST	Refer to Sidney Lanier Park Plan (Appendix O)
29	Develop and maintain a city-wide Drainage Master Plan	2018	2021	City Engineer/ Public Works/ Planning	\$30-100K	Stormwater Utility, MOST	
30	Establish a stormwater utility to fund drainage improvements, starting with a study addressing a drainage needs assessment, the utility's organizational structure, and fee calculation and assessment.	2018	2019	City Manager/ Finance/ Engineer/ Public Works/ Planning	\$100K+	City	underway
31	Annually update Capital Improvement Program to plan for future capital expenditures and update annually.	2018		City Manager/ Public Works/ Finance	Staff	City	underway
32	Improve neighborhood infrastructure - drainage, sidewalks, lighting, curb, gutter, etc - as programmed in the Capital Improvement Program.	2018	2023	Comm. Dev./ Engineering/ BPHA/ JWSC/ Non-Profits	\$30-100K	Stormwater Utility/ MOST/ SPLOST/ One Georgia Equity Fund/ CDBG	
33	Develop a Comprehensive Parks Plan to manage the City's green spaces and recreational needs.	2018	2021	Planning/ Parks	\$30-100K	City	
34	Conduct a feasibility study with regard to increasing funding for the City's infrastructure needs with MOST.	2018	2020	City Manager/ Finance/ Engineer/ Public Works	\$100K+	City	
35	Implement improvements to Mary Ross Waterfront Park as waterfront catalyst project as outlined in Mary Ross Park Master Plan.	2013	2020	Planning/ Engineer/ Public Works/URA/DDA	\$100K+	City	Refer to Mary Ross Park Master Plan (Appendix I)
	Prepare an action plan for the promotion of the deployment of broadband services into underserved areas within the jurisdiction	2019	2021	City Manager/ Planning/ Engineering/ Public Works/ Economic Development		City	

ID	Project	Start Date	End Date	Responsible Entity	Estimated Cost	Funding Sources	NOTES
Community Involvement & Planning Projects							
36	Encourage and support the establishment of neighborhood organizations and foster active participation in civic issues.	2018		Comm. Dev./ Neigh. Organizations/ Churches/ Schools	Staff	City	underway
37	Improve FEMA's Community Rating System's class rating to mitigate flooding risks, increase preparedness for storm flooding events & reduce insurance premiums.	2018		Emerg. Manag./ Engineering/ Public Works/ Planingg	\$100K	Stormwater Utility	underway

38	Construct approved City gateway features, wayfinding signs, and/ or public art projects at the north and south entrances of US 17 into the City, at the entrance of US 341 into the City, at Gloucester and US 17, at the end of the Torras Causeway, and in other potential locations.	2013	2020	DDA/ Comm. Dev./ Planning/ Golden Isles Arts/ BGIVB	\$100K+	TEA/ General Funds	Refer to RSVP Plan (Appendix L)
39	Designate the boundaries of a medical district within the Parkwood/Medical Character Area through a neighborhood charrette.	2018	0	Planning/ Comm. Dev./ Hospital/ CCG	Staff	City	Refer to ACT Plan (Appendix J)
40	Conduct neighborhood-specific charrettes on affordable housing, infill housing design, and needed infrastructure improvements throughout the City. (Potential connection to form-based codes).	2018	2018	Comm. Dev./ Engineering/ Public Works/ BPHA/ JWCS/ Non-Profits/ Planning	\$30-100K	City	
41	Designate future land use for the Brunswick waterfront as mixed-use development, and include a requirement for providing public space lining the riverfront.	2013		Planning/ Comm. Dev.	Staff	City	underway
42	Rework the zoning code to more flexibly permit accessory dwelling units (Potential connection to formbased codes)	2013		Planning/ City Commission	Staff	City	
43	Investigate standards for large-scale developments to require a public charrette process as part of adequate neighborhood review.	2018		Planning/Planning and Appeals Commission	Staff	City	

ID	Project	Start Date	End Date	Responsible Entity	Estimated Cost	Funding Sources	NOTES
Community Involvement & Planning Projects (2nd Page)							
44	Regulate the design standards for automobile dealerships and other outdoor storage land uses. Limit such uses to the Highway Commercial zoning district (Potential connections to form-based codes).	2018	2017	Planning	Staff	City	
45	Annexation Plan - Pursue annexation in order to make a more contiguous and 'common-sense' boundary for the City.	2013		City Manager/ City Attorney/ Planning/ City Commission	Staff	City	

46	Rework the zoning code to promote new development that is compatible with the City's historic development patterns. Consider the use of a form-based code instead of traditional land use zoning. Revise lot standards in the zoning code so they fit the most common existing lot sizes in the City.	2013	2023	Planning/ City Commission/ CRC/ Historic Board	\$30-100K	City	
47	Develop permanent design guidelines for Glynn Avenue gateway.	2013	2019	Planning/ CVB/ County	\$30-100K	City	Underway
48	Develop policies for permitting Bed and Breakfasts in residential areas.	2013	2019	Planning/ Legal/ Historic Board	Staff	City	
49	Revise the zoning ordinance to increase flexibility with respect to neighborhood commercial development (Potential connection with form-based codes)	2013	2023	Planning/ Legal/ City Commission	Staff	City	

ID	Project	Start Date	End Date	Responsible Entity	Estimated Cost	Funding Sources	NOTES
Transportation Projects							
50	Update the Long Range Transportation Plan, and reevaluate the boundaries and projections for future Traffic Analysis Zones (TAZs).	2018		BATS/ Planning/ DDA/ Public Works	\$45,000	GDOT/ County/ City	Refer to BATS (Appendix P)
51	In cooperation with Glynn County, establish regular transit service per the Glynn County Urban Transit Implementation Plan, connecting residents to employment, shopping, and health care destinations.	2018		BATS/ County	\$230,000 annually	County/ City/ GDOT/ FTA	Refer to BATS (Appendix P)
52	Develop a City-wide Street Schematic Design Plan with designations, functional descriptions, and schematic designs for all streets in the City. Ensure that designs for streets include all modes of transportation. Develop specific cross-sections for US 17, US 341, Bay Street, Altama, and MLK Blvd.	2018		Planning/ Engineering/ Public Works	\$35,000	City	Refer to Complete Streets Ordinance (Appendix D)
53	Develop a City-wide Bicycle and Pedestrian Master Plan with facilities standards for all street types and a phasing strategy for extending pedestrian and bicycle access to the entire City. Place a particular emphasis on access to public schools from residential areas, i.e. "safe routes to school."	2018	2020	Comm. Dev./ City Manager/ Public Works/ CRC/ Schools/ GDOT	\$45,000	Safe Routes to School, GDOT	

54	US 17 Streetscape - Design and construct new streetscapes, on easements or in the public ROW, including new sidewalks, street trees, lights, benches, and a possible median.	2018		Planning/ Engineering/ GDOT	\$8 million	GDOT/ General Funds	
55	Bay Street Streetscape - Design and construct new streetscapes in the public right-of-way, including new sidewalks, on-street parking, street trees, lights, benches, and a possible median.	2018		Planning/ DDA/ Engineering/ GDOT	\$4 million	GDOT/ General Funds	Refer to RSVP Plan (Appendix L)
56	Gloucester Streetscape - Design and construct new streetscapes in the public right-of-way, including new sidewalks, on-street parking, street trees, lights, benches, and a possible median.	2018		Planning/ DDA/ Engineering/ GDOT	\$4 million	GDOT/ General Funds	Refer to RSVP Plan (Appendix L)
57	Continue to maintain and improve Historic Sidewalks and Streetscape materials in Old Town Historic District as outlined in 1999 study and 2015 update.	2018		Planning/ DDA/ Engineering/Public Works	\$100k+	SPLOST/ General Funds	Refer to Historic Sidewalk Plan (Appendix Q)

ID	Project	Start Date	End Date	Responsible Entity			NOTES
Supplemental Plans - Plans that inform the Comprehensive Plan and provide guidance and detail for work tasks and responsibilities for City Staff and Boards							
58	2017 Downtown RSVP			DDA			Appendix L
59	2017 Brunswick Area Transportation Study			BATS/ County			Appendix P
60	2018 Urban Redevelopment Plan Update			URA			Appendix M
61	2018 TAD Plan			Comm. Dev./ City Manager/ Planning/DDA/URA			Appendix H
62	Complete Streets Ordinance			Planning/ Engineering/ GDOT/ Public Works			Appendix D
63	Altama Community Transformation District Plan (2018 Update)			Planning/ DDA/ Engineering/ Economic Development			Appendix J
64	Historic Norwich Corridor Development Plan			DDA/Planning/Economic Dev.			Appendix K
65	CNU Legacy Project: Norwich Corridor Plan			DDA/Planning/Economic Dev.			Appendix K

66	Mary Ross Waterfront Park Master Plan			URA/DDA/Planning/Public Works/Engineering			Appendix I
67	Sidney Lanier Park Master Plan			Engineering/Public Works/Planning			Appendix O
68	Historic Sidewalk Master Plan and Priority List 2015			Planning/ Engineering/ GDOT/ Public Works/HPB			Appendix Q
69	Glynn County Tourism Resource Team Report 2017 - African-American Tourism			Planning/ DDA/ Economic Development/HPB			Appendix G